

TACOMA TIDEFLATS SUBAREA PLAN & EIS

# PRELIMINARY ALTERNATIVES

RECOMMENDED BY THE TIDEFLATS STEERING COMMITTEE | MARCH, 2022



# TIDEFLATS SUBAREA PLAN AND EIS PRELIMINARY ALTERNATIVES

## Environmental Impact Statement (EIS) Overview

An Environmental Impact Statement is a tool that assists with decision making. The information developed in the EIS will help inform the policy decisions of the Subarea Plan (Plan). However, the EIS is just one component that informs the Plan. There are other supplemental studies, outside the scope of an EIS, that will help inform Plan development. The EIS process provides multiple opportunities to comment on and participate in developing and analyzing information. For the Tideflats Subarea Plan, a Planned Action EIS will be prepared. The Planned Action EIS will streamline permitting and increase predictability for future development in the area.

## Guiding Principles

The following guiding principles were developed for the subarea plan and EIS based on the community input received through the visioning process, regional planning framework, and the work plan developed for the effort. The table below outlines the principles, the community benefits tied to each, and the relationship of each principle to the guidance from the regional planning framework, community input, and the work plan. The Subarea Plan will address these principles. The principles have also helped guide the development of the draft EIS alternatives described later in this document.

| Guiding Principles   | Community Benefits | Regional Planning Framework | Community Input | Work Plan |
|----------------------|--------------------|-----------------------------|-----------------|-----------|
| ENVIRONMENT & HEALTH |                    |                             |                 |           |

| Guiding Principles  | Community Benefits  | Regional Planning Framework | Community Input | Work Plan |
|---|---|-----------------------------|-----------------|-----------|
| <p><b>Salmon and shellfish are thriving</b> and plentiful in Commencement Bay, the Puyallup River, Wapato Creek, and Hylebos Creek.</p>   | <ul style="list-style-type: none"> <li>▪ Support for Tribal Treaty rights</li> <li>▪ Resilient communities and ecosystems</li> <li>▪ Habitat protection and salmon recovery</li> </ul>        | ✓                           | ✓               | ✓         |
| <p>The subarea supports <b>healthy communities and ecosystems</b> with clean air, water, and soil.</p>  | <ul style="list-style-type: none"> <li>▪ Cleaner places to live, work, and play</li> <li>▪ Resilient communities and ecosystems</li> </ul>  | ✓                           | ✓               | ✓         |
| <p>Employees in the subarea have a <b>safe and healthy work environment</b>.</p>  | <ul style="list-style-type: none"> <li>▪ Community health</li> <li>▪ Resilient communities and ecosystems</li> <li>▪ Economic opportunity for a diverse range of community members</li> </ul> | ✓                           | ✓               | ✓         |
| <p>An <b>inclusive and equitable growth strategy</b> fulfills environmental justice principles and protects frontline communities from health and human hazards.</p>                            | <ul style="list-style-type: none"> <li>▪ Equity and social justice</li> <li>▪ Community health</li> <li>▪ Resilient communities and ecosystems</li> </ul>                                     | ✓                           | ✓               | ✓         |
| <p>The subarea offers <b>diverse opportunities to participate in cultural, educational, scientific, and recreational activities</b>.</p>  | <ul style="list-style-type: none"> <li>▪ Community health</li> <li>▪ Recreation/connect people with nature</li> </ul>   |                             | ✓               |           |
| <p><b>TRIBAL ASSETS</b></p>   |   |                             |                 |           |
| <p><b>Reservation and tribal lands are protected from encroachment</b>, preserving the unique cultural characteristics that support the Puyallup Tribe of Indians' traditional way of life.</p> | <ul style="list-style-type: none"> <li>▪ Tribal subsistence and cultural practices</li> <li>▪ Tribal Treaty rights</li> <li>▪ Open space conservation</li> <li>▪ Use compatibility</li> </ul> |                             | ✓               | ✓         |

| Guiding Principles   | Community Benefits   | Regional Planning Framework | Community Input | Work Plan |
|--|--|-----------------------------|-----------------|-----------|
| Cultural and historic resources are protected, <b>elevating the subarea as a site of cultural practices</b> for the Puyallup Tribe of Indians.   | <ul style="list-style-type: none"> <li>▪ Support for Tribal Treaty rights</li> <li>▪ Tribal subsistence and cultural practices</li> <li>▪ Open space conservation</li> </ul>   | ✓                           | ✓               | ✓         |
| <b>TRANSPORTATION &amp; INFRASTRUCTURE</b>   |  |                             |                 |           |
| Climate science and greenhouse gas impacts are integrated into plans, programs, and investments. The <b>subarea is more climate resilient</b> by identifying and protecting vital infrastructure subject to future impact to climate change. | <ul style="list-style-type: none"> <li>▪ Long term resilience/ Resilient communities and ecosystems</li> <li>▪ Regional and local economic competitiveness</li> </ul>  | ✓                           | ✓               | ✓         |
| Proactive <b>investment in infrastructure</b> supports mobility, economic development, environmental protection, and climate resiliency.   | <ul style="list-style-type: none"> <li>▪ Jobs and sustainable livelihoods</li> <li>▪ Resilient communities and ecosystems</li> <li>▪ Sustainable development</li> <li>▪ Minimizes transportation conflicts</li> <li>▪ Reduces emissions</li> <li>▪ Supports business</li> <li>▪ Prioritized local investment in the Center</li> <li>▪ Regional and local economic competitiveness</li> </ul> | ✓                           | ✓               | ✓         |

| Guiding Principles   | Community Benefits   | Regional Planning Framework | Community Input | Work Plan |
|--|--|-----------------------------|-----------------|-----------|
| The Subarea Plan identifies steps to achieve decarbonization of Port and industrial activity and to accelerate emissions reductions  | <ul style="list-style-type: none"> <li>■ Resilient communities and ecosystems</li> <li>■ Reduces emissions</li> <li>■ Community health</li> </ul>  | ✓                           | ✓               |           |
| <b>LAND USE &amp; ECONOMIC DEVELOPMENT</b>   |  |                             |                 |           |
| <b>Industrial lands are preserved and valued,</b> protecting the increasingly rare and valuable industrial and manufacturing lands and working waterfront from encroachment. | <ul style="list-style-type: none"> <li>■ Household prosperity</li> <li>■ Entrepreneurialism</li> <li>■ Access to career paths that have a low barrier for entry, opportunities to upskill, and pay living wages</li> <li>■ Resilient local economy, including tribal economy</li> <li>■ Regional and local economic competitiveness</li> <li>■ Improved jobs housing balance, resulting in lesser commute times</li> <li>■ Diverse career pathways and entry points</li> <li>■ Healthy tax base to support schools, libraries, parks, social services and other government programs</li> </ul> | ✓                           | ✓               | ✓         |

