

BOARD OF SUPERVISORS
Agenda Item

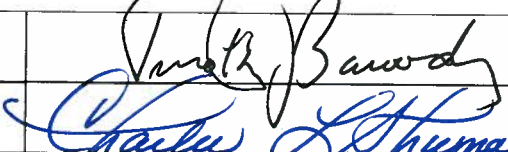

Meeting Date:	June 16, 2015
Title:	Consider Proposed Amendments to the Comprehensive Plan to Incorporate Airport Land Use Compatibility Guidelines
Department:	Planning and Zoning
Staff Contact:	Jeffrey A. Harvey, Director
Board Committee/ Other BACC:	Planning Commission, Stafford Regional Airport Authority
Staff Recommendation:	Approval
Budget Impact:	N/A
Time Sensitivity:	July 21, 2015

ATTACHMENTS:

1.	Background Report	5.	PC Resolution PCR15-07 dtd. 4/22/15
2.	Draft Airport Land Use Compatibility Guidelines	6.	Proposed Resolution R15-226
3.	Resolution R15-75 dtd. 2/24/15	7.	Proposed Resolution R15-227
4.	PC Minutes dtd 4/8/15 & 4/22/15		

Consent Agenda		Other Business		Unfinished Business
Discussion		Presentation		Work Session
New Business	X	Public Hearing		Add-On

REVIEW:

X	County Administrator	
X	County Attorney	

DISTRICT:	N/A
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BACKGROUND REPORT

The Board is asked to consider amendments to the “Stafford County, Virginia, Comprehensive Plan 2010-2030,” dated December 14, 2010, as last revised on February 24, 2015, specifically Chapter 3, “The Land Use Plan” (Land-Use Plan) (Attachment 2), to incorporate the Airport Land Use Compatibility Guidelines into the textual document. The proposed amendments would:

- Establish an Airport planning area based upon the current Airport Overlay Zoning District in the County’s Zoning Ordinance;
- Identify individual Airport Impact Zones (Zones) within the proposed Airport planning area;
- Include the results of the Airport land-use compatibility analysis within each Zone for existing zoning classifications and future land-use designations;
- Create land-use compatibility guidelines to address the potential for incompatible land uses and development within each individual Zone, and implementation policies for the compatibility guidelines;
- Provide additional review standards to result in more compatible development in the Airport planning area; and
- Provide sample real estate disclosure and notice statements, to advise prospective purchasers of the Airport’s proximity.

The proposed amendment would not amend any other element of the Plan.

BACKGROUND:

The Airport Land Use Compatibility Guidelines (Guidelines) have been developed as a result of a joint effort between the Planning Commission (Commission) and Stafford Regional Airport Authority (SRAA). On April 2, 2014, the Commission and SRAA met to discuss concerns expressed by the SRAA regarding new development proposals with potentially conflicting land uses in close proximity to the Stafford Regional Airport (Airport). The Commission and the SRAA formed a joint subcommittee to establish guidelines for development in the vicinity of the Airport to be incorporated into the Comprehensive Plan. The joint subcommittee held six open meetings as it developed the Guidelines. On November 6, 2014, a draft was presented at an open house. The public comment period remained open until November 20, 2014. The joint subcommittee met for a final time on December 18, 2014, to finalize the Guidelines in response to comments received. The joint subcommittee process was open and transparent. The public was invited to all meetings and encouraged to offer their thoughts and comments.

On January 28, 2015, the Land Use Plan, which incorporates the Guidelines, was presented to the full Commission. The Commission forwarded the Land Use Plan to the Board for its review and input. On February 17, 2015, the Board approved Resolution R15-75 (Attachment 3), sending the Plan back to the Planning Commission to conduct a public hearing.

On April 8, 2015, the Commission conducted a public hearing and on April 22, 2015, (Attachment 4) voted 7-0 to recommend approval, pursuant to Planning Commission Resolution PCR15-07 (Attachment 5).

In advance of the Board’s public hearing, notices were mailed to all property owners within the Zones.

Application of Guidelines

The Guidelines would be informative to the general public and serve as an evaluation tool when considering zoning reclassification and conditional use permit (CUP) requests. The Guidelines do not impact current zoning rights. Information in the Guidelines is advisory as it relates to applications for by-right development. The Guidelines would assist all parties (including elected officials, staff, landowners, and developers) when considering specific development proposals. They also complement and help inform of existing zoning requirements such as the Airport Impact Overlay Zoning District.

The Airport Land Use Compatibility Guidelines

The intent is for the Guidelines to be incorporated into the Land Use Plan chapter of the Comprehensive Plan document, Section 3.7. The Guidelines are divided into the following sections:

Introduction

The Introduction establishes the basis for the Guidelines, highlighting that the Airport is in an area that is largely undeveloped, but is expected to experience future growth. The future land-use map identifies Urban Development Areas (UDA) in the vicinity of the Airport and aircraft flight patterns.

The Guidelines would serve to implement the following Comprehensive Plan goals and policies:

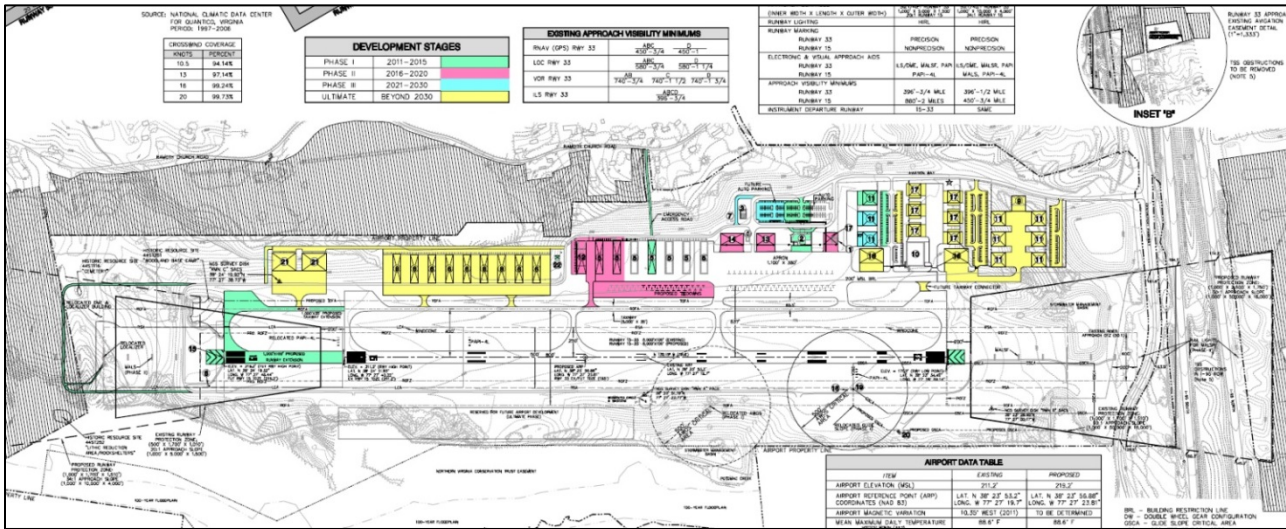
Objective 4.9: "Minimize the noise impacts and potential safety hazards generated by general aviation at public and private airfields in the County."

Policy 4.9.1: "The County should develop land use compatibility standards for new development to conform to within the aircraft approach patterns of airports and landing strips."

Planning considerations are related to land-use compatibility, including potential impacts related to exposure to aircraft noise, land-use safety with respect both to people on the ground and the occupants of aircraft, the protection of Airport airspace, and general concerns related to aircraft overflights.

Background of the Airport

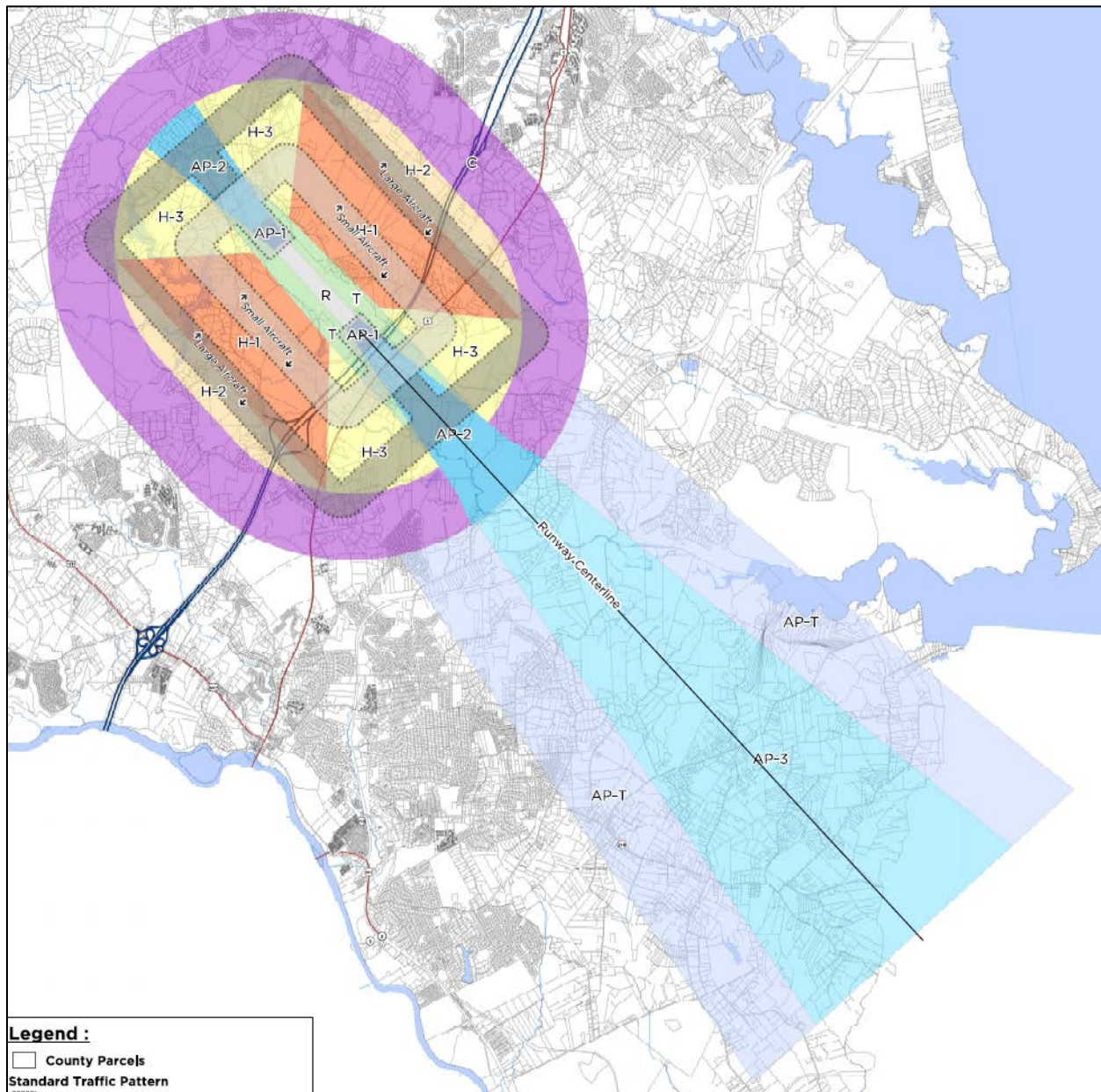
The history of the Airport, existing conditions and operations, future plans, and economic impact are described. An image depicting future expansion plans is included. Expansion includes a 1,000-foot runway extension and additional support facilities. In addition, operations (either at takeoff or landing) are expected to grow at a modest rate of 1,000 operations per year over the next several years.



Stafford Regional Airport Master Plan Phased Improvements

Area of Impact

The Land Use Plan defines the overall area of impact applicable to the Guidelines. The area closely corresponds to the existing Airport Impact Overlay Zoning District, which regulates height of structures and limited use standards. The Airport Impact Overlay Zoning District is divided into subzones. For the purpose of the Land Use Plan, the subzones of the Overlay Zoning District were further divided to reflect different aircraft maneuvers and different degrees of noise or safety concerns. The subareas (or zones) are associated with aircraft approach and departure areas (Approach), aircraft turning and circling areas (Horizontal Zone), a transitional area, and outer conical area, which serves as a buffer. The Land Use Plan describes each subarea in more detail.



Zoning and Land Use Analysis

An analysis was conducted to compare the area of existing zoning classifications with the future land-use designations in each Zone, to evaluate the types of potential development that may occur. When comparing current zoning to future land-use, the greatest potential for incompatible development occurrence is within the Horizontal Zone. The majority of the area is zoned A-1, Agricultural, with the potential of being rezoned as the land is planned for business and industry, suburban, and UDA future land-use designations. Evaluation tables are included for each Zone.

Land Use Compatibility Guidelines

The Guidelines section provides the standards that will promote the appropriate use of land in the airport planning area. The section consists of a series of policies, a land-use compatibility matrix table, additional review standards, and population thresholds.

Staff researched a multitude of existing nationwide land-use compatibility documents. A substantial amount of information was gleaned from the Airport Cooperative Research Program Report (Report), which is a 3-volume report, sponsored by the Federal Aviation Administration, completed in 2010 by the Transportation Research Board of the National Academies. The Report presents a comprehensive account of issues associated with land-use around airports, and provides valuable guidance to both airports and local jurisdictions near airports. Research also included noteworthy source documents prepared by the Washington, Florida, California, and Iowa Departments of Transportation. Additionally, a review of the comprehensive plans and ordinances of local jurisdictions was completed for references to airport land-use compatibility standards. Policies were developed from a consensus of the research, as a result of dialogue by the subcommittee members and comments received from the public. The policies identify standards, which apply objective criteria to determine compatibility.

A main element of the Guidelines, the Land-Use Compatibility Matrix (Matrix), is proposed as a tool to help identify compatibility between particular uses and the functional activities related to the Airport. Uses may be compatible or have incompatible elements with an airport when located in a specific zone; the level of incompatibility is related primarily to safety but also to the practicality of both the airport and surrounding development.

The Matrix lists categories of uses and identifies the level of compatibility within the table as compatible (C), needing additional review (AR), and not compatible (NC). It should also be noted that proposed Policy 1.9 states that even when specific projects are identified as NC, they may be appropriate if it can be demonstrated that they would not negatively impact Airport operations or safety of the general public upon additional review, consistent with the proposed Guidelines. The following image is a portion of the Matrix.

TABLE 1: CONSOLIDATED LAND USE COMPATIBILITY MATRIX

ZONE CODE	AP-1	AP-2	AP-3	AP-T	T	H-1	H-2	H-3	C
ZONE DESCRIPTION	APPROACH - FINAL RUNWAY PROTECTION ZONE	APPROACH - MID -14,000' EAST -10,000' WEST	APPROACH - OUTER (EAST)	APPROACH - TRANSITIONAL	TRANSITIONAL ZONE	HORIZONTAL ZONE - INSIDE FLIGHT PATTERN	HORIZONTAL ZONE - OUTSIDE FLIGHT PATTERN	HORIZONTAL - TURNING ZONE	CONICAL ZONE
USES									
INSTITUTIONAL									
<i>Assembly</i> (schools, place of worship, daycare)	NC	NC	AR	C	NC	AR	AR	NC	C
<i>Hospitals</i>	NC	NC	AR	C	NC	AR	AR	NC	C
<i>Community</i> (Police, fire and rescue, neighborhood centers)	NC	AR	AR	C	AR	AR	C	AR	C
<i>Vertical Infrastructure</i> (Electric Transmission, Water Towers, Telecommunication Towers)	NC	NC	AR	AR	NC	AR	AR	AR	AR
RESIDENTIAL									
<i>Single-Family - Rural</i> (1-3+ Acres)	NC	AR	AR	C	NC	AR	AR	AR	C
<i>Single-family - Small Lot</i> (<1 acre) & <i>Townhomes</i>	NC	NC	AR	C	NC	AR ¹	AR ¹	NC	C
<i>Multi-Family</i> (Three or more units per building)	NC	NC	AR	C	NC	AR ¹	AR ¹	NC	C
<i>Group Living</i> (Nursing homes, group homes)	NC	NC	AR	C	NC	AR	AR	NC	C
<i>Transient Lodging</i>	NC	AR	C	C	NC	AR	AR	AR	C

The additional review includes standards that are intended to address possible areas of incompatibility between categories of uses and a location in a particular Zone of a proposed site. There are multiple criteria that are considered, including externalities such as smoke, steam, wildlife attractants, reflective building materials, a minimum of one-half acre of contiguous open space on certain sites, and a minimum distance of 3,000 feet from the runway centerline (for residential development). Certain development would require a disclosure notice; two examples of which have been provided at the end of the document. One is recommended for inclusion within initial real estate sale documents, and the other is language for inclusion on subdivision, site plans, and record plats, in addition to sales contracts, brochures, and promotional documents, if applicable.

Another AR standard is population concentration threshold limits, which are included in Table 3. The limits serve as a measurement tool to determine whether the population density for a given use may be too intense for a particular Zone.

EVALUATION:

Regarding the relationship to other Comprehensive Plan documents, the Guidelines provide an additional layer of guidance in the Airport impact area. Development proposals should be required to conform to the recommendations of both the main Land Use Plan and the Airport Guidelines. It is not the purpose of the Guidelines to replace the underlying Land Use Plan recommendations. The Matrix applies the compatibility of all types of land uses, regardless of the underlying future land-use designation.

For example, the Business and Industry land-use designation has a broad range of commercial uses that would be supported. If a property is within this district and the AP-2, Approach – Mid Airport Zone, a 5-story office building, otherwise supported in the Business and Industry District, would be considered NC in the AP-2 Zone. As another example, if a property is located in the Agricultural/Rural land-use designation, and within the C Airport Zone, it does not mean that multi-family residential is supported, even though it is identified as Compatible in the Matrix.

RECOMMENDATION:

Staff believes the Guidelines have many positive aspects and recommends approval of proposed Resolution R15-226, based on the following factors:

- Forwards objectives and policies of the Comprehensive Plan;
- Provides an additional, detailed level of guidance to the underlying Land Use Plan recommendations;
- Utilizes information from well recognized research;
- Follows an established form and guidance from other states and localities across the Country;
- Follows good planning practice to minimize impacts that might be experienced between conflicting uses;
- Does not impact current zoning rights;
- Result of a deliberate, open and inclusive planning process; and
- Provides stakeholders with a clear understanding of land-use compatibility in the vicinity of the Airport.

