

TACOMA NARROWS AIRPORT ADVISORY COMMISSION
MEETING NOTES
APRIL 8, 2004

Members Present:

John Howell, Facilitator	Paul McCormick
Larry Bielstein	Catherine Mitchell
Dennis Cunneen	Hugh Morgan
James DePew, PAC member	Ras Nielsen
Carl Geist	Brad Pattison
Mark Hoppen	Marge Pearson
Terry Lee	Rob White
Andy Markos, PAC member	Ann Whittaker

Others Present:

Mike Kruger, Pierce County Staff
Cheryl Carlson, City of Tacoma Attorney
Catharine Hall, City of Tacoma
Jay Derr, Buck & Gordon
Cynthia Stewart, ADR Options Consulting, Inc.

MEETING NOTES

- The notes of March 31, 2004 were approved as amended. Amendments included the following:
 - Page 4, Option B, Pros, add to “No PUD”: Development plans would be addressed through a pre-annexation agreement between Tacoma (the property owner) and the City of Gig Harbor. A binding site plan would be required.
 - Page 4, Option B, Discussion, add following “An interlocal agreement may be needed...”: The need for urban levels of infrastructure was discussed. Gig Harbor would not have any problem providing sewer or water.
 - Page 4, Option B, Questions to be researched, add a new bullet: Is the market demand for additional urban retail services sufficient to support this option?

ISSUE: AIRPORT DEVELOPMENT NORTH OF STONE ROAD

Definition of the Issue: See March 25, 2004 meeting notes.

Interests: See March 25, 2004 meeting notes.

Options: See the March 25 and March 31, 2004 meeting notes.

Additional discussion followed presentation of a revised Option B that resulted from the March 31 meeting. This discussion supplements that which occurred in prior meetings.

- Revisions included:
 - Changing the proposed new UGA boundary to not include residential areas except a small area adjacent to the far north of the Airport
 - Stone Road is shown on the diagram.
 - Tiedowns are shown south of Stone Road

ISSUE: AIRPORT DEVELOPMENT NORTH OF STONE ROAD

- Discussion included the following issues (*Note: these points are organized by topic, not in the order they were raised*):
 - **Boundaries and Annexation.** Annexation (to Gig Harbor) of only the portion of the Airport north of Stone Road would create a de minimus annexation; the complete airport would create an elongated appendage that might not make geographic sense at the Boundary Review Board, etc. That is the reason the proposed boundaries were drawn the way they are shown.
 - Tacoma cannot annex the Airport because that option was rejected by Pierce County 10 years ago. The County's position is that because a large body of water separates the City of Tacoma from the Airport, the City and Airport are not contiguous.
 - Both sides of the road are needed to make sewer hookups affordable. Under this proposal, extension of the sewer to SR 16 to include residential areas between the Airport and SR 16 would be affordable, where previously, the added distance made the cost prohibitive to the property owners.
 - Residential areas generally are not included in this Option because there would likely be greater community opposition in that case; however, it could be argued that if the residential areas were annexed, they would have a greater voice in Airport development after the Airport is annexed to the City of Gig Harbor. Additionally, to annex residential areas as well as the Airport would be too big a bite for this plan amendment cycle. If residents themselves request inclusion in the UGA, there will be another plan amendment cycle in 2005 and then again in three years (the County has been on a two year amendment cycle but is changing the cycle to three years).
 - The RPZ is included in the UGA in this Option because it creates a "regular" UGA line. The UGA could reasonably follow Stone Road.
 - **Utilities and Services.** Water and sewer services can be provided by the City of Gig Harbor within the proposed UGA. Transportation needs more analysis. This information will be needed by the Planning Commission, though it will take some effort to produce.
 - How would the roads be financed? By the developer.
 - Pierce County Transit might be interested in a park and ride lot. That would be consistent with the proposed uses. However, no decision was made to specify that use in this proposal.
 - It is not likely that Stone Road would be closed.
 - **Buffer.** The 150-foot buffer is a requirement in the "ED" (Economic Development) zone of the City of Gig Harbor Comprehensive Plan. The 150-foot buffers proposed in this Option would be comparable to that. The idea is to segregate the intensive retail use from the rural residential and sensitive areas. Smaller buffers were discussed. There is insufficient visual screen with 30 or 60-foot buffers.
 - Tacoma can support the 150-foot buffer requirement if it's applied to other similar uses but wants to be sure it is not arbitrarily proposed for

