Executive Director’s Recommendation
Commission Meeting: December 7, 2017

PROJECT
New Hangar Facility
Joint Base Andrews
Camp Springs, Maryland

SUBMITTED BY
United States Department of Defense
Department of the Navy

REVIEW AUTHORITY
Federal Projects in the Environs
per 40 U.S.C. § 8722(b)(1)

NCPC FILE NUMBER
7873

NCPC MAP FILE NUMBER
3207.00(38.00)44642

APPLICANT’S REQUEST
Approval of preliminary site and building plans

PROPOSED ACTION
Approve preliminary site and building plans with comments

ACTION ITEM TYPE
Staff Presentation

PROJECT SUMMARY
The Department of the Navy has submitted the proposed project on behalf of the Air Force. The Air Force proposes to construct a new hangar facility at Joint Base Andrews. The site currently includes undeveloped land, golf course fairways, and storage and security-related buildings – one of which the Air Force will relocate elsewhere on the installation (see Project #7872 Building Relocation as part of the December 2018 Commission agenda).

The project includes a new 372,000 square foot hangar building (with 64,000 square feet for administrative space and 78,000 square feet for warehousing space); an entry control facility; aircraft taxiway extension/parking apron; airfield lighting system; a surface parking lot with 217 employee spaces; access roads; perimeter security fencing; and landscaping. The hangar will be located adjacent to the airfield near other existing hangar buildings.

KEY INFORMATION
- The project will replace an existing hangar on Joint Base Andrews with a new hangar facility further south along the airfield runway. It will not increase overall installation employment, and the existing hangar will remain in operation until 2026.
- The new hangar is included in the current draft JBA master plan, scheduled for NCPC review within the next few months. The last time the Commission reviewed a master plan for Joint Base Andrews was in 1990.
- The project will require modification of the West golf course (holes 4, 5, and 6) and East golf course (holes 5 and 6). The West golf course will be converted into nine holes and the East course will be rerouted to maintain 18 holes. The South golf course will not be affected.
- Plans for re-use of the site have not yet been developed.
- The new hangar building is designed to evoke a sense of flight and stateliness through its use of materials, massing, and embellishments.
- The project site measures approximately 100 acres in area, with 50 acres enclosed within the new facility’s perimeter security fence-line.
- The project proposes to mitigate 27.62 acres of forestland removal with 16.71 acres of new trees on the installation pursuant to Joint Base Andrews mitigation policies.
- The project includes 217 new privately owned vehicle parking spaces for employees pursuant to Air Force standards, which allows parking for up to 60% of a site’s employment population.

RECOMMENDATION

The Commission:

Approves the preliminary site and building plans for the new hangar facility, located at Joint Base-Andrews in Camp Springs, Maryland.

Notes that the Commission does not have a recent master plan for Joint Base-Andrews to inform its review, however, the proposed project site is located in an area already occupied by hangars with access to the existing airfield, and this will not change in an updated master plan.

Notes that the Commission will need an updated master plan for review of projects located elsewhere on the installation in the future.

Building Design

Notes that per the Commission’s earlier request, the applicant has provided a viewshed analysis of the hangar from different locations on the installation, and that topography, forested areas, and development will obscure the proposed hangar from most vantage points.

Finds that while the hangar does not create significant visual impacts from much of the surrounding area, its mass and scale are substantial when viewed within close proximity of other hangars and buildings.

Recommends that the applicant consider ways to minimize the scale of the new hangar building by using a variety of materials and textures in the façade, simplifying the main entry embellishment, and incorporating additional trees/landscaping around the building site.

Recommends that the applicant enhance the project to meet installation sustainability goals by incorporating measures such as permeable materials, rooftop solar panels (assuming no operational impacts), bicycle facilities, and carpool/vanpool parking.

Requests the applicant provide design details for the proposed perimeter security fences.
Site

Notes the applicant proposes 217 new surface parking spaces to accommodate relocated employees on-site.

Requests that the applicant demonstrate how the new parking will affect the overall installation parking capacity.

Finds that the applicant is in compliance with an agreement between Joint Base Andrews and the State of Maryland to replace 60% of the tree canopy to be removed. This complies with NCPC’s tree replacement policy, which defers to local/state regulations.

Additional Information

Requests additional information in the final submission that demonstrates compliance with:

- Applicable State and federal stormwater management requirements; and
- Floodplains/wetland impact mitigation requirements.

PROJECT REVIEW TIMELINE

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<th>Previous actions</th>
<th>May, 2017 – Concept Review</th>
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PROJECT ANALYSIS

Staff evaluated the project by reviewing its consistency with the project’s draft Environmental Impact Statement (EIS) and NCPC policies from the Federal Workplace Element of the Comprehensive Plan. Staff is satisfied that the project will site the new facility in a location that best meets its mission requirements near existing airfield operations and proximate to the current hangar mission, which will relocate to the new hangar facility by 2026. Therefore, staff recommends that the Commission approve the preliminary site and building plans for the new hangar facility, located at Joint Base-Andrews in Camp Springs, Maryland.

