



Executive Director's Recommendation

Commission Meeting: March 2, 2017

PROJECT Employee Screening Facility at the Pentagon Metro Entrance Pentagon Reservation 1155 Defense Pentagon Arlington, VA	NCPC FILE NUMBER 6659
SUBMITTED BY United States Department of Defense Washington Headquarters Services	NCPC MAP FILE NUMBER 1.62(38.00)44503
REVIEW AUTHORITY Federal Projects in the Environs per 40 U.S.C. § 8722(b)(1)	APPLICANT'S REQUEST Approval of preliminary site and building plans
	PROPOSED ACTION Approve preliminary site and building plans with comments
	ACTION ITEM TYPE Consent Calendar

PROJECT SUMMARY

The Department of Defense, Washington Headquarters Services (WHS), has submitted preliminary site and building plans for the proposed Employee Screening Facility (ESF) located at the Pentagon Metro Entrance. The ESF will provide the Pentagon Force Protection Agency increased capacity and capability to screen employees for potentially hazardous devices prior to entry into the Pentagon. In accordance with Homeland Security Presidential Directive (HSPD) 12, the ESF will enhance the forms of identification and security used to gain access to secure facilities and provide greater safety and protection of the attending police officers.

According to WHS, the existing employee screening system does not meet requirements for safety, security, surveillance, screening, detection, and pedestrian capacity. Located at the southeast side of the Pentagon, adjacent to the existing entrance, the new facility will replace the current screening process to comply with recent security, life safety, and capacity requirements. The proposed addition will have 9,680 square feet of indoor space and 16,000 square feet of covered outdoor space.

KEY INFORMATION

- The proposed Employee Screening Facility (ESF) project was included within the Pentagon Reservation Master Plan as approved by the Commission in May 2015.
- The ESF will be located adjacent to the Pentagon Transit Center (PTC), a major intermodal transit node located near the southeast side of the Pentagon, near Corridors 1 and 10. PTC service includes Washington Metropolitan Area Transit Authority (WMATA) Metrobus

and several regional bus services. The Pentagon Metro Station, located below grade, provides access to both the Blue and Yellow lines.

RECOMMENDATION

The Commission:

Approves the preliminary site and building plans for the Employee Screening Facility at the Pentagon Metro Entrance, located in Arlington County, Virginia.

Requests the applicant evaluate additional connections between the bus terminal landing and the vestibule area to provide increased accessibility for pedestrians.

Recommends Washington Headquarters Services coordinate with the Washington Metropolitan Area Transit Authority regarding the provision of directional and wayfinding signage for visitors and employees to improve circulation throughout the facility.

Requests the applicant further evaluate the relationship of the proposed facility to the surrounding context, particularly the existing Metro canopies, to ensure a simple, cohesive design, and to avoid visual clutter.

Recommends Washington Headquarters Services coordinate with the Washington Metropolitan Area Transit Authority and other appropriate stakeholders to avoid impacts to pedestrian access and transit service during construction.

PROJECT REVIEW TIMELINE

Previous actions	May 2015 – Approved Pentagon Master Plan.
Remaining actions (anticipated)	Approval of final site and building plans

PROJECT ANALYSIS

Executive Summary

The ESF will provide the Pentagon Force Protection Agency increased capacity and capability to screen employees for potentially hazardous devices prior to entry into the Pentagon. Through significant consultation with staff, the applicant has developed a plan that accommodates the necessary screening facility, while accommodating visitor and employee circulation in a relatively constrained area. Further, the proposed design takes advantage of a symmetrical design that is compatible with the Pentagon building. As such, staff recommends the **Commission approve the preliminary site and building plans for the Employee Screening Facility at the Pentagon Metro Entrance, located in Arlington County, Virginia.**

Analysis

The project was analyzed to determine its consistency with the policies within the Urban Design, Transportation, Historic Preservation and Workplace Elements of the *Comprehensive Plan for the National Capital*. In general, staff finds the proposal has improved since its initial conception with the Pentagon Master Plan. WHS has held a number of consultation meetings with NCPC and CFA staff to advance the design in an appropriate manner.

The proposed ESF will be located between the Pentagon Transit Center (PTC), a major intermodal transit node located near the southeast side of the Pentagon, near Corridors 1 and 10. PTC service includes WMATA Metrobus and several regional bus services. The Pentagon Metro Station, located below grade, provides access to both the Blue and Yellow lines. The project area currently includes access to the bi-level bus bays, two existing escalator openings to the Metrorail station, and a bank of elevators to the station below. These circulation elements each have an associated roof or canopy element.

Employees currently enter through an addition connected to the original Pentagon Building. The proposed ESF is on axis with the Pentagon Building and this addition, located between the escalator openings and access to the bus bays. The facility will include an entry vestibule, enhanced screening area, police stations and related support spaces. In total, the proposed addition will have 9,680 square feet of indoor space. A single canopy structure will unify the new ESF and provide coverage between the existing Metro canopies. Approximately 16,000 square feet of covered outdoor space will be created by the new canopy.

The proposed design attempts to balance a number of issues. Security is one of the major factors influencing planning decisions at the Pentagon Reservation. The Master Plan incorporates strategies to protect the employees, properties, and visitors to the Pentagon Reservation to the maximum degree possible while balancing this need with other factors, such as public access to certain portions of the site. At the same time, the Pentagon is also the home to a major intermodal transit center for rail and buses that is vital to the region. The PTC is highly utilized during peak

morning and afternoon travel periods where all of its 24 bus bays accommodate eight different providers. Nearly half of all the PTC trips are non-Pentagon-related passengers.

The proposed ESF has been designed in a manner to achieve the applicant's security needs, while accommodating other employee and visitor circulation around the site. As a result, pedestrians may freely circulate around the proposed addition from the existing Metro escalators to the visitor center or bus bays. This open circulation is an enhancement over previous designs. Staff notes that there is a grade change of several feet from the bus bays down to the ESF entry vestibules. Limited stairs and ramps provide a connection between these areas for pedestrians. Given the high volume of pedestrian traffic expected in this area, staff recommends the **Commission request the applicant evaluate additional connections between the bus terminal landing and the vestibule area to provide increased accessibility for pedestrians.** In addition, due to a variety of users and destinations in this relatively small site, it may be helpful to provide appropriate signage to guide both employees and visitors. Signage could be in a variety of locations, including within the Metro station, at the mezzanine level or above ground. Therefore, staff suggest the **Commission recommends WHS coordinate with WMATA regarding the provision of directional and wayfinding signage for visitors and employees to improve circulation throughout the facility.**

The Pentagon was designated a National Historic Landmark (NHL) in 1992. Historic elements include the building's outer facades, the central courtyard, the terrace fronting the Mall entrance, the terrace fronting the river entrance, and the Pentagon's distinctive five-sided shape. The proposed ESF attempts to accommodate security needs while respecting the historic significance of the Pentagon building. The proposed design responds to the symmetry of the existing building, and staff is supportive of this approach. However, the applicant should further evaluate how the design relates to surrounding structures, including the existing Metro canopies. Therefore, staff recommends the **Commission request the applicant further evaluate the relationship of the proposed facility to the surrounding context, particularly the existing Metro canopies, to ensure a simple, cohesive design, and to avoid visual clutter.** Additional coordination with the Virginia State Historic Preservation Office is also necessary to finalize any determinations pursuant to the National Historic Preservation Act.

Finally, given the importance of the ESF and the transit facility, as well as the relatively constrained site, it will be necessary for the applicant to consider impacts during construction to access and circulations. Therefore, staff suggest the **Commission recommend WHS coordinate with WMATA and other appropriate stakeholders to avoid impacts to pedestrian access and transit service during construction.**

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

As noted above, the project is generally consistent with the policies contained within the Urban Design, Transportation, Historic Preservation and Workplace Elements of the *Comprehensive Plan for the National Capital*.

