



TIDEFLATS SUBAREA PLANNING
STEERING COMMITTEE
FEBRUARY 8TH 2024

CITY OF FIFE



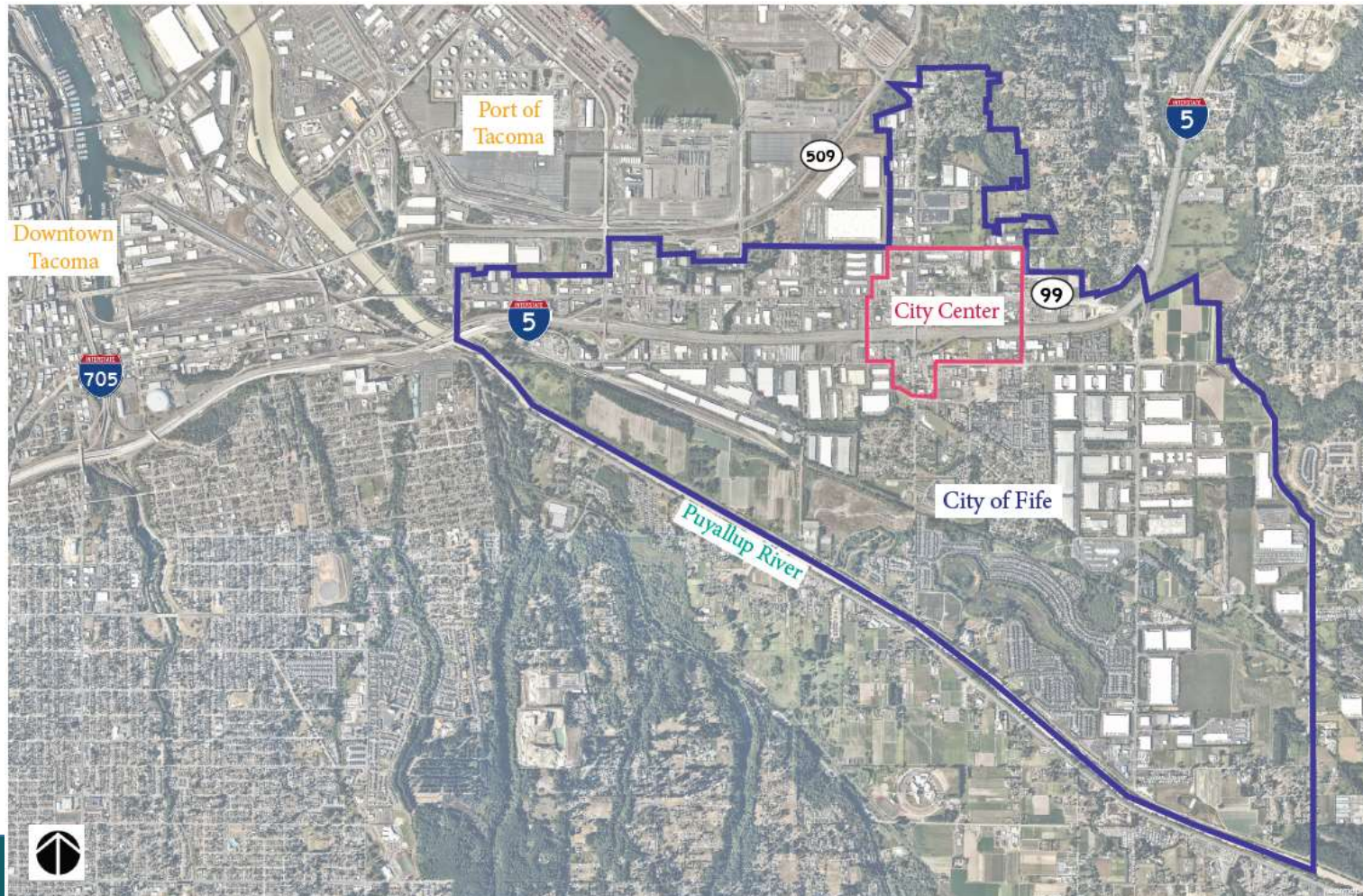
Overview

1. City Center
2. Transportation
3. Housing
4. Impacts/Benefits





City Center





City Center



City Center – Current planning framework

Current Comprehensive Plan (under construction...)

- Center of Local Importance (CoLI)
 - Adopted in 2017
 - Continued “Downtown Districts” work from 2008-2014
- Goal LU-14 – Encourage the development of a downtown area as a center of commercial, civic, cultural and recreational activities
 - Policy 14.1 Create a **vibrant, compact downtown City Center** (Center of Local Importance) area that is an **inviting place to work, shop, live and socialize**.
 - Policy 14.2 **Encourage mixed-use development** that balances residential, public, entertainment and business uses.
 - Policy 14.3 **Encourage multi-story development** that incorporates **pedestrian oriented design** and promotes civic gathering places and public amenities.
 - Policy 14.4 Recognize and enhance the potential of lands around the **54th Avenue East/I-5 Interchange** as a vibrant mixed use City Center. **City Center redevelopment should create a new sense of place by:**

Land Use

- Policy 14.3 Encourage multi-story development that incorporates pedestrian-oriented design and promotes civic gathering places and public amenities.



Five Center of Local Importance (CoLI) – Adopted per ordinance 19688

- Policy 14.4 Recognize and enhance the potential of lands around the 54th Avenue East/I-5 Interchange as a vibrant mixed use City Center. City Center redevelopment should create a new sense of place by:

- Implementation 14.4.1 Focusing land use, economic development and urban form on a niche or niches not currently being met following transit oriented development principals.

- Implementation 14.4.2 Drawing people who work and live in the area by:
- Creating an active, people-oriented environment with trees and green space and smaller walkable blocks.
 - Encouraging distinct mix of commercial and residential uses and activities.
 - Providing services that are desired by/meet the needs of the community.
 - Building tall mixed use buildings (residential over commercial w/parking (5 over 2))
 - Small scale full service grocer
 - Restaurants
 - Offices (banking, insurance)
 - Multi-family housing
 - Personal Services
 - Hotel
 - Recreation
 - Avoids big-box retail or a single-use
 - Avoids large surface parking lots
 - Prohibiting drive-thru.



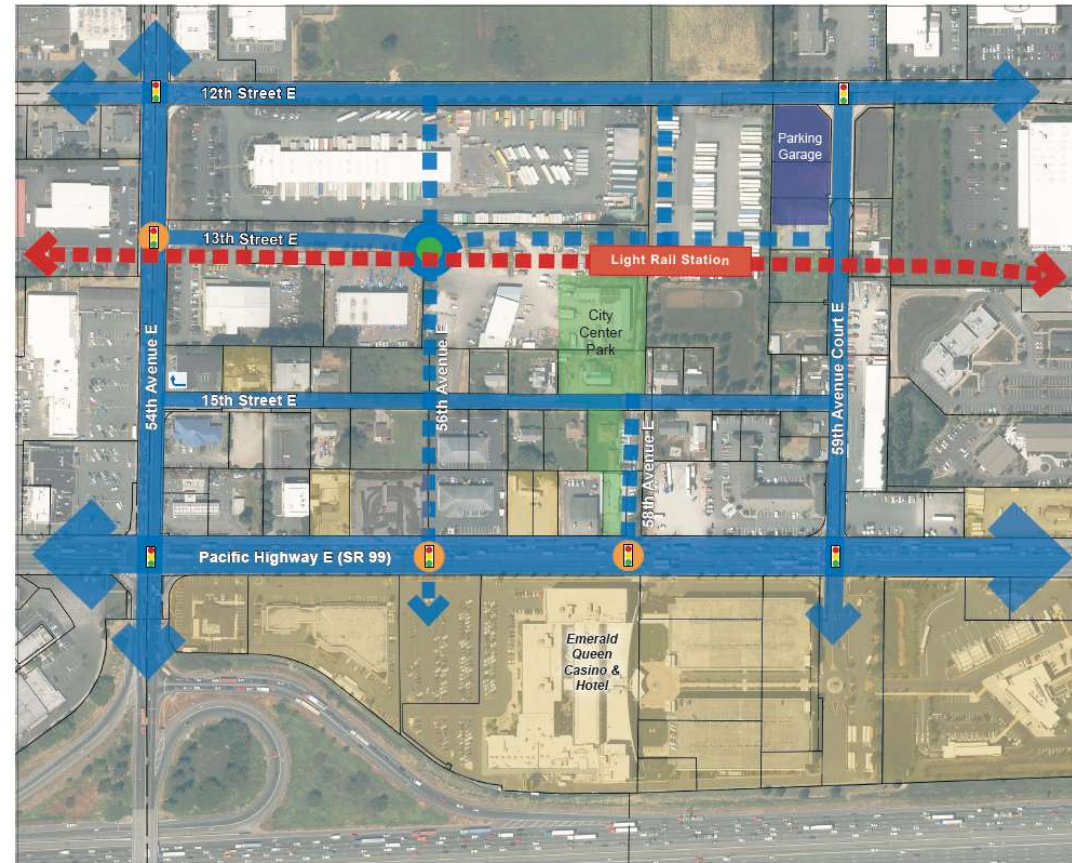
City Center – Current planning framework

- 14.4.1 Focusing land use, economic development and urban form on a niche or niches not currently being met following transit oriented development principals.
- 14.4.2 Drawing people who work and live in the area by:
 - Creating an **active, people-oriented environment** with trees and green space and smaller walkable blocks.
 - Encouraging distinct **mix of commercial and residential** uses and activities.
 - Providing services that are desired by/meet the needs of the community.
 - Building **tall mixed use buildings** (residential over commercial w/parking (5 over 2)
 - **Avoids large surface parking lots**
 - **Prohibiting drive-thru.**
- 14.4.3 Integration of the light-rail station. Keep the light **rail station and structured parking location on the edge of the center of the City Center**. This reduces vehicular traffic in the city center and promotes a true pedestrian experience.
 - Ensure that the transit station location provides **opportunity for future residential and mixed-use redevelopment** within the City Center as envisioned and does not inhibit such development.
 - Station and parking structure **location maintains and enhances** and does not detract **the viability of the City Center**.
 - Putting **“eyes on the station”** for better security
- 14.4.4 Locating **parking in structures** with access from secondary streets.
- 14.4.5 Creating an **engaging, pedestrian-oriented street frontage**.
- 14.4.6 Optimizing use of the station with **land uses that increase potential ridership**.
- 14.4.7 Providing **noise attenuation** (I-5 and rail).
- 14.4.8 Creating a network of streets in the redevelopment area with **smaller blocks that support pedestrian and bicycle** use and are well connected.
- **14.4.9 Balancing the conflicting goals of the need to provide vehicular freight access to Port with the need to address increased traffic safety issues by:**
 - Discouraging cut-through traffic • Relocating I-5 to 54th Ave E interchange ramps • Identifying streets that may support traffic calming measures.
- 14.4.10 Filling **gaps in the pedestrian and bicycle network** (including gaps in sidewalk routes or where new crosswalks might be needed).
- 14.4.11 Addressing the **lack of safe access across I-5**.



City Center – Upcoming work

1. NEW City Center Element in Comp Plan
2. City Center Planned Action EIS
3. City Center incorporated into “implementing plans”
 1. Transportation Improvement Plan (TIP)
 2. PROS Plan
 3. Water/Sewer/Storm Plans
4. City Center Specific Development Regulations
 1. Hybrid form based/conventional code
 2. Street grid network
 3. Street standards
 4. Design standards



