

Adjacent Jurisdictions
 Bill Adamson
 Mike Brandstetter
 Bill Pugh

Neighborhoods
 Joe Bushnell
 Tom Ebenhoh
 Yvonne McCarty

Business and Industry
 Tony Belot
 Andrew Troske
 Greg Unterbrink

Tideflats Advisory Group

#5 Agenda

April 15, 2021 | Time 4:00 – 5:30 pm | Zoom Webinar

MEETING LINKS & MATERIALS

Public Webinar Link

<https://zoom.us/j/99460250751>
 1 253 215 8782 Webinar ID: 994 6025 0751

Note: TAG members will receive Panelist links directly from Zoom

Attachments

- March 11 Joint Steering Committee/Tideflats Advisory Group Meeting Summary
- Responses to TAG member questions on March 11 slide deck
- Interim visioning summary

Labor

Jared Faker
 Mark Martinez

Environmental

Joel Baker
 Lexi Brewer
 Melissa Malott

Regional Economic

Bruce Kendall
 Tom Pierson

General

Frank Boykin
 Tom Deming
 Karen Zima

AGENDA

Time	Activity
4:00	Welcome & Meeting Purpose
4:05	Project status update
4:10	Interim Visioning Overview
4:15	Meeting in a Box Experiences
4:20	Observations: Were you surprised by any of the input so far?

4:30	Alternatives Framework Overview
4:40	Alternatives Discussion <ul style="list-style-type: none">▪ What concepts/big ideas do you want to see reflected in the alternatives?▪ Having heard from others, what themes, questions, or other thoughts do you have?
5:25	Next steps
5:30	End

Air Quality

Melissa Malott – question about 2019 data

John McCarthy – Clarify tables that are in slide to show the relative size of emissions

Yvonne McCarty – question about other emissions that are not in the criteria

Ryan Mello -- question about industrial emissions – Answer – depends on size of activity

Plants and Animals

Eric Johnson – No tribal harvest in waterways, what do you mean by waterways?

Paul – understands that tribes do not set traps due to vessel activity. Will follow up

Eric Johnson – Additional restoration areas should be shown on maps; wants additional mapping

Climate change

Lexi – rail included in assets -- YN –yes

Was extreme heat included? YN – extreme heat not included in risk assessment

Bryan/Bean – take into account fish and shellfish species – YN – information not available, not included in assessment

Erickson – map of tideflats is really old, waterways shown in map our outdated. Data that goes into the flooding is 2019 data, but waterways may be wrong

Land Use/Economic Development

No questions

Transportation

Melissa Malott -- Note that data may be correct even though the base map is outdated.

Mayor Woodards -- If staff is reviewing data, should correct those maps before it goes public.

Roscoe – please email directly, presentation was sent out, would just like the last final questions; agree with Mayor Woodards with data verification

Bryan and Bean – a couple of questions for the entire slide show, do

Slide 3 – do we have available information on send out to the entire group

Slide 34 – want to protect industries that are a tough place right now. Does baseline data track fishingjobs. RN – it is tracked in another category

Data should be vetted by staff leadership team before it gets to the team

Compliment mayor on interim ordinance regulations

Yvonne McCarty—baseline conditions – health and safety. Have we analyzed rates of cancer and other medical conditions, like to understand all of the incidents that have happened, such as toxic smoke and shelter in place.

Traffic is a huge issue in NE Tacoma – pre Covid data available? Dangerous mix of vehicles. Will follow up

John McCarthy – Ariels presentation very thorough, other than work on mapping, didn't see anything that was missed. Interim regulations—from a collaboration its not going entirely well, maybe it's a discussion for the Steering Committee later. Container Port element – have some concerns relative to collaboration. Woodards – move this discussion offline as SC agreed not to address this topic.

Mayor Woodards to finish out meeting. Remind that upcoming SC meeting May 13 – vision debrief, prelim approach to alts

Thank you for joining this meeting – digging in and asking a lot of questions.

Post meeting

Joe – flag for TAG – South Tacoma Council has informed Council about ST MIC has been left off, but were included as advisory to the group. Understand that Port subarea plan underway. Would like to see a subarea plan for the South Tacoma MIC after Tideflats is complete. A lot of growth happening, needs to be sustainable and well planned.

Frank Boykin --

Yvonne McCarty -- follow up on email sent earlier today. Baseline set up assumptions that is a bias toward status quo. Is that the case? SA: area is going to remain long term an MIC. Visioning, keep trying to remind that is not a blank slate vision. Under GMA and SMA, use priorities that we have to follow that provide constraints about what can change in the future. Ways to tailor state policies to fit local circumstances. Need to meet state mandates while still be responsive to local community.

YM – would be really helpful for city to communicate that clearly. Would be nice to see that on paper.

Frank – underscore how critically important it is to align with current information. A lot in the balance – need to make sure that information should not be questioned. How can we continue to family wage jobs, strengthen and grow sectors, position itself for the future. How to address transitions and compatibility with the surrounding area. Don't want a missed opportunity , short sightedness in planning for future. Needs to start with how to make clear with what was digested in this meeting.

Yvonne – would like to have environmental position filled on the TAG. Would like to have a health position included on the project. TAG heavily weighted toward business/industry.

Tom Deming – How can get some information to Paul to update the plant and animal information. Fish and wildlife resources need to be at the same level as transportation and others.

SA – there may be things that we don't know and are sharing draft so that we can gain information from you, what we don't know. Direct information to Steve A, he will direct it to the appropriate sources.

SA really appreciate everyone being part of the conversation. Online survey will be live on Monday.

Tideflats Advisory Group

Questions from March 11 Meeting

Prior to the March 11 Steering Committee and Tideflats Advisory Group (TAG) meeting, a TAG member forwarded several questions about the slide deck to the project team. The project team planned to respond to these questions at the meeting, but time did not permit. To ensure that the full TAG has the benefit of the same information, the project team has prepared written responses to the questions, below. For reference, the slide number associated with each question is noted at the end of the question. The slide deck is available here:

https://berkconsulting.sharepoint.com/:p:/s/TacomaTideflatsSAPandEIS/EfkiWF-P7Zo5AIY-5r0R7NB0BKs2zLrT_TAaxz6CJe83rsw?e=0QrFrL

Questions and Answers

Race/Ethnicity	31	
Asian	2	6%
Black/African	4	13%
White/Caucasian	23	74%
Rather not say	2	6%
Age	31	
25 – 34	7	23%
35 – 44	4	13%
45 – 54	4	13%
55 – 64	8	26%
65 – 74	5	16%
75 and over	2	6%
Rather not say	1	3%
Disability Status	27	
Known disability	2	7%
No known disability	24	89%
Other	1	4%
Income	31	
Less than \$25,000	1	3%

- Demographics.** Do you have the demographics of the 56 individuals participating in the kick-off? How many were residents vs. employers/employees? (Slide 3)

This question relates to survey questions asked during the February 4 Community Kick-off meeting. Demographics information is shown at right for all who answered those survey questions. As shown, total responses are less than the total number of participating individuals.

\$25,000 –		
\$49,999	5	16%
\$50,000 –		
\$99,999	7	23%
\$100,000 –		
\$149,000	6	19%
\$150,000 or more	7	23%
Rather not say	5	16%
Interest in the Tideflats	47	
Live nearby work or own business	19	40%
own property	17	36%
other	2	4%
	9	19%

- Baseline report.** Under Natural and/or Built Environments, where are you looking at impacts to people – health, safety, and quality of life? (Slide 4)

The Baseline Report is intended to describe existing conditions in the study area and is not an analysis of impacts. The upcoming environmental impact statement (EIS) for the subarea plan will include an analysis of impacts for a no action alternative (no change to regulations and policies), and two action alternatives.

