



Executive Director's Recommendation

Commission Meeting: July 13, 2017

PROJECT

Terminal B/C Redevelopment, Secure National Hall, and New North Concourse - Ronald Reagan Washington National Airport

Ronald Reagan Washington National Airport
Arlington, Virginia

SUBMITTED BY

Metropolitan Washington Airports Authority

REVIEW AUTHORITY

Pursuant to a Memorandum of Understanding between the Metropolitan Washington Airports Authority and the National Capital Planning Commission dated November 2, 1988, and D.C. Code § 9-1008(d)(2)(A).

NCPC FILE NUMBER

7675

NCPC MAP FILE NUMBER

2105.00(38.00)44568

APPLICANT'S REQUEST

Approval of preliminary and final building plans

PROPOSED ACTION

Approve of preliminary and final building plans

ACTION ITEM TYPE

Staff Presentation

PROJECT SUMMARY

The Metropolitan Washington Airports Authority (MWAA) submitted preliminary and final building plans for the Terminal B/C redevelopment project, which includes securing the National Hall with new checkpoints, a new North Concourse project, and the demolition of two existing hangars and central office building at Ronald Reagan Washington National Airport (Reagan National Airport).

To secure the National Hall, the project will relocate the existing security checkpoints from inside Terminal B/C to two separate areas outside this terminal adjacent to the pedestrian bridges connecting to the National Airport Metrorail Station. These two new structures will be located above the exiting arrivals roadway and below the exiting elevated departures roadway. MWAA is proposing to use glass and metal panel materials for the new checkpoint buildings, noting this design aesthetic will be compatible with the existing Terminal B/C in terms of scale, use of materials and architectural features. The standing seam non-reflective metal roof for the new checkpoint buildings has a curvilinear form and has its lowest height on the elevation adjacent to the elevated roadway so the height will not compete with the monumental quality of the exiting Terminal B/C domes. The existing Terminal B/C is approximately 78 feet in height and the two proposed Secure National Hall structures will be approximately 62 feet in height. MWAA also notes that the new exterior aluminum curtain wall will be similar in appearance to the existing exterior fins and mullions at Terminal B/C and use energy efficient glass.

MWAA states that the new North Concourse's design will be compatible with the existing Terminal B/C in terms of scale, use of materials and architectural features. This 130,000 square

foot concourse will replace two existing buildings, Hangars 11 and 12, and will be used as arrival and departure gates by regional airlines who already use the airport. Currently passengers must board the airplanes from an external staircase on the ground outside the existing concourses. The new North Concourse will be approximately 48 feet in height, the same roof elevation as the existing north, center and south piers of Terminal B/C. Similar to the existing piers, the New North Concourse pier floor plan will be composed of a stem and an enlarged square shape pier end. The exterior aluminum curtain wall will have energy efficient glass similar in appearance to existing exterior fins. Mullions and opaque panels will be of modules similar in color to those in the existing Terminal B/C. Mini-domes at the east end of the concourse echo similar features at the end of the existing piers. The new passenger boarding bridges will match existing bridges in terms of exterior material and color. Interior lighting levels and site lighting as seen at night will be similar in terms of infrastructure and lighting levels to existing conditions in deference to views across the river from the Monumental Core.

The final aspect of this redevelopment is the demolition of Hangars 11, 12 and the MWAA Central Office Building from the northern portion of the site. MWAA states that these three existing buildings are from two different airport development eras and their functions have been relocated to other existing areas of the airport. The existing hangars are 72.5 feet in height. The proposed new North Concourse will be smaller than the existing hangars in terms of both height and massing.

KEY INFORMATION

- Projects at Ronald Reagan Washington National Airport are reviewed by the Commission pursuant to a Memorandum of Understanding between the Metropolitan Washington Airports Authority and the National Capital Planning Commission dated November 2, 1988, and D.C. Code § 9-1008(d)(2)(A).
- The MOU requires that the Commission review projects at Reagan National Airport to determine if they "...would alter the skyline of National Airport when viewed from the opposing shoreline on the Potomac River or from the George Washington Parkway" in addition to "have any impacts on Gravelly Point, the Roaches Run Wildlife Refuge, and the Daingerfield Island and the Sailing Marina adjacent to National."

RECOMMENDATION

The Commission:

Finds that the Terminal B/C Redevelopment, including the Secure National Hall with new checkpoints, the new North Concourse, and the demolition of two existing hangars and central office building would have a positive impact on the skyline of the Ronald Reagan Washington National Airport as seen from the George Washington Memorial Parkway and from East Potomac Park.

Finds that the proposed projects would not have a negative impact on existing federal lands including Gravelly Point, the Roaches Run Wildlife Refuge, and the Daingerfield Island and Sailing Marina.

Therefore, **approves** the preliminary and final building plans for the Terminal B/C Redevelopment, Secure National Hall, and New North Concourse projects located at Ronald Reagan Washington National Airport pursuant to a Memorandum of Understanding between the Metropolitan Washington Airports Authority and the National Capital Planning Commission dated November 2, 1988, and D.C. Code § 9-1008(d)(2)(A).

PROJECT REVIEW TIMELINE

Previous actions	None
Remaining actions (anticipated)	N/A

PROJECT ANALYSIS

Executive Summary

The Commission reviews projects at both Dulles International and Reagan National Airports pursuant to a Memorandum of Understanding (MOU) the Commission executed with MWAA dated November 2, 1988. The MOU establishes responsibilities of the Commission and review requirements by the Commission for projects at these airports. The Commission is only to determine if the project would "...alter the skyline of the National Airport (now referred to as Ronald Reagan Washington National Airport) as seen from the George Washington Memorial Parkway or from East Potomac Park." In addition, the staff also evaluates if there are any impacts to existing federal lands - such as Gravelly Point, the Roaches Run Wildlife Refuge, the George Washington Memorial Parkway Daingerfield Island or its adjacent Sailing Marina. Staff has reviewed this proposal and determined that it will positively impact the skyline of the airport from various locations. The new concourse is smaller in height and mass than the existing hangars and office building that it will replace. The new security checkpoint buildings associated with the Secure National Hall project will not alter the skyline of Reagan National Airport as they will not be visible from East Potomac Park and only minimally visible from George Washington Memorial Parkway (GWMP). There will be no impacts to any of the other adjacent federal lands because the Secure National Hall will not be visible.

Analysis

Staff has reviewed the project documents that MWAA submitted which include project plans, elevations and sections as well as perspective renderings and photographs from various vantage points around the site along the GWMP and from East Potomac Park. These images show both existing conditions and the proposed development to demonstrate how the views will change if the project is approved and constructed. The applicant has also provided nighttime simulations to show the effects of lighting at night.

Views from East Potomac Park

Today Reagan National Airport is very visible from East Potomac Park. Views include the different terminals to the east and the large hangars and central office building to the west. The proposal will improve this view by removing the large hangars and office building, opening up views to the George Washington Memorial Parkway and Roaches Run Wildlife Sanctuary in the background. The new North Concourse will be very visible as a new addition to the airport, however the pier itself will not be any taller than the existing concourse piers – the proposed project and existing terminals are both 48 feet in height. Photos of the existing airport at night demonstrate that it is very well lit in order to provide a safe nighttime environment for flights landing and departing the airport. The nighttime renderings show that there will not be a noticeable increase in overall lighting. The concourse will have the same lighting as the other concourses and the lighting associated with the hangars and office building will no longer exist with their removal.

