



## **REPORT TO THE BOARD OF DIRECTORS**

# **RECOMMENDATION TO APPROVE AN AMENDMENT TO THE AIRPORT LAND USE PLAN FOR WASHINGTON DULLES INTERNATIONAL AIRPORT**

**OCTOBER 2016**



## PURPOSE

The Strategic Development Committee approved and recommends that the Board of Directors approve an amendment to the Airport Land Use Plan (ALUP) for Washington Dulles International Airport (Dulles International) to change the land use designation of an area north of the Greenway and the Greenway/Route 606 Intersection to “Non-Aviation Commercial” to permit compatible development adjacent to the future 606 Metro Station.



# BACKGROUND

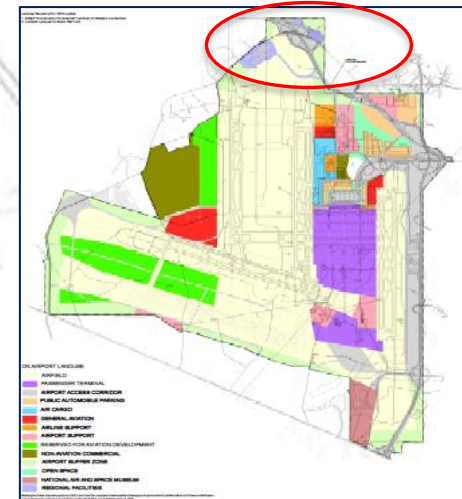
## Original Airport Land Use Plan (ALUP)