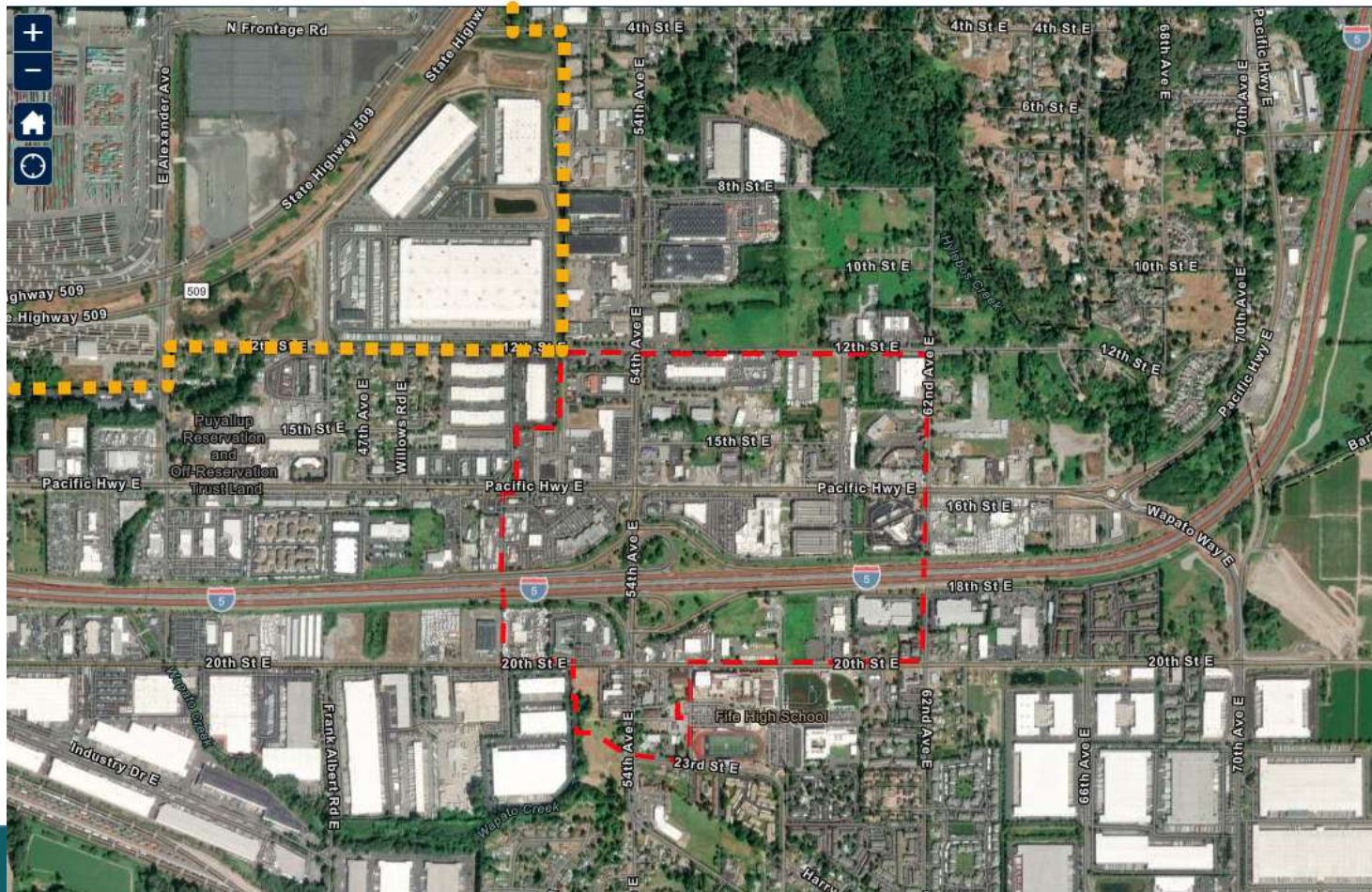
Fife City Center – Port MIC – Connected

City of Fife Zoning Application

[...locate land use regulations in our community](#)

[Public Permitting Portal](#)

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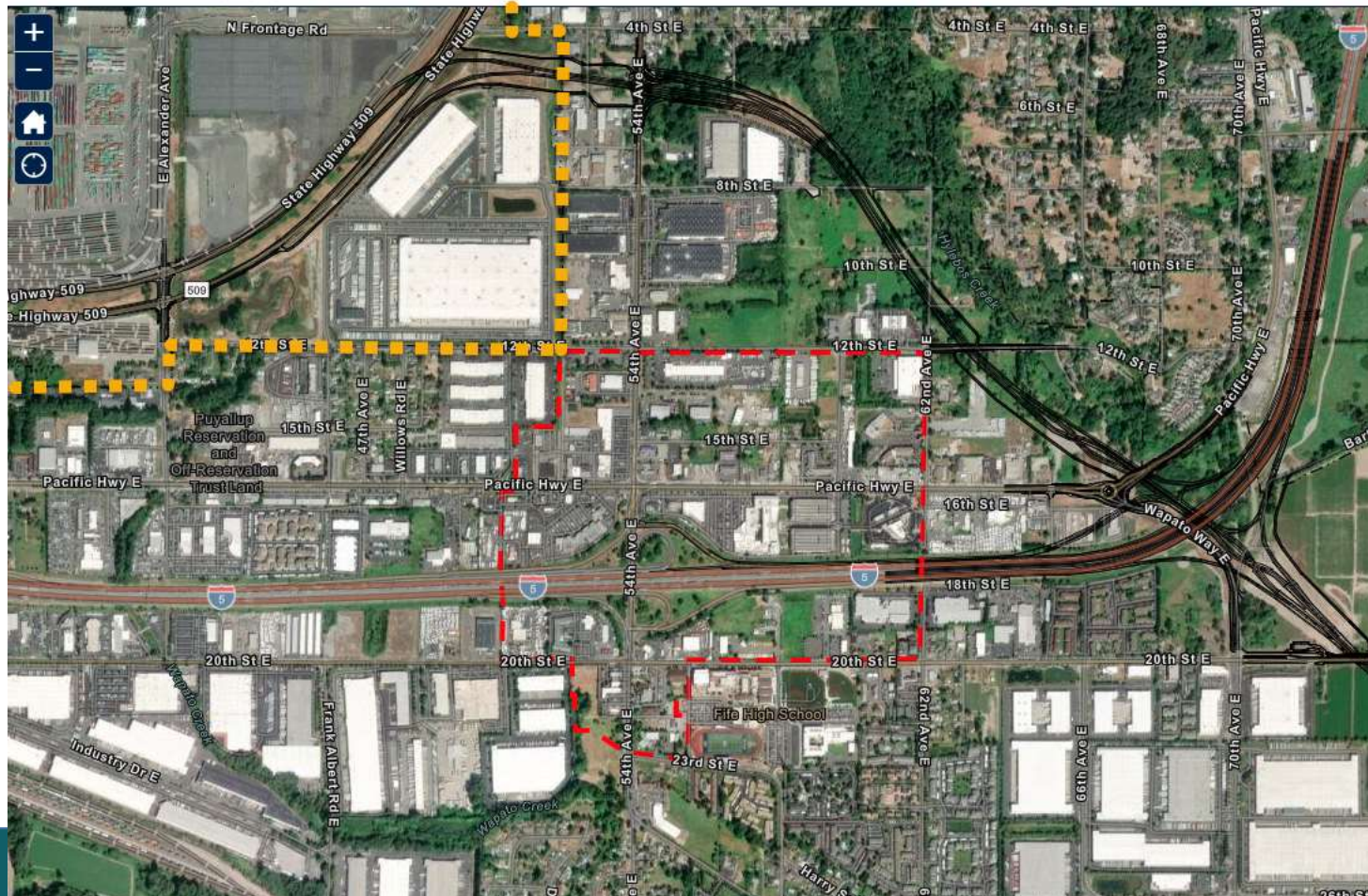
SR – 167 Gateway Project

City of Fife Zoning Application

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Sound Transit – TDLE

City of Fife Zoning Application

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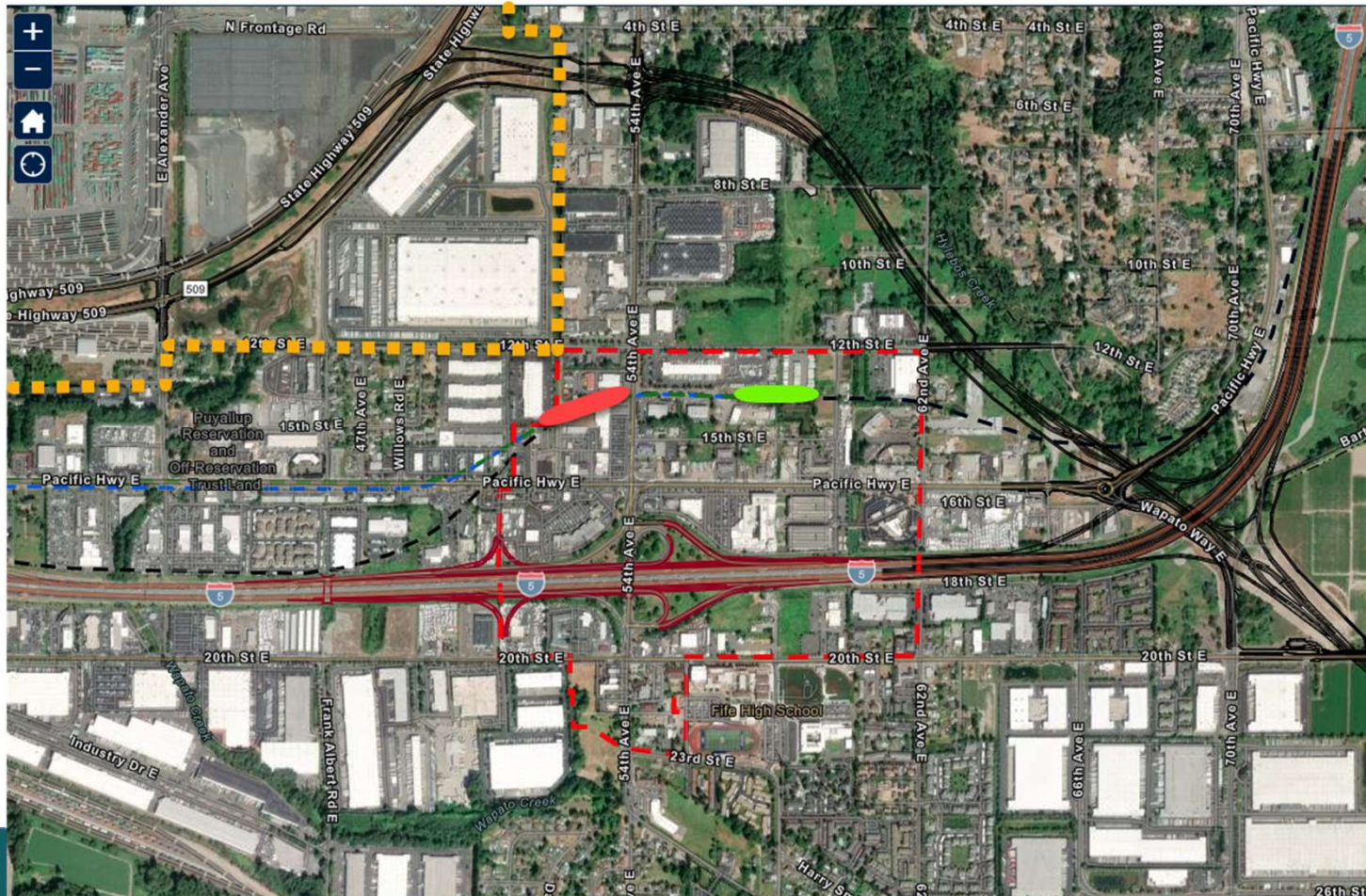
I-5 / 54th Interchange Improvements

City of Fife Zoning Application

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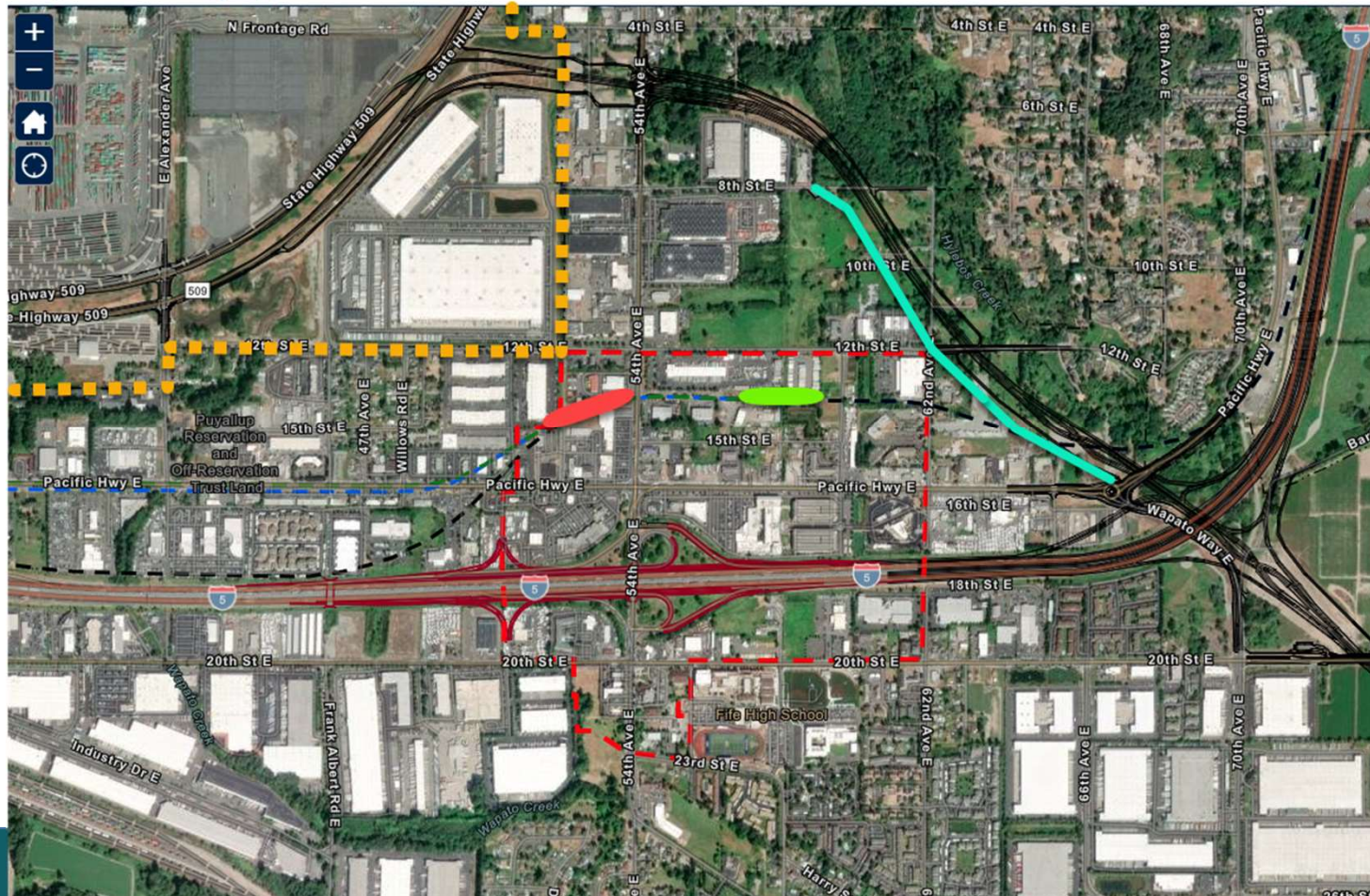
Wapato Way