CHAPTER 3.8 STAFFORD REGIONAL AIRPORT PLANNING AREA

A. Introduction

The Stafford Regional Airport is located in an area of the County that is anticipated to experience growth in the future. The area surrounding the Stafford Regional Airport was primarily agricultural and rural residential with very low density housing when it was initially sited in 1987. The growth pattern in the area has changed since that time with the construction of the Centerport Parkway in 2006 and amendments to the Future Land Use Plan in 2010 which allows for the potential of higher density development. The Airport Master Plan anticipates the extension of the existing runway and an increase in operations.

The Comprehensive Plan recognizes the need to plan for growth that is compatible with the airport in the following ways:

Chapter 2 (page 2-26) includes a recommendation for the development of land use compatibility standards:

Objective 4.9. Minimize the noise impacts and potential safety hazards generated by general aviation at public and private airfields in the County.

Policy 4.9.1. The County should develop land use compatibility standards for new development to conform to within the aircraft approach patterns of airports and landing strips.

Chapter 6 (page 6-10) includes the recognition of the current zoning overlay district:

Overlay Districts

In addition to the base zoning districts, the Stafford County Zoning Ordinance contains eight overlay districts. The purposes of the districts vary from protecting historical and environmental resources, reducing conflicts between established facilities, and mitigating potential hazards.

Overlay districts add a variety of standards to the underlying districts. These standards could include use restrictions, preservation requirements, or stricter density regulations. The following is a list of the overlay districts used in Stafford County:

AD Airport Impact - Provides an overlay zone in areas subject to intense and/or frequent emissions of noise and vibration from airports and prevents obstructions of airport zones which may result in an air navigation hazard.

An Airport Planning Area is established in order to further define and address the specific planning considerations related to land use compatibility including potential impacts related to exposure to aircraft noise, land use safety with respect both to people on the ground and the occupants of aircraft; the protection of airport airspace; and general concerns related to aircraft overflights. The Airport Planning Area consists of Airport Impact Zones that are defined in section C of this chapter.

B. Background of the Stafford Regional Airport

The Stafford Regional Airport is located in the center of Stafford County and is situated approximately 40 miles southwest of Washington D.C., 50 miles north of Richmond, Virginia and approximately 5 miles north of Fredericksburg, Virginia.

The need for a new public general aviation airport in Stafford County was determined in 1972 as part of the National Airport System Plan. In 1977 Stafford County conducted a feasibility study which detailed a need for a transport category airport in the region. A series of environmental studies were conducted between 1977 and 1992 and resulted in the final selection of an airport site in the central Stafford County area, adjacent to Interstate 95. Construction of the Airport began in 1997 and the airport opened in December 2001. The Airport was completed for just over \$41M dollars, \$5M under its allocated budget. This included an investment of \$820k from the Stafford Regional Airport Authority, almost \$39M from the Federal Aviation Administration (FAA) and approximately \$1.25M in Commonwealth of Virginia funding. The Airport Improvement Program Handbook states, with regard to any airport sponsor, "It (the airport sponsor) will take the appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft."

Significant airport development of more than \$14M has occurred since the Airport was originally constructed with the bulk coming from the FAA. This construction includes the addition of T- Hangars, two corporate hangars, apron areas, auto parking, fuel farm, security fencing, an instrument landing system (ILS), an approach lighting system and a new terminal building that opened in January 2014. The FAA and DOAV provide nearly all of the funding for future airport improvements and it is imperative that Stafford County establish and maintain high quality development compatibility standards to insure that future expenditures are used to improve the airport instead of noise abatement measures due to poor development planning.

The Airport is governed by a seven member Airport Authority (Stafford Regional Airport Authority or SRAA). These appointed members serve four year terms and represent Stafford County (four members), Prince William County (two members), and the City of Fredericksburg, Virginia (one member). A fulltime airport manager is located at the Stafford Regional Airport and handles the daily operation of the facility.

The Stafford Regional Airport service area includes Stafford County and portions of eight surrounding counties plus the City of Alexandria and Washington D.C. as determined by the Virginia Department of Aviation (DOAV) 2003 Virginia Air Transportation System Plan (VATSP) and airport records.

The Stafford Regional Airport is served by a single 5,000' x 100' grooved runway (15-33) as shown on the Airport Layout Plan in Exhibit 1. This runway is oriented 150 and 330 degrees and has a full-length parallel taxiway. Runway 15-33 utilizes High Intensity Runway Lights (HIRL) which can be operated by pilots using the Airport's Unicom frequency (122.725). Medium Intensity Taxiway

Lighting (MITL) is also available to pilots to assist in night operations, giving the facility 24-hour operational capability.

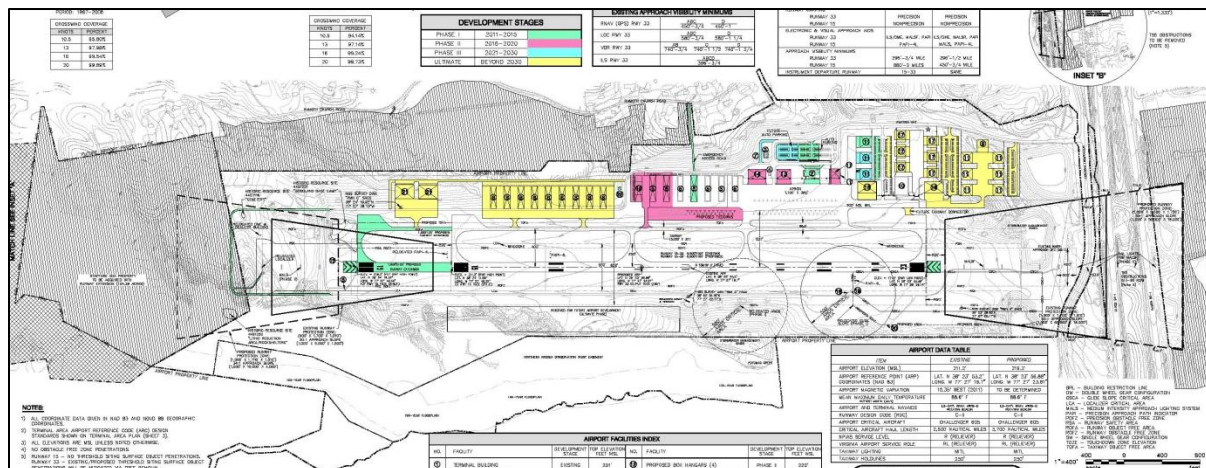


Exhibit 1: Airport Layout Plan

The Stafford Regional Airport currently has three instrument approach procedures consisting of an ILS approach, VOR approach, and a GPS approach. The ILS is an Instrument Landing System which uses radio waves broadcast from the Airport to align aircraft with the approach path to the runway. Runway 33 at the Airport has a Category 1 ILS System which enables aircraft with IFR (Instrument Flight Rules) equipment to land at RMN in inclement weather. Non-Precision instrument approaches (GPS or RNAV) for runway 15 have been developed and reviewed by the FAA but not implemented at this time.

Aircraft operating at the Stafford Regional Airport use existing traffic patterns based on the type and speed of the aircraft. The Airport currently operates with a standard left-hand traffic pattern for runway 33 and a nonstandard right-hand pattern for runway 15 as shown in Exhibit 2. This nonstandard pattern was temporarily implemented due to the proximity of a landfill which can serve as a bird attractant. Airport layout plans call for reinstating the standard left-hand traffic pattern on Runway 15 once the closest landfill cell to the Airport is closed as shown in Exhibit 3.

An operation is defined as either a takeoff or a landing at the airport. Existing airport activity exceeds 23,000 operations per year and a modest growth rate of approximately 1,000 operations per year for the next several years is projected. This figure is supported by the FAA and DOAV as indicated in the approved Airport Master Plan update that was completed in April 2013.

According to the 2011 Virginia Statewide Economic Impact Study, the Stafford Regional Airport provided 105 direct and indirect jobs and contributed \$18.2M in economic activity to the region in 2010. This impact demonstrates the value that the Stafford Regional Airport adds to the region as an economic engine.

(Source: *Stafford Regional Airport Compatible Land Use Study, May 2014, Talbert and Bright, Inc.*)

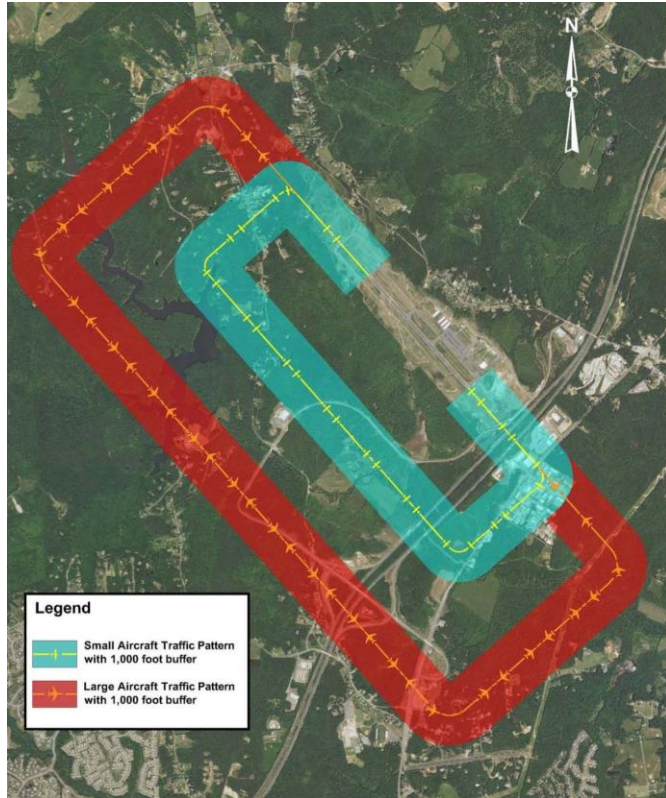


Exhibit 2: Non-standard Traffic Pattern

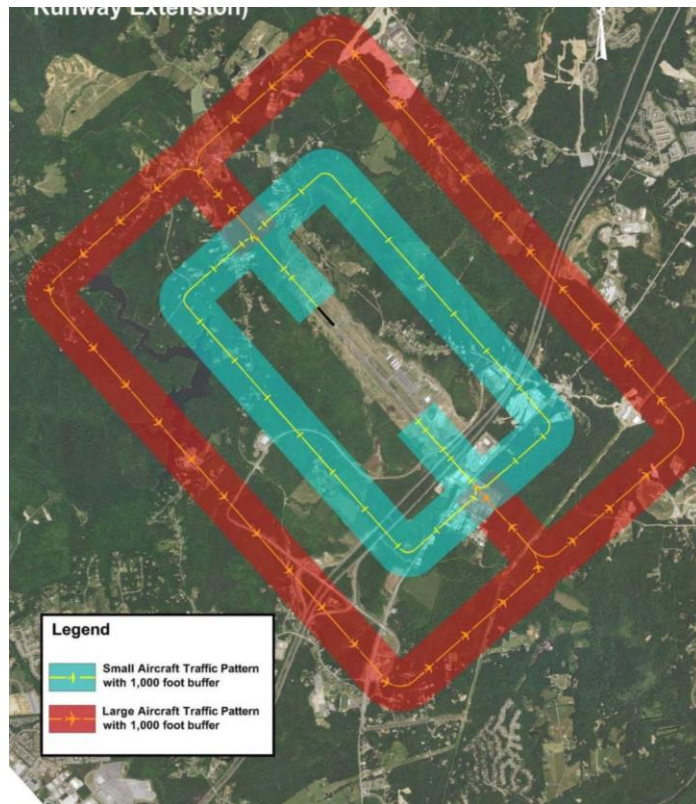


Exhibit 3: Standard Traffic Pattern

C. Airport Impact Zones

The Airport Impact Zones that make up the Airport Planning Area define and address the specific planning considerations related to land use compatibility in the area identified in the Airport Impact Overlay District and the Stafford Regional Airport Master Plan. The specific planning considerations include potential impacts related to exposure to aircraft noise, land use safety with respect both to people on the ground and the occupants of aircraft; the management of airport airspace; and general concerns related to aircraft overflights. This Plan designates Airport Impact Zones that closely correspond with the existing Airport Impact Zoning Overlay District. The zones are utilized in establishing the corresponding land use compatibility standards.

Approach zones reflect the approach and departure areas for the runway and are divided into several sub areas.

Approach –Final, Runway Protection Zone (AP-1). The closest area at the end of each runway, beginning 200-feet from the end of each runway, extending approximately two thousand five hundred (2,500) feet to the east and one thousand seven hundred (1,700) feet to the west.

Approach – Mid (AP-2). The area that fans out from the Runway Protection Zone, extending fourteen thousand (14,000) feet to the east and ten thousand (10,000) feet to the west.

Approach – Outer (AP-3). The area that fans out to the east of the runway that extends from fourteen thousand (14,000) feet to fifty thousand (50,000) feet from the runway.

Approach – Transitional (AP-T). A 5,000 foot wide area extending along each side of the Outer Approach, beyond the Conical zone.

Transitional (T). The area that fans away perpendicular to any airport runway centerline and approach surfaces

Horizontal zones include the area that is established by swinging arcs of ten thousand (10,000) feet radii from the center of the end of the primary surface of an airport runway and connecting adjacent arcs by drawing lines tangent to those areas. The horizontal zone excludes the approach and transitional zones. The area is divided into two sub-areas for the purpose of land use compatibility.

Horizontal – Inside Flight Pattern (H-1). The inner portion of the Horizontal zone that encompasses the majority of the existing and future aircraft traffic patterns.

Horizontal – Outside Flight Pattern (H-2). The outer portion of the Horizontal Zone that encompasses the outer edge of the Jet/Turboprop (large) aircraft traffic patterns.

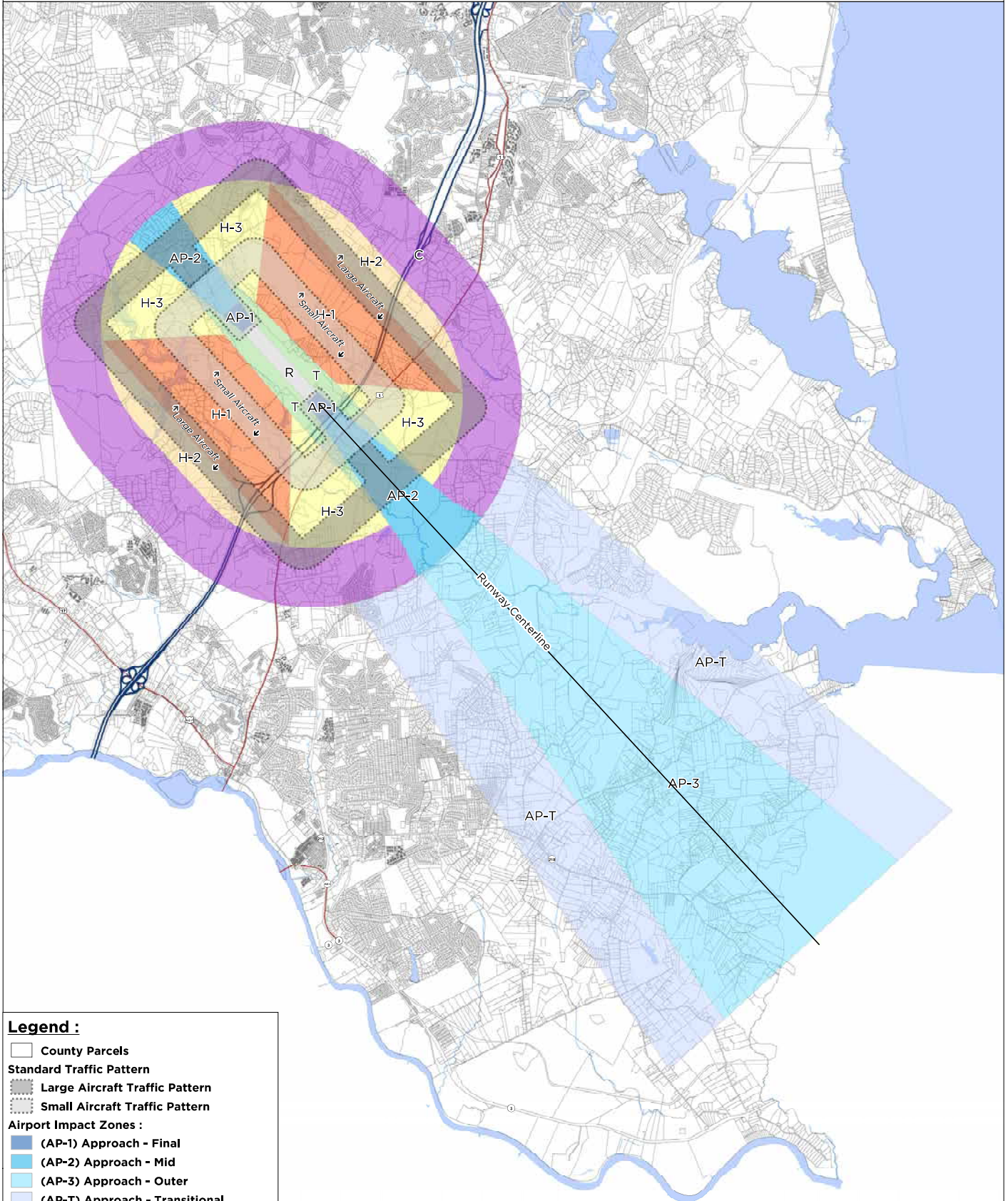
Horizontal – Turning Areas (H-3). The area of the Horizontal zone that encompasses the portion of the traffic pattern area where turning movements occur, where aircraft generate louder noise and there is increased accident probability.

Conical (C). The area that surrounds and commences at the periphery of the horizontal zone (10,000 feet from the Runway Clear Zone) and extends outward from there for a distance of four thousand (4,000) feet.



Airport Land Use Compatibility Zones With Parcels

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Legend :

- County Parcels
- Standard Traffic Pattern**
- Large Aircraft Traffic Pattern
- Small Aircraft Traffic Pattern
- Airport Impact Zones :**
- (AP-1) Approach - Final
- (AP-2) Approach - Mid
- (AP-3) Approach - Outer
- (AP-T) Approach - Transitional
- (C) - Conical Zone
- (H-1) Horizontal Inside Flight Pattern
- (H-2) Horizontal Outside Flight Pattern
- (H-3) Horizontal Turning Zone
- (R) Runway
- (T) Transitional

0 0.75 1.5 3 Miles

Coordinate System: NAD 1983 HARN StatePlane Virginia North FIPS 4501 Feet
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Data layers are compiled from various sources and are not to be construed or used as a "legal description." Data layers are believed to be accurate, but accuracy is not guaranteed.



