

September 6, 2016

Ms. Sarah Gerstein  
General Manager  
Broadlands HOA  
21907 Claiborne Parkway  
Broadlands, VA 20148

SUBJECT: Scoping for the Western Land Area Environmental Assessment

Dear Ms. Gerstein,

The Metropolitan Washington Airports Authority is initiating preparation of an Environmental Assessment (EA) to evaluate and disclose the potential environmental impacts associated with proposed development of a 416-acre parcel of property that it owns at Washington Dulles International Airport (Dulles Airport) known as the Western Land Area. The Authority is inviting your agency or organization to participate in the scoping process for this EA by providing scoping comments.

Scoping comments help to identify key issues early in the development of the EA. A Scoping Information Package is enclosed to provide useful information and facilitate informed commenting. The Scoping Information Package includes background information; describes the Proposed Action, presents the preliminary purpose and need, and alternatives; identifies the environmental impact categories most likely impacted; and provides a preliminary schedule.

Comments may be mailed to the following address, or provided via e-mail to [William.Tees@MWAA.com](mailto:William.Tees@MWAA.com). It is respectfully requested that all scoping comments be provided by October 10, 2016 in order to ensure early consideration.

Mr. William Tees, Asset Manager  
Department of Real Estate  
45025 Aviation Drive, Suite 250  
Dulles, Virginia 20166

Sincerely,



William Tees, Asset Manager  
Department of Real Estate

Enclosures: Scoping Information Package

cc: Ms. Susan Stafford, FAA  
Ms. Kim Hughes, HNTB



## **Introduction**

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The Metropolitan Washington Airports Authority (Authority or MWAA) plans to advance the commercial development of a 416-acre parcel of property that it owns at Washington Dulles International Airport (Dulles Airport) by entitling the land through a series of pre-development decisions and approvals. As a result, the Authority has commissioned the development of a General Plan and Environmental Assessment (EA) for this property, which is located along the western edge of Dulles Airport. The property, known as the Western Land Area (Western Lands) represents one of the largest remaining undeveloped parcel of land in the rapidly developing Route 606 (Old Ox Road) corridor. The majority of Dulles Airport is located in Loudoun County, Virginia, with a small portion in unincorporated Fairfax County. The Western Land Area is entirely within Loudoun County.

The EA which may be completed as a Programmatic EA and/or a conventional EA for near term projects is being completed to satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA). This document provides preliminary information regarding the EA to facilitate agency review and comment and includes the following sections:

- Background
- Proposed Action
- Preliminary Purpose and Need
- Preliminary Alternatives
- Environmental Analysis
- Preliminary Schedule
- Comment Form

If you would like to provide any comments on the proposed action, please submit them by October 10, 2016. Comments provided by this time will assist the Authority in identifying issues early in the development of the EA. A Comment Form is attached for your use. You are welcome to submit comments either by mail at the below address or by email to [William.Tees@MWAA.com](mailto:William.Tees@MWAA.com).

Please submit written comments to:

Mr. William Tees, Asset Manager  
Department of Real Estate  
45025 Aviation Drive, Suite 250  
Dulles, Virginia 20166





## Background

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The Western Land Area was acquired by the Authority in 2006 as part of the runway expansion project to construct Runway 1L/19R and to protect the airport from encroachment of incompatible land uses. In March 2015, the MWAA Board of Directors, which governs the Authority, formally incorporated the Western Land Area into Dulles Airport.<sup>1</sup> The Western Land Area property consists of 416 acres that features open grass land areas and wooded areas. The area had not been planned nor subdivided by the previous owners when the land development processes were under the jurisdiction of Loudoun County. As a result, no infrastructure or cohesive plans are in place to guide development. While under Loudoun County's jurisdiction, the property was zoned Planned District - General Industry (PD-GI).

As shown in **Figure 1**, the property is located west of Dulles Airport along the rapidly developing Route 606 corridor. The Route 606 corridor serves as a major location for office, business and industrial parks serving the Dulles Airport area, Loudoun County and the northwestern quadrant of the National Capital Region. Office/Flex, Warehouse, Office, and Industrial uses are the dominant land uses in the Route 606 corridor from Route 28 north of Dulles Airport around to the west and south along the Route 606 corridor down to the Western Land Area site.

The Authority is proposing to advance the commercial development of Western Land Area by entitling the land through a series of pre-development decisions and approvals. Land entitlement is the process of accomplishing the various regulatory and legal approvals to gain planning concurrence regarding the manner in which land can be developed, and is a prerequisite to project design and construction. A General Plan is therefore being developed to establish a framework of comprehensive planning, zoning, and general subdivision guidance. This framework will include the development of sub area plans, land subdivision strategies, development concepts and strategies and phased infrastructure development.