City of Fife Zoning Application

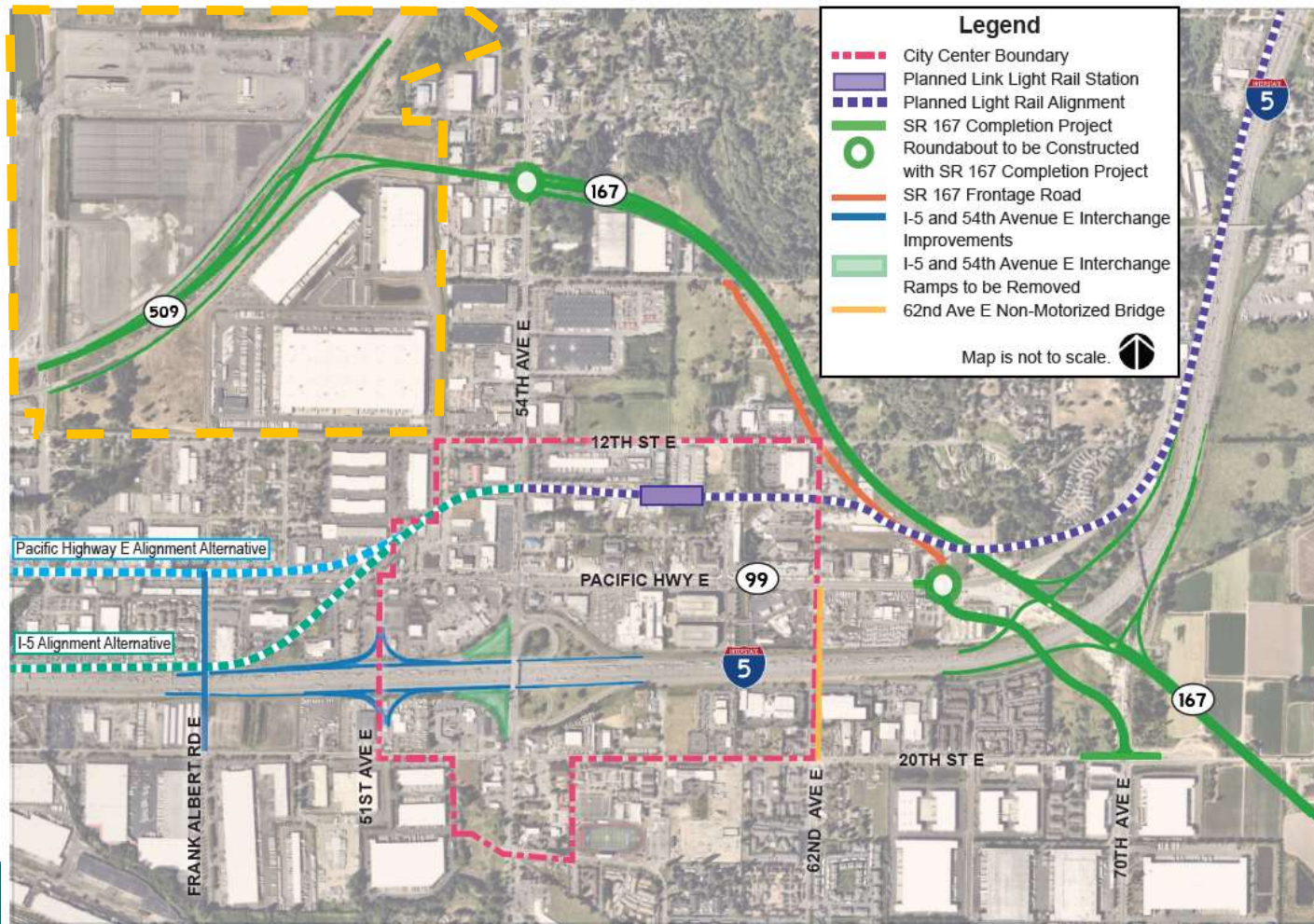
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City Center Transportation Improvements



Transportation

54th Avenue E:

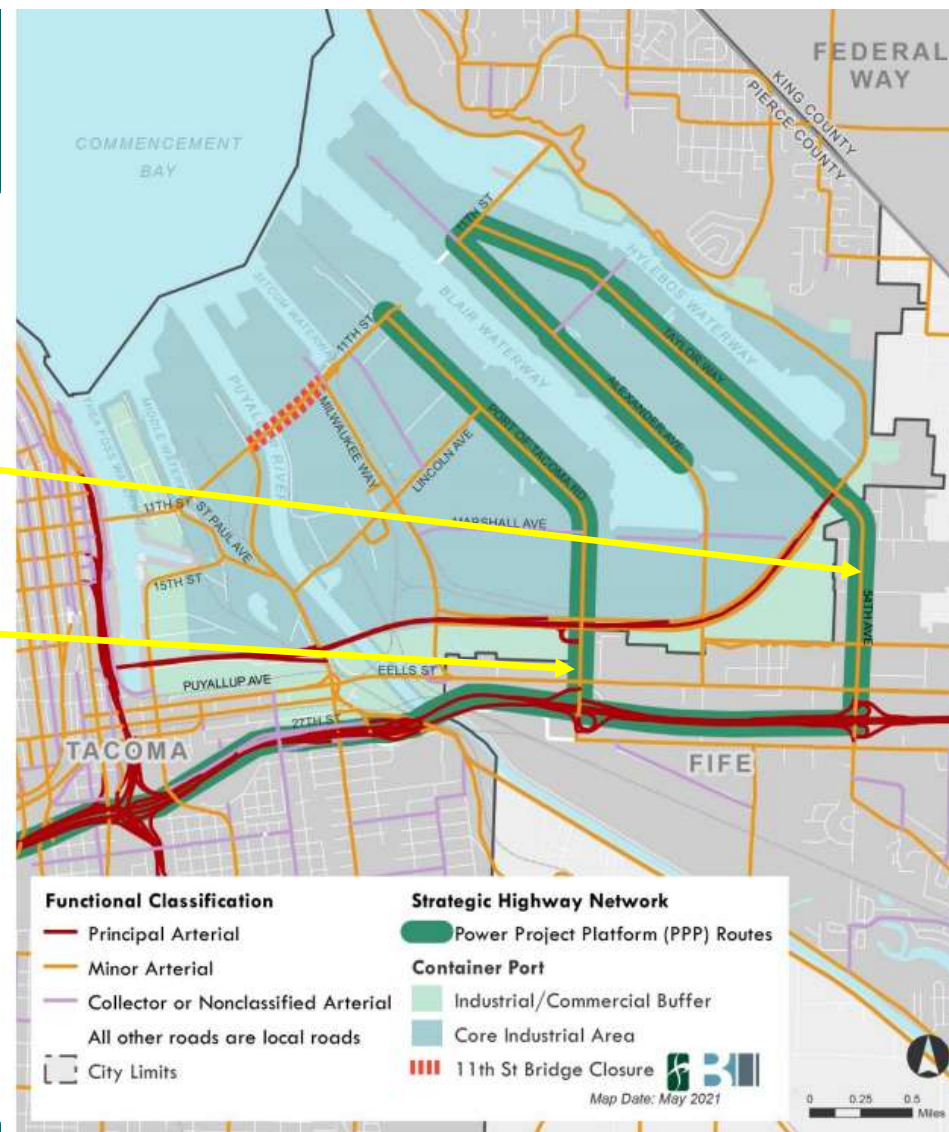
- Northbound 7,741
- Southbound 6,806

Port of Tacoma Rd:

- Northbound 6,340
- Southbound 8,436

*Prior to Fife's interchange project

Data source: City of Tacoma's Oct 2018 (24-hour) counts

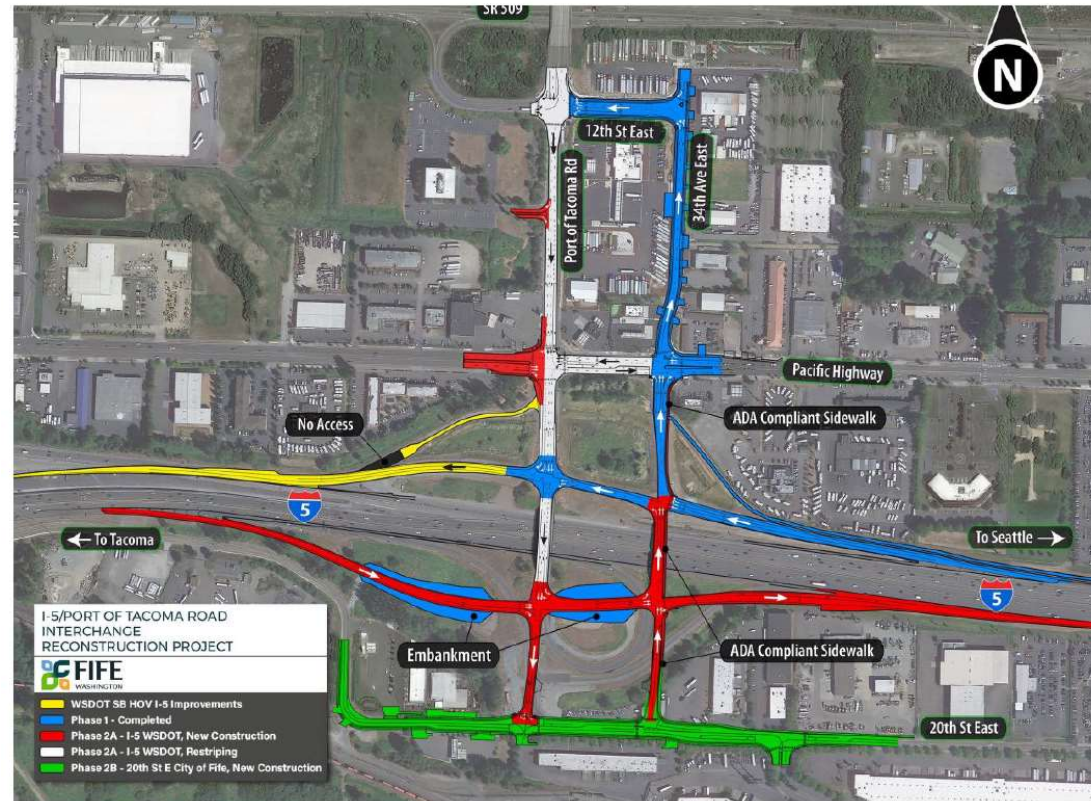


Source: City of Tacoma, City of Fife, Department of Defense, 2020, Data compiled by Fehr & Peers, 2021.

I-5 / Port of Tacoma Rd. Interchange Improvements

Phase 1 Funds	
City of Fife	\$12.1 M
Port of Tacoma	\$1.5 M
WA Department of Ecology	\$0.3 M
FHWA/PSRC & SAFETEA-LU	\$11.8 M
Freight Mobility Strategic Investment Board	\$8.7 M
Transportation Improvement Board	\$7.6 M
Connecting Washington – 2015 Legislation	\$2.6 M
Total Phase 1	\$44.6 M
Phase 2A and 2B Funds	
City of Fife	\$8.4 M
FMSIB	\$7.5 M
Connecting Washington – 2015 Legislation	\$19.7 M
Sen. Murray Congressional Directed Spending	\$4.0 M
Port of Tacoma	\$2.0 M
Move Ahead Washington – 2022 Legislation	\$35.0 M
Total Phase 2	\$76.6 M

1. Connecting/Move Ahead WA – \$57.3 M
2. City of Fife – \$20.5 M
3. FMSIB – \$16.2 M





Canyon Rd Extension

Fife Side:

- Comprehensive Plan Project List
- Transportation Improvement Plan (TIP)
- Levee Pond Park Master Plan
- Impact fees for development in Fife, paid directly to Pierce County

Corridor-wide:

- Milroy Bridge must be replaced
- Railroad x-ing at 70th is a bottleneck

City of Fife Zoning Application

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Milroy Bridge

Bridge must be replaced.