Views from the George Washington Memorial Parkway

Reagan National Airport is visible from the George Washington Memorial Parkway. As you approach the airport along the parkway from the north, the hangars and the office building are the most visible structures, blocking views of the runway, the planes, and the various concourses. Demolition of the large hangars and structures adjacent to the parkway and their replacement with the smaller North Concourse building will open up views toward the Potomac River and Gravelly Point to the east and north from the parkway.

The two proposed checkpoint buildings associated with the Secure National Hall are located between the existing Washington National Metrorail Station and the existing Terminal B/C building above the departures roadway and under the arrival roadway. MWAA is proposing that the new buildings will be 62 feet in height while the existing terminal building will be 78 feet in height. At their closest point, these new buildings will be more than 600 feet from the parkway and located behind trees and other airport access ramps and the elevated metrorail tracks. These two buildings will only be partially visible along the parkway because of their small scale and distance from the parkway.

Impacts on Gravelly Point, Roaches Run Wildlife Refuge, and the Daingerfield Island and Sailing Marina.

The proposed project will have a positive visual impact on nearby federal land. Similar to the view from East Potomac Park, views from Gravelly Point will improve. The existing hangars and office building are visible from Gravelly Point. Their removal will provide similar views of the airport and some views of existing trees on airport property.

Similar to views from GWMP, views from Roaches Run will also improve with the removal of the hangars and office building. These buildings are only partially visible from this vantage point however their removal and replacement will allow similar views of the airport and some additional view of the sky.

Finally, none of the proposed projects will be visible from Daingerfield Island or the adjacent Sailing Marina because these federal lands are due south of the airport and Terminals A, B and C, access roadways and other airport buildings will block the view of these new facilities. Staff finds that there will be no impact to these lands.

Staff finds that the Terminal B/C Redevelopment, including the Secure National Hall with new checkpoints, the new North Concourse, and the demolition of two existing hangars and central office building would have a positive impact on the skyline of the Ronald Reagan Washington National Airport as seen from the George Washington Memorial Parkway and from East Potomac Park.

In addition, staff finds that the proposed projects would not have a negative impact on existing federal lands including Gravelly Point, the Roaches Run Wildlife Refuge, and the Daingerfield Island and Sailing Marina.

Therefore, staff recommends that the Commission approve the preliminary and final building plans for the Terminal B/C Redevelopment, Secure National Hall, and New North Concourse projects located at Ronald Reagan Washington National Airport pursuant to a Memorandum of Understanding between the Metropolitan Washington Airports Authority and the National Capital Planning Commission dated November 2, 1988, and D.C. Code § 9-1008(d)(2)(A).

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

Staff has determined that the proposed action is consistent with the Federal Elements of the Comprehensive Plan, particularly with the Parkways policies contained in the Parks and Open Space Element:

- The federal government should maintain parkways as scenic landscape corridors, and protect their historic aspects.

And with the policies contained in the Historic Preservation Element:

- Protect the character of the historic parkways in the region through the careful planning of public and private development within their viewsheds.

National Historic Preservation Act

MWAA has concluded its Section 106 review with the Virginia State Historic Preservation Office (SHPO). The SHPO agreed with the Authority's determination that the project would have no adverse effect on either the airport itself, on Abingdon Plantation archaeological site, or on the George Washington Memorial Parkway, which are listed in the National Register of Historic Places. NCPC does not have a Section 106 responsibility for federal projects located outside of the District of Columbia.

National Environmental Policy Act

Pursuant to the National Environmental Policy Act (NEPA) MWAA prepared an environmental assessment (EA), dated July 1, 2016, that analyzed the sites for any impacts related to these projects. The EA evaluated 14 different layout alternatives for the new concourse and 11 different layout alternatives for the new security screening areas and Terminal B/C layout changes. It analyzed impacts to air quality, biological resources, climate, coastal resources, Section 4(f) resources, hazardous materials, historic resources, land use, natural resources, noise, socioeconomics, environmental justice, visual effects, water resources, and cumulative impacts. It also identified a preferred alternative for each project. MWAA ultimately determined that there were no significant impacts so it signed a finding of no significant impact (FONSI) on November 9, 2016. NCPC does not have a NEPA responsibility for federal projects located outside of the District of Columbia.

ONLINE REFERENCE

The following supporting documents for this project are available online:

- Submission Package

Prepared by Carlton Hart
07/06/2017

POWERPOINT (ATTACHED)

