

STAFF RECOMMENDATION

J. McIntyre

NCPC File No. 6595



WASHINGTON DULLES INTERNATIONAL AIRPORT SIGNATURE/LANDOW HANGAR COMPLEX Loudoun County, Virginia

Submitted by the Metropolitan Washington Airports Authority

June 30, 2005

Abstract

The Metropolitan Washington Airports Authority is submitting preliminary and final site and building plans for the Signature/Landow Hangar Complex at Washington Dulles International Airport located in Loudoun County, Virginia. The proposed hangar complex will include four aircraft storage hangers with administrative and support functions, aircraft apron surfaces, an access roadway, an employee parking area and a future office building.

Commission Action Requested by Applicant

Comment on preliminary and final site and building plans pursuant to the Memorandum of Understanding (MOU) between the Metropolitan Washington Airport Authority and the National Capital Planning Commission, dated November 2, 1988.

Executive Director's Recommendation

The Commission:

Comments favorably on the preliminary and final site and building plans for the Signature/Landow Hangar Complex at Washington Dulles International Airport located in Loudoun County, Virginia, as shown on NCPC Map File No.2301.00(38.00)41629.

* * *

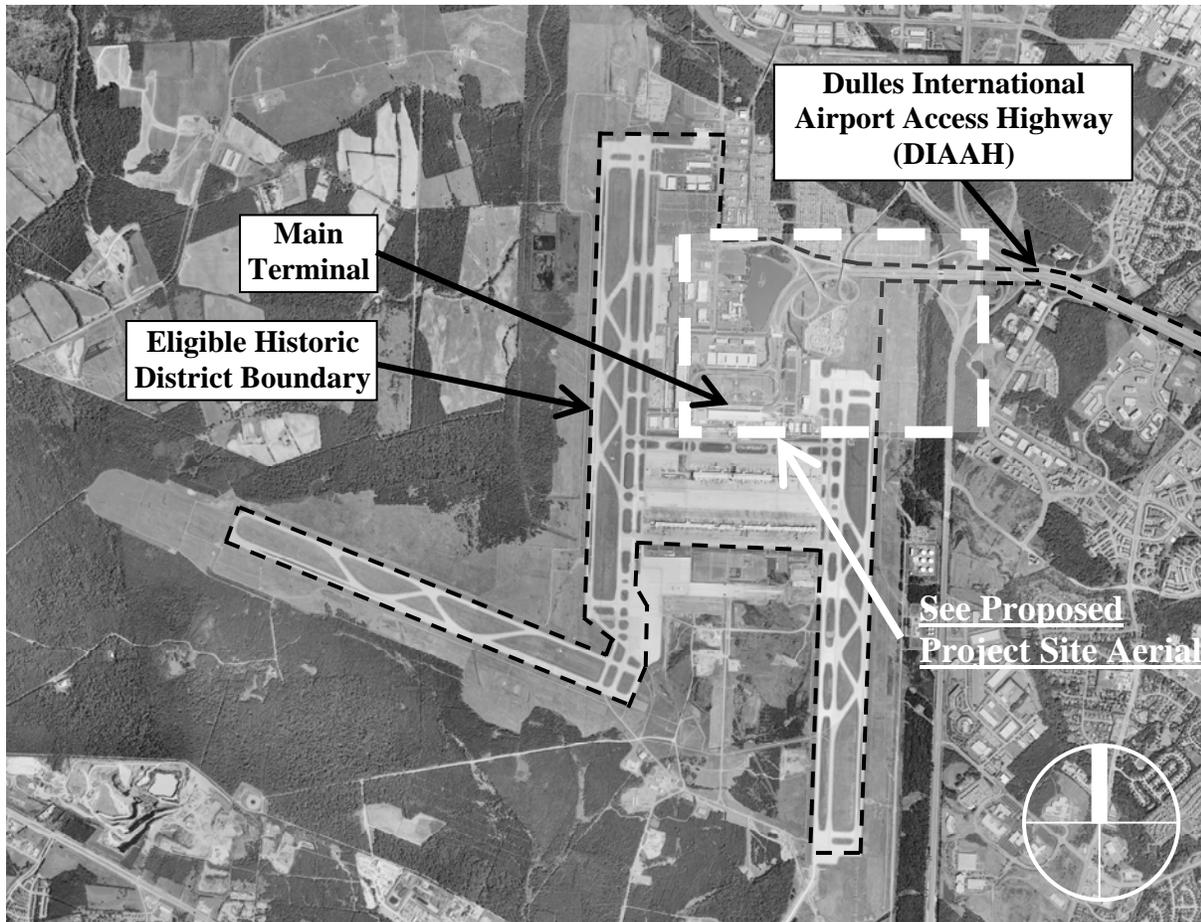
PROJECT DESCRIPTION

Site

Dulles International Airport is built on 12,000 acres situated in Loudoun and Fairfax Counties in Virginia and located approximately 26 miles west of Washington, D.C. A 16-mile Dulles International Airport Access Highway (DIAAH) provides two dedicated lanes in each direction and a direct connection to Interstate Route I-66 and the Capital Beltway.

Dulles currently serves more than 63,000 passengers a day (nearly 23 million passengers a year) and operates three runways. Public parking is available for more than 25,000 vehicles on surface lots and within structured parking facilities. The airport property is surrounded by a landscape greenbelt that buffers it from surrounding development.

The original main terminal building, designed by Eero Saarinen and completed in 1962, was immediately recognized as one of the most important post-World War II American architectural masterpieces and one of the most innovative airport designs. In 1966 the American Institute of Architects selected the main terminal for a First Honor Award. In 1978 the main terminal was determined eligible for the National Register. The airport has established a eligible historic district boundary.