70th/RR X-ing

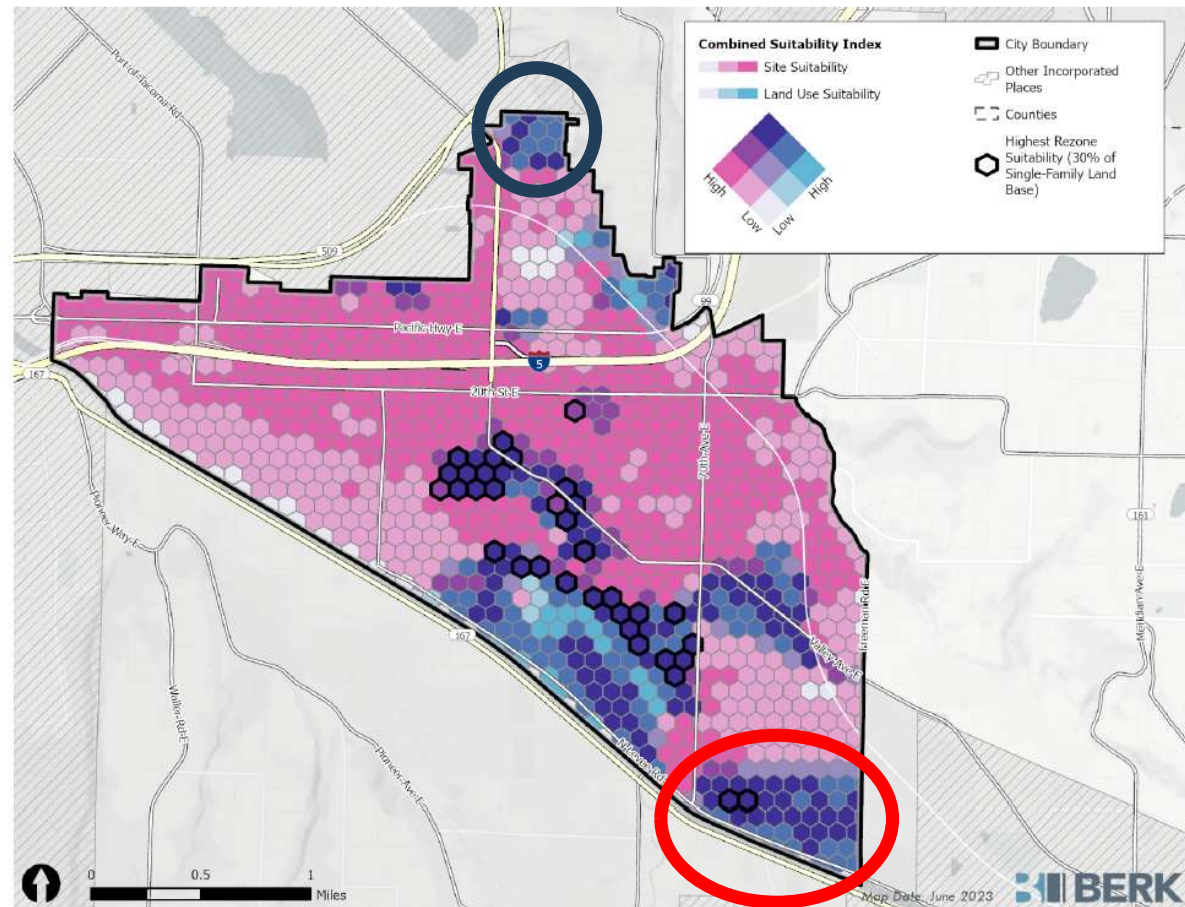
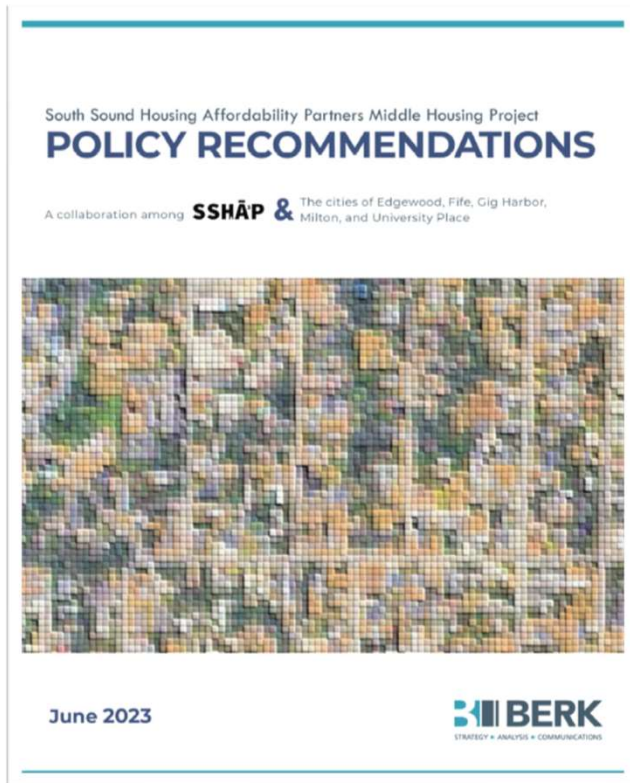
- 2-lane UPRR Railroad X-ing at 70th Ave E
- Must be elevated to expand to 4 lanes
- On Fife's TIP...





Housing – Middle Housing

Exhibit 16: Fife Combined Suitability Assessment



Source: BERK (2023)

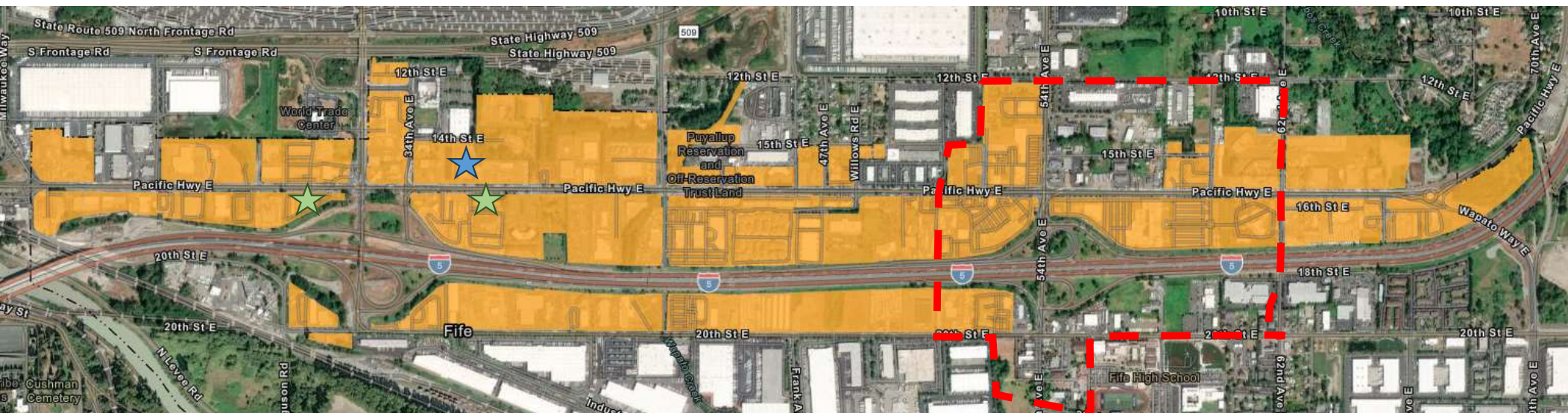
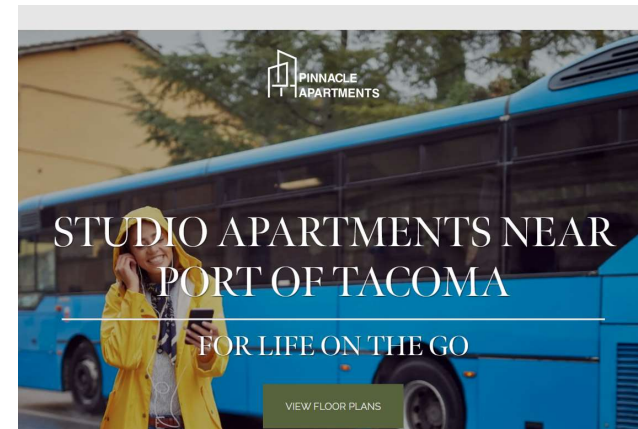


Housing – City Center/TOD



Housing – Pacific Hwy Corridor

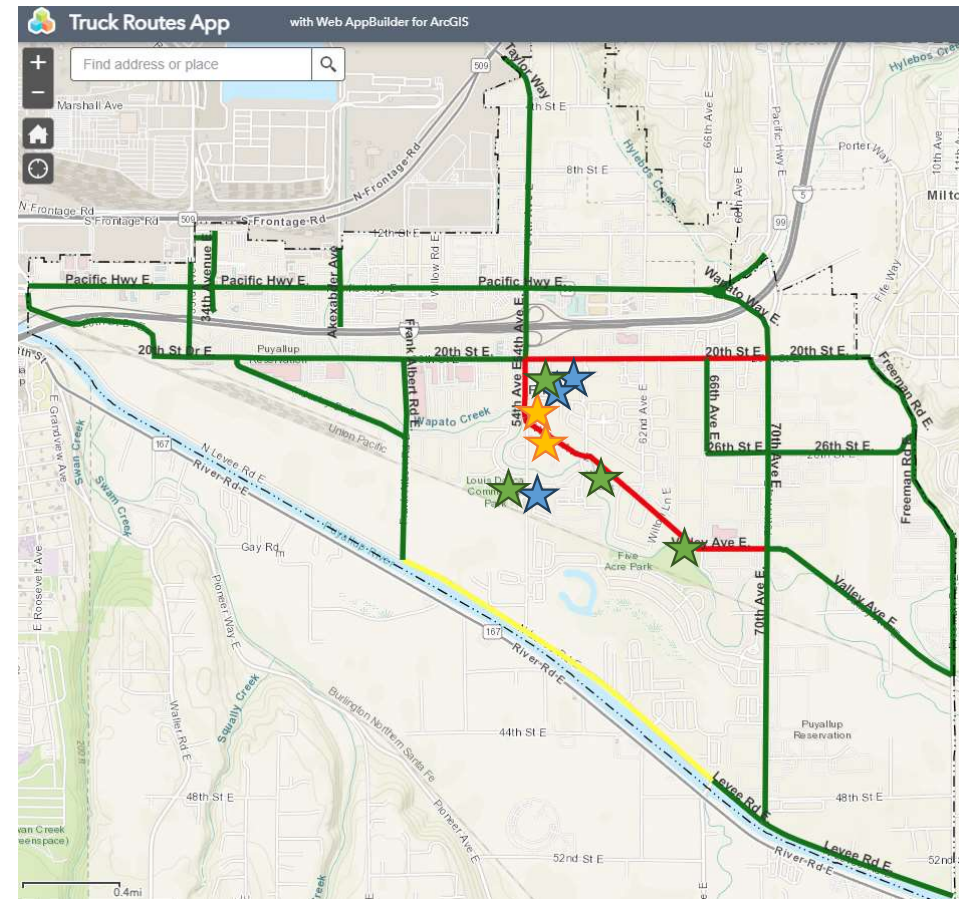
- “Micro-unit Conversions”
 - ★ • 1 completed (Pinnacle Apartment, formerly Port of Tacoma Inn)
 - ★ • 1.5 underway (Travelodge & Roadway Inn)
- Reconsidering stipulations on Multi-family development



Impacts of Port Adjacency – Truck & Semis

Why talk about trucks?

- #1 topic from residents during public engagement
- Largest impact is on street conditions
- Fife staff time commitment
- Semi trucks are just a part of life in Fife
- NOT TO place blame or responsibility
- TO make sure “impacts” are:
 - Relayed and communicated
 - Understood
 - Given credence





Trucks & Semis – Parking

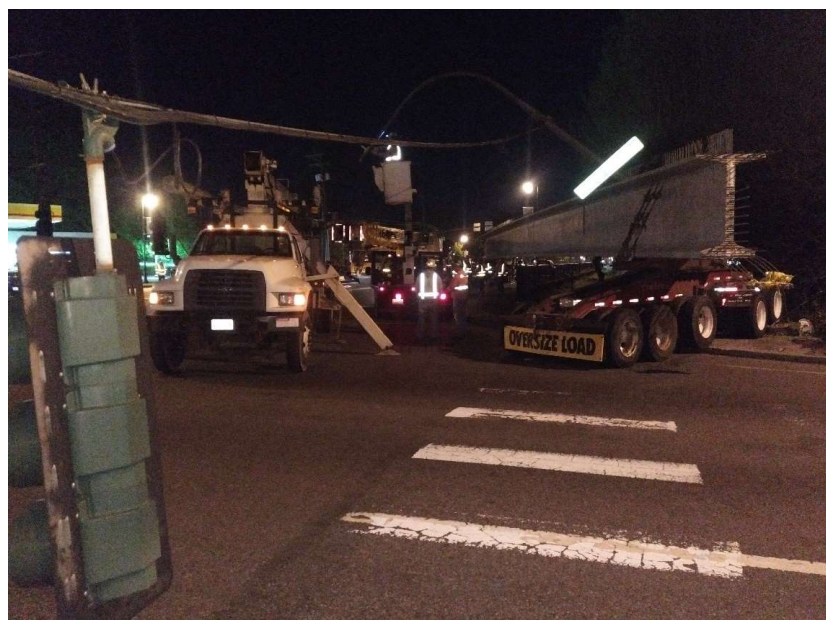




Trucks & Semis – Unsecured loads



Trucks & Semis – Infrastructure collisions





Trucks & Semis – School Zones





Trucks & Semis – Roll overs





Trucks & Semis – On/off Levee Rd





Trucks & Semis – Spills





Time



2 hours (minimum)





Impacts/Benefits

Staff Time

- 2 hours (minimum)
- Police Department (1-4 officers)
 - Emergency response
 - Traffic control
 - Investigation
 - Accident report
 - Legal follow up
- Public Works Staff (2-8 crew)
 - Traffic control
 - Contamination control
 - Recovery response coordination
 - Repair (\$ - \$\$\$\$)
 - Clean up (\$ - \$\$\$\$)
- All this assume no serious injury or major spill....
- NOT TO place blame or responsibility
 - Relay public input
 - Part of life in Fife for, residents, businesses, and staff

Proximity

SAFETY:

- Residents and semi divers respective “first and last mile”, overlap...