NCPC File #: 7675

**Terminal B/C Redevelopment Secure National Hall and New
North Concourse - Ronald Reagan Washington National Airport**

Arlington, VA

Metropolitan Washington Airports Authority

Review pursuant to 1988 MOU between NCPC and MWAA

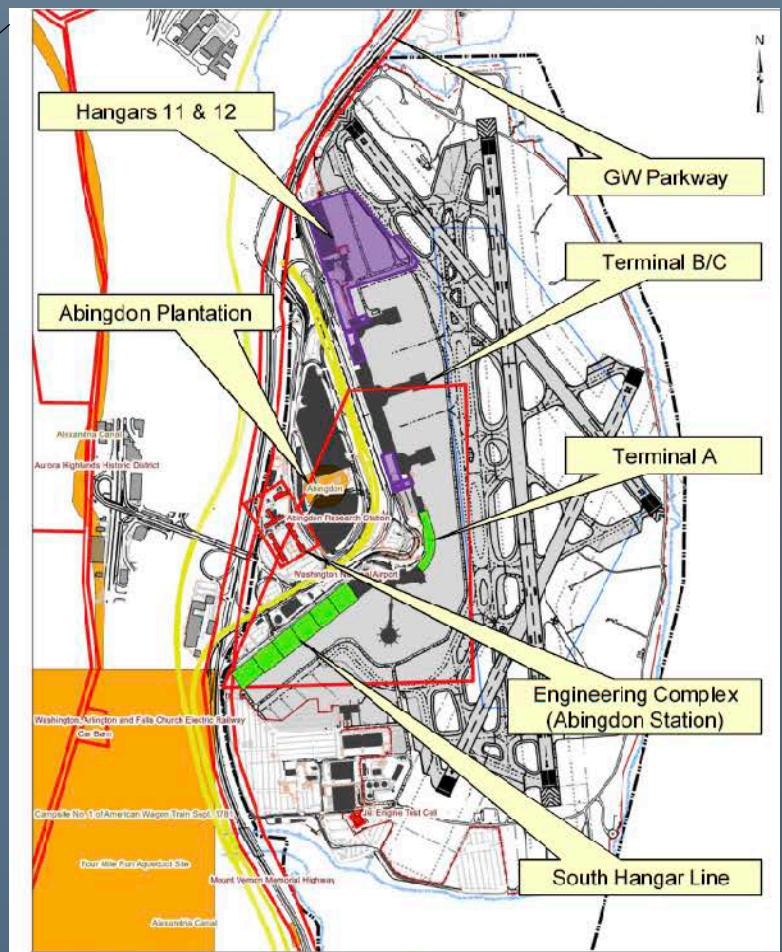
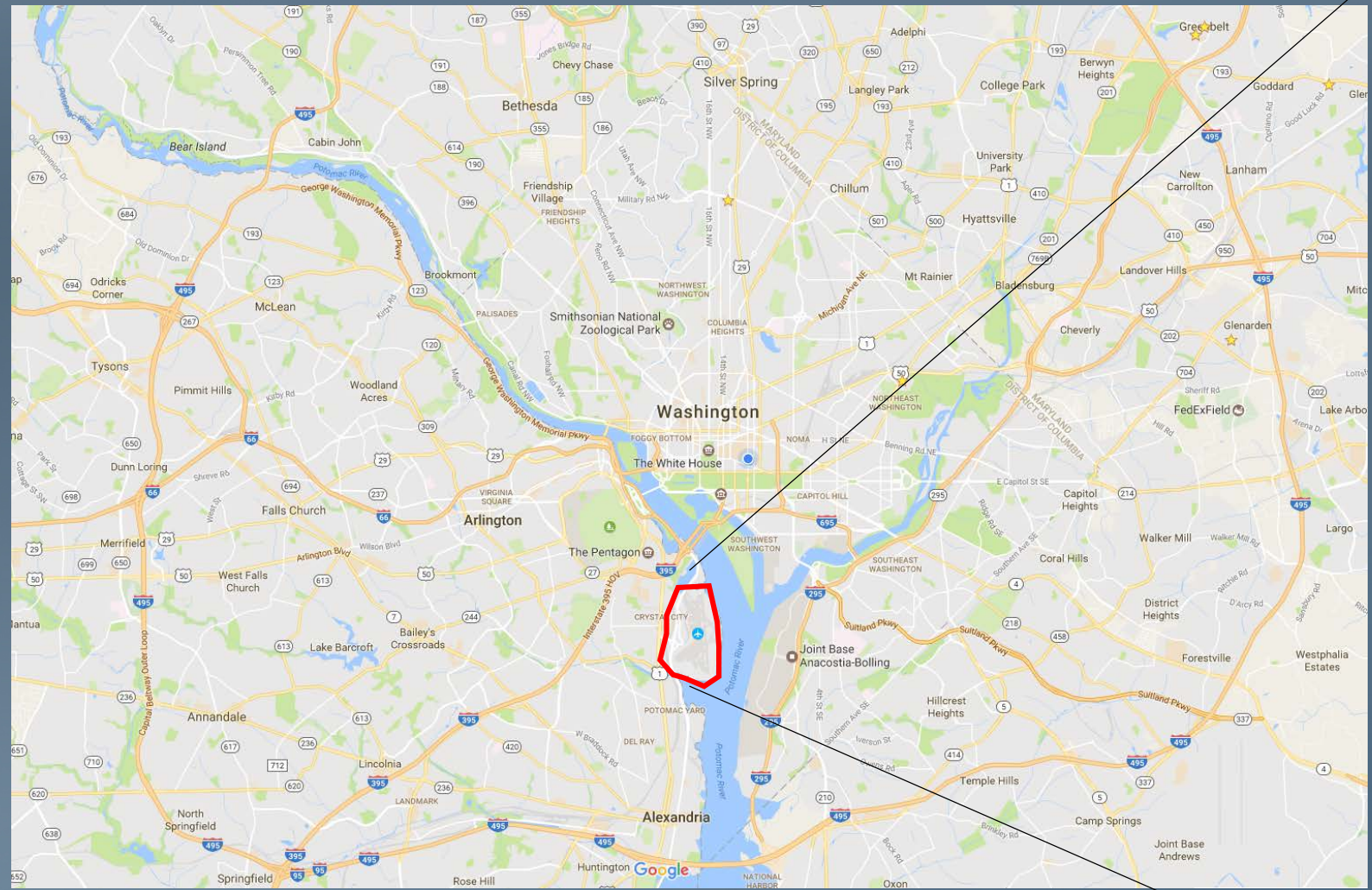


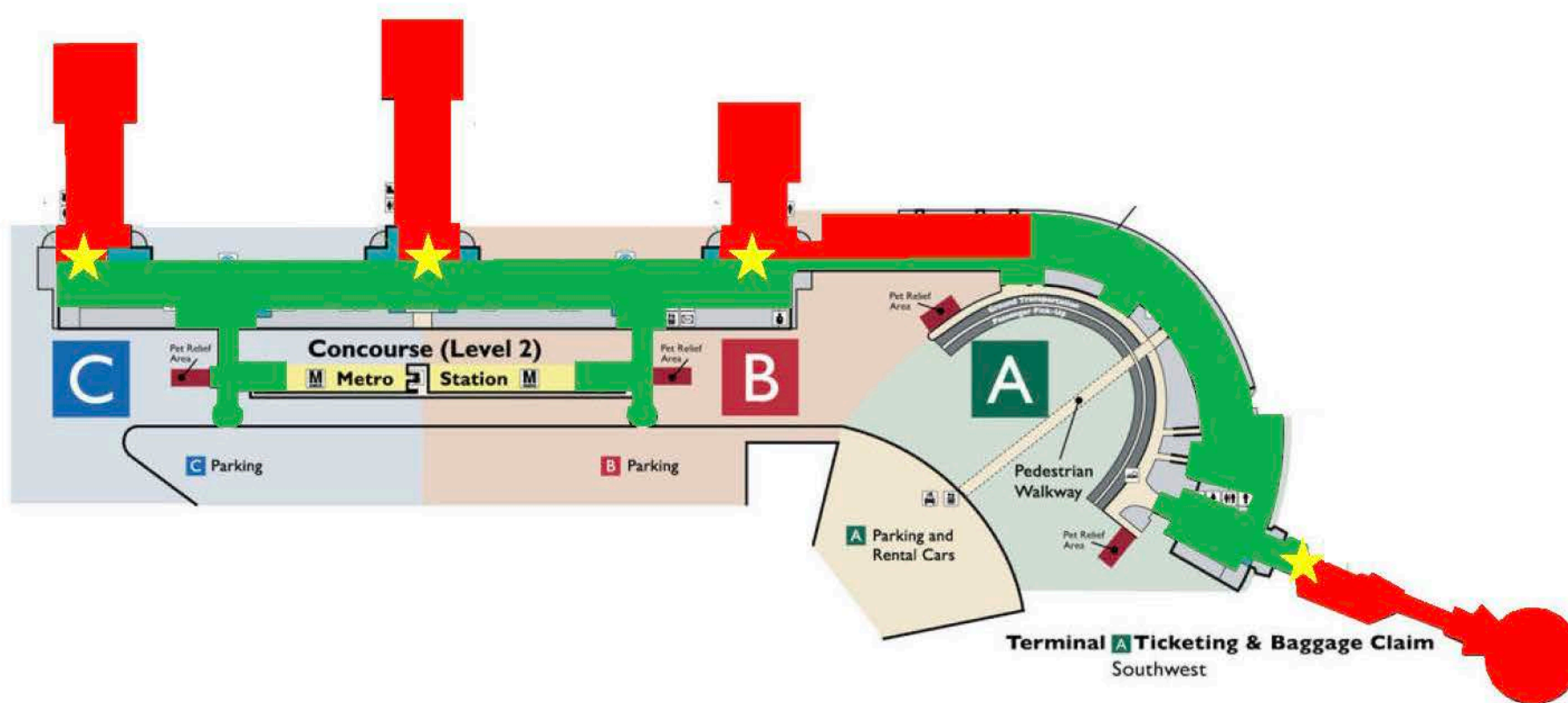
Figure 1: Proposed Redevelopment of Terminal B/C
Existing Facilities and Proposed Project Locations
Ronald Reagan Washington National Airport, Arlington County

