



## Executive Director’s Recommendation

Commission Meeting: December 5, 2019

<p><b>PROJECT</b>  <b>Arlington National Cemetery Southern Expansion and US Air Force Memorial Modification</b>                  Arlington National Cemetery                  Arlington, Virginia</p> <p><b>SUBMITTED BY</b>                  United States Department of Defense                  United States Army Corps of Engineers</p> <p><b>REVIEW AUTHORITY</b>                  Federal Projects in the Environs                  per 40 U.S.C. § 8722(b)(1)</p>	<p><b>NCPC FILE NUMBER</b>                  8009</p> <p><b>NCPC MAP FILE NUMBER</b>                  1.61(00.00)45039</p> <p><b>APPLICANT’S REQUEST</b>                  Approval of comments on concept plans</p> <p><b>PROPOSED ACTION</b>                  Approve comments on concept plans</p> <p><b>ACTION ITEM TYPE</b>                  Staff Presentation</p>
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### PROJECT SUMMARY

The US Army Corps of Engineers (USACE) in conjunction with the Arlington National Cemetery has submitted a concept plan for the Arlington National Southern Expansion (“Southern Expansion”) project which expands the boundary of Arlington National Cemetery (“cemetery”) to the south and integrates the U.S. Air Force Memorial. They presented the project to the Commission as an information presentation in October of this year.

The newly expanded area is called the south parcel and will include the integration of the United States Air Force Memorial (“memorial”) into the secure boundary of the cemetery. The purpose of the expansion is to ultimately create more interment spaces for the cemetery; however, it will also improve operations and the visitor experience to both the memorial and the cemetery.

The south parcel is 70 acres and formerly housed the Navy Annex building and its associated parking areas adjacent to the memorial. The buildings and pavement on this property were demolished in 2012-2013 and returned to open green space. Currently, Columbia Pike, South Joyce Street, and Southgate Road traverse the parcel and are proposed to be realigned as part of a related project called the Defense Access Road (DAR) realignment. All of these roadways are owned by Arlington County. Led by the Federal Highway Administration, the project is in concurrent progression with the southern expansion project.

The proposed concept for the south parcel is divided into two areas: the area north of the newly aligned Columbia Pike and the area to the south. The area to the north, which includes the Air Force Memorial, will be contiguous with the existing cemetery following Columbia Pike’s realignment. The northern area will be home to a new columbarium and committal service shelter, a large in-ground interment area, and supporting facilities (restrooms/storage). The proposal includes landscaping, retaining walls, boundary walls, secured vehicular/pedestrian entry points,

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vehicle access roads, pedestrian walkways, and security measures. The area to the south of the realigned Columbia Pike will house a new operations complex for the cemetery, and a visitor/employee parking garage for both the cemetery and memorial.

The USACE and Air Force District Washington have collaborated throughout the design process. Columbia Pike is owned by the Arlington County government, and the realignment of this roadway was coordinated with Arlington County, the Virginia Department of Transportation, the local neighborhood, and the Federal Highway Administration. This new alignment will enhance the memorial setting as a place for contemplation and commemoration undisturbed by vehicular traffic and fully integrated into the cemetery experience. The proposed design also removes all unneeded driveways and parking areas while preserving the memorial's features.

## KEY INFORMATION

- Established in 1864, Arlington National Cemetery (ANC) is one of the oldest military cemeteries in the country.
- In 2013, ANC expanded with the addition of the former Navy Annex site, which is now known as the Arlington National Cemetery Southern Expansion. This site is bounded on the south by Interstate 395, on the north by Southgate Road, on the west by the Foxcroft Heights neighborhood and the Virginia Department of Transportation (VDOT) Maintenance Yard, and on the east by Route 27.
- If the Southern Expansion site had not been added to Arlington National Cemetery, the remaining capacity for interments for eligible veterans would be exhausted for niche spaces by 2038 and 2043 for in-ground spaces according to the Center of Army Analysis report dated May 2015.
- The Department of the Army and the Arlington County Government have been in discussion for several years concerning the disposition of Southgate Road, which is owned by the county and will need to be removed. Staff anticipates that this will be resolved by next summer. Columbia Pike and South Joyce Street are also owned by Arlington County.
- In July 2013, the Commission approved the Millennium Expansion project, a 27-acre site that will add 27,000 interment spaces to the cemetery. The Southern Expansion will add over 60,000 additional spaces.
- Since the U.S. Air Force Memorial will be surrounded by the cemetery property, the USACE and Air Force District Washington are working together in an effort to incorporate the U.S. Air Force Memorial into the boundary of ANC. Separating the memorial from the cemetery would have required the construction of a new fence or wall around the perimeter of the memorial.

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## RECOMMENDATION

The Commission:

**Supports** the Southern Expansion Project as it creates several positive outcomes for Arlington National Cemetery and the Air Force Memorial including:

- The addition of contiguous interment space for the cemetery;
- The consolidation of cemetery operations and back-of-house functions to the south and away from visitor/interment areas;
- An improved memorial setting as a result of Columbia Pike's realignment; and
- The creation of a new visitor entrance for the both the cemetery and the memorial.

**Finds** that the proposed site plan is consistent with and extends the existing cemetery design which includes rolling hills with specimen trees punctuating the landscape; vistas for long and near views; and an internal roadway network providing access to burial sites.

**Provides** the following comments on the proposed plan with regard to the new visitor entrance, the operations facility, and the memorial:

*New Visitor Entrance to the Cemetery and Memorial*

**Notes** the project includes a new entrance for visitors to access the cemetery and memorial. Visitors may reach this entrance on foot, by public transportation, or by car via Columbia Pike. The new visitor parking garage will be located to the south of the entrance and across Columbia Pike.

**Notes** that Columbia Pike has four lanes of fast-moving traffic, making any pedestrian crossing difficult.

**Requests** the applicant continue to work closely with Arlington County to address curbside management along Columbia Pike and ensure the pedestrian crossing of this road will be safe and clear via traffic calming measures such as incorporating a median, a signal, or other features to slow or stop traffic.

**Finds** the overall idea of a pedestrian entrance along Columbia Pike and the entrance design elements of providing light and visibility through the building to be appropriate.

**Finds** the current design of the parking garage access control point is very utilitarian and is not welcoming to visitors.

**Recommends** the applicant either integrate the parking garage access control point into the topography or more closely associate this building with the architecture of the rest of ANC.

**Notes** the proposed new visitor's entrance. does not include a plaza area on its north side to orient visitors upon their arrival to the cemetery or memorial.

**Recommends** the USACE create either a design element or wayfinding or both that helps to provide a sense of arrival and guidance for visitors to the cemetery or the memorial.

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Operation Center and Columbarium

**Notes** that while the site's topography hides most of the operations facility, the Navy should continue to explore ways to further integrate the buildings into the site and screen with landscaping.

**Requests** the USACE develop site sections through the columbarium area, both east/west and north south, to understand the grade changes in this area more fully. In addition, sections through the in-ground burial areas and through the Air Force Memorial would also be helpful in understanding the visibility of and access to these areas.

Air Force Memorial

**Notes** the memorial will now be surrounded by interment spaces.

**Recommends** the applicant evaluate landscape screening around the high retaining wall of the memorial overlook to soften the transition to adjacent burial areas.

**Notes** the VIP entrance from Columbia Pike will remain but it will have limited use.

**Recommends** the USACE further develop the plans to reduce the prominence of the vehicular gate and demonstrate how the driveway can serve as a pedestrian area when not used for vehicles.

**PROJECT REVIEW TIMELINE**

<b>Previous actions</b>	<b>July 2015</b> – Arlington National Cemetery Final Master Plan <b>October 2019</b> – ANC Southern Expansion, Information Presentation
<b>Remaining actions (anticipated)</b>	– review of preliminary and final site plans

**PROJECT ANALYSIS**

**Executive Summary**

The USACE is proposing an expansion south of the Arlington National Cemetery to increase future interment capacity at the cemetery. The expansion area, known as the south parcel, is 70 acres. Since this expansion will also encompass the existing U.S. Air Force Memorial site, the USACE is working with the Air Force District Washington to integrate it into the project and is including these memorial modifications as part of this review. The proposal for the south parcel

also includes the relocation of cemetery support functions to a separate area located across Columbia Pike which is not suitable for burial space.

