

TACOMA NARROWS AIRPORT ADVISORY COMMISSION
MEETING NOTES
MARCH 31, 2004

Members Present:

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

Others Present:

Chip Vincent, Pierce County Staff
Mike Kruger, Pierce County Staff
Cheryl Carlson, City of Tacoma Attorney
Catharine Hall, City of Tacoma
Cynthia Stewart, ADR Options Consulting, Inc.
Joe Faherty, AOPA

MEETING NOTES

- The notes of March 25, 2004 were approved as circulated.

FACILITATOR'S DEBRIEF OF THE MARCH 25 MEETING

John Howell gave kudos to the group for the March 25 meeting. He indicated he had observed them working to find solutions that met others' interests, and they used the process in a very constructive way.

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:

- The options brainstormed at the March 25, 2004 were grouped into clusters by John Howell. The handout of these groups was not discussed further at this meeting but is available for later discussions.
- Two additional options were added during this meeting, and one was discussed extensively at this meeting, as follows.

ISSUE: AIRPORT DEVELOPMENT NORTH OF STONE ROAD	
<u>Option</u>	<u>Evaluation</u>
<p>Option A: Zone for development on the Airport north of Stone Road to allow uses that are allowed in the rural zoning on adjacent parcels, with the following additional characteristics (see Mitchell memo handed out at the meeting for additional background):</p> <ul style="list-style-type: none"> • No residences • No aviation uses north of Stone Road • Some Rural Activity Center uses would also be allowed, provided adequate buffers were also established 	<i>Not discussed further at this meeting</i>
<p>Airport property would be divided into two sections. At the northern most portion of the property North of Stone Road create a boundary line that runs east/west across the property, just south of the Watland parcel, and zone the area between that line and 36th for urban type uses. Extend the UGA boundary line to include this area.</p> <p>For the remainder of the property (south to Stone Road, and excluding the RPZ), zone it R-10 and allow the uses now allowed for that zone, with the exception of housing (see Mitchell memo handed out at the meeting for additional background):</p>	<i>Not discussed further at this meeting</i>

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Option B:

Create a Village Retail zone (the zoning designation would be consistent with the Gig Harbor Community Plan) on the Airport property North of Stone Road, excluding the RPZ. Include areas for lodging, aircraft tie downs, and a restaurant along the eastern boundary of the property. Include a 150' buffer around the perimeter of the property. Permitted uses would include:

- Retail and wholesale sales
- Business and professional office
- Banks and other financial institutions
- Restaurants
- Commercial Recreation
- Gasoline service stations and car washes
- Personal and professional services
- Hotels and motels

Note: *Some of the pros and cons are both, depending on perspective. Items listed more than once are listed purposely.*

Pros:

- Would be a revenue generator for the airport
- Would deter runway expansion
- Meets City of Tacoma needs
- Combination of tiedown, lodging and restaurant
- Roundabouts could slow down Pt. Fosdick traffic
- Supports new super-golf course at University Place
- Added tiedowns
- Would satisfy Watland needs
- Would bring value to the community

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A road with round-abouts would be added to transverse the parcel (north/south), tying 36th to Stone Road. It was suggested that a thorough analysis of transportation impacts would have to be conducted.

All of the Airport property north of Stone Road would be included within the UGA and ultimately annexed by the City of Gig Harbor. (see maps and list provided by City of Gig Harbor – to be revised for next meeting).

Additional Discussion:

It was stated that what people actually want is control. Having this extent of development would enhance the residents’ sense of control.

Examples of this type of option are located in other areas in and near Gig Harbor. Retail has the highest market value and is the best use of the property. This type of development has been shown to be largely acceptable in residential areas (the city has worked hard with residents to achieve this). The retail would not be a Wal-Mart style, but rather, more upscale merchants.

In this proposal, the land now designated Rural Sensitive Resource would remain so designated and the land that is residential development east of the airport property to SR 16 would also be included in the UGA.

