

## METROPOLITAN WASHINGTON AIRPORT AUTHORITY INPUT – APRIL 22, 2020

MEETING DATE	COMMUNITY GROUP/ADVISORY BODY	COMMENT
4/22/2020	Metropolitan Washington Airports Authority	In general, the Airport Impact (AI) Overlay District works well for MWA. Allows appropriate and timely guidance to be provided to both the County and developers, which ensures that development occurs in a responsible manner relative to long-term airport viability. In particular, the overlay district ensures that MWA is effectively notified about development proposals and given ample opportunity to comment via referrals. MWA supports the continued use of the AI Overlay District as currently structured in the new ordinance.
4/22/2020	Metropolitan Washington Airports Authority	The AI overlay district's aircraft noise contours have always been based on the airport's full build-out. The noise contour maps tell the long term story for the airport's growth as well as for development around the airport.
4/22/2020	Metropolitan Washington Airports Authority	Recent process of updating the aircraft noise contours went well, and was another good example of effective coordination between MWA and the County (completed in 2019). That said, the Board of Supervisors is encouraged to update the mapped boundaries of the AI Overlay District on the official Zoning Map to incorporate the new aircraft noise contours as soon as possible (e.g. via County-initiated ZMAP).
4/22/2020	Metropolitan Washington Airports Authority	To the extent the ZO Rewrite contemplates increasing the use of administrative applications as mechanism for development review (e.g. in lieu of legislative review/approval), the County is encouraged to proactively engage MWA to ensure such processes are structured to ensure sufficient evaluation of airport-related considerations.
4/22/2020	Metropolitan Washington Airports Authority	When reviewing land development applications for impacts to the airport, MWA applies multiple inter-related resources, to include the AI Overlay District regulations, the airport's 2005 EIS, and the updated aircraft noise contours. It is noted that MWA comments are based upon the updated noise contours even though the County has yet to formally adopt these contours as the mapped boundaries of the AI Overlay District.
4/22/2020	Metropolitan Washington Airports Authority	Every map and presentation exhibit showing the airport property needs to clearly depict the 5 runways and the extended centerlines indicating aircraft take-off and landing paths (e.g. "green lines").
4/22/2020	Metropolitan Washington Airports Authority	To improve property owner and community awareness of airport operations, the information included with the County's mapping should indicate the average aircraft altitudes associated with each runway centerline at various points. Such information is important to give the public a full picture of potential impacts. MWA can provide average altitude information for the County's GIS.

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4/22/2020	Metropolitan Washington Airports Authority	Enhancing airport-related information available during the property acquisition and/or development review process is intended to mitigate the potential for "buyer's regret." Incorporating aircraft arrival and departure paths/tracks for each runway (e.g. extended centerlines) as part of the mapped AI Overlay District could better inform property owners of potential impacts. However, MWAA can provide this information through review of applications as necessary.
4/22/2020	Metropolitan Washington Airports Authority	In general, the earlier MWAA can receive notification of land development applications/proposals and provide referrals, the better the chance that concerns can be identified and resolved through mutually agreeable methods. Identification of issues early is key. In general, the current referral process works well.
4/22/2020	Metropolitan Washington Airports Authority	Noted that MWAA performs referral reviews for many jurisdictions. Compared to other jurisdictions, Loudoun County does a commendable job with sending out referrals in a timely manner to ensure that reviews are comprehensive in scope, addressing aircraft noise contours, potential building height issues, and other development impacts.
4/22/2020	Metropolitan Washington Airports Authority	As the ZO Rewrite moves forward, MWAA would like to be advised as early as possible of any planned/proposed expansion of the permitted use lists of the zoning districts mapped within the AI Overlay District and/or in the vicinity of the airport. MWAA is particularly concerned about any changes that would add schools, residential uses, nursing homes, and/or child care centers as permitted/by-right uses in such districts.
4/22/2020	Metropolitan Washington Airports Authority	Clarification was requested about how the ZO Rewrite will incorporate the place types of the 2019 General Plan into the County's zoning regulations. The goal is to amend the zoning ordinance districts to be designed to implement the General Plan so both are in alignment. This is accomplished through text changes, maybe district consolidation, and new zoning districts. It was further noted that while remapping is not planned, such map changes may be necessary to accommodate district consolidation.