After reviewing this proposal, staff **finds that the proposed site plan is consistent with and extends the existing cemetery design which includes: rolling hills with specimen trees punctuating the landscape, vistas for long and near views, and an internal roadway network providing access to burial sites.** The proposal will ensure that the cemetery will continue to have space to honor service members for years to come, provide an improved setting for a national memorial, and enhance a major roadway connection. Staff would recommend that the Commission **support the Southern Expansion Project as it creates several positive outcomes for Arlington National Cemetery and the Air Force Memorial including:**

- **The addition of contiguous interment space for the cemetery;**
- **The consolidation of cemetery operations and back-of-house functions to the south and away from visitor/interment areas;**
- **An improved memorial setting as a result of Columbia Pike's realignment; and**
- **The creation of a new visitor entrance for the both the cemetery and the memorial.**

Staff is supportive of this project overall, however there are several areas where design improvements need to be considered prior to draft submission in the future.

### **Analysis**

Staff believes this proposal is an appropriate response for providing increased interment space and enhancing a multimodal connection in Arlington county. The proposed site plan is consistent with and extends the existing cemetery design which includes: rolling hills with specimen trees punctuating the landscape, vistas for long and near views, and an internal roadway network providing access to burial sites. Creating additional burial space that is contiguous with the rest of the existing cemetery is one of the main goals of this project. Several factors have played a role in the size of the south parcel including the location of the existing maintenance center, the land transfer of Southgate Road from Arlington County to the USACE and the realignment of Columbia Pike.

By moving the existing maintenance center from an internal cemetery location to the parcel south of Columbia Pike, the USACE freed-up space on the contiguous part of cemetery that was being used by a support facility. Southgate Road is the existing southern boundary of the cemetery and currently separates the Southern Expansion from the rest of ANC. This transfer is pending and will be finalized by the time the project is in for final Commission review. Finally while it took a few years of negotiations to reach the current design, the realignment of the Columbia Pike not only simplifies movements through this part of the county, it also increases the contiguous land area for burial space. Columbia Pike is one of the few roads in this part of Arlington County that connects Pentagon City and Crystal City to rest of the County to the north. Maintaining this roadway connection is very important to the county. The roadway project is still going through the review stages with VDOT and DOT and will be submitted for commission review in the future.

The Commission Action in 2015 on the ANC Real Property Master Plan recommended that ANC work with the Air Force to determine an appropriate fence between the memorial and the cemetery

since the parties had not agreed to the integration of the memorial into the cemetery. Staff is supportive of the removal of the fence between the cemetery and the memorial since it would allow for seamless movement between the two locations.

There are a few areas for improvement and **staff provides the following comments on the proposed plan with regard to the new visitor entrance to both the cemetery and the memorial, the operations center and the columbarium, and the Air Force Memorial.**

*New Visitor Entrance to the Cemetery and the Air Force Memorial*

An important aspect of this project is the visitor experience to and through the new visitor entrance. Once this project opens, visitors will be able to reach this new entrance by foot, by bicycle, by public transportation, or by car via Columbia Pike.

Crossing this roadway is difficult for pedestrians because this roadway is a heavily travelled, four lane arterial roadway that connects local traffic moving through Arlington to Pentagon City. The USACE has indicated that part of the DAR project is to add a traffic light at this crosswalk for pedestrian safety. Since this roadway has a significant slope and this crosswalk is in the middle of the slope, visibility may be a concern and additional traffic control measures may be appropriate at this location. There is also the potential for cars to drop-off and or buses to offload passengers near the proposed visitor's entrance along Columbia Pike which may impact traffic patterns. Staff would **request the applicant continue to work closely with Arlington County to address curbside management along Columbia Pike and ensure the pedestrian crossing of this road will be safe and clear via traffic calming measures such as incorporating a median, a signal, or other features to slow or stop traffic.**

In addition to improvements to Columbia Pike, a new parking garage along with a vehicular access control point is proposed on the parcel south of the roadway. The parking garage will provide approximately 264 spaces, over 3 levels which is integrated into the sloping topography to reduce its overall mass and bulk. The vehicular access control point consists of a guard booth for visitor's cars and a guard booth with a canopy for larger vehicles traveling to the operations complex. While the parking garage is integrated into the design, the staff finds the current design of the parking garage access control point is very utilitarian and not welcoming to visitors. and staff **recommends the applicant either integrate the parking garage access control point into the topography or more closely associate this building with the architecture of the rest of the cemetery.**

Regarding the new pedestrian access control point, the USACE notes that this will be a guarded security entrance for visitors arriving by foot. According to the submittal, this facility will consist of a low building with glass on either side to provide visibility and light. It will include security equipment and space for the guards. As there are no floor plans, staff is unsure what else may be included within the structure or specifics regarding the pedestrian flow. Generally, staff **finds the overall idea of a pedestrian entrance along Columbia Pike and the entrance design elements of providing light and visibility through the building to be appropriate.**

Once pedestrians pass through the new visitor entrance, the proposed design includes a main pathway lined with canopy trees and intersected by several perpendicular paths. Turning east, visitors can enter into the AFM. Turning west, visitors can enter the columbarium area. A new cemetery roadway will run parallel to this main pathway on the west and an AFM pathway will be parallel on the east side. A tall hedge row will separate this main pathway and AFM to the east. Finally, to the north, the pathway ends abruptly before reaching the in-ground burial space. Staff **notes the proposed new visitor's entrance does not include a plaza area on its north side to orient visitors upon their arrival to the cemetery or memorial.** Staff believes visual clues integrated into the design will help guide pedestrians to their destinations – either to the columbarium, to the Air Force Memorial, or to visit an in-ground burial space. Since this new access point is an important element, staff **recommends the USACE create either a design element or wayfinding or both that helps to provide a sense of arrival and guidance for visitors to the cemetery or the memorial.**

#### Operations Center and Columbarium

There are topographic challenges with this site as it rises by approximately 100 feet from the east to the west. This design includes several new structures in the south parcel such as a new parking garage, an operations center, an access control point for the garage and north of Columbia Pike is the new columbarium and the visitor's center. Staff understands that most of the project will be integrated into the topography and create new topography with cut and fill. Staff **notes that while the site's topography hides most of the operations facility, the Navy should continue to explore ways to further integrate the buildings into the site and screen with landscaping.**

Since USACE is proposing to integrate the AFM into the cemetery it has decided to level the area between the columbarium and the memorial, which is located on an existing slope. Staff understands that some cut and fill is necessary for the areas north of the Columbia Pike. However, it is unclear from the submission materials how much cut and fill is necessary to level the area between the columbarium area and the Air Force Memorial. Staff **request the USACE develop site sections through the columbarium area, both east/west and north south, to understand the grade changes in this area more fully. In addition, sections through the in-ground burial areas and through the Air Force Memorial would also be helpful in more fully understanding these areas as well.**

#### Air Force Memorial

Although the Air Force Memorial is an established element in this area that is easily identified with its soaring spires, the integration of the memorial at the pedestrian level needs to be handled carefully to ensure that it can maintain its status as a place of reflection and reverence. The integration of this memorial into the cemetery will create several design challenges with regard to: the removal vehicular access roadways; the creation of in-ground burial spaces adjacent to the memorial; and the transition between the cemetery entrance and the memorial.