| Guiding Principles   | Community Benefits   | Regional Planning Framework | Community Input | Work Plan |
|--|--|-----------------------------|-----------------|-----------|
| The <b>Port of Tacoma MIC is a center of global trade</b> and a hub for local, and regional economic activity protecting and enhancing port-related investments and supporting diverse jobs. | <ul style="list-style-type: none"> <li>■ Regional and local economic competitiveness</li> <li>■ Improved jobs housing balance, resulting in lesser commute times, greater household prosperity</li> <li>■ Diverse career pathways and entry points</li> <li>■ Healthy tax base to support schools, libraries, parks, social services, and other government programs</li> <li>■ Prioritized local investments in the Center</li> <li>■ Economic opportunity for a diverse range of community members</li> <li>■ Community investments by businesses, tribe, and Port</li> </ul> | ✓                           | ✓               | ✓         |
| The subarea is a <b>leader in the green economy promoting industries</b> that meet environmental goals and facilitate a transition to carbon-free energy.                                    | <ul style="list-style-type: none"> <li>■ New economic opportunities</li> <li>■ Community health</li> <li>■ Resilient communities and ecosystems</li> </ul>   |                             | ✓               |           |
| The subarea offers <b>expanded access to jobs with diverse career pathways</b> and entry points.   | <ul style="list-style-type: none"> <li>■ Economic opportunity for a diverse range of community members</li> <li>■ Community investments by businesses, tribe, and Port</li> </ul>  | ✓                           | ✓               | ✓         |

| Guiding Principles   | Community Benefits   | Regional Planning Framework | Community Input | Work Plan |
|--|--|-----------------------------|-----------------|-----------|
| The subarea has <b>effective buffers</b> with neighboring communities that demonstrates how a world class port can thrive alongside growing and vibrant urban neighborhoods. | <ul style="list-style-type: none"> <li>▪ Community health and livability</li> <li>▪ Sustainable and innovative development</li> <li>▪ Equity and social justice</li> <li>▪ Resilient communities and ecosystems</li> <li>▪ Prevents new environmental injustices</li> </ul>  | ✓                           | ✓               | ✓         |
| IMPLEMENTATION   |  |                             |                 |           |
| Ongoing coordinated <b>problem solving among stakeholders</b> with a shared sense of responsibilities and priorities, and proactive leadership among the partners.           | <ul style="list-style-type: none"> <li>▪ Resilient communities and ecosystems</li> <li>▪ Sustainable and innovative development</li> <li>▪ Coordinated decision-making related to habitat restoration, economic development, jobs and training, infrastructure investments, and legislative priorities.</li> </ul> | ✓                           | ✓               | ✓         |
| <b>Ongoing collaboration and dialogue</b> among governments, agencies, communities, and businesses implements the subarea plan.  | <ul style="list-style-type: none"> <li>▪ Predictability</li> <li>▪ Tacomans are aware of the diverse range of industries and businesses in the subarea and value the economic, cultural, and environmental contributions of the area</li> <li>▪ Less controversy over activities</li> <li>▪ Stability</li> </ul>   |                             | ✓               | ✓         |

## Preliminary EIS Alternative Concepts

The following are the Preliminary EIS Alternative Concepts for the Tideflats Subarea Plan and EIS. As a first step, the identification of guiding principles helps frame and shape how alternatives are structured. As noted earlier, the Guiding Principles are based on community input received during Visioning, the regional planning framework, input from the five participating governments, and the anticipated outcomes from the intergovernmental Work Plan.

Some EIS alternatives considerations:

- The four Alternatives presented here are intended to convey **a range** that will be tested and evaluated in the EIS. All alternatives assume the subarea remains a Manufacturing Industrial Center (MIC).
- Agencies are encouraged to describe alternatives as different ways to meet objectives. Alternatives may, however, emphasize or weight benefits and outcomes differently.
- Impacts have not been assessed at this stage, impact analysis will be performed as part of EIS.
- Alternatives are conceptual, they provide high-level direction, but are not yet parcel or use specific.
- The purpose of alternatives is to present options to decision-makers and the public in a meaningful way.
- Alternatives should be distinct and different enough to allow for meaningful comparison and should represent a range of reasonable options; it is not necessary to consider every possible option.
- The final subarea plan need not be identical to any single alternative but must be within the range of alternatives considered. The subarea plan can mix and match and pull elements from each alternative.
- Identifying a preferred alternative is not required but can be designated at any point in the process.
- A 'no action' alternative is required and provides a benchmark for comparison with 'action' alternatives.
- Some information, such as a fiscal analysis, will inform and influence the plan but is not included in the EIS.

## Preliminary EIS Alternative Concepts Comparison Table

The following table compares the characteristics of each alternative.



**Exhibit 1. Themes for Alternatives**

| Characteristics  | Alternative 1<br>(No Action)  | Alternative 2<br>(Action)   | Alternative 3<br>(Action)  | Alternative 4<br>(Action) |
|--|---|---|--|---------------------------|
| <p><b>Employment Growth</b></p> <p>- How many new jobs are planned for the Tideflats</p>   | <p>2,000 new jobs</p> <p>- Based on existing trends</p>   | <p>10,000 new jobs</p> <p>- PSRC Planning Target</p>  | <p>10,000 new jobs</p> <p>- PSRC Planning Target</p>   | <p>Not included</p>       |
| <p><b>Employment Density</b></p> <p>- How many jobs per acre of land are supported in the Tideflats</p>  | <p><b>Less</b></p>  | <p><b>More</b></p> <p>- Similar overall growth target as alternative 3 but maintaining greater industrial land supply</p>   | <p><b>Most</b></p> <p>- This alternative represents highest overall employment density, with same overall growth target as alternative 2, but with more land in restoration/conservation status</p>      | <p>Not included</p>       |
| <p><b>Industrial Use Concentration</b></p> <p>- Percent of uses within the Tideflats that are considered industrial versus non-industrial</p>  | <p><b>More</b></p> <p>- The baseline zoning restricts non-industrial uses in the core area while allowing some flexibility for non-industrial uses in certain districts</p> | <p><b>Most</b></p> <p>- This alternative represents greater restrictions on non-industrial activity in heavy industrial zoning districts</p>  | <p><b>Less</b></p> <p>- This alternative represents a greater allowance for non-industrial uses within the Transition Areas</p>  | <p>Not included</p>       |
| <p><b>Land Area in Industrial Zoning Classification</b></p> <p>- How much of the total Tideflats land area is zoned PMI, M-2, M-1 or S-10.</p> | <p><b>Most</b></p>  | <p><b>More</b></p> <p>- Some industrially zoned lands shift to conservation classification consistent with existing restoration sites, or as new restoration occurs; Transition Areas remain industrially zoned</p> | <p><b>Less</b></p> <p>- More industrial land supply is converted for restoration, sea level rise adaptation; Portland Ave Transition Area becomes more traditional TOD with industrial use allowance</p> | <p>Not included</p>       |
| <p><b>Land Area Zoned for Heavy Industry</b></p>   | <p><b>Most</b></p> <p>- Core Areas and Buffer Areas are zoned for Heavy</p>   | <p><b>More</b></p> <p>- Some Transition Areas become Light Industrial</p>   | <p><b>Least</b></p> <p>- All transition areas become Light Industrial</p>  | <p>Not included</p>       |

