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**MASTER PLAN MODIFICATION AND  
RELOCATION OF METRO ENTRANCE FACILITY  
THE PENTAGON  
Arlington County, Virginia**

Report to the Department of Defense

October 5, 2000

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*Abstract*

The Department of Defense (DOD) has submitted a modification to the Pentagon Master Plan and concept plans for the relocation of the Metro Entrance Facility (MEF) adjacent to the southwest side of the Pentagon Building in Arlington County, Virginia. The DOD and the Congress have deemed it essential to reduce the vulnerability of the Pentagon Building to threats of explosives, airborne and other human threats to the building. The master plan modification is to change the land use of the proposed project area from *Open Space* to *Community Facilities* to allow for the relocation of the bus terminal. The proposed MEF relocation plan consists of three distinct yet interrelated components. These components are the “addition,” which includes a new entrance replacing the existing direct escalator connection between the Metrorail and the Pentagon interior; the “Interface” replacement of connections between the Metrorail and Pentagon Building via escalators, elevators, and stairs; and the “Loop,” a system of access roads, bus stalls, and related facilities that will replace the existing bus terminal.

*Authority*

Section 5 of the National Capital Planning Act of 1952, as amended (40 U.S.C. 71d).

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*Commission Action*

The Commission:

- **Approves** the master plan modification and design concept for the relocation of the Metro Entrance Facility (MEF), as shown on NCPC Map File Nos. 1.62(05.12)40832 and 1.62(46.00) 40812.

- **Urges** the DOD to continue to coordinate the proposed project with the Washington Metropolitan Area Transit Authority (WMATA), Arlington County government, and the Virginia Department of Transportation with the objective of addressing concerns, which include passenger service issues, size and capacity of the bus terminal, and signage.
- **Requests** that DOD further study and refine design plans for the MEF project with the objective of: minimizing, to the extent possible, passenger walking distances and pedestrian congestion at the entrance to the MEF; maximizing passenger protection from inclement weather; and enhancing the function of the connecting pedestrian walkways and visual aesthetic amenities of the open space adjacent to the MEF.

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## BACKGROUND AND STAFF EVALUATION

### *DESCRIPTION OF PROPOSAL*

The Department of Defense (DOD) has submitted a modification to the Pentagon Master Plan and concept plans for the relocation of the Metro Entrance Facility (MEF) adjacent to the southwest side of the Pentagon Building in Arlington County, Virginia. DOD and Congress have deemed it essential to reduce the vulnerability of the Pentagon Building to threats of explosives and airborne and other human threats to the building. The master plan modification is to change the land use of the subject area from *Open Space* to *Community Facilities* to allow for the relocation of the bus terminal and the Metro entrance. The proposed MEF relocation plan consists of three distinct yet interrelated components. These components are the “addition,” which includes a new entrance building replacing the existing direct escalator connection between the Metrorail and the Pentagon interior; the “Interface” replacement of connections between the Metrorail and Pentagon Building via escalators, elevators, and stairs; and the “Loop,” a system of access roads, bus stalls, and related facilities that will replace the existing bus terminal.

### Site

The proposed project is located adjacent to the southwest side of the Pentagon Building. The area currently contains the existing bus terminal and related access roadways. The area is roughly bounded by Jefferson Davis Highway (Route 1) the southwest face of the Pentagon Building, and Rotary Road.

### Program

The purpose of the proposed project is to increase security against explosives and airborne and other human threats directed against the Pentagon Building. The current location of the bus terminal and the configuration of the Metrorail connection are deemed to be unsecure. Busses and other unsecured vehicles pass within 30 feet of the southwest face of the Pentagon Building.

The proposal relocates the existing bus loop to a distance of 280 feet from the face of the Pentagon. The proposal will also close three escalators and one elevator, which currently enter the Pentagon Building from the Metrorail station. The proposed plan is to construct a new entrance outside the perimeter of the building. The new entrance will contain security facilities as well as a new visitor's center. In addition, the stated objectives for the proposed plan are:

- Protect the Pentagon from possible terrorist attacks.
- Organize Pentagon arrival, access, and circulation areas and create a more secure environment and entrance.
- Balance security concerns against a welcoming front door.
- Phase and synchronize facility construction to maintain current transportation functions and Pentagon access and minimize impacts to other construction efforts.
- Minimize impacts on commuter services.
- Minimize visual and physical impact of the MEF on the Pentagon and the surrounding environment.
- Maintain flexibility to accommodate future developments in transportation and public access.