AERIAL: DULLES INTERNATIONAL AIRPORT



AERIAL: PROPOSED SITE

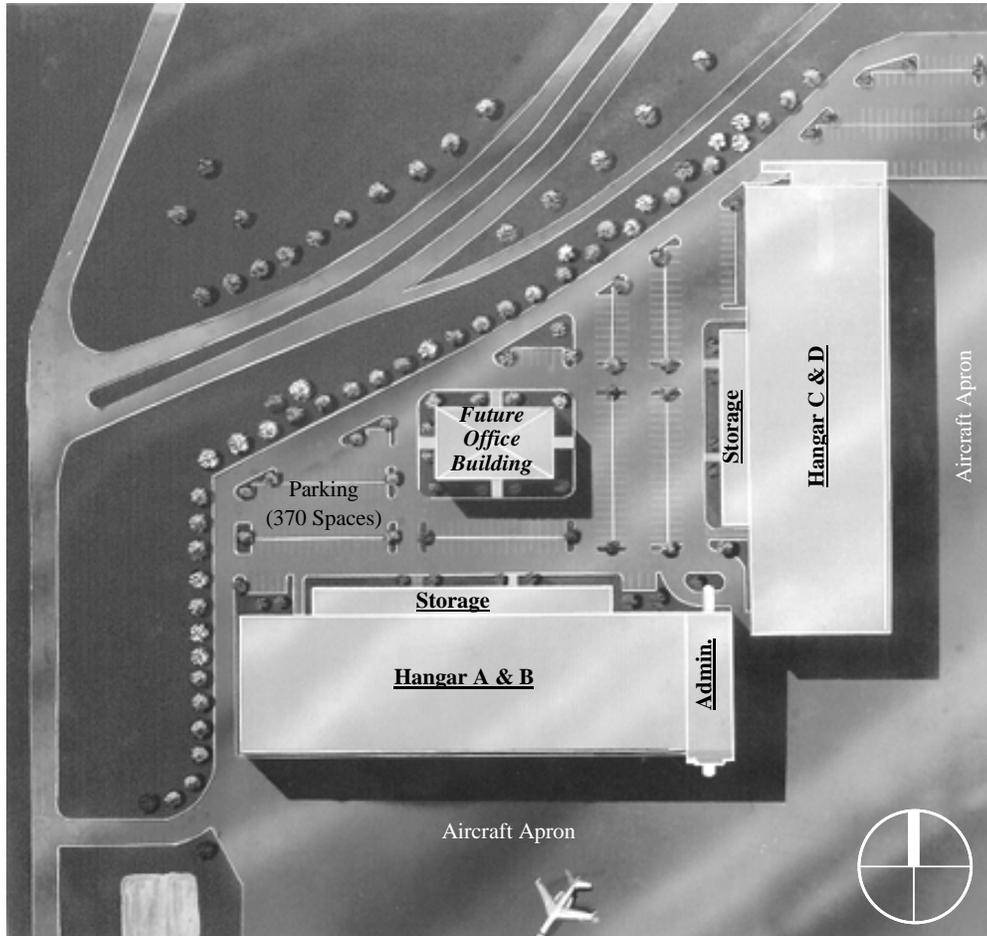
Background

The Metropolitan Washington Airports Authority (Airports Authority) is a public body politic and corporate, created with the consent of the federal Congress by the District of Columbia Regional Airports Authority Act of 1985 (D.C. Law 6-67), as amended, and Ch. 598, Virginia Acts of Assembly of 1985, as amended. In accordance with a 50-year Agreement and Deed of Lease effective June 7, 1987, as amended, the Airports Authority assumed operating responsibility for Ronald Reagan Washington National Airport and Washington Dulles International Airport upon the transfer of a leasehold interest in the airports from the federal government to the Airports Authority in accordance with the Metropolitan Washington Airports Act of 1986 (Title VI, P.L. 102-240, effective December 18, 1991, and P.L. 104-264, effective October 1996). The purpose of the Airports Authority is to plan, develop, promote, and safely operate both airports in the Washington region, while striving to improve efficiency, customer satisfaction, and the level of aviation service.

On November 2, 1988, the National Capital Planning Commission and the Airports Authority entered into a Memorandum of Understanding (MOU) regarding the provision of advisory planning services for Washington Dulles International Airport and Ronald Reagan Washington National Airport. Section 6009(d) of P.L. 99-591 states that the Airports Authority shall consult with the Commission before undertaking any major alterations to the exterior of the main terminal at Dulles and projects that significantly affect the appearance and views to the main terminal, particularly from the DIAAH approach sequence. The Airports Authority will submit