Airport Buffer Zone

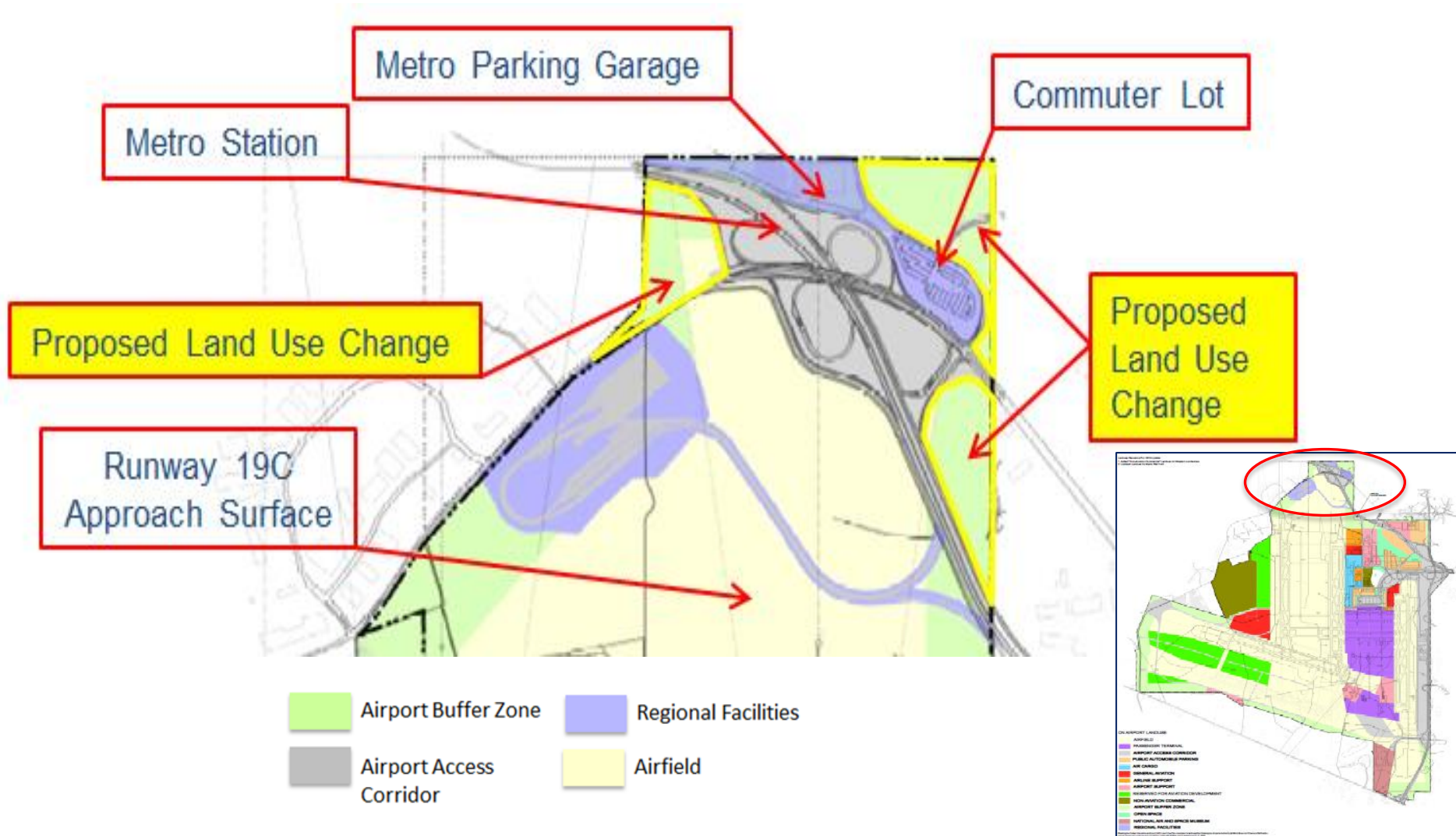


Airfield





# BACKGROUND (continued) Existing Airport Land Use Plan (ALUP)



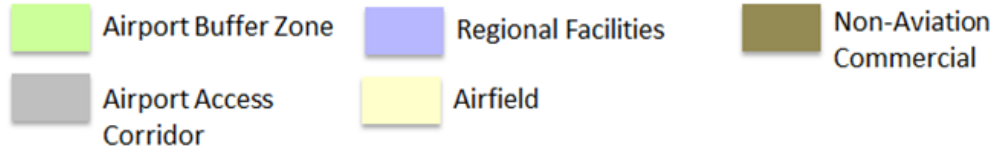


## **BACKGROUND (continued)**

- 1) The current area's designation of Airport Buffer Zone was originally established to provide a "Buffer" between the airfield and the community.
- 2) Subsequent improvements including the Dulles Greenway, Route 606, Metrorail and associated interchanges, as well as the commuter lot and future Metro parking garage provide community facilities on Airport property and provide an appropriate acoustical and visual buffer.
- 3) Designating this area "Non-Aviation Commercial" allows for compatible development of Airport property along with the surrounding community.



# PROPOSED ALUP





## RECOMMENDATION

Request the Strategic Development Committee approve and recommend that the Board of Directors approve an amendment to the Airport Land Use Plan for Washington Dulles International Airport to change the land use designation of the area north of the Greenway and the Greenway/Route 606 Intersection to “Non-Aviation Commercial.”



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## Proposed Resolution

### Approving Amendment to the Airport Land Use Plan for Washington Dulles International Airport

WHEREAS, The current Airport Land Use Plan for Washington Dulles International Airport (“Dulles ALUP”) designates the land use for certain areas of Dulles International that are located north of Route 606 as “Airport Buffer Zone” (“Buffer Zone Areas”);

WHEREAS, The original reasons for designating these areas of Dulles International as “Airport Buffer Zone” are no longer applicable;

WHEREAS, Changes in the use of other areas of Dulles International north of Route 606, which are designated “Regional Facilities” (e.g., construction of Route 606 Metrorail station and associated parking and public transportation facilities), warrant changing the designation of the Buffer Zone Areas to the land use designation “Non-Aviation Commercial”;

WHEREAS, The Strategic Development Committee (“Committee”) has received a recommendation from staff that the Dulles ALUP be amended by changing the designation of the Buffer Zone Areas from “Airport Buffer Zone” to “Non-Aviation Commercial,” and the Committee has approved that staff recommendation and recommended that the Board of Directors approve this amendment to the Dulles ALUP;

WHEREAS, The Board of Directors has accepted this Committee recommendation; now, therefore, be it

RESOLVED, That the amendment to the Dulles ALUP changing the land use designation of the Buffer Zone Areas from “Airport Buffer Zone” to “Non-Aviation Commercial,” as described in the staff paper submitted to the Committee for its September 2016 meeting, is approved; and

2. That the President and Chief Executive Officer is authorized to take all actions necessary and appropriate to accomplish this amendment to the Dulles ALUP.