#### Site Development

- The proposed plan will provide 2 bus lanes with a total of 24 bus bays. The lanes will be staggered in elevation, with the outside lane lowered to allow for a pedestrian tunnel under the inside lane.
- This configuration will provide:
  - Safety for passengers accessing busses in the outside lane.
  - Visual relief from the alternative of a large paved area.
  - Simplified routing of busses and passengers.
- A wheelchair accessible ramp, elevators, and stairs will connect the two bus levels at various points within the terminal area.
- A park-like landscape will be developed between the bus terminal, the Metrorail, and Pentagon entrances.

- Partially covered walkways would connect the central area of the bus terminal with the Metrorail and Pentagon entrances.

### Building

- A new entrance facility will replace the existing structure housing the escalator from the Metrorail station. The entrance facility will be approximately 22,785 gross square feet, and house a new visitor's center and security facilities.
- This structure will be designed to complement the Pentagon Building in form and materials.

### *CONSULTATION*

The Department of Defense briefed the NCPC staff on the proposed project at a meeting on May 31, 2000. Staff has also met with representatives from WMATA to identify and clarify their concerns with this proposed project.

Subsequent to the above meeting, both DOD and Metro have advised staff that DOD is in the process of accommodating most, if not all, of WMATA's concerns regarding the proposed facility.

### *EVALUATION*

Staff recommends approval of the modification to the Pentagon Master Plan and concept plans for the relocation of the Metro Entrance Facility. The proposed project:

- Is required to address security concerns for the Pentagon Building.
- Will not contribute to increased bus traffic on surrounding roadways.
- Will be designed to complement the existing Pentagon Building.

Staff provides the following comments for consideration during the preliminary design phase of the proposed project. The Department of Defense should consider further refining:

- The canopy system with the objective of providing more inclement weather protection for pedestrians and better defining the facility's identity in relation to the Pentagon Building while meeting necessary security requirements.
- The pedestrian plaza and walkways directly adjacent to the MEF building with the objective of enlarging the plaza to ease pedestrian circulation.
- The grassy areas between the bus terminal and MEF building with the objective of better defining purpose of open space, softening walkway alignments, and providing more visual interest in the area. These areas could be designated for public art or memorial use.

- The MEF building façade with the objective of presenting a more inviting and transparent entrance to the facility.

Staff urges DOD to continue project coordination with WMATA, Arlington County, the Virginia Department of Transportation, and NCPC staff with the objective of producing a plan that addresses any practical or aesthetic issues or concerns for the facility. A summary of WMATA concerns include:

- Passenger service issues such as covered walkways, width of walkways and stairways, number of elevators, inclement weather protection, and the sales and vending area.
- Terminal size and configuration issues such as number of bus bays, layover storage areas, and parking for bus supervisors.
- Signage for passenger circulation.
- Structural and construction issues including loads on the Metrorail station, plumbing facilities, and construction phasing.

## *CONFORMANCE*

### Master Plan

The Pentagon Master Plan approved by the Commission on October 3, 1991 will be modified to facilitate the relocation of the MEF. The modification is a change in the land use of the area to be used for the proposed bus terminal from Open Space to Community Facilities to allow for the construction of the MEF.

### Federal Capital Improvements Program

This project was not included in the Federal Capital Improvements Program, Fiscal Years 2000–2004, adopted by the Commission on July 1, 1999. However, this project represents an expansion to the transit improvements included in the Pentagon Renovation project listed in the adopted Federal Capital Improvements Program, Fiscal Years 2000–2004.

### Comprehensive Plan

The proposed revisions to the Pentagon's Master Plan for the relocation of the Metro Entrance Facility is not inconsistent with the Federal Facilities Element of the *Comprehensive Plan for the National Capital*. The proposed design presents options to enhance security and commuter accessibility.

### National Environmental Policy Act

- Pursuant to the regulations implementing the National Environmental Policy Act (NEPA), the Department of the Army developed a Supplemental Environmental Assessment. This

effort was undertaken to review and update the existing Environmental Assessment developed by DOD in May 1991.