National Historic Preservation Act

WHS determined that the ESF project would not adversely affect the historic Pentagon building. The project has been referred to the Virginia State Historic Preservation for concurrence. NCPC does not have an independent NHPA responsibility for federal projects outside of the District of Columbia.

National Environmental Policy Act

WHS completed an environmental assessment (EA) to address the potential environmental consequences associated with implementing the Pentagon Reservation Master Plan. The EA was prepared in accordance with the National Environmental Policy Act (NEPA) as implemented by the regulations of the Council on Environmental Quality (CEQ) and DoD. The EA included an evaluation of the PSOC as a short-term project.

As WHS did not identify any significant impacts associated with this project or any other project in the master plan, it issued a finding of no significant impact dated October 6, 2014. NCPC does not have an independent NEPA responsibility for federal projects outside of the District of Columbia.

CONSULTATION

The proposed ESF was included as part of the Pentagon Reservation Master Plan as approved by the Commission in May 2015. NCPC staff held additional consultation with WMATA regarding the proposed development. At this time, WMATA staff is satisfied regarding coordination with WHS regarding their adjacent facilities. As noted previously, additional discussions will be necessary regarding construction and phasing to avoid impacts to transit users.

U.S. Commission of Fine Arts

The Commission of Fine Arts (CFA) reviewed the concept plans for the proposed ESF at their February 16, 2017 meeting. The CFA did not take action, but requested the applicant consider the relationship of the proposed addition to the surrounding context, including how the various canopies interact, to avoid the additive or ad-hoc appearance of the design.

ONLINE REFERENCE

The following supporting documents for this project are available online:

- Submission Letter
- Submission Package
- Project Summary

Prepared by Matthew Flis
02/23/2017

POWERPOINT (ATTACHED)

