



REPORT TO THE STRATEGIC DEVELOPMENT COMMITTEE

RECOMMENDATION TO APPROVE A MASTER PLAN AMENDMENT FOR LAND AREAS ON THE WEST SIDE OF WASHINGTON DULLES INTERNATIONAL AIRPORT

MARCH 2015



PURPOSE

The Strategic Development Committee approve and recommend to the Board of Directors approval of a Master Plan amendment for Washington Dulles International Airport that: 1) changes the land use designation west of runway 1L/19R from 'Airport Buffer Zone' to 'Reserved for Aviation Development'; and 2) formally incorporates approximately 416 acres of land west of the Airport (Western Lands) into the Airport boundary and designates this parcel as 'Non-Aviation Commercial' land use.

BACKGROUND

An Airport Master Plan, which includes the Airport Layout Plan (ALP), is required by FAA. ALP data includes land-use information and airport property maps.

In November 2005, the Board approved the Airports Authority acquisition of ~ 830 acres of land along the western boundary of Dulles International Airport to construct the 4th north-south runway and provide adequate buffer area. This acquisition also included land for future land uses other than the airfield.

BACKGROUND

Approximately 414 acres of the purchased land was incorporated into the existing Airport Master Plan to accommodate the 4th runway in 2005.

With FAA concurrence, the Airports Authority did not incorporate the remaining 416 acres into the Master Plan, pending on analysis of future uses and land designations.



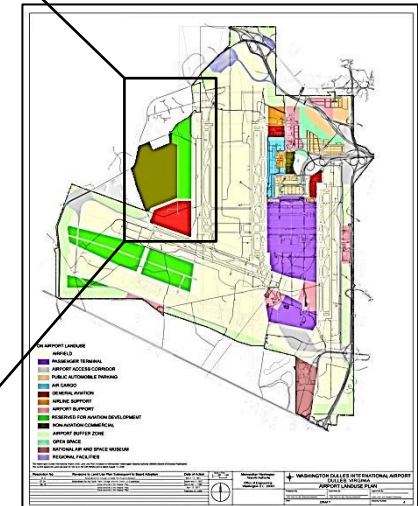
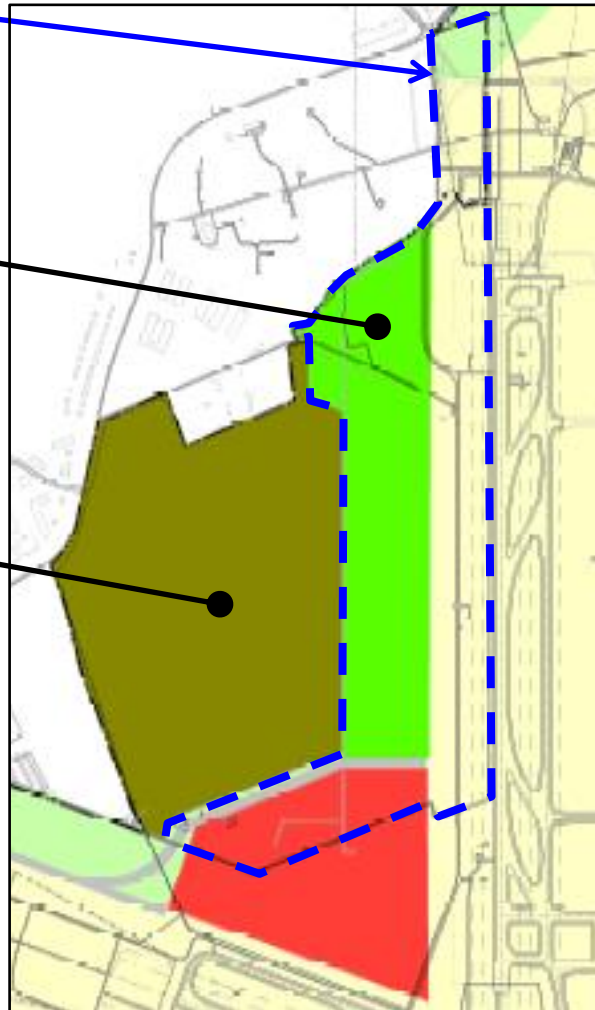
Master Plan – Land Use Plan

