

[The April 23, 2022 Gateway Alliance presentation slide show](#) was accompanied by a narrative that wove the story together in support of our conclusions. There were several main points: (The slides may have slightly different numbers depending on the version you view.)

The Port and the PUD have a genuine economic development project that can be executed *without cutting down the poplars*. (Slide 27)

The city does not have a genuine economic development project:

It has no economic analysis for its tree cutting plan and its rationale for cutting the poplars is a plan written in 1986 (Slide 56) that addresses Kah Tai *Park*, not the Sims Way right-of-way, a *transportation corridor* used by 10,000 cars per day.

The city has made its Parks Board *the* "Public forum" for public involvement, along with a "stakeholder" committee which reports to it. (Slides 35 and 36)

The city has arranged to have the Parks Board, already on record in favor of the removal of the poplars (Slide 39)--its chair is Admiralty Audubon's newsletter editor--shape the project along with a "stakeholder" committee with Audubon participation (Slide 36). Admiralty Audubon is on record promoting the removal of poplars from Kah Tai Park. (Slide 39)

A majority of the members of the "stakeholder" committee (Slide 42) are in favor of the removal of the poplars. This committee will report to the Parks Board which in turn makes recommendations to the city council.

The entire process of vetting the city's Sims Way project is anything but genuinely public, transparent and open. In fact, from the very beginning the outcome of the city's "planning" has almost certainly been intended to remove the poplars.