Staff notes that the last NCPC-reviewed master plan for Joint Base Andrews (JBA) is from 1990, and without benefit of a more recent Plan, the Commission has difficulty reviewing projects for consistency with larger installation planning goals, policies, and requirements. However, existing development patterns and the specialized nature of the project require relocation near the existing airfield and its associated infrastructure, and this is unlikely to change in the updated master plan. Therefore, staff recommends that the Commission notes that the Commission does not have a recent master plan for Joint Base-Andrews to inform its review, however, the proposed project site is located in an area already occupied by hangars with access to the existing airfield, and this will not change in an updated master plan. Staff further recommends that that
the Commission notes that the Commission will need an updated master plan for review of projects located elsewhere on the installation in the future.

**Building Design**

The proposed project site, which encompasses approximately 100 acres, is situated to the south of the present hangar building on Joint Base Andrews. As shown in preliminary building plans, the new hangar will have a maximum height of 115 feet, a length of 660 feet, and a width of 575 feet. Plans show a total interior floor space of approximately 372,000 square feet, with up to 64,000 square feet for administrative space and 78,000 square feet for warehouse/storage space. The building site is lower than the surrounding terrain, which will help diminish the visual impact of the new hangar on the surrounding area. In addition, existing development and forested areas throughout the installation help to obscure views of the facility as well.

In follow-up to the Commission’s earlier request, the applicant developed a viewshed analysis of the project site from 11 different vantage points on Joint Base Andrews. The applicant selected the survey locations based on their relative visual sensitivity based on historic and design significance. The analysis revealed that the new hangar would be fully visible from two separate survey locations and partially visible from two other locations due to obstructing seasonal foliage. The new hangar will not be visible from the seven other sample locations on the installation based on forested areas, topography, and existing development; however, the scale of the new building will appear substantial from nearby vantage points in the immediate surrounding area compared with older existing airfield development.

Therefore, staff recommends that the Commission note that per the Commission’s earlier request, the applicant has provided a viewshed analysis of the hangar from different locations on the installation, and that topography, forested areas, and development will obscure the proposed hangar from most vantage points. Furthermore, staff recommends that the Commission find that while the hangar does not create significant visual impacts from much of the surrounding area, its mass and scale are substantial when viewed within close proximity of other hangars and buildings.

To minimize the project’s visibility from surrounding areas, the applicant should consider modifying the building design to reduce its scale and mass by simplifying hangar lines, eliminating/reducing various embellishments, and varying building façade materials. Additional landscaping/trees on the project site would also help to shield the new building from off-site vantage points. Therefore, staff recommends that the Commission recommend that the applicant consider ways to minimize the scale of the new hangar building by using a variety of materials and textures in the façade, simplifying the main entry embellishment, and incorporating additional trees/landscaping around the building site.

As new construction, the project provides opportunities to support various installation sustainability goals related to circulation, renewable energy production, and stormwater management. The new hangar building’s large roof area appears to be appropriate for solar panel installation with its large expanse, which may help offset project life-cycle costs and reduce the
facility’s dependence on off-site power. The new surface lot and on-site sidewalks should be constructed with permeable materials to reduce the project’s stormwater management needs. Lastly, on-site bicycle parking and reserved carpool/vanpool spaces would help promote sustainable transportation on the installation. Therefore, staff recommends that the Commission recommend that the applicant enhance the project to meet installation sustainability goals by incorporating measures such as permeable materials, rooftop solar panels (assuming no operational impacts), bicycle facilities, and carpool/vanpool parking.

Project plans show perimeter security fencing around the new hangar building and taxiway extension. With the project’s planned use to accommodate executive travel, all of the site elements should contribute to an overall stately and formal appearance to the new facility, commensurate with the building design. The new perimeter security fencing should be more decorative in nature than the lower-cost, chain-link fencing normally used for airfield security. Therefore, staff recommends that the Commission request the applicant provide design details for the proposed perimeter security fences.

Site

The project will construct a new surface parking lot with up to 217 spaces for the hangar facility’s employees per Air Force parking standards, which allow parking for up to 60% of site population. The lot will also include spaces for general government-owned and security vehicles. Without benefit of a more recent master plan or Transportation Management Plan (TMP) however, NCPC is unable to understand how the proposed new parking capacity will affect the overall JBA parking inventory. It is also unclear if the parking at existing hangar will remain and why. In general, Joint Base Andrews should plan to minimize parking as much as possible to encourage more sustainable travel and to reduce impervious area, which impact air quality and stormwater management. Therefore, staff recommends that the Commission should note the applicant proposes 217 new surface parking spaces to accommodate relocated employees on-site. Furthermore, staff recommends that the Commission request that the applicant demonstrate how the new parking will affect the overall installation parking capacity.