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The USACE has provided plans that have removed much of the vehicular circulation from the existing site. The Air Force Memorial is accessed regularly by “honor flights,” which are veteran group bus tours, and other VIPs. The existing vehicular access consists of a roadway with a turnaround, a gate and a guard house. This proposal will remove most of the roadway and turnaround as well as the guard house, however the gate will remain. USACE is proposing to convert the roadway into a pedestrian walkway and it will be adjacent to the new visitor’s entrance to the cemetery. The gate will only be used periodically for VIPs. The honor flights will use the main cemetery entrance at Memorial Avenue in the future. Staff is supportive of limiting this entrance for VIPs as it will create a pedestrian zone that will reduce conflict points. Staff notes the VIP entrance from Columbia Pike will remain, but it will have limited use. Staff also **recommends the USACE further develop the plans to demonstrate how it can reduce the prominence of the vehicular gate and how the driveway can serve as a pedestrian area when not used for vehicles.**

The memorial will be in very close proximity to the in-ground burial sites. Since the memorial and the cemetery are both experienced as places of honor and reverence these seem to be very compatible uses. Staff acknowledges the topography in this area is problematic since the AFM is sited on a high point compared to the burial sites. USACE included retaining walls in the memorial plans to the east and north to address the topographic changes. There is also a memorial utility building, on the northern side of the memorial, that will be more visually prominent. Views toward the memorial from the new in-ground burial sites will need to be addressed possibly with landscaping screening. **Staff recommends the applicant evaluate landscape screening around the high retaining wall of the memorial overlook to soften the transition to adjacent burial areas.**

## **CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE**

### **Comprehensive Plan for the National Capital**

Staff finds that this project is not inconsistent with the relevant policies contained within the Urban Design, Transportation, Federal Environment, Historic Preservation, Visitors and Parks and Open Space Elements of the Comprehensive Plan for the National Capital.

Policies within the Visitors Element of the Comprehensive Plan support the proposal to improve visitor amenities like adding information kiosks, improving the transportation center and developing an interpretive center. These policies encourage the use of federal facilities by the public, the inclusion of information kiosks at federal facilities, and the development of tour bus parking at federal facilities. Staff finds that while neither of the ANC expansions are specifically described in the Comprehensive Plan, the expansions conform to the policy about reusing existing federal land. Both the Millennium Expansion and the Southern Expansion are both federally owned sites.

While cemetery operations is not a topic specifically identified in the Comprehensive Plan, the policies in the Federal Workplace Element supports the reuse of existing federal land and the minimization of development on open space. This project includes the reuse of existing ANC land for cemetery operations that is not suitable for burial space. The project also discusses the further consolidation of these facilities as the new interment sites become available for use.

### **Arlington National Cemetery Real Property Master Plan**

The Commission approved the Arlington National Cemetery (ANC) Real Property Master Plan (RPMP) in July 2015. It is a long-range exploration of future development, sustainment, and operations across all lines of effort for a 25-year period. The RPMP contains many major initiatives including the development of the former Navy Annex site for interment uses in effort to extend the active life of ANC beyond the planning horizon for the RPMP. The development plan for the former Navy Annex site evolved into the current Southern Expansion Project. The RPMP guidance is for the property within the ANCSE to be developed in a manner that represents the best use of the land with consideration of mission requirements and environmental sustainability while promoting the serenity, beauty, iconic image, and tranquility found in the existing cemetery.

As part of the RPMP, ANC explored potential development options at the former Navy Annex site based on multiple scenarios at a conceptual planning level. The current design for the ANCSE is derived from the RPMP Full Development Scenario that assumed Columbia Pike has been realigned by Arlington County and the Southgate Road right-of-way would be acquired by ANC to create a large contiguous parcel of land for interment and cemetery uses north of a realigned Columbia Pike. The RPMP conceptually planned for the parcels south of Columbia Pike to be utilized for other cemetery uses such as a new administration building, spoils area and space for grounds maintenance contractors.

Staff finds that this project is consistent with this installation master plan.

### **National Historic Preservation Act**

Pursuant to Section 106 of the National Historic Preservation Act, the USACE initiated Section 106 consultation in 2016. The USACE notes that this project will result in adverse effects to the Air Force Memorial Site and the ANC historic district. The historic district is listed on the National Register of Historic Places. The USACE notes the impacts include the removal of the boundary wall along Southgate Road, conversion of part of Patton Drive to a pedestrian trail and relocation of the Operations Complex, all contributing to the ANC NRHP-listed historic district; and modification of the Air Force Memorial site, which has been determined NRHP eligible. The adverse effects will be resolved through mitigation measures stipulated in a Memorandum of Agreement, which is currently in draft form.

This mitigation consists of the following:

- installing an interpretive sign documenting the location, purposes, and composition of the Freeman's Village.
- developing interpretation showing the original design of the AFM including all its elements

- creating a webpage documenting cemetery expansion since its founding

The Memorandum of Agreement is between the Virginia Department of Historic Resources, Air Force District of Washington, and Arlington National Cemetery and resolves adverse effects to cultural and historical resources through these mitigation measures. As this project is located in the environs, NCPC does not have an independent Section 106 responsibility.

### **National Environmental Policy Act**

Pursuant to its responsibility under the National Environmental Policy Act, the USACE developed the *Environmental Assessment for the Southern Expansion and Associated Roadway Realignment* to evaluate the impacts associated with this project. The stated purpose of this project is to "...meet the forecasted interment/inurnment demands of eligible veterans to preserve ANC as an active military cemetery, and to create an opportunity to increase multimodal capacity on this portion of Columbia Pike." The USACE considered four alternatives in the EA it developed for this project: a no action alternative; the preferred alternative which relocated Operations Complex south of Columbia Pike with underpass; the maintain the Operations Complex with underpass alternative; and the maintain the Operations Complex without underpass alternative. The preferred alternative allowed for the largest contiguous area for in-ground interments. As this project is located in the environs, NCPC does not have an independent NEPA responsibility.

## **CONSULTATION**

### **U.S. Commission of Fine Arts**

The U.S. Commission of Fine Arts included this project on its October 17, 2019 agenda for concept review. At that meeting, the Commission "...commended the development of the project since the initial presentation, particularly the integration of the existing Air Force Memorial within the seventy-acre expansion of the cemetery landscape, which will include gravesites, a columbarium, and support features such as roadways, a parking garage, and a service complex." They also provided comments on various aspects of this project and the full letter from CFA has been attached to this report.

## **ONLINE REFERENCE**

The following supporting documents for this project are available online at [www.ncpc.gov](http://www.ncpc.gov):

- Submission Package
- NEPA
- Section 106

Prepared by Carlton Hart  
12/4/19

### **Attachments**

- **Attachment A: U.S. Commission of Fine Arts review letter, dated 10/24/19**
- **Attachment B: PowerPoint**

**U. S. COMMISSION OF FINE ARTS**

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

24 October 2019

Dear Col. Peloquin:

In its meeting of 17 October, the Commission of Fine Arts reviewed a concept submission for the Southern Expansion Project at Arlington National Cemetery. Consistent with its previous strong support for the planning and design approach proposed for the expansion project, the Commission approved the concept with the following comments.

The Commission members commended the development of the project since the initial presentation, particularly the integration of the existing Air Force Memorial within the seventy-acre expansion of the cemetery landscape, which will include gravesites, a columbarium, and support features such as roadways, a parking garage, and a service complex. They commented that visitors driving to the site may find the vehicular route to the garage difficult; while acknowledging the challenges of coordinating with the transportation project to realign Columbia Pike and South Joyce Street, they recommended further effort to make this route less confusing through signage or other means. However, they found the pedestrian entrance sequence—from the garage on the south side of Columbia Pike through a new visitor entrance pavilion on the north side—to be a thoughtful and clear threshold into the site, with a new space created between the memorial and the columbarium.