The EIS will analyze and identify probable significant adverse impacts to the environment, potential mitigating measures, and significant adverse impacts that cannot be mitigated. This includes impacts that will “...pose long term risks to human health or the environment...” (Washington Administrative Code [WAC] 197-11-440 (6)).

- Air quality.** Why are you making assumptions that lead you to only discuss and focus on PM 2.5? We know that there are many toxic air pollutants, VOCs, etc. that are emitted down in the Tideflats. We need a comprehensive baseline analysis of these pollutants. The last air toxics study was done around 15 years ago. The subarea plan would be incomplete without have baseline data for all air pollution. (Slide 7)

The PM 2.5 measuring station at Alexander Ave. fails to measure the impact of the PM 2.5 air quality that residents on the bluff in NE Tacoma suffer from when the wind blows right at us 9 months out of the year. (Slide 7)

Due to time constraints the presentation did not address all toxic air pollutants, although they are discussed in the Baseline Report. Please see the Air Quality section of the Baseline Report for a discussion of pollutants of concern, including carbon monoxide, particulate matter (PM 10 and PM 2.5), ozone, toxic air pollutants, and greenhouse gas (GHG) emissions. The discussion also includes a discussion of sensitive receptors to adverse air quality.

As noted in the comment, the air quality discussion in the Baseline Report describes the 2010 Tacoma and Seattle Air Toxics Evaluation conducted by the WA Department of Ecology. While an air toxics study of this magnitude is beyond the scope of the Tideflats subarea planning effort, the [PSCAA has recently been awarded a grant](#) to pursue a new community-scale air toxics study that will include the Tideflats area. All air quality data that is available will be incorporated as part of the subarea planning process.

4. **Industrial wages.** In the last bullet point it says that "Industrial jobs *can typically* provide higher wages, better benefits, and better opportunities for career advancement". Based on what data? What is your source? I wouldn't think you would put a statement in here like that unless you had data to back up that industrial jobs pay higher than any other job category (for example high tech or healthcare) – especially using the words "can typically" – it is prejudicial. (Slide 28)

Industrial sector jobs are available to workers with relatively less formal education. Relative to lower wage service sector jobs available to workers with the same credentials, these jobs provide a source of stable employment with opportunities for advancement. PSRC's Industrial Lands Analysis for the central Puget Sound Region looked at the average wages among industrial activities on industrial-zoned lands, such as the jobs in the study area. It found that there was a range of wages across industrial

sectors. Printing & Publishing activities paid the highest average wages on industrial lands (\$149,800), due in part to publishing activities associated with software, followed by Transportation, Distribution & Logistics (\$114,600). Overall, annual earnings for industrial jobs on industrial lands averaged \$80,000 in 2012. By comparison, the average wage across the four-county central Puget Sound region in 2012 was \$59,700. Retail Trade, one of the largest segments of the regional work force, supported an average wage of \$36,300, while Finance and Insurance paid an average wage of \$86,900.

Other studies have documented the range of wages in the maritime sector. The average annual salary before benefits among Maritime workers was \$70,800 in 2012, though this varied by occupation. In 2012, federal employment in Ship Building and Repair activities across three sites in Washington State included employees earning an average annual salary of more than \$79,000. The estimated average annual wage among workers engaged in Fishing and Seafood Processing was \$72,300 in 2012, but this included an average annual wage of \$116,428 for finfish fishing (based on an annualized rate) compared with \$65,800 for shellfish fishing.

5. **Future plan.** This whole slide assumes that you are pursuing status quo, and is biased towards existing industry: (Slide 34)
- a. Why are you assuming that we want to strengthen and grow establish sectors? Shouldn't we first decide as a group what sectors (or uses) are in the long-term vision for Tacoma and the Tideflats?

Continuation of the existing Manufacturing/Industrial Center (MIC) regional designation and consistency with state, regional and local requirements for an MIC are fundamental to the subarea planning process. This is not the same as continuation of the status quo. As described in the response to Question #2, the subarea plan environmental impact statement (EIS) will consider a no action alternative and two action alternatives. The no action alternative assumes no change to existing regulations and policies and could

be characterized as status quo. The inclusion of a no action alternative is a requirement under the Washington State Environmental Policy Act (SEPA). The EIS will also consider two action alternatives that could consider changes related to overall growth, types of industrial activity, potential for other uses, land use compatibility, resiliency to climate change, transportation priorities, and other factors. Alternatives will be developed through community input in the visioning process and Steering Committee recommendation to the Tacoma Planning Commission.

- b. Why include the word "industrial" in the second question? Shouldn't the question be more generic – "How can we continue to provide family-wage jobs?"

Because the Tideflats will continue to function as an MIC, industrial employment is a key question for the subarea plan.

- c. The last bullet should read "We currently have incompatible uses between heavy industrial businesses and residential communities. How should these be addressed?"

Please see the response to Question #2. Strategies and measures to address land use compatibility will be addressed in the EIS.

6. **Baseline traffic study.** We should do a baseline traffic study (post COVID) to understand the traffic congestion problem on SR 509. It would be good to know what the peak periods are, traffic volumes, types of vehicles using the roads, etc.). At times, NE Tacoma is completely disconnected from the rest of Tacoma because of traffic on SR 509. (Slide 40)

The comment is noted and it is understood that traffic patterns and volumes during the ongoing COVID pandemic are not representative of post-COVID conditions. Transportation information in the Baseline Report is based on pre-COVID conditions. The EIS analysis will be based on the most currently available information that reflects post-COVID conditions and identifies SR 509 as a congested facility. The Baseline Report also includes data on the share and temporal patterns of Port traffic using area roadways. The EIS analysis will include a detailed traffic

operations analysis for each alternative including multiple intersections/interchanges along SR 509.

7. **Transportation safety.** Studies should be done on speed and traffic volumes. (Slide 42)

The comment is noted. The EIS analysis will forecast traffic volumes along study area roadways to understand how they would vary among alternatives.

8. **Transportation safety.** Does the collision data have more details – e.g., cause of accidents, type of vehicles involved in accidents, etc? Having driven on SR 509 frequently and having witnessed a fair number of accidents (many that involved high school students on the way to/from school), I know that the community is highly interested in safety improvements. It would be great to have detailed baseline accident data. (Slide 42)

The comment is noted. The WSDOT data summarized in the map includes details for each individual collision; however, the programmatic nature of this project does not include a detailed analysis for each roadway segment.

9. **Safety.** I would suggest adding a question on improving safety along the corridor. (Slide 43)

The comment is noted. Safety will be considered in the EIS analysis.

Tacoma Tideflats Subarea Plan

Interim Engagement Summary | **DRAFT April 2021**

OVERVIEW AND INTRODUCTION

This document provides an interim summary of the visioning phase of the Tacoma Tideflats Subarea Planning process. This phase began in January 2021 and will continue through April 20, 2021. This interim summary includes input gathered at meetings and the online survey through March 29, 2021.

Meetings

Stakeholder and public meetings provided the primary way of providing real-time feedback on the project. The following table lists the meetings summarized in this document, and the next pages summarize the input gathered at these meetings.

