

## Summary of Tacoma Narrows Airport Advisory Commission (TNAAC) Recommendations

### **What is TNAAC and What is its Purpose?**

The Tacoma Narrows Airport Advisory Commission (or TNAAC) was created by Pierce County ordinance in late 2003. It is a ten-member advisory body (not a decision making body) that was asked to attempt to find solutions to long-standing disputes regarding development of airport-owned property. The commission was asked to “balance the need to encourage the development and operation of the Airport as an Essential Public Facility with the need to protect the surrounding community and adjacent properties within 1,000 feet of the airport.” In addition, TNAAC was asked to review and comment on three proposed Pierce County Comprehensive Plan amendments that had previously been submitted to the County.

Five members of the commission were appointed by the Pierce County Council and five were appointed by the City Council of Tacoma. In addition, there were five ex-officio members, including representatives from the County Council, City of Tacoma, City of Gig Harbor, and two from the Gig Harbor Peninsula Advisory Commission.

### **How did TNAAC Arrive at its Recommendations?**

The Commission met twelve (12) times between January – April, 2004. All meetings were open to the public. The Commission spent a great deal of time familiarizing themselves with the appropriate background materials, including the Pierce County Comprehensive Plan, the Airport Master Plan, the Gig Harbor Peninsula Community Plan, FAA regulations, and state law. They also developed a good understanding of the community’s involvement in earlier planning efforts. The Commission held two public hearings, one in February to hear general comments about future airport development issues, and another in April to hear specific comments on the proposed recommendations.

### **TNAAC Recommendations**

The Commission developed a range of recommendations regarding future development on airport property. Their recommendations are generally divided into three categories: development north of Stone Road, development south of Stone Road, and a proposed Comprehensive Plan amendment regarding the Watland property, which is adjacent to the northwest corner of the airport property.

#### ***Development North of Stone Road***

- Confirm, in writing, that Tacoma has no plans to extend the airport runway, per the 20-year Airport Master Plan.
- Tacoma should construct the runway safety improvement, as specified in the Airport Master Plan, which will improve safety for planes landing and taking off.
- The land north of Stone Road could be developed based on the underlying Rural Airport (RA) zoning, provided that any development is consistent with the

surrounding rural residential character. Allowable uses would include those typically allowed in an R-10 zone, except that no residential development would be allowed. Some uses would be allowed outright (e.g. horticulture nursery), while others would require a conditional use permit (e.g. building material and garden supplies, cemetery, and a variety of utility uses).

- Pierce County will continue as the permitting authority for any development north of Stone Road.

### ***Development south of Stone Road***

- Allow Tacoma to proceed with capital improvements identified in the Airport Master Plan, including such projects as construction of new hangers, taxiway pavement overlay, new fire pump system and well house improvements; none of which increase the capacity of the existing runway.
- Define an area on the east side of the airport where commercial, airport-related development can occur. In that area aviation-related uses can be developed, including businesses that a) require aircraft use (air freight, aerial photo, air charter); b) support general aviation (such as aircraft sales, flight training, pilots lounge, lodging, restaurant, aircraft fueling, etc.); or c) are light industrial that support general aviation use (such as aircraft hangers, tie downs, aircraft parts manufacturing, etc.)
- For any development on the east side of the airport the City will have responsibility for permitting projects, subject to the County's critical areas ordinance, buffering requirements, and standards for assessing cumulative offsite environmental impacts; and State stormwater regulations. No Planned Unit Development (PUD) process will be required.
- No commercial development is currently planned on the west side of the airport, but if it were proposed it would also have to be aviation-related, and would require a PUD process.

### ***Watland Property***

- Recommend denial of the requested amendment to the Pierce County Comprehensive Plan that would allow intense residential uses. Such development would not be compatible at a location so close to the airport flight path.
- Continue to work on commercial development options for airport property north of Stone Road that may affect development options for the Watland property.

### **What Happens Next?**

The Pierce County Planning Commission will hold a public hearing on TNAAC's recommendations on July 27, at 7:00 p.m., at the Gig Harbor Civic Center. The Planning Commission will forward their recommendations regarding the Tacoma Narrows Airport to the Pierce County Council in August. The Council will also hold public hearings on TNAAC's recommendations in September. The text of those recommendations is online at [www.co.pierce.wa.us/text/services/home/property/pals/landuse/tnaac.htm](http://www.co.pierce.wa.us/text/services/home/property/pals/landuse/tnaac.htm). TNAAC will also be considering code amendments to implement these recommendations, as well as periodic, ongoing consideration of issues that affect the airport and adjacent areas.