For the design of this new arrival space, the Commission members observed that this area could be designed to provide a calm and welcoming place for visitors; however, they identified an awkward lack of spatial clarity in the area immediately north of the entrance pavilion, where visitors will choose their route to the cemetery or the memorial. They noted the many layers proposed between the columbarium complex and the memorial—the cemetery circulation road, a lawn bisected by a path, a tall hedge set into a raised planter of stone retaining walls, a tree-lined ceremonial allée—and they recommended reconsideration of the position and treatment of these landscape elements to shape the visitor experience. For example, they suggested eliminating the planter walls on the cemetery side of the hedge, possibly sloping the lawn gently up to it as a more informal waiting space between the two destinations. Within the memorial precinct, they suggested studying the best place for relocating the Air Force founders' quotation wall in order to avoid truncating the diagonal approachway to the curving spires of the memorial; they also recommended that this quotation wall be reconstructed by using the existing inscribed stones rather than replicating it with new ones. Finally, they observed that the former vehicle turnaround is being reconceived as a programmable space with impressive vistas into the cemetery, and it should be designed as a gracious and attractive place for visitors; they recommended close attention to how the service needs of the memorial are managed in and around the pavilion at the eastern end of this area.

The Commission looks forward to further review of this important project. As always, the staff is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA  
Secretary

Col. Michael Peloquin, Chief of Engineering  
Arlington National Cemetery  
Arlington, VA 22211-5003

cc: Martin Poirier, Attention!! Landscape Architecture  
Gregg Schwieterman, HNTB Corporation

# Arlington National Cemetery Southern Expansion

Arlington County, Virginia

Approval of Comments on Concept Plans

United States Department of Defense

# Site Location



# Former Navy Annex Site

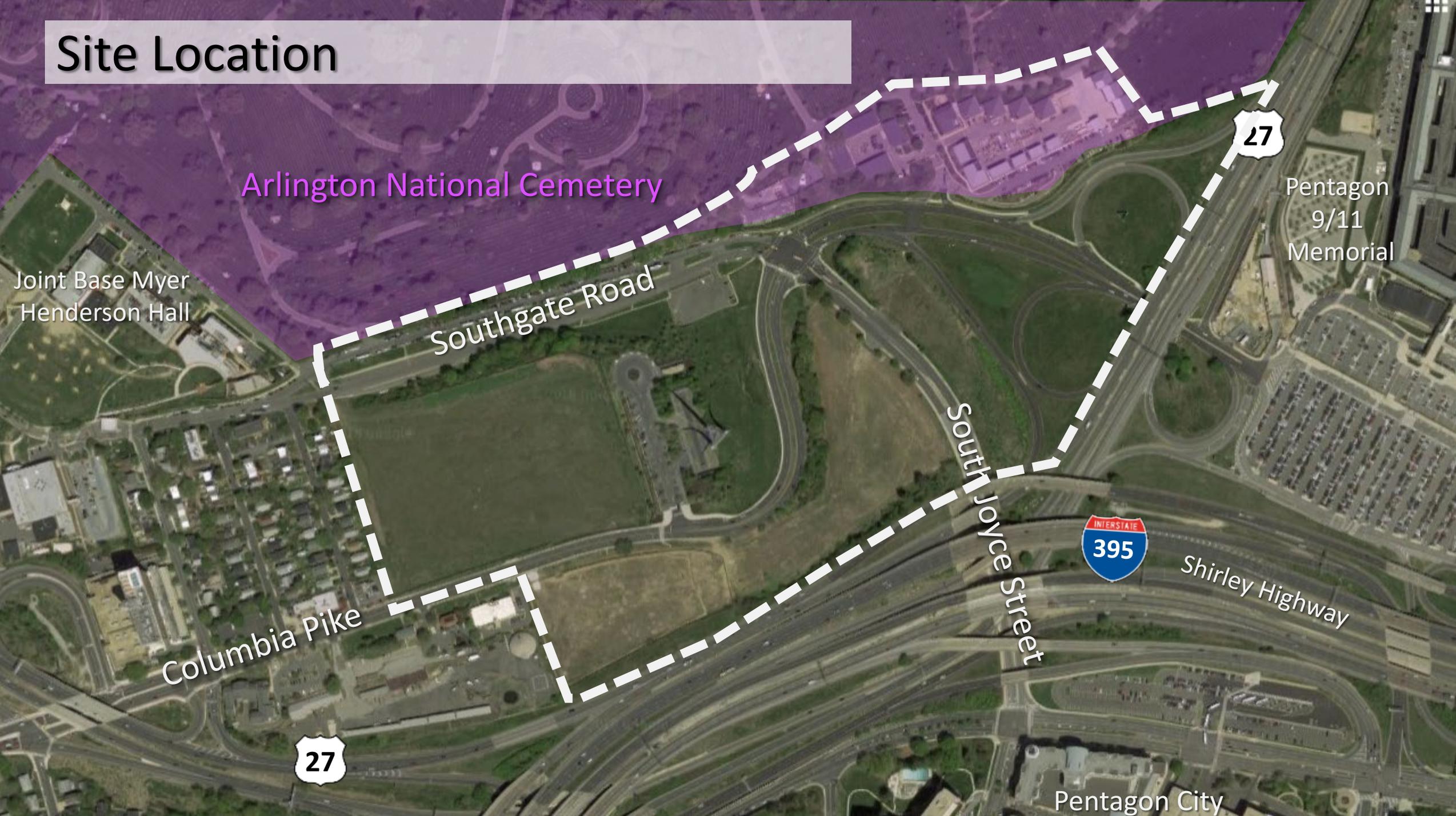


Former Navy Annex Building



During Demolition

# Site Location



Arlington National Cemetery

Joint Base Myer  
Henderson Hall

Southgate Road

Columbia Pike

South Joyce Street

Pentagon  
9/11  
Memorial



Shirley Highway



Pentagon City

# Site Location - Ownership



# Defense Access Roadway Project



## LEGEND

- Proposed Roadway Alignment
- Proposed Roadway Demolition
- PMVEC  
Future 9/11 Pentagon  
Visitor Education Center