D. Analysis of the Planning Area

The following analysis shows the area of existing zoning classifications within each zone and the future land use designations, which identify the types of potential development that may occur. When comparing current zoning to future land use, the greatest potential for incompatible development to occur is within the Horizontal Zone. The majority of the area is zoned A-1, Agricultural, with the potential of being rezoned as the land is planned for Business and Industry, Suburban and Urban Development Area (UDA) future land use designations. The land use designations within the Horizontal Zone are described below:

Business and Industry – 1,533 acres - Uses include retail, wholesale, corporate and professional offices, research and development, entertainment, manufacturing, distribution and transportation; possible heavy industrial uses; new and used vehicle sales, including automobiles and boats.

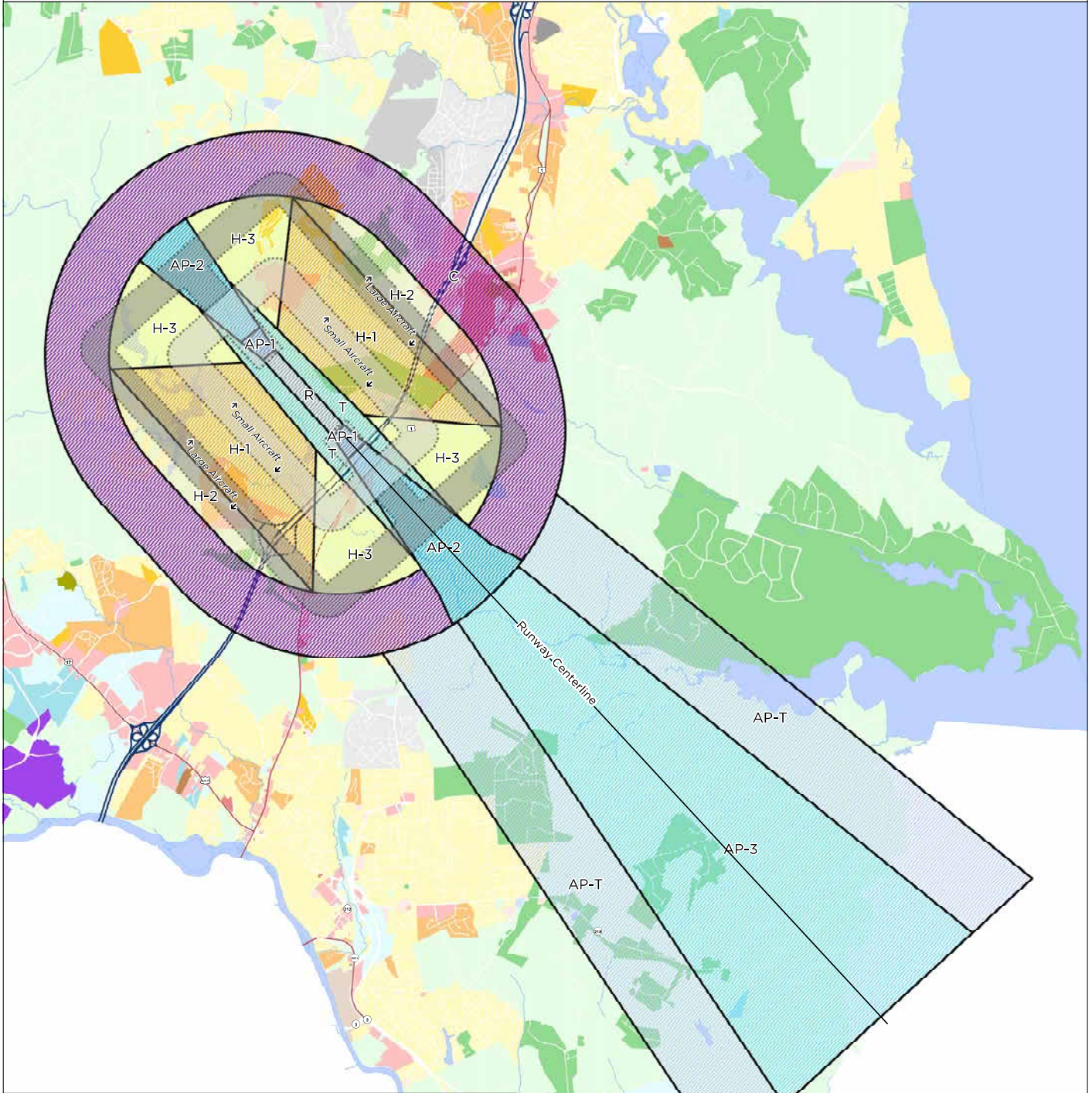
Suburban – 725 acres - Uses include single family detached dwelling units, typically on ¼ to ½ acre lots, maximum density of 3 du/ac; neighborhood and community oriented activity centers, places of worship, parks and play areas, and retail and business activities with a maximum floor area ratio (FAR) of 0.4.; industrial uses include warehousing, wholesaling, manufacturing, processing operations, mixed-use commercial/industrial development, and flex office space.

Urban Development Areas – mix of uses including approximately 8,829 dwelling units and 13,900,800 square feet of commercial retail and office space in an area totaling approximately 3,196 acres, 2,300 acres of which are within the Horizontal Zone.



Airport Land Use Compatibility Zones With Zoning

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Legend :

- | | | | |
|-------------------------------|--------------------------------------|--|---|
| | Standard Traffic Pattern | | R2 - Urban Residential - Medium Density |
| | Large Aircraft Traffic Pattern | | R3 - Urban Residential - High Density |
| | Small Aircraft Traffic Pattern | | R4 - Manufactured Homes |
| Airport Impact Zones : | | | LC - Life Care/Retirement |
| | (AP-1) Approach - Final | | B1 - Convenience Commercial |
| | (AP-2) Approach - Mid | | B2 - Urban Commercial |
| | (AP-3) Approach - Outer | | B3 - Office |
| | (AP-T) Approach - Transitional | | M1 - Light Industrial |
| | (C) - Conical Zone | | M2 - Heavy Commercial |
| | (H-1) Horizontal Inside Flight Zone | | SC - Suburban Commercial |
| | (H-2) Horizontal Outside Flight Zone | | HI - Heritage Interpretation |
| | (H-3) Horizontal Turning Zone | | RC - Rural Commercial |
| | (R) Runway | | RBC - Recreational Business Campus |
| | (T) Transitional | | UD - Urban Development |
| Zoning : | | | PD1 - Planned Development 1 |
| | A1 - Agricultural | | PD2 - Planned Development 2 |
| | A2 - Rural Residential | | PTND - Planned-Traditional Neighborhood |
| | R1 - Suburban Residential | | |

0 0.75 1.5 3 Miles

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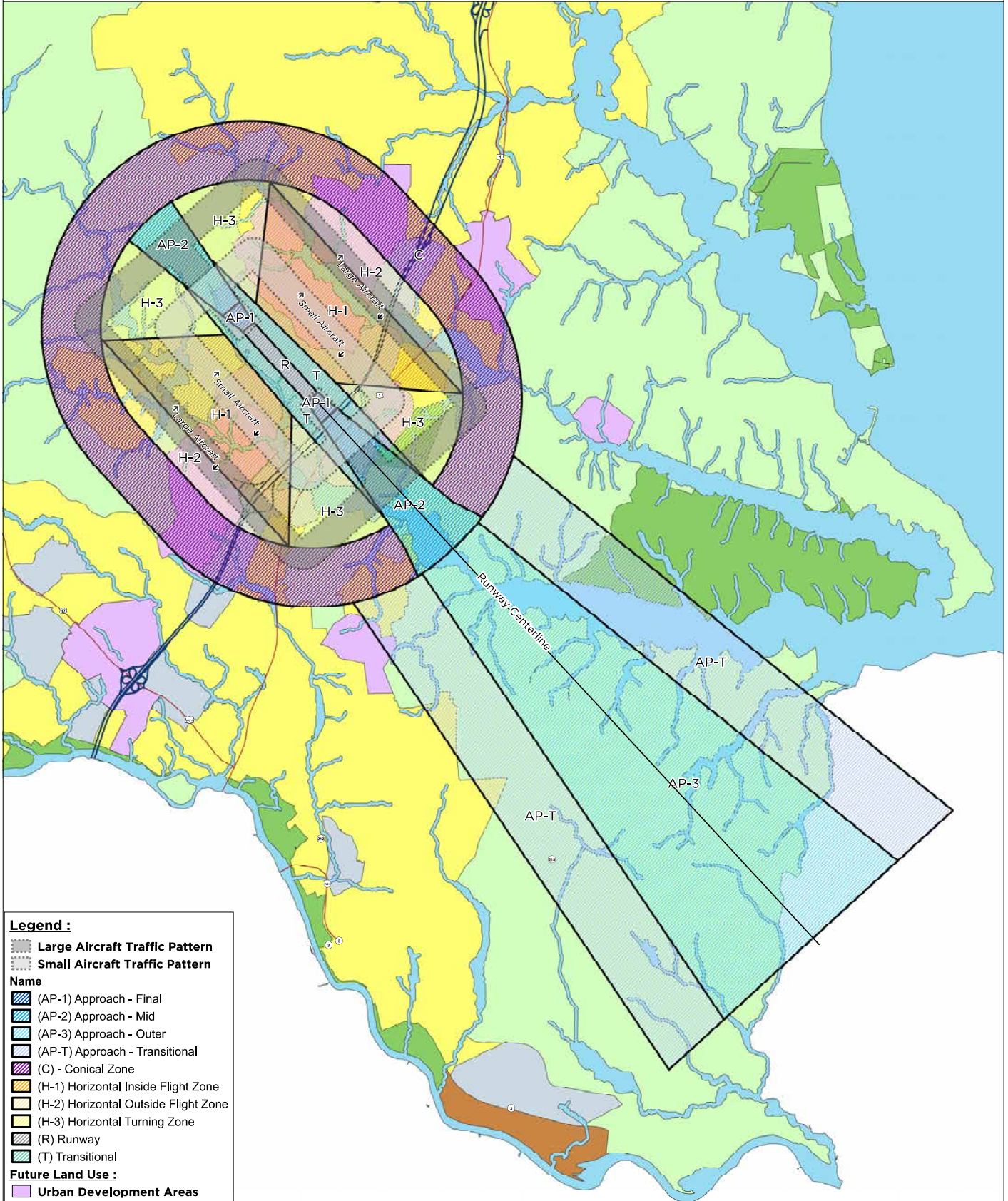
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Airport Land Use Compatibility Zones With Future Land Use

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Legend :

- Large Aircraft Traffic Pattern
- Small Aircraft Traffic Pattern

Name

- (AP-1) Approach - Final
- (AP-2) Approach - Mid
- (AP-3) Approach - Outer
- (AP-T) Approach - Transitional
- (C) - Conical Zone
- (H-1) Horizontal Inside Flight Zone
- (H-2) Horizontal Outside Flight Zone
- (H-3) Horizontal Turning Zone
- (R) Runway
- (T) Transitional

Future Land Use :

- Urban Development Areas
- Suburban
- Business and Industry
- Agricultural/Rural
- Federal
- Park
- Mining and Extraction
- Resource Protection

0 0.75 1.5 3 Miles

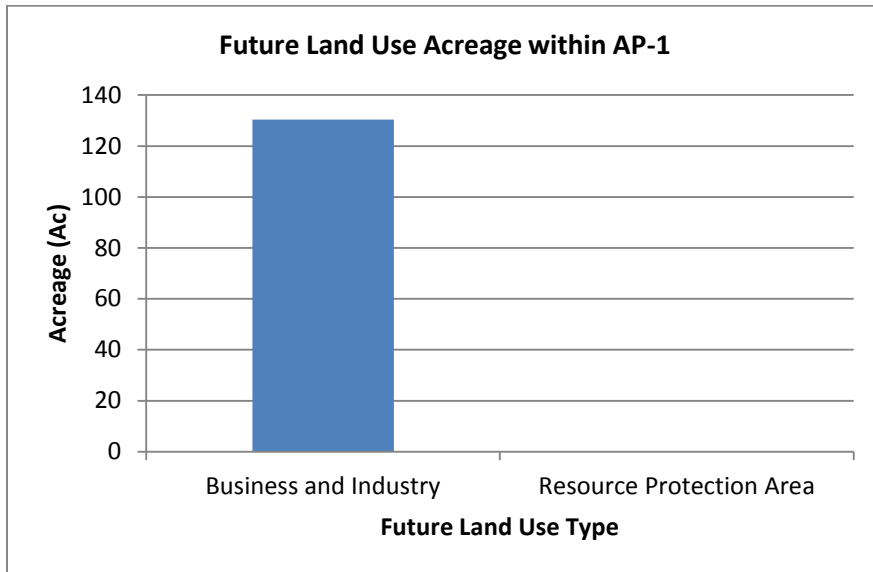
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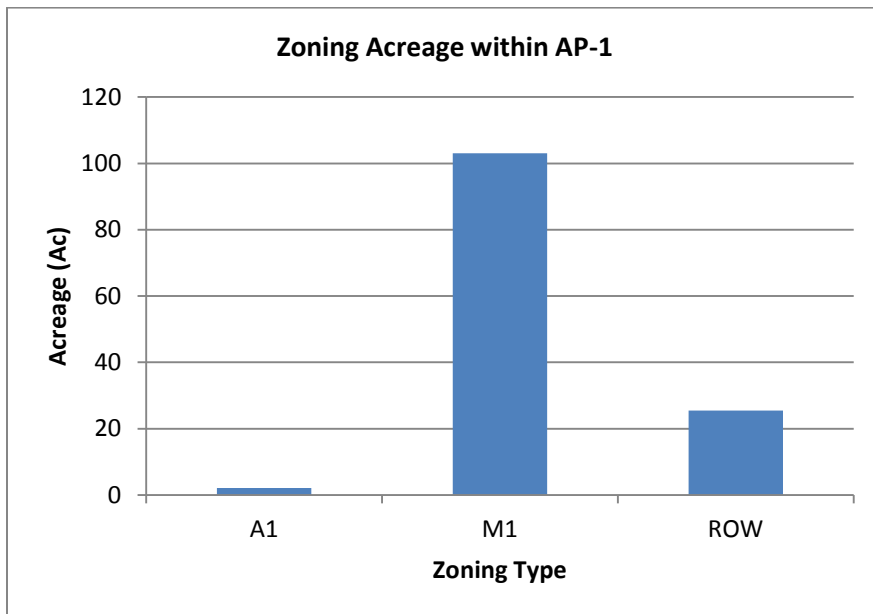


Existing Future Land Uses and Zoning District Classifications by Airport Impact Zone

1. Final Approach Compatibility Zone (AP-1)

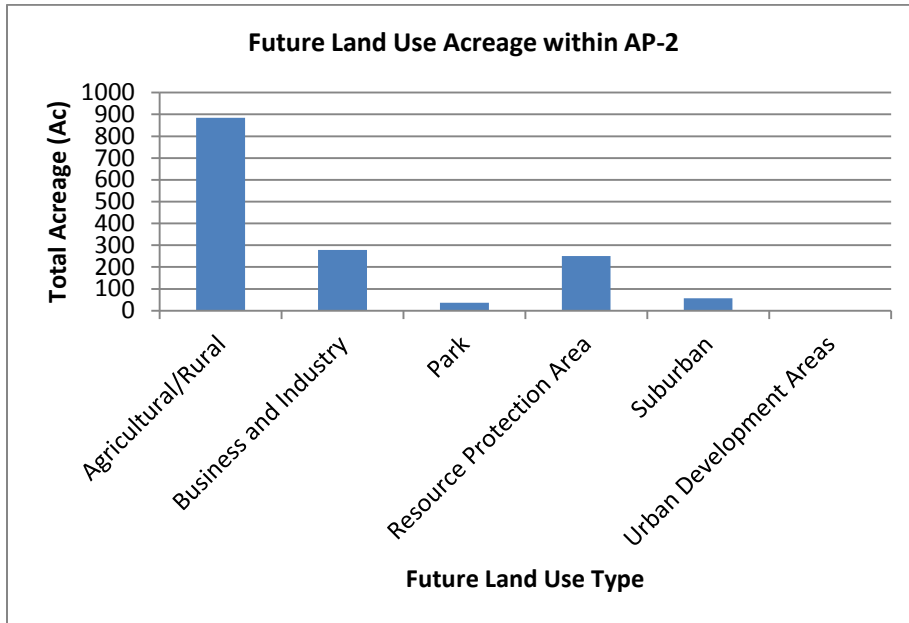


<u>Future Land Use</u>	<u>Acres</u>
Business and Industry	130.42
Resource Protection Area	0.21

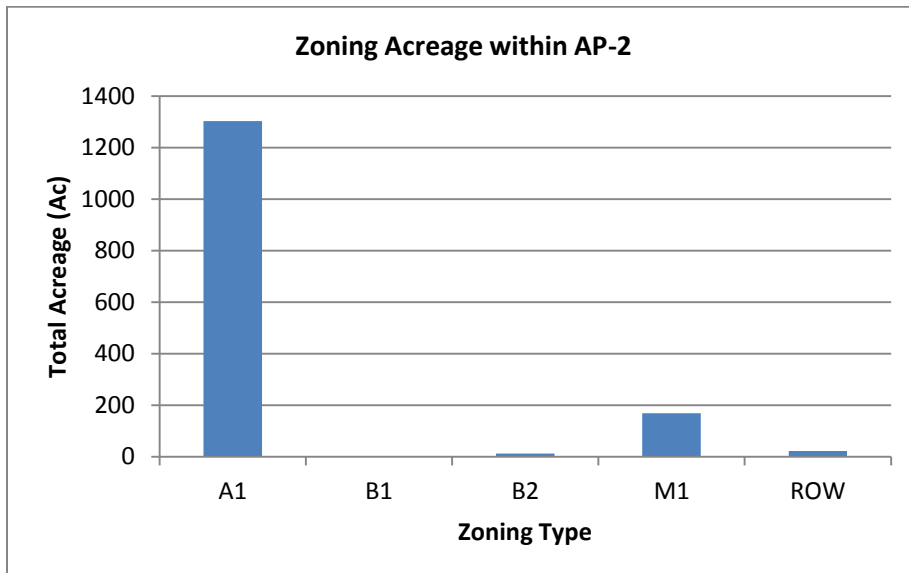


<u>Zoning</u>	<u>Acres</u>
A1	2.12
M1	103.05
ROW	25.46

2. Middle Approach Compatibility Zone (AP-2)

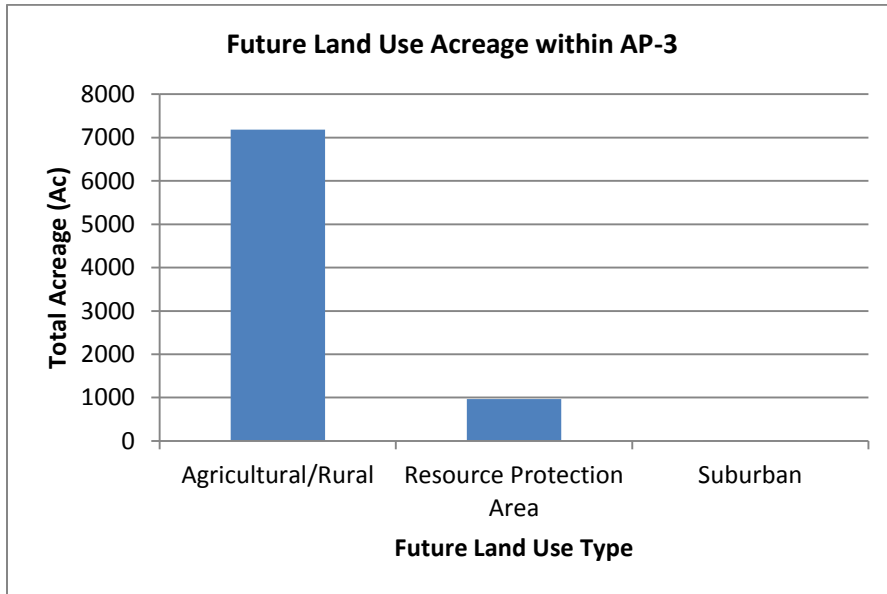


<u>Future Land Use</u>	<u>Acres</u>
Agricultural/Rural	885.18
Business and Industry	278.98
Park	36.74
Resource Protection Area	251.23
Suburban	57.30
Urban Development Areas	0.33