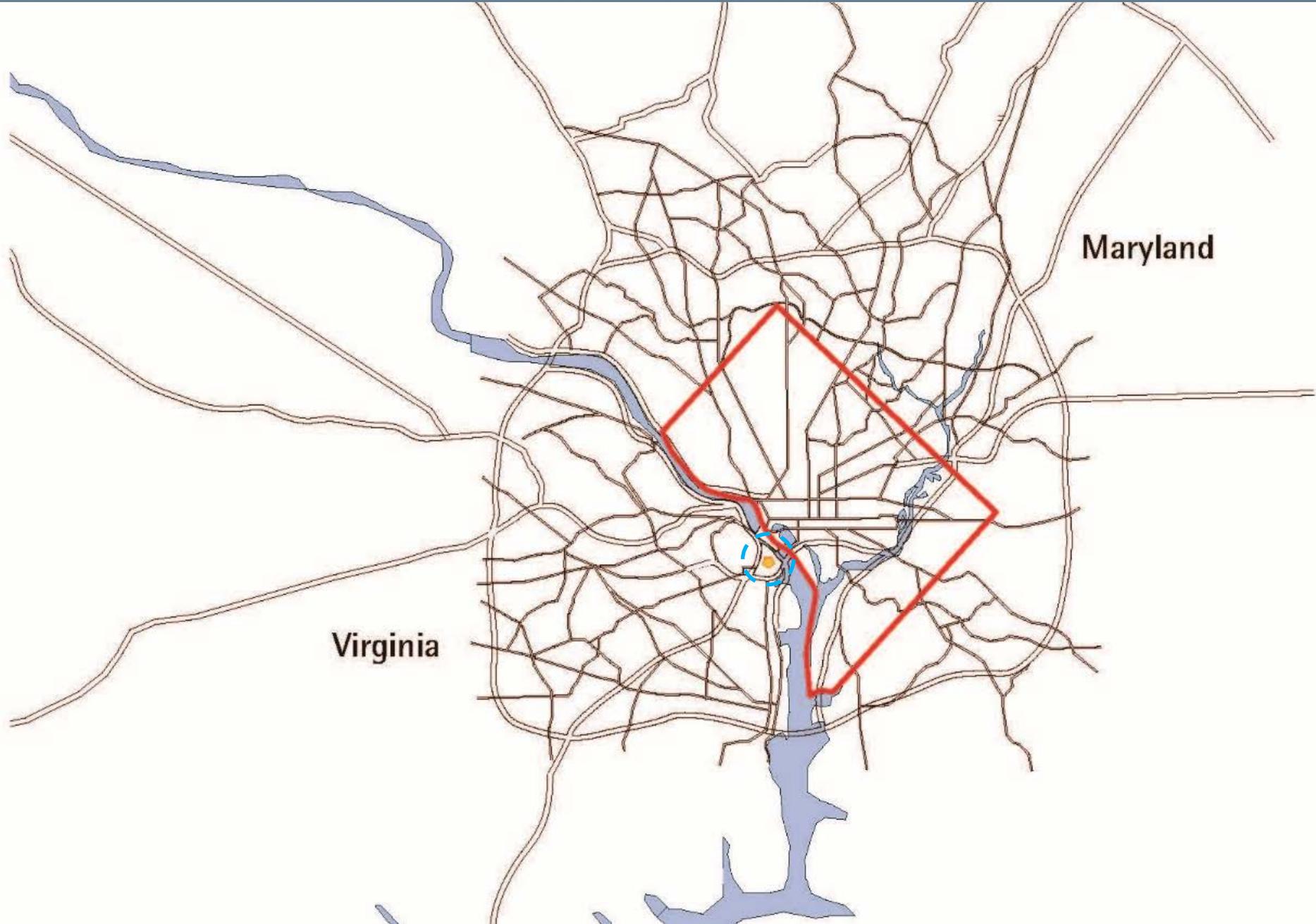
NCPC File #6659

Pentagon Employee Screening Facility

**Pentagon
Arlington, Virginia**

**Department of Defense
Washington Headquarters Services**

Preliminary Site and Building Plans

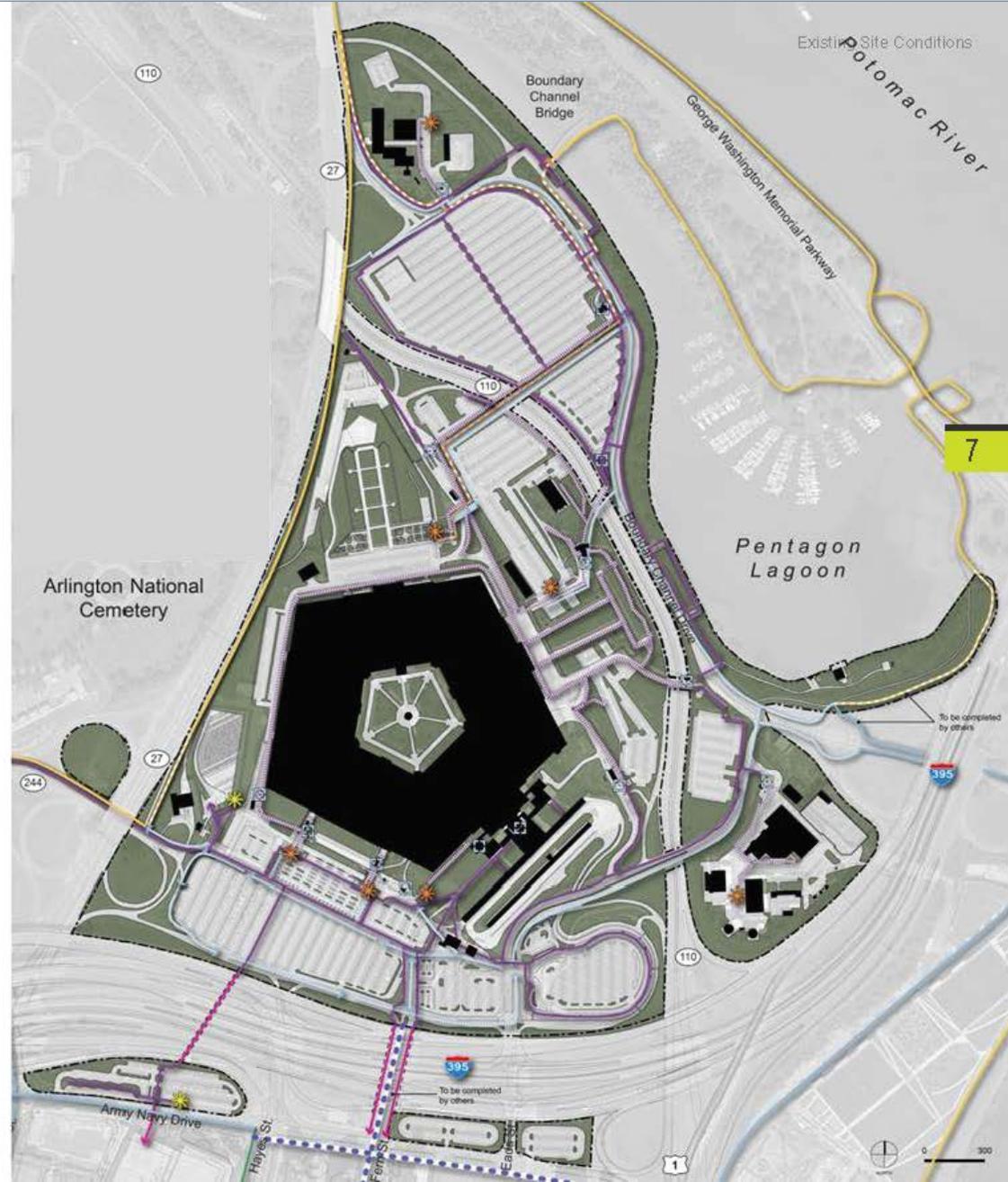




- LEGEND
- PENTAGON EMPLOYEE FITNESS ROUTE
 - MULTI-USE TRAIL
 - FUTURE MULTI-USE TRAIL
 - SIGNED ON-STREET BIKE ROUTE
 - FUTURE BIKE ROUTE (ARLINGTON COUNTY)
 - PENTAGON EMPLOYEE BIKE ROUTE
 - BIKE ONLY LANE
 - STUDY AREA
 - PENTAGON BIKE PARKING
 - PUBLIC BIKE PARKING

Pentagon Reservation Concept - Bike & Pedestrian Circulation

Pentagon Metro Entrance Employee PACP | January 27, 2017





2

Concept Design Narrative

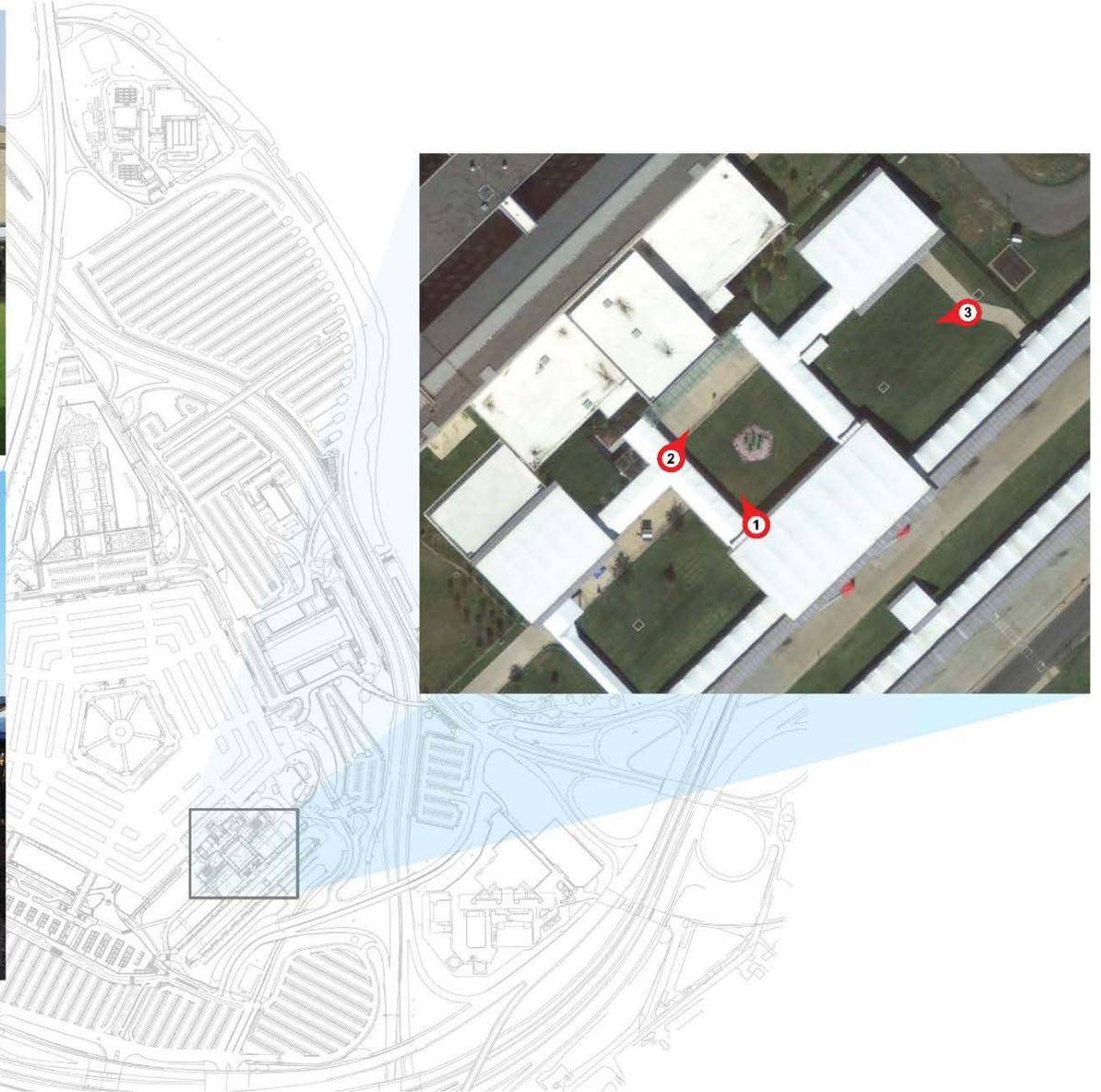
The Pentagon Metro Entrance Employee Screening Facility will provide the Pentagon Force Protection Agency increased capacity and capability to screen employees for potentially hazardous devices prior to entry into the Pentagon. In accordance with Homeland Security Presidential Directive (HSPD) 12, the Metro Entrance Employee Screening Facility will enhance the forms of identification and security used to gain access to secure facilities and provide greater safety and protection of the attending Police Officers.

Existing employee screening system does not meet requirements for safety, security, surveillance, screening, detection, AT/FP, pedestrian throughput capacity.

The new facility will replace the existing screening process to comply with current security, life safety, throughput capacity, AT/FP, HSPD-12 and ISMP criteria.

The new facility has 9,680 sf indoor space and 16,000 sf covered outdoor space.





