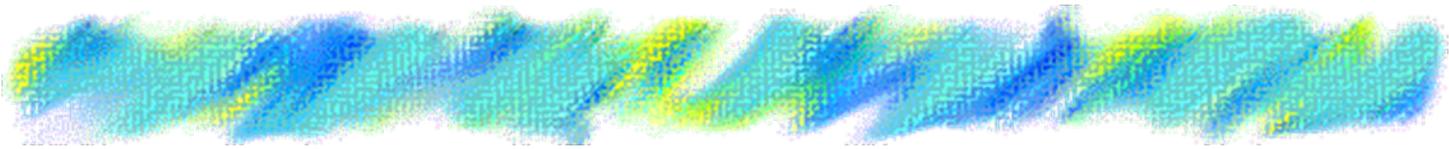


INTERFACILITY TRAFFIC AREA



Funding, Acquisition and Use Policy & Strategy

Clay Bernick

Department of Planning

February 29, 2008

NAS Oceana Apollo Soucek Field

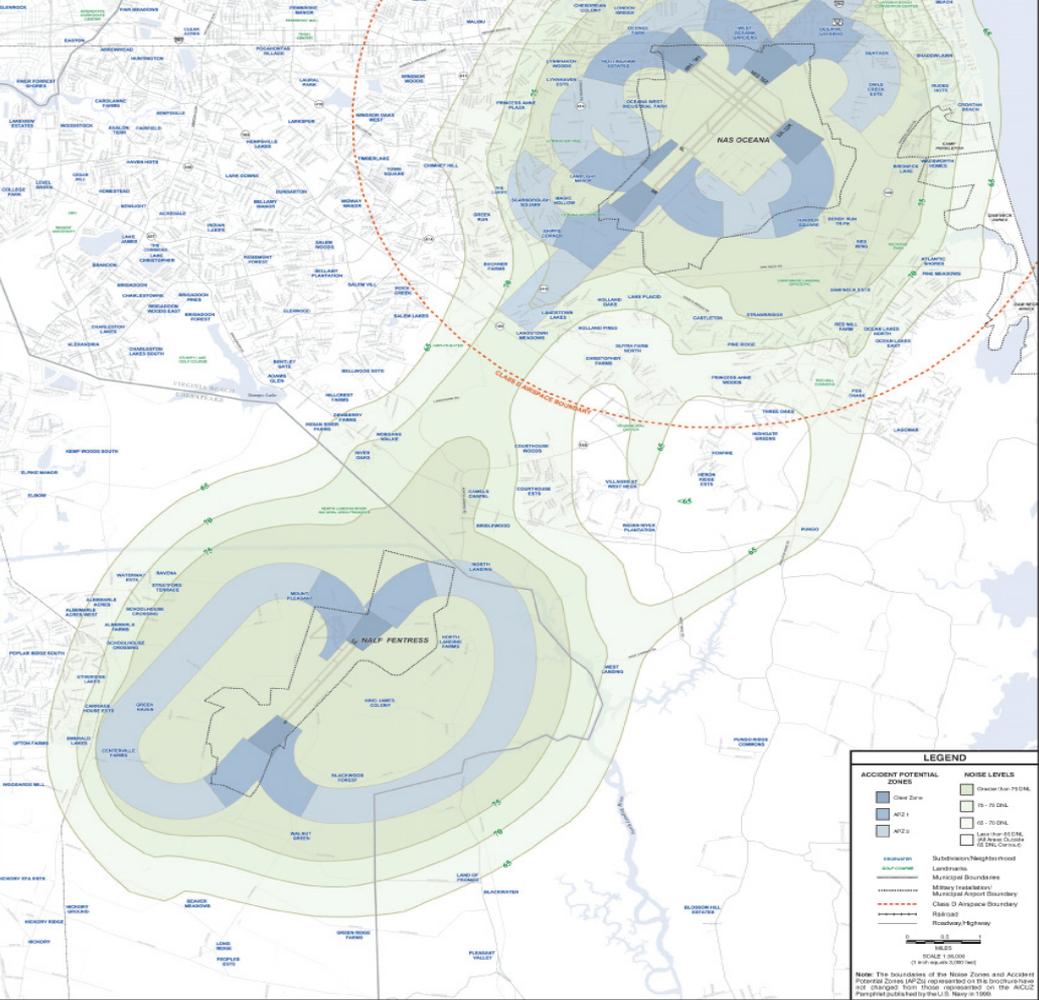
In 1948, the Navy acquired the land that would eventually become Naval Air Station (NAS) Oceana. At that time, the surrounding area was rural farmland. NAS Oceana has grown to become one of the largest and most advanced air stations in the world, with an area of 5,433 acres and an additional 3,880 acres in adjacent areas. It is home to the largest fleet of aircraft carriers in the world, the Navy's largest fleet of high-performance aircraft, NAS Oceana's primary mission is to train and deploy the Navy's Air Force fighter squadrons (F-16 Hornets and F-35 Lightning II) and the F-35B Hornets and Super Hornets.