*Recommended by the Strategic Development Committee September 21, 2016  
For Consideration by the Board of Directors October 19, 2016*

## **REPORT TO THE BOARD OF DIRECTORS**

### **RECOMMENDATION TO APPROVE AN AMENDMENT TO THE AIRPORT LAND USE PLAN (ALUP) FOR WASHINGTON DULLES INTERNATIONAL AIRPORT**

**OCTOBER 2016**

#### **ACTION REQUESTED:**

The Strategic Development Committee approved and recommends that the Board of Directors approve an amendment to the Airport Land Use Plan (ALUP) at Washington Dulles International Airport (Dulles International) to change the land use designation of the area north of the Greenway and the Greenway/Route 606 Intersection to “Non-Aviation Commercial” to permit compatible development adjacent to the future 606 Metro Station.

#### **BACKGROUND:**

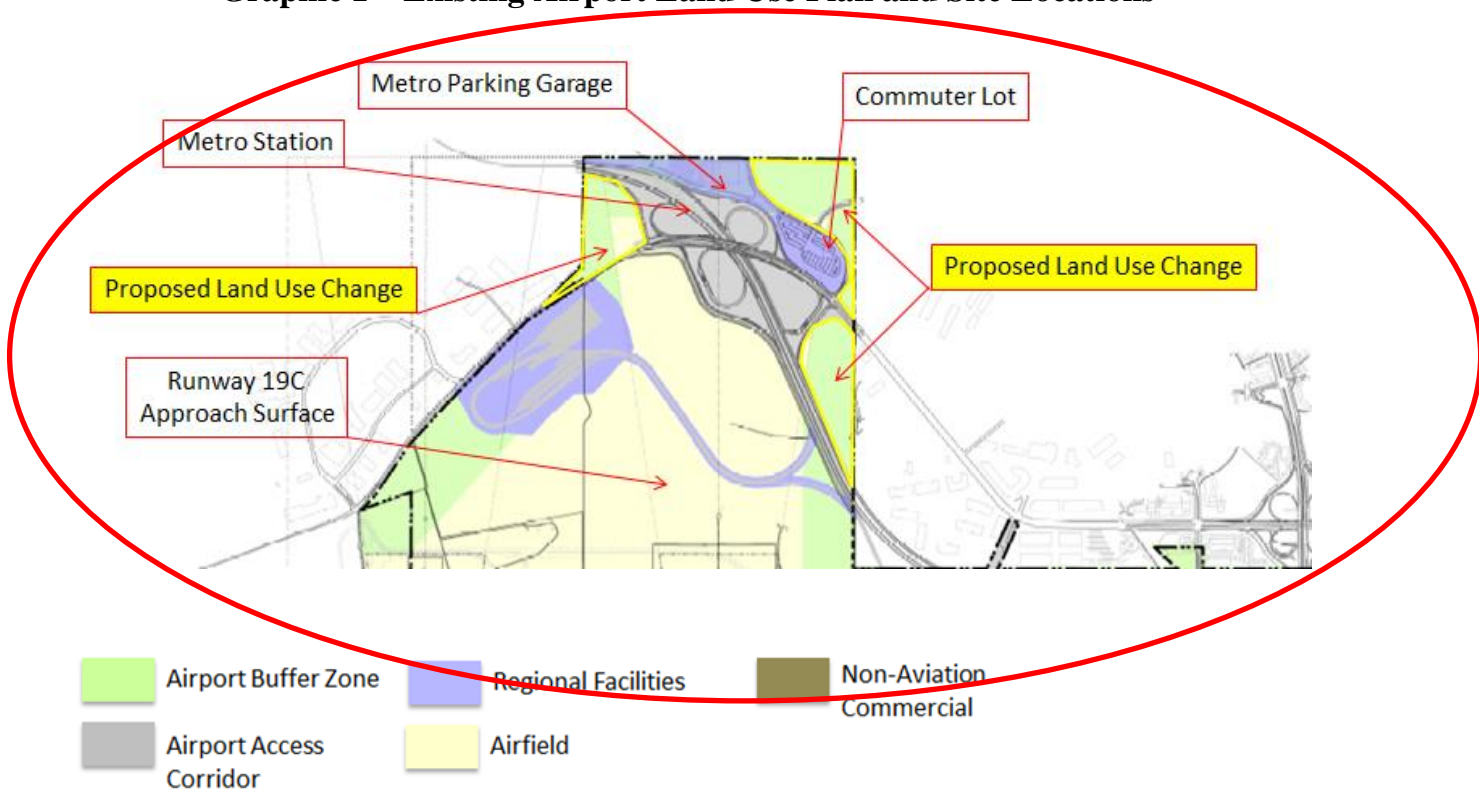
Land area around the future 606 Metro Station is currently designated Airport Buffer Zone. The Airport Buffer Zone was established to provide a “buffer” between the community and the airfield operating and support areas. The Airport Buffer Zone was part of the original planning of the Airport and the 1985 Airport Master Plan further defined the objective of the Buffer Zone to, “...achieve compatibility with the communities and land uses surrounding the Airport by providing large clearances, between the runways and the Airport boundary.” The 1985 Master Plan states, “The zone was intended to be essentially undeveloped, have a park-like character and serve as a visual and acoustical buffer.” It also recommends that development not be permitted within the Buffer Zone under the approach surface unless there is a “compelling need for the development and other suitable alternative sites are unavailable.” The Buffer Zone is approximately 1,000 feet in width but varies due to the location of the Airport property line and competing land uses.

