



AIRPORT IMPACT AREA OVERLAY: STAFF ANALYSIS

STAFF PERSONS: Tori Kanellopoulos, Planner
PLANNING COMMISSION: March 19, 2019
AGENDA TITLE: SP201800019 Greenfield Terrace and SP201900001
Greenfield Terrace Amendment

REQUEST:

Request to allow an Affordable Housing Bonus Density Development within the AIA Airport Impact Area Overlay District in accordance with 18-30.2.6 of the Zoning Ordinance.

REASON FOR PLANNING COMMISSION REVIEW:

Bonus level cluster developments in the Airport Impact Area (AIA) Overlay District may be authorized by the Planning Commission by finding that the development will reduce or be equivalent to hazard and/or noise impacts anticipated under standard level-conventional development in the underlying Commercial Office zoning district.

(Ordinance language presented in bold italics followed by staff comment)

30.2.6 CLUSTER DEVELOPMENT, BONUS FACTORS.

No cluster development or bonus level provisions or regulations will be permitted unless the commission shall determine that such development will reduce or be equivalent to hazard and/or noise impacts anticipated under standard level-conventional development of the underlying zoning district.

Section 18-30.2 of the Zoning Ordinance establishes the standards which apply to all projects located within the AIA Overlay Zoning District. The AIA Overlay District was originally adopted into the Albemarle County Zoning Ordinance in 1980.

Section 18-30.2.6 is a sub-section that was intended to add an additional layer of staff and Planning Commission analysis to residential projects within the AIA Overlay District that sought to develop according to the bonus level cluster development standards. At time of the Ordinance adoption, there were two sub-areas within the overall AIA District boundaries where noise and hazard impacts were expected to be greater. The two sub-areas in question are identified as the *AIA Noise Impact Area* and *AIA Safety Area*. The Zoning Ordinance defines these areas as follows:

- *AIA noise impact area. The term "AIA noise impact area" means all land within the 65 DNL contour as delineated on the Existing Noise Contours Map (2003).*
- *Safety area. The term "safety area" means the airport primary surface and the runway protection zone at each end of the runway as shown on the Airport Lay-Out Plan.*

The geographical extent of the *AIA Noise Impact Area* has been reduced since 1980 due to advancements in airplane technology that have reduced the level of noise pollution that was

commonly experienced with air travel in 1980. The *AIA Noise Impact Area* has been re-mapped in the Charlottesville/Albemarle Airport Master Plan since the AIA Overlay District was initially adopted into the Zoning Ordinance. As implied by the definition mentioned earlier, the *AIA Safety Area* is located over narrow stretches of land at either end of the Charlottesville/Albemarle Airport runways. Therefore, both the *AIA Noise Impact Area* and the *AIA Safety Area* only exist within the bounds of properties owned by the Charlottesville Albemarle Airport Authority.

Staff has verified that TMP's 04500-00-00-15700 and 04500-00-00-15800 are all located outside of the *AIA Noise Impact Area* and *AIA Safety Area*. The affordable housing density bonus development for 33 total units will therefore "*be equivalent to hazard and/or noise impacts anticipated under standard level-conventional development of the underlying zoning district, in accordance with Section 30.2.6 of the Zoning Ordinance.*"

Section 18-30.2.6 is a holdover section that will likely be eliminated from the Zoning Ordinance through a Zoning Text Amendment (ZTA) in the future. The likelihood of a bonus level cluster development being proposed on properties owned by the Charlottesville Albemarle Airport Authority is virtually zero. Therefore, there is no need to require reviews beyond the staff level for bonus level cluster developments in the AIA Overlay District since the *AIA Noise Impact Area* and *AIA Safety Areas* are confined within the bounds of airport owned properties.

FACTORS FAVORABLE

1. The proposed development lies outside of the *AIA Noise Impact Area* and the *AIA Safety Area*.
2. Granting the requested density bonus will result in an affordable housing bonus density development that will experience hazard and noise impacts which are equivalent to those which would be anticipated in a standard-level conventional development in the underlying Commercial Office Zoning District.

FACTORS UNFAVORABLE

1. None identified.

SUMMARY AND RECOMMENDATION:

Staff recommends approval of the request outlined below:

1. Staff recommends approval of SP201800019 Greenfield Terrace and SP201900001 Greenfield Terrace Amendment because the proposed affordable housing bonus density development will be equivalent to hazard and/or noise impacts anticipated under standard level-conventional development of the underlying zoning district, in accordance with Section 30.2.6 of the Zoning Ordinance.