The airport under current tower jurisdiction and immediately adjacent to the runway is defined by the FAA as "Class E" airspace. At NAS Oceana, Class E airspace covers the area from 1,000 feet above ground level (AGL) to 14,500 feet. Flight operations that are conducted into and out of NAS Oceana as part of the typical training activities for flight crews include operations, arrival, taxi, and departure procedures, practice takeoff approaches, flight to and from NAS Oceana, and flight to and from adjacent training areas. Flight operations within NAS Oceana's Class E airspace are conducted in accordance with the FAA's Part 91.101, which states that aircraft must be operated at an altitude of at least 1,000 feet, or lower when necessary for safety of landing.

NALF Fentress

The Navy's oldest training field (NALF) Fentress is located approximately 7 miles southeast of NAS Oceana. It was established in 1948 and comprises 2,500 acres, with an additional 170 acres in adjacent areas. NALF Fentress has since been divided into several training areas, including the Naval Air Station (NAS) Oceana and NAS Oceana's Class E airspace. NALF Fentress is a training area with a variety of terrain and is used for a variety of training activities, including flight operations, flight to and from adjacent training areas, and flight to and from adjacent training areas. Due to its proximity to the land, many flight operations are conducted on public property training courses. The common aircraft at NALF Fentress are B-1B.

Hours of Operation
NAS Oceana, NAS Northland, Chambers Field, and NALF Fentress are open 24 hours a day, and aircraft operations are typically conducted in daylight and low visibility. NAS Oceana's Web site, www.nas Oceana.mil, publishes expected hours of operation for NAS Oceana on a seasonal basis. This includes an address to change due to a variety of factors, including weather and world relations.