DCA ALP with Cultural Resources

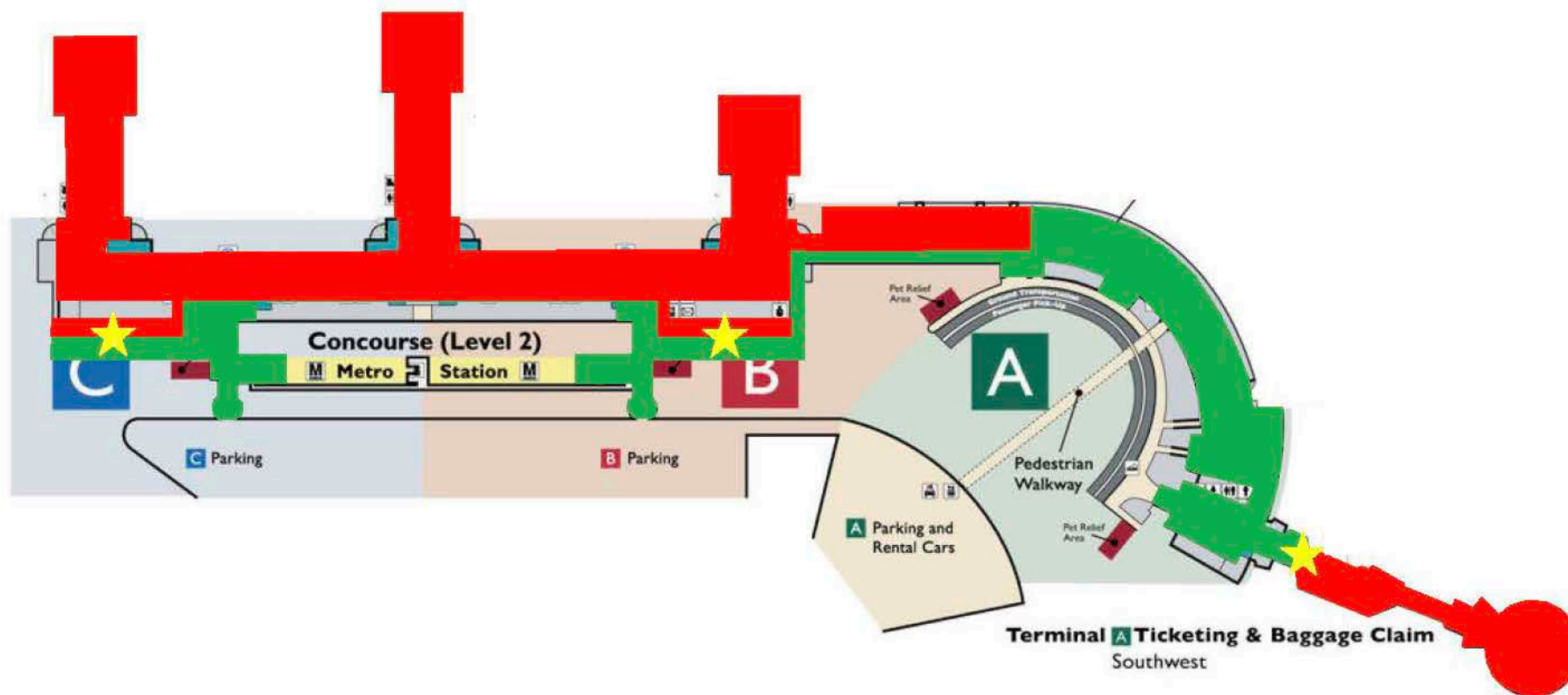
NRHP Eligible Historic Building	Historic Area	Existing Building on Airport
NRHP Listed Building	Archaeological Site	Existing Building off Airport
Edge of water	Airfield Edge	Existing OFA
Railroad	Taxi Apron	Existing RVZ
Roads off Airport	Taxi Centerline	Security Intrusion Fence
Existing Building off Airport	Existing POF	Existing Fence
Parking of Airport	Existing RSA	Airport Perimeter Fence
Proposed Project Locations		