8





Existing Site Conditions



10

View Shed from US Air Force Memorial, Tomb of the Unknown Soldier and Arlington House



Existing Site Conditions



11

Existing Site Conditions

12

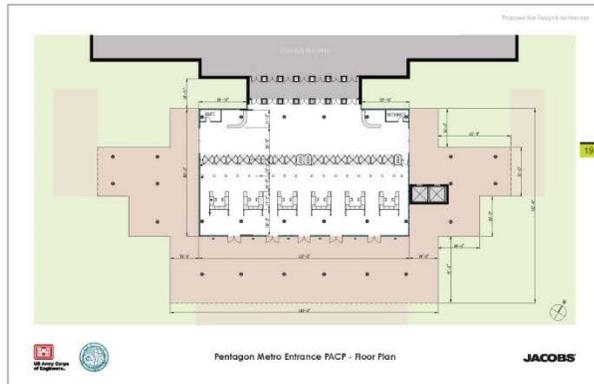
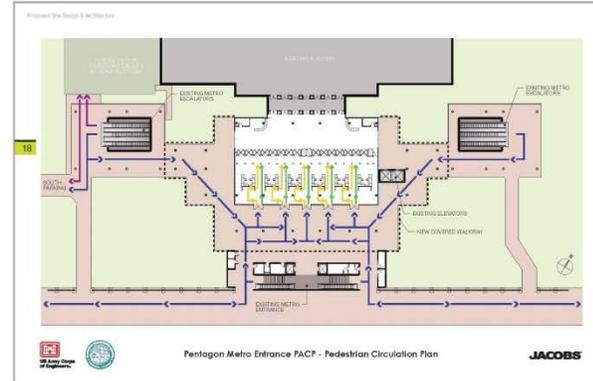


Existing Site Conditions



13

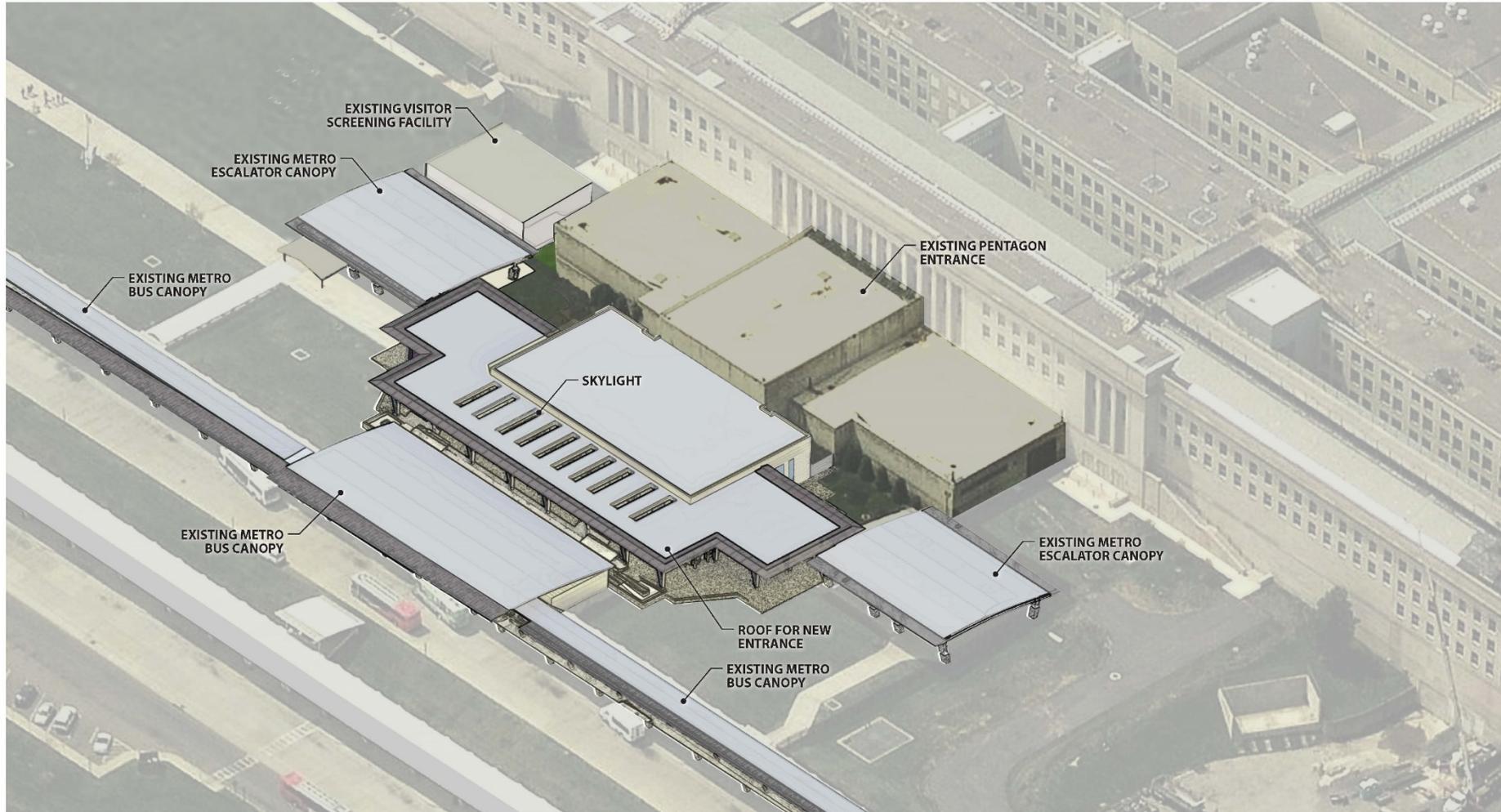
Design & Architecture



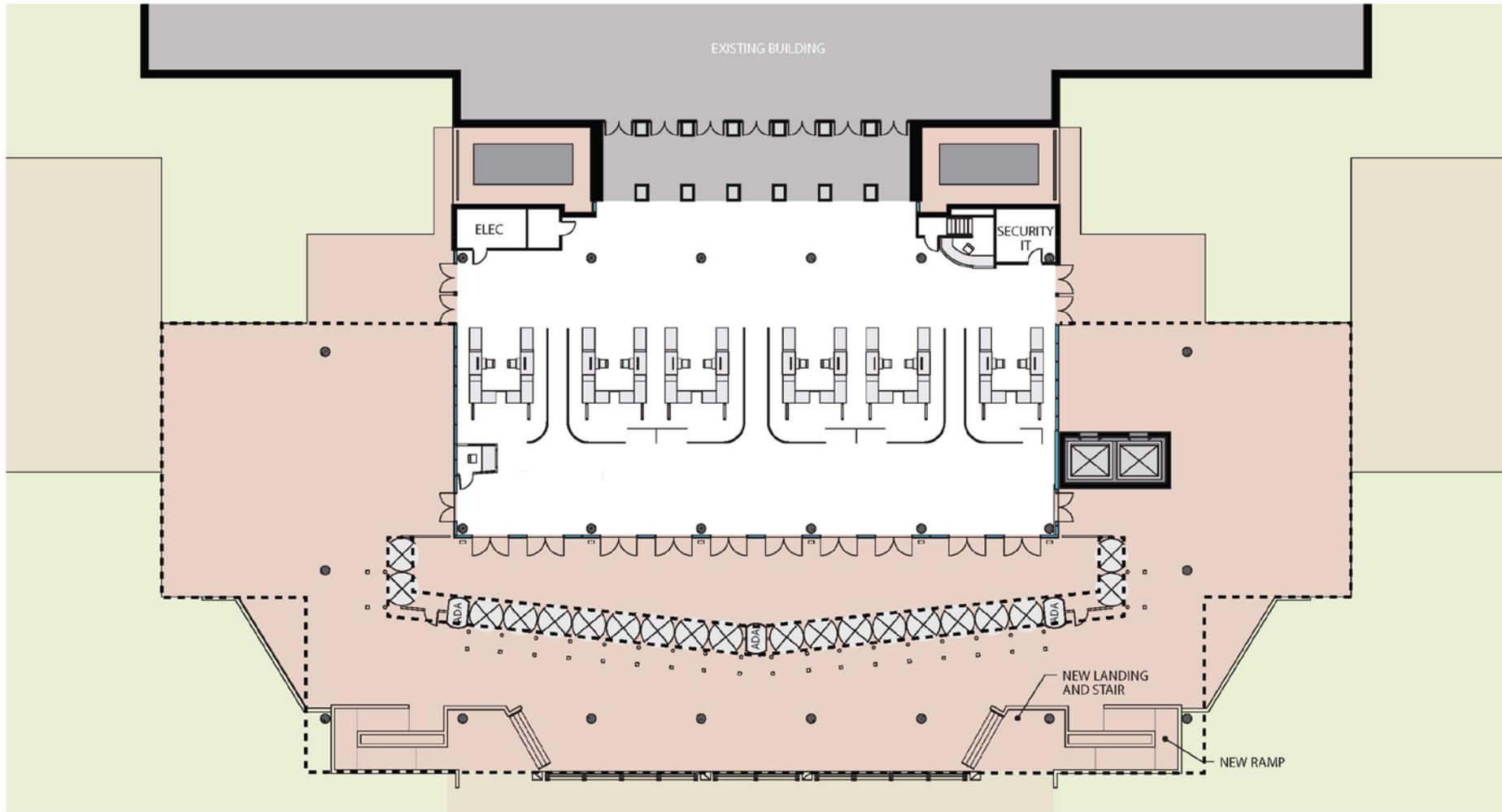
Suggestions From November 2, 2015 Meeting:

- Massing study issue
- Pentagon experience
- Arrival and departure sequence

Pages from November 2, 2015 Meeting



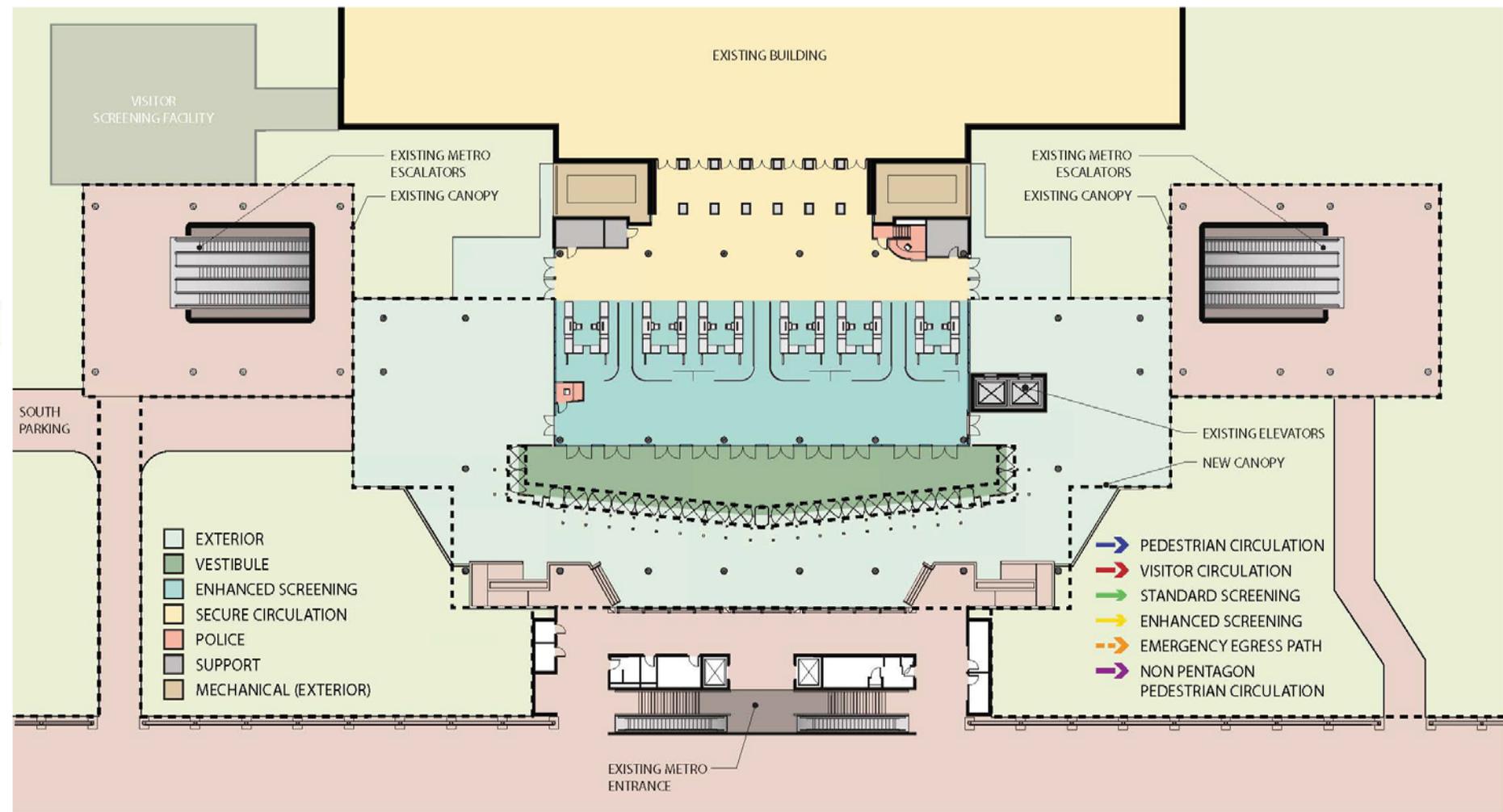
Aerial View - Pentagon Metro Entrance PACP



