

TACOMA NARROWS AIRPORT ADVISORY COMMISSION

GIG HARBOR PENINSULA COMMUNITY PLAN AMENDMENT RECOMMENDATION

April 27, 2004

Tacoma Narrows Airport

Objective 7.

Tacoma Narrows Airport. The Tacoma Narrows Airport is an essential public facility in the rural area of the County. The community does not support and the City of Tacoma is not planning to extend the runway. The community supports ~~intends to allow~~ continued growth and development of the general aviation airport facilities at Tacoma Narrows Airport when consistent with the current runway length and location and with the Pierce County Comprehensive Plan, and Gig Harbor Peninsula Community Plan goals and Federal Aviation Administration standards. New development activities ~~commercial and light industrial uses that support general aviation activities~~ shall be permitted when all off-site impacts associated with the use or uses can be mitigated in conformance with State Environmental Policy Act requirements to the degree that any changes in off-site conditions such as noise, traffic, or surface water runoff will be minimal and insignificant. New uses shall be developed in an environmentally sound manner without urban levels of service. The community intends to allow new aviation related development on those lands that are designated as the Rural Airport classification. The siting of incompatible uses adjacent to the airport property will be discouraged.

Principle 1.

Essential Public Facility Designation. Designate as an land that is consistent with the essential public facility that property on those properties at the Tacoma Narrows Airport that are currently owned by the City of Tacoma that was acquired and are utilized for airport use purposes. Acquisition of additional lands for the airport shall be discouraged, unless necessary to meet FAA safety requirements. Designate the property adjacent to the city-owned lands for airport buffering purposes.

Standards

7.1.1

The Essential Public Facility-Rural Airport designated lands shall include property owned by the improved and unimproved eCity of Tacoma and acquired property that is utilized for airport operations purposes. All properties located within 1,000 feet of the city-

owned property properties that are located outside of the Gig Harbor UGA shall be designated Rural Sensitive Resource or Rural 10 with a Rural Airport Overlay.

7.1.2 Classify the land those properties at Tacoma Narrows Airport that was were owned on January 1, 2000 by the City of Tacoma as Essential Public Facility-Rural Airport.

7.1.3 Classifying those properties adjacent to the Essential Public Facility-Rural Airport classification designation as Rural Airport Overlay.

7.1.3.1 The Rural Airport Overlay should include all properties within 1,000 feet of the Essential Public Facility-Rural Airport classification designation. Land use activities that are incompatible with general aviation airport uses shall be discouraged in this overlay.

Principle 2. Development South of Stone Road. Allow for growth and development of airport related uses for that portion of at the Tacoma Narrows Airport located south of Stone Road. Priority should be given to locating such uses on the east side of the runway, adjacent to the existing taxiway and existing airport improvements. Providing jobs and maintaining the economic viability of the airport is important.

Standards

7.2.1 New development aviation uses shall be carefully designed, utilizing Level 3 landscaping (P.C.C - 18A.35.030 H.3) adjacent to 26th Street, creative building location and orientation techniques, and innovative site planning to ensure that development is they are compatible and blend in with neighboring land uses and to mitigate impacts associated with new aviation development in the Essential Public Facility-Rural Airport classification.

7.2.2 Development activity within the Essential Public Facility-Rural Airport Designation shall comply with applicable Federal Aviation Administration (FAA) regulations. Any buildings and structures that would penetrate the imaginary airspace surfaces for the Tacoma Narrows Airport as defined in Title 14 CFR (Code of Federal Regulations) FAR (Federal Aviation Regulations) Part 77 "Objects affecting navigable airspace" shall be prohibited. Examples of such obstructions include cell towers, radio broadcast towers, water towers, proposals to increase the height of existing

~~buildings, when the height of the structure would exceed the lower limits of navigable airspace.~~

7.2.2.1 Notification of all development applications shall be provided to the FAA.

~~7.2.3 Business and land use activities that regularly accommodate large concentrations of people should be avoided.~~

7.2.34 New uses that require urban levels of service, such as sanitary sewers, shall not be permitted in the Essential Public Facility-Rural Airport classification designation. Urban levels of service shall only be permitted in the Rural Area pursuant to Pierce County Code, Section 19A.40.040.

