



ARLINGTON
NATIONAL CEMETERY
HONOR • REMEMBER • EXPLORE

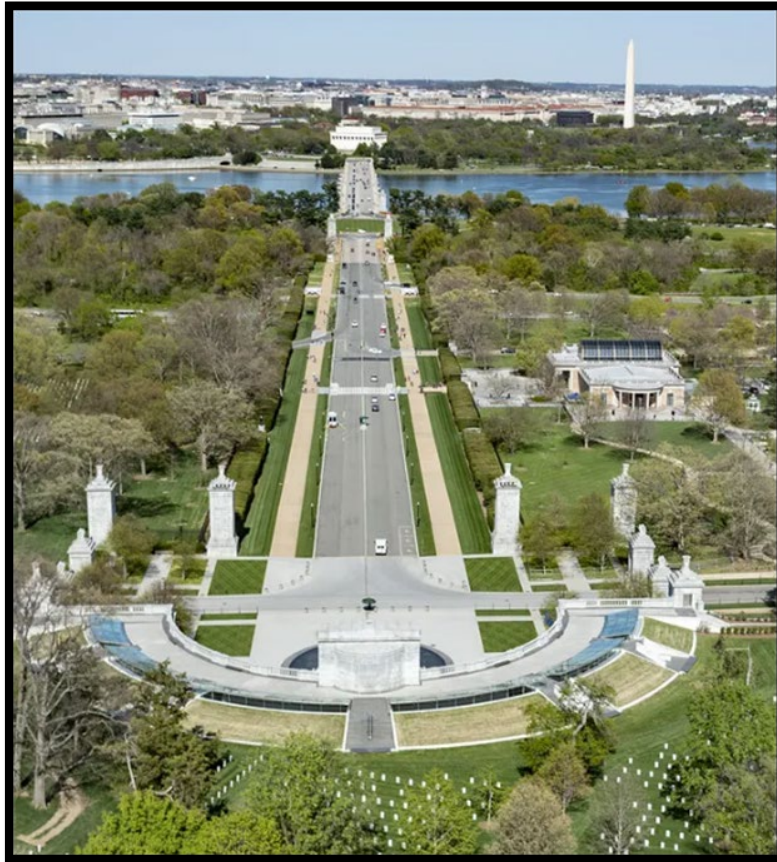


Entry Corridor Area Improvements

Public Scoping Meeting – Oct. 16, 2024



Project Site Boundary – Existing Conditions Site Map



Entry Area Corridor – Looking East Towards National Mall





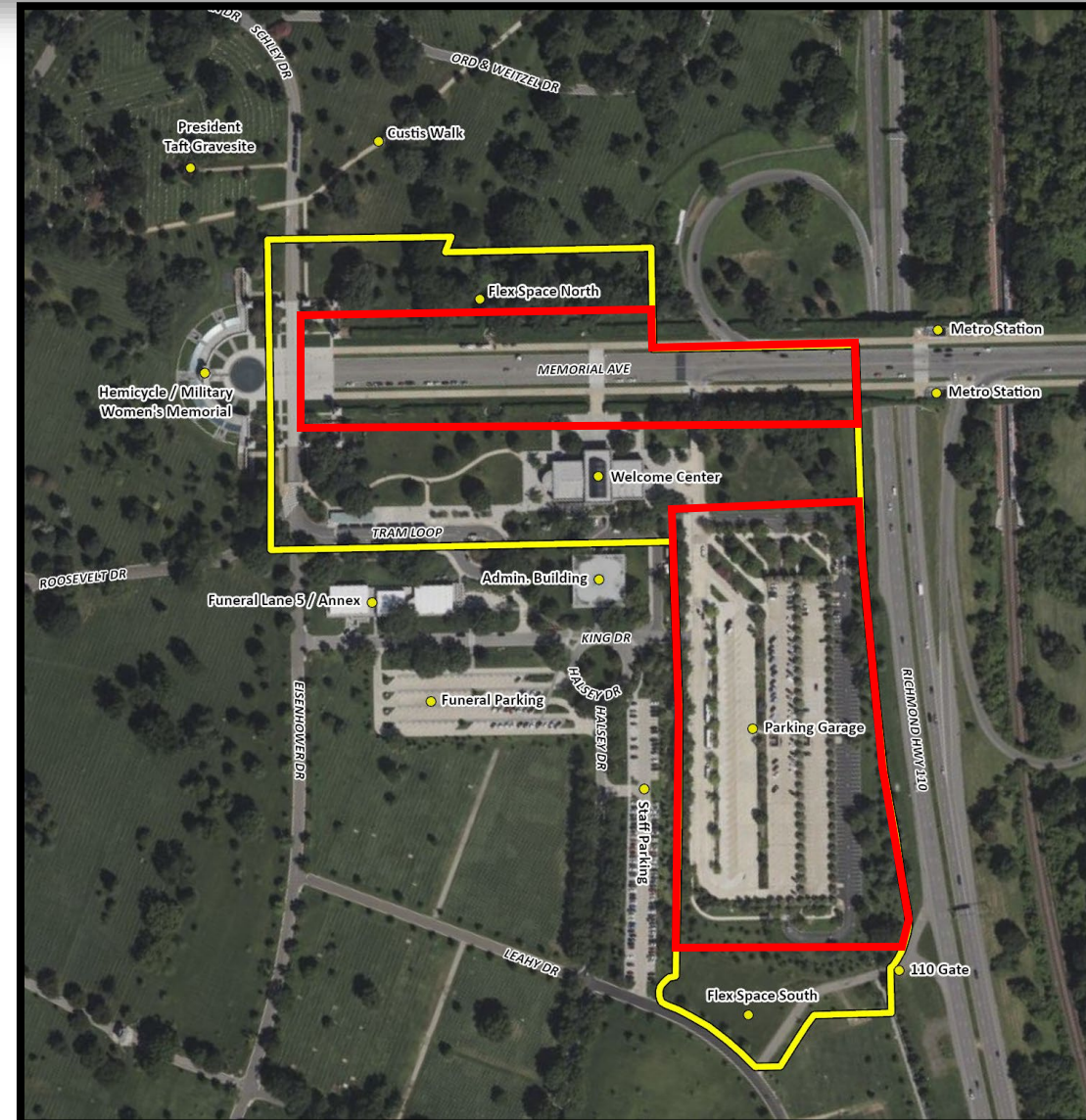
Summary of Current Issues

Memorial Avenue

- Poor vehicle and pedestrian circulation. Requires temporary barriers, traffic cones, and umbrellas for ANC personnel to manage. Not visually dignified for historic entrance to ANC.
- Original allée with White Oaks and American Holly Hedges has suffered damage and loss over the years

Parking Garage

- No vehicle screening capabilities
- Entrance road is too close to Welcome Center to support future development opportunities
- Insufficient bus parking and overage of personal vehicle parking spaces
- 80% of visitors arrive by bus, but no restrooms near bus lot