master plan revisions, preliminary site and building plans, and final site and building plans (only required if revisions are made to preliminary submission or a submission is specifically requested by the Commission because of their potential impact on the main terminal) for the Commission's comments and recommendations.

Previously, on October 2, 1986, the Commission provided favorable comment of the preliminary site and building plans for the Page Avjet Corporation Hangar Complex (now known as the Signature General Aviation Facility) located immediately south of the proposed project site.



PROPOSED SITE PLAN

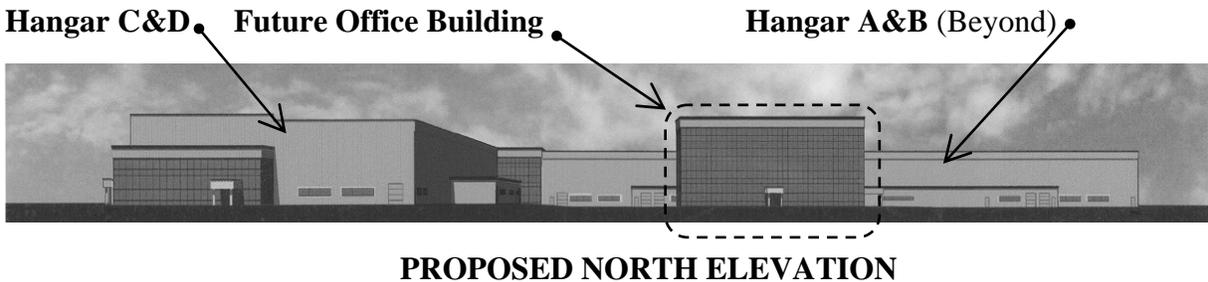
Proposal

The proposed project site will be located on 20 acres in the northeastern portion of the airport, directly south of the DIAAH and DIAAH interchange, and north of the Signature General Aviation Facility. The proposed site will be within the historic district and sited west of the runway L1R-19L clear zone.

The proposed hangar complex will provide additional general aviation facilities. The complex will include 159,580 square feet for four aircraft storage hangars and 46,000 square feet for administrative and support functions, access roadway, approximately 370 parking spaces for

employees, and aircraft apron surfaces. The proposed 40 feet high hangars will have flat roofs and be clad with “Dulles Grey” metal panels, matching the original service buildings. The one story administration and support areas connected to the hangars will be clad to match the hangars and will have limited areas of ribbon windows.

The hangar complex proposal also includes a future office building with approximately 56,500 square feet. The proposed five story building will be clad with “Dulles Grey” metal panels, to match the hangar complex, and have continuous, dark tinted ribbon windows. The office building will be located in the middle of the proposed employee parking area.