# Project Areas



# Initial Design

EXISTING CEMETERY SECTION 8

EXISTING CEMETERY SECTION 69



# Initial Design

EXISTING CEMETERY SECTION 8

EXISTING CEMETERY SECTION 69

IN-GROUND INTERMENTS

COLUMBARIUM

COLUMBARIUM

AIR FORCE  
MEMORIAL

ACCESS TUNNEL

9/11 VEC SITE

WATER MANAGEMENT

OPERATIONS  
COMPLEX

ANC PARKING

VISITOR PARKING

ACP

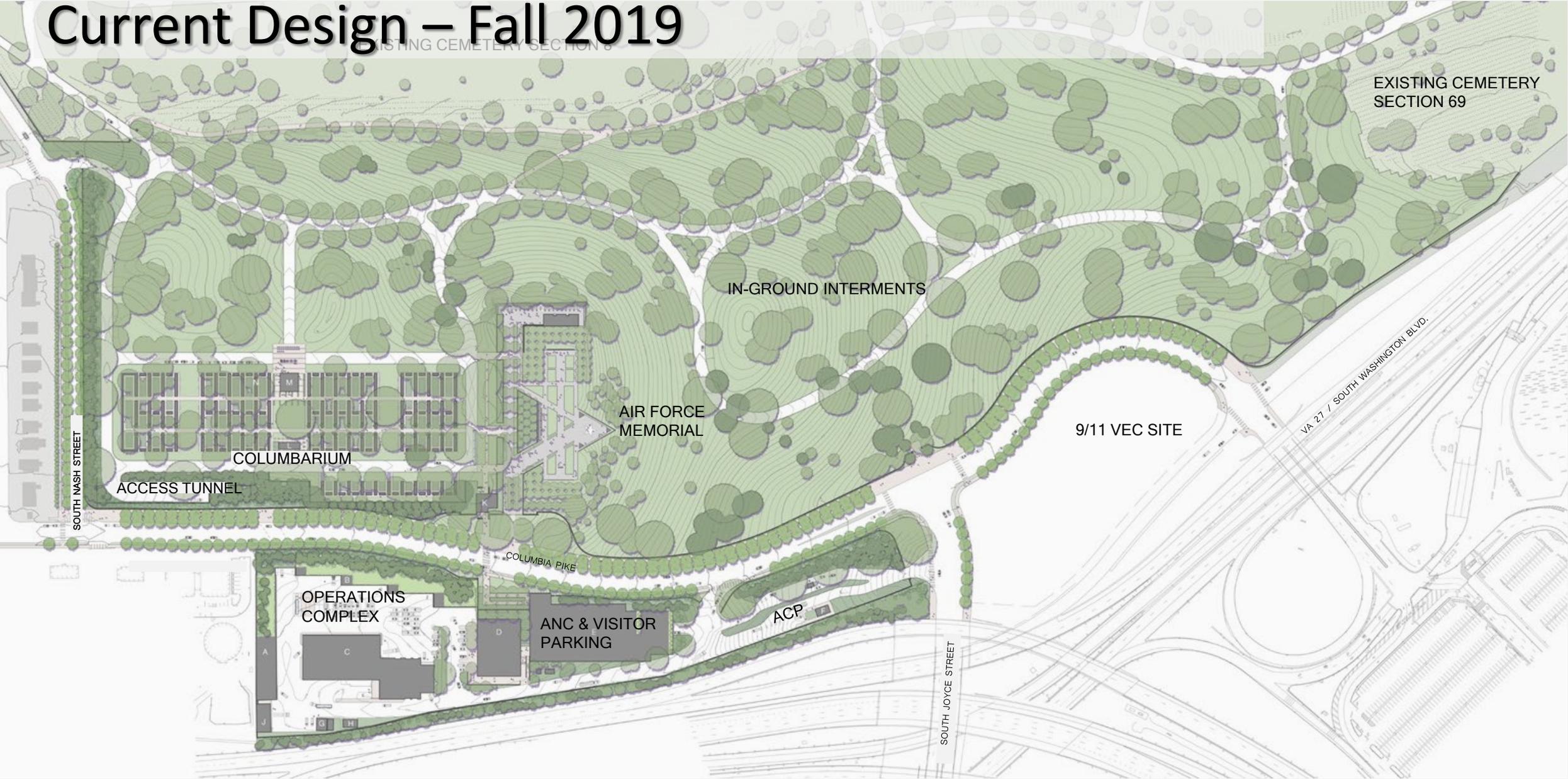
SOUTH NASH STREET

COLUMBIA PIKE

SOUTH JOYCE STREET

VA-27 / SOUTH WASHINGTON BLVD.

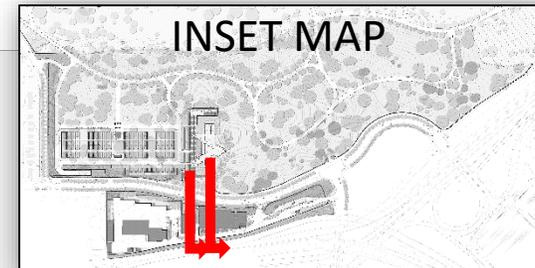
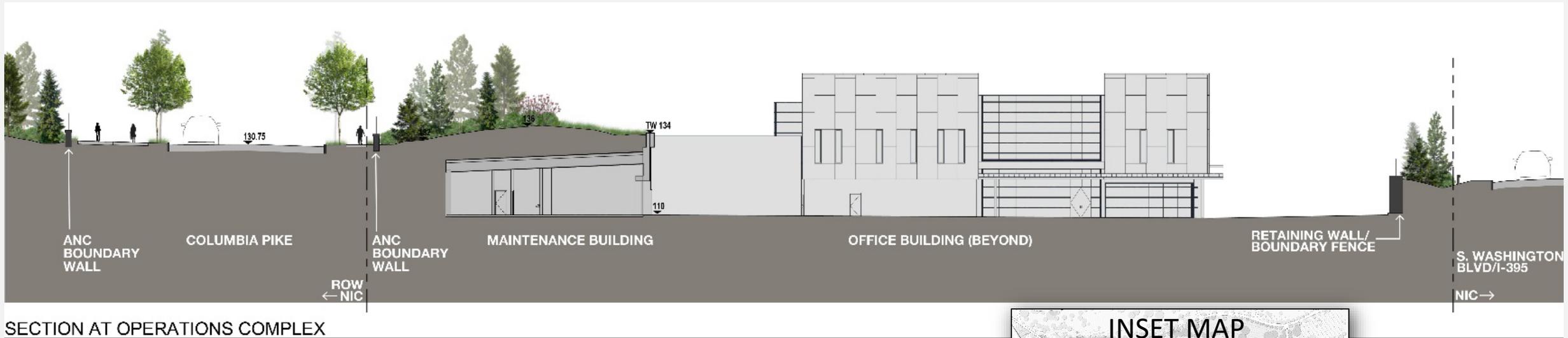
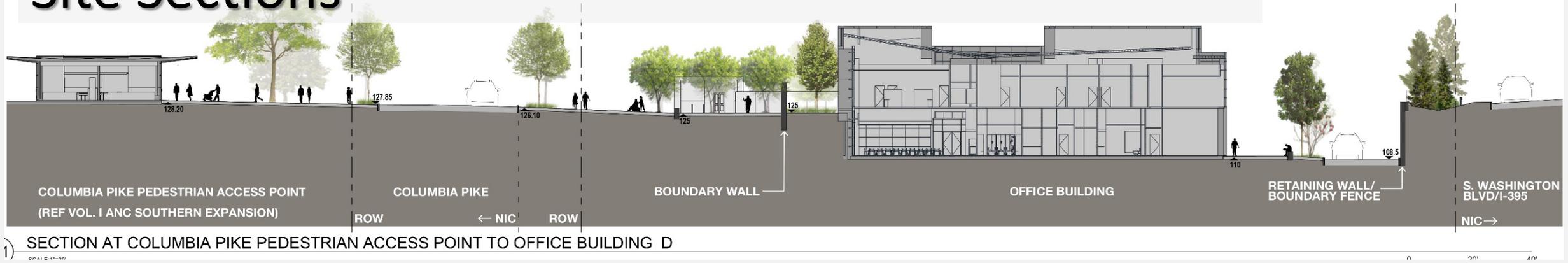
# Current Design – Fall 2019