| Characteristics  | Alternative 1<br>(No Action)   | Alternative 2<br>(Action)  | Alternative 3<br>(Action)   | Alternative 4<br>(Action)   |
|--|--|--|---|---|
| - How much of the Tideflats area remains zoned for heavy industrial versus light industrial  | Industrial Uses; Light Industrial zoning is limited  |  |   |   |
| <b>Land Area in Transition Category</b><br>- Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-industrial uses and performance standards to address off site impacts. | <b>Least</b><br>- Current One Tacoma Plan policies identify Industrial/Commercial Buffers along the periphery of the Tideflats MIC. These areas are predominantly zoned for heavy industrial use | <b>More</b><br>- Utilizes a combination of heavy industrial and light industrial transition areas  | <b>Most</b><br>- Transition areas are combination of light industrial and transit oriented manufacturing, TOD around Portland Ave Station   | Options to avoid displacement of port supportive uses such as warehousing space.    |
| <b>Housing</b><br>- The degree to which the alternatives allow housing   | <b>More</b><br>- Housing is allowed in the M1 zone   | <b>Least</b><br>- No housing allowed anywhere  | <b>Most</b><br>- Housing encouraged close to transit and in proximity to downtown; housing types limited to workforce housing, live-work.   | Additional housing near high-capacity transit.                                      |
| <b>Economic Flexibility</b><br>- The degree to which the alternatives limit the range of industrial economic activity  | <b>Most Industrial Flexibility</b><br>- Least restrictions on industrial uses  | <b>More Industrial Flexibility</b><br>- Greater focus on industrial employment. Industrial uses with higher employment densities are encouraged. | <b>Less Industrial Flexibility in Core Area, more flexibility in Transition Areas</b><br>- Core Areas of the port are reserved for Container/Port activities and related industrial and commercial support services. Other shoreline areas support water-oriented uses. | Not included  |
| <b>Fish and Wildlife Habitat Restoration</b><br>- Amount of land area restored for fish and wildlife habitat as a  | <b>Less</b><br>- Restoration typically occurs as a result of permit by permit mitigation;  | <b>More</b><br>- Restoration efforts are coordinated and sites for   | <b>Most</b><br>- Restoration efforts are coordinated and sites for  | Coordination and accelerated fish and wildlife habitat restoration for Commencement |

| Characteristics   | Alternative 1<br>(No Action)   | Alternative 2<br>(Action)  | Alternative 3<br>(Action)  | Alternative 4<br>(Action)   |
|---|--|--|--|---|
| result of either mitigation or other restoration efforts.   | - No overall restoration plan in place to guide efforts.   | mitigation are identified in advance of permitting<br><br>- More shoreline buffer enhancement occurs, and intermittent larger habitat sites established  | mitigation are identified in advance of permitting<br><br>- Restoration occurs concurrent with sea level rise adaptation<br>- Proactive investments in restoration occur<br>-Puyallup River – Envisions most improved water quality, salmon habitats and strategies to address climate change. | Bay and lower Puyallup Watershed.   |
| <b>Shoreline Access and Recreation</b><br>- The ability of the general public to see, touch, and enjoy the waters of the state. | <b>Less</b><br>- Public Access Plans are coordinated and sites are identified<br>- Implementation relies on permit by permit review and grants | <b>More</b><br>- Greater coordination among public sector and private sector<br>- Access expands in conjunction with Transition Areas and restoration efforts<br>- Priority completion of SR-509 Shared Use Path | <b>Most</b><br>- Proactive investment<br>- Complete system buildout  | Greater coordination and enhancement of shoreline access and passive recreation.  |
| <b>Sea Level Rise Adaptation Measures</b>   | No Overall Strategy<br>- Generally, permit by permit and project by project approach.  | Emphasizes protective and accommodative adaptation measures to preserve industrial lands and protect essential public facilities   | Emphasizes proactive accommodation and managed retreat   | Measures to preserve industrial lands and protect essential public facilities such as port operations, with options for sea level rise adaptation and mitigation. |
| <b>Transportation Network</b>   | - Planned Transportation Network and Priority Projects   | - Planned Transportation Network and Priority Projects   | - Planned Transportation Network and Priority Projects   | -Coordinated mitigation agreements to streamline permitting   |

| Characteristics  | Alternative 1<br>(No Action)  | Alternative 2<br>(Action)   | Alternative 3<br>(Action)   | Alternative 4<br>(Action)   |
|--|---|---|---|---|
| - Planned multimodal transportation networks and priority projects | are consistent across alternatives. Network impacts, mitigation measures, and new priority projects will be evaluated as part of the EIS and considered as part of the Plan draft.<br>- Generally, permit by permit and project by project approach | are consistent across alternatives. Network impacts, mitigation measures, and new priority projects will be evaluated as part of the EIS and considered as part of the Plan draft.<br>- Proactive approach to investments | are consistent across alternatives. Network impacts, mitigation measures, and new priority projects will be evaluated as part of the EIS and considered as part of the Plan draft.<br>- Proactive approach to investments | -Shared priority projects<br>-Transportation projects consider sea level rise resiliency<br>-Prioritization of freight route projects, funding, timing, and coordination to support projected maritime cargo volumes. |
| <b>Decarbonization</b>   | 2050 Goal   | 2040 Goal   | 2030 Goal   | Coordinate and accelerate decarbonization implementation strategies and goals.  |

Source: BERK, 2022.

## Alternative 1

Alternative 1 represents the baseline (called the No Action Alternative in EIS terms) or the policies, regulations, and programs in effect when the EIS process is initiated, and a Determination of Significance is issued. This Alternative assumes that future growth will occur under the policies and regulations in place.

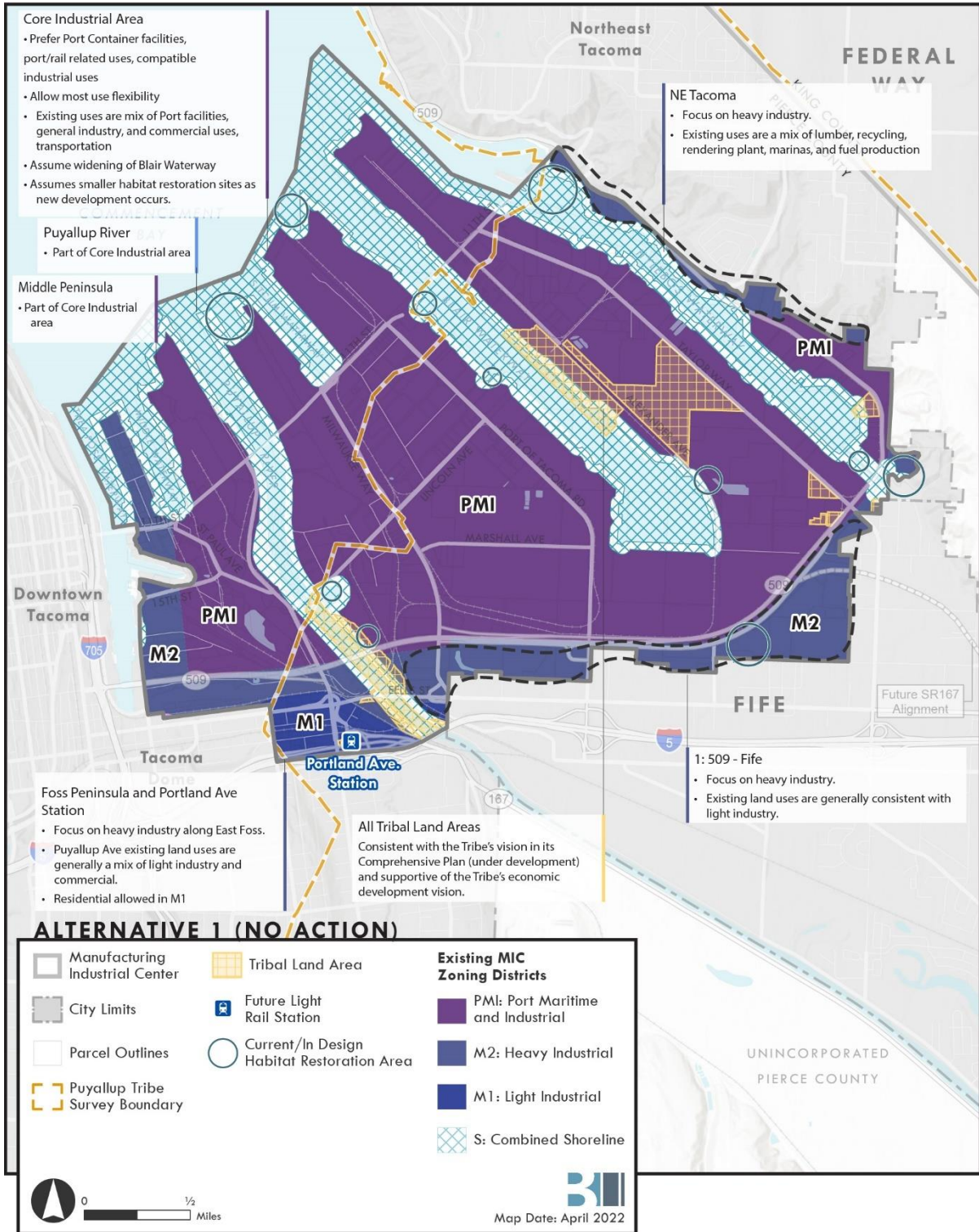
Alternative 1 maintains existing zoning, with the most extensive heavy industrial zoning among the three alternatives. Based on existing employment growth rates, it emphasizes current competitive advantages while allowing most flexibility for emerging markets and other commercial uses. See **Exhibit 2**