Meeting Type	Participant Type	Meeting	Date	Attendees
Tideflats Advisory Group	TAG	TAG Meeting 3	1/21/21	18
	TAG	TAG Meeting 4	2/18/21	14
Community Kickoff	Public	Kickoff	2/4/21	56+
Visioning Focus Group	Key Stakeholders (by invite)	Visioning Focus Group 1	3/2/21	14
		Visioning Focus Group 2	3/4/21	13
Meeting in a Box	Community group	Tacoma Transportation Club	3/8/21	85

	Puyallup Tribe of Indians	Puyallup Planning Commission	3/9/21	3
	Puyallup Tribe of Indians	Puyallup Fishing Commission	3/12/21	4
	Community group	Propellor Club of Tacoma	3/16/21	25
	City of Tacoma	Sustainable Tacoma Commission	3/18/21	13
	Pierce County	Pierce County Council		12
	Chambers of Commerce	Fife/Milton/Edgewood Chamber of Commerce	3/30/21	12
	Community Group	Pierce County Green Drinks	4/1/21	10
	Chambers of Commerce	Puyallup/Sumner Chamber of Commerce	4/6/21	34
	Community Group	Citizens for a Healthy Bay	4/6/21	4
Visioning Panels <i>[Partially but not fully summarized in this interim report. We include general but not topic-focused input.]</i>	Public	Panel 1: Land Use and Economic Development	3/17/21	45
		Panel 2: Environment and Health	3/18/21	32
		Panel 3: Transportation and Infrastructure	3/20/21	10

Survey

An online interactive [story map](#) allows interested individuals to learn more about the Tacoma Tideflats and provide input via an integrated visioning survey. The story map and visioning survey went live on March 15, 2021 and the survey will remain open through April 30, 2021. The survey is the primary way for stakeholders and the public

to provide visioning input on their own schedules.

As of 4 pm March 29, 2021, 169 individuals had provided input via the survey. Selected survey findings are provided below. Responses to all questions, including respondent demographics, are provided as an appendix to this document.

SUMMARY OF INPUT BY THEME

The following section summarizes input gathered primarily at meetings through March 20, 2021.

Participants' Visions for the Tideflats

- A thriving world-class port that's home to clean, sustainable business.

"The Port is the premier port on the West Coast. A place of technological innovators. People choose Tacoma over Vancouver, Los Angeles."

"Tacoma is the first port in the World to successfully navigate the transition from fossil fuels to renewable energy and still have a strong economic base."

- The working waterfront continues to offer good jobs to a diverse range of people.

"Prioritize and employment and manufacturing jobs, which is one of the most racially and ethnically diverse fields."

- Water is clean and marine resources continue to recover as habitat is restored.

"Waters have never been cleaner because of foresight of prior generations."

"Nothing could be better being on the water in the Fall and do some fishing. Drop a pot or two for crab. I would like to do that again and actually catch something."

- Cooperation and collaboration across the Port, City, and Puyallup Tribe.

"The next generation will be innovators and will be able to work together."

- Tacoma is an attractive place to live and work.

“I want my college-aged kids to want to return and raise their families. No emissions, spills, incidents—clean air and water. Proud Tacoma that great grandchildren can inherit.”

- Resilient, modern infrastructure creates efficiencies between roadways, railways, and waterways.

“We need to electrify as much as we can—we need 30% more power than we have right now.”

“20 years from now, Tideflats will be a place where we have the infrastructure that is needed to connect us to the rest of the world.”

- Additional transit service and green space make the Tideflats a “place for people” to work, play, and learn.

“Hope that will still have access and views to water and that every 7th grader has access to the water.”

“The Shoreline is walkable, fewer cars, more people on foot and transit.”

“In 20 years, you can get to jobs in the Port or Tideflats via transit.”

- Visible cultural representation of the Puyallup Tribe of Indians through public art or a cultural center.

Participants’ Favorite Features in the Tideflats

- The Port, the Tideflats’ function as a working waterfront, and the jobs located within the Tideflats.
- Connections to nature and natural resources, including views of Mount Rainier, a unique topography, wildlife, and habitat.
- The diversity of uses in the Tideflats:

“Like the interconnectivity between natural wildlife and human development and infrastructure. Example – ducks use the stormwater area near his building as a training area to teach their ducklings how to swim. They have built a ramp to help ducklings.”

“Diversity of business vs. nature, interactions historic vs. modern, maritime vs. non-maritime. One of my favorite conglomerations of all that in one space.”

- Connections to tribal culture:

“We paddle near the 1,000’s of containers in the Port. It is beautiful to be in the Tideflats. We want to do our traditional way of life. It gives a sacred view of the area that do not know to natives and non-natives to see our history in this area. We want to be able to still say our stories in this place. It is an anchor that keeps us connected to this land. This is who we are and where we came from. This is our religion and we have duties of things that need to be done in a good way. This place needs to allow us to pass down that knowledge.”

- Infrastructure like bridges, Port of Tacoma Road, or the Thea Foss Waterway.
- Recreation, including trails, waterfront spaces, and access to water.

Features that Should Stay the Same in the Tideflats

- The jobs located within the area and a healthy environment.
- Environmental considerations including maintaining habitat for wildlife and salmon, minimizing pollution, and cleaning up polluted areas.

Features that Should Change in the Tideflats

- Improving the sustainability of the Tideflats, including reducing usage of fossil fuels, cleaning up polluted areas, increasing the amount of healthy habitat, and improving water quality.

Strengths of the Tideflats

- Proximity to major on-land transportation corridors as well as Sumner and the warehousing district.
- Availability of clean electricity via hydroelectric power.
- Location relative to Asia and position as one of few west coast ports.
- Natural deep-water port brings in deep containers without the need to dredge.

- Role as economic engine for the county, region, and country.
- Robust employment opportunities, including diverse entry points and pathways to jobs opportunities.

“Concentration of highest paying jobs in Pierce County – an economic engine.”

“Port is a huge concentration for people in the region who don’t have university degrees. A great equalizer in many ways and supports low income and BIPOC pops with jobs.”

- Available workforce.

“You have a successful port because of the people who work here.”

- Natural and urban setting makes this a desirable region in which to live, work, and play.

“At the base of Mt. Rainier.”

“Also located in a region where people want to live and be not located in the middle of nowhere.”

“Prime public recreation area, primarily the Dick Gilmer launch.”

- Interconnected mix of businesses.

“Interconnectedness – able to make changes faster and responsive”

“Variety of industry in the port that has a robustness to it that can ride through different economic cycles.”

- Resilient natural environment.
- Culture and tradition of the Puyallup Tribe, including their efforts to protect the natural environment.

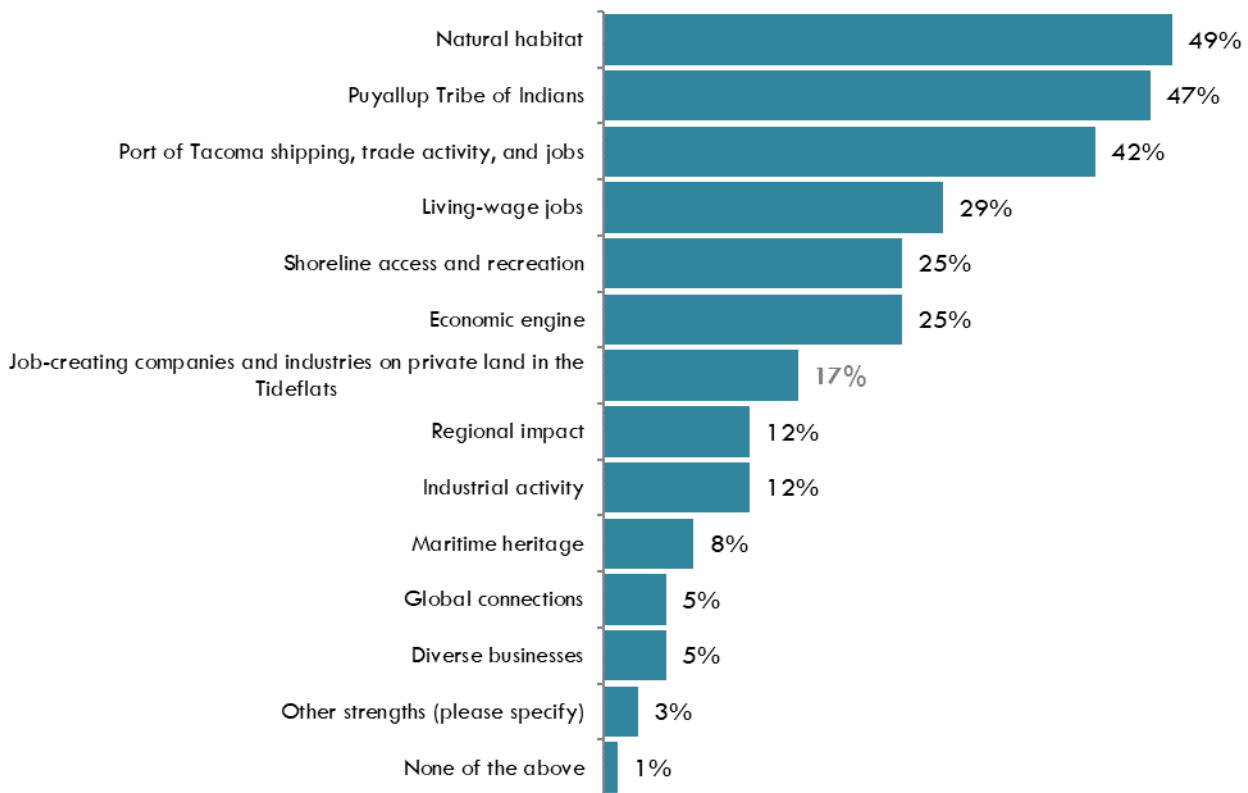
“Feel honored to be in area with the strength and tenacity of the Tribe.”