Proposed Master Plan Amendment

2005 Master Plan
Amendment
(~ 414 acres)

Revised Land Use
“Reserved for
Aviation Development”

New Land Use
“Non-Aviation
Commercial”
(~ 416 acres)





DISCUSSION

FAA has recently requested by letter the Airports Authority incorporate the 416 acreage into the Airport Master Plan in compliance with federal grant assurance requirements.

The Office of Real Estate has actively begun marketing development opportunities of this land further warranting its formal inclusion in the Airport Master Plan.

In addition, changing the land use designation west of Runway 1L/19R from 'Airport Buffer Zone' to 'Reserved for Aviation Development' will more clearly denote the Airport's intended use of this land.

Designation as 'Non-Aviation Commercial' land use allows for all types of commercial development, excluding residential.



RECOMMENDATION

That the Strategic Development Committee approve and recommend to the Board of Directors approval of the Master Plan amendment for Washington Dulles International Airport that: 1) changes the land use designation west of Runway 1L/19R from 'Airport Buffer Zone' to 'Reserved for Aviation Development'; and 2) incorporates approximately 416 acres of land west of the Airport (Western Lands) into the Airport boundary and designates this parcel as 'Non-Aviation Commercial' land use.



Ronald Reagan Washington National Airport



Dulles Corridor Metrorail Project



Dulles Toll Road



Washington Dulles International Airport



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

Proposed Resolution

Amending the Master Plan for Washington Dulles International Airport

WHEREAS, The Master Plan Washington Dulles International Airport (Dulles International) includes an Airport Layout Plan, which is a set of drawings that show the near-, intermediate- and long-term facilities for the Airport;

WHEREAS, An Airport Layout Plan is to be submitted to the Federal Aviation Administration (FAA) for approval and is required by the FAA to be kept up to date and current;

WHEREAS, In November 2005, the Board of Directors approved the Airports Authority's acquisition of approximately 830 acres of land located between the western boundary of Dulles International Airport and Route 606;

WHEREAS, Approximately 414 of these acres were to be purchased to provide land which was needed for a new north-south runway at Dulles International and for a buffer area between the new runway and the Airport's western boundary;

WHEREAS, These approximately 414 acres of land were later added to the Master Plan and Airport Layout Plan for Dulles International;

WHEREAS, The remaining approximately 416 acres of land that were approved for purchase in November 2005, which are located to the west of the acres then purchased for the new north-south runway, were not added to the Dulles International Master Plan or Airport Layout Plan, pending future analysis of the appropriate use of the land; and

WHEREAS, The FAA has recently recommended that the Airports Authority add these approximately 416 acres of land to the Airport Layout Plan for Dulles International, and staff has agreed with that recommendation;

WHEREAS, At the March 18, 2015, meeting of the Strategic Development Committee, staff recommended that the Dulles International Master Plan and Airport Layout Plan be amended to formally incorporate these approximately 416 acres of land into the Dulles International Airport Layout Plan and to designate this area as "Non-Aviation Commercial" and, in addition, to change the

designation of land immediately west of Runway 1L/19R from “Airport Buffer Zone” to ‘Reserved for Aviation Development’; and

WHEREAS, The Board has determined that it is in the interests of the Airports Authority to amend the Dulles International Master Plan and Airport Layout Plan in the manner recommended by staff; now, therefore, be it

RESOLVED, That amendments to the Dulles International Master Plan and Airport Layout Plan area that have been recommended by staff are hereby approved.

*For Consideration by the Strategic Development Committee
and the Board of Directors on March 18, 2015*