0 800 1,600 Feet

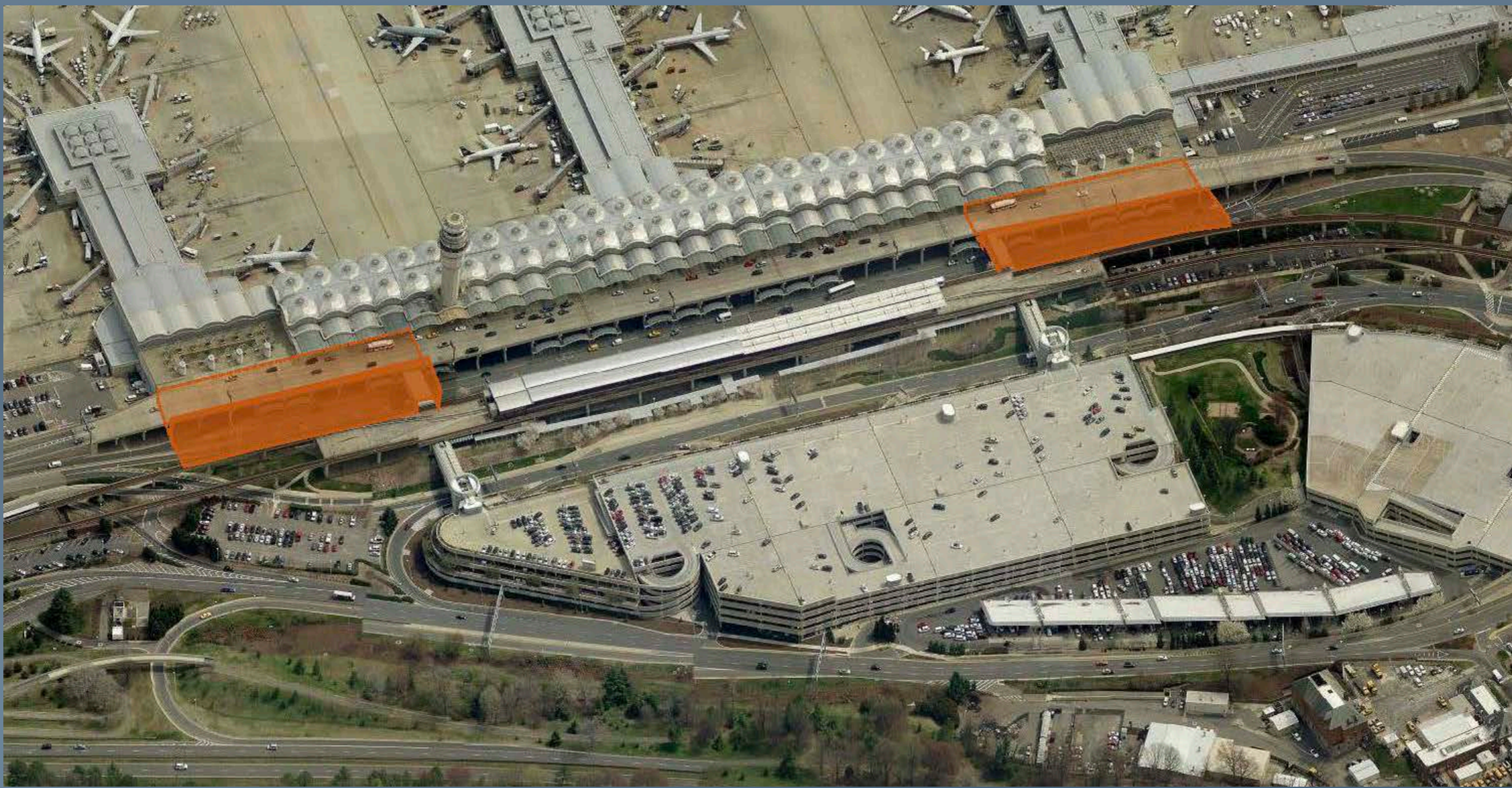




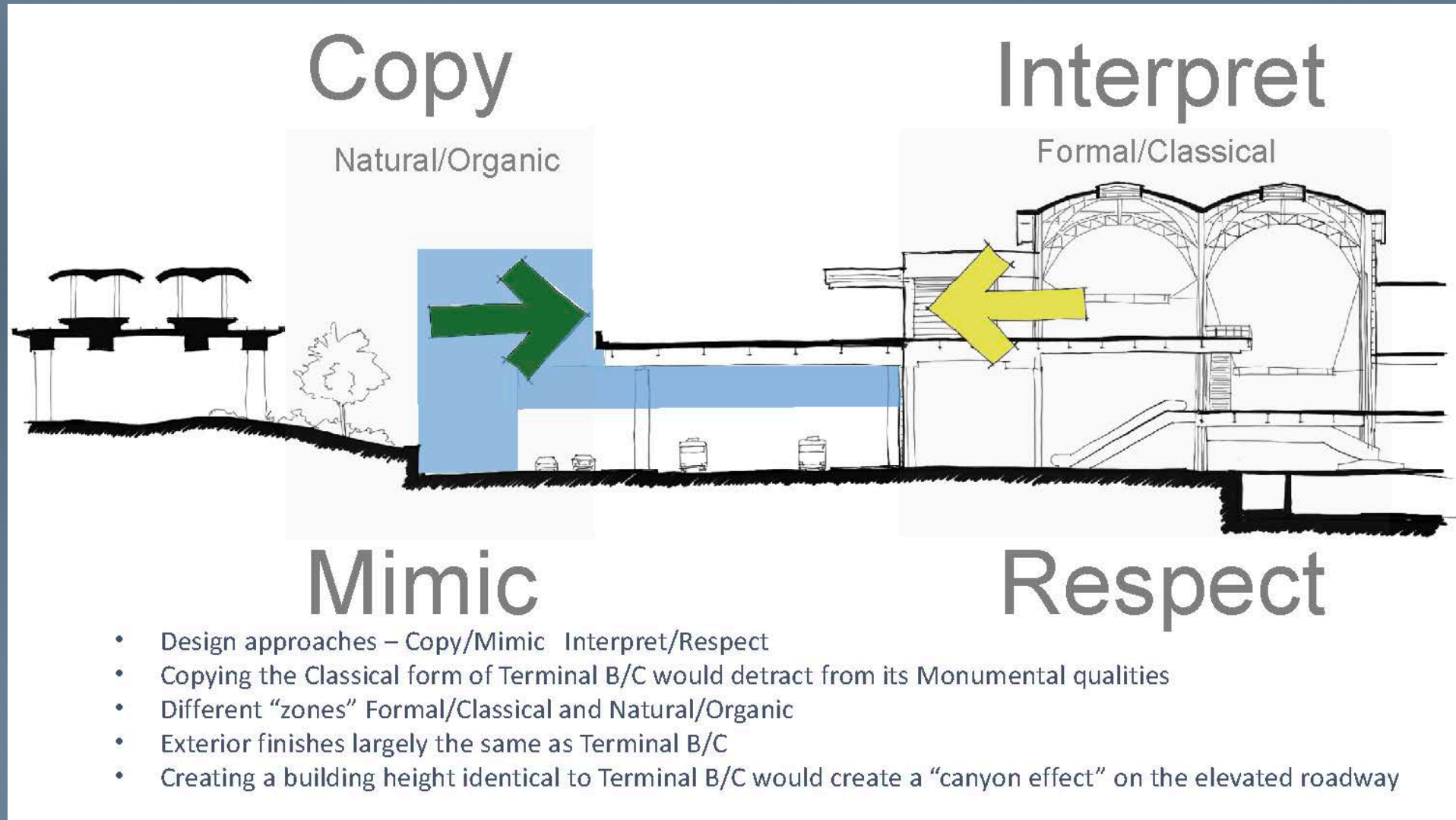
★ Current Security Screening Check Points



★ Security Screening Check Points







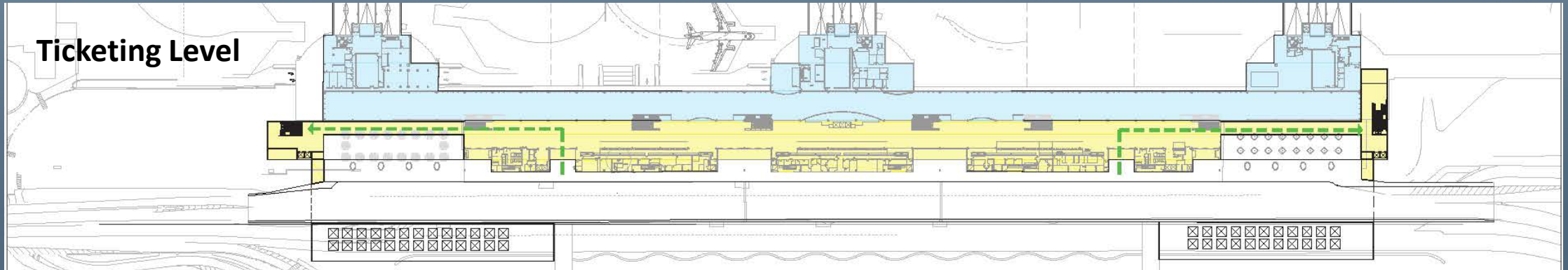
An Airport in a Park

Visitors and Washingtonians will flock to the field as one of their favorite parks. When the sun sinks beyond the range of hills to the west, the scenic areas of the airport will be among the most comfortable and interesting places about Washington.