IMPACTS:

- Increased wear and tear on local streets and associated infrastructure
- Increased density of trucks within City
- Increased density of “off truck route” trucks within City

PAVEMENT PRESERVATION:

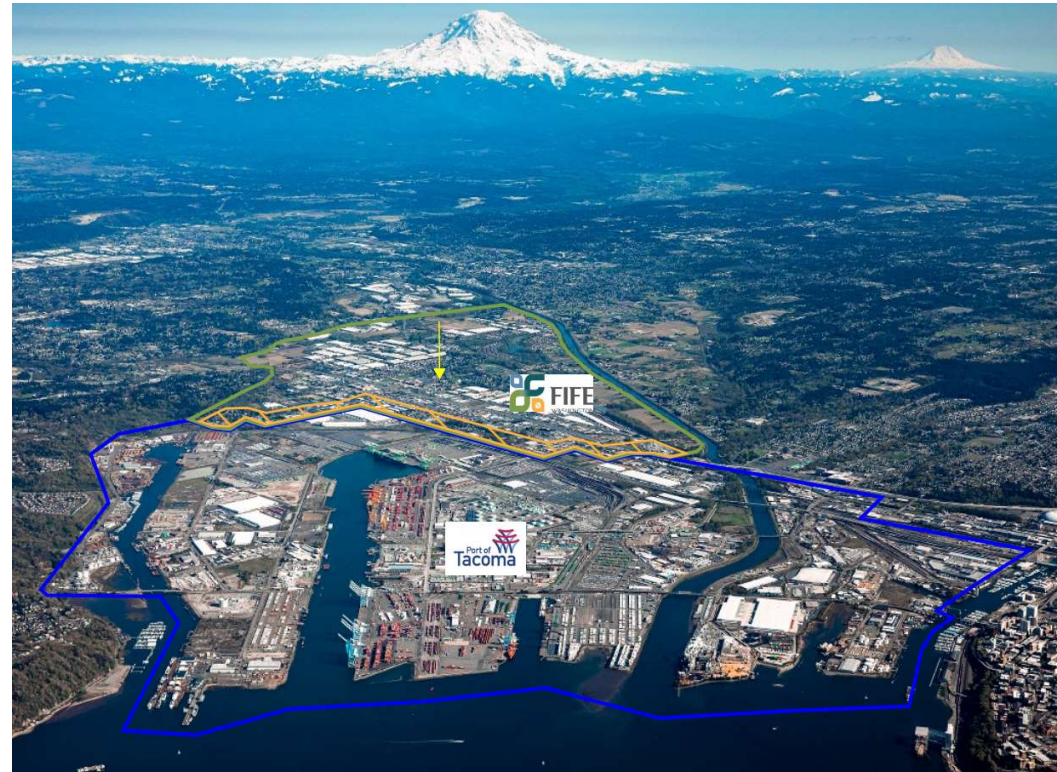
- On truck routes
- Off truck routes

BENEFITS TOO!!

- Fife - 15,852 Jobs
 - 5th highest employment population in Pierce County.
- Fife is performing an Economic Market Analysis to guide 2024 Periodic Update

2024 Periodic Update – As it related to Tideflats

1. Land Use
 - City Center and Sound Transit
 - Firwood and Benthien Loop
 - Port Supportive (?)
2. Housing
 - City Center/TOD
 - Pacific Hwy
3. Transportation
 - Coordinating with, and leading regional projects
 - City Center street grid
 - Railroad x-ings
 - Ped connections across I-5
 - Climate change related
4. Environment
 - Sea Level Rise Analysis and Climate Change Vulnerability Assessment
 - Salmon/watershed recovery
 - City Center TOD
 - Full Climate Analysis in 2025, beyond...





Discussion...

- *How can the Port support Fife, in maintaining the city's "small town feel", while still accommodating regional infrastructure and growth pressure?*
- *What would a "Port Supportive" zoning district look like?*
- *What does "port supportive commercial" mean to the users within in the Port?*
- *What is expected of Fife in support of the Tideflats?*



Port of Tacoma

February 8, 2024 – Tideflats Subarea Plan Steering Committee Meeting

Steering Committee Members: Commissioner Marzano
and Commissioner Keller

Presenter: Deirdre Wilson, AICP, Senior Planning Manager



Presentation Overview

- Port of Tacoma Strategic Plan
- Properties the Port manages
- Economic Vitality of Port
- Northwest Seaport Alliance facilities
- Economic Vitality of NWSA
- Environmental Leadership
- Transportation Advocacy
- Community Connections

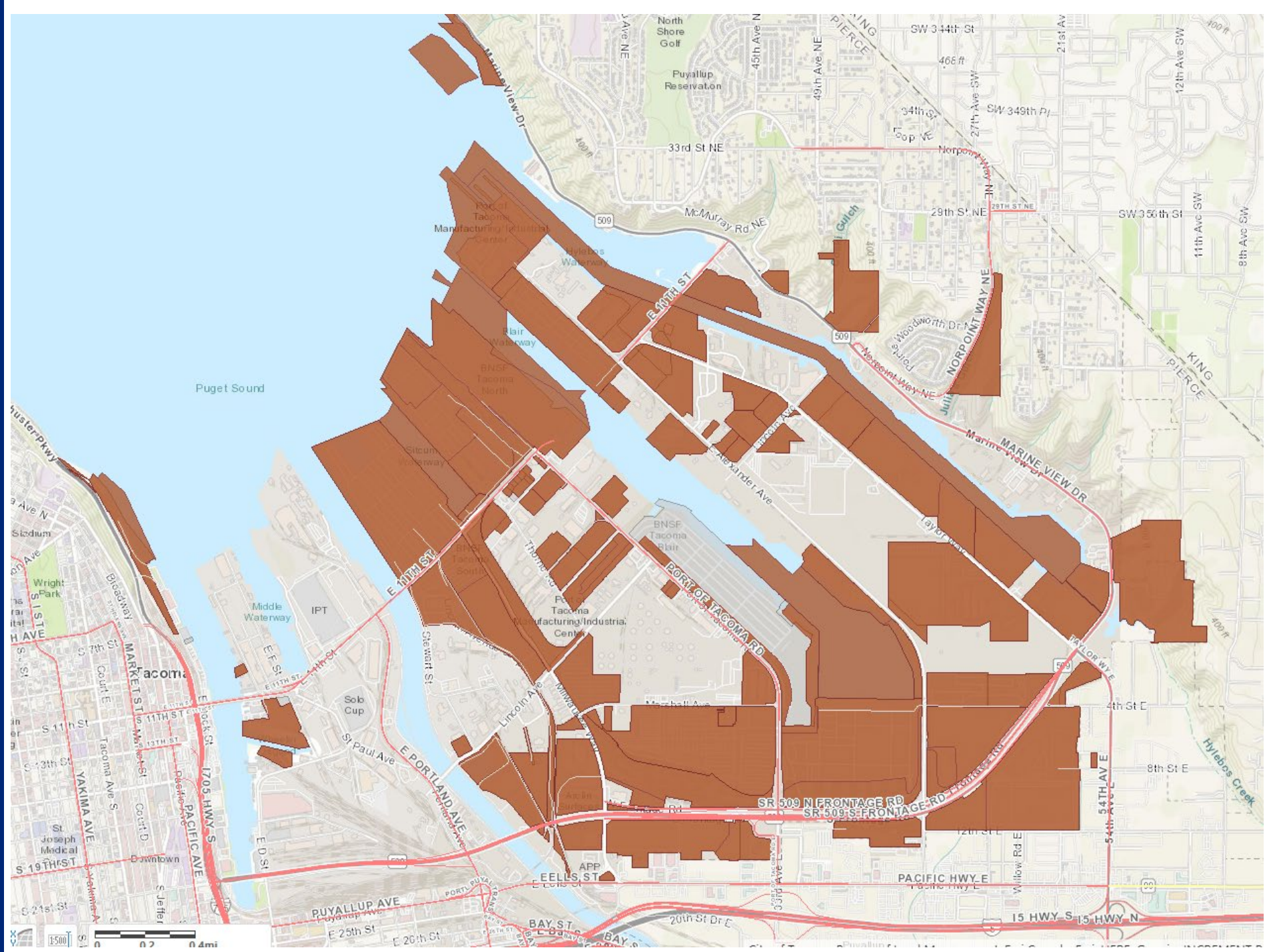


Strategic Plan Foundational Goals

The Port of Tacoma's Strategic Plan is designed to grow the region's economy and connect our community to a world of opportunity.



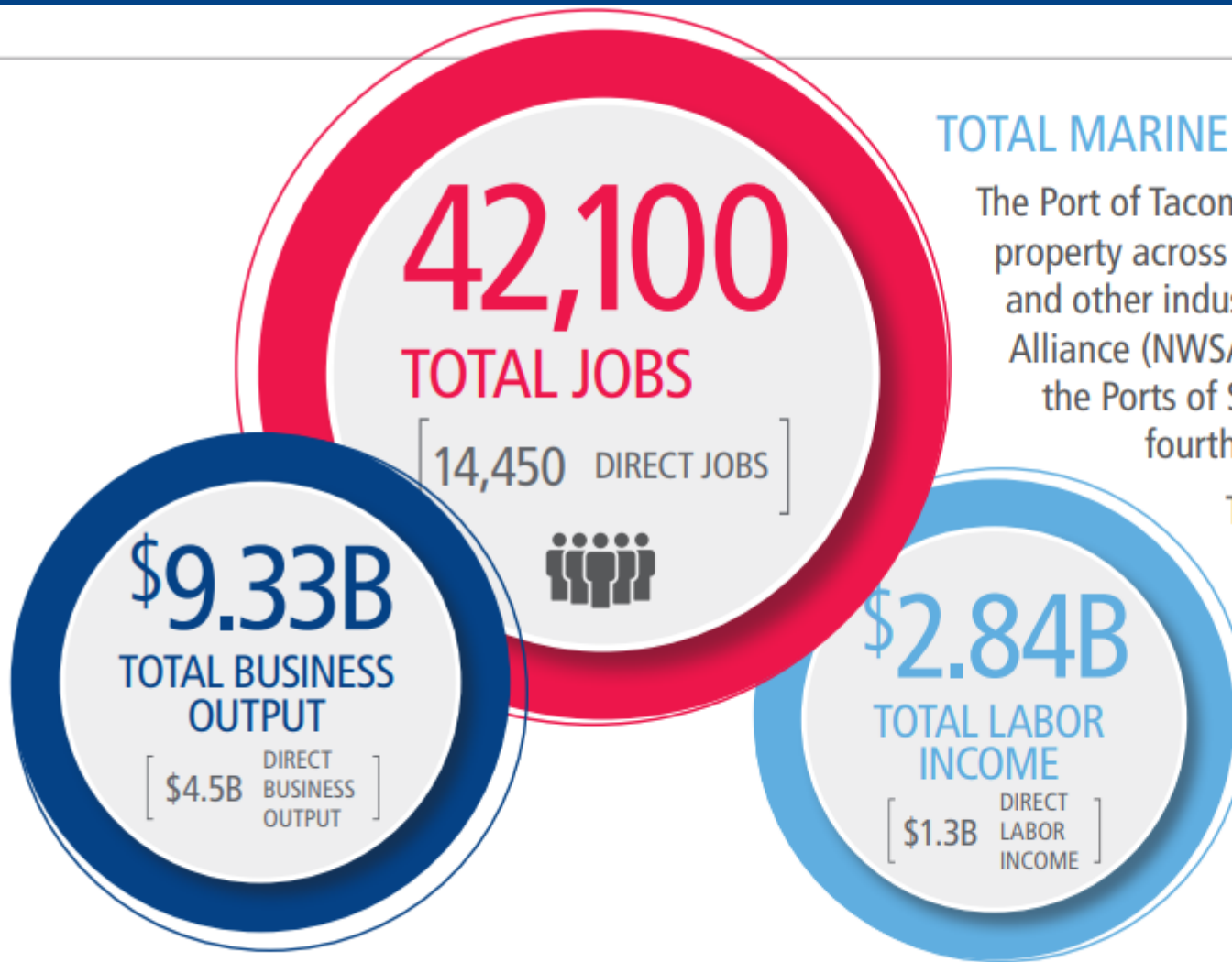
Properties managed by the Port of Tacoma



Economic Vitality: Top Accomplishments 2023

- Entered into partnership with Tacoma Public Schools to begin planning for the Port Maritime Center and Maritime | 253 skills center.
- Off-Dock Container Support Facility (Thorne Rd): permitting completed and stormwater treatment design approved, including \$4.3M grant from Ecology.
- The Port's Workforce Development program invested in the Tacoma Tideflats Certification Program and provided new training equipment to Bethel School District and Clover Park Technical College.





TOTAL MARINE AND INDUSTRIAL ECONOMIC IMPACT

The Port of Tacoma has more than 2,700 acres of real estate property across Pierce County on which both marine cargo and other industrial tenants operate. The Northwest Seaport Alliance (NWSA) oversees the marine cargo operations at both the Ports of Seattle and Tacoma, and together, they form the fourth-largest container gateway in North America.

The combined economic impact of NWSA-licensed properties in Tacoma's harbor and Port of Tacoma industrial leases amounts to more than 42,000 jobs and \$2.84 billion in labor income across the Washington state economy.