“75% of tribal members live on or near reservation, it is their

homeland forever, continuing to improve environmental baseline is essential.”

- Exhibit 1 shows survey responses as of March 29, 2021 to a question about the most important strengths of the Tideflats. Nearly half of survey respondents say that natural habitat and the Puyallup Tribe of Indians are in the top three strengths of the Tideflats. Respondents are also likely to identify the Port of Tacoma and living-wage jobs as top strengths.

Exhibit 1. Survey responses as of 3/29/21 to question: “What are the most important strengths of the Tideflats? Not sure? Try this question instead: What is your favorite part about the Tideflats? Please select your top three.”



Source: BERK, 2021.

Challenges in the Tideflats

- Connecting the community to the Tideflats: The area is underappreciated because people do not understand the activities that occur and their economic significance. Community members also have “historical baggage” around the past

uses, especially the smelter.

- Lack of cohesion in the existing mix of uses.
- Complex interests, including industrial businesses, tribal interests: Community members recognize the complexity of the study area's location and the need to work around a range of interests and issues.
- Infrastructure issues, especially around transportation: Deferred maintenance on roads and advances in technology have created the need for infrastructure upgrades. Attracting newer industries will require infrastructure investments as well.
- Lack of funding to clean up contaminated sites, make infrastructure investments and ongoing maintenance.
- Legacy and ongoing contamination and poor environmental conditions.
- Climate change.
- Community divisiveness, resistance to change, and lack of shared vision.
- Attracting industrial development that's cleaner, greener, and with economic pathways: Community members recognize that attracting new industrial development or retrofitting existing businesses are not easy propositions.

Opportunities in the Tideflats

- Collaboration and shared vision that can retain and attract businesses.

"We can set a strong example for planning in a positive way, set a fantastic example of working with the tribe. Navigating the many interests is a barrier that we have to work our way through."

- Potential to grow a low carbon climate friendly economy.

"The same geography that gives it the advantages are the ones that threaten it."

- Continuing to be an employment center.

“Keep and expand industrial jobs that can fuel an inclusive economy in a region that needs those kinds of jobs, support small businesses.”

- Leadership in how modern manufacturing industrial center can look like.

“Industry is biggest opportunity.”

“Green environmental initiatives, ability to pilot different technologies, sustainable ports using more electrification, innovative stormwater treatments, more connectivity.”

- Opportunity to show a working port and community can coexist.
- Restoration of the natural environment.

“restoration projects in a comprehensive way that doesn’t just correct what has been broken but prepares us for climate change and allow us to adapt. “

“Cleaning of water going into the Puyallup River and the Hylebos and Wapato.”

- Connections to the rest of the world.

“This place connects us to the rest of the world with shipping. Opportunity to sell to the world. And opportunity to bring in from the world. This place informs us of the rest of the world.”

- Access to training and employment opportunities and providing hands-on skills and trades for communities of color.

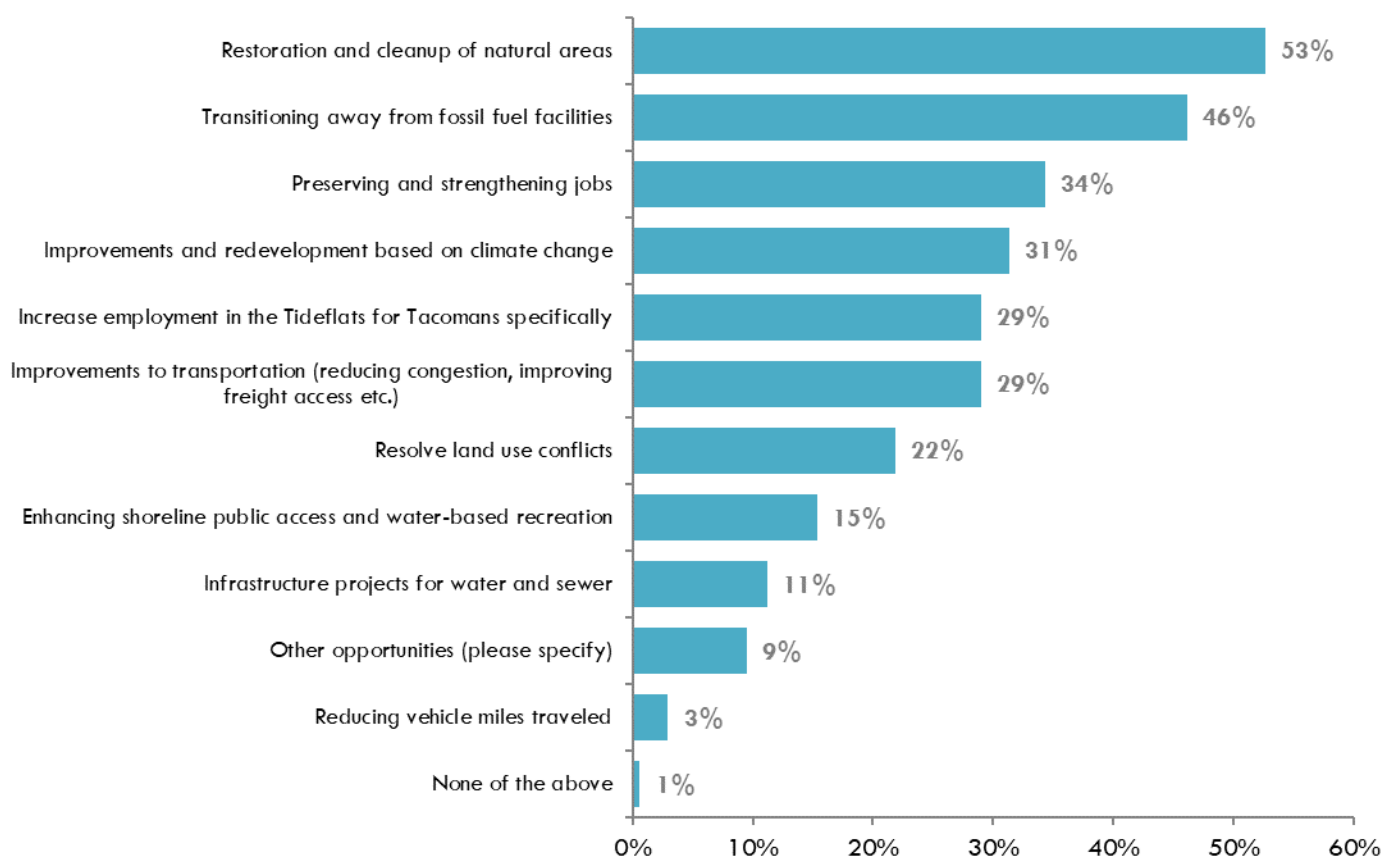
“Youth not on a baccalaureate path can enter great paying jobs with benefits and support their family. Paid training and water access are unique in the maritime industry.”