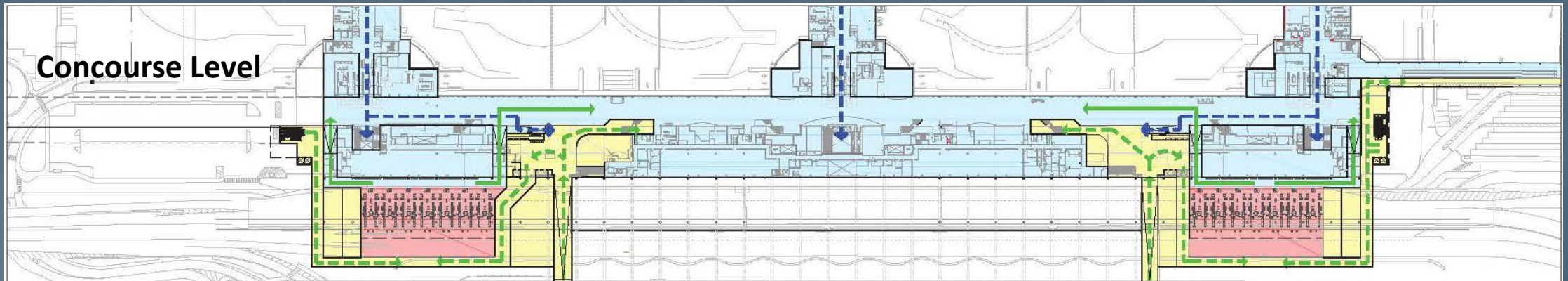
"National Airport" 1941
Civil Aeronautics Administration