# Southern Parcel

New Parking Garage and New Operations Facility

# Site Sections



# Site Section

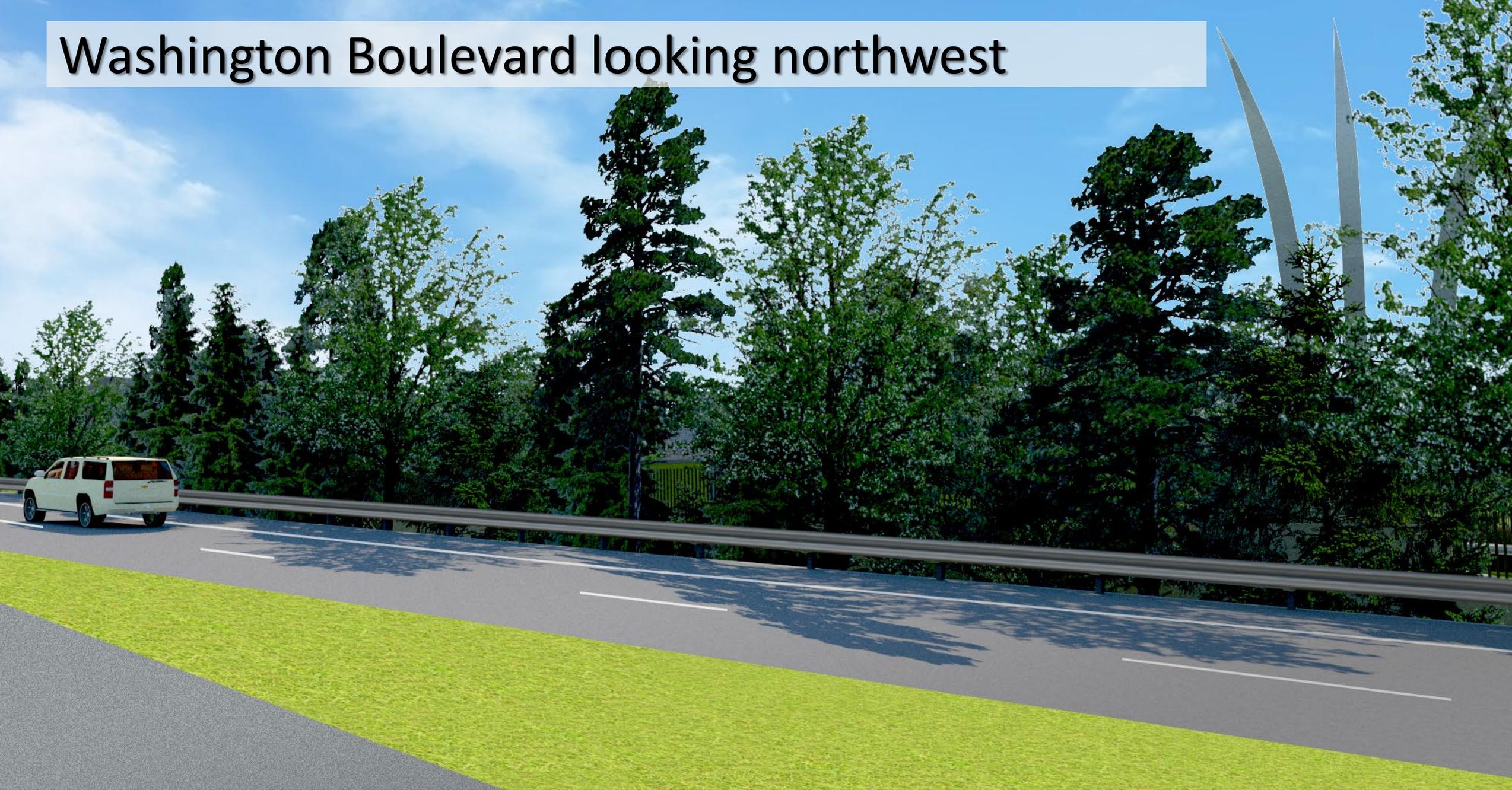


AIR FORCE MEMORIAL TO S. JOYCE ST. ACCESS CONTROL POINT F

# Columbia Pike view west



# Washington Boulevard looking northwest



# Aerial view of south parcel from east



# View west of South Joyce Street – South Parcel Entrance



# U.S. Air Force Memorial and Parking Garage



# View from parking garage looking west



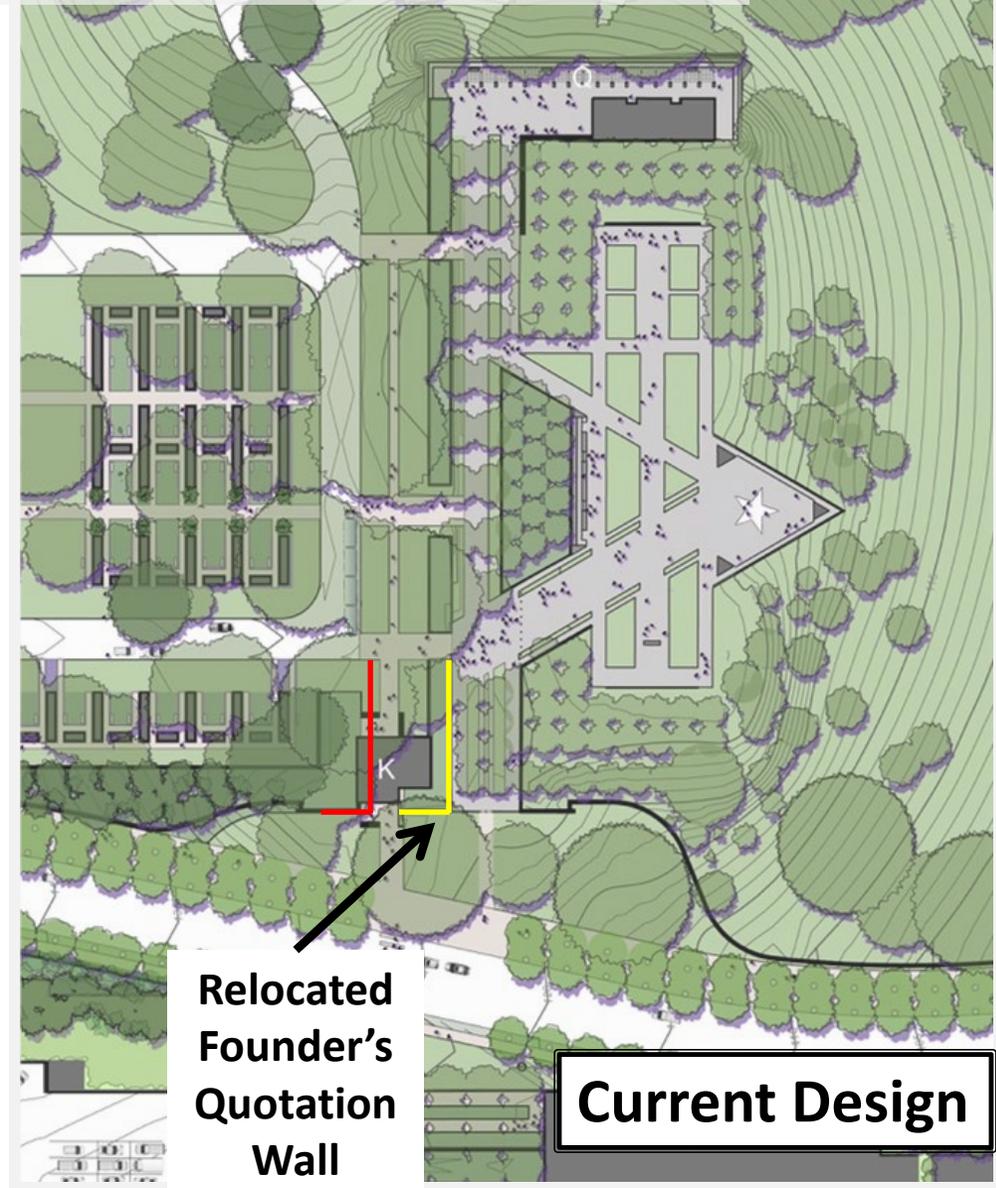
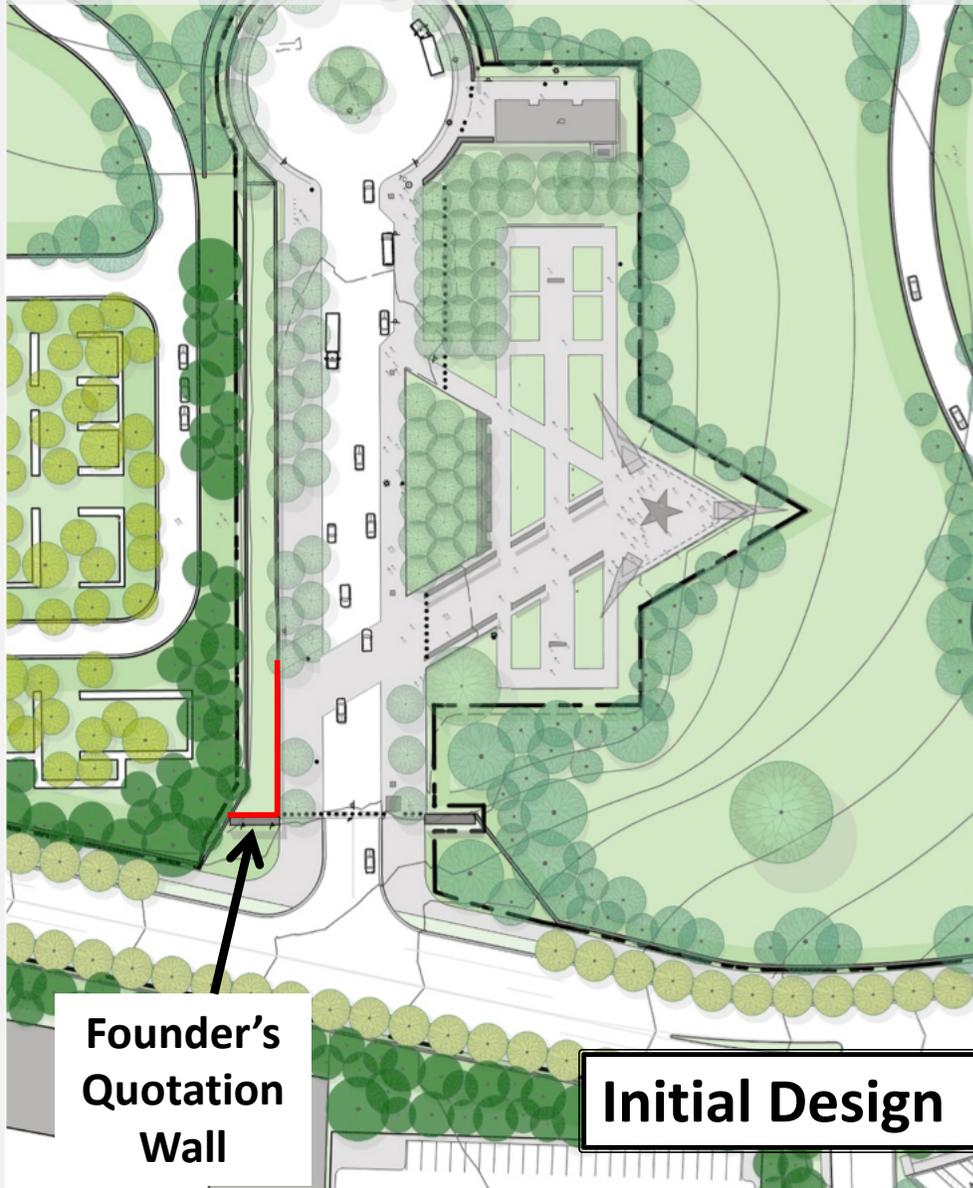
# Approach to Columbia Pike from Parking Garage