Investments in traffic operations, fish and wildlife habitat, and shoreline access and recreation are in response to development permits or grants. Sea level rise is addressed on a site- or project-specific basis.

This Alternative will maintain the policies in the City of Tacoma's adopted Comprehensive Plan. This includes the existing Core and buffer areas and other policies of the Container Port Element. See **Exhibit 3. Alternative 1 - Existing Zoning Districts**

Source: BERK, 2022.

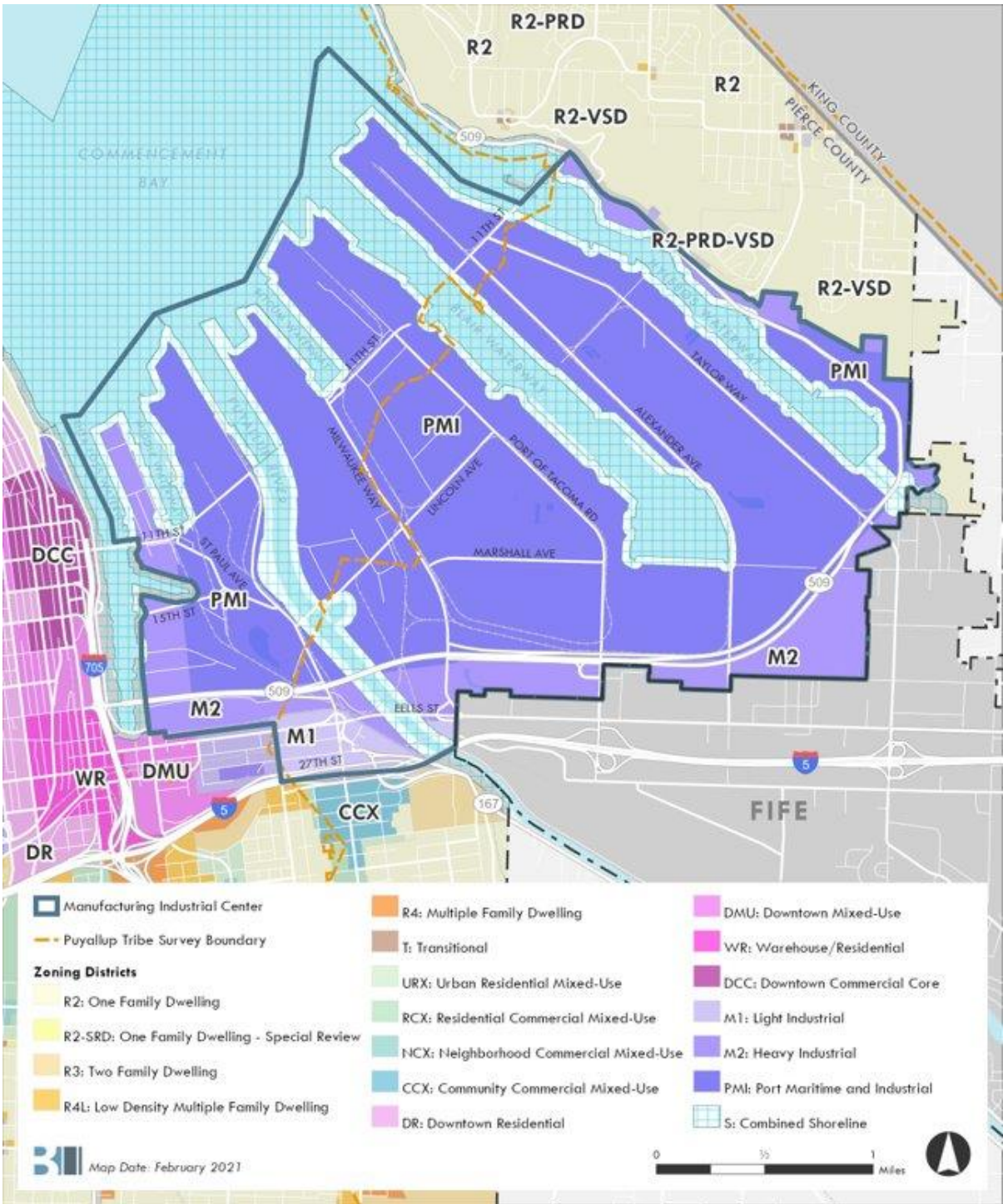
**Exhibit 2. Alternative 1- Existing Land Use**



Source: BERK, 2022.