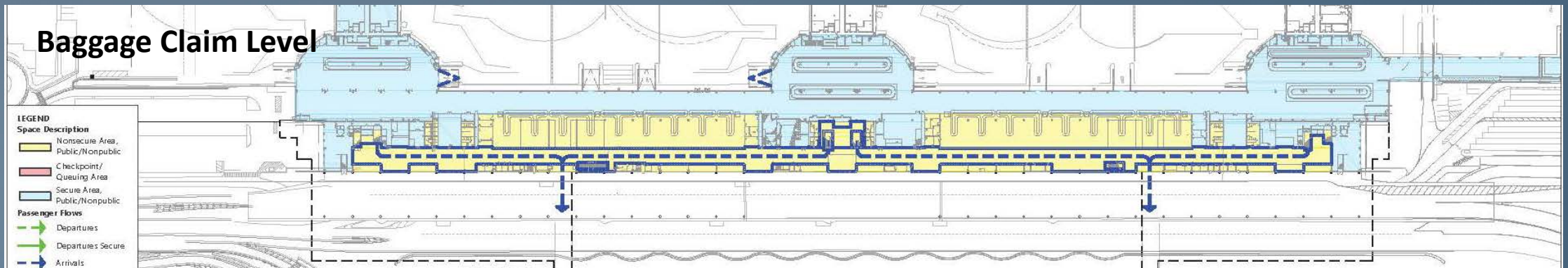
Ticketing Level

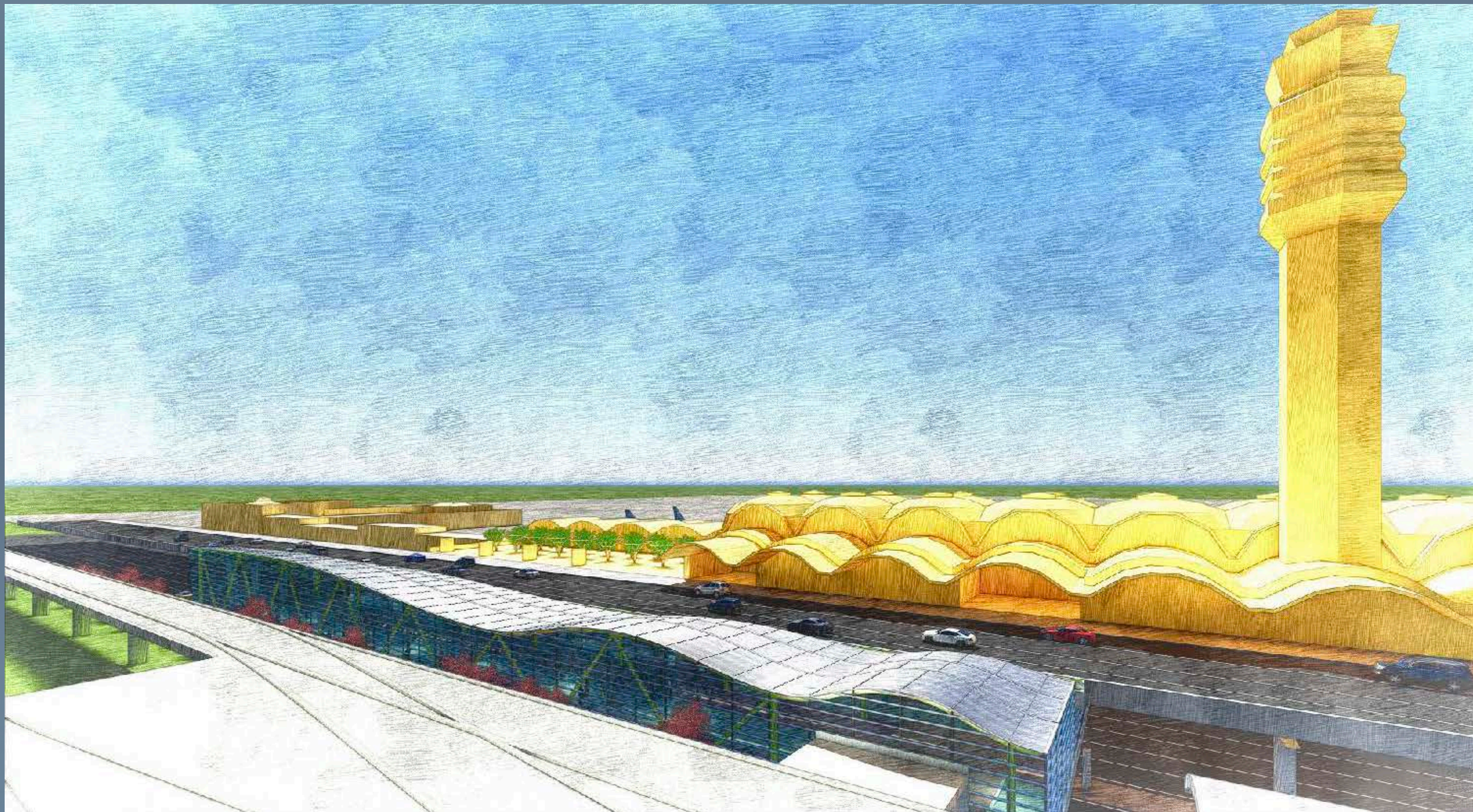


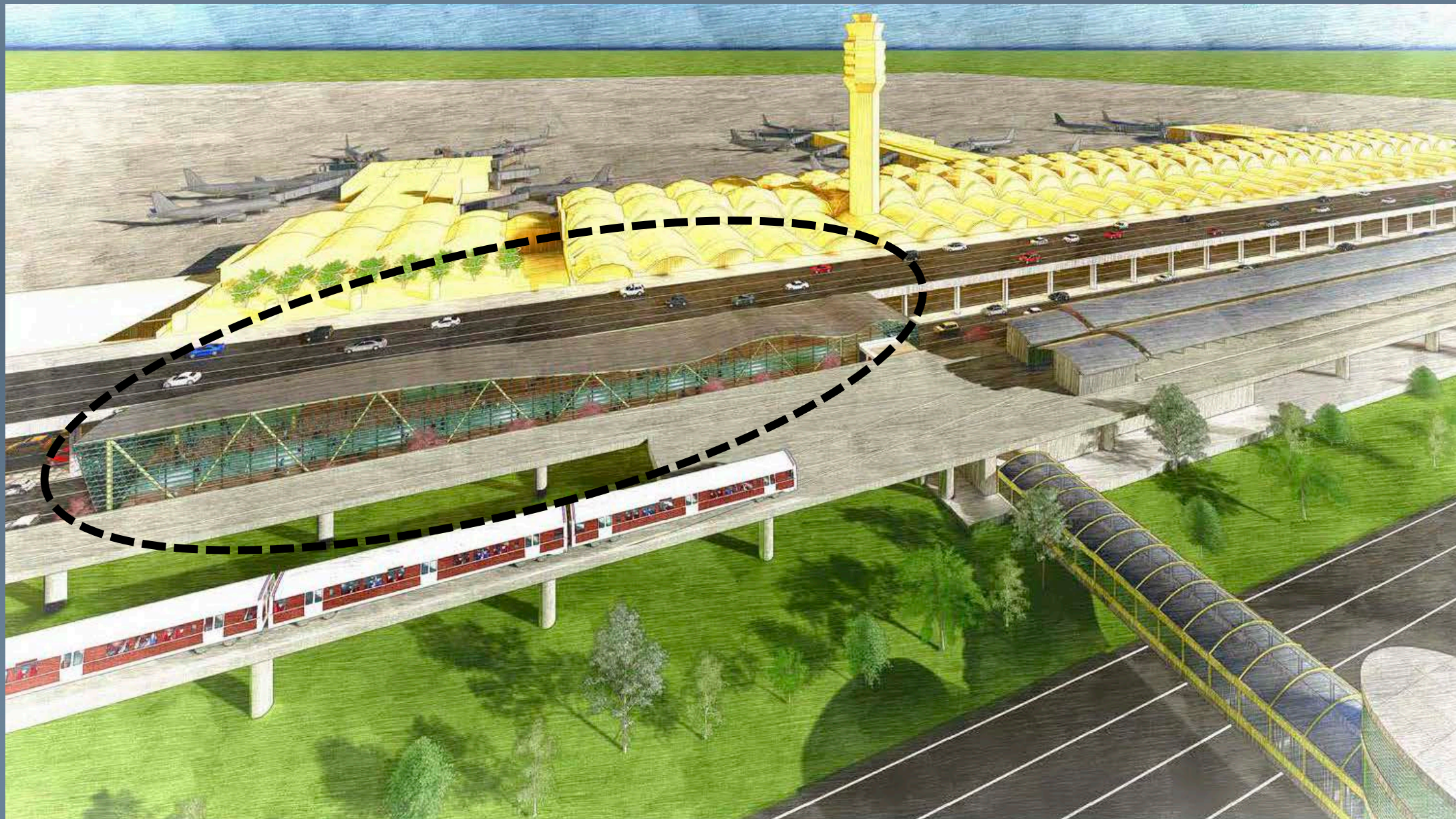
Concourse Level



Baggage Claim Level

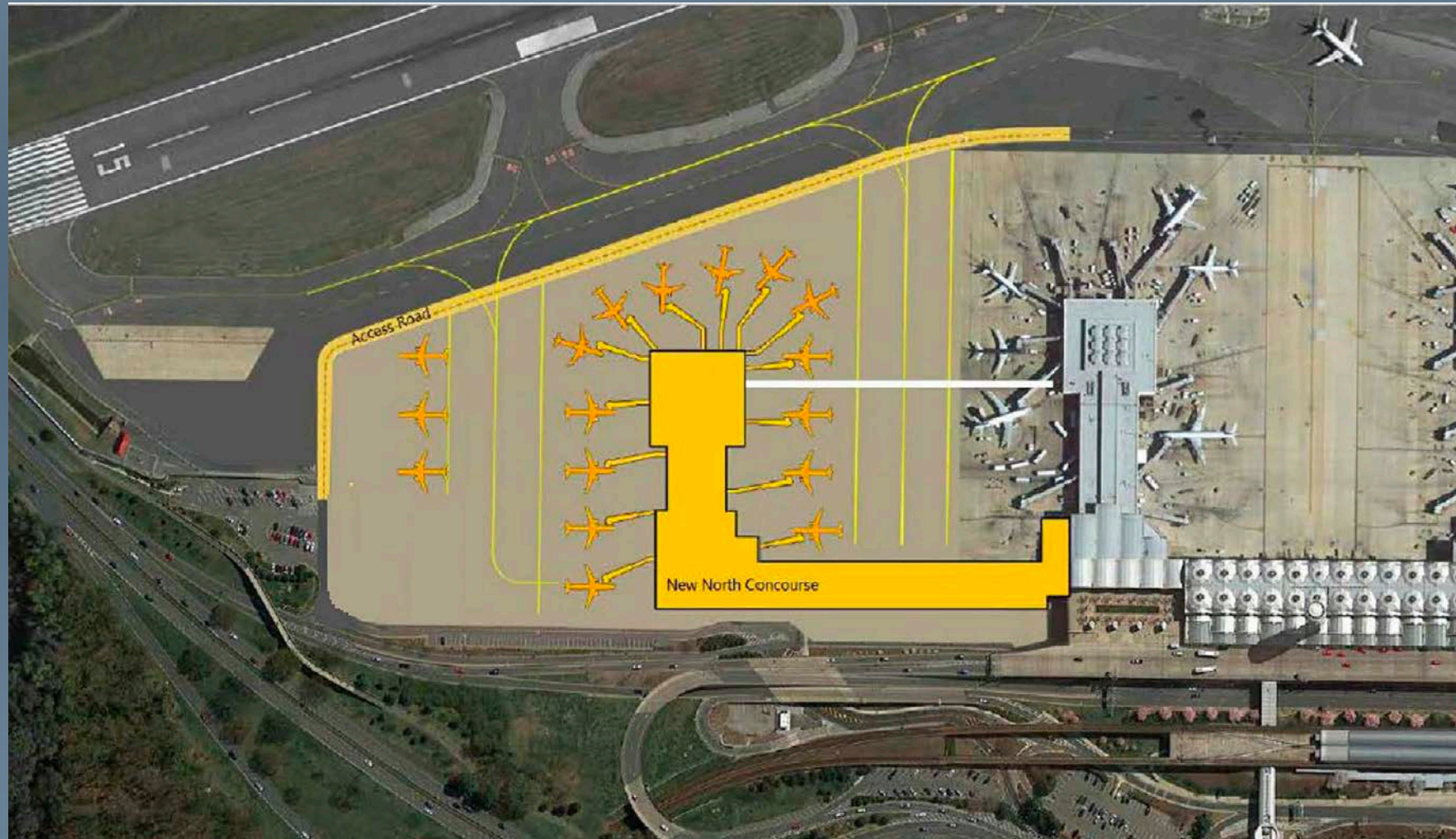












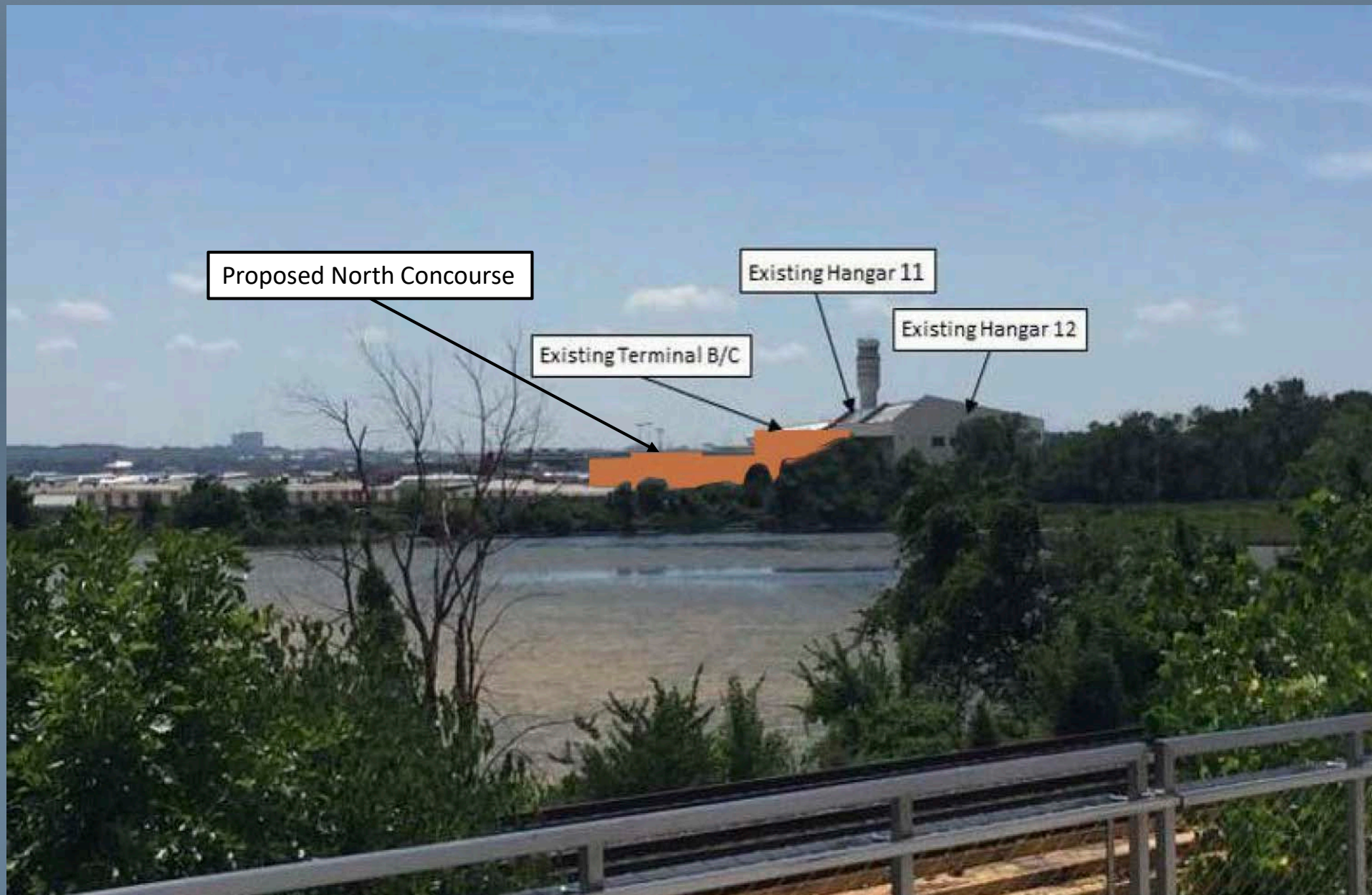