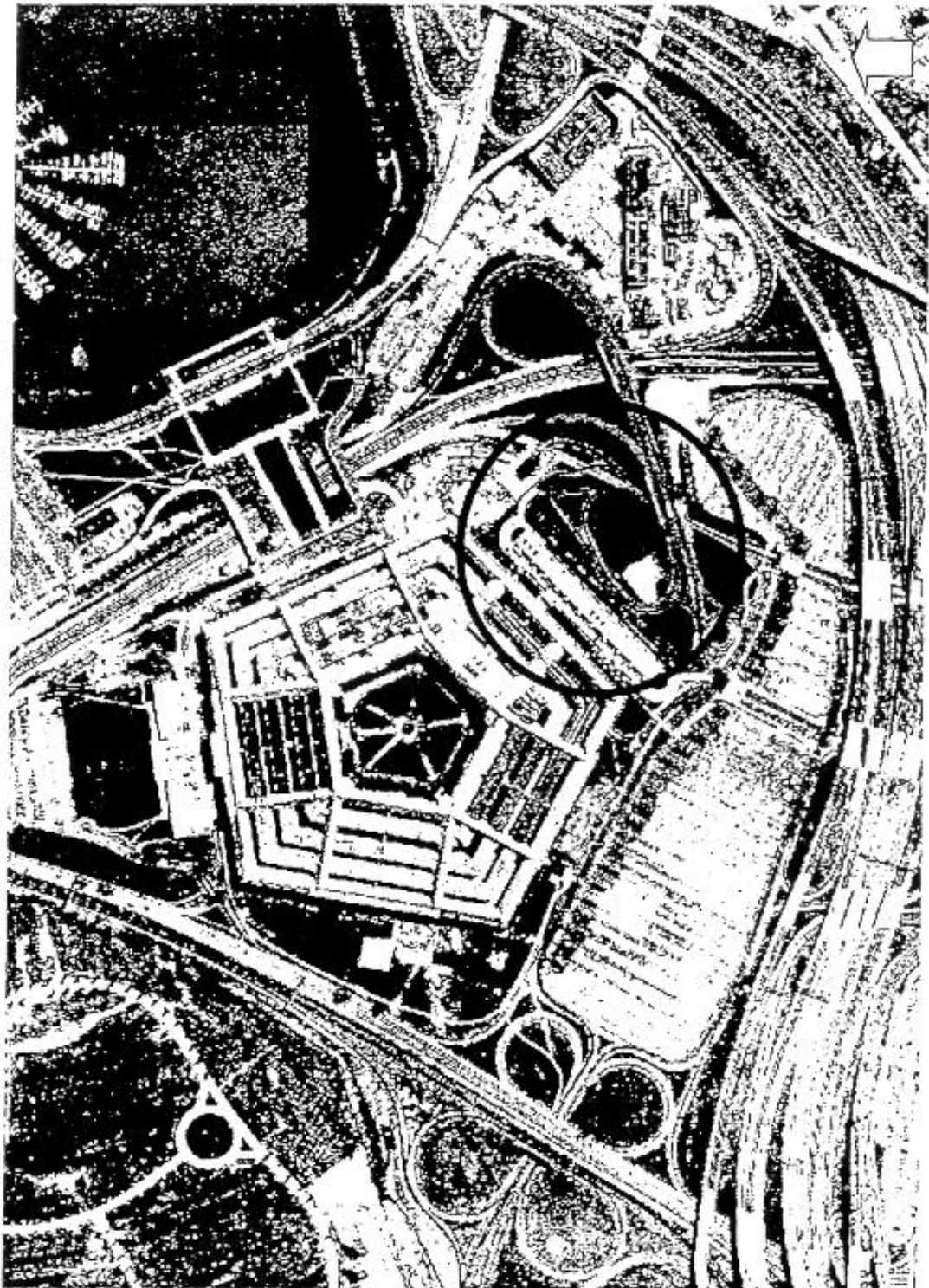
- In November 1991 the Army completed a Finding of No Significant Impact for the Pentagon Reservation Master Plan in which the transportation facilities and transit station were reviewed in the context of associated onsite and cumulative effects. The DOD revisited the analysis with updated project specific impacts in the context of the tiered information from the original document. The Pentagon Renovation Office concluded the environmental determination was still applicable and arrived at a Finding of No Significant Impact in May 2000.

#### National Historic Preservation Act

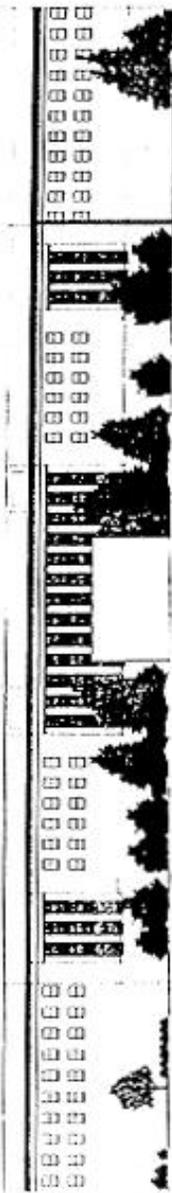
DOD has initiated Section 106 review with the Virginia State Historic Preservation Office. The Pentagon is a significant historic property and is listed in the National Register of Historic Places. DOD is cognizant of the significance of the building for both historical and symbolic reasons and has stated its goal of designing an addition that meets the Secretary of the Interior's Standards by both complementing and being distinguishable from the historic building.