Read about the NWSA's total economic impact at nw.sa.com/economic-impact

Northwest Seaport Alliance Facilities



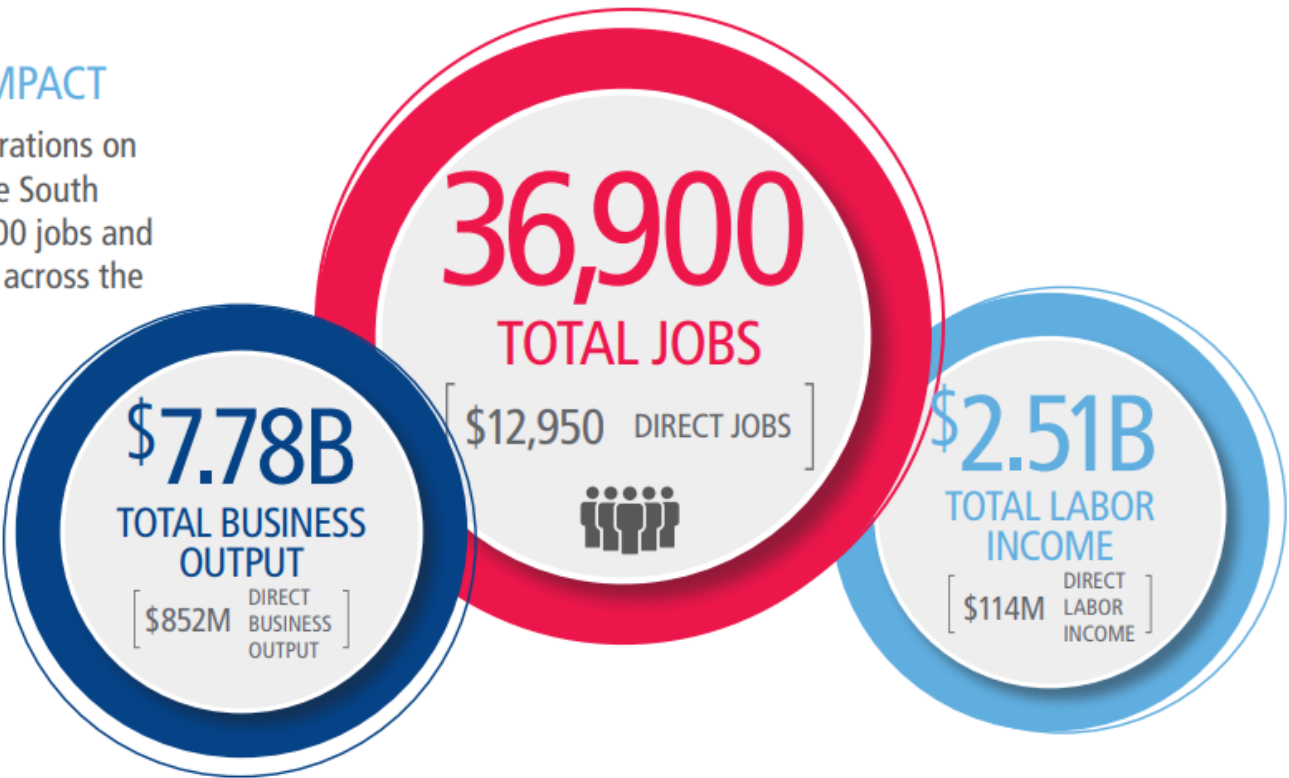
Economic Vitality: Actions in Support of NWSA, Marine Cargo Business

- Auto-import business: Consolidation of KIA and Hyundai business in Tacoma, as well as GM Korea import business, leading to 165,000 autos (up from 36,578 in 2022).
- Blair Waterway deepening project; design agreement signed.
- Additional property acquisitions in support of Husky Terminal expansion.
- Street vacation process for Milwaukee and 11th Street.
- Off-Dock Container Facility (Thorne Road).








MARINE CARGO ECONOMIC IMPACT

The Port of Tacoma’s marine cargo operations on NWSA-licensed properties comprise the South Harbor of the NWSA and support 36,900 jobs and more than \$2.5 billion in labor income across the Washington state economy.



SOUTH HARBOR NWSA CARGOES INCLUDE:

-  CONTAINERIZED PRODUCTS
-  AUTOMOBILES*
-  BULK
-  BREAKBULK
-  SPECIALTY CARGO

**All NWSA automobile imports pass through South Harbor terminals and have significant economic impacts across the region.*

Environmental Leadership: Top Accomplishments 2023

- The Port accelerates net-zero emission target by a decade, to 2040, for scope 1 & 2 greenhouse gas emissions.
- Plantings and irrigation system completed at the Lower Wapato Creek habitat site.
- Recipient of the EPA's Phoenix Award for cleanup and redeveloping the 113-acre 'Parcel 12' site.
- Purchase of four EV fleet vehicles and installation of EV charging stations at Port administration building.



Transportation Advocacy: Top Accomplishments 2023

- \$263M in new funding for Puget Sound Gateway. SR 167 project: Stage 1A complete, Stage 1B under construction.
- Completion of an Interlocal Agreement with the City of Fife to fund I-5/Port of Tacoma Road interchange.
- Design agreement signed with the Army Corps of Engineers for navigation improvements in the Blair Waterway.



Transportation Advocacy: 2024 Highlights

- Continued work on the Blair Waterway deepening project: advance Port's portion of dredge program including the navigation channel, Parcel 115 cleanup, and ECHO salmon habitat site.
- Continued advocacy for WSDOT to procure contracts for SR 167 Stage 2 to ensure projects are completed within scope and on schedule.
- Coordinate across governmental agencies to secure funding to restore Fishing Wars Memorial Bridge operation.



Community Connections: Top Accomplishments 2023

- 1,200 attendees at the Port's boat tours, 1,300 took bus tours, and approx. 2,000 attended the Touch-A-Truck event.
- Port Commissioners and staff attended 43 special events, including speaking at community meetings, service clubs, eight farmers markets and the Mosaic festival.
- Provided funding assistance to the City of Fife to allow their Street Outreach Program to continue through mid-2024.



Questions & Discussion



The Puyallup
Tribe of Indians

PUYALLUP TRIBE COMPREHENSIVE LAND USE PLAN

Andrew Strobel
Director of Planning and Land Use
February 8, 2024 – Tideflats Subarea
Plan Steering Committee

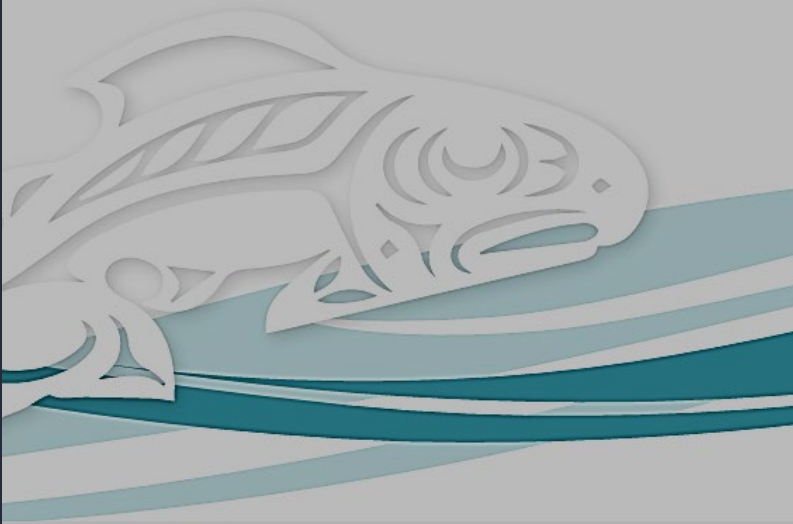


The Puyallup
Tribe of Indians



Comprehensive Land Use Plan

August 2, 2023



Plan Development and Ratification

- The Tribe and Settlement Agreement partners agreed to a Comprehensive Plan as part of the Land Claims Settlement.
- Tribal Council envisioned a document that would outline strategic goals to meet the growth of the Tribe while having limited jurisdiction over its traditional lands.
- Plan development began in 2020 and completed in August of 2023.
- Tribe is continuing to receive comments from local partners on the plan as we go through a regular update process.



Plan Chapters and Elements

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- Plan is similar to City and County Comprehensive Plan required elements. However, Tribe does not need to follow State Growth Management Act (GMA) provisions.
- Tribe felt that a land use history component was important to describe historical accounts of how the Tribe lost its land base and subsequent actions to continue to reclaim those lands.
- On top of typical goal and policy oriented plans, the plan also identifies key actions to achieve plan goals by identifying key departments responsible for specific delivery of goals.
- Plan also includes Existing Conditions Report which is a separate document that analyzes demographics, land base, and other resources.



Plan Purpose

- The Comprehensive Plan is the key policy document that provides a map or compass to guide toward the Tribe's future vision. The Plan provides an integrated approach to development, and related economic and social issues, with an emphasis on environmental sustainability and climate resilience.
- The Comprehensive Plan seeks to:
 - Create a shared vision
 - Provides direction, identifies options/different ways to achieve the vision.
 - Guide high-level policy decisions and investments.
 - Provide a roadmap for more sustainable development.
 - Build on the ideas and guidance from community members.
 - Support grants and funding





The Puyallup
Tribe of Indians

“Our people lived in villages throughout the region until the signing of the Medicine Creek Treaty, which forced the relocation of thousands of Native people onto what is now the Puyallup Indian Reservation”



Land Use History

COMMUNITY PROFILE

The growth of Tribal Membership will double within the plan's 20 year timeframe. The Tribe's ability to grow economically, provide suitable housing choices for members to live on reservation, and sustain programs will be challenged by Membership growth.

Exhibit 2: Tribal Enrollment, by Age, 2016-2020.

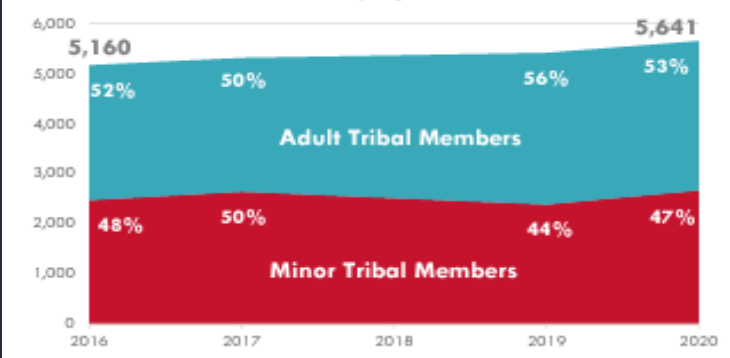


Exhibit 3: Population History and Forecasts for PTOI Membership, 2000-2040.

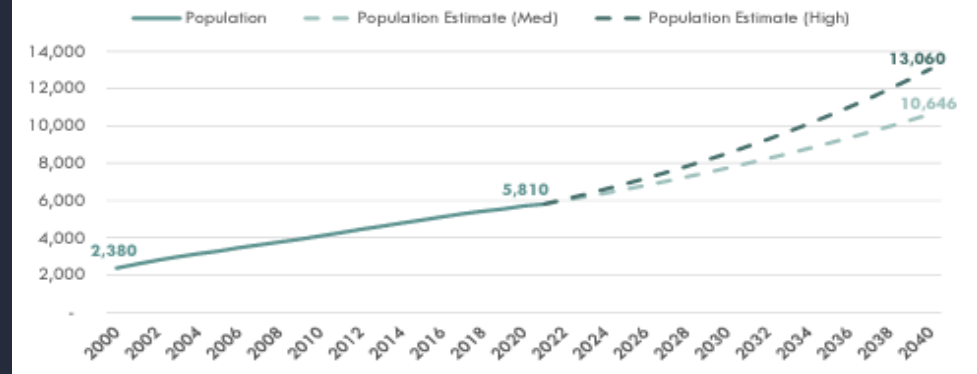
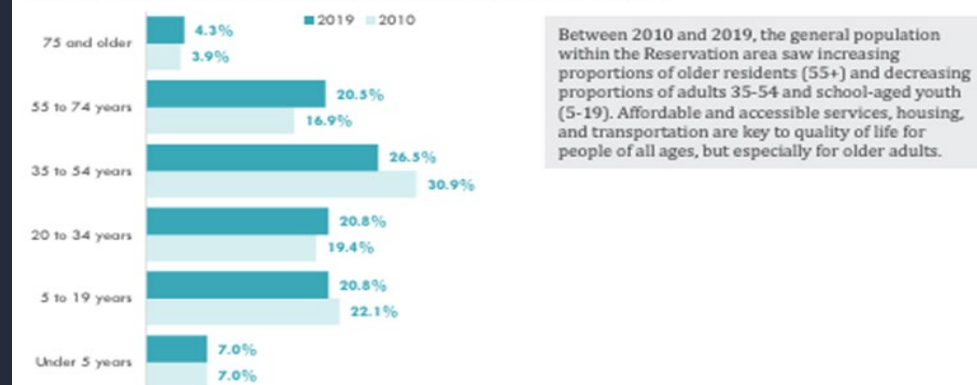


Exhibit 4: 1873 Survey Area Population by Age Cohort, 2010 & 2019.