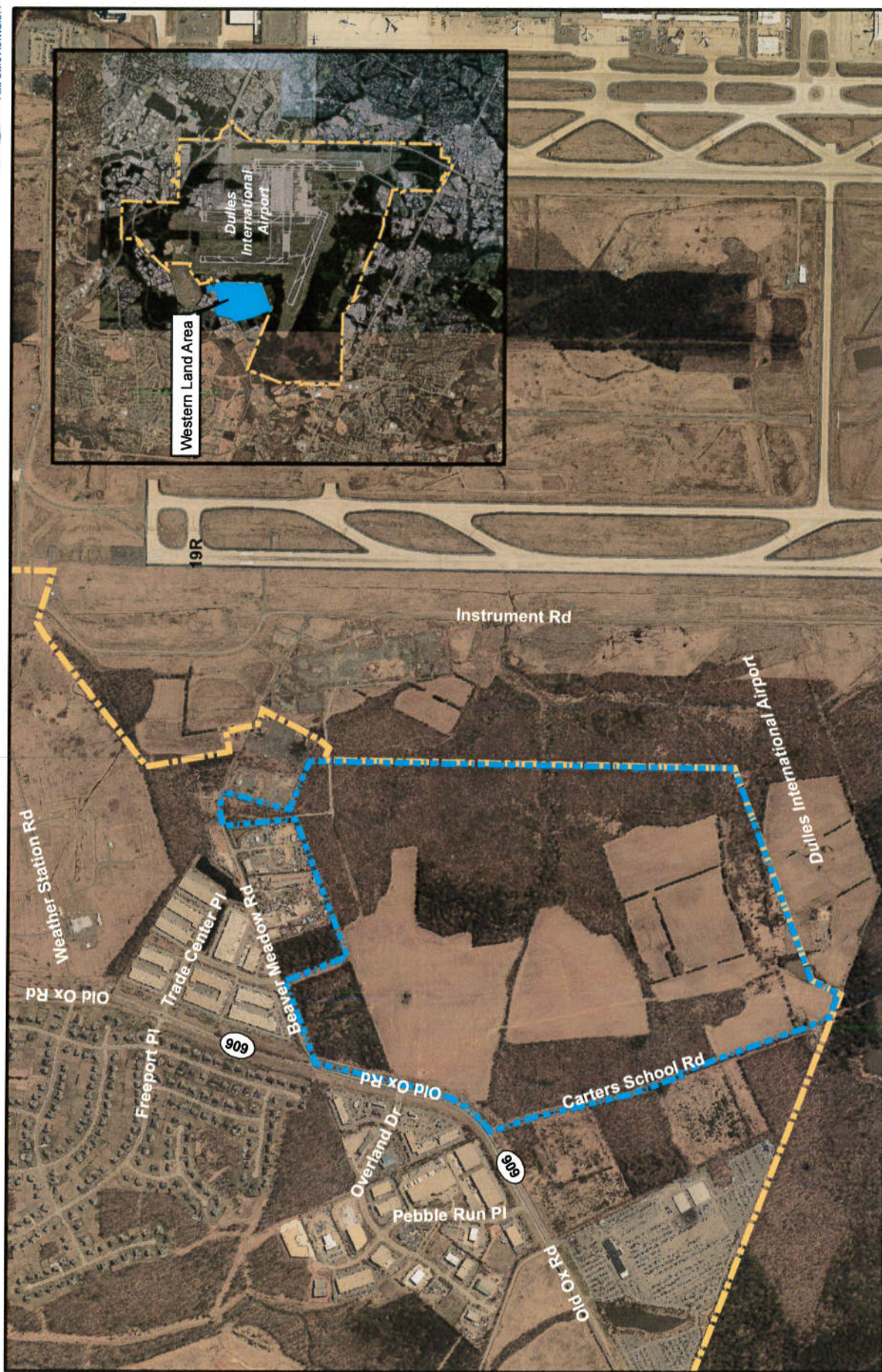
The proposed federal action associated with the Western Land Area development is the approval of a change in the Dulles Airport Layout Plan (ALP). As a federal action, the ALP change is subject to the National Environmental Policy Act (NEPA). NEPA requires evaluation of the environmental impacts of proposed federal actions including federal funding, approvals and certifications. Therefore, an EA is being prepared in accordance with FAA policies and procedures for considering environmental impacts: FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*.

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<sup>1</sup> The MWAA Board of Directors consists of seven members appointed by the Governor of Virginia, four members appointed by the Mayor of the District of Columbia, three members appointed by the Governor of Maryland, and three members appointed by the President of the United States.



# Western Land Area Environmental Assessment



## LEGEND

Western Land Area Property Boundary

Dulles International Airport Property Boundary

**Figure 1**  
**Western Land Area Location**







## Environmental Assessment

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The Authority may prepare a Programmatic EA because the General Plan will likely include phased and/or conceptual development. For these types of development projects, information needed to determine specific impacts may not yet be available; however, the conceptual development will be evaluated to the fullest extent possible in the EA. If during the general plan process specific areas of development become more defined, a detailed analysis of potential impact will be completed for those areas. If the NEPA review is completed through a Programmatic EA, additional required NEPA documentation can be “tiered” off of the Programmatic EA when more detailed information becomes available, helping to eliminate any redundant or duplicate analysis. The FAA and the Authority have not made any final decisions regarding the content of the EA.

