

SUMMARY MINUTES  
STRATEGIC DEVELOPMENT COMMITTEE  
MEETING OF MARCH 18, 2015

Ms. Lang chaired the March 18 Strategic Development Committee Meeting, calling it to order at 8:23 a.m. A quorum was present during the Meeting – Mr. Chapman, Co-Chair, Mr. Caputo, Mr. Curto, Ms. Hanley, Mr. McDermott, Mr. Mims, Mr. Session and Mr. Conner, *ex officio*. Mr. Kennedy and Ms. Wells were also present. Mr. Griffin joined the Meeting by phone.

Recommendation to Approve a Master Plan Amendment for Land Areas on the West Side of Dulles International. Ginger Evans, Vice President for Engineering, was joined by Roger Natsuhara, Deputy Vice President for Engineering. Mr. Natsuhara reviewed the master plan amendment that would: 1) change the land use designation west of Runway 1L/19R (fourth north-south runway) from “Airport Buffer Zone” to “Reserved for Aviation Development”; and 2) formally incorporate approximately 416 acres of land west of the Airport (known as the Western Lands) into the Airport boundary and designates this parcel as “Non-Aviation Commercial” land use. In 2005, the Board had approved the acquisition of approximately 830 acres of land along the western boundary of Dulles International. Mr. Natsuhara explained that approximately 414 acres had been used for the construction of Runway 1L/19R and the provision of an adequate buffer area. At that time, the Federal Aviation Administration (FAA) had concurred with the Authority’s request not to include the remaining land (approximately 416 acres) into the Master Plan. However, the FAA had recently requested the Authority to incorporate the 416 acres into the Master Plan to comply with federal grant assurance requirements. Additionally, the Authority had begun to market development opportunities for the land which also requires that it now be formally included as part of the Master Plan. The changes in the land use designation would also clearly designate the intended use of the land and allow for all types of commercial development, excluding residential. Ms. Hanley inquired whether the Authority is required to notify Loudoun County of its intention to amend the Master Plan, to which staff responded that the County had been notified informally. Ms. Evans stated that a formal notification would also be provided to Loudoun County. Mr. Potter noted that the Authority had been faced with uncertainty years ago about how the remaining land should be zoned and whether it should be incorporated into its Master Plan. In moving forward with the development at Dulles International for

expanded Airport and commercial use, Mr. Potter stated that the amendment would clarify the zoning issue and designate the land as official Airport property. He noted that the Authority had discussed plans for the potential land development with the FAA and Loudoun County.

Mr. Session inquired about the difference between Western Lands and Collateral Lands. Staff clarified that Western Lands, which are not included in the original federal lease (Lease), have an aviation-related designation while "Collateral Lands" represent parcels included in the Lease that would not be used for core aviation purposes.

Mr. Caputo asked if a buffer zone is required. Mr. Potter responded affirmatively and stated that the designated buffer zone is parallel to Runway 1L/19R to support future activity on the Runway.

The Committee approved the recommendation. Ms. Lang stated that she would offer a resolution later that day at the Board Meeting.

The meeting was thereupon adjourned at 8:35 a.m.