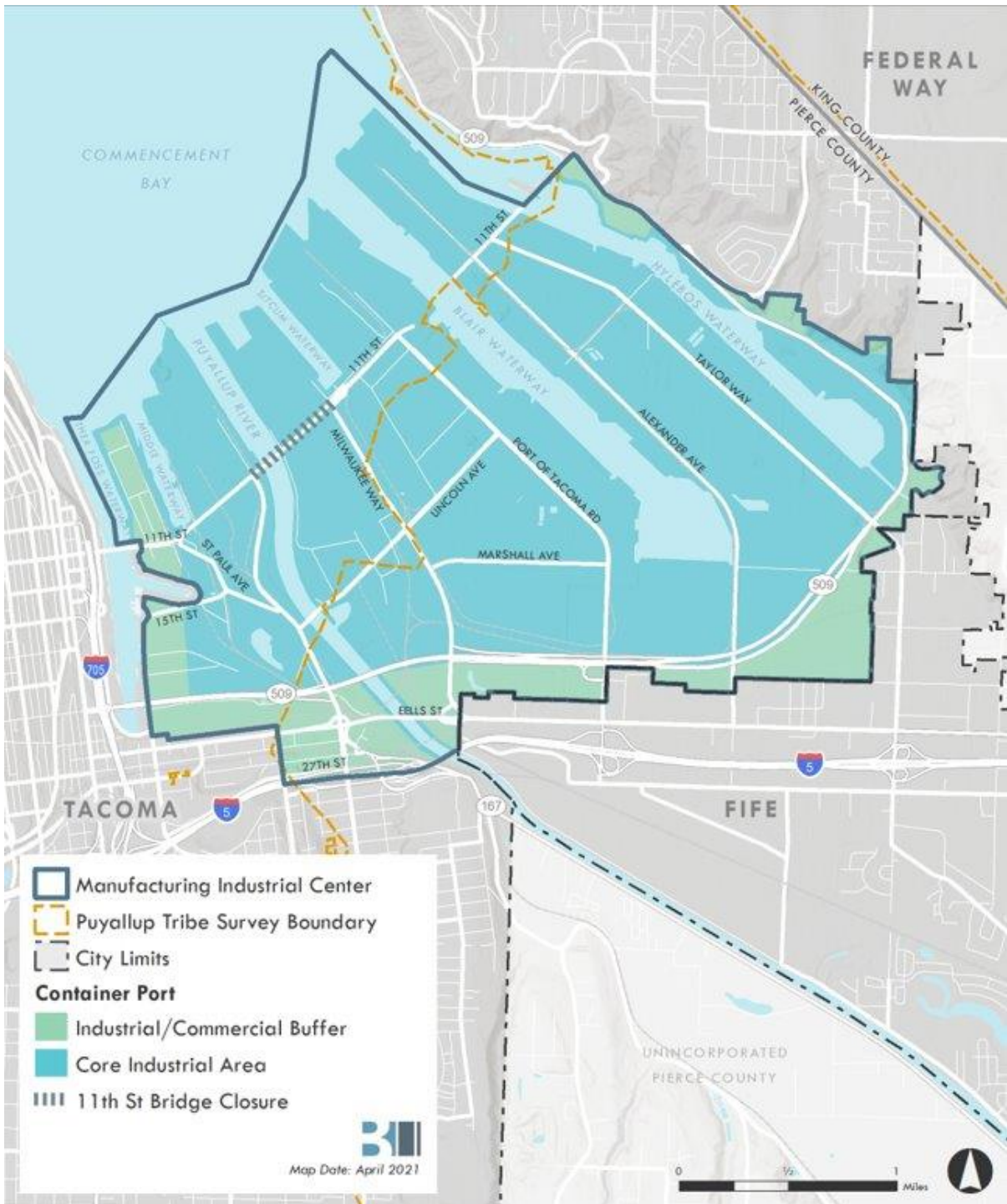


**Exhibit 3. Alternative 1- Existing Zoning Districts**



Source: BERK, 2022.

**Exhibit 4. Alternative 1- Container Port Element**



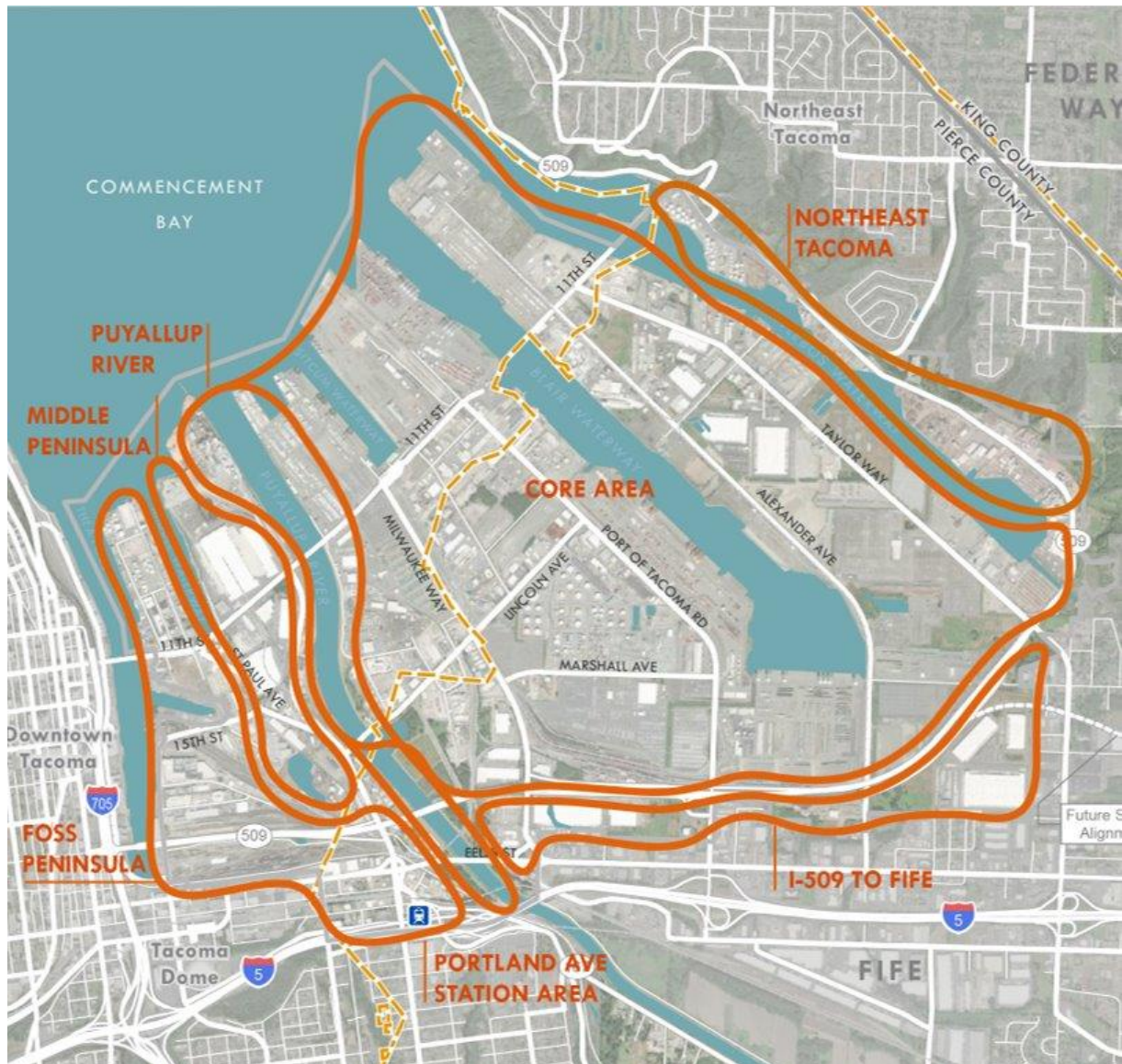
Source: BERK, 2022.



## Character Areas

The image below highlights shows some smaller character areas that are used for comparison purposes across Alternatives 2 and 3. They describe the following smaller areas:

- Core Area
- I-509 to Fife
- Foss Peninsula
- Puyallup River
- Northeast Tacoma
- Portland Ave Station Area
- Middle Peninsula



## Alternative 2

The table below summarizes characteristics of Alternative 2 while the map spatially depicts some of these characteristics.