## Proposed Action

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The Proposed Action is the development of the Western Land Area in response to market driven demand. To inform this development, the Authority is developing a General Plan that will provide a framework for land subdivision and incremental development of the Western Land Area. The General Plan will include multiple alternatives for developing the Western Land Area.

The proposed federal action associated with the Western Land Area development is the approval by the FAA of a change to the Dulles ALP. As a federal action, the ALP change is subject to NEPA.

## Preliminary Purpose and Need

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Defining the Purpose and Need is essential in providing a sound justification for the proposed action. In addition, the Purpose and Need is used as the primary foundation to develop reasonable alternatives to the Proposed Action.

The **purpose** of the Proposed Action is to respond to market driven demand of the rapidly developing Route 606 corridor by advancing the development of the Western Land Area which is previously undeveloped excess Airport property. The subareas will be compatible with airport operations and adjacent land uses, allow for phased development, and align with the existing natural and manmade features of the property. To respond to market driven demand, the Authority intends to ground lease or sell the Western Land Area, likely through subdivided parcels. Although the Authority will promote development of the Western Land Area, the Authority itself does not intend to be the developer of the property.

The primary **need** for the Proposed Action is to ensure an aviation compatible, systematic process of well-planned, phased development in the Western Land Area to meet market demand and generate non-aeronautical revenue for the Authority and Dulles Airport.



## **Preliminary Alternatives**

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Analysis of alternatives is key to the NEPA process. Up to three conceptual subdivision development alternatives will be considered in the EA, along with the No Action Alternative (required by Council on Environmental Quality [CEQ] regulations). The development alternatives will be evaluated on a comparative basis to determine the most favorable development plan that could satisfy the purpose and need for the Proposed Action. It is anticipated that the alternatives will be developed based on a range of development intensities (low, medium, and high) so as to review environmental impact categories with multiple levels of potential effect.

The alternatives will be presented in the EA graphically, with a discussion of each alternative concept. The methodology and criteria for the screening of alternatives, including the rationale for selection of a Preferred Alternative, if selected, will also be discussed.

## **Environmental Analysis**

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The EA will assess the environmental consequences of the Proposed Action and reasonable alternatives. All categories of impact will be considered according to the criteria included in FAA Orders 1050.1F and 5050.4B. The timing for full implementation of the selected subdivision plan is dependent upon market demand, however for the EA process it will be assumed that the first full year of implementation of the preferred plan (Proposed Action) is 2020. Therefore impact analysis will be conducted for 2020 and five years thereafter.

While all of the environmental impact categories identified in FAA Orders 1050.1F and 5050.4B will be addressed in the EA, the major emphasis is expected to be on those categories listed below. Preliminary review of the affected environment and available materials indicated that these categories may be impacted and moderate to detailed analysis will be required:

- Air Quality
- Land Use
- Noise and Noise-Compatible Land Use for vehicular traffic
- Natural Resources and Energy Supply
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks, including traffic
- Visual Effects (including light emissions)
- Water Resources, including wetlands, floodplains, and surface waters

Preliminary review of the affected environment and available materials indicated that the following categories may require some analysis, however analysis may be limited:

- Biological Resources
- Climate





- Farmlands
- Department of Transportation, Section 4(f)
- Hazardous Materials, Solid Waste, and Pollution Prevention

The Western Land Area is not included in the Virginia Coastal Zone (Coastal Resources), and therefore a Coastal Zone Management Act consistency determination is not necessary. There are also no wild or scenic rivers near the study area. Previous analysis of historic, architectural, archaeological and cultural resources indicates that no further archaeological study of the Western Land Area is warranted. The EA will provide succinct documentation as to why these resources will not be affected.

Construction related, secondary (induced), and cumulative impacts will be discussed within the relevant impact category listed above, and will include all necessary infrastructure/development projects to the extent that they are reasonably foreseeable at the time of the EA.

The anticipated level of analysis for the resource categories is based on preliminary review of the affected environment. Detailed analyses and agency consultation will determine the appropriate level of analysis for each resource category.

### **Preliminary Schedule**

The EA is anticipated to take approximately 12 months to complete. Major milestones are depicted on the following schedule. Note that there will be another opportunity to participate in the development of the EA. It is anticipated that the Draft EA will be available for agency and public review and comment in February 2017. Comments on the Draft EA will be addressed as part of the preparation of the Final EA.

	2016							2017						
TASK	June	July	August	September	October	November	December	January	February	March	April	May	June	July
General Plan														
Scoping														
Impact Analysis														
Draft EA														
Draft EA Comment Period														
Response to Comments														
Final EA														
NEPA Finding														





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Address Services Requested

Postage  
Required

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Dulles, Virginia 20166