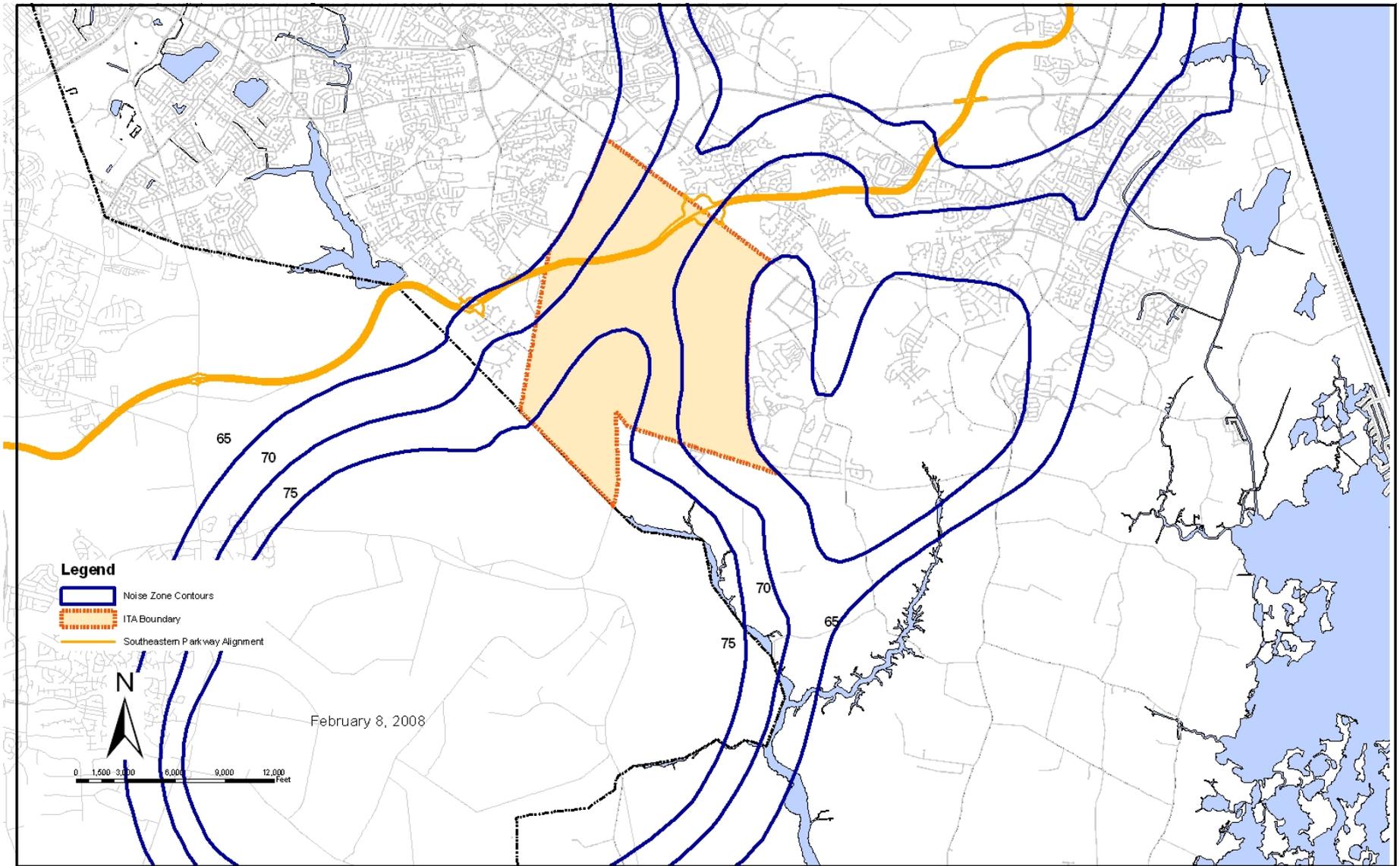
LEGEND

ACCIDENT POTENTIAL ZONES	NOISE LEVELS
Clear Zone	Greater than 70 dBA
A02	70-75 dBA
A02a	65-70 dBA
	Less than 65 dBA

Subdivisions/Neighborhood
 Landmarks
 Municipal Boundaries
 Military Installation
 Municipal Airport Boundary
 Class D Airspace Boundary
 Risk Road
 Roadway/Highway

0 0.5 1
 MILES
 0 0.5 1
 KILOMETERS
 (1 inch equals 2,000 feet)