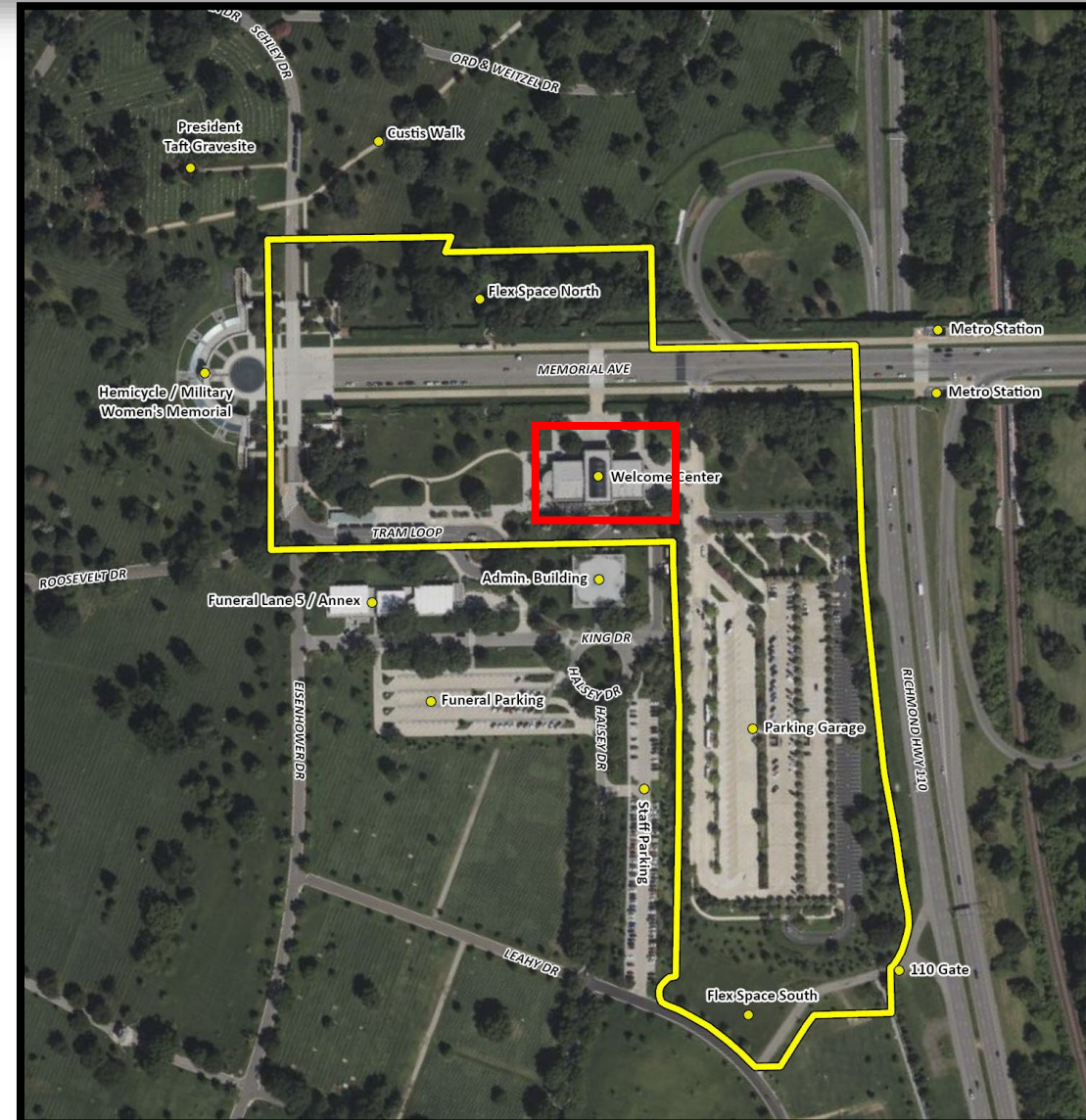




Summary of Current Issues (continued)

Welcome Center

- Poor building orientation. Main entrance faces north towards Memorial Ave., but most visitors arrive from the east. Visitors often are confused where to enter.
- Insufficient pedestrian queuing space before screening area
- Pedestrian screening area in Welcome Center is insufficient in size, layout, and capabilities. Screening area was previously used as exhibit space.
- Pedestrian screening function requires over 3 million visitors to enter Welcome Center per year, leading to noise and congestion in what was intended to be a quiet exhibit hall
- ANC's primary restrooms and water fountains located inside, adding to noise and congestion
- Glass atrium roof allows harmful direct ultra-violet (UV) light into exhibit hall space, limiting which exhibits can be put on display, reducing educational opportunities