Existing

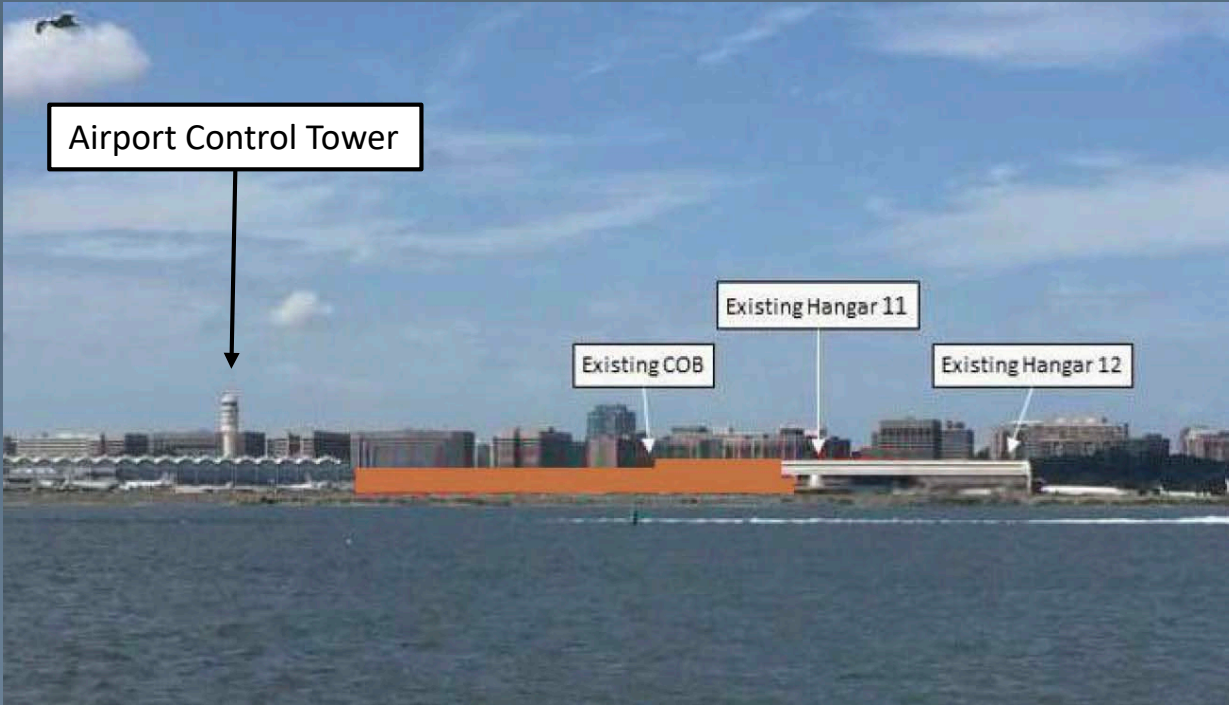


Proposed

Comparison of Proposed North Concourse with Existing Hangars



Daytime and Nighttime View Comparison from East Potomac Park



Rendering of Proposed Terminal B/C North Concourse

