

PRESENT: S. Bridge, Chairman  
K. Shiflett, Vice Chairman  
G. Campbell  
J. Curd  
T. Jennings  
K. Leonard  
E. Shipplett  
L. Tate, Planner II  
J. Wilkinson, Director of Community Development

VIRGINIA: At the Regular Meeting of the Augusta County Planning Commission held on Tuesday, December 13, 2016, at 7:00 p.m. in the Board Room, Augusta County Government Center, Verona, Virginia.

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**DETERMINATION OF A QUORUM**

Mr. Bridge stated as there were six (6) members present, there was a quorum.

(Mr. Leonard arrived after the determination of a quorum.)

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**MINUTES**

Mr. Curd moved to approve the minutes of the called and regular meetings held on October 11, 2016.

Mr. Jennings seconded the motion, which carried unanimously.

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**NEW BUSINESS**

**Election of Officers**

Mr. Shipplett presented the nominating committee report, which included Kitra Shiflett as Chairman and James Curd as Vice Chairman.

Mr. Shipplett moved, seconded by Mr. Jennings to elect the slate by acclamation. The motion carried unanimously.

**Inclement Weather Resolution**

Mrs. Tate presented the 2017 Inclement Weather Resolution to the Commission.

Mr. Shipplett moved to recommend approval of the following ordinance:

**INCLEMENT WEATHER RESOLUTION 2017**

WHEREAS, § 15.2-2214 of the Code of Virginia (1950), as amended, authorizes the Augusta County Planning Commission to fix a schedule of regular meetings.

WHEREAS, the Planning Commission now desires to establish its schedule for regular meetings during calendar year 2017.

BE IT RESOLVED BY THE AUGUSTA COUNTY PLANNING COMMISSION:

1. The Planning Commission shall hold regular meetings during calendar year 2017, in the Board Meeting Room at the Augusta County Government Center, on the dates and at the times set forth below:

|                    |           |
|--------------------|-----------|
| January 10, 2017   | 7:00 p.m. |
| February 14, 2017  | 7:00 p.m. |
| March 14, 2017     | 7:00 p.m. |
| April 11, 2017     | 7:00 p.m. |
| May 9, 2017        | 7:00 p.m. |
| June 13, 2017      | 7:00 p.m. |
| July 11, 2017      | 7:00 p.m. |
| August 8, 2017     | 7:00 p.m. |
| September 12, 2017 | 7:00 p.m. |
| October 10, 2017   | 7:00 p.m. |
| November 14, 2017  | 7:00 p.m. |

2. In the event the Chairman of the Planning Commission, or the Vice Chairman of the Planning Commission, if the Chairman is unable to act, finds and declares that weather or other conditions are such that it is hazardous for members of the Planning Commission to attend a meeting, such meeting shall be continued to the next Tuesday. Such finding and declaration shall be communicated to the members of the Planning Commission and the media as promptly as possible. All hearings and other matters previously advertised shall be conducted at the continued meeting and no further advertisement is required.

BE IT FURTHER RESOLVED, that this resolution be adopted by the Commission and recorded in its minutes.

Mr. Curd seconded the motion, which carried unanimously.

### **Airport Master Plan**

Mrs. Tate introduced Greg Campbell, Executive Director of Shenandoah Valley Regional Airport. Mr. Campbell also serves as a Planning Commission member representing the Beverley Manor District.

Mr. Campbell stated Shenandoah Valley Regional Airport Commission was formed in the 1950's by a group of businessmen who felt it was important to have a local airport in order for growth to occur in the County. The commercial airline started in 1962 and significant growth has occurred since then. Originally the airport contained 60-70 acres and has expanded to 430 acres. There are 90 aircraft that are based at the facility on a permanent basis. Currently there are 70-80 operations a day, (take-offs and landings) in which four to six are airline operations. The remaining operations fall under the category of general aviation, which means certain companies utilize their own aircraft to transport personnel. The airport has a 6000' runway and can handle most any sized narrow bodied aircraft. There are no obstructions around the airport and the County has taken measures to protect the airspace. The airport has been a critical piece of major employers, manufacturing, distribution, and retail facilities locating here.

Previously the airport used Silver Airways, which transported passengers to Dulles airport for connecting flights. As of November 2016, Silver Airways is no longer being used. Service changed from a turbo prop up to Dulles to a 50 seat regional jet that travels to Charlotte, NC to make connecting flights.