7.2.3.1 Utilities and services necessary for airport safety and operations (ie, on-site sewage collection and treatment facilities, water for fire flow, stormwater) are not considered an urban service and are permitted in the Essential Public Facility-Rural Airport classification.

~~7.2.45 Capital improvements at the airport and new aviation related commercial or industrial uses shall be permitted on the east side of the runway through an administrative process without requiring appropriate environmental review. It is anticipated that a new PUD section will be added to Title 18A for this type of essential public facility.~~

7.2.5 Capital improvements at the airport and new aviation related commercial or industrial uses on the west side of the runway may be appropriate provided impacts can be mitigated through the Pierce County PUD process and appropriate environmental review.

7.2.6 Potential uses and improvements that may be permitted shall include the following: ~~New aviation related commercial and light industrial uses at the airport should be permitted through an administrative process once a Planned Unit Development and Binding Site Plan have been completed for the property owned by the City of Tacoma.~~

7.2.6.1 Capital airport improvements identified in or substantially similar to the 2003 Tacoma Narrows Airport Master Plan (either potential or funded). Capital

airport improvements not identified in the 2003 Airport Master Plan may only be permitted after an opportunity for public review and comment prior to amending the Airport Master Plan, provided that capital airport improvements in the area identified for development if 26th Street is relocated may be permitted without further amendment to the Master Plan and without PUD approval. If 26th Street is relocated, the uses described in standards 7.2.6.2, 7.2.6.3 and 7.2.6.4 shall be allowed in this area. ~~New commercial uses that support general aviation include activities such as aircraft fueling facilities, aircraft training facilities, aircraft sales, and automobile rental.~~

7.2.6.2 ~~Businesses that require aircraft use as a significant component of their operations, such as, but not limited to, air freight, aerial photography, aircraft charter or taxi services. New light industrial uses that support general aviation include activities such as aircraft storage hangers and aircraft repair and maintenance services.~~

7.2.6.3 ~~New commercial uses that support general aviation including, but not limited to, activities such as aircraft fueling facilities, aircraft training facilities, aircraft sales, fixed base operators, pilots' lounges, lodging, eating and drinking establishments and automobile rental.~~

7.2.6.4 ~~New light industrial uses that support general aviation including, but not limited to, activities such as aircraft storage hangers, tie-downs, aircraft parts manufacturer or aircraft assembly and aircraft repair and maintenance services.~~

Principle 3.

Development North of Stone Road. Allow for growth and Development on Tacoma Narrows Airport property located north of Stone Road for uses that do not require extension of the runway, but that provide revenues or services to support airport operations, provide services for the adjacent rural residential community, or are otherwise of a scale and intensity consistent with the adjacent rural residential community. These uses shall be sited and constructed consistent with airport safety requirements.

Standards

7.3.1 R-10 uses, other than residential uses, shall be permitted in the Essential Public Facility-Rural Airport zone on Tacoma Narrows

Airport property located north of Stone Road pursuant to the permitting process for R-10 uses.

Principle 43. Rural Airport Overlay. All rural properties located within 1,000 feet from the Tacoma Narrows Airport property shall be designated as Rural Airport Overlay. The Rural Airport Overlay shall primarily function as a safety buffer between the airport properties and the adjacent uses in the Rural Sensitive Resource, Reserve-5, and Rural-10 zones. This area is also intended to provide buffering between those more intense uses related to aviation activities and the rural uses authorized in the rural-residential classifications.

Standards

7.43.1 Land use activities that are incompatible with general aviation uses should be discouraged in this area.

7.43.2 Rural land uses shall be limited to low density and low intensity uses including forestry uses, agricultural uses, walking and biking trails, golf courses, and single-family dwelling units.

~~7.3.2.1 Prohibit agricultural uses that require large bodies of standing water that could attract birds.~~

7.43.3 Density shall be limited to 1 dwelling unit per 10 acres for new subdivisions. A minimum lot size of 5 acres is required. A bonus density that will provide for 2 dwelling units per 10 acres may be permitted when 50 percent of the development is retained in open space.

7.43.4 Prior to approval of a residential subdivision or building permit for a dwelling unit in this area, notice shall be recorded against the title of the property that indicates the presence of the airport.