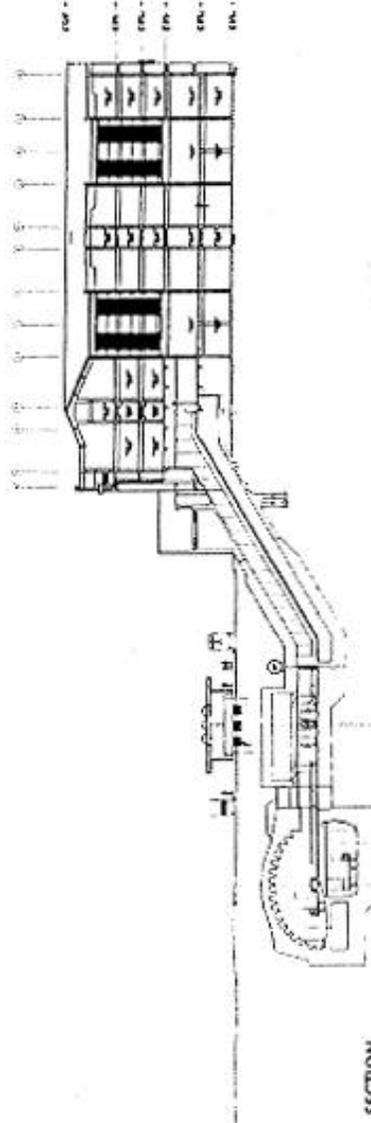
Project Location



# METRO ENTRANCE FACILITY



SOUTH ELEVATION

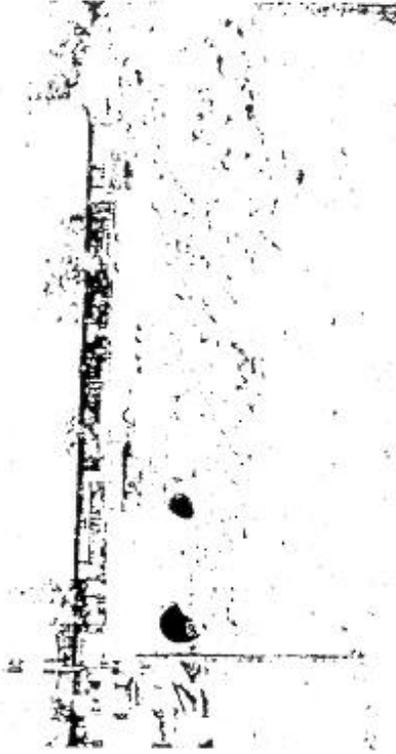


SECTION

EXISTING ELEVATION & SECTION

22 MAY 2000

Looking northwest



Looking southwest