# ANC Expansion

Entrance from South Parcel to ANC and Air Force Memorial

# U.S. Air Force Memorial - Site Plans



# U.S. Air Force Memorial – Existing Entrance



AIR FORCE MEMORIAL GATED DRIVEWAY AND JOINT PEDESTRIAN ACCESS CONTROL POINT

# Proposed ANC - Columbia Pike Pedestrian/Vehicular Entrances



# Proposed ANC Southern Expansion Pedestrian Entry



# Proposed ANC Southern Expansion Entry Arrival View



# Proposed Access to the U.S. Air Force Memorial



# U.S. Air Force Memorial Pedestrian Plaza



# U.S. Air Force Memorial – Existing Vehicular Driveway



# U.S. Air Force Memorial – Proposed Pedestrian Walkway



# U.S. Air Force Memorial – Proposed VIP Vehicular Entry



AIR FORCE MEMORIAL LOOKING SOUTH ALONG ALLEE

# ANC Expansion

Cemetery Sections – including New Columbarium

# ANC – Typical Existing View



VIEW SOUTH ON WILSON DRIVE

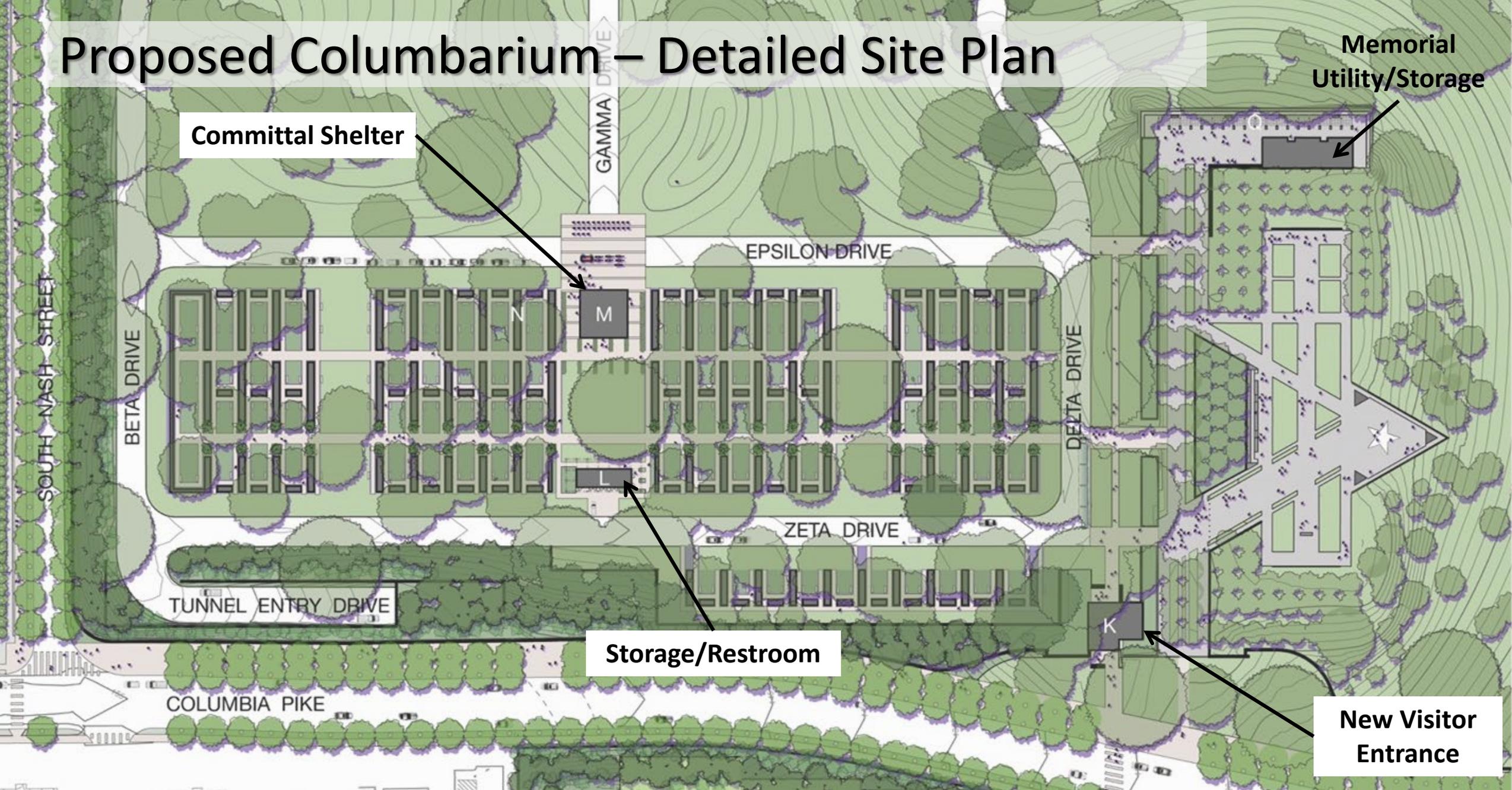
# Southern Expansion – Typical In-Ground Burial Spaces