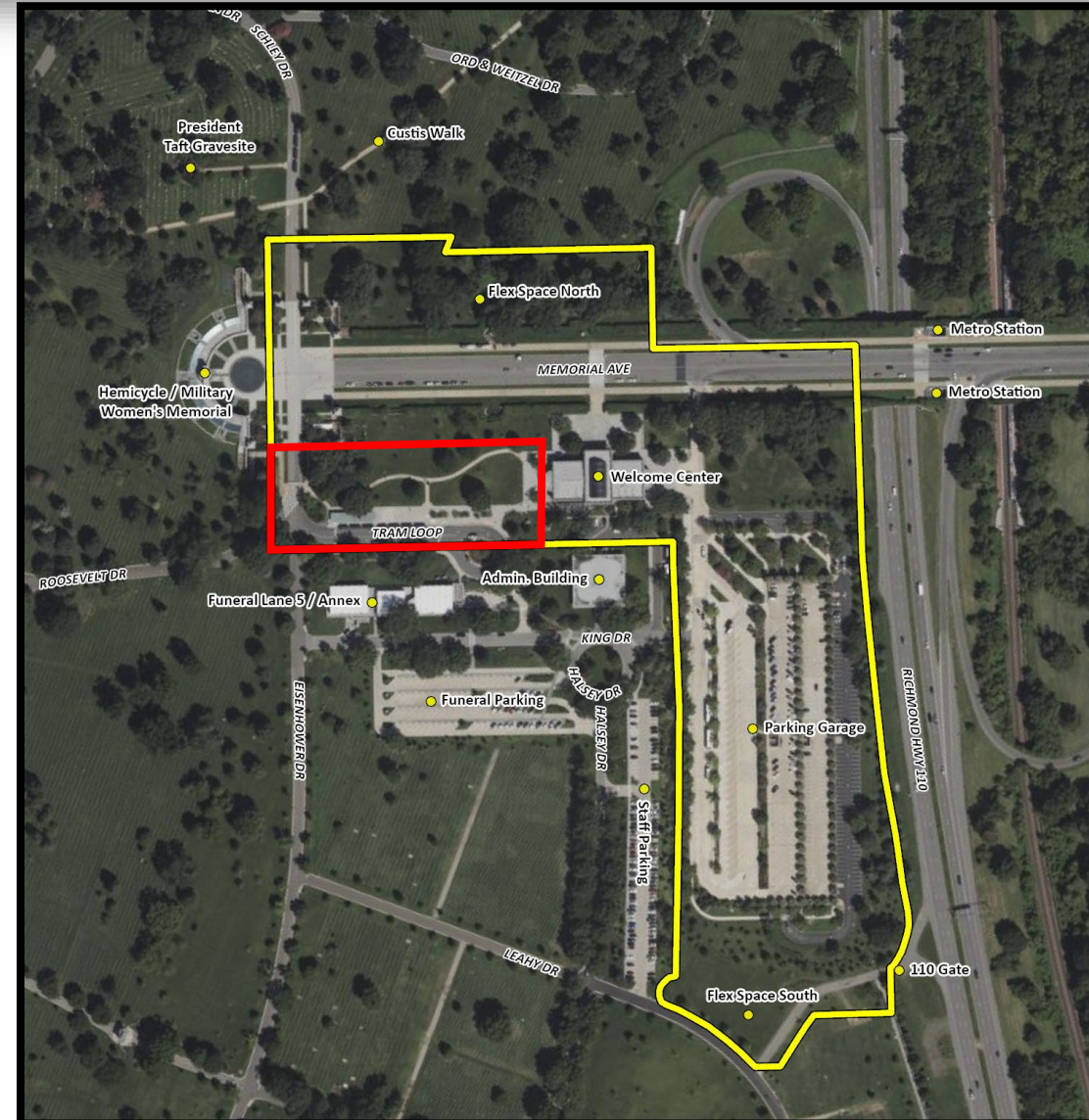




Summary of Current Issues (continued)

Area West of Welcome Center

- Lacks benches, shading, educational opportunities, gardens, and areas for typical large groups to meet
- No restrooms, but most visitors pass by this area
- Exit to parking garage area is not intuitive, therefore most visitors walk back through the Welcome Center to access parking garage, adding to noise and congestion
- Tram car parking is insufficient during busy season
- Tram Ticketing Office is located inside Welcome Center, but more intuitive to be next to tram operations
- Tram passenger shelter is in poor condition and is insufficient
- Crosswalk to Roosevelt Dr. is poorly designed, confusing, lacks wayfinding, and requires crossing guards
- Funeral parking lot has views of modular buildings and Funeral Lane #5 was never used, creating the appearance of an undignified area
- Funeral parking lot could use stand-alone restroom facility