ISSUE: AIRPORT DEVELOPMENT NORTH OF STONE ROAD

- only the Airport.
 - The buffer would help generate community support.
 - The buffer does not have to be 150 feet everywhere.
 - The buffer is a small concession to the community for cutting down a lot of trees and pouring a lot of concrete.
 - Is the buffer needed on Pt. Fosdick Drive?
 - How much of the Watland parcel would be buffer under this proposal?
 - The buffer could provide a good dog-walk area.
- **Tiedowns.** Having a restaurant and lodging adjacent to tiedowns is a plus for pilots.
- **Revenues.** The proposal would generate about \$1.5 million in sales tax revenues for the City of Gig Harbor if the annexation and development occurred as proposed. Mark will bring more specific estimates of lease and tax revenues to a later meeting.
 - All lease revenue must be used only at the Airport
 - It would be a bonus to Tacoma to be able to generate the kind of lease revenue likely from this Option and use it to support the aviation-use areas of the Airport
 - Although the Airport does not pay property tax, there is a 12.84 % Leasehold Excise Tax paid by tenants and transferred by the City as property owner to the State of Washington.
 - It is not known how much sales tax revenue is generated at the Airport that goes to other jurisdictions than the City of Tacoma.
 - What revenue would be generated by this Option for the City of Tacoma? How soon? There would not be much interest from developers until the roads are built.
 - Could there be revenue sharing between the two cities or between the County and City (e.g., shared sales tax revenue)?
 - Gig Harbor needs tax revenue to fund the services they provide
 - There would be lease revenues but not sales tax
 - It was suggested that the demand for this type of commercial development is so strong that the City of Tacoma could get options on the property to lease/develop right away if they offered the property at the low end of the lease market range (in contrast, light industrial land that already has complete utilities is not being rented or bought for development)
 - This proposal is a long-term, not a short-term revenue generator. The City of Tacoma needs funding sooner than is likely possible while the details of this Option were being worked out.
- **FAA.** A threshold question is what the FAA would say about this Option
 - They have previously said that non-aviation property must be leased at fair market value
 - Would the FAA be concerned about precluding a runway extension?
 - Would FAA concerns be the same no matter what was built?
 - If the FAA rejects this Option, TNAAC would have to go back to work and that would cause delay until the next comp plan amendment cycle.

ISSUE: AIRPORT DEVELOPMENT NORTH OF STONE ROAD

- **Timing.** How long would it take to complete this development? The City of Gig Harbor has learned a great deal from prior projects and therefore believes the elements of this Option could be done quickly. For example, there is now DOT and County acceptance of roundabouts, although earlier projects took over a year because there were no standards.
- **Communication.** A good communication effort with the public will be necessary to “sell” this proposal to the public. This would be a very big change.
- **Other.** It is important to recognize that some changes could be made to this Option (e.g., the UGA boundary and/or the allowed uses) as it travels through the various steps of the approval process and at the County Council.

AGREEMENT

The following decisions were made about the adoption of this Option as a preliminary recommendation by consensus of the group (in addition to decisions made at the last meeting):

- **The proposed new UGA boundary should be at Stone Road on the south.**
- **This proposal should be fast-tracked both in this comprehensive plan amendment cycle and in implementation, unless a fatal flaw is identified (such as lack of FAA approval).**
- **The drawing that describes this recommendation is a concept only and is not binding.**
- **There is no need to restrict development North of Stone Road until South of Stone Road is full, because the idea of this type of phasing was related to location of aviation uses.**
- **The buffer should be 150 feet for all sides of the parcel in the Option except Watland; that parcel could be less.**

ISSUE: WATLAND PROPOSED COMP PLAN AMENDMENT

Definition:

- Watland submitted a comp plan amendment proposal two previous times and was held off. This time, his proposal was sent to TNAAC because of the relationship of his parcel to the Airport.
- Watland expects to be able to generate revenue from his parcel. Could he get that if there were a 150-foot buffer on his parcel?
- The City of Gig Harbor previously purchased half of Watland’s parcel, leaving him with this “sliver” within the Airport Overlay (thereby limiting the uses he could put on it)
- Watland’s original proposal was to develop residential; he would accept commercial development.
- Under the Option discussed earlier, Watland would get commercial footage along the road.

Interests:

- Watland has an economic interest
- Compatibility with surrounding property
- Fairness (relative to the Airport and also other property owners)

- Safety (vis a vis aircraft traffic)
- Protection of the rural sensitive area
- Prompt decision-making

Options:

- Watland sells the property to someone else
- Watland property gets traded for another area to avoid the buffer consuming most of it
- Gig Harbor buys Watland parcel
- Reduce the buffer on 36th Street to 30-feet
- Convert Watland parcel to Village Retail

Discussion to be cont'd

PUBLIC HEARING

- Should the Airport Master Plan be discussed at the Public Hearing? (this issue will be discussed on Saturday or at the 4/22 meeting)
- How will the public know what to testify on?
- Remember there will be many public hearings throughout this process
- It is important to have a public hearing to let the public know what is recommended by TNAAC

PARKING LOT

- Demand level for additional urban development
- Tax issues
- Community outreach

NEXT MEETING AND MEETING SCHEDULE

The next meeting is: **April 10, 2004 (Saturday), from 9:00 a.m. to 1:00 p.m., at the Pierce County Annex Building. Agenda items include:**

- **PUD**
- **Conclude discussion about Watland property**
- **Report on initial meeting with FAA regarding development north of Stone Road**

A tentative schedule was handed out. The schedule related staff work to the TNAAC's meeting schedule. Additional meetings are as follows:

- Thursday, April 22, 7:30 p.m., possibly at the Fire Hall
- Tuesday, April 27, 6:00 p.m., Gig Harbor City Hall (Public Hearing)
- Week of May 3 – time/place tbd – to finalize Comp Plan amendments based on public hearing

MEETING EVALUATION	
+ (Liked)	D (Should Change)
<ul style="list-style-type: none"> • Decided something • John kept us on track 	<ul style="list-style-type: none"> • Public hearing on the 27th