- Improved transportation connections, public transit infrastructure, especially for homeless.
- Some specific opportunities referenced include the use underused or unused land with potential for economic opportunity in collaboration with sustainability, repairing the sewer plant and the opportunity to address homeless needs and

clean up garbage.

Exhibit 2 shows survey responses as of March 29, 2021 to a question about the biggest opportunities in the Tideflats. Over half of survey respondents say that restoration and cleanup of natural areas is one of the top three opportunities in the Tideflats. Respondents are also likely to identify transitioning away from fossil fuel facilities, preserving and strengthening jobs, and improvements and redevelopment based on climate change as top opportunities.

Exhibit 2. Survey responses as of 3/29/21 to question: “What are the biggest opportunities in the Tideflats? Not sure? Try this question instead: What would you like to see added or improved through the Tideflats subarea plan? Please select your top three.”



Source: BERK, 2021.

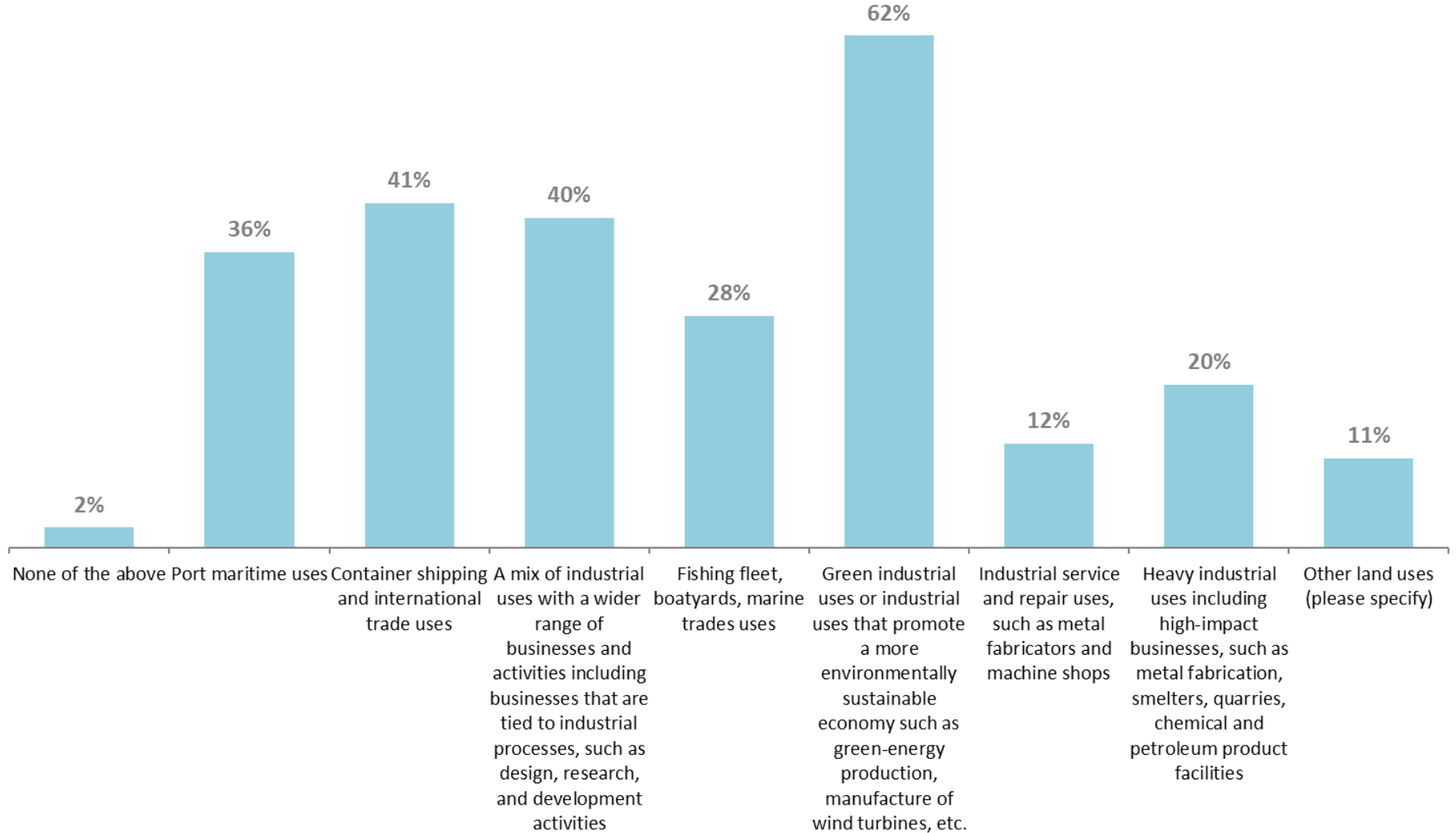
NEXT STEPS

The visioning survey will close on April 30, 2021. Following this and the completion of remaining engagement events, the BERK team will fully integrate meeting and

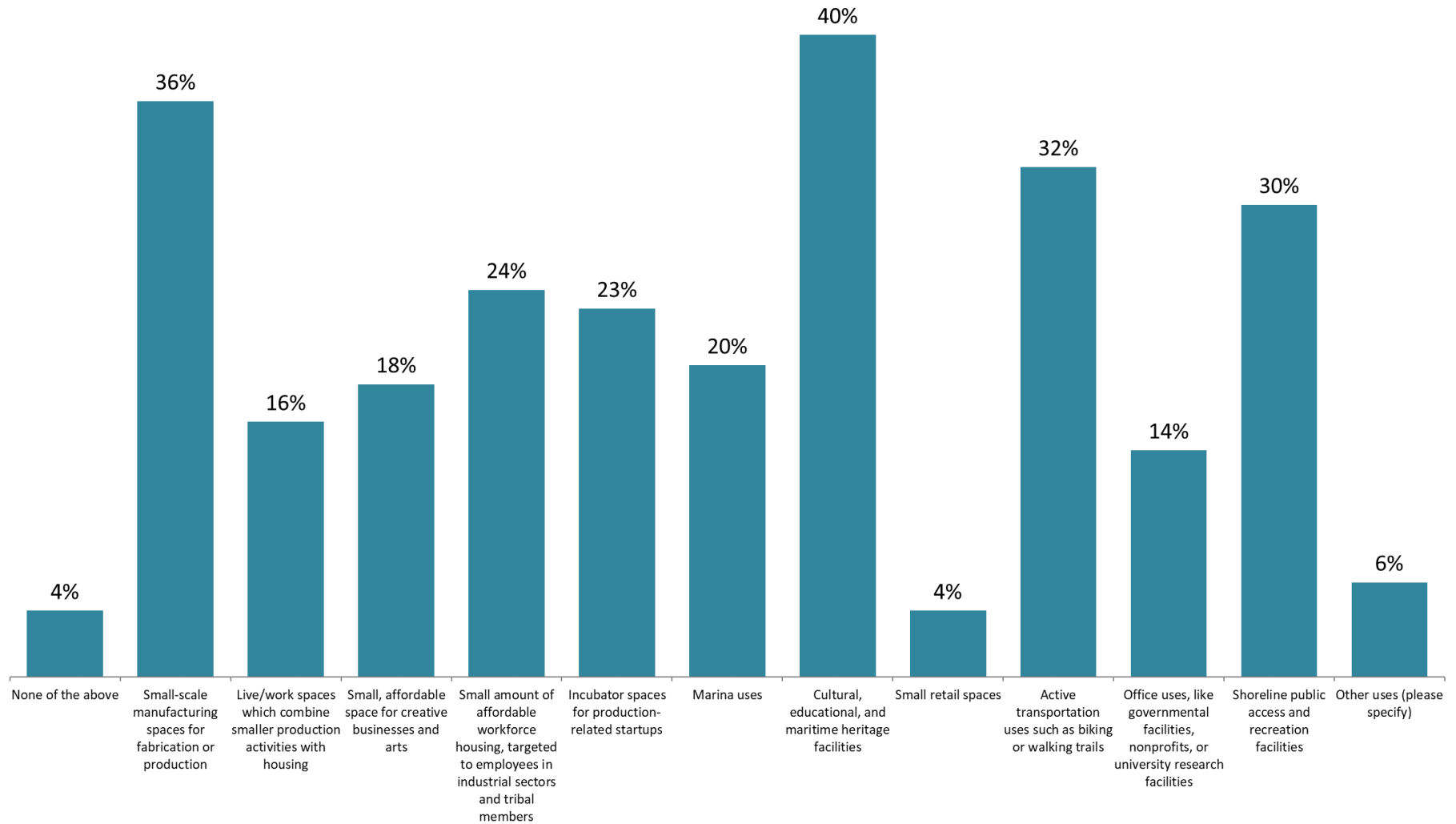
survey input into a single summary of engagement findings.