7.4.5 Any buildings and structures that would penetrate the imaginary airspace surfaces for the Tacoma Narrows Airport as defined in Title 14 CFR (Code of Federal Regulations) FAR (Federal Aviation Regulations) Part 77 "Objects affecting navigable airspace" shall be prohibited. Examples of such obstructions include cell towers, radio broadcast towers, water towers, proposals to increase the height of existing buildings, when the height of the structure would exceed the lower limits of navigable airspace.

- 7.4.6 Prohibit any new use that involves the release of airborne substances that could interfere with aircraft operations.
- 7.4.7 Prohibit any new use that emits light that interferes with a pilot's vision.
- 7.4.8 Prohibit any new use that attracts concentrations of birds.
- 7.4.9 Uses that emit electrical currents shall be installed in a manner that does not interfere with communications systems or navigational equipment.

Principle 54. Planned Unit Development. Pierce County and the City of Tacoma will collaborate in the development of a Planned Unit Development (PUD) Regulation for the Essential Public Facility-Rural Airport Facilities for those areas located south of Stone Road outside of the area shown in Figure _____. This PUD will be referred to as an Essential Public Facility-Rural Airport PUD. All activities related to the general aviation airport at Tacoma Narrows Airport shall be documented in this PUD for the essential public facility. The City may apply for an Essential Public Facility-Rural Airport PUD south of Stone Road that includes all or any portion of the Tacoma Narrows Airport property located outside of the area shown on Figure _____ provided that the exterior boundary of the PUD matches parcel boundaries. Compatibility between the airport and the adjacent neighborhoods surrounding airport lands shall be a priority.

Standards

- 7.54.1 The application for the Essential Public Facility-Rural Airport PUD shall include the following information regarding airport and aircraft operations for purposes of evaluating potential impacts to adjacent rural residential areas. This information shall be provided to give the public the opportunity to review and comment on the proposed PUD and associated operations. However, the Hearing Examiner and the County shall not have the authority to impose conditions related to airport or aircraft operations, safety or noise as these areas are controlled by FAA regulations. A description of the intensity of all existing and planned commercial and light industrial uses shall be included in the PUD.
- 7.4.2 7.5.1.1 A description of airport operations shall be included in the PUD. This information shall include the runway length necessary for the

safe operation of aircraft at Tacoma Narrows Airport and the noise levels produced by aircraft type.

- 7.4.3 ~~Maintaining the runway south of the southern right of way at Stone Drive NW is a community priority. Any modification (excluding maintenance) of the runway at Tacoma Narrows Airport shall be subject to the PUD process.~~
- 7.4.4 7.5.1.2 A description of anticipated take-off and landings based on aircraft type and planned use for each calendar year shall be described in the PUD.
- 7.5.2 The PUD shall include a recorded final development site plan that identifies the uses and facilities approved by the PUD. These uses may subsequently be constructed with an administrative review process.
- 7.4.5 7.5.2.1 ~~The A binding final development site plan shall specify be recorded that provides the specific location of all airport facilities such as the runways, taxiways, fueling facilities, the control tower, any passive recreation facilities, and any open space.~~
- 7.4.6 7.5.2.2 For PUDs located south of Stone Road, the A final development site plan shall ~~be recorded that~~ reflects the general location, types and intensities of other future airport improvements and future aviation related commercial and industrial uses identified in 7.2.6 approved through the PUD ~~of aircraft hangers and other impervious surfaces.~~

Principle 65. Environmental Review. New development and redevelopment at Tacoma Narrows Airport shall be completed in an environmentally conscientious manner pursuant to SEPA. ~~and shall be mitigated to the extent that noise levels, aviation hazards, traffic, surface water runoff, and other environmental impacts associated with the airport will not increase beyond the Rural Airport designation.~~ Environmental impacts associated with the development at the airport may require off-site mitigation, provided that acquisition of additional property for airport purposes shall be discouraged, unless necessary to meet FAA safety requirements.

Standards

- 7.65.1 Avoid using environmentally constrained lands for new development if unconstrained land can be redeveloped or modified to accommodate the proposed uses.