The Airport Master Plan needs to be in place in order to qualify for funding through the State and Federal governments. The last Master Plan was completed in 1998. It is anticipated this Master Plan will be completed by late spring of 2017. The Master Plan has to be justified in terms of future development and growth. It has to have the consent of the Federal Aviation Administration, which approves federal funding, and the Virginia Department of Aviation, which is the agency that approves state funding. 90% of funding generally comes from Federal funding, eight percent from the State, and 2% from local funding. Revenue generated projects are not federally funded, such as hangars that are built for private planes that are housed at the airport.

Mr. Campbell talked about the existing layout of the airport and indicated on PowerPoint where the runway protection zones are, the terminal area, and where corporate aircraft are kept. New Airport Road has been constructed and Old Airport Road was deeded to the airport by VDOT. The north corporate area contains 30-40 acres and a taxiway has been constructed in this area. A pad site has been leased in this area to Dynamic Aviation who has a 30 year land lease and will be constructing a 30,000 square foot hangar facility for their operations.

Mr. Campbell discussed the importance of land acquisition in order for the airport to maintain facility requirements. He indicated the airport would like to purchase a 19 acre tract along airport road that is owned by an adjoining property owner. This acreage would allow access into the north corporate area for future development and allow an environmental corridor. They are also interested in purchasing a 36 acre tract to the north and a 13.5 acre tract to the south. There are 135 acres they are interested in purchasing to the east, however, the property owners have talked about putting this property into an Agriculture Conservation Easement.

Mr. Shipplett asked how a fair price would be determined for the 19 acres.

Mr. Campbell stated the property would be appraised and they would make an offer to the property owner. If the owner does not accept the offer, as a last resort, there are means to acquire the property. The SVRA Board has a good relationship with the property owner and he has expressed an interest in selling the property.

Mr. Leonard asked how soon land will be acquired.

Mr. Campbell stated land acquisition will not be immediate, but they are anticipating the 19 acres will be acquired during Phase I or the first five years of the Master Plan. Other properties will be acquired during Phase II or III. He stated the airport currently owns enough land to build several more hangars without land acquisition.

Mr. Campbell talked about the improvements that will be made during Phase I (the first five years) of the Master Plan. Improvements include installing distance measuring equipment, removing obstructions and installing obstruction lighting, installing a water and sewer system that can support the airport, expanding and rehabilitating the general aviation apron where general aircraft park on a daily basis. The existing fuel farm will need to be relocated in order to expand the apron. It is planned to upgrade the security system within the terminal and expanding the security system to the borders of the airport. Construction of hangars and taxiway lanes associated with hangars are projects that will take place in the near future. Also, construction of a ground support equipment building will take place during this phase.

Mr. Campbell discussed the improvements that will happen during Phase II (6-15 years) of the Master Plan. It is planned to renovate the airline terminal, expand the commercial building, rehabilitate the general aviation corporate terminal, rehabilitate and expand the public safety aircraft rescue and firefighting facility, and install approach lighting system on the north end of the runway. The runways and taxiways will need to be rehabilitated during this phase and will be a difficult project because the runways cannot be closed. It is planned that the work will be done between midnight and 6:00 a.m. It is anticipated the FAA will fund the additional costs for the rehab to be done at night as they did in 2004 and 2005 when the runways were last rehabilitated.

Mr. Campbell stated it is hard to predict when Phase III of the Master Plan will be completed. During this phase it is anticipated the ground based navigational aids will be

relocated, taxiways will be rehabilitated, fuel truck parking areas will be created, area traffic control tower will be built and a snow equipment building will be constructed. Other long term projects will consist of installing taxiways on the east side, installing additional navigational aids, constructing a tower facility on the east side, constructing additional hangars and a corporate terminal facility.

Mr. Campbell discussed the financial feasibility of the Master Plan. He stated engineers have presented a cost analysis to the Board with all the costs associated with the projects. The Board will present the study to the FAA and they will decide if it is reasonable. If they find it is reasonable, it will be put into the National FAA system so the projects can be eligible for funding. He feels this is a smart plan and will have minimal impacts on the Weyers Cave community.

Mr. Leonard asked if it is expected that Eagles Nest and New Market airports will close.

Mr. Campbell stated the two airports appear to be in jeopardy. They are not recognized by the FAA and are not eligible for improvements. The SVRA Board has taken into consideration the possibility the aircraft at these facilities may need to be housed at Weyers Cave.

Mr. Jennings asked if there would ever be a need for a second runway.

Mr. Campbell stated there would not be a need for second runway, even with additional growth.

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## **STAFF REPORTS**

### **Code of Virginia – Section 15.2-2310**

Mrs. Tate reviewed with the Commissioners the requests coming before the BZA.

The Planning Commission took no action on the BZA items.

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There being no further business to come before the Commission, the meeting was adjourned.

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Chairman

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Secretary