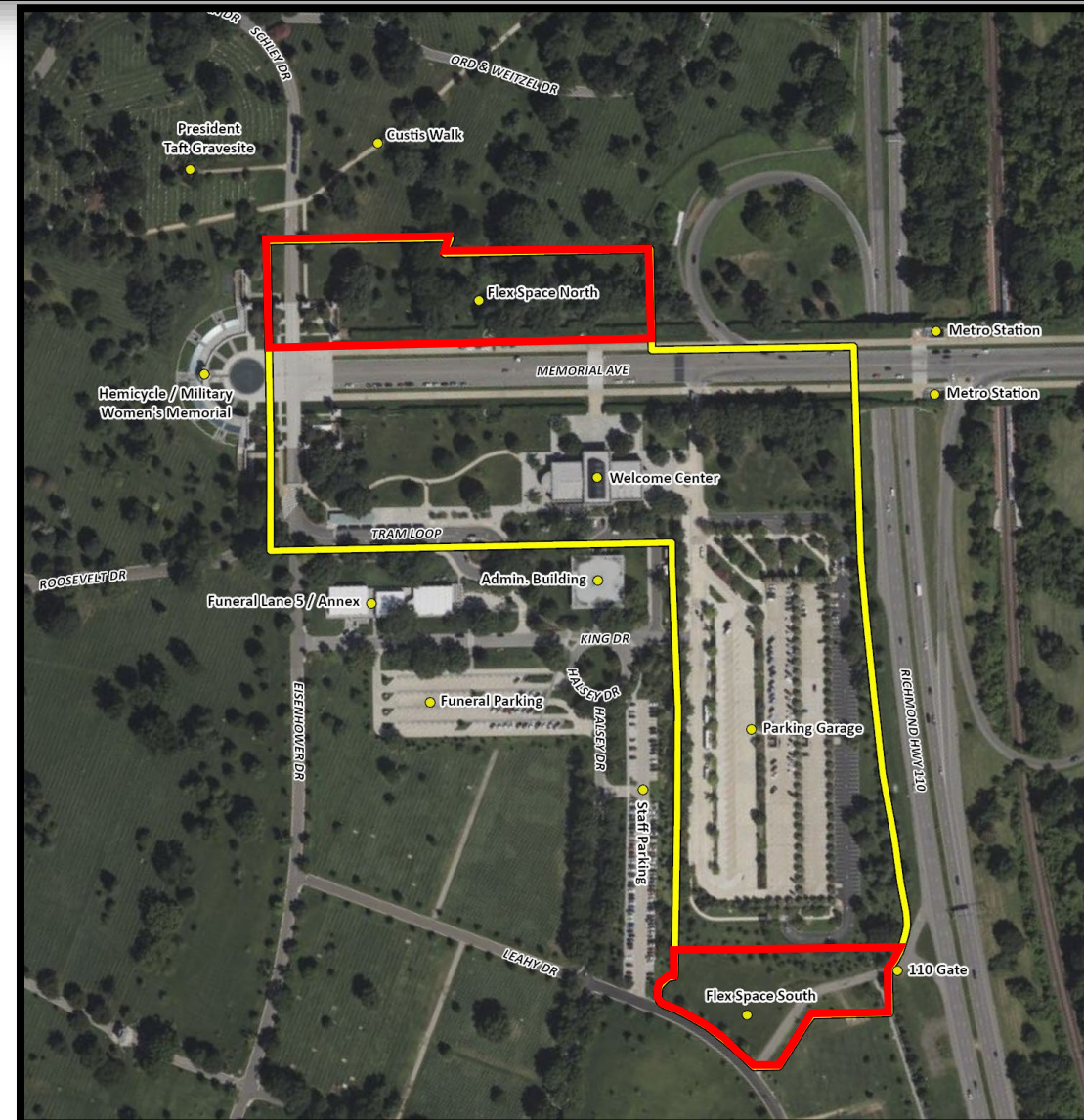
Summary of Current Issues (continued)

Flex Space North

- ANC's primary mission is to provide burials spaces for those few who have served our nation with dignity and honor. ANC's opportunities for expansion are limited, therefore need to utilize current land as appropriate. Flex Space North is unused and therefore a candidate to be used for additional burial spaces.
- White Oaks north of Memorial Ave. that were part of the original allée design have experienced damage or loss over years.
- Poor sidewalk circulation to popular landmarks

Flex Space South

- Flex Space South is unused and therefore a candidate to be used for additional burial spaces.
- Section 76 and 76A are bisected by existing Hwy 110 gate access road, limiting development opportunities