21

Proposed Site Design & Architecture

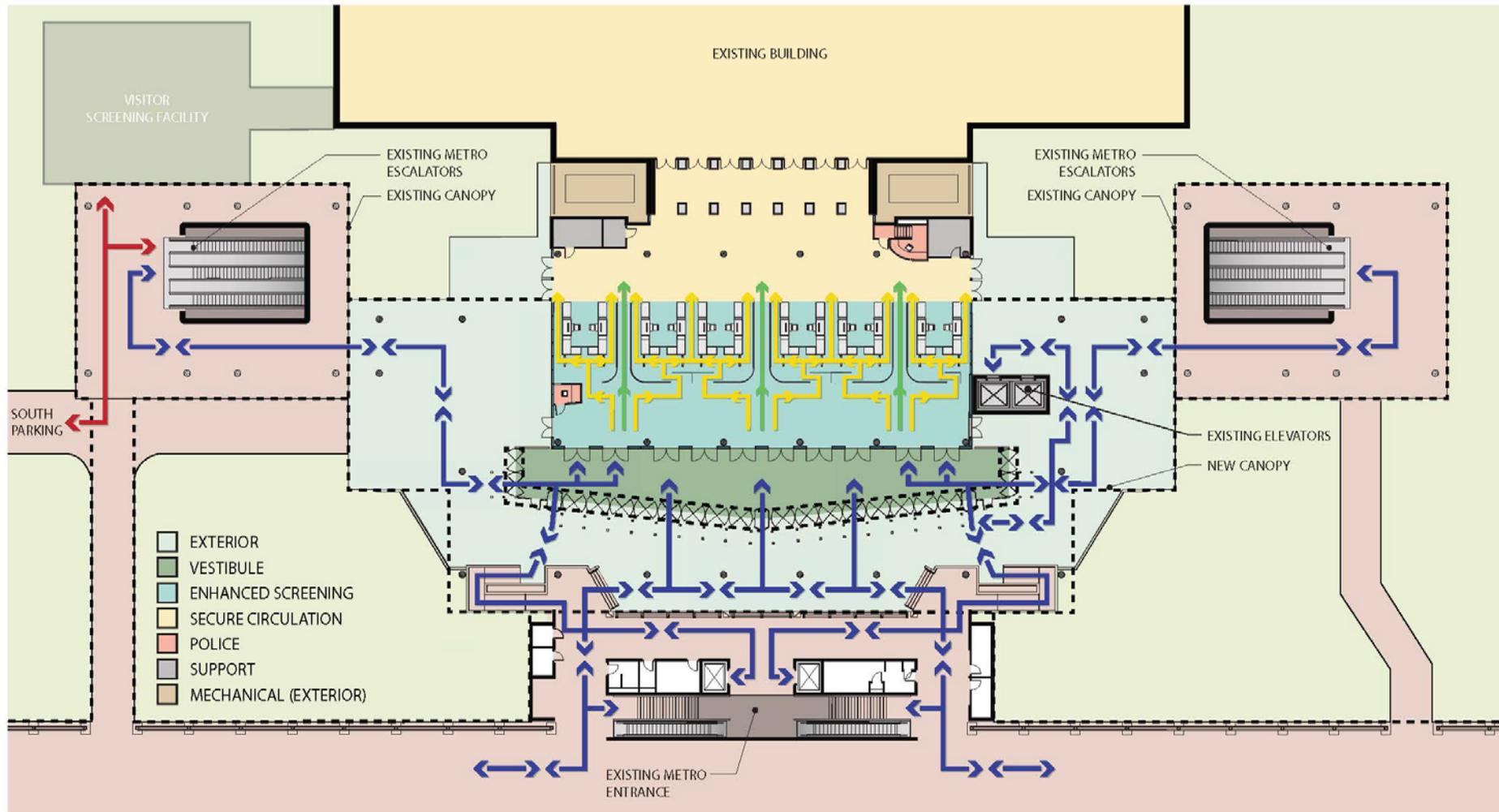
22



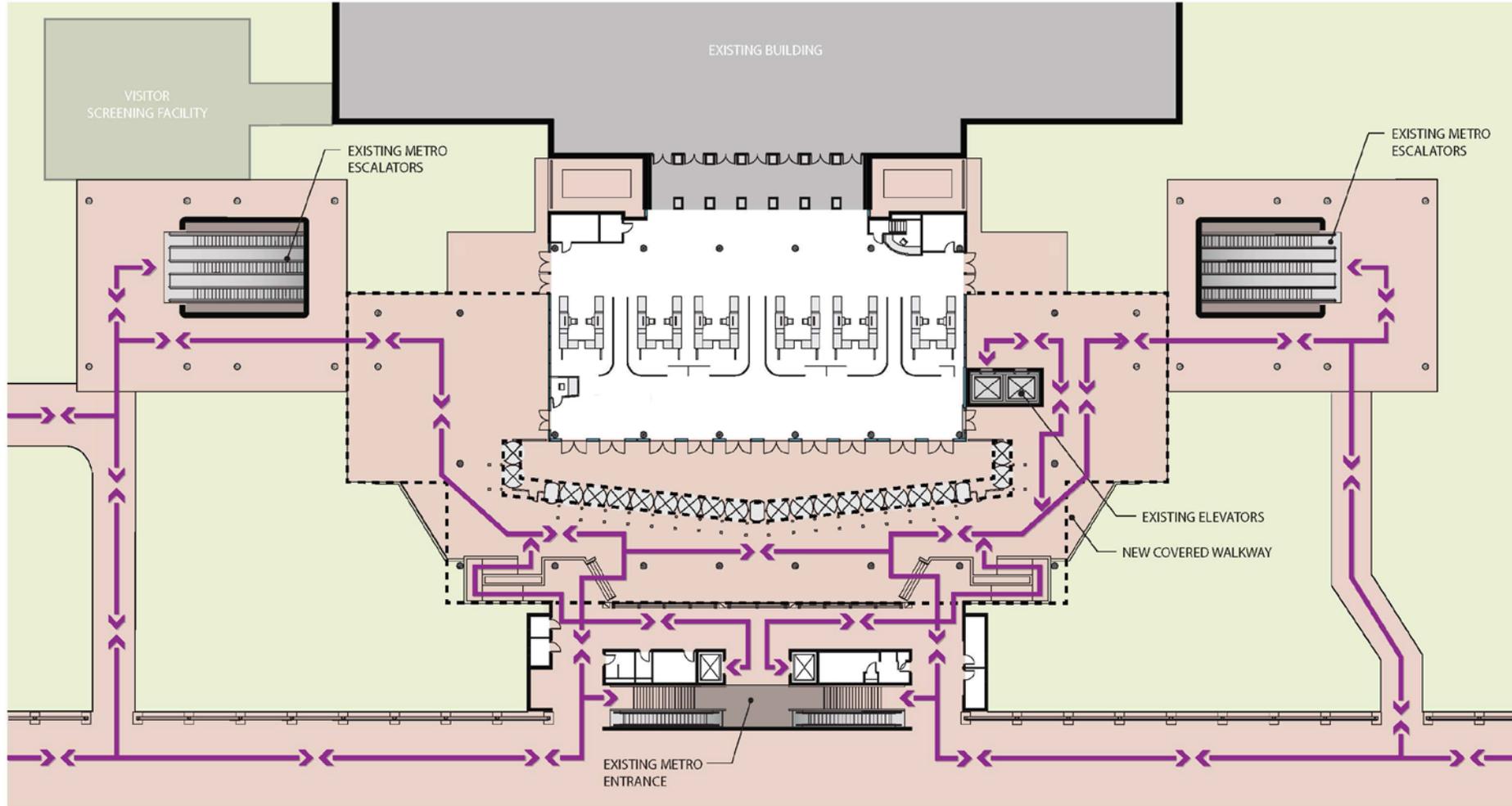
Pentagon Metro Entrance PACP - Pedestrian Circulation Legend