APPENDIX A: SURVEY RESULTS THROUGH MARCH 29, 2021

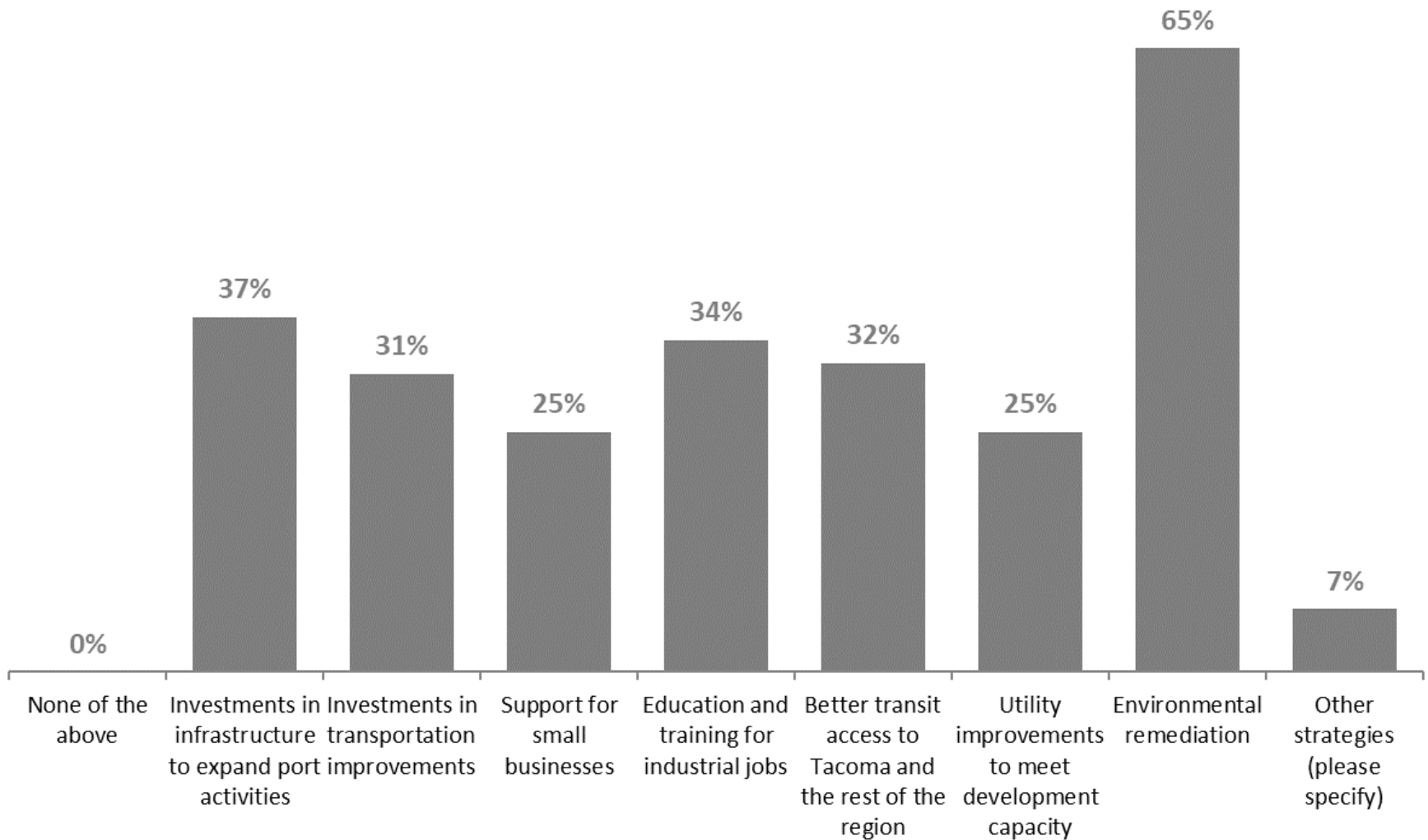
- *Question 3: What kinds of industrial land uses should be emphasized in the Tideflats study area over the next 20 years? Please select your top three. Note: The options below are for visioning purposes only and have not been evaluated for feasibility.*



- Question 4: While the Tideflats will continue to be a regional center for manufacturing and industrial uses, there may be opportunities for new uses in a few limited locations. What types of complementary uses do you think would be appropriate? Please select your top three. Note: The options below are for visioning purposes only and have not been evaluated for feasibility.*