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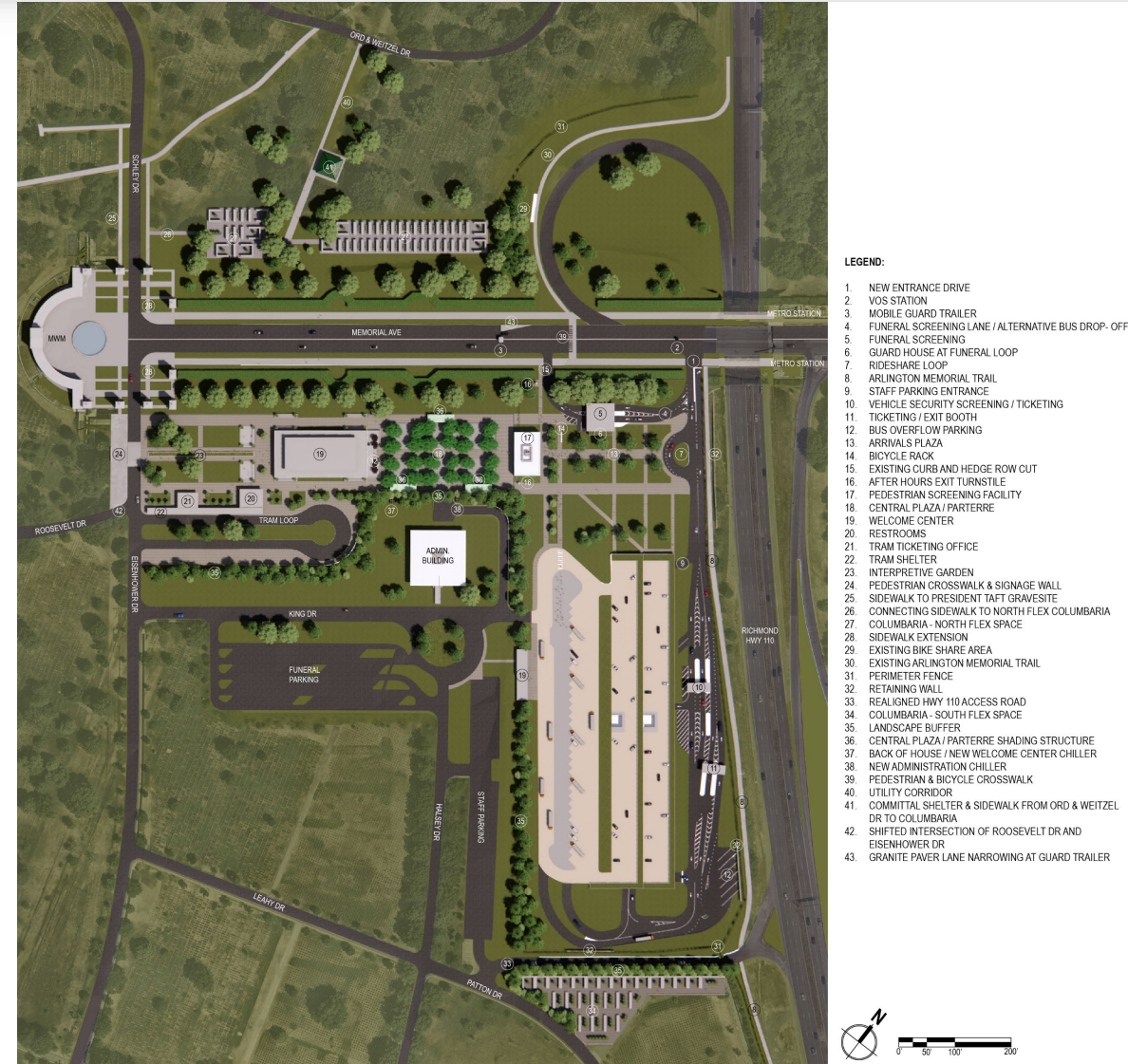
Arlington National Military Cemeteries (ANMC) proposes Entry Corridor Area Improvement projects.

Key improvements would include:

- Vehicle and pedestrian circulation and wayfinding
- Parking garage circulation
- Security
- Historical viewsheds
- Educational and visitor experience

The project would also include the construction of:

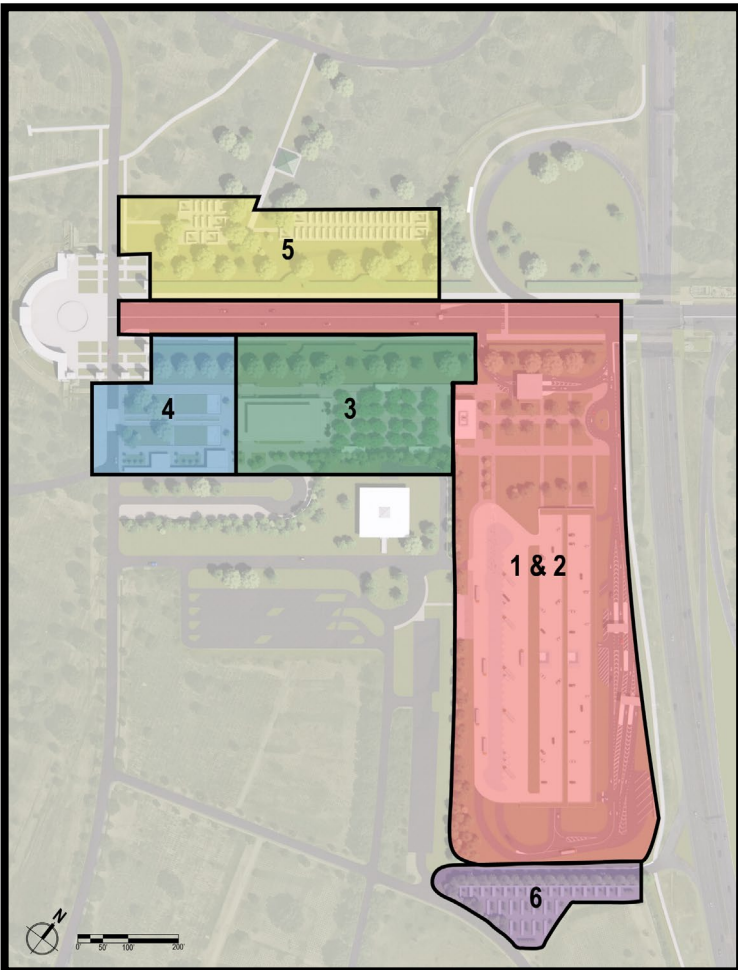
- Memorial Avenue crosswalk, traffic lane merger, and plantings to re-establish White Oak and American Holly Hedge historical allée design
- Vehicle screening facilities
- Pedestrian Screening Facility
- Plazas, gardens, outdoor exhibit/educational areas, and shelters
- Welcome Center
- Restroom facilities
- Tram operations facilities
- Roosevelt Dr. / Eisenhower Dr. Intersection Crosswalk Improvements and Realignment
- Burial spaces



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Project Zones

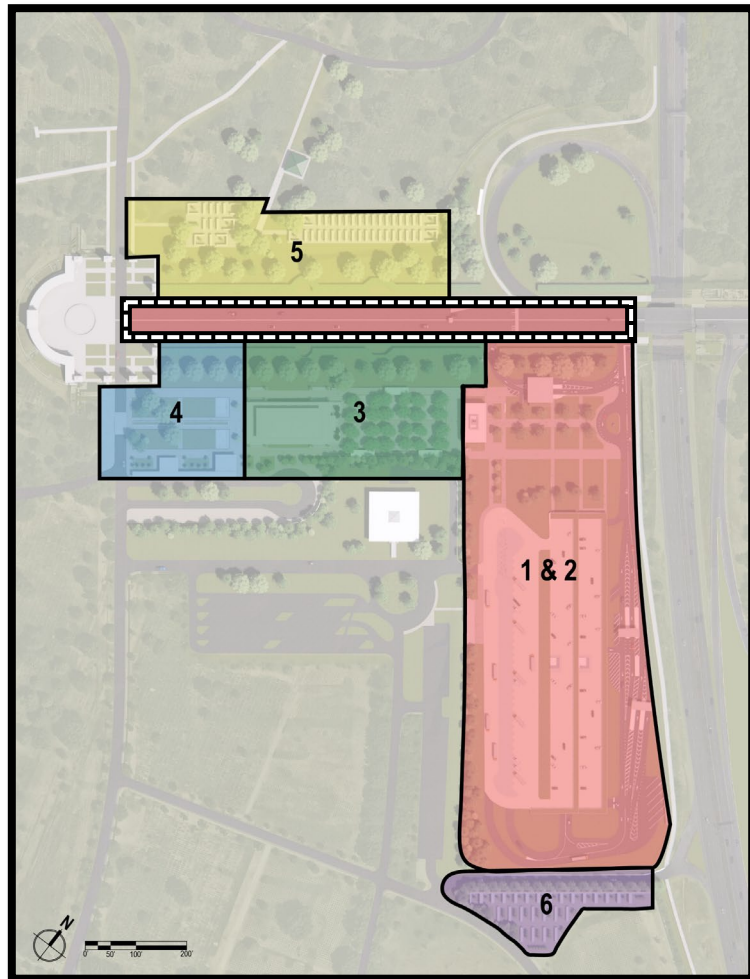


- Zones 1 & 2 - Arrivals
 - Zone 1 - Memorial Ave. Improvements
 - Zone 2 – Arrivals Area
- Zone 3 – Central Plaza and New Welcome Center
- Zone 4 – Area West of Welcome Center
- Zone 5 – Flex Space North of Memorial Ave. – Columbaria
- Zone 6 – Flex Space South of Parking Garage - Columbaria