Proposed Site Design & Architecture

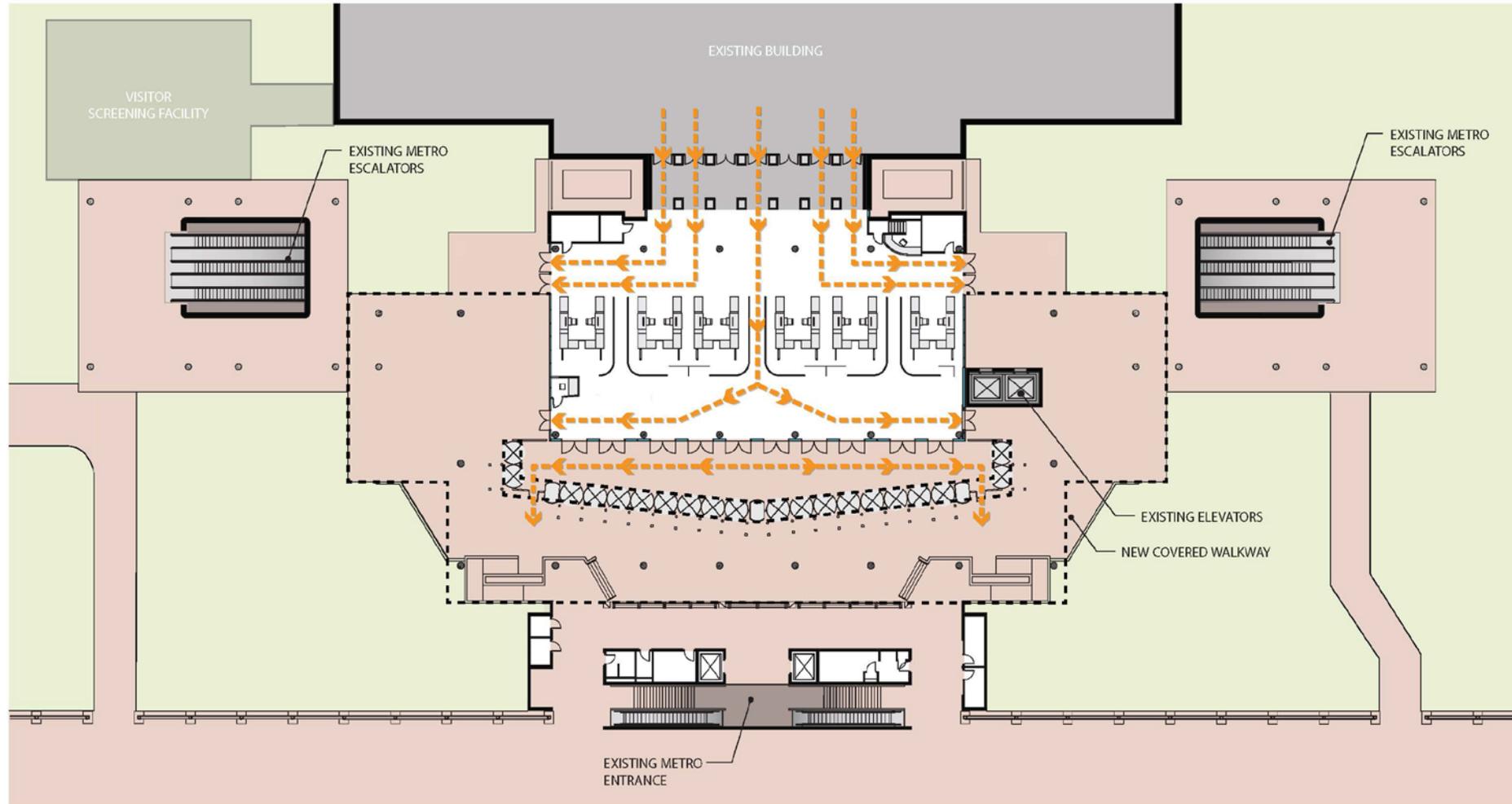


23

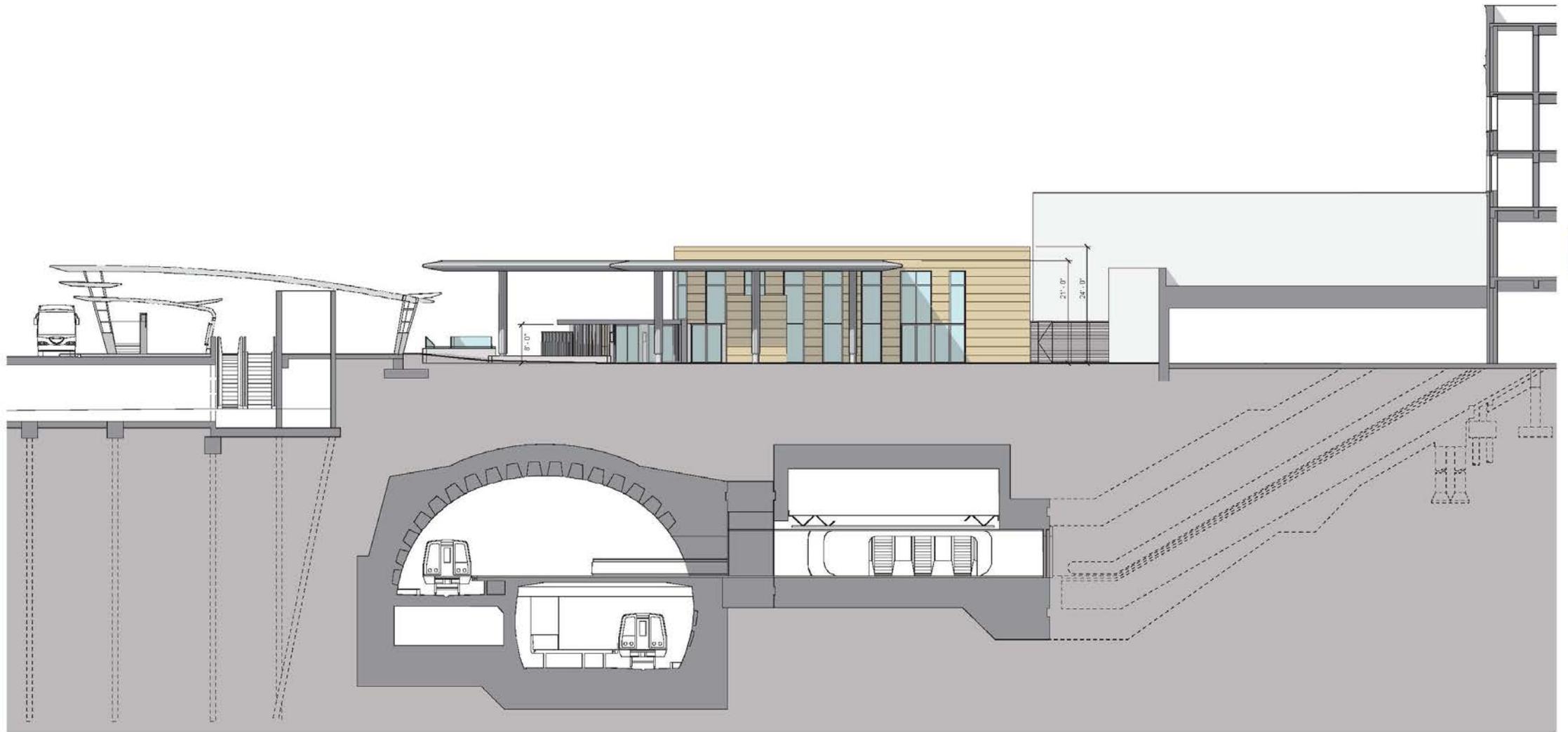


25

Proposed Site Design & Architecture





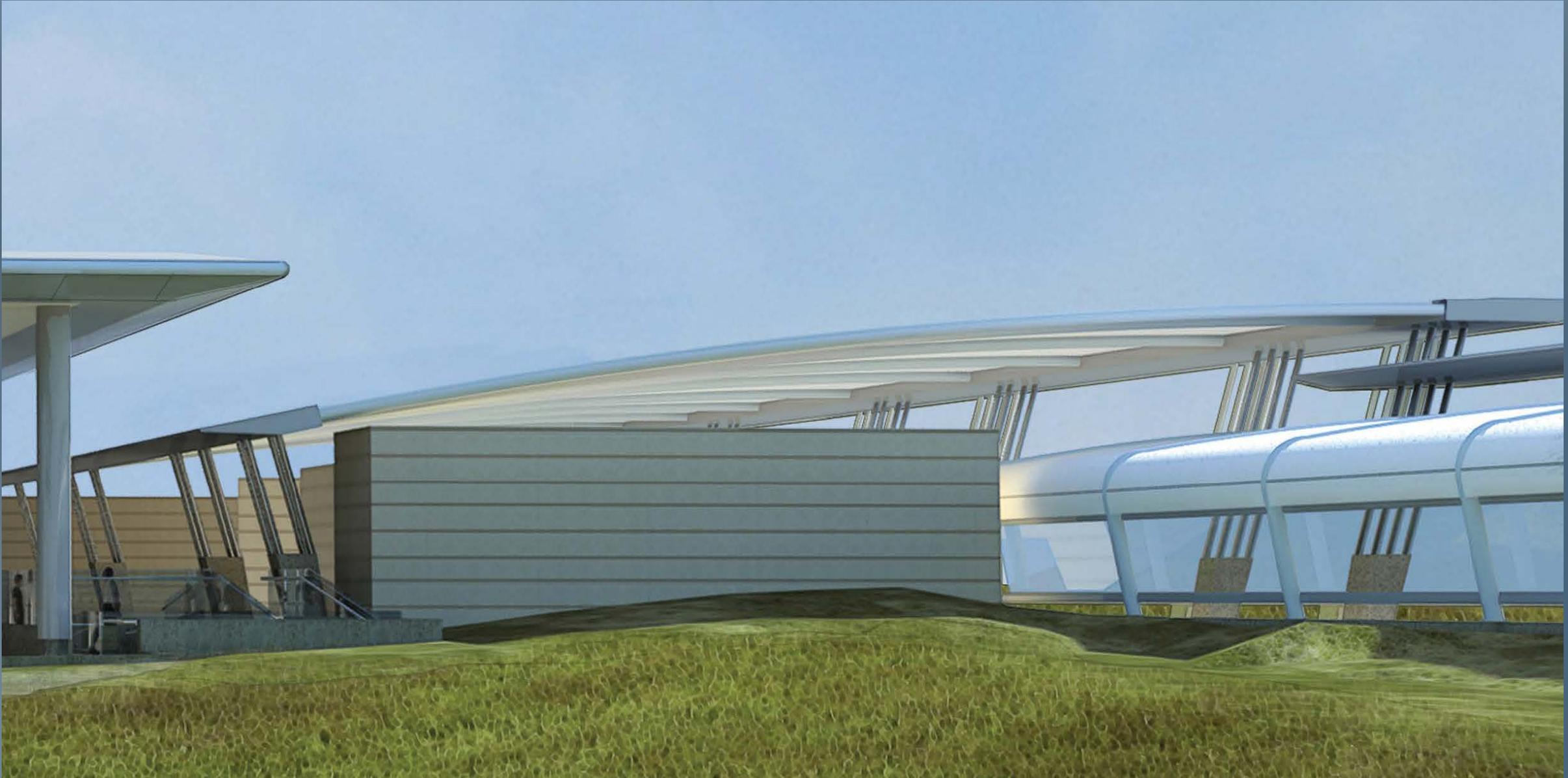


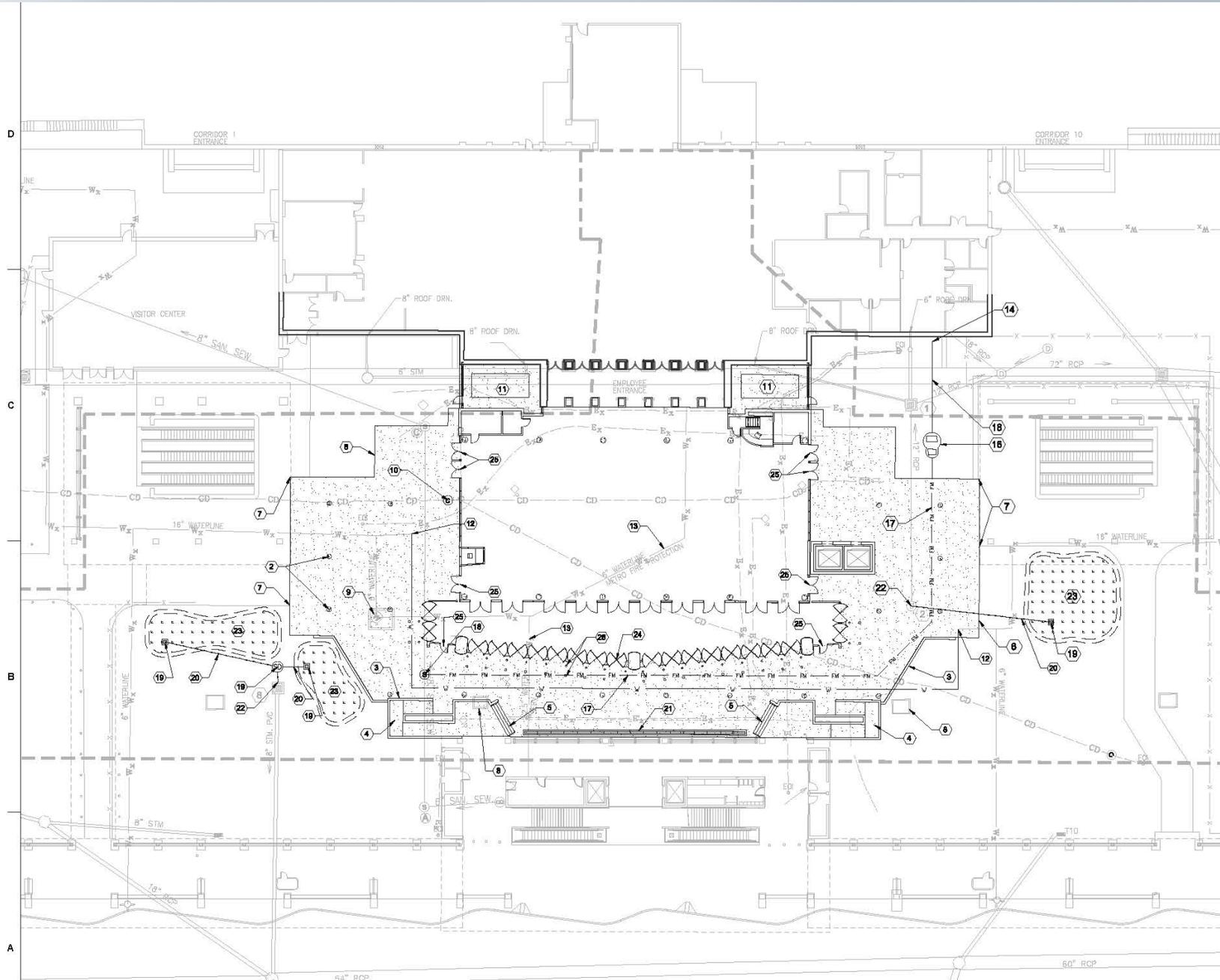
27











KEY NOTES:

- 1 BUILDING CANOPY
- 2 BUILDING COLUMN SUPPORT, TYPICAL
- 3 CAST IN-PLACE CONCRETE RETAINING WALL
- 4 CONCRETE HC ACCESSIBLE RAMP WITH HANDRAILS
- 5 CONCRETE STEPS WITH HANDRAILS
- 6 CONCRETE PAVEMENT
- 7 TIE TO EXISTING CONCRETE PAVEMENT, LINE AND GRADE
- 8 EXISTING METRO GRATE TO BE ADJUSTED TOP, FLUSH WITH PAVEMENT AND INTEGRATED WITH RETAINING WALL DESIGN
- 9 EXISTING WATER METER VAULT TO BE ADJUSTED TOP, FLUSH WITH PAVEMENT
- 10 COMMUNICATION VAULT ACCESS MAN-HOLE. VAULT ACCESS TO BE MODIFIED TO BE OUTSIDE NEW BUILDING FOOTPRINT.