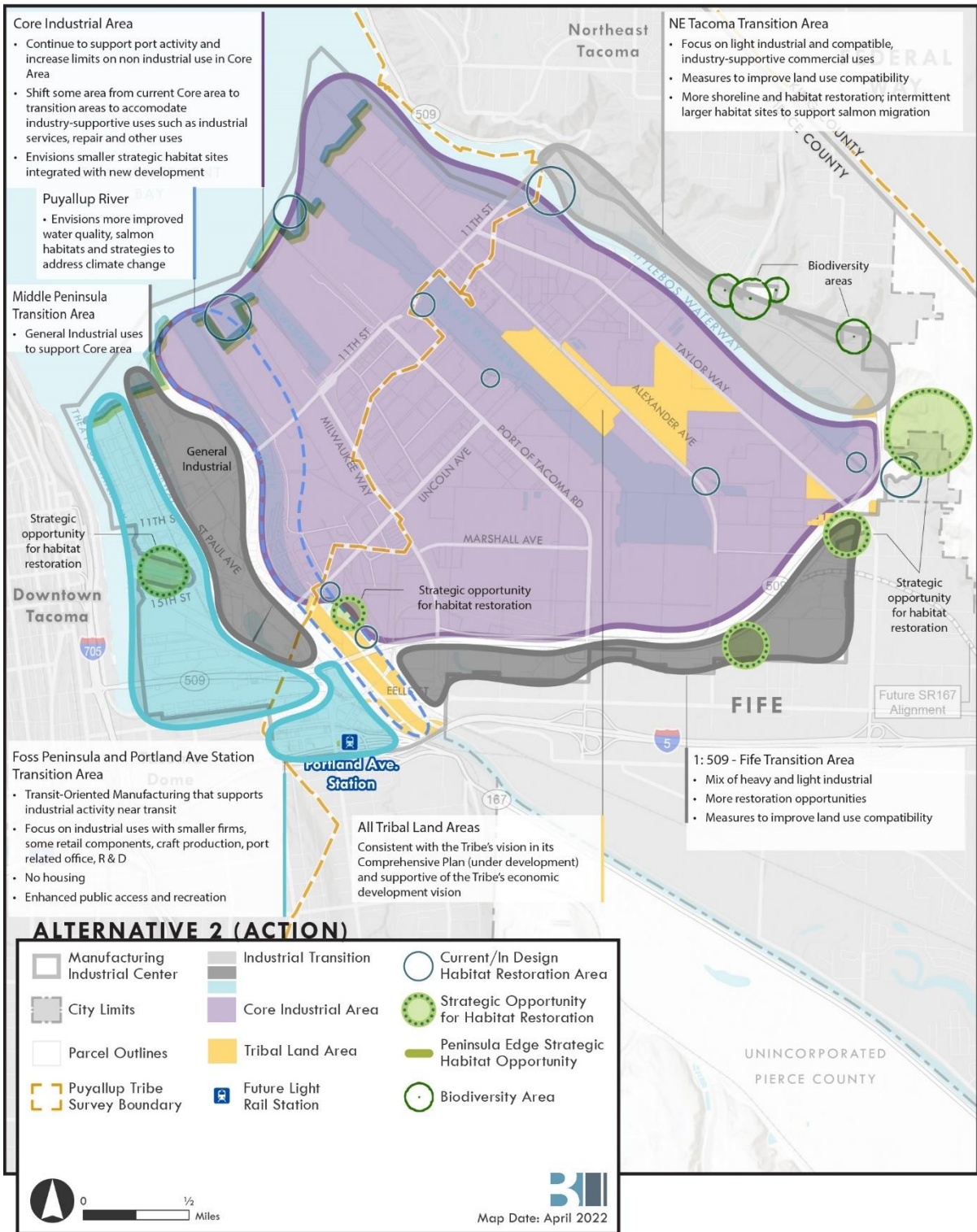
**Exhibit 5. Alternative 2 Characteristics**

| Characteristics  | Alternative 2 (Action)   |
|--|--|
| <b>Employment Growth</b><br>- How many new jobs are planned for the Tideflats  | 10,000 new jobs<br>- PSRC Planning Target  |
| <b>Employment Density</b><br>- How many jobs per acre of land are supported in the Tideflats   | <b>More</b><br>- Similar overall growth target as alternative 3 but maintaining greater industrial land supply   |
| <b>Industrial Use Concentration</b><br>- Percent of uses within the Tideflats that are considered industrial versus non-industrial   | <b>Most</b><br>- This alternative represents greater restrictions on non-industrial activity in heavy industrial zoning districts  |
| <b>Land Area in Industrial Zoning Classification</b><br>- How much of the total Tideflats land area is zoned PMI, M-2, M-1 or S-10.  | <b>More</b><br>- Some industrially zoned lands shift to conservation classification consistent with existing restoration sites, or as new restoration occurs; Transition Areas remain industrially zoned               |
| <b>Land Area Zoned for Heavy Industry</b><br>- How much of the Tideflats area remains zoned for heavy industrial versus light industrial   | <b>More</b><br>- Some Transition Areas become Light Industrial   |
| <b>Land Area in Transition Category</b><br>- Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-industrial uses and performance standards to address off site impacts. | <b>More</b><br>- Utilizes a combination of heavy industrial and light industrial transition areas  |
| <b>Housing</b><br>- The degree to which the alternatives allow housing   | <b>Least</b><br>- No housing allowed anywhere  |
| <b>Economic Flexibility</b><br>- The degree to which the alternatives limit the range of industrial economic activity  | <b>More Industrial Flexibility</b><br>- Greater focus on industrial employment. Industrial uses with higher employment densities are encouraged.   |
| <b>Fish and Wildlife Habitat Restoration</b><br>- Amount of land area restored for fish and wildlife habitat as a result of either mitigation or other restoration efforts.  | <b>More</b><br>- Restoration efforts are coordinated and sites for mitigation are identified in advance of permitting<br>- More shoreline buffer enhancement occurs, and intermittent larger habitat sites established |
| <b>Shoreline Access and Recreation</b>   | <b>More</b>  |

| Characteristics  | Alternative 2<br>(Action)   |
|--|---|
| <ul style="list-style-type: none"> <li>- The ability of the general public to see, touch, and enjoy the waters of the state.</li> </ul>  | <ul style="list-style-type: none"> <li>- Greater coordination among public sector and private sector</li> <li>- Access expands in conjunction with Transition Areas and restoration efforts</li> <li>- Priority completion of SR-509 Shared Use Path</li> </ul> |
| <p><b>Sea Level Rise Adaptation Measures</b></p>   | <p>Emphasizes protective and accommodative adaptation measures to preserve industrial lands and protect essential public facilities</p>   |
| <p><b>Transportation Network</b></p> <ul style="list-style-type: none"> <li>- Planned multimodal transportation networks and priority projects</li> <li>- Proactive approach to investments</li> </ul> |   |
| <p><b>Decarbonization</b></p>  | <p>2040 Goal</p>  |

Source: BERK, 2022.

**Exhibit 6. Alternative 2 (action)**



Source: BERK, 2022.



## Alternative 3

The table below summarizes characteristics of Alternative 3 while the map spatially depicts some of these characteristics.