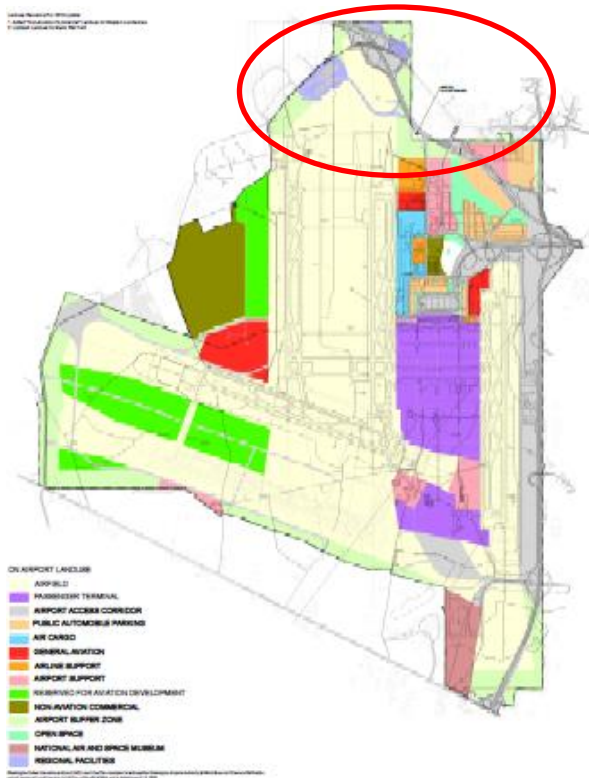
Over the years, the buffer has been changed to non-buffer land uses in order to keep astride of the dynamic needs and requirements of the Airport and create higher and better uses of the property without affecting the original purpose of the zone. The Greenway, Metrorail, commuter lot and future Metro parking garage have developed within the buffer to provide beneficial community facilities. Although these facilities are located along the edge of the Airport property, in some cases, the land designated as buffer zone on the existing ALUP actually provides a buffer between the on-Airport community facilities and the community rather than the Airport and the community.

**DISCUSSION:**

Graphic 1 below and on the following page, illustrates three buffer zone sites [shown on the graphic as ‘Proposed Land Use Change’] located near the Metro Station, which are recommended for a change in land use. The majority of this land is currently designated Airport Buffer Zone on the ALUP and a small portion is designated Airfield. These sites are, surrounded by existing and planned regional transportation infrastructure, which makes it very conducive for commercial development. Additionally, adjacent off-airport property is zoned for commercial and industrial development. This type of property is compatible with non-aviation related development in accordance with the objectives of the Master Plan.

**Graphic 1 – Existing Airport Land Use Plan and Site Locations**





The location of this property is adjacent to the new Metro Station, new Metro parking garage and existing commuter lot, which makes this property a unique and prime location for commercial development. It will provide commercial opportunities for the community that are easily accessible to public transportation including roads, rail and buses. The commercial development will be required to adhere to landscaping plans.