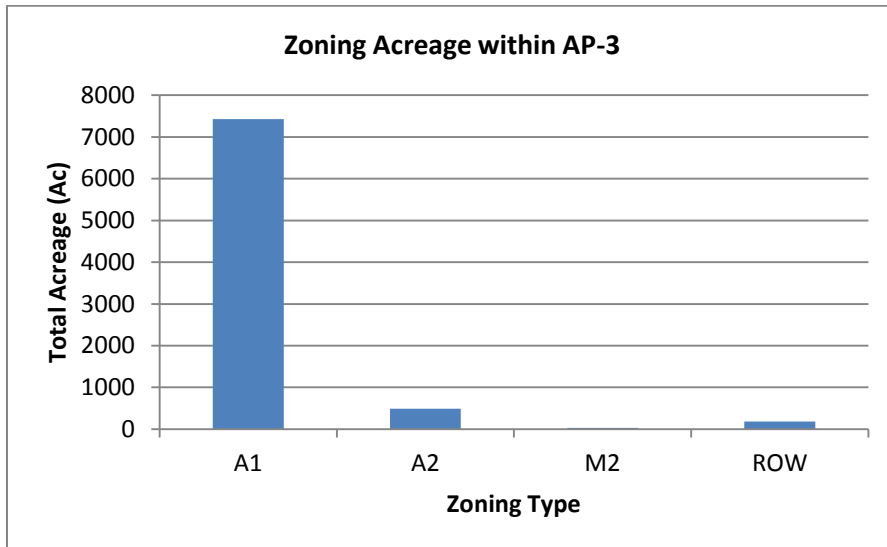


<u>Zoning</u>	<u>Acres</u>
A1	1303.13
B1	1.74
B2	12.48
M1	169.78
ROW	22.62

3. Outer Approach Compatibility Zone (AP-3)

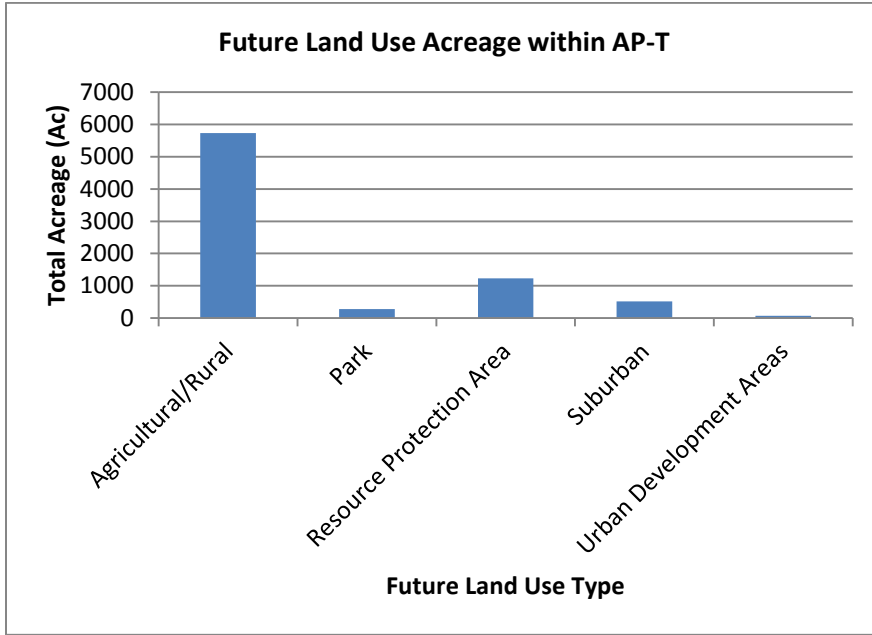


Future Land Use	Acres
Agricultural/Rural	7183.19
Resource Protection Area	962.46
Suburban	0.95

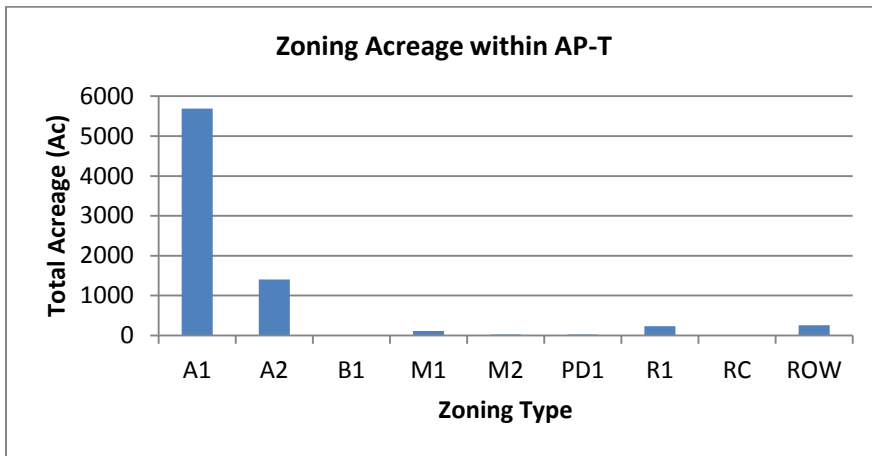


Zoning	Acres
A1	7430.01
A2	490.70
M2	31.96
ROW	184.95

4. Transitional Approach Compatibility Zone (AP-T)

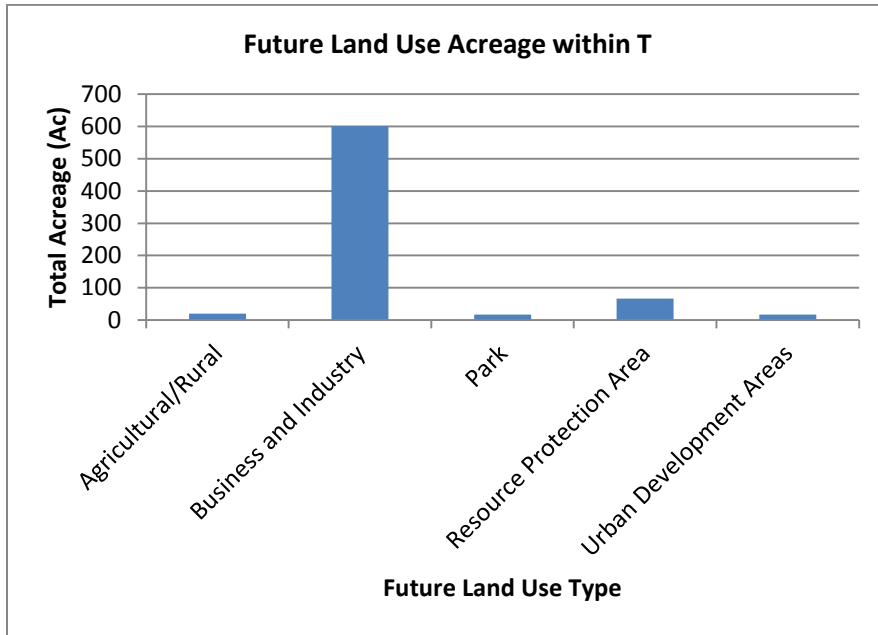


<u>Future Land Use</u>	<u>Acres</u>
Agricultural/Rural	5733.86
Park	273.53
Resource Protection Area	1232.03
Suburban	513.13
Urban Development Areas	63.26

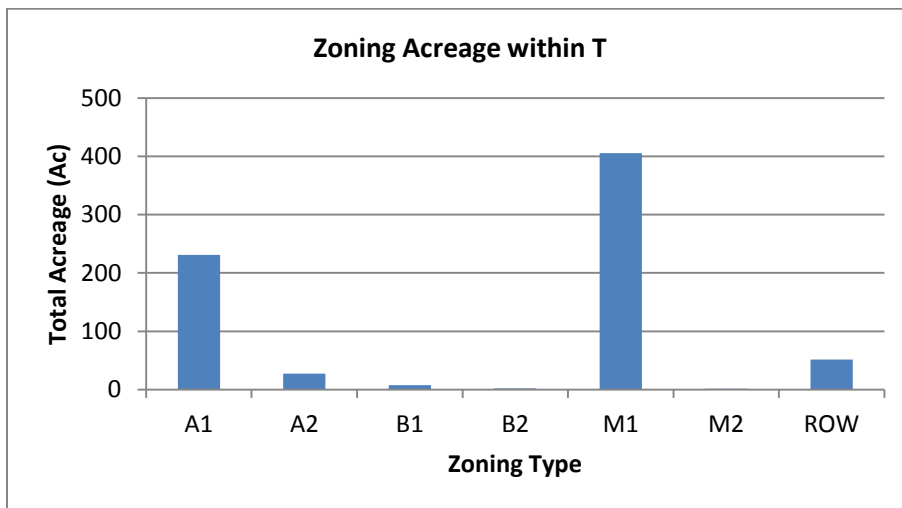


<u>Zoning</u>	<u>Acres</u>
A1	5689.74
A2	1404.22
B1	3.62
M1	109.61
M2	20.69
PD1	24.81
R1	232.76
RC	3.80
ROW	260.43

5. Transitional Compatibility Zone (T)

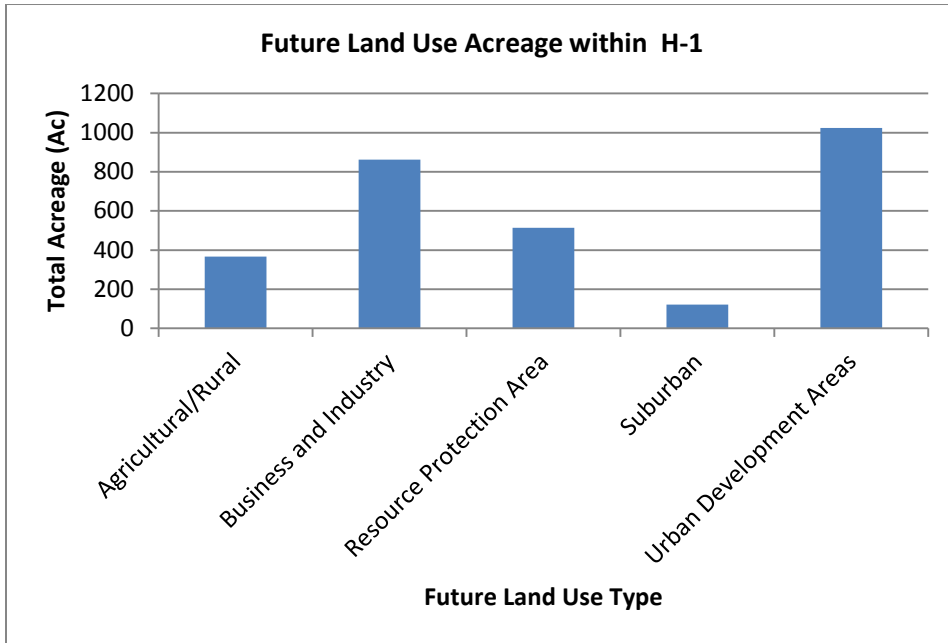


<u>Future Land Use</u>	<u>Acres</u>
Agricultural/Rural	19.69
Business and Industry	601.24
Park	17.16
Resource Protection Area	66.32
Urban Development Areas	16.74

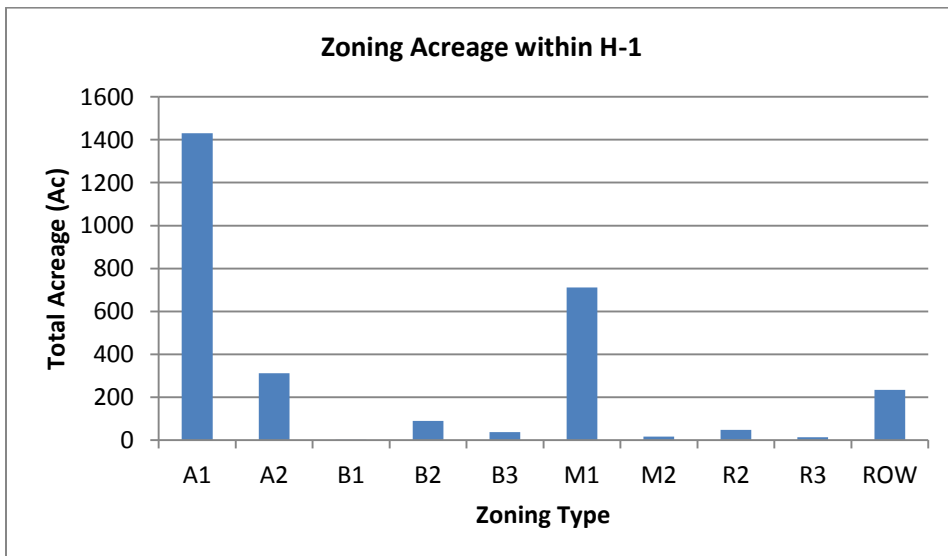


<u>Zoning</u>	<u>Acres</u>
A1	231.17
A2	27.46
B1	7.21
B2	2.11
M1	406.01
M2	1.33
ROW	51.36

6. Inner Horizontal Compatibility Zone (H-1)

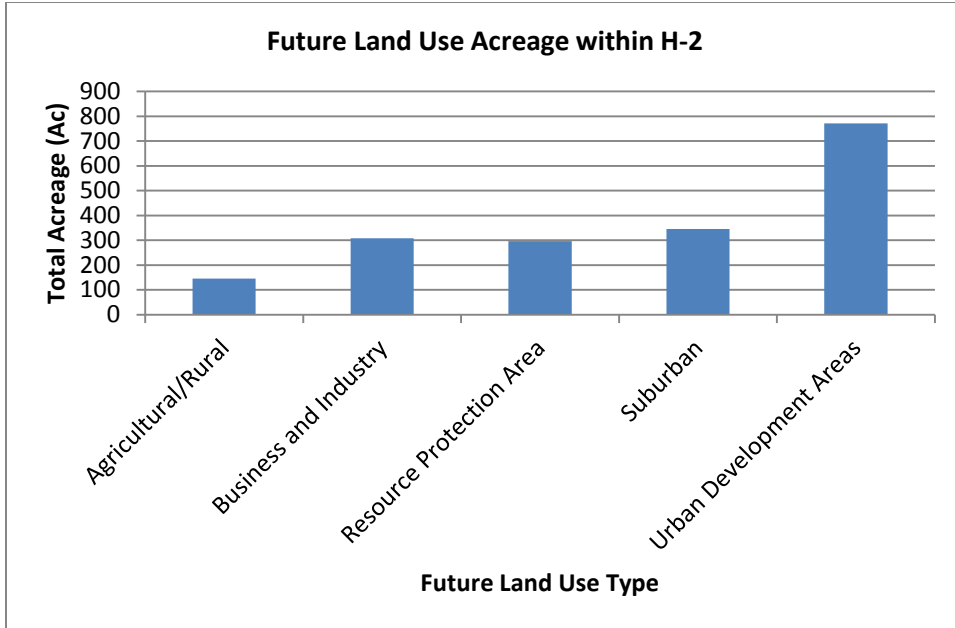


<u>Future Land Use</u>	<u>Acres</u>
Agricultural/Rural	367.09
Business and Industry	862.89
Resource Protection Area	513.69
Suburban	121.38
Urban Development Areas	1024.09

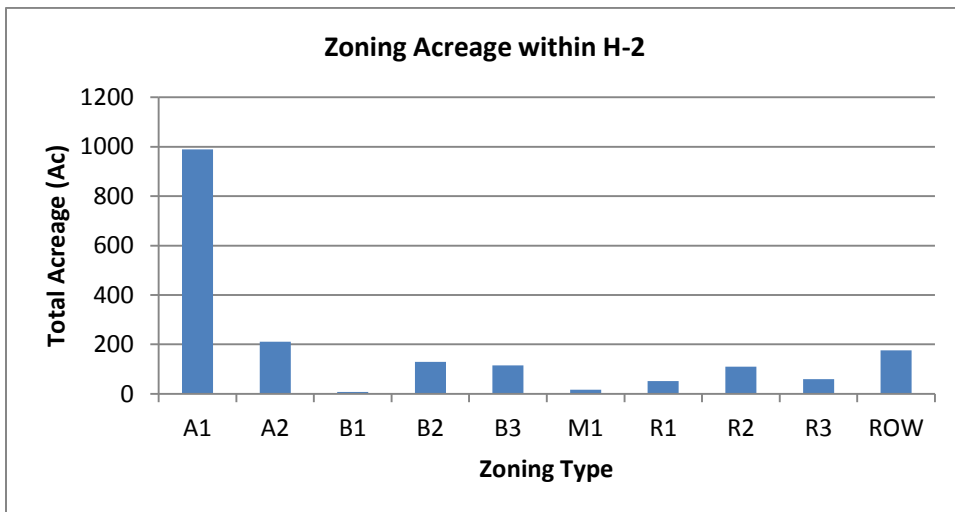


<u>Zoning</u>	<u>Acres</u>
A1	1431.06
A2	311.37
B1	0.40
B2	89.20
B3	36.59
M1	711.89
M2	15.96
R2	46.85
R3	12.34
ROW	233.49