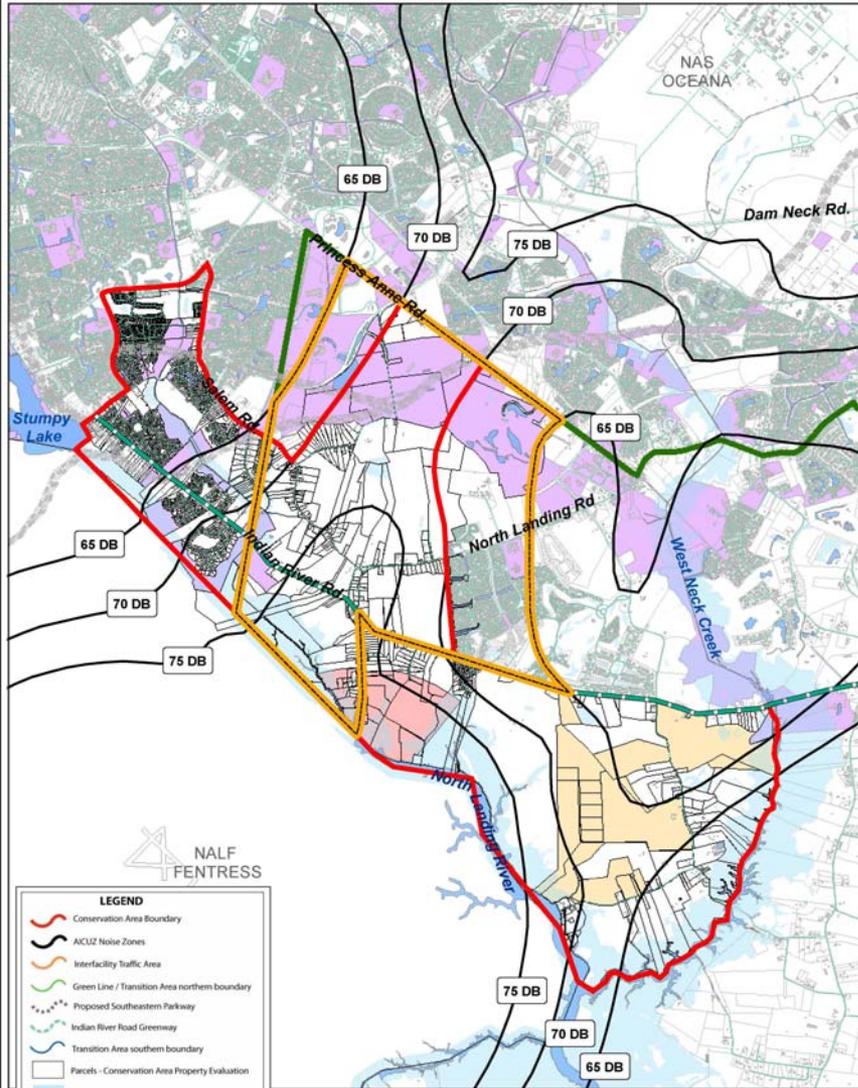
Note: The boundaries of the Noise Zones and Accident Potential Zones (APZs) are based on the geographic shape of the flight routes. The boundaries are not necessarily the same as the boundaries of the APZs. The APZs are defined by the FAA's Part 91.101, which states that aircraft must be operated at an altitude of at least 1,000 feet, or lower when necessary for safety of landing.





Interfacility Traffic Area and Conservation Area Boundary

BASE MAP
December 5, 2005



NALF
FENTRESS

LEGEND

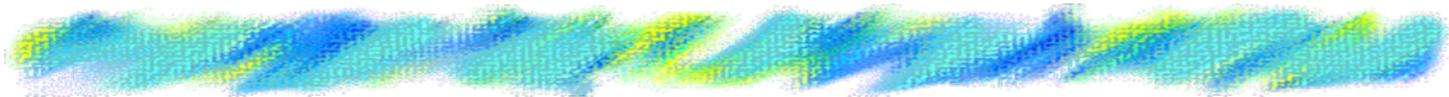
- Conservation Area Boundary
- AICUZ Noise Zones
- Interfacility Traffic Area
- Green Line / Transition Area northern boundary
- Proposed Southeastern Parkway
- Indian River Road Greenway
- Transition Area southern boundary
- Parcels - Conservation Area Property Evaluation
- Water and Wetlands
- ARP
- Navy Restrictive Easements

Notes
 1. This data is for planning purposes only.
 2. Sources:
 Department of Planning
 Department of Parks & Recreation
 Real Estate Assessors Office
 Center for GIS
 Hampton Roads Planning District Commission



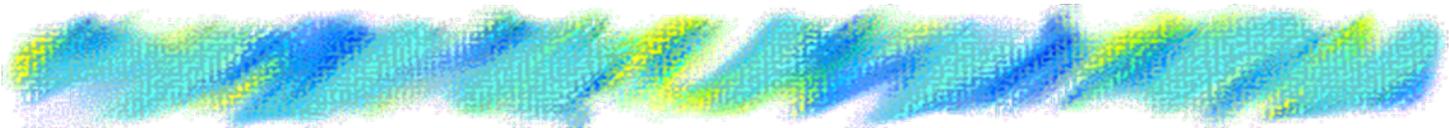
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ITA Characteristics