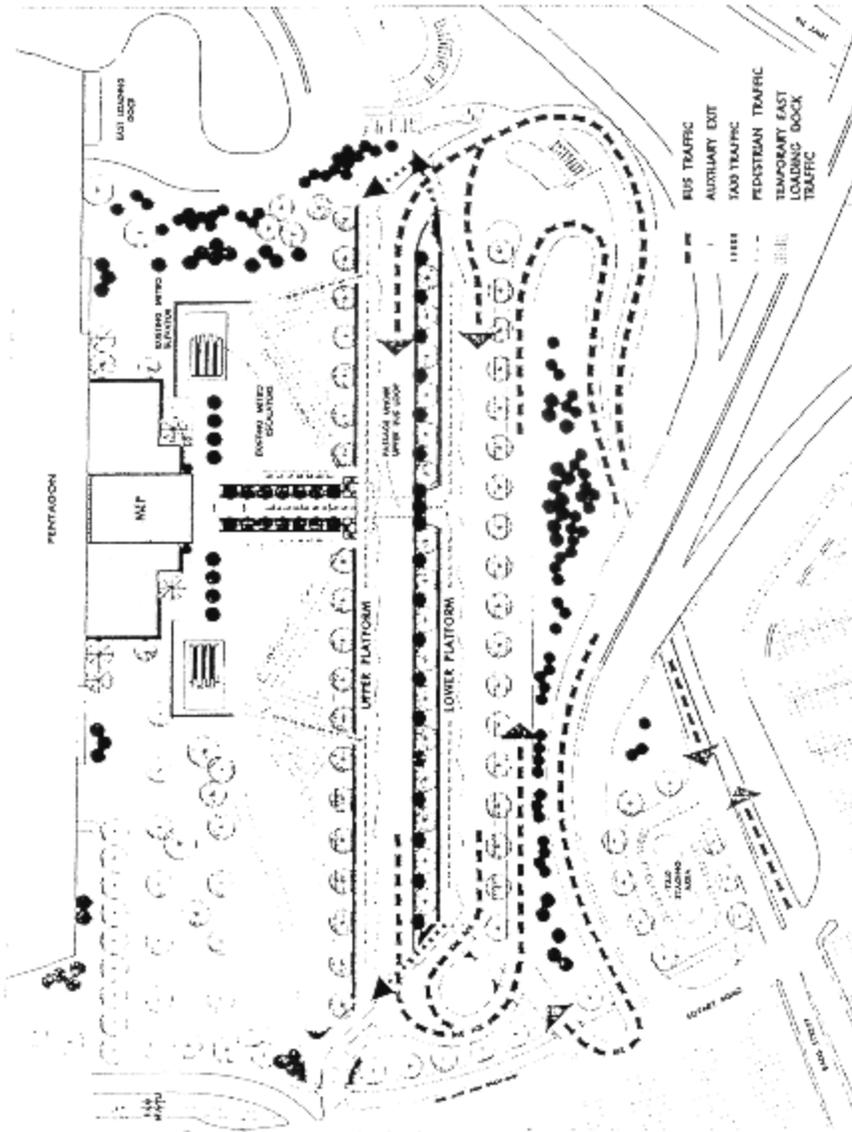
Looking northwest



Looking northwest



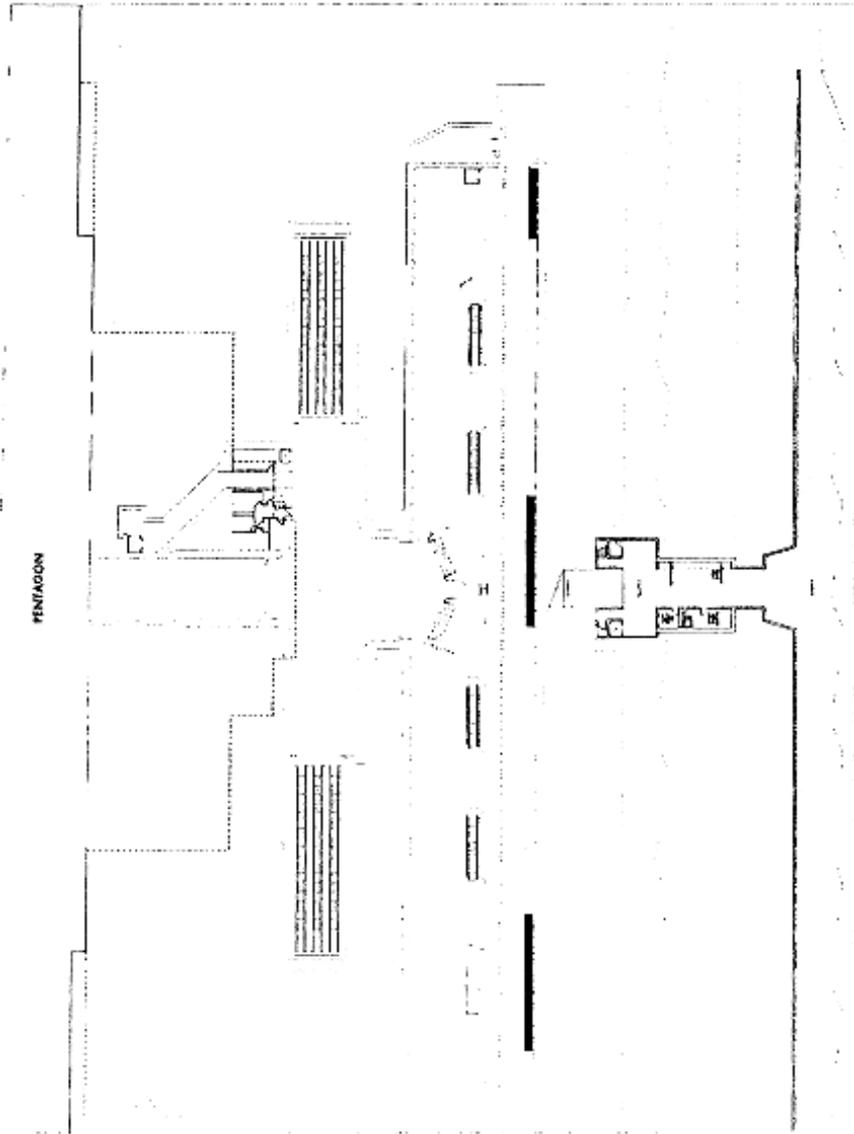
METRO ENTRANCE FACILITY



CIRCULATION PLAN

A-1  
 22 MAY 2000

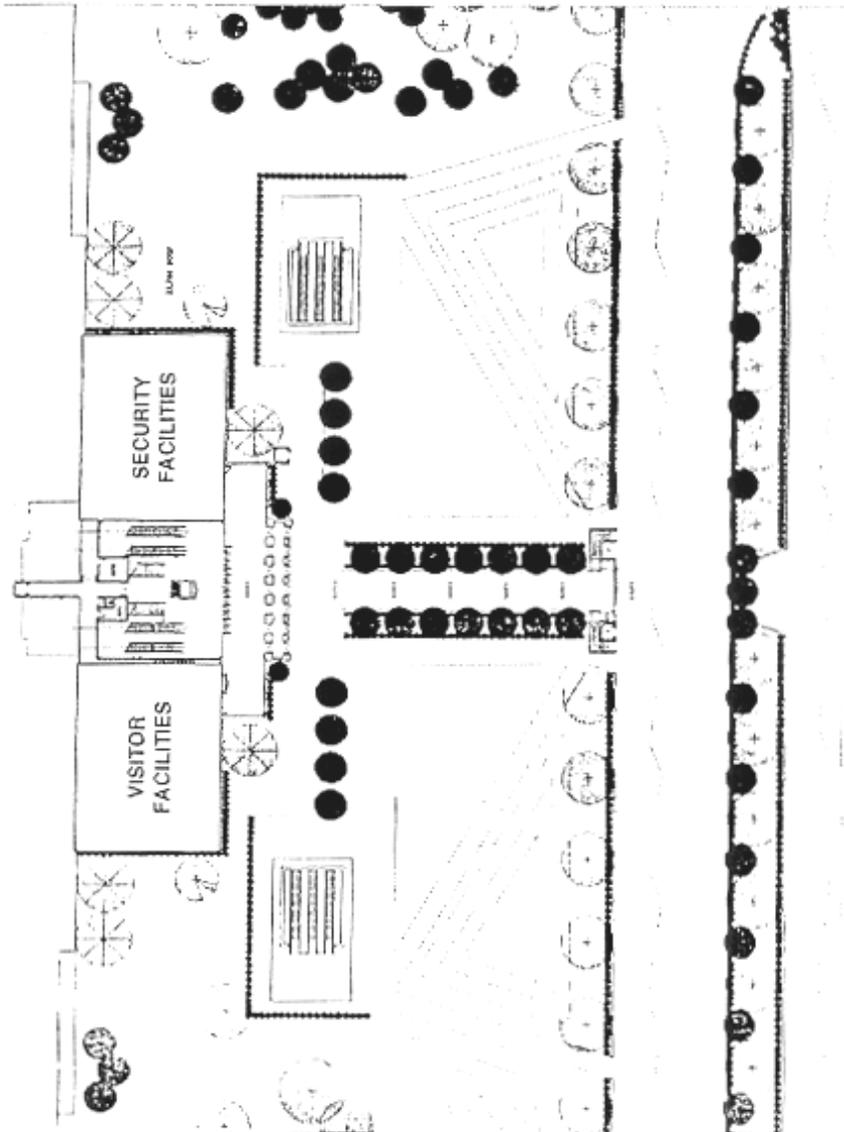
METRO ENTRANCE FACILITY