7. Outer Horizontal Compatibility Zone (H-2)

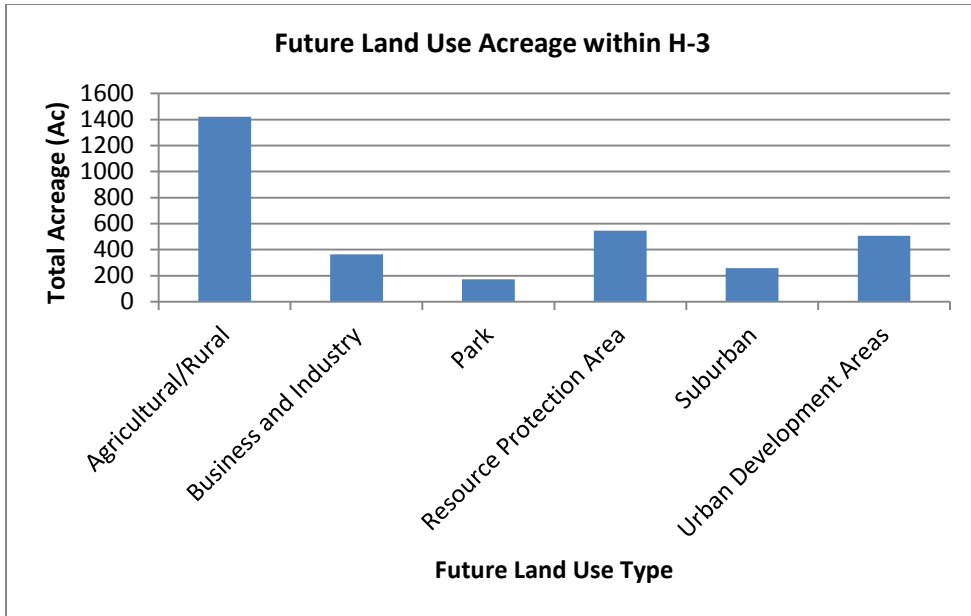


<u>Future Land Use</u>	<u>Acres</u>
Agricultural/Rural	144.72
Business and Industry	307.29
Resource Protection Area	296.36
Suburban	345.19
Urban Development Areas	770.89

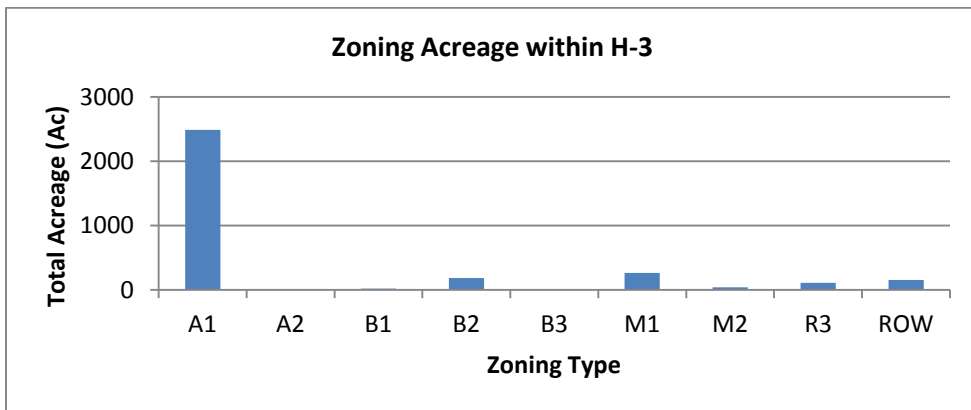


<u>Zoning</u>	<u>Acres</u>
A1	989.03
A2	210.99
B1	7.31
B2	129.36
B3	114.76
M1	16.78
R1	51.32
R2	110.35
R3	58.94
ROW	175.86

8. Horizontal Turning Zone (H-3)

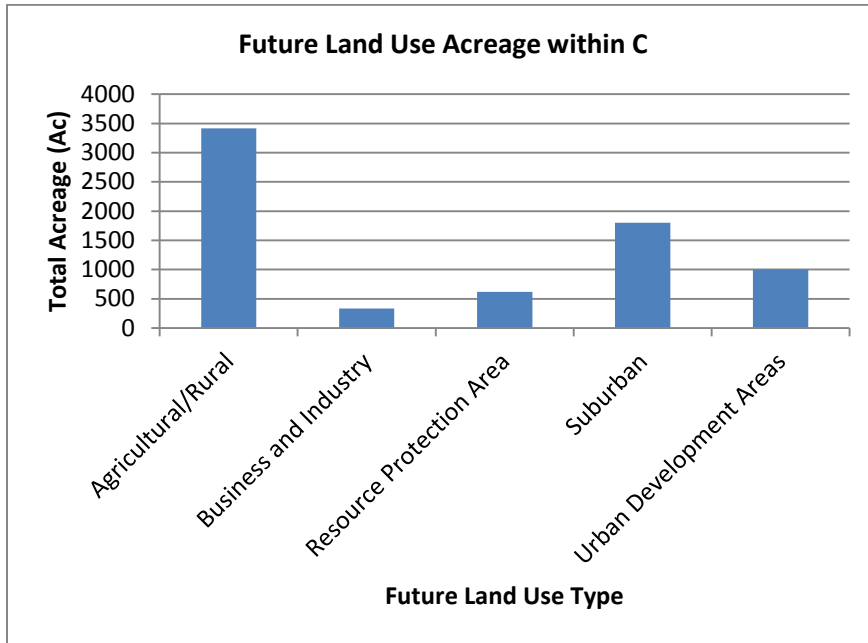


<u>Future Land Use</u>	<u>Acres</u>
Agricultural/Rural	1421.77
Business and Industry	363.01
Park	172.44
Resource Protection Area	546.92
Suburban	258.66
Urban Development Areas	505.66

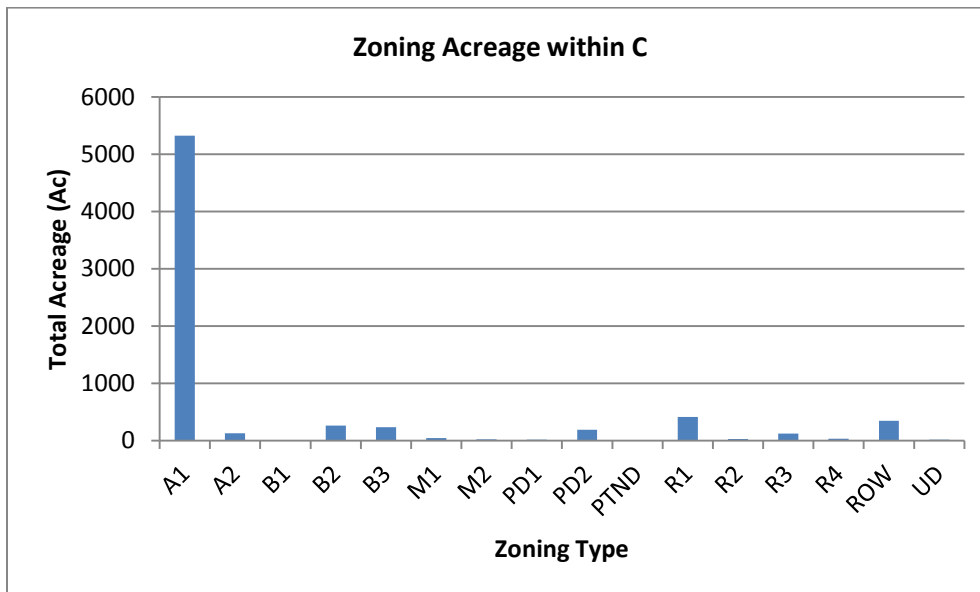


<u>Zoning</u>	<u>Acres</u>
A1	2488.64
A2	1.78
B1	19.31
B2	182.38
B3	5.23
M1	265.50
M2	41.38
R3	111.65
ROW	152.64

9. Conical Compatibility Zone (C)



<u>Future Land Use</u>	<u>Acres</u>
Agricultural/Rural	3413.87
Business and Industry	334.81
Resource Protection Area	617.88
Suburban	1802.59
Urban Development Areas	1000.08



<u>Zoning</u>	<u>Acres</u>
A1	5325.93
A2	125.04
B1	10.37
B2	262.13
B3	232.20
M1	39.43
M2	22.36
PD1	13.65
PD2	185.72
PTND	11.00
R1	412.15
R2	27.65
R3	119.17
R4	30.45
ROW	344.38
UD	11.68

E. Land Use Compatibility Guidelines

The following guidelines are proposed in order to better address the potential for incompatible land uses and development within the Airport Planning Area:

GOAL: Stafford County shall promote the appropriate use of land in the Airport Planning Area to maintain and support the viability of the Stafford Regional Airport and protect and promote the general health, safety, welfare of the citizens, and overall economy in the airport area.

OBJECTIVE 1: Identify the compatibility of various land uses and establish development standards in relation to airport operations to minimize potential impacts related to exposure to aircraft noise, land use, and safety with respect both to people on the ground and the occupants of aircraft and ensure the protection of airport airspace.

Policy 1.1 General concerns related to aircraft overflights shall be identified and mitigated during the development review process for all applications for uses within the Airport Planning Area.

Policy 1.2: All development within the Airport Planning Area shall be consistent with the Land Use Compatibility Matrix (Table 1) that identifies whether uses are Compatible, require Additional Review or are Incompatible within each Airport Impact Zone.

Policy 1.3: The compatibility guidelines shall be applied in conjunction with the requirements of the Future Land Use Plan recommendations.

Policy 1.4: The impacts of the following factors shall be considered for any development application within the Airport Planning Area:

1. Height of all structures and vegetation per the FAR Part 77 requirements;
2. Management of earth disturbances and the creation of open dirt areas during activities such as farming and construction to minimize dust emissions;
3. Reflective surfaces which cause glare, including storm water retention ponds, solar panels and/or light-colored or mirrored building materials;
4. Light emissions shining upward into the flight path, flashing lights or lights arranged in a linear pattern;
5. Uses that generate smoke, steam or fog;
6. Potential to attract wildlife and create habitat, such as open space and agricultural uses;
7. Number of people per unit of area per proposed use;
8. Existence of above ground storage of large quantities of materials that are hazardous, such as flammable, explosive, corrosive, or toxic materials;
9. Location of proposed uses where mobility of users is limited, such as schools, hospitals and nursing homes;
10. Location of critical community infrastructure, such as power plants, electrical substations, and public communications facilities, away from areas where damage or destruction could occur

and cause significant adverse effects to public health and welfare beyond the immediate vicinity of the facility;

11. Proposed percentage of open space, including usable open space, in relation to the development area. For the purposes of this document, usable open space should be open areas that are long, level and free of obstacles that could serve as an emergency landing site to promote public safety. The ideal site would be at least 300 feet by 75 feet and be clear of obstacles;
12. Compatibility of all proposed uses with the Compatibility Matrix in Table 1.

Policy 1.5: The following standards shall apply to all development within the Airport Planning Area:

1. Final subdivision plats, site specific development plans, or any other document filed as part of any approval process with Stafford County shall contain the following disclosure statement:
All or a portion of this property lies within the Airport Overlay District. Persons on the premises may be exposed to noise and other effects as may be inherent in airport operations;
2. Avigation easements shall be dedicated to Stafford Regional Airport for all new residential, commercial, industrial, institutional or recreational buildings or structures intended for habitation or occupancy by humans or animals to allow unobstructed passage for aircraft related to the height requirements per FAR Part 77;
3. Applicable use restrictions shall apply only to the area of development within the respective compatibility zone;
4. Height restrictions are effective at all times;
5. Underground utilities are encouraged for all development located within approach zones (AP-1 & AP-2) and traffic pattern areas (H-1, H-2, & H-3);
6. Minimize the occurrence of sunlight glare and wildlife attractants from stormwater management ponds affecting pilots by limiting the size of ponds to under ½ acre in size and encouraging dry ponds;
7. All development within the Airport Planning Area must, at a minimum, be consistent with Federal Aviation Regulation Part 77 and Advisory Circular 150/5300-13A and any subsequent revisions.

Policy 1.6: Uses identified in Table 1 as requiring “Additional Review” shall follow the specific development standards identified in Table 2. The factors to consider during “Additional Review” shall include, but may not be limited to: size, scope and scale of a development, such as the area, building height, and number and square footage of structures; proposed use(s); location of the development in relation to the airport; location of uses on an individual site; proposed mitigation measures; population concentrations; and project externalities, defined as impacts related to the development of the project that may extend beyond the limits of the project both horizontally and vertically.

Policy 1.7: The following additional standards shall apply to Non-Residential Uses that require Additional Review in Table 1:

1. Activities and structures associated with the use shall not exceed the maximum building envelope ratio and/or site population limitation;
2. Incorporate shielding, such as the use of full cut-off lighting, lower intensity or other techniques to avoid the occurrence of light emissions shining upward into the flight path; flashing lights; or lights arranged in a linear pattern;
3. Waste disposal facilities shall not be located within 10,000 feet of the runway protection zone;
4. Provision of new private airfields or runways shall not be permitted within the planning area;
5. Additional open space requirements, height limitations and square footage limitations will apply to uses with concentrations of people.

Policy 1.8: The following additional standards shall apply to Residential Uses that require Additional Review in Table 1:

1. Development proposals shall not exceed the maximum density limitations established and further described in the Table 2 Additional Review Standards;
2. Development within the airport operations area shall be constructed to include sound insulation methods to achieve maximum internal noise levels of 45 dBc Ldn (average daily noise level);
3. Disclosure notification for all future purchasers of the property will be required for all residential development within an airport compatibility zone;
4. Provide contiguous open space in conjunction with clustering of residential development areas.

Policy 1.9: Specific projects which are Not Compatible, as identified in Table 1 may be appropriate if it can be demonstrated that the specific project would not negatively impact airport operations or safety of the general public upon additional review, consistent with the guidelines.

Policy 1.10: If a proposed use is not listed in Table 1, the use determined to be most similar would apply and would be evaluated against the related Additional Review criteria and any other standards deemed appropriate.

Policy 1.11: The County shall support efforts of the Airport Authority or other entity to acquire land and/or purchase development rights by coordinating receiving areas outside of the planning area in order to encourage compatible land uses within the planning area.

IMPLEMENTATION POLICIES

Policy 1.12: For projects in the Airport Planning Area, the County shall coordinate review of all proposed development applications, including, but not limited to, zoning reclassifications, conditional use permits, site plans, and preliminary plans, with the Airport Authority for compatibility with airport operations and plans for the purpose of receiving advisory comments and encouraging participation at County development review meetings.

Policy 1.13: The Zoning Ordinance shall be revised to implement the Compatibility Guidelines recommendations, including use restrictions, and development and building standards, and make commensurate adjustments to the Airport Overlay District.

Policy 1.14: Comprehensive Plan amendments and Ordinance amendments applicable to land within the Airport Planning Area shall be reviewed for compatibility with the Regional Airport Master Plan, Compatibility Matrix (Table 1) and related criteria and standards.

TABLE 1: CONSOLIDATED LAND USE COMPATIBILITY MATRIX

ZONE CODE	AP-1	AP-2	AP-3	AP-T	T	H-1	H-2	H-3	C
ZONE DESCRIPTION	APPROACH - FINAL RUNWAY PROTECTION ZONE	APPROACH - MID -14,000' EAST -10,000' WEST	APPROACH - OUTER (EAST)	APPROACH - TRANSITIONAL	TRANSITIONAL ZONE	HORIZONTAL ZONE - INSIDE FLIGHT PATTERN	HORIZONTAL ZONE - OUTSIDE FLIGHT PATTERN	HORIZONTAL - TURNING ZONE	CONICAL ZONE
USES									
INSTITUTIONAL									
Assembly (schools, place of worship, daycare)	NC	NC	AR	C	NC	AR	AR	NC	C
Hospitals	NC	NC	AR	C	NC	AR	AR	NC	C
Community (Police, fire and rescue, neighborhood centers)	NC	AR	AR	C	AR	AR	C	AR	C
Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)	NC	NC	AR	AR	NC	AR	AR	AR	AR
RESIDENTIAL									
Single-Family - Rural (Maintain 3 acre density with min. lot size of 1 acre outside the USA, while inside the USA, lot sizes can be smaller than 1 acre if significant areas are retained for open space and the lowest density recommendations of the land use plan are not exceeded)	NC	AR	AR	C	NC	AR	AR	AR	C
Single-family - Small Lot (<1 acre) & Townhomes	NC	NC	AR	C	NC	AR ¹	AR ¹	NC	C
Multi-Family (Three or more units per building)	NC	NC	AR	C	NC	AR ¹	AR ¹	NC	C
Group Living (Nursing homes, group homes)	NC	NC	AR	C	NC	AR	AR	NC	C
Transient Lodging	NC	AR	C	C	NC	AR	AR	AR	C
COMMERCIAL (RETAIL/OFFICE)									
General Retail & Service (shopping centers & stores, restaurants, convenience, vehicle fueling)	NC	AR	C	C	AR	AR	C	AR	C
Automobile related (sales lot, repair, storage)	NC	C	C	C	AR	C	C	C	C
Low-rise Office (1-3 stories)	NC	AR	C	C	AR	AR	C	AR	C
Mid/High-rise Office (4+ stories)	NC	NC	AR	C	NC	AR	AR	NC	C
INDUSTRIAL									
Light (Light Manufacturing, Storage, Warehouse)	NC	AR	C	C	AR	AR	C	C	C
Heavy (Landfill, Heavy Manufacturing, bulk fuel storage, mining, uses that emit smoke or create sun glare)	NC	NC	NC	AR	NC	AR	AR	AR	AR
RECREATION AND OPEN SPACE									
Passive (trails & natural areas)	NC	AR	C	C	NC	AR	C	AR	C
Active (community sports fields, golf, indoor facilities)	NC	AR	AR	C	NC	AR	C	AR	C
Amusement (Stadiums, amusement parks, fairgrounds)	NC	NC	AR	C	NC	AR	AR	NC	C

¹ Residential uses within zones H-1 and H-2 are discouraged. Individual projects may be considered appropriate if it is determined that it satisfactorily addresses the Additional Review factors highlighted in Table 2.