Development Program

Applicant: Metropolitan Washington Airports Authority
Architect: Bascon
Cost: Approximately \$23,700,000 (not including future office building)
Schedule: Construction begins Summer 2005; Building occupancy Spring 2006

PROJECT ANALYSIS

Executive Summary

Staff **recommends** favorable comment to the Airports Authority on the preliminary and final site and building plans for the Signature/Landow Hangar Complex at Washington Dulles International Airport.

Pursuant to the MOU between NCPC and the Airports Authority, NCPC staff reviews are attentive to the ramifications of any proposed changes to the Airport Master Plan, projects that significantly affect the appearance of the Main terminal, and views to the Main terminal, particularly the approach sequence views from the DIAAH.

Historically, development plans for Washington Dulles International Airport have recognized the importance of limiting the height and location of structures in the vicinity of the main terminal so that the architectural significance of the main terminal in its landscape setting would not be compromised. The Airports Authority’s thorough view shed analysis clearly demonstrates that the proposed project siting and massing will not negatively affect the visibility of the main terminal from the DIAAH approach sequence or views from the main terminal arrival/departure area. Staff believes that the proposed hangar complex will not adversely impact the DIAAH or

main terminal environs. Staff is encouraged that the appearance of the new structure will be consistent with the historic architectural vocabulary established for airport support facilities.

Staff recommends that the Airports Authority should initiate early consultations with NCPC staff to review future proposed projects. When possible NCPC staff should be involved with Virginia State Historic Preservation Office (VA SHPO) consultations in order to ensure conditions of the MOU are met.

In general, the proposed project is not inconsistent with the approved 1986 master plan modification. Staff recommends that the Airports Authority continue to develop a landscape plan, in the land use area designated as open space, to help screen portions of the proposed hangar complex from vehicles on the DIAAH and DIAAH interchange. Landscape elements should not interfere with views to the main terminal from the DIAAH.

CONFORMANCE

Relevant Facility Master Plan

Generally the proposed project is not inconsistent with the land use master plan and the terminal sub-area plan approved by the Commission on July 31, 1986. A portion of the proposed project extends north of the general aviation land use area into designated open space. Note that a DIAAH interchange has modified this open space area since the 1986 approved master plan.

Comprehensive Plan for the National Capital

Staff has determined that the proposed project is consistent with the *Comprehensive Plan for the National Capital: Federal Elements*, in particular the Preservation and Historic Features Element. The proposed project has been carefully sited to protect views of the main terminal and the exterior will be compatible with the architectural vocabulary of the original service buildings. Staff was not able to comment on the parking ratio since tenant employee counts were unavailable for evaluation.

Federal Capital Improvements Program

Since the Airports Authority is not a federal agency operating with appropriations from Congress, this project is not included in the Federal Capital Improvements Program.

National Environmental Protection Act (NEPA)

Pursuant to the regulations implementing the National Environmental Policy Act (NEPA), Commission staff review of the submittal information has determined the proposals qualify as a Categorical Exclusion at Section 8 of the Commission's procedures in so far as the project involves construction meeting all of the following conditions:

- The structure and proposed use are in compliance with local planning and zoning and any applicable state, or federal requirements
- The site and the scale of construction are consistent with those of existing adjacent or nearby buildings; and
- There is no evidence of community controversy or other environmental issues

National Historic Preservation Act (NHPA)

In December 2004 the Virginia State Historic Preservation Office (VA SHPO) concurred with the Airports Authority that construction of the hangar complex is consistent with the 1987 Programmatic Agreement and would not have an adverse effect on the qualities that qualify Dulles Airport for inclusion in the National Register of Historic Places. The hangar is located so that views of the main terminal from the DIAAH are not obstructed and that the integrity of the main terminal and its surrounding historic district are retained.

CONSULTATION

Virginia State Historic Preservation Office

In December 2003 the applicant met with VA SHPO staff and made an informal presentation of the preliminary design. In June 2004 they met on-site for a formal presentation. At that time the Airports Authority and VA SHPO reached consensus that the proposed project would not directly impact any of the airport's contributing historic properties, and would have a very limited impact on the character of the surrounding historic district.



AIRPORTS AUTHORITY VIEW SHED ANALYSIS