A-2  
22 MAY 2000

LOWER PLATFORM PLAN

METRO ENTRANCE FACILITY

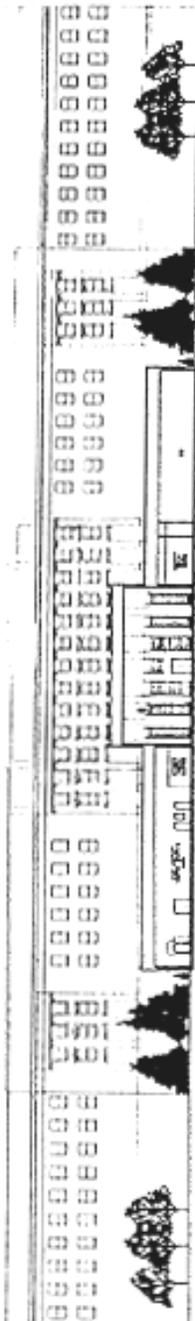


A-3  
22 MAY 2000

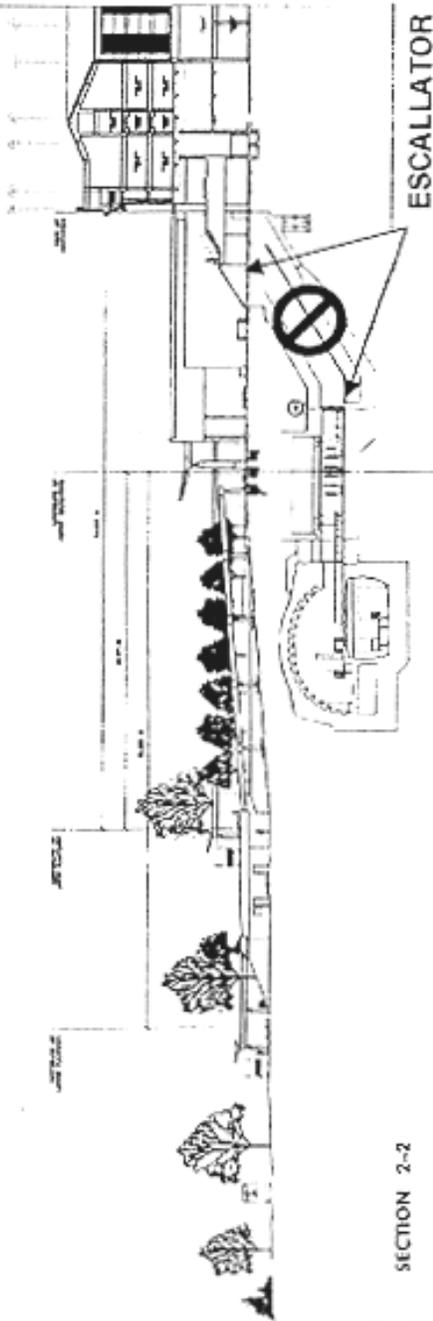
UPPER PLATFORM PLAN



METRO ENTRANCE FACILITY



SECTION 1-1



SECTION 2-2