An interlocal agreement may be needed to elaborate on roles and relationships among the jurisdictions.

It is OK for the UGA boundary to bisect a parcel (i.e. split the airport property in half at Stone Road). This proposal would have no effect on increasing housing density in adjacent areas (and market demand from the Peninsula area) because low density R-10 zoning is already in place.

Pros, cont’d

- Would take the pressure off Olympic Dr.
- Ends the problematic relationship between the Airport and the community
- Attractive to the community (buffers included)
- May add revenue for Gig Harbor
- Allows the services the City of Tacoma could not have if the Airport remained rural
- No PUD process. Plan approval would be dealt with through a pre-annexation agreement and a binding site plan.
- If the UGA went to Hwy 16, the City of Gig Harbor would be required to maintain the same buffers on Hwy 16
- Does not affect permitting south of Stone Road

Cons:

- Would deter runway expansion
- Drivers in the United States don’t know how to use round-abouts
- Aircraft activity (tie downs) north of Stone Road would be in close proximity to residential uses
- No PUD
- There would be no representation for unincorporated county residents if the two cities are doing the permitting and not the county
- Would increase the pressure to expand the UGA
- Limits land available for aviation development
- Placement of the tie downs
- If the UGA boundary were extended and the City of Tacoma had permitting authority, this would not be a good thing

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Amendments to Option B that were adopted:

- Delete references to areas off Airport property. Although the TNAAC is also to review and make recommendations on land adjacent to the Airport within the Rural Airport Overlay zone, the main focus of this option is the Airport itself.
- Non-motorized transportation and recreational uses added to buffers (e.g., walking trail through the buffer) on Airport property.
- Show tie downs south of Stone Road only.
- Make sure Stone Road is shown stretching across the width of the airport property, from Pt. Fosdick Dr. NW to 26th Ave. NW

Mark Hoppen will bring new diagrams of this option to the next meeting reflecting these changes.

- Could create a scarcity of land for aviation uses, should demand for aviation uses increase.
- FAA may require a lease provision that the leasehold may be vacated in favor of airport uses.
- Would require an Airport Master Plan update
- Long-term plan, not a quick fix

Questions to be researched or data further developed:

- How is permitting handled? Who does it? Would it change City/County permitting relationships; if so how?
- Transportation impacts
- Access to SR 16
- Access to 36th
- Impacts at 24th (anyone who uses 24th for the new bridge will have to have a transponder for the toll)
- Impacts on 24th, where a new ramp will be installed
- How can development like South Meridian Way in Puyallup be avoided?
- What is the demand for Village Retail development?
- What would be included in a pre-annexation agreement, and how would it encourage the “pros” and address the “cons”?
- How would FAA grant assurances affect this proposal? Would low-density retail be required? Etc.?
- How would permitting south of Stone Road be affected?
- Would WSDOT have any concerns about this option?
- What infrastructure (i.e. sewer, water, roads, etc.) would be required to support this development?

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	<p><u>Conclusions/Standards:</u> Meets all of the standards, recognizing the need to answer the questions identified above, and as follows :</p> <ul style="list-style-type: none"> • The safety implied by this option is an acceptable level, but the option does not “improve” safety • Impacts of the development (e.g., for transportation, etc.) and costs need to be identified • FAA grant assurances were considered, but more information from FAA re: their concerns is needed
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PARKING LOT

<ul style="list-style-type: none"> • How would the permitting process work in the Gig Harbor proposal?

EVALUATION

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<ul style="list-style-type: none"> • Mark Hoppen is a hero! • Constructive, out of the box suggestions • Occasionally getting off track is helpful in understanding someone’s point of view. 	<ul style="list-style-type: none"> • Got off track a couple of times • We forget what people don’t know (including planning jargon) • Would have been nice to get the material in advance

NEXT MEETING

<p>The next meeting is: April 8, 2004 (Thursday), at 7:30 p.m, at the Gig Harbor Civic Center</p>
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