ZONE CODE	AP-1	AP-2	AP-3	AP-T	T	H-1	H-2	H-3	C
ZONE DESCRIPTION	APPROACH - FINAL RUNWAY PROTECTION ZONE	APPROACH - MID -14,000' EAST -10,000' WEST	APPROACH - OUTER (EAST)	APPROACH - TRANSITIONAL	TRANSITIONAL ZONE	HORIZONTAL ZONE - INSIDE FLIGHT PATTERN	HORIZONTAL ZONE - OUTSIDE FLIGHT PATTERN	HORIZONTAL - TURNING ZONE	CONICAL ZONE
USES									
AGRICULTURAL									
<i>Grazing, Crops</i>	AR	AR	C	C	AR	AR	C	AR	C
<i>Processing (Lumber mill, grain elevators and silos)</i>	NC	NC	C	C	NC	AR	AR	AR	AR
OTHER									
<i>Aboveground storage tanks of fuel and flammable materials (except residential uses)</i>	NC	NC	NC	C	NC	NC	C	NC	C

Key: **C** = Compatible
AR = Additional Review – uses or activities that may be compatible with airport operations depending on their location and specifics of each project. Refer to design standards.
NC = Not Compatible – uses or activities that should not be permitted

ADDITIONAL REVIEW STANDARDS

Overview

Uses identified in Table 1 requiring “Additional Review” shall follow the specific development standards identified in Tables 2 and 3. The factors to consider during “Additional Review” shall include, but may not be limited to: size, scope and scale of a development, such as the area, building height, and number and square footage of structures; proposed use(s); location of the development in relation to the airport; location of uses on an individual site; proposed mitigation measures; population concentrations; and project externalities, defined as impacts related to the development of the project that may extend beyond the limits of the project both horizontally and vertically.

Residential proposals (Single-family - small lot & Multi-family) within the H-1 and H-2 zones

In consideration of a new residential rezoning request from the A-1 or A-2 zoning district, where all of the Additional Review criteria is satisfied, projects not exceeding a density increase of 50% over the current density may be considered Compatible. Rezoning from any commercial or other residential zoning district that adds or increases the permitted residential density is considered Not Compatible.

Uses in the AP-3, Approach Outer zone requiring Additional Review

Given the size and extent of the AP-3 zone, which extends east to King George County, uses may be deemed more compatible the farther away they are from the airport. Application of the additional review standards will be based on the location on a case by case basis and dependent on the site conditions and specific development proposal.

TABLE 2: ADDITIONAL REVIEW STANDARDS

<u>USE</u>	<u>ZONE(S) REQUIRING ADDITIONAL REVIEW</u>	<u>STANDARD</u>
INSTITUTIONAL		
<i>Assembly (schools, place of worship, daycare)</i>	H-1; H-2	<ul style="list-style-type: none"> • Limit population concentration thresholds within the low to mid- level range; • Limited to independently mobile populations; • Public and private grade schools and stand-alone daycare are not permitted; • Provide usable open space.
<i>Assembly (schools, place of worship, daycare)</i>	AP-3	<ul style="list-style-type: none"> • Uses considered generally compatible; siting located laterally offset of the extended centerline of the runway is preferred.

<u>USE</u>	<u>ZONE(S) REQUIRING ADDITIONAL REVIEW</u>	<u>STANDARD</u>
<i>Hospitals</i>	AP-3; H-1; H-2	<ul style="list-style-type: none"> • Permitted if deemed a critical service need by the Fire/Safety division; • Limited to independently mobile patients and/or short term care of critical patients or use as a triage center; • Provide usable open space; • Limit building height to 1 story.
<i>Community (Police, fire and rescue, neighborhood centers)</i>	AP-2; AP-3; T; H-1; H-3	<ul style="list-style-type: none"> • Emergency services are permitted if deemed a critical service need by the Fire/Safety division; • Provide usable open space.
<i>Vertical Infrastructure (Electric Transmission, Water Towers, Telecommunication Towers)</i>	AP-T; H-1; H-2; H-3; C	<ul style="list-style-type: none"> • Permitted if it does not interfere with airport communications and does not exceed height limitations, or otherwise causes safety concerns; • Monopole type of structure is preferred over lattice or guy-wire type; • Consider the height of the tower in relation to the site elevation.
RESIDENTIAL		
<i>Single-Family - Rural (Maintain 3 acre density with min. lot size of 1 acre outside the USA, while inside the USA, lot sizes can be smaller than 1 acre if significant areas are retained for open space and the lowest density recommendations of the land use plan are not exceeded)</i>	AP-2; AP-3; H-1; H-2; H-3	<ul style="list-style-type: none"> • Encourage clustering with usable open space requirement; • Encourage TDR program participation as a sending area; • Require real estate disclosure notice on initial deed of transfer within the AP-2, H-1, H-2, and H-3 zones; • Require notification statement on all plans of development and marketing literature; • Encourage noise mitigation measures as part of construction if under the flight pattern to reduce internal noise levels at or below 45dB.
<i>Single-family - Small Lot (less than 1 acre) & Townhomes</i>	AP-3	<ul style="list-style-type: none"> • Encourage clustering with usable open space requirement; • Minimum of 50 percent overall open space, including usable open space; • Require notification statement on all plans of development and marketing literature.

<u>USE</u>	<u>ZONE(S) REQUIRING ADDITIONAL REVIEW</u>	<u>STANDARD</u>
<i>Single-family - Small Lot (less than 1 acre) & Townhomes</i>	H-1, H-2	<ul style="list-style-type: none"> • Use prohibited within 3000 feet of the centerline of the runway; • Areas of a proposal located within routine overflight zone should meet the usable and site open space requirements; • Development should be clustered outside of the overflight zone area; • Require real estate disclosure notice on initial deed of transfer; • Require notification statement on all plans of development and marketing literature; • Encourage noise mitigation measures as part of construction if under the flight pattern.
<i>Multi-Family (Three or more units per building)</i>	AP-3; H-1; H-2	<ul style="list-style-type: none"> • Use prohibited within 3000 feet of the centerline of the runway; • Areas of a proposal located within routine overflight zone traffic pattern should be utilized to meet the usable and site open space requirements within a residential development; Cluster residential density outside of the overflight area if feasible; • Limit number of units per building; • Limit height to three stories; • Require real estate disclosure notice on initial deed of transfer within the H-1 and H-2 zones; • Require notification statement on all plans of development and marketing literature; • Encourage noise mitigation measures as part of construction if under the flight pattern.
<i>Group Living (Nursing homes, group homes)</i>	AP-3; H-1; H-2	<ul style="list-style-type: none"> • Population concentration thresholds within low to mid-level range shall not be exceeded; • Limited to independently mobile patients; • Require notification statement on all plans of development and marketing literature.
<i>Transient Lodging</i>	AP-2; H-3	<ul style="list-style-type: none"> • Use should not exceed a height of 3 stories; • Population concentration thresholds within low to mid-level range shall not be exceeded; • Encourage noise mitigation measures as part of construction if under the flight pattern; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.

<u>USE</u>	<u>ZONE(S) REQUIRING ADDITIONAL REVIEW</u>	<u>STANDARD</u>
<i>Transient Lodging</i>	H-1; H-2	<ul style="list-style-type: none"> • Use should not exceed a height of 3 stories; • Population concentration limits for site and single-acre shall not be exceeded; • Encourage noise mitigation measures as part of construction if under the flight pattern; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.
COMMERCIAL (RETAIL/OFFICE)		
<i>General Retail & Service (shopping centers & stores, restaurants, convenience, vehicle fueling)</i>	AP-2; T; H-1; H-3	<ul style="list-style-type: none"> • Population concentration limits for site and single-acre shall not be exceeded; • Larger shopping centers should provide usable open space; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.
<i>Automobile related (sales lot, repair, storage)</i>	T	<ul style="list-style-type: none"> • Limited to vehicle storage or open space; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.
<i>Low-rise Office (1-3 stories)</i>	AP-2; AP-3; T; H-1; H-3	<ul style="list-style-type: none"> • Provide usable open space requirements; • Maximum population thresholds shall not be exceeded; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.
<i>Mid/High-rise Office (4+ stories)</i>	AP-3; H-1; H-2	<ul style="list-style-type: none"> • Population concentration limits for site and single-acre shall not be exceeded; • Consider limitations to building height based on the elevation of the site and proximity to the airport and flight patterns; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.
INDUSTRIAL		
<i>Light (light manufacturing, storage, warehouse)</i>	AP-2; T; H-1	<ul style="list-style-type: none"> • Low level of population concentration limits shall not be exceeded; • Compatible without externalities; • Provide usable open space; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.

<u>USE</u>	<u>ZONE(S) REQUIRING ADDITIONAL REVIEW</u>	<u>STANDARD</u>
<i>Heavy (landfill, heavy manufacturing, mining, uses that emit smoke or create sun glare)</i>	AP-T; H-1; H-2; C; H-3	<ul style="list-style-type: none"> • Compatible without externalities; • Provide usable open space; • Utilities that affect public health, safety and welfare not permitted within 4,000 feet of the runway; • Consider limitations to structure height based on the elevation of the site and proximity to the airport and flight patterns; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.
RECREATION AND OPEN SPACE		
<i>Passive (trails & natural areas)</i>	AP-2; H-3	<ul style="list-style-type: none"> • Avoid the incorporation of elements, vegetation and/or materials that attract birds, • Limit water retention areas to no greater than .5-acres; • Limit height and types of new and existing vegetation in accordance with the FAR Part 77 requirements.
<i>Active (community sports fields, golf, indoor facilities)</i>	AP-2; AP-3; H-1; H-3	<ul style="list-style-type: none"> • Population concentration limits for site and single-acre shall not be exceeded; • Limit water retention areas to no greater than .5-acres; • Avoid new features, vegetation and/or materials that attract birds.
<i>Amusement (Stadiums, amusement parks, fairgrounds)</i>	AP-3; H-1; H-2	<ul style="list-style-type: none"> • Compatible with increased open space; • Within population concentration limits for site and per acre; • High intensity uses, such as stadiums, are not permitted; • Parking lot lighting shall not be linear in design to avoid confusion with runway lighting.

POPULATION CONCENTRATION THRESHOLDS

The population concentration threshold ranges referenced in Table 2 are further defined below. These serve as a measurement tool to determine whether the population density for a given use may be too intense for a particular zone.

TABLE 3: POPULATION CONCENTRATION THRESHOLDS

ZONE(S)	SITEWIDE AVERAGE INTENSITY*	SINGLE-ACRE INTENSITY**
AP-1	Sitewide Intensity: Exceptions can be permitted for agricultural activities, roads, and automobile parking provided that FAA criteria are satisfied	
AP-2	Sitewide Intensity: Low to Mid: 40 - 50 people per acre Mid to High: 51 - 60 people per acre	Single-Acre Intensity: Low to Mid: 80 -100 people per acre Mid to High: 101 -120 people per acre
T	Sitewide Intensity: Low to Mid: 70 - 85 people per acre Mid to High: 86 -100 people per acre	Single-Acre Intensity: Low to Mid: 210 - 255 people per acre Mid to High: 256 - 300 people per acre
H-1; H-2	Sitewide Intensity: Low to Mid: 200 - 250 people per acre Mid to High: 251 - 300 people per acre	Single-Acre Intensity: Low to Mid: 800 - 1000 people per acre Mid to High: 1001 - 1200 people per acre
H-3	Sitewide Intensity: Low to Mid: 70 - 85 people per acre Mid to High: 86 - 100 people per acre	Single-Acre Intensity: Low to Mid: 210 - 255 people per acre Mid to High: 256 - 300 people per acre

Source: California Airport Land Use Planning Handbook (Handbook) released October 2011 by the California Department of Transportation, Division of Aeronautics.

*Sitewide Average Intensity: calculated by determining the total number of people expected to be on the site at any given time under normal conditions and dividing by the total number of acres of the project site.

** Single-Acre Intensity: calculated by determining the total number of people expected to be within any one-acre portion of the site at one time.

STAFFORD REGIONAL AIRPORT SAMPLE REAL ESTATE DISCLOSURE STATEMENT

The following is a sample disclosure statement that is recommended to be incorporated into the initial sale of new homes located within the Airport Impact Areas:

STAFFORD REGIONAL AIRPORT DISCLOSURE

The purchaser(s) of property at the following address: _____, on Assessor's Parcel _____, located in Stafford County Virginia, hereafter referred to as "property", acknowledges that the property lies in proximity to Stafford Regional Airport, and that the property is subject to aircraft operations and aircraft overflight, with related noise and safety concerns.

While air traffic may be generalized into tracks, it is, by nature, dispersed. Aircraft may approach and depart the airport from any number of directions. Flight paths vary depending on a variety of factors including origin/destination, wind conditions and other aircraft in the traffic pattern. As a result, any property in the vicinity of an airport is likely to be subject to aircraft overflight and its impacts to some degree. Stafford County's Comprehensive Plan has an exhibit that depicts the aircraft traffic patterns associated with the airport.

Flight patterns may shift or change over time. Changes in operations may occur due to weather, changes in users, changes in aircraft type, military missions, weather conditions, etc. The airport is relatively new and still growing. Runway expansion and expansion of ground facilities are planned that will likely increase the number of flights in and out of the airport. The Stafford Regional Airport has a Master Plan that identifies plans for future expansion and development needs.

The undersigned purchaser(s) of said tract of land certify(ies) that he/she (they) has (have) read the above disclosure statement and acknowledge(s) the pre-existence of the Stafford Regional Airport and the noise exposure due to the airport.

Dated this ____ day of _____, 20____.

Purchaser's Signature

Purchaser's Signature

Purchaser's Signature

STAFFORD REGIONAL AIRPORT SAMPLE NOTICE

For full disclosure of the proximity to Stafford Regional Airport to prospective purchasers, the following sample notice should be included on all subdivision and site plans and record plats filed with Stafford County and used in sales contracts, brochures and promotional documents, including any illustrative site plans, and homeowner's association documents:

“STAFFORD REGIONAL AIRPORT: This property is located within the proximity to Stafford Regional Airport, specifically the Airport Impact Areas and Aircraft Traffic Pattern areas around the airport, as identified in the Stafford County Comprehensive Plan and Stafford Regional Airport Master Plan. The property is likely to be subject to aircraft overflight and noise impacts of varying degrees.”

R15-75

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 24th day of February, 2015:

<u>MEMBERS:</u>	<u>VOTE:</u>
Gary F. Snellings, Chairman	Yes
Laura A. Sellers, Vice Chairman	Yes
Meg Bohmke	Yes
Jack R. Cavalier	Yes
Paul V. Milde, III	Yes
Cord A. Sterling	Absent
Robert "Bob" Thomas, Jr.	Yes

On motion of Mr. Thomas, seconded by Mr. Snellings, which carried by a vote of 6 to 0, the following was adopted:

A RESOLUTION TO REFER AMENDMENTS TO CHAPTER 3, "THE LAND USE PLAN," OF THE STAFFORD COUNTY COMPREHENSIVE PLAN TEXTUAL DOCUMENT ENTITLED "STAFFORD COUNTY VIRGINIA COMPREHENSIVE PLAN 2010-2030," TO THE PLANNING COMMISSION FOR PUBLIC HEARING AND TO PROVIDE ITS RECOMMENDATION(S) TO THE BOARD WITHIN 60 DAYS OF ITS RECEIPT OF THIS RESOLUTION

WHEREAS, Policy 4.9.1 of the Stafford County Comprehensive Plan states that the County should develop land use compatibility standards for new development to conform to within the aircraft approach patterns of airports and landing strips; and

WHEREAS, land use compatibility guidelines have been developed through an ongoing effort between a subcommittee composed of members of the Planning Commission and the Stafford Regional Airport Authority; and

WHEREAS, Chapter 3, "The Land Use Plan," of the Comprehensive Plan provides guidance for future growth and development in the County and should be amended to include the proposed airport land use compatibility guidelines; and

WHEREAS, under Virginia Code § 15.2-2229, the Board may amend the Comprehensive Plan; and

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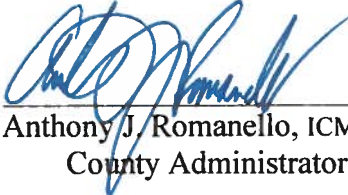
WHEREAS, under Virginia Code § 15.2-2229, the Board may direct the Planning Commission (Commission) to prepare amendments to the Comprehensive Plan; and

WHEREAS, the Planning Commission prepared and forwarded certain amendments to Chapter 3, "The Land Use Plan," of the Comprehensive Plan as identified in Exhibit A, entitled "Comprehensive Plan Amendments – Airport Land Use Compatibility Plan," dated December 18, 2014, to the Board; and

WHEREAS, the Board desires to send these amendments to the Planning Commission for a public hearing and its review and recommendations;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 24th day of February, 2015, that it be and hereby does refer the Board's Comprehensive Plan amendments entitled, "Comprehensive Plan Amendments – Airport Land Use Compatibility Plan," dated December 18, 2014, to the Commission for a public hearing and requests that the Commission provide its recommendations to the Board within 60 days of the Commission's receipt of a copy of this resolution.

A Copy, teste:



Anthony J. Romanello, ICMA-CM
County Administrator

AJR:JAH:ehe

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4. Amendment to the Stafford County Comprehensive Plan (the Plan) - A proposal to amend the "Stafford County, Virginia, Comprehensive Plan 2010-2030," dated December 14, 2010, as last revised on February 24, 2015, specifically Chapter 3, "The Land Use Plan," to incorporate the Airport Land Use Compatibility Guidelines into the textual document. **(Time Limit: April 26, 2015)**

Mr. Zuraf: We'll be switching over presentations here.

Mr. Rhodes: Thank you.