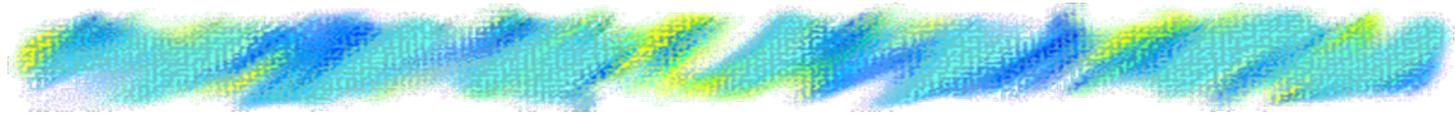
- located south of Green Line (urban service area boundary) and north of rural service area boundary
- located between 65 dB DNL noise contours
- approximately 4,000 acres total area
- approximately 1,450 acres total in 65 – 70 dB DNL areas
- approximately 80% of land zoned agricultural

Comprehensive Plan Amendments



- Adopted by City Council January 8, 2008
- Allowable Residential Development Densities of 1 du per 15 acres in 65- 70, 70-75 and >75 dB DNL zones
- Replaced Previous Allowable Residential Development Densities of 1 du per acre in 65-70 dB DNL zone, 1 du per 5 acres in 70-75 dB DNL zone
- Maintained Previous Allowable Development Densities of 1 du per 15 acres in >75 dB DNL zones

Transition Area Land Use Strategy Task Force

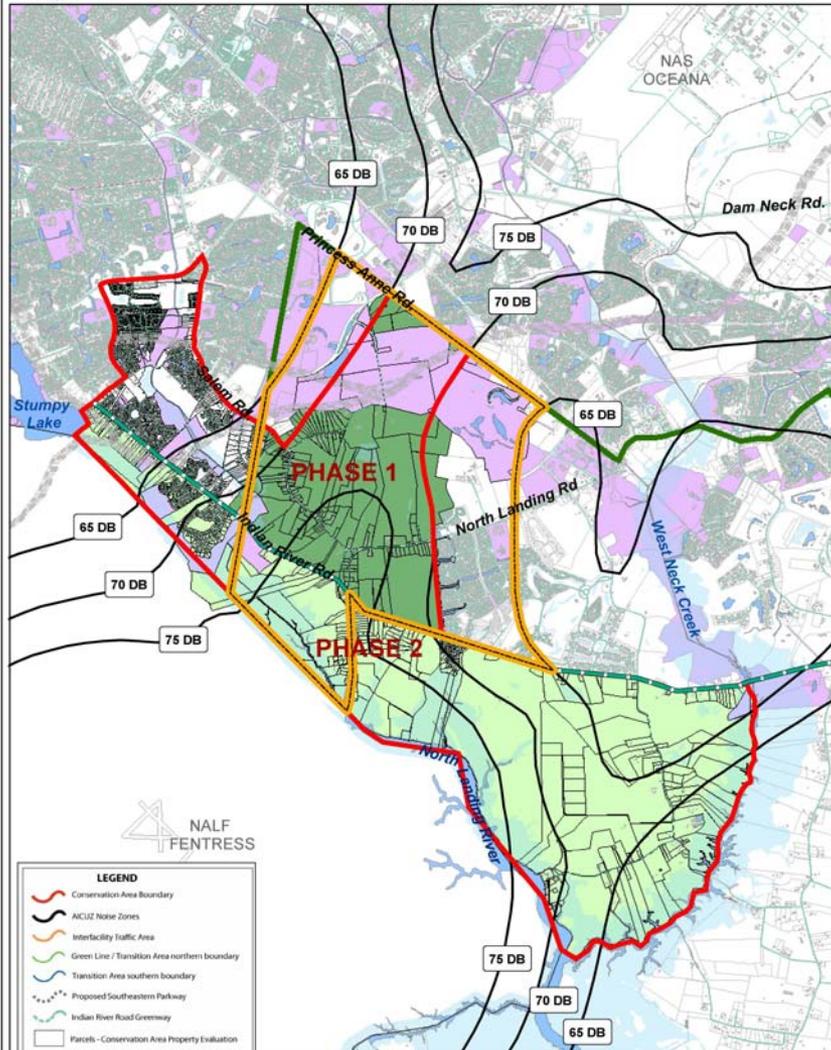


- Comprised of City (Planning, Real Estate, City Attorney, Parks & Recreation, Management Services, Economic Development) and Navy Representatives
- Tasks
 - prioritize sites within ITA for acquisition recommendations to City Real Estate Process
 - identify potential funding strategies for accomplishing ITA acquisitions