**Exhibit 7. Alternative 3 Characteristics**

| Characteristics   | Alternative 3 (Action)   |
|---|--|
| <p><b>Employment Growth</b></p> <p>- How many new jobs are planned for the Tideflats</p>  | <p>10,000 new jobs</p> <p>- PSRC Planning Target</p>   |
| <p><b>Employment Density</b></p> <p>- How many jobs per acre of land are supported in the Tideflats</p>   | <p><b>Most</b></p> <p>- This alternative represents highest overall employment density, with same overall growth target as alternative 2, but with more land in restoration/conservation status</p>  |
| <p><b>Industrial Use Concentration</b></p> <p>- Percent of uses within the Tideflats that are considered industrial versus non-industrial</p>   | <p><b>Less</b></p> <p>- This alternative represents a greater allowance for non-industrial uses within the Transition Areas</p>  |
| <p><b>Land Area in Industrial Zoning Classification</b></p> <p>- How much of the total Tideflats land area is zoned PMI, M-2, M-1 or S-10.</p>  | <p><b>Less</b></p> <p>- More industrial land supply is converted for restoration, sea level rise adaptation; Portland Ave Transition Area becomes more traditional TOD with industrial use allowance</p>   |
| <p><b>Land Area Zoned for Heavy Industry</b></p> <p>- How much of the Tideflats area remains zoned for heavy industrial versus light industrial</p>   | <p><b>Least</b></p> <p>- All transition areas become Light Industrial</p>  |
| <p><b>Land Area in Transition Category</b></p> <p>- Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-industrial uses and performance standards to address off site impacts.</p> | <p><b>Most</b></p> <p>- Transition areas are combination of light industrial and transit oriented manufacturing, TOD around Portland Ave Station</p>   |
| <p><b>Housing</b></p> <p>- The degree to which the alternatives allow housing</p>   | <p><b>Most</b></p> <p>- Housing encouraged close to transit and in proximity to downtown; housing types limited to workforce housing, live-work.</p>   |
| <p><b>Economic Flexibility</b></p> <p>- The degree to which the alternatives limit the range of industrial economic activity</p>  | <p><b>Less Industrial Flexibility in Core Area, more flexibility in Transition Areas</b></p> <p>- Core Areas of the port are reserved for Container/Port activities and related industrial and commercial support services. Other shoreline areas support water-oriented uses.</p> |
| <p><b>Fish and Wildlife Habitat Restoration</b></p> <p>- Amount of land area restored for fish and wildlife habitat as a result of either mitigation or other restoration efforts.</p>  | <p><b>Most</b></p> <p>- Restoration efforts are coordinated and sites for mitigation are identified in advance of permitting</p>   |

| Characteristics  | Alternative 3<br>(Action)  |
|--|--|
|  | <ul style="list-style-type: none"> <li>- restoration occurs concurrent with sea level rise adaptation</li> <li>- Proactive investments in restoration occur</li> </ul> |
| <p><b>Shoreline Access and Recreation</b></p> <ul style="list-style-type: none"> <li>- The ability of the general public to see, touch, and enjoy the waters of the state.</li> </ul>                  | <p><b>Most</b></p> <ul style="list-style-type: none"> <li>- Proactive investment</li> <li>- Complete system buildout</li> </ul>  |
| <p><b>Sea Level Rise Adaptation Measures</b></p>   | <p>Emphasizes proactive accommodation and managed retreat</p>  |
| <p><b>Transportation Network</b></p> <ul style="list-style-type: none"> <li>- Planned multimodal transportation networks and priority projects</li> <li>- Proactive approach to investments</li> </ul> |  |
| <p><b>Decarbonization</b></p>  | <p>2030 Goal</p>   |

Source: BERK, 2022.

**Exhibit 8. Alternative 3 (action)**



Source: BERK, 2022.

## Alternative 4

The table below summarizes characteristics of Alternative 4 while the map spatially depicts some of these characteristics.

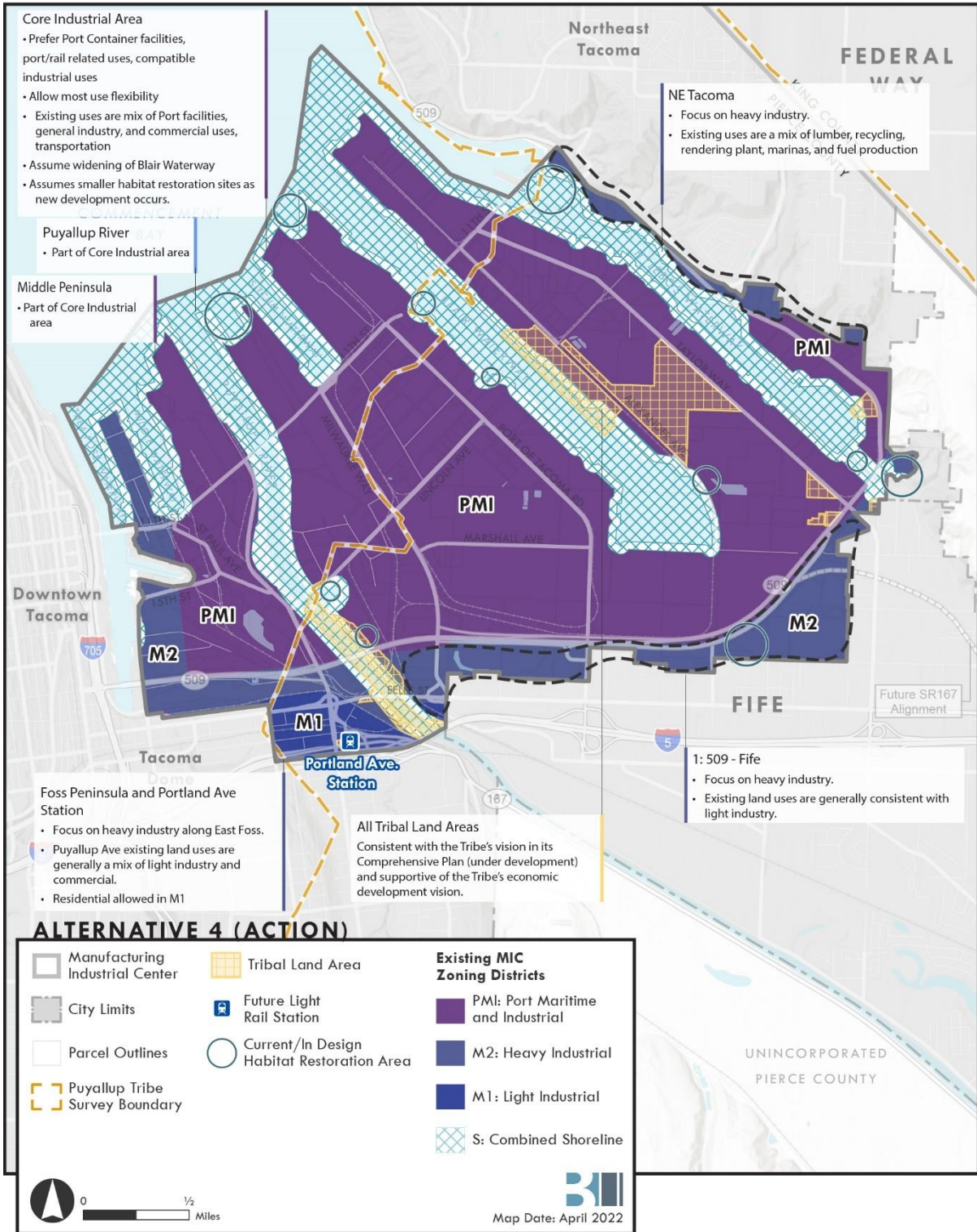
**Exhibit 9. Alternative 4 Characteristics**