LAND USE

This plan has a land use vision that stems from the following principles:

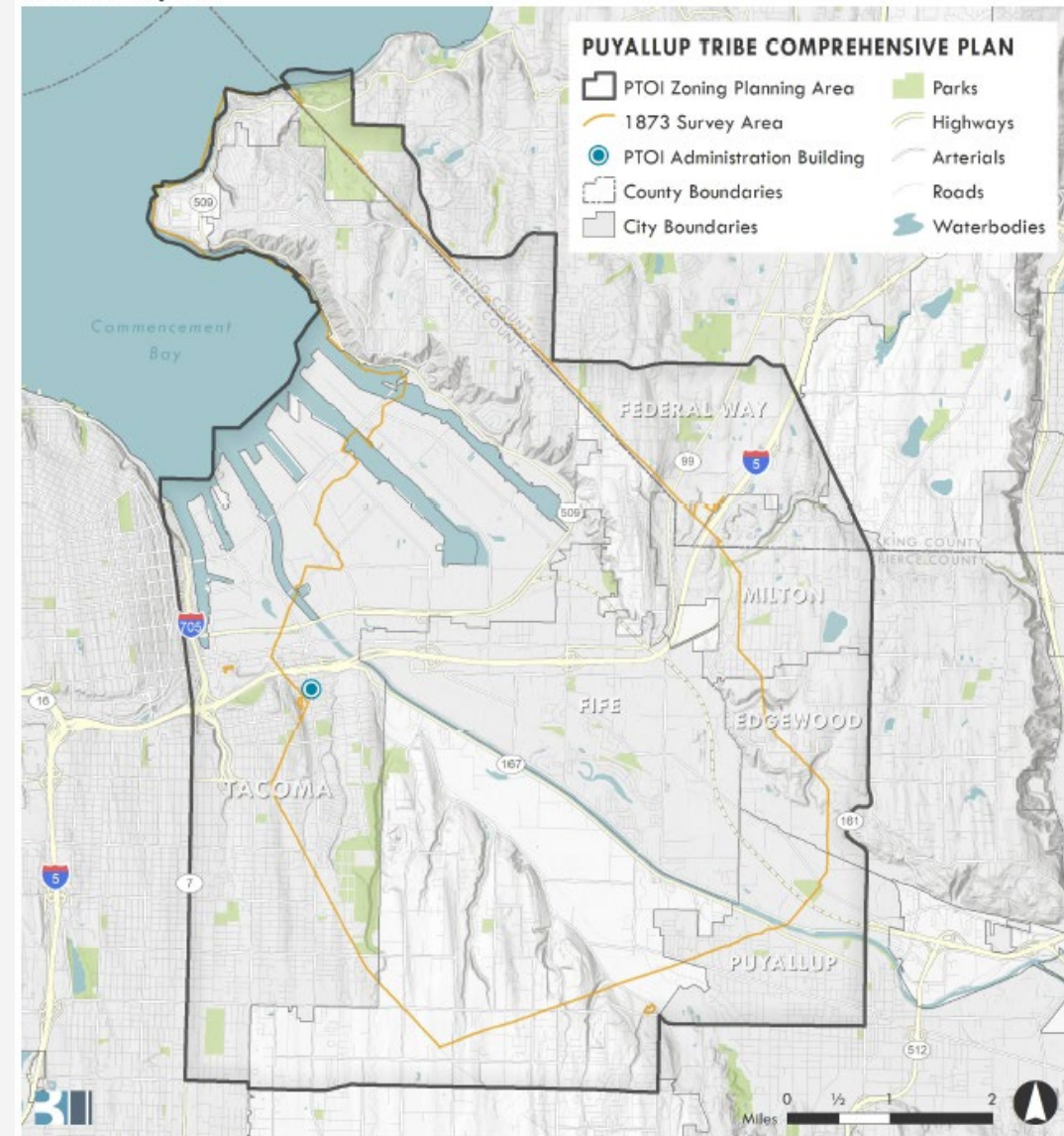
1. **Prioritize natural resource areas for protection.** The protection of resources, such as the Puyallup River and its salmon habitat, is the top priority for land use regulations.
2. **Integrate cultural resource protection.** Improve coordination between land use planning and cultural resource to preserve significant lands.
3. **Avoids further urbanized encroachment into undeveloped areas.** Residential, commercial, and industrial zone designations are largely based on existing development patterns.
4. **Prioritizes flexibility and predictability for property owners.** Regulations should be simplified into a few, clear categories that communicate the intent of the Tribe but avoid restrictions that could inhibit desired activities and future growth.



STUDY AREA

The Planning Area for the Comprehensive Plan is based on an expanded growth area beyond the 1873 Survey Area. This Planning Area boundary is intended only for analysis purposes in the development of the Plan.

Exhibit 1: Study Area.

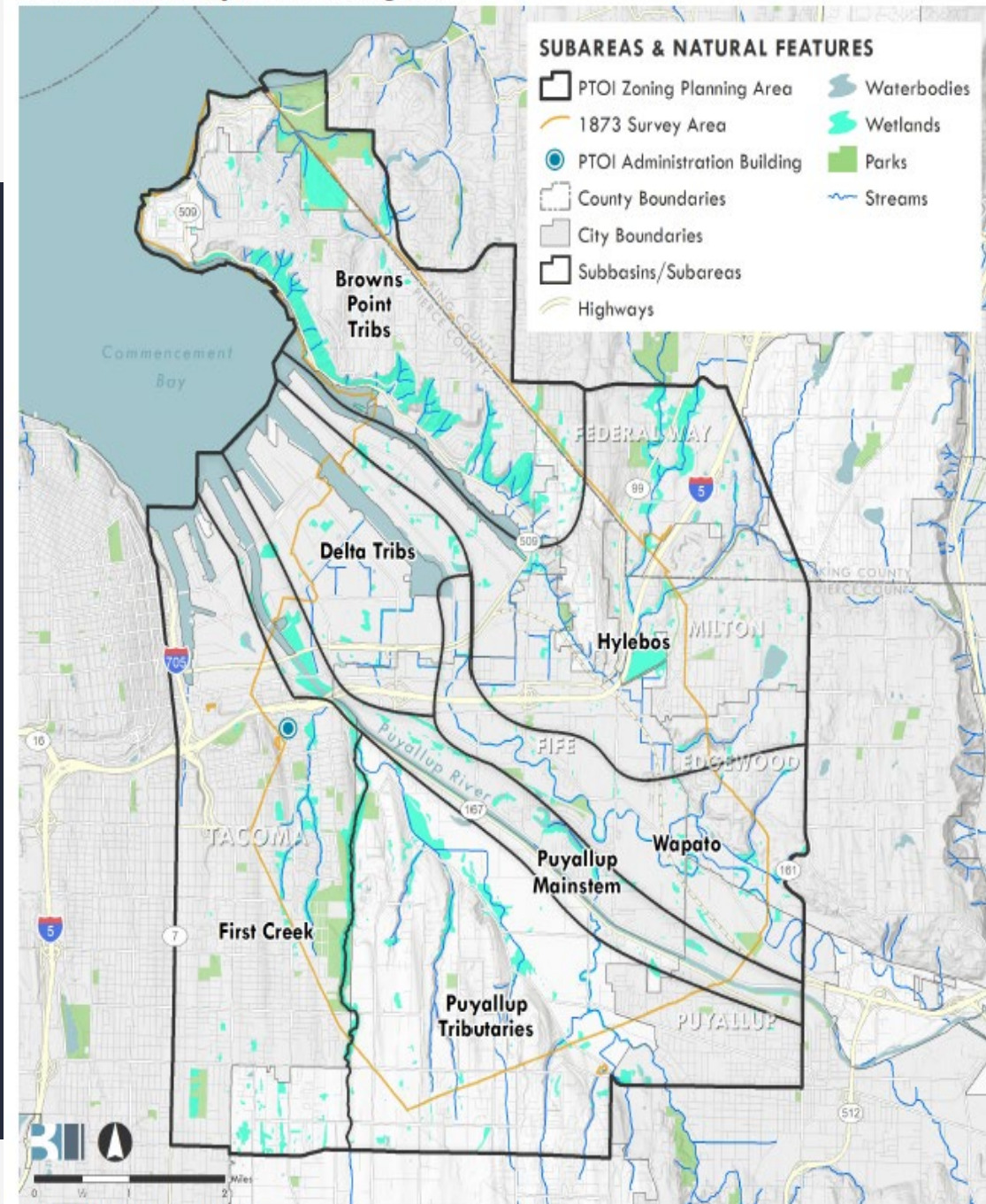


Sources: PTOI, 2021; BERK, 2021.

PLANNING THROUGH WATERSHEDS

- Land use policy tools can be used by the Puyallup Tribe to promote climate resilience and community health. Regulations for housing development, commercial activity, and industrial uses are explored as a method for visioning a strong future for current and future generations.
- The PTOI Planning Area overlaps with boundaries of eight city and county jurisdictions. This interjurisdictional landscape introduces complexity and inconsistency in regulations, demanding regional coordination for policymaking to protect key resources.

Exhibit 23: Subarea Map for PTOI Planning Area.



Sources: PTOI, 2021; BERK, 2021.



CULTURAL RESOURCES

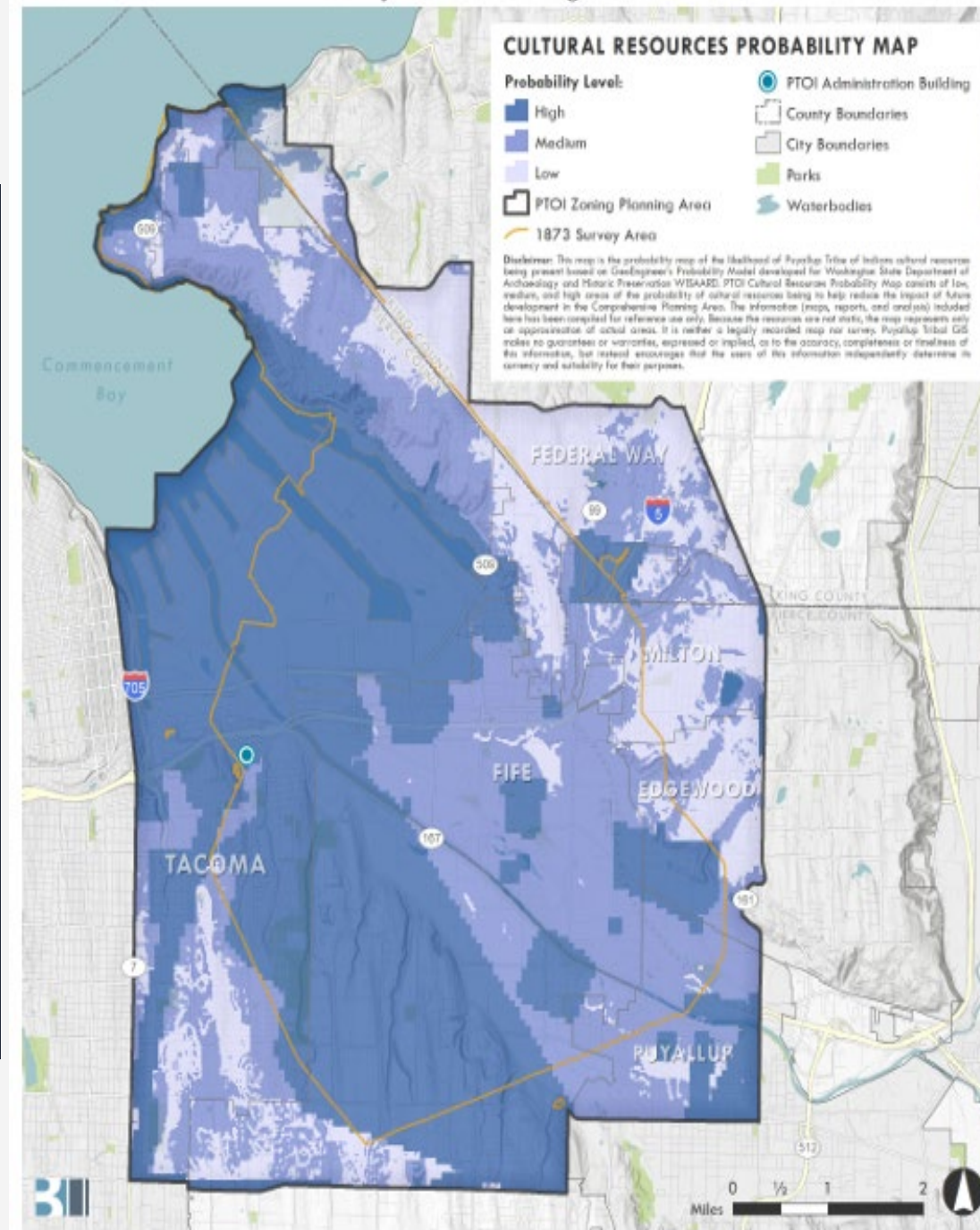


- The terms “cultural” and “cultural resources” are used throughout this Plan. “Cultural resources” are defined as physical locations, areas, structures, and materials that have ceremonial, historical, archaeological, and/or other significant meaning to the Tribe.
- The Puyallup Reservation is rich in archaeological and cultural sites of great significance. These areas may have buried resources, are used for ceremonial purposes, or are used for traditional practices. Many are threatened by climate change. Sites along the waterfront may experience higher frequency and greater intensity of flooding, and temperature and precipitation changes may affect traditional plants and species, such as salmon.