Interfacility Traffic Area and Conservation Area Boundary
ACQUISITION PRIORITY PHASE MAP

December 5, 2005



LEGEND	
	Conservation Area Boundary
	ACUZ Noise Zones
	Interfacility Traffic Area
	Green Line / Transition Area northern boundary
	Transition Area southern boundary
	Proposed Southeastern Parkway
	Indian River Road Greenway
	Parcels - Conservation Area Property Evaluation
	Water and Wetlands
	Phase 1 Conservation Acquisition Area
	Phase 2 Conservation Acquisition Area

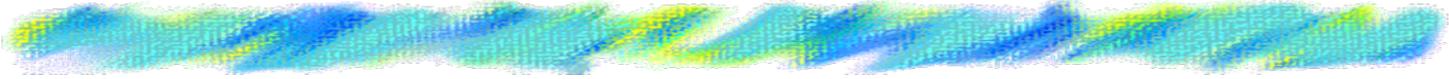
Notes:
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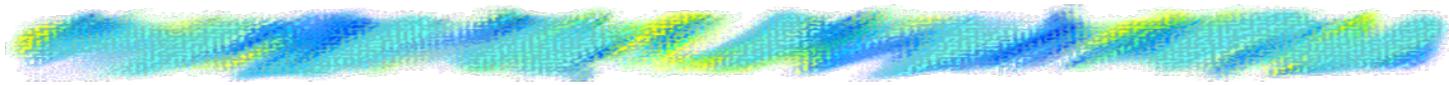
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Phase I Areas



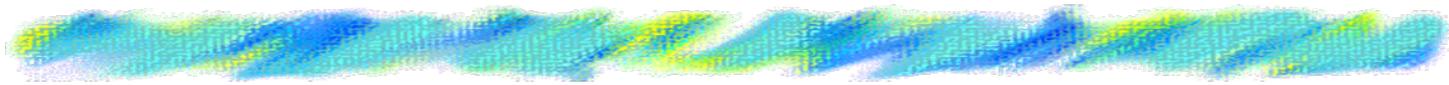
- Areas with Highest Development Potential
- Highest Priority Target for Acquisition from Willing Sellers for Multiple Reasons
- List of Properties, Owners, Site Characteristics, Values, etc. Undergoing Refinement
- Approximately 1,200 Acres Undeveloped
- Active Recreation Use Lands Adjoining Princess Anne Commons
- Land Bank Potential with Interim Agricultural and Forestal Uses
- Criteria to Prioritize & Evaluate Acquisitions from Willing Sellers Underway
- Opportunities for Southeastern Parkway and other Wetlands Mitigation