- 7.65.2 Provide adequate open space and buffering to mitigate light, noise, and visual impacts sufficient to mitigate impacts on adjacent rural residential areas, provided that such mitigation does not violate any FAA requirement.
- 7.65.3 Noise compatibility planning at the airport is subject to Federal Regulations - FAR Part 150 standards. Any limitations on aircraft operations based on noise is subject to a separate FAR Part 161 study levels that would exceed 65 Ldn (Day night Average Sound Level System) beyond the Rural Airport designation shall be subject to the PUD process.
- 7.65.4 Promote vegetation retention and native landscaping that will be compatible with airport operations and environmental protection of sensitive areas such as Sullivan Gulch.
- 7.65.5 ~~Special P~~ublic notification procedures shall be included in the development regulations for the Essential Public Facility-Rural Airport PUD. This public notice is intended to provide the Peninsula residents with information related to activities at Tacoma Narrows Airport. At a minimum, written notice of public hearings related to PUD processing shall be provided to all property owners within the Rural Airport Overlay.
- 7.6.6 New development within the Essential Public Facility-Rural Airport shall comply with Pierce County Critical Area Regulations to the same extent as they apply to other new development in the County.
- 7.6.7 Stormwater management for development at the Essential Public Facility-Rural Airport will comply with or be functionally equivalent to provisions of the Washington State Department of Ecology, Stormwater Management Manual for Western Washington.

~~**Principle 6.** Development in the Tacoma Narrows Airport Area of Influence that surrounds the Tacoma Narrows Airport runway shall be considered an area of special control.~~

Standards

- ~~7.6.1 All non residential uses within the Tacoma Narrows Airport Area of Influence shall be subject to performance and intensity of use criteria.~~

- ~~7.6.2 Prohibit any new use that involves the release of airborne substances that could interfere with aircraft operations.~~
- ~~7.6.3 Prohibit any new use that emits light that interferes with a pilot's vision.~~
- ~~7.6.4 Prohibit any new use that attracts concentrations of birds.~~
- ~~7.6.5 Prohibit any use that would have structures within 100 feet of approach, departure, or transitional surfaces.~~
- ~~7.6.6 No new residential dwelling units shall be permitted in the Tacoma Narrows Airport Area of Influence.~~
- ~~7.6.7 Uses that emit electrical currents shall be installed in a manner that does not interfere with communications systems or navigational equipment.~~

Principle 7. Coordinate Planning and Permitting. Pierce County and the City of Tacoma will collaborate and coordinate planning efforts at the Tacoma Narrows Airport to better serve the citizens of all Pierce County. ~~The following standards shall occur sequentially.~~

Standards

- 7.7.1 The City of Tacoma and Pierce County agree to work to reconcile differences between the Gig Harbor Peninsula Community Plan and the ~~2003 revised final~~ Tacoma Narrows Airport Master Plan including:
 - Recognition that the revised final Airport Master Plan does not include a runway extension
 - Agreement that ~~airport improvements on the west side of the runway south shall be prohibited north of the existing Stone Road right of way except for airport safety improvements are~~ subject to approval of a PUD.
 - Agreement that airport safety improvements shall not be designed to allow a runway extension.
 - Agreement to enable implementation of the revised final Airport Master Plan including the runway safety area improvements pursuant to FAA standards to ensure public safety is achieved.
- 7.7.2 Pierce County will amend Title 18A, Pierce County Development Regulations-Zoning, to allow for ~~the~~ an Essential Public Facility-Rural Airport PUD, consistent with the provisions of this Objective.

- 7.7.3 Pierce County will expedite the processing of any administrative permits for development within the area shown on Figure ___ prior to execution of the interlocal agreement to transfer permitting authority to the City of Tacoma as described in 7.7.4 and will expedite an Essential Public Facility-Rural Airport PUD permit for areas south of Stone Road on the west side of the runway outside of the area shown on Figure _____. ~~Once the revised Tacoma Narrows Airport Master Plan and its corresponding SEPA requirements are met, Pierce County will propose adopting the revised final Tacoma Narrows Airport Master Plan as a component of the Gig Harbor Peninsula Community Plan at the first possible amendment opportunity.~~
- 7.7.4 Pierce County agrees to transfer administrative permitting authority to the City of Tacoma for development within the area shown in Figure ___ without a prior PUD approval and agrees to transfer administrative permit authority for other development at the Tacoma Narrows Airport after a PUD and its requisite environmental review are approved for those areas not shown in Figure ____ south of Stone Road. The County and the City will negotiate an interlocal agreement to transfer permitting authority to the City of Tacoma that includes, at a minimum, the following requirements: ~~The City of Tacoma and Pierce County will collaborate in the development of a PUD permit that would enable the implementation of the revised final Airport Master Plan including runway safety area improvements pursuant to FAA standards to ensure public safety is achieved.~~
- 7.7.4.1 Road improvement requirements consistent with Pierce County road standards.
- 7.7.4.2 Stormwater management for development at the Essential Public Facility-Rural Airport consistent with or functionally equivalent to the Washington State Department of Ecology, Stormwater Management Manual for Western Washington.
- 7.7.4.3 Permit processing consistent with the requirements for public notice and comment required by RCW 36.70B.
- 7.7.4.4 The City agrees to process permits consistent with and to follow the provisions of any County PUD approval.
- 7.7.4.5 SEPA lead agency for permitting shall be the City of Tacoma for the area south of Stone Road within the area shown in Figure ____ provided that the City shall apply the