Mr. Zuraf: Okay, while Mrs. Baker's doing that, this item is a presentation of the draft Airport Land Use Compatibility Plan that was developed by a subcommittee of the Planning Commission and Stafford Regional Airport Authority. This subcommittee included Steven Apicella, Lindy Kirkland, Darrell English, and Hamilton Palmer. The issue is to consider airport compatible land use guidelines around the Stafford Regional Airport as an element of the Stafford County Comprehensive Plan. The document would be identified as Section 3.8 of the Land Use Plan chapter within the Comprehensive Plan 2010-2030 document. On the issue of application of the guidelines, as part of the Comprehensive Plan the guidelines would... it would serve as guidelines when considering rezoning and conditional use permit applications. They would assist all parties, including elected officials, staff, landowners, and developers when considering specific development proposals. The guidelines would not impact current zoning rights and they also complement and help inform the existing zoning requirements such as the Airport Overlay District that has in place. Looking at the timeline on how we got here, back pretty much a year ago, last April, there was an initial meeting between the Planning Commission and the Regional Airport Authority to discuss a concern with conflicting land uses, and a subcommittee was formed to work on these guidelines. From June to October, the subcommittee met six times to work on the guidelines. In November, they had a product that they unveiled to the public at an open house and where the public had an opportunity to provide comments. And on December 18th, the subcommittee finalized the draft document, incorporating comments received from the public. Staff would note that... and then from there, January and February of this year, this plan was presented to the Planning Commission and Board and scheduled now for this hearing. Staff would note that the joint committee process was open and transparent. The public was invited to all meetings. They were allowed to offer their thoughts and comments during each session as well. This plan includes several sections; an introduction, background, the areas of impact, a zoning and land use analysis -- kind of a statement of need, so to speak -- and then the Land Use Compatibility Guidelines themselves. Looking at the introduction section, this looks at the basis for the request. There are current policies in our Comprehensive Plan that recommend that these types of guidelines be developed since the County should develop land use compatibility standards for new development to conform to within the aircraft approach patterns of airports and landing strips. And another basis, it has been determined that, you know, there is a high level of growth potential in and around the Regional Airport. We have three Urban Development Areas that are in close proximity to the airport, and other Business and Industry land that has yet to develop but development is moving in this direction. And staff would note it's good planning practice to establish guidelines to help minimize impacts between conflicting uses. Looking at the background of the airport, this section touches on the history of the airport, some of the existing conditions, the levels of operations at the airport, future plans are touched on. This image identifies one of the sections of the airport's master plan. It identifies future planned improvements at the airport. This includes, shaded in green, a near term expansion of the runway of 1,000 feet. And other improvements are planned too with additional airport hangar space and other facilities. Also, the economic impact of the airport that it has on the County and region is mentioned as well. Looking at the area of impact, this defines the Airport Impact Zones that would be subject to the

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guidelines. This image identifies and depicts the Airport Impact Zones. These closely correspond to the Airport Impact Overlay Zoning District. In developing these zones, the subcommittee started with the sub-areas of the current zoning overlay that's in place. And during the process, the sub-areas were further divided into other smaller segments due to the proximity of the airport, different aircraft maneuvers, and different degrees of noise or safety concerns that might be experienced. This is zooming in on that same map. This area corresponds with the airplane traffic patterns. The different traffic patterns have different levels of impact. Some of these areas include the approaches; those are the blue shaded areas located at the end of each side of the runway. You have AP-1, the closest area of impact -- greatest level of impact too -- and then you go out to AP-2, and AP-3 is farther away, a transitional zone along each side of the runway. You have horizontal zones, there are three sub-areas that were created. These are generally the circling patterns of planes that circle around the airport. They would be moving through these horizontal zones. And then the conical zone is an outer buffer area that's in purple. Those are the main sub-areas. And we went through a zoning and land use analysis which this section looked at and determined the types of potential development that might occur by comparing the existing zoning districts to the future land use potential in each airport zone. We evaluated that; looked at the amount of area that might be impacted. For example, this is looking at the H-1 zone. But first of all, several of the areas show that the future land use would be consistent with current zoning. But the analysis does identify some zones that might be impacted more so; specifically, this H-1 zone. The tables identify that currently a majority of the area is zoned A-1, that's Agricultural, the base zoning. Yet looking at future land use, the planned areas identify a much greater level of Urban Development Area, Suburban, and Business and Industry, so that identifies a potential for more development in this area. This leads then into the land use compatibility guidelines. And the guidelines, in preparing these, staff researched a multitude of existing nationwide land use compatibility documents. A lot of information was taken from the Airport Cooperative Research Program Report. It's a 3 volume report sponsored by the FAA, completed in 2010 by the Transportation Research Board of the National Academies in Washington, DC. It presents a comprehensive account of issues associated with land use around airports and provides guidance that we utilized in developing this. We also, in our research, looked at source documents from other states; Washington State, Florida, California, Iowa, other localities in other states, and the guidelines that they have around airports and other locations. And there were general themes with all these other source documents that we utilized and tailored it to fit the needs in Stafford. The policies were developed from a consensus of the research, a result of the dialogue by the committee members, and comments received from the public. The land use compatibility matrix that is within the guidelines, that's kind of one of the main sections of this plan, and it is proposed as a tool to kind of help identify compatibility between a particular use and the functional activities related to the airport. Uses may be compatible or have incompatible elements with an airport when located in a specific zone. The level of incompatibilities are related primarily to safety, but also to the viability of both the airport and the surrounding development. The matrix lists categories of uses, identifies the level of compatibility within the table as either Compatible, Needing Additional Review, or Not Compatible. It's also noted that the proposed policy 1.9 states that even when a specific project is identified as not compatible, they may be appropriate if it can be demonstrated that they would not negatively impact the airport operations or safety of the general public. So, this image shows a portion of Table 1. It identifies the specific compatibility zones across the top in the different colors. And then the categories of different uses are located along the left side. And we have... the uses are generalized, the different examples that we looked at; some places had it very detailed and all the uses were very broken out into many different categories. We kept it somewhat general, and that's what you see in this table. For example, the assemble use that you see, it would be compatible in the AP-T and C conical zones. It would require additional review in the AP-3, H-1, and H-2 zones. And would not be compatible in the AP-1, AP-2, T, and H-3 zones. So, if something was identified as needing additional review, the additional review includes the next section, that's Table 2 of the document. It

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includes standards that are intended to address possible areas of incompatibility between categories of uses in a particular zone where a site is proposed. There are multiple criteria which are considered, including externalities such as smoke, steam, wildlife attractants, reflective building materials; a minimum of one half acre of contiguous open space on certain sites and a minimum setbacks distance of 3,000 feet for residential development. Also, certain development might require a disclosure notice which we've included as part of the plan as well and in the Appendix. Applications for a zoning reclassification are often submitted in order to develop residential subdivisions consisting of smaller lots. And these sometimes result in an increase in density. So this is kind of an example of how that might apply against the plan. When you look at the issue of single-family, small lot single-family uses, or townhomes, this use would be compatible in the AP-T and C zones, but then may require additional review in H-1, H-2, and AP-3, and then not compatible in some of the other zones. And the next slide identifies in green you see the zones, the conical in AP-T where the residential use would be considered compatible outright. Then this section in yellow identifies zones where small lot residential might need additional review. And then this identifies the zones that would not be considered compatible for that specific type of use. And also I want to point out something that was mentioned to me that, while I'm on this slide, you can see the AP-3, the light blue zone. That covers a very large area; it goes all the way to the east down to King George. And the degree of compatibility would be variable in that type of zone. For example, if there's a proposed church that's located down by the King George County line, where aircraft are flying at a much higher altitude, it would be less of an issue or concern as it relates to the proximity of the runway in perspective. So there'd be a little less concern when you go much farther away from the runway in this case. Here's just a screen shot of the additional review standards that would apply for single-family residential lots, single-family small residential lots. We have different standards that would apply in the approach AP-3 zone than would be in place for the H-1 and H-2 zones. So it does break it out somewhat in that regard. And then, the plan also provides recommended population thresholds that would apply across an entire site, and then in smaller areas on a site, the single acres intensity. Then this would be measured by determining the approximate number of people based on various uses in these different sub-areas to see if concentrations would be too excessive or not. Regarding the evaluation of this proposal as it relates to other Comprehensive Plan documents, it does provide an additional layer of guidance. Development should conform to both the main land use plan recommendations and the airport guidelines. And this is not intended to replace the underlying land use plan. The compatibility matrix applies to all types of land uses regardless of the underlying land use recommendations. So, if a land use plan does not support more than... for example, if it doesn't support more than rural residential but the airport plan says that apartments might be compatible, it does not mean that, well the airport plan says we can do apartments so I can do apartments, but they're really in a rural land use area. So, you really have to look at both documents and apply both. In summary, staff does recommend approval...

Mr. Rhodes: Back up a slide?

Mr. Gibbons: Back up; that one. The issue pointed out there?

Mr. Zuraf: Yes, sorry. Moving along, there was a concern raised that in the Tables 1 and 2, there's a land use category, it says Single-family - Rural (1-3+ acres), there was a concern that it's not clear if that's referring to lot size or density. So that's something that staff would say, if there is a desire to provide some specificity as to the intent, then staff would want to look at that and look at what the impacts of that would be. Whether we're talking about lot sizes or if we're applying that to an overall density across the site. So, we'll leave that for your consideration. And staff does recommend approval of the Compatible Land Use Guidelines for the following reasons that we've discussed during this presentation. And I won't

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go through all of the points, but I'll turn it over now for any questions that the Planning Commission may have.

Mr. Rhodes: Questions for staff? Mr. Gibbons.

Mr. Gibbons: Going back to that slide, the Falmouth Supervisor did raise that there's a concern... not a concern, but just to see if you could get some clarity.

Mr. Rhodes: Some clarity. So that's a possibility for a little bit of language. I did notice staff also mentioned that, I assume, we could address the AP-3 and the gradation of concern out towards King George versus in close to the runway maybe affiliated with heights or something of the flight path. I don't know, but probably with a sentence or two we could add that clarity of intent as well. Other questions for staff? Mr. English?

Mr. English: The non-compatible, I just want to clear that. I mean, that's not shutting the door on anybody that lives in the H-3 zone, correct Mike?

Mr. Zuraf: Right. Kind of as we mentioned, if it can be proven that the use is not going to be negatively impacted, then...

Mr. English: So nobody's going to be... I mean, they've got that chance to bring it.

Mr. Zuraf: Yeah, I mean, this is all a guide and so it doesn't keep somebody from (inaudible).

Mr. English: Okay, I just wanted to make sure. And also by-right, do you know how many by-rights are in that area? Is it 15,000 or...?

Mr. Zuraf: Approximately 15,000 across the entire area underneath the overall impact zone.

Mr. English: Okay.

Mr. Zuraf: That's actually existing in by-right. So all the existing homes and then all the full, if every property developed out to its full zoning potential.

Mr. English: Okay, thank you.

Mr. Rhodes: Other questions for staff before we go to public comment? Okay, very good; thank you. If there's any member of the public who would like to speak on this item, you may come forward and do so at this time. Again, we just ask you to state your name and your address. A green light will come on indicating 3 minutes; a yellow light when there's 1 minute; and then a red light we would ask you to conclude your comments. Thank you.

Mr. Mcmath: I'm Jim Mcmath. I would just like to ask if it's appropriate for me to just pose a couple of questions to the staff, in lieu of your doing it.

Mr. Rhodes: You can certainly state them and then if there's a way to address them...

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Mr. Mcmath: Well, one of them is a question is how do you determine the acreage numbers for the future land use acreages for the various zones? How did you drive those numbers? And secondly, in looking at this and looking at the various zone, pictures, maps and so forth, I was trying to get a sense of how that might overlap with the proposed GW Village development? And I had kind of a hard time doing that, comparing maps from one to this. And I was wondering, would it be possible to generate a picture or a slide or something that would show that overlap of the GW Village development proposal with the compatibility zones shown here in this report? Thank you.

Mr. Rhodes: Okay sir, thank you very much. I do know they've had, in the GW discussion, we've had the overlay map presented there so it's already been produced. So that's easy to...

Mr. Gibbons: But I don't think, Mr. Chairman... we requested that last time too to take what they proposed and then they changed the density from (inaudible) to overlay it.

Mr. Rhodes: Yeah, overlay it on the new proposal. I mean, that can certainly be done because we've done that, yeah, I agree with you. Okay, is there anyone else that would like to speak?

Ms. Callander: Alane Callander. First I'd like to thank Phil Hornung for bringing to our attention several months ago that we should have had an Airport Compatibility Plan. And it looks like there's been a lot of good work done on this. Unfortunately, I did not attend any of the meetings regarding this, and I think this is my first cursory examination of the plan. I'm hoping that there was public involvement. You said the public was invited. How many members of the public actually came to meetings? How many actually submitted comments? I know how important it is that you have this in place before you vote on something as large as the George Washington Village project. So, I don't think you want to delay too much, but perhaps there is a little bit of time to examine this further. And one question -- there was something on the slide about this does not replace the underlying land use plan. And I have to wonder what the impact of that statement is. But anyway, unfortunately there are so few citizens who come out to these things but, those were my comments. Thank you.

Mr. Rhodes: Thank you very much. Is there anyone else who would like to speak?

Mr. Payne: Mr. Chairman and other members of the Planning Commission, my name is Charlie Payne with the law firm Hirschler Fleischer and I represent the George Washington Village property owner, Augustine South Associates. I'm not accustomed to being here and commenting during the public comment segment, so forgive me if I, if I drop the ball here. But I will try to be quick, which is the advantage to you guys, obviously. And again, I appreciate your time and I appreciate staff's time on this. There's been obviously an extensive amount of time and effort put into reviewing this. And based on obviously our prior comments in our last meeting regarding our Comprehensive Plan amendment that we proposed, we had proposed to address this proposed overlay... I'm trying not to use the word proposed too often tonight... in moving our residential units north from the runway by 3,000 feet. We also made us some other adjustments, including noise mitigation adjustments as part of our proffer statement, as you all know. One of the issues that did come up in the staff's review in regards to this is the non-compatibility if you will of 360 units in the H-3 zone area which is to the northwest, which is northwest of the airport area. It's adjacent to the approach zone 2 corridor. In essence, the H-3 zone, I'm sure you have seen the definitions where a portion of the traffic pattern where turning improvements occur, it is also where louder noise occurs in regards to approaching aircraft. One of the things that we would ask, respectfully, for staff to look at is... I didn't see any of this analysis in the staff report... is whether or not the altitude pattern for the H-3 zone could be raised. In that regard, if that could occur, it may eliminate this non-

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compatibility issue of about 360 units, which is significant, not to mention the non-compatibility or additional review that would be required for commercial in the H-3 zone. So there's two impacts we need to take a look at. But if that could be raised to a point that it would minimize the impact on the non-compatibility issue, not to mention the fact that I understand if it's higher, I'm not an air-expert, but my understanding if it's higher, not only could it address the non-compatibility issue, it also increases the public safety component, and it reduces noise. So, this could be a very positive thing if we could take a look at that. Let's not forget that one-fourth of the land within the 4,443 acres in which the overlay encompasses is George Washington Village, so we do have a roll here and we do... and we are going to be impacted. And I think that we've adjusted our plan to be good neighbors and to adjust the airport's future goals, which we support. I think we all want an airport that's going to be successful. I believe the genesis of this occurred in the Seventies to have an airport in Stafford County. The location I think was eventually determined in the late Eighties. Construction started in the late Nineties, and it was finished in 2001. So it's been in existence for 14 years. During that period of time, 41 million dollars has been invested in the airport facilities, not to mention 60 million dollars at Mountain View interchange, or Centreport interchange I should say. So, we all want this to be successful. We want to be good neighbors. And we hope that you can take a look at that H-3 component. Thank you very much for your time.

Mr. Rhodes: Thank you very much. Is there any other member of the public who would like to speak? Okay, with that I will close the public comment portion of the public hearing and bring this back in. I did note that if there was any items there that the staff might felt that they could address, that were heard of that could address immediately or possibly give an indication of some follow-on information that could be made available. I do know we have a couple of points as was presented in the staff report that we might be coming back with some further clarifying or reinforcing commentary. So that might require that this gets deferred and come back. But, Mr. Zuraf, if you could, from any of the notes you took?

Mr. Zuraf: Sure. Yes, to answer some of the questions, the first question on how did we derive the acreage for each of the... the acreage of land use within each of the zones. That was done through our GIS analysis. Basically, overlaying the airport map against the land use plan and zoning plan. So that's kind of an easy evaluation there. And then on the question and suggestion of overlapping this overlay zone with the George Washington Village project, we have done that. And that map actually is posted on the Planning and Zoning webpage.

Mr. Rhodes: Does it reflect the latest proposal on the configuration?

Mr. Zuraf: I believe it does.

Mr. Rhodes: Okay, very good.

Mr. Zuraf: I will check that and make sure. And that's on the Planning and Zoning webpage and there's a link to the George Washington Village application and that map is with the application.

Mr. Rhodes: Thank you.

Mr. Zuraf: And there was also the question of clarification on the statement that this plan does not replace the underlying land use plan. That means that, you know, the land use plan has recommendations for areas to be agricultural, for Business and Industry, for Urban Development for Suburban, so those recommendations would not go away. You have the overlay that covers every single possible land use, so

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we may have in the overlay a recommendation that might support commercial development or office development in an area that's designated rural on the land use plan. And so that rural designation may not support that office development given that underlying land use designation. So that is all I'm able to address at this time.

Mr. Rhodes: Did the airport study or report, did that work... anywhere in that final product, did it have a recap of any of the public participants or public attendees or public comments that were made on record?

Mr. Zuraf: The final report does not.

Mr. Rhodes: It doesn't refer to that?

Mr. Zuraf: That was more so done through the update process and the committee process.

Mr. Rhodes: Okay, very good.

Mr. Gibbons: Mr. Chairman, (inaudible) density thing.

Mr. Rhodes: Say again?

Mr. Gibbons: The density issue?

Mr. Rhodes: What's that?

Mr. Coen: (Inaudible - microphone not on).

Mr. Rhodes: Oh, we still have those two open comments about clarifying the 1-3+ which I think staff would probably need to come back next time to give us, plus probably clarifying, narrative clarification of the intent with the AP-3 to ensure that's not misunderstood. There was also the comment about H-3 and altitude patterns being raised. Do you have any knowledge of that or is that something you'd have to look into?

Mr. Zuraf: I'd have to look into that.

Mr. Rhodes: Okay, that's fair.

Mr. English: Somebody from the airport, can they answer that? Or a pilot?

Mr. Rhodes: You didn't know you had a speaking role, did you?

Mr. Palmer: Hamilton Palmer, the City's representative on the Airport Authority. The H-3 zoning up there that was discussed earlier, that was part of a rezoning that was done back in the early Eighties and that had to do with Augustine North, South, and Central. And the northern part was R-1 zoning, the central portion was, I'm going to say multi-family zoning, which a portion of it is going to be in that H-3 zoning there. And then the southern portion was industrial and commercial.

Mr. Rhodes: There was a question on the altitude pattern where that circles. Are those restricted limited?

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Mr. Palmer: And that's the FAA and actually, Lindy, you want to address that?

Mr. Rhodes: If we could just get an initial comment on it and then we can always do some follow-up.

Mr. Kirkland: Sure. Lindy Kirkland, member of the Airport Authority. Typical... or not typical, but the standard aircraft pattern altitude across all typical airports is 1,000 feet above the ground level. So, the existing pattern at Stafford Regional Airport right now is 1,200 feet above mean sea level and that would apply to the pattern on the north side of the runway as well. Those are standard altitudes.

Mr. Rhodes: For both the small and the large aircraft?

Mr. Kirkland: Yes. Well, the large aircraft pattern usually would have another 500-foot buffer in some instances, but 1,000 AGL is usually the standard pattern altitude at most airports.

Mr. Rhodes: So, it would typically then be the thousand for the small and 1,500 for the large?

Mr. Kirkland: That's correct, yes.

Mr. Rhodes: And then if I could, is that a suggested, is that a required within a certain tolerance level or...?

Mr. Kirkland: The pattern altitude is set based on terrain and other obstacles and things like that. Currently, ours are at a thousand feet for both patterns on the south side of the runway. The FAA would typically come in, do some sort of site survey analysis of obstacles, and then set the pattern altitude for that particular site. Local geography might apply if there are obstacles (inaudible).

Mr. Rhodes: So in this case, they've come in, they've looked, and...

Mr. Kirkland: That is what has been said on our current pattern, yes.