Phase II Areas

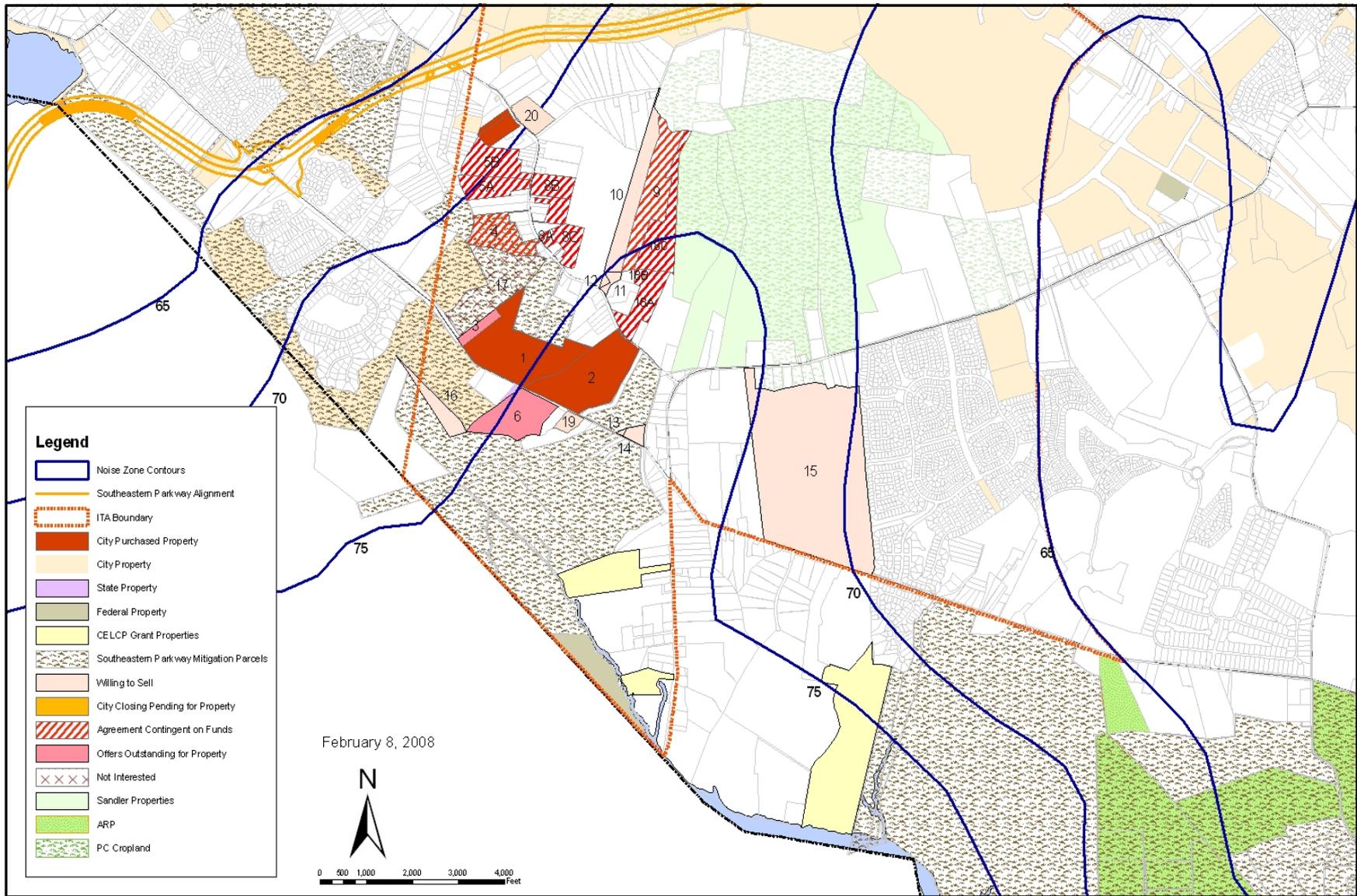


- Areas with Lower Development Potential
- Greater Environmental Constraints
- Opportunities for Southeastern Parkway and other Wetlands Mitigation
- Extends Beyond Interfacility Traffic Area Boundary
- Approximately 575 Acres Undeveloped
- Passive Open Space Use
- Supports Greenway Concept
- Includes ARP and Navy Easement Lands
- Potential New Major Regional Passive Recreation Area

Current Acquisition Status



- 107 acres acquired to date; \$3.4 M
- 258 acres available for acquisition from willing sellers; \$5.8 M estimated cost
- 32 acres offers outstanding; \$1.0 M estimated cost
- 98 acres interested owners; no cost estimate available
- 40 acres owner not interested; no cost estimate available



Legend

- Noise Zone Contours
- Southeastern Parkway Alignment
- ITA Boundary
- City Purchased Property
- City Property
- State Property
- Federal Property
- CELCP Grant Properties
- Southeastern Parkway Mitigation Parcels
- Willing to Sell
- City Closing Pending for Property
- Agreement Contingent on Funds
- Offers Outstanding for Property
- Not Interested
- Sandler Properties
- ARP
- PC Cropland

February 8, 2008



0 500 1,000 2,000 3,000 4,000 Feet

Questions?