| Characteristics  | Alternative 4 (Action)   |
|--|--|
| <p><b>Land Area in Transition Category</b></p> <ul style="list-style-type: none"> <li>- Transition Areas are zones between heavy industrial and non-industrial areas, providing for a mix of industrial and compatible non-industrial uses and performance standards to address off site impacts.</li> </ul> | <ul style="list-style-type: none"> <li>- Options to avoid displacement of port supportive uses such as warehousing space.</li> </ul>   |
| <p><b>Housing</b></p> <ul style="list-style-type: none"> <li>- The degree to which the alternatives allow housing</li> </ul>   | <ul style="list-style-type: none"> <li>- Additional housing near high-capacity transit.</li> </ul>   |
| <p><b>Fish and Wildlife Habitat Restoration</b></p> <ul style="list-style-type: none"> <li>- Amount of land area restored for fish and wildlife habitat as a result of either mitigation or other restoration efforts.</li> </ul>  | <ul style="list-style-type: none"> <li>- Coordination and accelerated fish and wildlife habitat restoration for Commencement Bay and lower Puyallup Watershed.</li> </ul>  |
| <p><b>Shoreline Access and Recreation</b></p> <ul style="list-style-type: none"> <li>- The ability of the general public to see, touch, and enjoy the waters of the state.</li> </ul>  | <ul style="list-style-type: none"> <li>-Greater coordination and enhancement of shoreline access and passive recreation.</li> </ul>  |
| <p><b>Sea Level Rise Adaptation Measures</b></p>   | <ul style="list-style-type: none"> <li>-Measures to preserve industrial lands and protect essential public facilities such as port operations, with options for sea level rise adaptation and mitigation.</li> </ul>   |
| <p><b>Transportation Network</b></p> <ul style="list-style-type: none"> <li>- Planned multimodal transportation networks and priority projects</li> <li>- Proactive approach to investments</li> </ul>   | <ul style="list-style-type: none"> <li>-Coordinated mitigation agreements to streamline permitting</li> <li>-Shared priority projects</li> <li>-Transportation projects consider sea level rise resiliency</li> <li>-Prioritization of freight route projects, funding, timing, and coordination to support projected maritime cargo volumes.</li> </ul> |
| <p><b>Decarbonization</b></p>  | <ul style="list-style-type: none"> <li>-Coordinate and accelerate decarbonization implementation strategies and goals.</li> </ul>  |

Source: BERK, 2022.



**Exhibit 10. Alternative 4 (action)**



Source: BERK, 2022.

## Transportation

Transportation analysis will consider existing conditions in the study area. See **Exhibit 12** and **Exhibit 13**. Once land use alternatives are selected, the EIS team will analyze the transportation system under each alternative. The transportation network assumed to be in place will be those that are reasonably foreseeable by the horizon year (already included in City/regional/state plans and with likely funding sources). The outcome of this analysis will indicate where additional projects are needed—for example, projects A, B, and C may be needed to mitigate impacts under the No Action Alternative and projects A, B, C, and D may be needed to mitigate impacts under an action alternative with different land use assumptions. These sets of projects will then feed into the Planned Action Ordinance and Subarea Plan. In addition to projects generated through the impact/mitigation analysis process, the Subarea Plan could also include other high priority projects with strong support among the project partners (i.e., the Subarea Plan does not need to be limited only to projects that would mitigate a SEPA impact). See **Exhibit 11**

**Exhibit 11. Future Baseline Transportation Network**



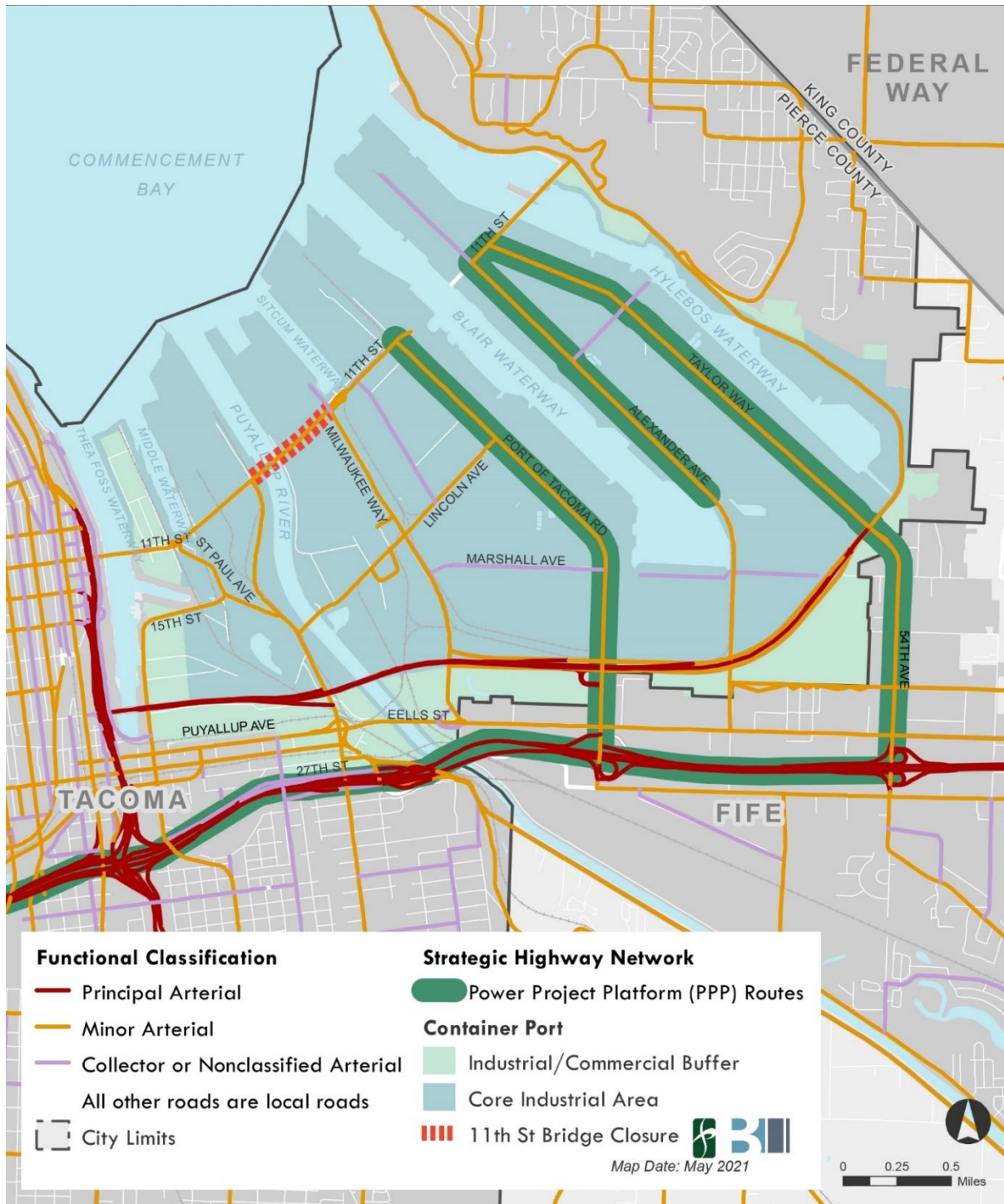


**Exhibit 12. Freight Corridors Within the Study Area**



Source: City of Tacoma and WSDOT, 2020. Data compiled by Fehr & Peers, 2020.

**Exhibit 13. Functional Classification of Roadways for the Study Area**



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

## Climate Adaptation

The Alternatives will test a range of climate adaptation strategies. Each alternative will test different approaches to respond to the same sea level rise scenario. See **Exhibit 14**

- Under Alternative 1 Sea level rise is addressed on a site- or project-specific basis.
- Alternative 2 will use protective and accommodative sea level rise adaptation measures to preserve industrial lands and protect essential public facilities.
- Alternative 3 will emphasize accommodation and managed retreat.



**Exhibit 14. Climate Adaptation Scenario**