There are no other undeveloped sites on the airport that have the advantage of being adjacent to the new Metro Station and associated public transit benefits. These sites provide a unique opportunity to significantly increase airport revenue

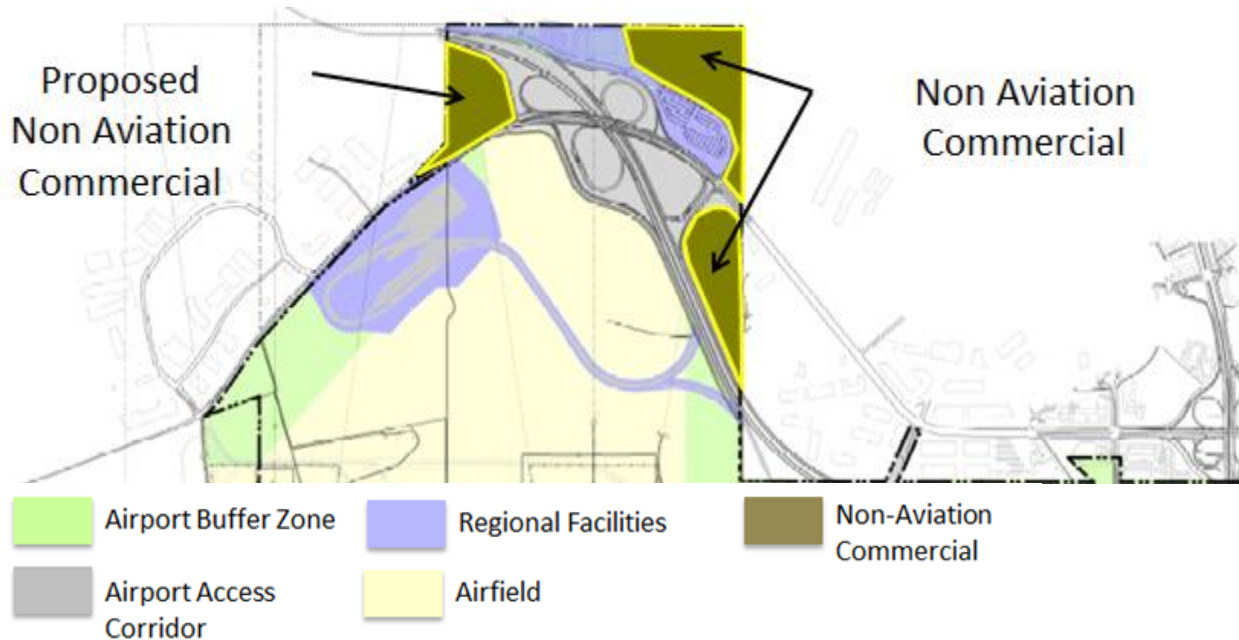
Since the Airport was originally constructed, the Greenway, Route 606, Metrorail, and associated interchanges now provide the recommended acoustical and visual screening between the runway and the community providing the desired buffer consistent with the Airport Master Plan. The Greenway, Greenway/Route 606 Interchange, Metrorail, and Metrorail Station provide a distinct boundary between the Airport and the adjacent properties to the north. The proposed non-aviation related development sites are isolated from the rest of the Airport property by the transportation corridor and as such, do not serve as an effective buffer between the Airport and the community as the 1985 Master Plan intended. However, a more than adequate buffer/screen is provided with the existing transportation corridor that includes the Greenway, Route 606, as well as the future Metrorail. The transportation corridor and supporting facilities are located on the airport property; however, they are regional or community facilities and are not directly

associated with the operation of the Airport. Therefore, maintaining the current buffer between the Greenway and the properties to the north of the Dulles International is creating a buffer between the community and community facilities rather than creating a buffer between the airport facilities and the community.

**RECOMMENDATION:**

That the Strategic Development Committee recommend that the Board approve the amended Dulles International Airport Land Use to designate the airport property near the Route 606 Metro Station to Non-Aviation Commercial as shown in Graphic 2 below.

**Graphic 2 - Proposed Airport Land Use Plan Amendment**



Prepared by:  
Office of Engineering  
September 2016