Mr. Rhodes: Thank you very much for that clarification. Very good. So, we do, at minimum, have a couple of things that we need to get a little bit of language clarification coming back on. I don't know if there's some other particularly open items outside that at this point for staff.

Mr. Gibbons: I think Darrell should make the motion.

Mr. Rhodes: Yeah, I think... so, it sounds like both those things would not be more restrictive so there are eligible changes we can make to what's been posted. But it'd probably be good to have that clarification of whatever additional intent before we would take any action, one way or another, on it.

Mr. English: Alright. And then we're going to close the public hearing on that, correct?

Mr. Rhodes: Yeah.

Mr. English: Okay, I'm going to make a motion to defer it to the next meeting.

Mr. Gibbons: Second Mr. Chairman.

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Mr. Rhodes: Okay, a motion to defer to the 22nd; seconded by Mr. Gibbons. Further comment Mr. English?

Mr. English: No sir.

Mr. Rhodes: Mr. Gibbons? Any other member? Okay, we do have a couple of open questions asking staff to come back on some clarification. I'm sure they will raise anything else that comes up in the intervening time so that we can... we'll need to act on this the next time because that'll be the 22nd and we'll still have a few days till the deadline. All those in favor of the motion to defer this to the 22nd signify by saying aye.

Mr. Coen: Aye.

Mrs. Bailey: Aye.

Mr. English: Aye.

Mr. Boswell: Aye.

Mr. Gibbons: Aye.

Mr. Rhodes: Aye. Any opposed? No; that's item number 763 for the 22nd of April -- just for the record.

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12. Amendment to the Stafford County Comprehensive Plan (the Plan) - A proposal to amend the "Stafford County, Virginia, Comprehensive Plan 2010-2030," dated December 14, 2010, as last revised on February 24, 2015, specifically Chapter 3, "The Land Use Plan," to incorporate the Airport Land Use Compatibility Guidelines into the textual document. **(Time Limit: April 26, 2015) (History: Deferred on April 8, 2015 to April 22, 2015)**

Mr. Harvey: Mr. Chairman, Ms. Ehly will also give this presentation.

Mr. Rhodes: Good deal!

Ms. Ehly: So, this... we had a public hearing at the last meeting regarding this proposed Comprehensive Plan Amendment to provide compatibility guidelines for development around the Stafford Regional Airport. And there were some issues raised at the public hearing, and so I'll just go through those really quickly, the issues and staff recommendations in the staff report. There was a concern that it was not clear whether the residential use category, single-family rural, referred to lot size or density, 1 to 3 acres in size. It was suggested that establishing a use by a measure of density may allow for more flexibility to meet additional review standards in the plan. And staff recommends amending the use category description to state single-family rural maintains 3-acre density with a minimum lot size of 1-acre outside the Urban Services Area, and lot sizes can be smaller than 1-acre inside the Urban Services Area. This change is highlighted in Table 1 on page 23 and Table 2 on page 26 of the proposed Chapter 3.9.

Mr. Rhodes: Please Mr. Apicella.

Mr. Apicella: Ms. Ehly and Jeff, I had a conversation with Jeff about this over the last couple of days. Just to make sure again that the language is fairly clear and that it provides sufficient flexibility that it doesn't inhibit clustering, or we may want clustering to occur, and so between Jeff and I we have some alternative language. It doesn't change it too much, but I think helps clarify it. I don't know if you want me to bring it up now, but I'll just kind of throw it out there to Ms. Ehly to see if she has any...

Mr. Gibbons: *inaudible – microphone of 4:56:54*

Mr. Apicella: Well I appreciate that and I apologize for not being here at that meeting. I would have, but circumstances wouldn't allow me to. So I'm just going to throw it out there and ask Ms. Ehly if she has any concerns about it, alternative to what you just said, the recommendation between Jeff and I is, maintain the 3 acre density with minimum lot size of 1 acre outside the USA, while inside the USA lot sizes can be smaller than 1 acre if significant areas are retained for open space and the lowest density recommendations of the land use plan are not exceeded. Any concerns with that alternate language? Jeff?

Mr. Harvey: It's at the discretion of the Commission. Again, talking with Mr. Apicella, the concern was in the previous discussion with the Committee that we try to have some open space areas, so if there was an emergency, you could have a place where a pilot could try to aim for, so the speak. In the case of the 1 acres requirement as a uniform requirement, it doesn't allow for any of those open space areas and we have some parts of the comprehensive plan that are within the flight pattern of the airport that are currently designated for higher density. So in the areas where this might be a conflict between the projected land use in the land use plan and the airport operations we thought this would be somewhat of a compromise.

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Mr. Apicella: And again, also to provide a little bit more clarity on what's desired here.

Mr. Rhodes: Okay. Very good. Other thoughts? Comments?

Mr. Apicella: I didn't mean to jump in, you were moving along. I think the other suggestions are to accommodate some other changes, in particular those that were recommended...those that are appropriate, that were recommended by the Virginia Department of Aviation. I see those under other comments, also there was a proposed change in regards to my concern about the AP-3 approach zone and while it makes sense, I guess I would call it further issues or restrictions, as you get closer to the runway, but when you're 10-15 miles out from the runway, I think we might want to reinforce some greater flexibility. So I guess what I'm trying to say is, all of the language changes that are recommended by staff, I would certainly support with the revision that I just spoke about.

Mr. Rhodes: We're at a point now where we are with whatever modifications or wherever we are, is to vote this to complete it and send it back forward to the Board, correct?

Mr. Harvey: Yes.

Mr. Rhodes: Yep. Okay. Thank you. Just wanted to make sure we knew where we were at.

Mr. Apicella: So, I'll try to tie this in a bow. I would first recommend that the language regarding single-family to be amended to say maintain 3 acre density with a minimum lot size of 1 acre outside the USA, while inside the USA lot sizes can be low...can be smaller than 1 acre if significant areas are retained for open space and the lowest density recommendations of the land use plan are not exceeded.

Mr. Rhodes: And you have that written, correct?

Mr. Apicella: Yes.

Mr. Rhodes: Okay.

Mr. Apicella: I would also recommend as part of an extended motion that we incorporate the language that staff has suggested with regard to the AP-3 approach outer zone requiring additional review as provided in the staff package under comment 2.

Mr. Rhodes: You're on a roll.

Mr. Apicella: Under "other comments" I would ask that we incorporate the language as suggested by the Virginia Department of Aviation and staff under 1, that all development within the Airport Planning Area must, at a minimum, be consistent with Federal Aviation Regulation Part 77 and Advisory Circular 150/5300-13A and any subsequent revisions. And that that language be added to Policy 1.5, page 20, of Attachment 1. And lastly, in terms of the modification to the Airport Land Use Compatibility Plan, I would agree and ask that we remove the Virginia Department of Aviation as one of the recommended reviewers under Policy 1.12, page 21, of Attachment 1. With those modifications, Mr. Chairman, as indicated, I would recommend that we recommend to the Board approval of the draft Airport Land Use Compatibility Guidelines.

Mr. English: Second.

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Mr. Rhodes: Okay, a very long motion that was shortly seconded by Mr. English. Further comment Mr. Apicella?

Mr. Apicella: Mr. Chairman, we've been at this over a year. I think we've talked about the merits of it. I think it's a good solid quality product and that's all I really have to say at this point in time at this late hour.

Mr. Rhodes: Very good. Further comment Mr. English? Other members?

Mrs. Bailey: Mr. Chairman, I do have a question in regards to the comments, comment number 3. Did we receive information on that?

Mr. Rhodes: There was the open item where staff said they were waiting.

Mrs. Bailey: Right, the open item in regards to the AGL for small planes and larger jet planes?

Ms. Ehly: Mr. Chair, Mrs. Bailey, we did receive... let's see here... basically that would be going from a standard pattern to a non-standard pattern if you go from the standard height or the TPA. And we did receive some feedback from the Airport Authority representative that basically when you deviate from a standard pattern, you're addressing another safety concern that might be more of a concern than deviating from the standard pattern. It's the same type of explanation as not using the full right and left (inaudible).

Mr. Rhodes: And Mike actually researched this with the state as well, right?

Ms. Ehly: We did try to get some information from the FAA, but we haven't heard back yet.

Mr. Rhodes: You didn't hear back from them?

Ms. Ehly: No.

Mr. Rhodes: It was fundamentally that the standard is a thousand feet. You do have the right to go to FAA... it's either state or FAA... gain approval for modifications to some other elevation, but that's not the standard default. So, a pilot going in somewhere they don't know where it is, they're always going to assume a thousand feet unless they know differently. So, by making a modification, you actually add some risk because an unfamiliar pilot who may not be sure that it's been modified is always going to go to a thousand. So that was the risk that came out of that. And that's all I know about airplanes. That's it. That's the whole damn thing.

Mr. Gibbons: (Inaudible - microphone not on).

Mr. Rhodes: Okay. So we got a motion and a second; further comment? I would just submit once again, not to belabor, but this has been a great product, a great effort. Certainly I think something that's almost a standard I think for some areas. I don't think a lot have done what has been accomplished here and it's something to be very proud of for the efforts and work of the staff. So, with that I'll call for the vote. All those in favor of the very detailed motion that was specified and written and clarified and seconded signify by saying aye.

Mr. Apicella: Aye.

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Mr. Coen: Aye.

Mrs. Bailey: Aye.

Mr. English: Aye.

Mr. Boswell: Aye.

Mr. Gibbons: Aye.

Mr. Rhodes: Aye. Any opposed? This is going to the Board; very good!

DRAFT

PCR15-07

PLANNING COMMISSION
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a public hearing of the Stafford County Planning Commission (Commission) held in the Board Chambers, Stafford County Administration Center, 1300 Courthouse Road, Stafford, Virginia, on the 22nd day of April, 2015, regarding certain amendments to the Comprehensive Plan that had been advertised for hearing by the Commission:

<u>MEMBERS:</u>	<u>VOTE:</u>
Michael Rhodes, Chairman	Yes
Steven Apicella, Vice Chairman	Yes
Sherry Bailey	Yes
Roy Boswell	Yes
Thomas Coen	Yes
Robert Gibbons	Yes
Darrell English	Yes

On motion of Mr. Apicella, seconded by Mr. English, which carried by a vote of 7-0, the following was adopted:

A RESOLUTION TO RECOMMEND THAT THE STAFFORD COUNTY BOARD OF SUPERVISORS AMEND THE STAFFORD COUNTY COMPREHENSIVE PLAN IN ACCORDANCE WITH SECTION 15.2-2229 OF THE CODE OF VIRGINIA (1950), AS AMENDED, BY ADOPTING THE PROPOSED AMENDMENTS, AS ADVERTISED, TO THE TEXTUAL DOCUMENT ENTITLED "STAFFORD COUNTY, VIRGINIA, COMPREHENSIVE PLAN, 2010-2030", DATED DECEMBER 14, 2010, AND LAST AMENDED ON FEBRUARY 24, 2015

WHEREAS, Policy 4.9.1 of the Stafford County Comprehensive Plan states that the County should develop land use compatibility standards for new development to conform to within the aircraft approach patterns of airports and landing strips; and

WHEREAS, land use compatibility guidelines have been developed through an ongoing effort between a subcommittee composed of members of the Planning Commission and the Stafford Regional Airport Authority; and

WHEREAS, Chapter 3, "The Land Use Plan," of the Comprehensive Plan provides guidance for future growth and development in the County and should be amended to include the proposed airport land use compatibility guidelines; and

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WHEREAS, the proposed amendments to the Comprehensive Plan would, among other things, amend Chapter 3, "The Land Use Plan," of the Comprehensive Plan 2010-2030 document to incorporate the Airport Land Use Compatibility Guidelines into the textual document. The proposed amendments would: (1) Establish an Airport Planning Area based upon the current Airport Overlay Zoning District in the Stafford County Zoning Ordinance; (2) Identify individual Airport Impact Zones (Zones) within the proposed Airport Planning Area; (3) Include the results of the land use compatibility analysis within each Zone for existing zoning classifications and future land use designations; (4) Create land use compatibility guidelines to address the potential for incompatible land uses and development within each individual Zone, and implementation policies for the compatibility guidelines; (5) Provide additional review standards to result in more compatible development in the Airport Planning Area; and (6) Provide sample real estate disclosure and notice statements, to advise prospective purchasers of the Stafford County Regional Airport's proximity; and

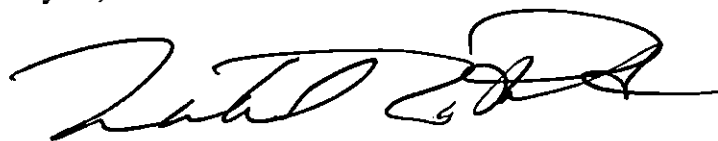
WHEREAS, the Commission duly advertised and held a public hearing on April 8, 2015, at which time public testimony was received and the merits of the duly advertised amendments to the Comprehensive Plan were considered; and

WHEREAS, the Commission has carefully considered the merits of the proposed amendments, the public testimony received at the public hearing, and the recommendations of County staff; and

WHEREAS, the Commission believes that the proposed amendments guide and accomplish the coordinated, adjusted, and harmonious development of Stafford County, Virginia, which will in accordance with the present and probable future needs and resources of Stafford County, Virginia, best promote the health, safety, morals, order, convenience, prosperity, and general welfare of the citizens of Stafford County, Virginia, including the elderly and persons with disabilities; and

WHEREAS, the Commission concludes that the proposed amendments to the Comprehensive Plan should be adopted;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Planning Commission on this the 22nd day of April, 2015, that the Commission does hereby recommend adoption of the proposed amendments to the Stafford County Comprehensive Plan, as advertised, by amending the textual document entitled "Stafford County, Virginia, Comprehensive Plan, 2010 – 2030," dated December 14, 2010, and last amended on February 24, 2015.



Michael Rhodes, Chairman

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 16th day of June, 2015:

MEMBERS:

Gary F. Snellings, Chairman
Laura A. Sellers, Vice Chairman
Meg Bohmke
Jack R. Cavalier
Paul V. Milde III
Cord A. Sterling
Robert "Bob" Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION TO AMEND THE STAFFORD COUNTY COMPREHENSIVE PLAN PURSUANT TO VIRGINIA CODE § 15.2-2229, BY ADOPTING THE PROPOSED AMENDMENTS TO CHAPTER 3 OF THE TEXTUAL DOCUMENT ENTITLED "STAFFORD COUNTY, VIRGINIA COMPREHENSIVE PLAN, 2010-2030," DATED DECEMBER 14, 2010, LAST AMENDED ON FEBRUARY 24, 2015

WHEREAS, Virginia Code § 15.2-2229 authorizes the Board to amend the Comprehensive Plan; and

WHEREAS, pursuant to Virginia Code § 15.2-2229, the Planning Commission may prepare and recommend amendments to the Plan; and

WHEREAS, Policy 4.9.1 of the Stafford County Comprehensive Plan states that the County should develop land-use compatibility standards for new development to conform to the aircraft approach patterns of airports and landing strips; and

WHEREAS, land-use compatibility guidelines have been developed through an ongoing effort between a joint subcommittee composed of members of the Planning Commission and the Stafford Regional Airport Authority; and

WHEREAS, Chapter 3, "The Land Use Plan," of the Comprehensive Plan 2010-2030 document (Plan) provides guidance for future growth and development in the County; and

WHEREAS, the amendments to the Plan would amend Chapter 3, "The Land Use Plan," to incorporate the Airport Land Use Compatibility Guidelines into the textual documents (Amendments); and

WHEREAS, the Planning Commission conducted a public hearing on the Plan Amendments and provided its recommendations to the Board; and

WHEREAS, the Board carefully considered the recommendations of the Planning Commission and staff, and the public testimony, if any, received at the public hearing; and

WHEREAS, the Board finds that the adoption of the Plan Amendments will guide and accomplish a coordinated, adjusted, and harmonious development in the County, which will, in accordance with the present and probable future needs and resources of the County, best promote the health, safety, order, convenience, prosperity, and general welfare of the County and its citizens; and

WHEREAS, the Board finds that the Plan Amendments are consistent with good planning practices and should be adopted;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 16th day of June, 2015, that it be and hereby does adopt the Amendments to Chapter 3, "The Land Use Plan," of the textual document entitled, "Stafford County, Virginia Comprehensive Plan, 2010-2030," dated December 14, 2010, and last amended on February 24, 2015, as provided in the document entitled "Chapter 3.8 Stafford Regional Airport Planning Area," dated April 22, 2015.

AJR:JAH:mz

PROPOSED

BOARD OF SUPERVISORS
COUNTY OF STAFFORD
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the 16th day of June, 2015:

MEMBERS:

Gary F. Snellings, Chairman
Laura A. Sellers, Vice Chairman
Meg Bohmke
Jack R. Cavalier
Paul V. Milde III
Cord A. Sterling
Robert "Bob" Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION TO DENY PROPOSED AMENDMENTS TO THE
STAFFORD COUNTY COMPREHENSIVE PLAN REGARDING THE
STAFFORD COUNTY REGIONAL AIRPORT PLANNING AREA

WHEREAS, Virginia Code § 15.2-2229 authorizes the Board to amend the Comprehensive Plan; and

WHEREAS, pursuant to Virginia Code §§ 15.2-2229, the Planning Commission may prepare and recommend amendments to the Plan; and

WHEREAS, Policy 4.9.1 of the Stafford County Comprehensive Plan states that the County should develop land-use compatibility standards for new development to conform to within the aircraft approach patterns of airports and landing strips; and

WHEREAS, land-use compatibility guidelines have been developed through an ongoing effort between a joint subcommittee composed of members of the Planning Commission and the Stafford Regional Airport Authority; and

WHEREAS, Chapter 3, "The Land Use Plan," of the Comprehensive Plan 2010-2030 document (Plan) provides guidance for future growth and development in the County; and

WHEREAS, the proposed amendments to the Plan would amend Chapter 3, “The Land Use Plan” to incorporate the Airport Land Use Compatibility Guidelines into the textual document (Amendments); and

WHEREAS, the Planning Commission conducted a public hearing on the Plan Amendments and provided its recommendations to the Board; and

WHEREAS, the Board carefully considered the recommendations of the Planning Commission and staff, and the public testimony, if any, received at the public hearing; and

WHEREAS, the Board finds that the Plan Amendments are not consistent with good planning practices in the vicinity of the Stafford County Regional Airport; and

WHEREAS, the Board does not desire to adopt the Plan Amendments;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the 16th day of June, 2015, that it be and hereby does deny the amendments to Chapter 3, “The Land Use Plan,” of the textual document entitled “Stafford County, Virginia Comprehensive Plan 2010-2030,” regarding to the Stafford County Regional Airport Planning Area.

AJR:JAH:mz