ESCALLATOR SHAFT SEALED

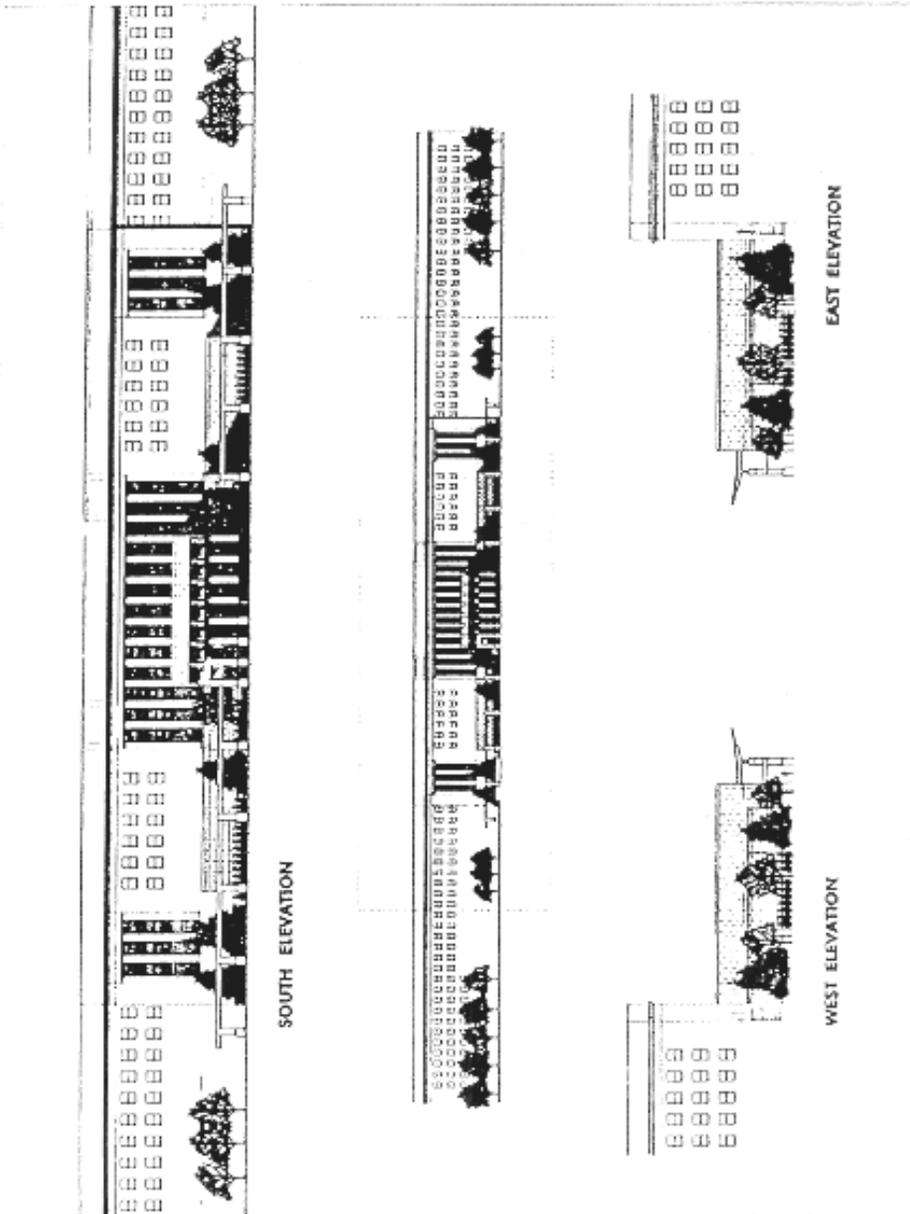
MEF BUILDING SECTIONS

A-6

22 MAY 2000



METRO ENTRANCE FACILITY



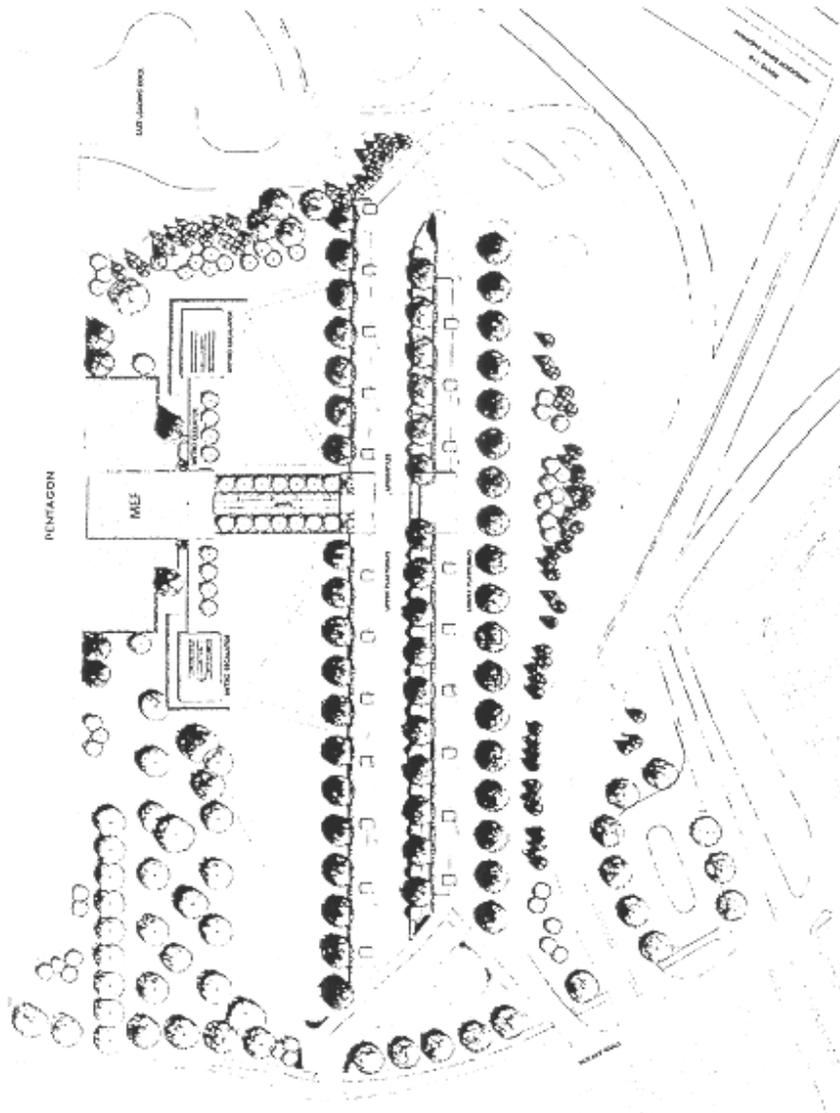
A-7  
22 MAY 2000

MEF BUILDING ELEVATIONS



16 METRO ENTRANCE FACILITY

NCPC File No. MP174/6022



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LANDSCAPE PLAN



METRO ENTRANCE FACILITY

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A-10  
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EXTERIOR RENDERING