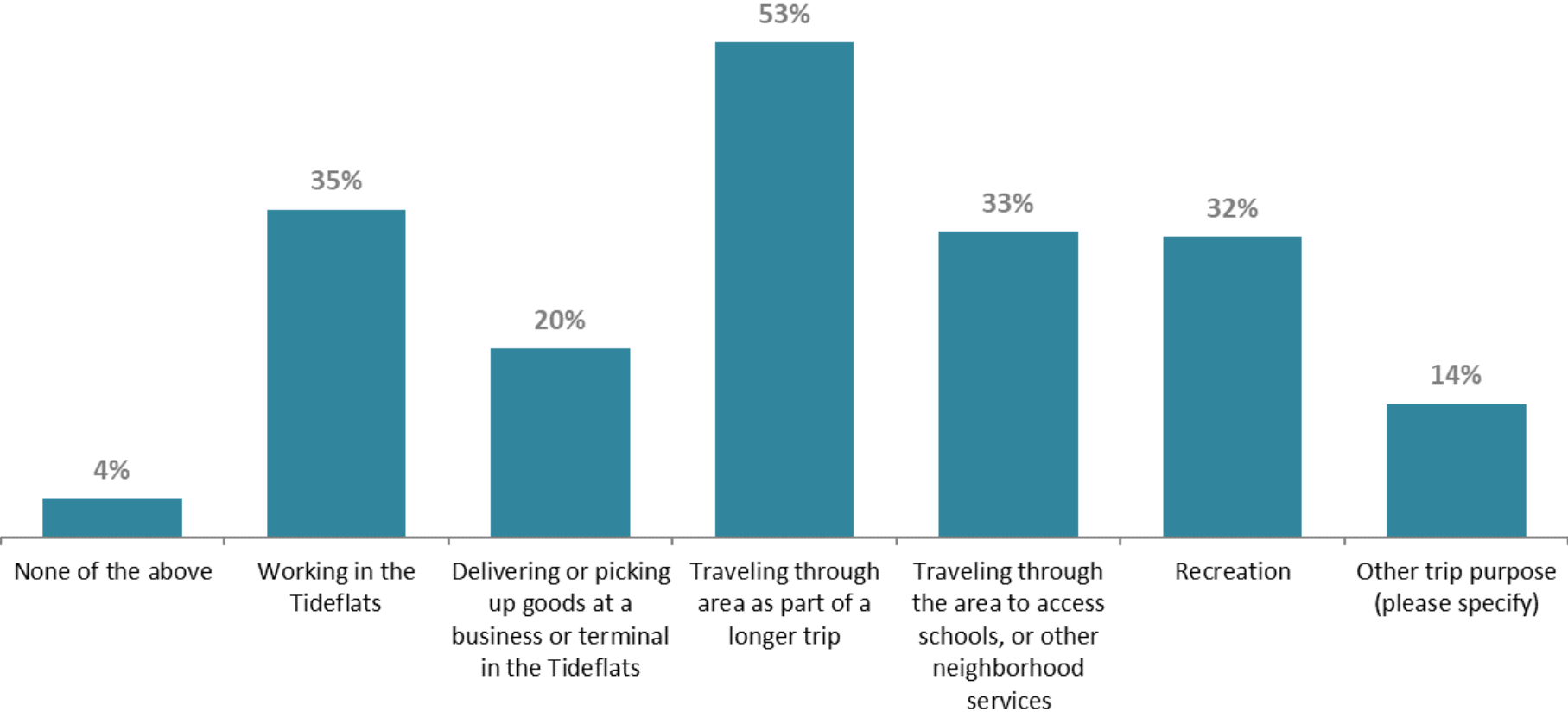


- *Question 5: What support for future economic development would you like to see for the Tideflats? Please select your top three. Note: The options below are for visioning purposes only and have not been evaluated for feasibility.*

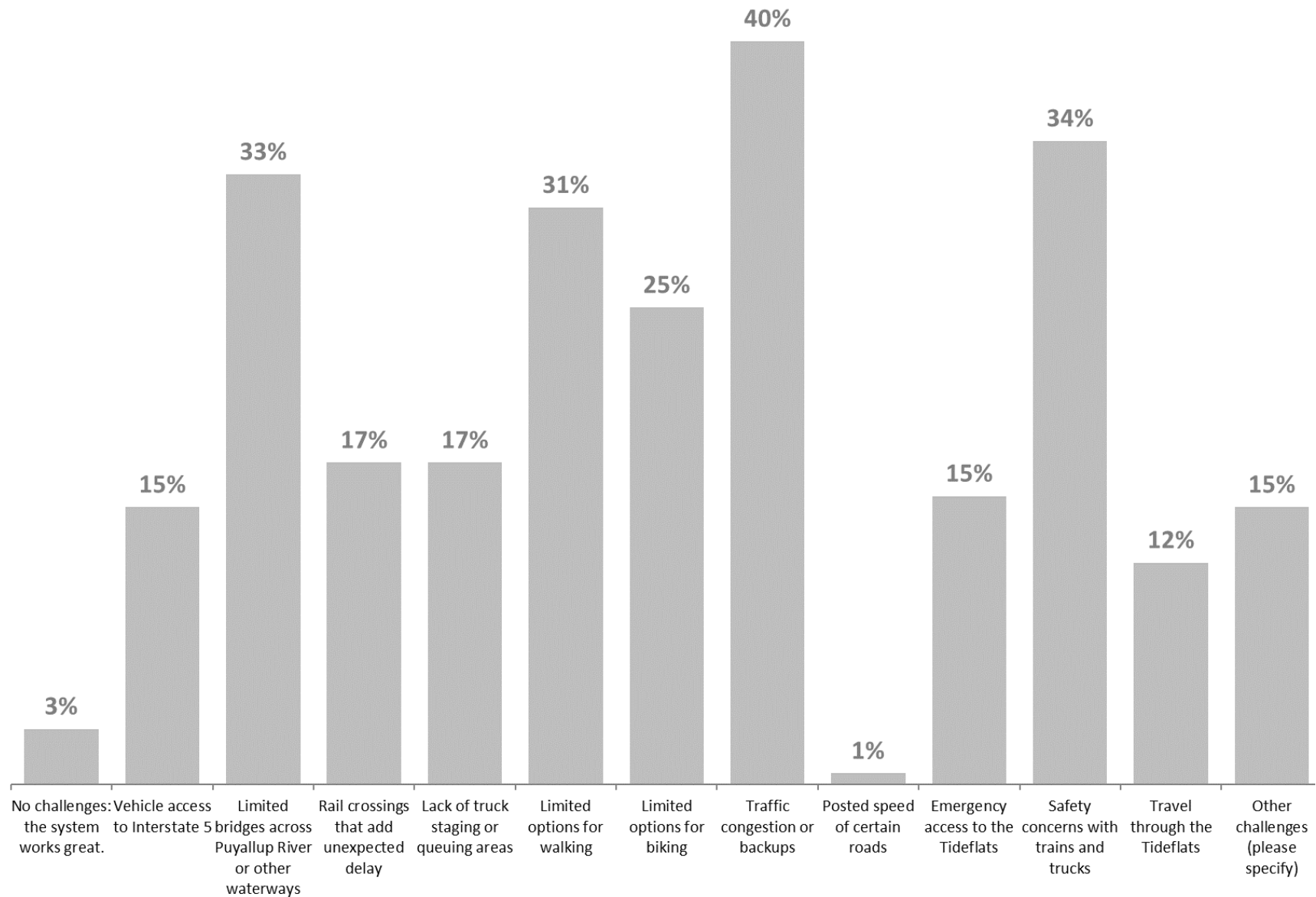


- *Question 6: When you travel to, from, or through the Tideflats, what are the most common purposes for your trips?*

Please select your top three.



- *Question 7: When you travel to, from, or through the Tideflats, what are the most common purposes for your trips? Please select your top three.*



- *Question 8: If you were a transportation planner, what revisions would you make to the transportation system in the Tideflats?*