# Southern Expansion with U.S. Air Force Memorial



# Proposed Columbarium – Detailed Site Plan



Committal Shelter

Storage/Restroom

Memorial  
Utility/Storage

New Visitor  
Entrance

# Proposed Southern Expansion View South



# Southern Expansion – Committal Shelter and Columbarium



# Southern Expansion – Committal Shelter



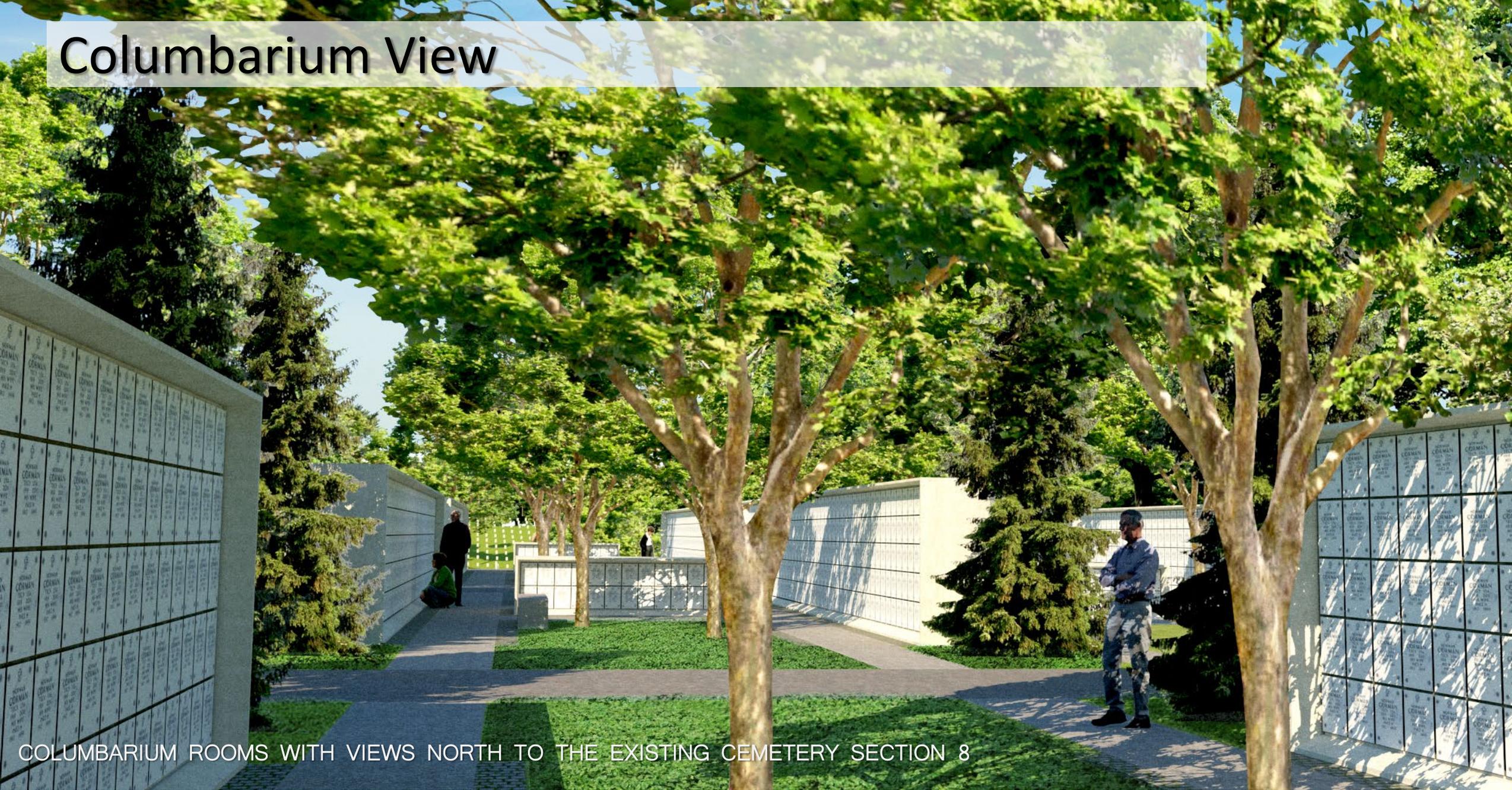
# Southern Expansion – Storage and Restroom



# Columbarium View Towards U.S. Air Force Memorial



# Columbarium View



COLUMBARIUM ROOMS WITH VIEWS NORTH TO THE EXISTING CEMETERY SECTION 8

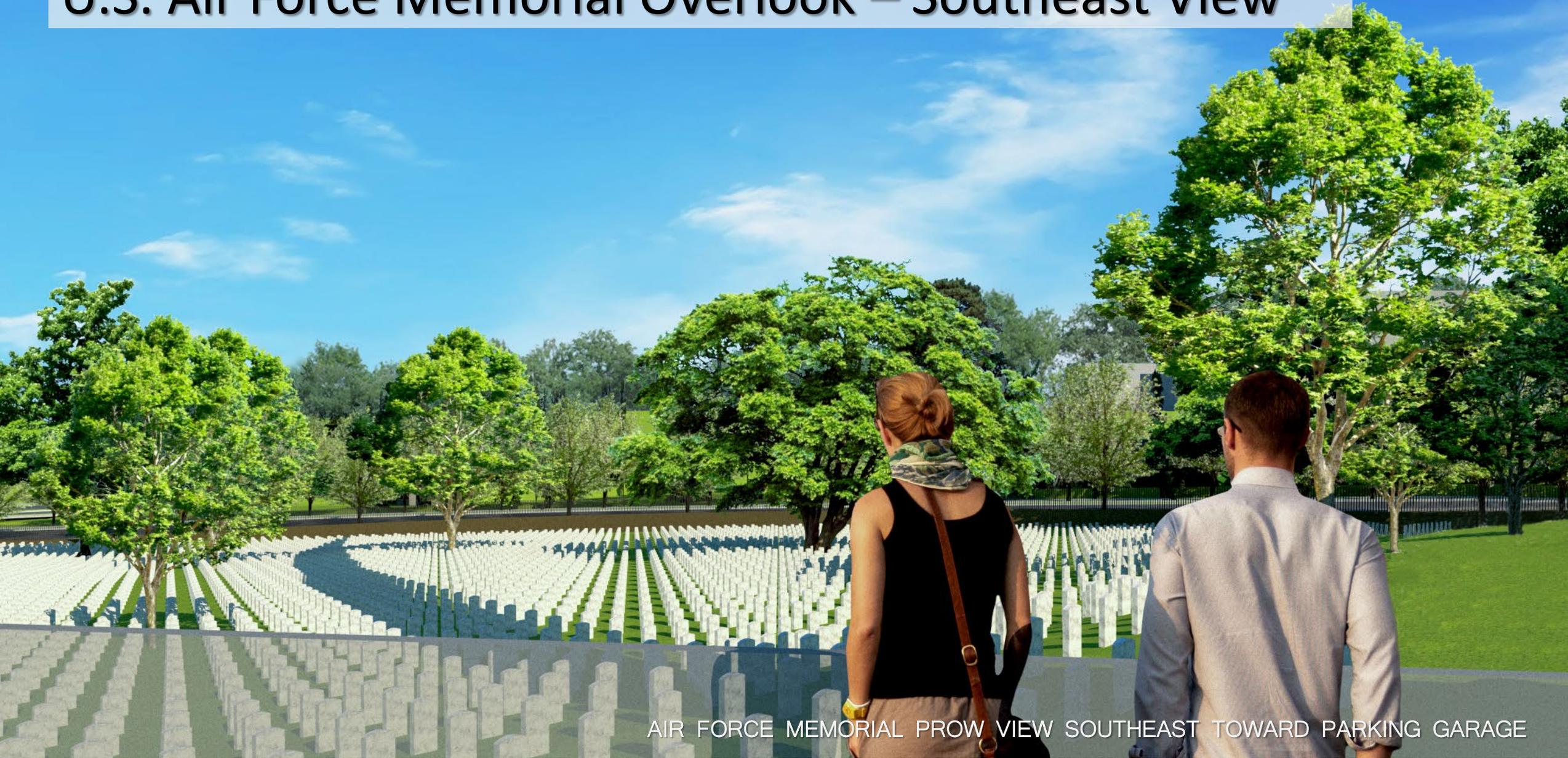
# U.S. Air Force Memorial View from Columbarium



# Site Section – U.S. Air Force Memorial Regrading



# U.S. Air Force Memorial Overlook – Southeast View



AIR FORCE MEMORIAL PROW VIEW SOUTHEAST TOWARD PARKING GARAGE