The project will require removal of 27.62 acres of tree canopy, with a proposed replacement of 16.71 acres of tree canopy in two off-site locations on the installation. NCPC’s tree replacement policy is set in the Federal Environment Element of the Comprehensive Plan for the National Capital. Generally, Policy FE.G.2 defers to local/state regulations regarding tree replacement. Joint Base Andrews and the State of Maryland worked together to develop the Joint Base’s Integrated Natural Resources Management Plan (INRMP) and resulting 2011 Arbor Plan to manage natural resources on JBA. The Arbor Plan allows minimum tree canopy replacement at 60% of the total removal area for projects that are greater than one acre. The proposed project includes 16.71 acres of new tree canopy to mitigate 27.62 acres of tree canopy removal (60%).

1 The Air Force standard of provided employee parking for 60% of a site’s employee population is consistent with NCPC’s 1:1.5 (one employee space for every 1.5 employees) Comprehensive Plan goal for Joint Base Andrews, which equates to parking for 67% of the installation’s employees.
Therefore, staff recommends that the Commission find that the applicant is in compliance with an agreement between Joint Base Andrews and the State of Maryland to replace 60% of the tree canopy to be removed. This complies with NCPC’s tree replacement policy, which defers to local/state regulations.

Additional Information

The project submission shows that the new hangar facility will impact a total of 3.73 acres of wetlands and 430 linear feet of streams on the existing site. As such, the final submission should include detailed information regarding project compliance with applicable State and federal stormwater management requirements as well as floodplain/wetland impact mitigation. Therefore, staff recommends that the Commission request additional information in the final submission that demonstrates compliance with:

- Applicable State and federal stormwater management requirements; and
- Floodplains/wetland impact mitigation requirements.

Comprehensive Plan for the National Capital

As noted above, the project meets the basic goals and intent of the Comprehensive Plan.

Relevant Federal Facility Master Plan

The Commission last approved the Joint Base Andrews Master Plan in 1990, which shows the project site as a combination of Industrial, Open Space, and Outdoor Recreation land uses. The current draft installation master plan, scheduled for NCPC review in the near future, will reflect the appropriate change of use for the project site.

National Historic Preservation Act

The project submission states that there are no historic or archaeological resources located within the project area. NCPC does not have an independent Section 106 responsibility for the project with its location outside of the District of Columbia.

National Environmental Policy Act

The project is included in an on-going Environmental Impact Statement (EIS) study as part of the Joint Base Andrews Master Plan update process, which is analyzing planned projects on the installation during the next five years. The final EIS and Record of Decision (ROD) will be included in the final project submission for the new hangar facility. NCPC does not have independent NEPA responsibility for the project with its location outside of the District of Columbia.

ONLINE REFERENCE

The following supporting documents for this project are available online:

- NCPC Staff Project Summary Presentation
POWERPOINT (ATTACHED)
Joint Base Andrews

New Hangar Facility

Camp Springs, Prince George’s County, Maryland

Submitted by the United States Department of Defense, Department of the Navy

Preliminary Review

Project Synopsis
Project summary:
The United States Department of the Navy proposes to construct a new two-bay hangar facility at Joint Base Andrews on the site of an abandoned weapons storage bunker, part of a golf course, and an undeveloped area, near one of the installation taxiways (on the southwest side of the airfield). The project will include a 372,000 square foot main hangar building (including 64,000 SF for administrative space and 78,000 SF for warehousing space); entry control facility; aircraft taxiway/parking apron; airfield lighting systems; fuel storage tanks; vehicle parking lot; access roads; delivery docks; perimeter roads; perimeter security fencing; two smaller ancillary storage buildings; stormwater management areas; and landscaping. The new hangar facility requires relocation of an existing building to another on-base site [see NCPC project # 7872 on the May 2017 agenda]. New parking will include 217 spaces for Privately Owned Vehicles (POVs), 13 government-owned vehicles, 3 security vehicles, and 4 fueling vehicles (inside the security fence).
Hangar Building Elevations
Hangar Building Elevations
Viewshed Analysis Survey Locations
Proposed New Hangar Building Rendering
Overall Civil Site Plan

- new hangar building
- employee parking lot
- staging area
- taxiway
Wetland/Floodplain Impact Areas

Natural Resources - Alternative 4  Figure 4.3-3

Floodplain Map  Figure 3.11-1
Tree Replacement Plan

Tree Canopy Removal Plan

Vicinity Map

Joint Base Andrews

PROJECT SITE

SCALE 1″ = 300′

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