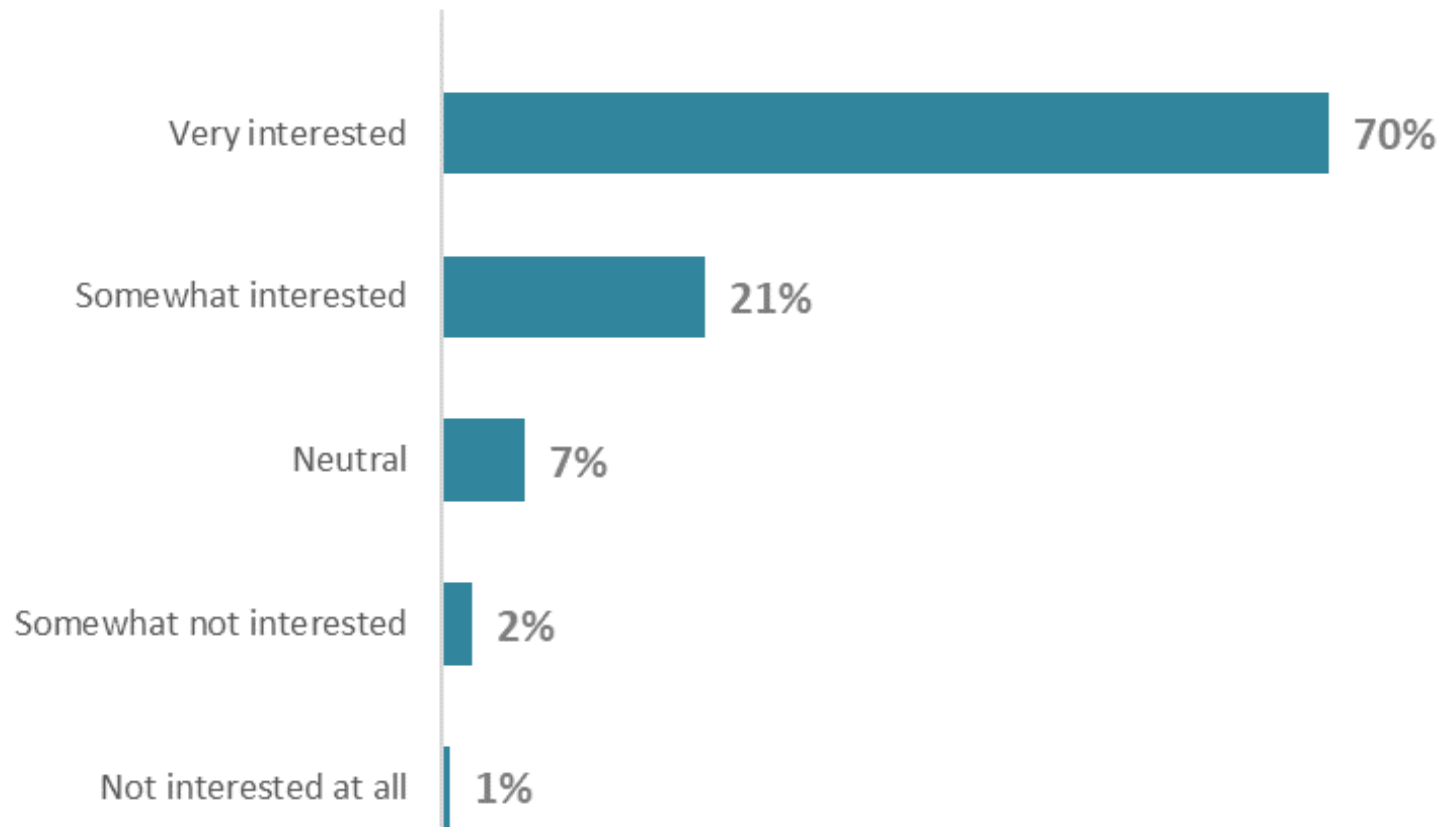
[open-ended responses to this question have not been analyzed yet]

- *Question 9: What actions do you think should be prioritized to protect the natural environment and reduce potential impacts? Please select your top three. Note: The options below are for visioning purposes only and have not been evaluated for feasibility.*

Answer Choices	Responses	
Provide more cleanup of contaminated areas	51%	86
Provide more protection and enhancement of salmon, shellfish, and marine life	40%	67
Put in place green industrial development standards to promote sustainability and reduce greenhouse gas emissions	36%	61
Provide more shoreline/habitat restoration and enhancement	31%	53
Create healthier near-shore habitat by promoting soft shore armoring (the creation or restoration of a natural shoreline system using nature-based shoreline management techniques instead of harder armoring like bulkheads)	20%	33
Provide structural improvements (e.g., a sea wall or raised streets) to protect the Tideflats from flooding due to sea level rise	18%	31
Stormwater management	17%	29
Expand tree canopy in the right of way	17%	28

Answer Choices	Responses	
Conduct a coordinated process of voluntarily and equitably relocating people, structures, and infrastructure away from vulnerable areas to protect the Tideflats from flooding due to sea level rise	9%	15
No additional actions needed: existing local, state and federal programs and regulations are adequate to protect the environment and public health	7%	11
Provide more recreational opportunities (e.g., fishing, clamming, walking, birding)	7%	11
Provide more connection between existing restoration sites/open space/and recreation sites	7%	11
Other actions (please specify)	7%	11
	Answered 169	

- *Question 10: What is your level of interest in protecting salmon, shellfish, and other marine life in the Tideflats?*



- *Question 11: What do you value about the natural resource areas in the Tideflats? Please select your top three.*

Answer Choices	Responses	
Protects natural resources	67%	113
Serves cultural purposes	45%	76

Provides recreational opportunities (e.g., fishing, clamming, walking, birding)	37%	62
Provides fisheries industry jobs and traditional subsistence living	33%	55
Provides public water access	30%	51
Provides open space	28%	48
Other aspects (please specify)	7%	12
None of the above	5%	9
	Answered	169

- *Question 11: Please share any additional comments you have on the Tideflats Subarea Plan. You may also share comments about specific locations or features of the Tideflats on the map tab.*

[open-ended responses and map-based responses to this question have not been analyzed yet]

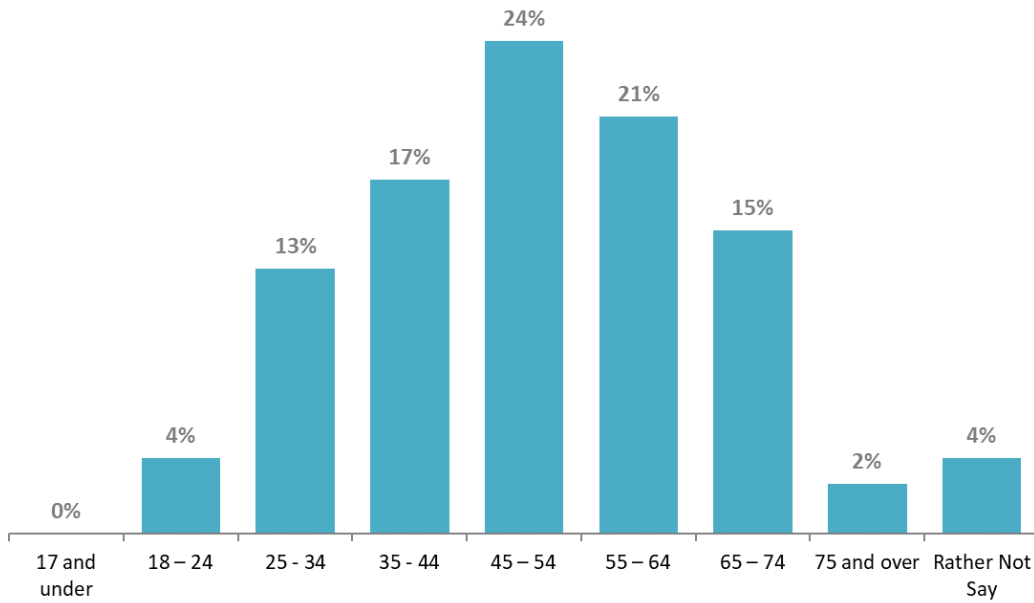
- *Survey Demographics are presented below. Please note open-ended responses to home and work zip codes have not yet been analyzed.*

Race /Ethnicity

Answer Choices	Responses	
White/Caucasian	75%	117
Rather Not Say	11%	17

Answer Choices	Responses	
Native American/Alaska Native	7%	11
Latino/Latinx/Hispanic	6%	9
Please list any specific race, ethnic, and national groups, and tribal/band affiliations with which you identify (optional):	3%	5
Black/African	3%	4
Other	3%	4
Asian	2%	3
Middle Eastern/North African	2%	3
Pacific Islander/Native Hawaiian	2%	3
	Answered	155
	Skipped	14

Age



Household Income

