

Appendix M: Land Use Report

Land Use Existing Conditions Report

This section provides a discussion of the existing Land Use of the area in and around the Study Area. The following are the primary statutes, regulations, and EOs related to land use, along with applicable state or local regulations:

- Airport and Airway Improvement Act of 1982, and subsequent amendments (49 U.S.C. § 47107(a)(10))
- Airport Improvement Program (49 U.S.C. § 47106(a)(1))
- Airport Safety, Protection of Environment, Criteria for Municipal Solid Waste Landfills (40 CFR § 258.10 EPA)

The Study Area for Land Use includes the entirety of the Airport plus a surrounding radius of ½ mile. This area encompasses both the City of Manassas and Prince William County. Both the City and the County distinguish the Airport as a distinctive zoning entity, with the City presenting various Airport Overlay Protection areas onto their geographic information system (GIS) layers. The areas include horizontal surface, conical surface, transitional surface, approach surface, and noise impact areas. Both the City and the County indicate that parcels are zoned for agricultural, industrial, business, planned mixed residential, and residential within the ½ mile Study Area. **Figure A19** in the EA presents the Land Use Study Area boundary as well as the Land Use zoning within that boundary.

Since the Study Area is within both Prince William County and the City of Manassas, zoning was obtained from both municipalities and can be found in **Figure A19**. The Airport itself is zoned as “1A: Airport District”. The City of Manassas zoning laws define the “1A: Airport District” as “an area for *airport* and related business activities and is intended to permit maximum flexibility in the mix of uses, intensity of uses, and the phasing of development, while maintaining minimum development and use standards as recommended by the *Airport Master Plan* and as required by the Federal Aviation Administration” and allows uses that have “an integral relationship to aviation and requires the use of *airport* or aviation facilities on a regular basis”¹. The Study Area encompasses several zoning districts. **Table 1** presents the zoning districts as well as their acreage within the study area.

Table 1: Land Use Zoning Within Study Area

| Zoning District | Acres | Percentage of Study Area |
|--------------------------------|----------|--------------------------|
| A-1: Agricultural | 1,080.66 | 34.33% |
| IA: Airport District | 770.2 | 24.46% |
| PBD: Planned Business District | 325.87 | 10.35% |
| M-1: Heavy Industrial | 308.37 | 9.79% |
| M-2: Light Industrial | 261.26 | 8.31% |
| M/T: Industrial/Transportation | 109.99 | 3.49% |
| I1: Light Industrial District | 84.85 | 2.70% |

¹ Manassas, Virginia. Code of Ordinances, Sec. 130-309. - I-A Airport District. [Online] June 6, 2024. https://library.municode.com/va/manassas/codes/code_of_ordinances?nodeId=PTIICOOR_CH130ZO_ARTVIIIIZODI_DIV3NSIMIUSDI_S130-309AIDI.

| | | |
|---|----------|--------|
| R-4: Suburban Residential (four detached single-family dwellings per acre) | 81.69 | 2.59% |
| PMD: Planned Mixed Use Development | 59.18 | 1.88% |
| B-1: General Business | 33.39 | 1.06% |
| I2: Heavy Industrial District | 26.96 | 0.86% |
| B1: Business Office District | 4.17 | 0.13% |
| A1: Agricultural District | 1.7 | 0.05% |
| Total | 3,148.29 | 100.0% |

Sources:

City of Manassas. Manassas Zoning and Parcel Map App. Manassas City Website. [Online] 2024.
<https://cityofmanassas.maps.arcgis.com/apps/webappviewer/index.html?id=5435b6acfd274042a95914ad9ae97660>.
 Prince William County Zoning Districts Map. Prince William County Planning Office. January 1, 2023.

The Agricultural zoning district encompasses 34.33 percent of the total Land Use in the Study Area and surrounds the southern and western half of the Airport. Within and adjacent to the agricultural district, to the east and west of the Airport as well as at the north end of the Study Area are areas zoned as Planned Business District which allows for “a planned nonresidential development with a mix of commercial, research and development, office complexes, and certain types of manufacturing and related land uses within a minimum district size of 15 contiguous acres”². Heavy and Light Industrial, and Industrial/Transportation zoning districts are located adjacent to the Airport, to the northwest, north and east, with a small pocket to the east next to the Planned Business District. There is one Suburban Residential district located on the east side of the Airport, to the east of Prince William Parkway. General Business districts are located to the north of the Airport.

Major transportation routes nearby include Route 28, (Nokesville Road [Rd]), which runs east-west along the north end of the Study Area, and Route 238 (Prince William Parkway) which runs north-south on the east side of the Study Area and crosses Nokesville Rd at a grade-separated interchange. The Virginia Railway Express (VRE) runs east-west directly to the north of the Airport and the Broad Run Train Station is located across from the northwest corner of the Airport to the south of the Railroad tracks, between Observation Rd and Piper Lane (Ln).

As mentioned above, there are significant industrial uses surrounding the northern portion of the Airport. Industry located on the north end of the Study Area includes construction companies, auto body repair shops, bus and truck companies, a recycling center, and various equipment, auto, and supply storage yards. To the east, along Harry J. Parrish Boulevard (Blvd), there are several distribution centers, as well as the Dominion Energy Clover Hill Substation and paved areas that were used for construction staging. Along Nokesville Rd are commercial businesses, shopping plazas, gas stations, and fast food restaurants. The residential area to the east, parallel to Prince William Highway, generally consists of a suburban development with four detached single-family dwellings per acre.

There is one day-care, the Nanda Learning Center, that is located within the Study Area, adjacent to Pennsylvania Avenue between Nokesville Rd and Carolina Dr (**shown on Figure A19**). There are no other schools, places of worship, playgrounds, or other similar places of interest that would be sensitive to a Land Use analysis within the Study Area.

² Prince William County, Virginia. Code of Ordinances, Part 404. - Planned Development-PBD, Planned Business District. [Online] June 6, 2024.
https://library.municode.com/va/prince_william_county/codes/code_of_ordinances?nodeId=CH32ZO_ARTIVCOOFIN_DI_PT404PLDEBDPLBUDI.

Places of interest that could be sensitive to Land Use changes but are outside the Study Area are provided below for disclosure purposes only.

The next closest day-care is approximately 0.75 miles outside the Study Area limits to the east. There are two schools approximately 0.2 miles outside the Study Area limits on Godwin Dr, the George C. Round Elementary School, and a pre-school, the Gardner School of Manassas. There are additional schools and day-cares nearby; the Everbrook Academy of Bristow is approximately 0.5 miles beyond the west border of the Study Area. There are several schools and day-cares along Route 234 (Dumfries Rd) and Wellington Rd approximately one or more miles beyond the Study Area limits. There are two playgrounds outside of the study area, Dean Park, near the Jennie Dean Elementary School, approximately one mile northeast of the Study Area limits and Victory Lakes Playground and Swimming Pool, about 1.8 miles north of the Study Area limits.

Places of worship nearest to the Airport are the Chapel Springs Assembly of God Church on New Life Way to the northeast and the Ministerio Internacional Pentecostes Trono De Jehovaoff of Hornbaker Rd to the north. Both are approximately 0.2 miles to the northeast of the Study Area Limits.