categorical exemptions and cumulative impact analysis from Pierce County Code, Title 18D. The City shall be SEPA lead agency for development in the area south of Stone Road outside of the area in figure ____ after the County has reviewed and approved a PUD for that area.

7.7.4.6 New development within the Essential Public Facility-Rural Airport shall comply with Pierce County Critical Area Regulations to the same extent as they apply to other new development in the County.

7.7.4.7 To the extent permitted by law Tacoma agrees to indemnify Pierce County for all actions the City takes pursuant to the City's permit processing within the Essential Public Facility-Rural Airport Designation.

7.7.4.8 Tacoma agrees that it is not planning to extend the runway.

7.7.4.9 Pierce County agrees not to object to or challenge any City permitting consistent with the terms of the interlocal agreement.

7.7.5 ~~The Airport Advisory Commission shall review and provide recommendations on any Interlocal Agreement with full public notice and opportunity to comment before adoption. Any changes to the interlocal agreement shall require an additional opportunity for public notice and public comment prior to adoption. Once the Airport Layout Plan (ALP) for the Tacoma Narrows Airport is adopted as a component of the Gig Harbor Peninsula Community Plan, Pierce County shall support the City of Tacoma's effort to provide safety area improvements for the existing runway.~~

7.7.6 ~~Pierce County and the City of Tacoma will jointly pursue Grant monies to allow for project level environmental review associated with the PUD which will result in a streamlined development process. This does not obligate Pierce County to provide matching funds.~~

7.7.7 ~~Once the PUD and its requisite environmental review are approved, the City of Tacoma and Pierce County will work to create an interlocal agreement to enable building permit authority to be given to the City of Tacoma for airport property. The Airport Advisory Commission shall participate in development of the Interlocal Agreement with full public notice and process before adoption. The Interlocal Agreement shall include, but not be limited to:~~

- ~~Public process and notice for changes to the Interlocal Agreement,~~
- ~~SEPA lead agency status, and~~
- ~~Enforcement of the PUD and noise abatement program.~~

Principle 8.

Airport Advisory Commission. A Tacoma Narrows Airport Advisory Commission shall be established to provide input to Pierce County and City of Tacoma officials regarding issues related to the airport.

Standards

7.8.1 The Airport Advisory Commission should include representatives from the City of Tacoma, the City of Gig Harbor, the Peninsula Advisory Commission, local residents (5 to 7 community representatives residents), airport management, pilots, business owners, (5 airport representatives) and shall include the County Council representative from District 7. The 5 community representatives and the 5 airport representatives shall be voting members. All other *ex-officio* members shall be non-voting members.

7.8.2 The Airport Advisory Commission should serve in a capacity to receive input from airport users and neighborhood citizens regarding issues such as airport development activity, airport improvements or concerns about off-site airport impacts such as noise. The Airport Advisory Commission would forward solutions to these concerns to the appropriate City or County officials. The Airport Advisory Commission shall review and provide recommendations on representatives to participate in the development of the Essential Public Facility-Rural Airport PUD and the Interlocal Agreement.

7.8.3 The Airport Advisory Commission shall also consider additional options for development of airport property north of Stone Road that are consistent with the overall objective not to extend the runway north of Stone Road, but that would provide additional opportunity for economic development and airport revenues compatible with the adjacent rural residential land uses or are uses that might provide services for the adjacent rural residents.