- 11 CONCRETE PAD FOR MECHANICAL EQUIPMENT
- 12 CONNECT 16" WATER LINE TO EXISTING WATER LINE
- 13 EXISTING 6" WATER LINE FOR METRO FIRE PROTECTION TO REMAIN
- 14 EXTENT SANITARY SEWER FROM BUILDING
- 15 SANITARY MANHOLE. TIE EXISTING SANITARY PIPES INTO NEW MANHOLE.
- 16 SANITARY LIFT STATION
- 17 SANITARY FORCE MAIN
- 18 SANITARY PIPE, 8" DIA.
- 19 STORM GRATE INLET/MANHOLE
- 20 STORM PIPE
- 21 STORM TRENCH DRAIN
- 22 CONNECT STORM PIPE TO EXISTING MANHOLE
- 23 POTENTIAL SWM/LID FACILITY
- 24 PEDESTRIAN TURNSTILE, TYPICAL
- 25 EMERGENCY EGRESS DOOR, TYPICAL
- 26 AUTHENTICATION DEVICE, TYPICAL

LEGEND:

-  CONCRETE PAVING
-  POTENTIAL LOW IMPACT DEVELOPMENT (LID)/STORMWATER MANAGEMENT (SWM) BEST MANAGEMENT PRACTICE (BMP)
-  APPROXIMATE OUTLINE OF METRO STRUCTURE BELOW