CULTURAL RESOURCES PROBABILITY MAPPING

- In order to further protect cultural resources, the Comprehensive Plan identifies cultural resource probability in the PTOI Planning Area.
- The purpose of this tool is to work with local jurisdictions to protect traditional and sacred sites from development to avoid impacts to those resources. Given the sensitive nature of these resources, the map offers a way to not expose a location where known cultural resources exist.

Exhibit 14: Cultural Resources Probability in the PTOI Planning Area.





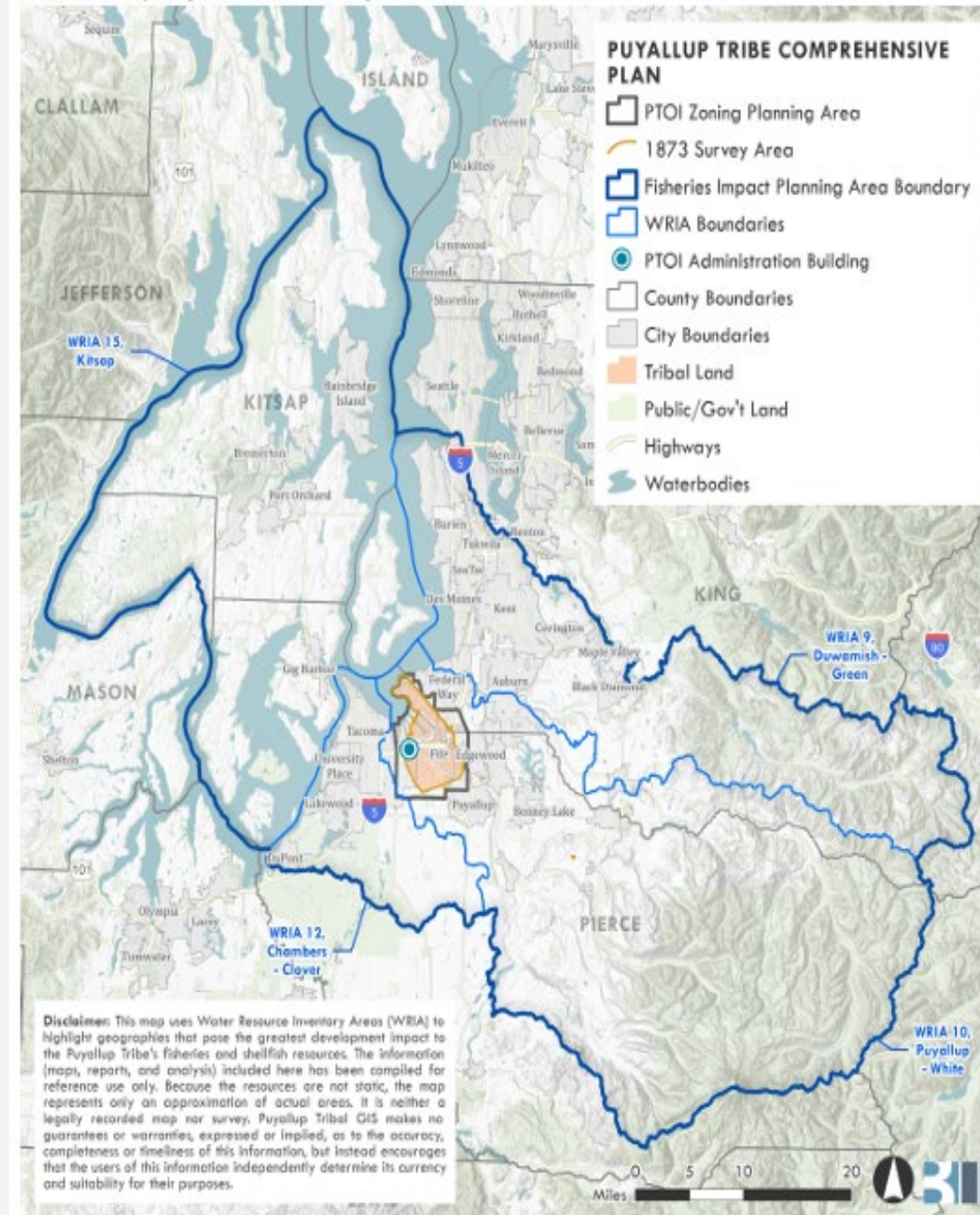
OPEN SPACE AND NATURAL HABITATS

- The greatest natural resource concern is that the waters and sediments of the rivers and streams and forests are protected in the tribe's U&A as well as their Reservation homeland.
- The regulations that protect these sites, however, are fractured and disjointed, reflecting variation from over multiple overlapping jurisdictional agencies.
- The Tribe's right to fish, harvest shellfish, hunt and gather at usual and accustomed fishing and hunting areas is not only Treaty right but central to cultural identity of Puyallup members and the paramount driver of our programs

FISHERIES IMPACT AREA

- Identifying how land use, water quality, and the fisheries interact with each other is a key component to not only sustaining, but creating a thriving fishery.
- Development around the subarea, which are the key headwaters of the Puyallup Watershed, as well as other tidelands have a lasting impact on the fishery.

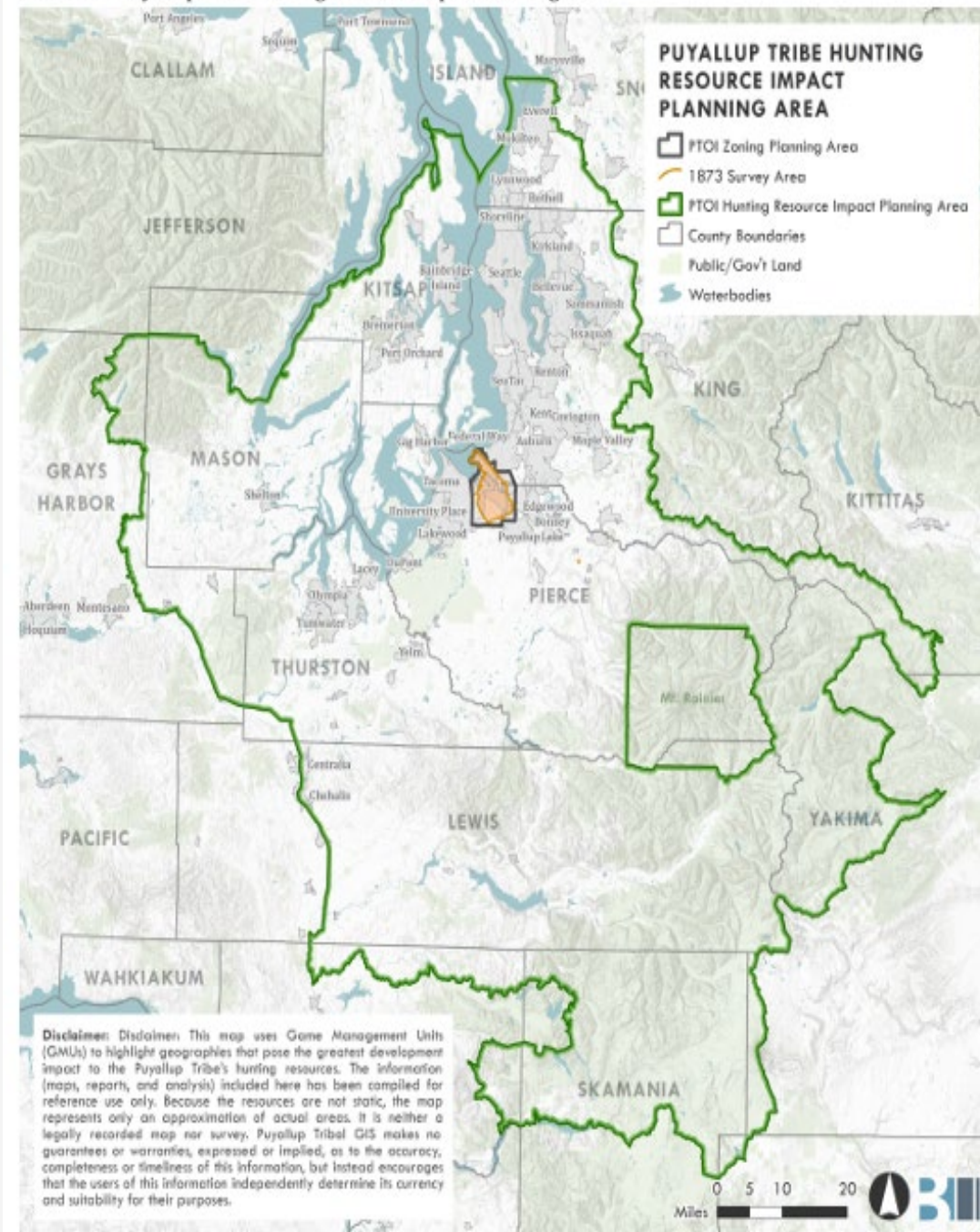
Exhibit 15: Puyallup Tribe Fisheries Impact Area.



HUNTING IMPACT AREA

- Regional development has a tendency to impact hunting resources or the ability for the Tribe to seek game and traditional foods.
- Sprawl, exurb encroachment on natural areas, natural resource extraction oriented development put pressures on these resources.

Exhibit 16: Puyallup Tribe Hunting Resource Impact Planning Area.



Sources: PTOI, 2021; BERK, 2022.



IMPLEMENTATION

The actions in the Plan are excerpted from the Plan's Chapters. The Action Plan Matrices below are organized by the lead department for implementation and include the timeframe for implementation and support departments. Many actions involve multiple departments, in keeping with the Plan's goal to mobilize expertise and drive collaboration across departments.

Planning Department

Exhibit 46: Action Step Matrix, Planning Department.

Element	Action Steps as Lead Department	Timeline	Support Dept
Capital Facilities	Interdepartmental coordination to ensure Tribal developments are incorporating power loop connections and climate resilient utility infrastructure.	Short-term	Facilities
Climate Resilience	Invest in electric vehicles and charging stations.	Ongoing	Facilities, Sustainability
Cultural Resources	Use identified areas on Land Use Map to communicate Tribal priorities.	Medium-term	GIS, Culture, Natural Resources/ Fisheries
Economic Development	Undertake a feasibility assessment to explore development of a microgrid.	Short-term	
Housing	Develop zoning language for residential districts within the Planning Area that can be used to communicate the Tribe's priorities to other jurisdictions.	Short-term	SEPA Group
Housing	Identify service deficiencies impacting Tribal members in rural communities. Bring these concerns to relevant service providers and continually advocate for changes in local planning meetings.	Long-term	Administration
Land Use	Create a land use map where zoning districts from this Plan are applied throughout the PTOI Planning Area.	Short-term	GIS
Land Use	Develop an education program that supports Tribal Members moving lands from Fee-to-Trust and permitting.	Short-term	Realty
Open Space & Natural Habitats	Continue to participate in inter-jurisdictional and interagency planning processes to advance Tribal values and priorities.	Ongoing	
Transportation	Create a reservation-wide mobility plan.	Medium-term	
Transportation	Ensure that a Tribal land use map considers uses compatible with transit-oriented developments.	Short-term	
Transportation	Work with local transit providers to provide fixed route services to Tribal facilities	Short-term	

Fisheries/Natural Resources Department

Exhibit 40: Action Step Matrix, Fisheries/Natural Resources Department.

Element	Action Steps as Lead Department	Timeline	Support Dept
Climate Resilience	Protect the limited brackish areas within the Planning Area, such as that found at Clear Creek.	Short-term	None
Climate Resilience	Reduce emissions from school buses.	Medium-term	Chief Leschi
Climate Resilience	Use public access points, nature centers, and hunting and fishing regulation guides to inform people of climate change impacts on wildlife, and what they can do to help.	Medium-term	Historic Preservation, SEPA Group
Climate Resilience	Partner with the Puget Sound Clean Air Agency and others to distribute clean air kits, including filter fans.	Short-term	Administration
Cultural Resources	Develop a tracking system and maintain adequate staffing levels to manage the high volume of neighboring jurisdiction project permitting reviews.	Short-term	Planning
Cultural Resources	Identify cultural resource areas that overlap with habitat preservation and restoration efforts.	Short-term	Planning, Heritage Group, GIS
Economic Development	Update the heat exchange system at the Clark Creek Hatchery.	Medium-term	
Housing	Use existing studies that identify system vulnerabilities, such as the Climate Change Impact Assessment and WSDOT Climate Impacts Vulnerability Assessment, and advocate for resiliency in services that extend to Tribal housing areas.	Short-term	Planning
Land Use	Establish a Critical Areas Ordinance.	Short-term	Legal
Open Space & Natural Habitats	Leverage superfund and MTCA funding to advance natural environment protection goals and comprehensive cleanups.	Medium-term	
Open Space & Natural Habitats	Create and restore off-channel habitat (including wetlands and marshes) in place to prepare for the inundation of saline conditions as sea level rise pushes the salt wedge further inland.	Ongoing	
Open Space & Natural Habitats	Where site conditions support them, plant drought-resistant, heat-resistant, and saline-tolerant plant species for erosion control.	Short-term	
Open Space & Natural Habitats	Identify opportunities for additional restoration sites.	Short-term	
Open Space & Natural Habitats	Explore impactful strategies that go beyond typical engineering approaches to managing stormwater such as disconnecting conveyances into streams and infiltrating, building constructed wetlands, bioretention systems, modified swales, modified ponds.	Medium-term	Planning



The Puyallup
Tribe of Indians

QUESTIONS & DISCUSSION