(Zone 1) Memorial Ave. Improvements – Project Goals

- Vehicle and Pedestrian Circulation Improvements
- Re-establishing Memorial Ave. allée (street bordered by trees and bushes)
- Preserving Memorial Avenue's Historic Viewsheds





Zone 1 – Memorial Ave. Vehicle and Pedestrian Circulation Issues

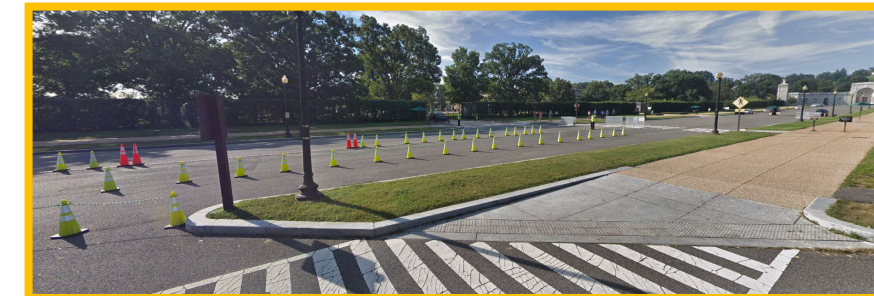
- 1 Vehicle screening on Memorial Avenue is cumbersome and can lead to traffic backups. Memorial Avenue lane widths are 30' wide (typical is 12'); traffic cones required to reduce lane width approaching the mobile guard trailer. Mobile guard trailer is aging and runs on noisy generator power.
- 2 Undignified traffic cones, metal gate barriers, temporary signage, umbrellas, and white paint striping crosswalk on historic Memorial Ave.
- 3 Poor vehicle and pedestrian circulation design requires excessive number of Visitor Assistance Staff stations (various locations).



Crosswalk



Frequent Turning Vehicles into Parking Garage
Conflicts with Pedestrian Street Crossing



Visitor Assistance Staff stations, Traffic Cones and Barriers;
Memorial Ave. at Hwy 110 Entrance Ramp



Key Map



Zone 1 – Memorial Avenue Vehicle and Pedestrian Circulation Improvements

- 1** New Entrance Road and Funeral Screening Lane provides 100% vehicle screening capability for vehicles wanting to enter the cemetery via Memorial Ave. Traffic control personnel can more efficiently direct traffic off of Memorial Ave. to reduce congestion and backups.
- 2** Dignified granite paver crosswalk for pedestrian / bicycle wayfinding to Arrivals Plaza. Eliminates white paint striping crosswalk on historic Memorial Ave.
- 3** Operational Enhancements
 - Potentially reduce # of required Visitor Assistance Staff stations.
 - Use raised granite pavers to 1) visually reduce lane width from 30' to 15' at guard trailer to reduce potential for vehicles to bypass guard trailer, and 2) help reduce temporary barriers/cones.
 - Replacing Mobile Guard Trailer with modern trailer. Permanent power to Mobile Guard Trailer.



Key Map



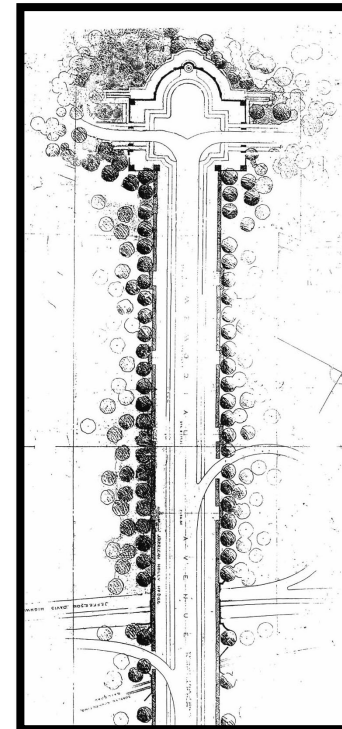


Zone 1 – Historic Allée Diminishing along Memorial Avenue

Original Memorial Avenue planting plan from 1935 included a White Oaks and American Holly Hedges allée (street bordered by trees and bushes).

Several White Oaks on north and south side of Memorial Avenue (see red box below) have died, fallen, or been damaged and removed. Historic viewshed has diminished.

1960 Memorial
Ave. Planting Plan



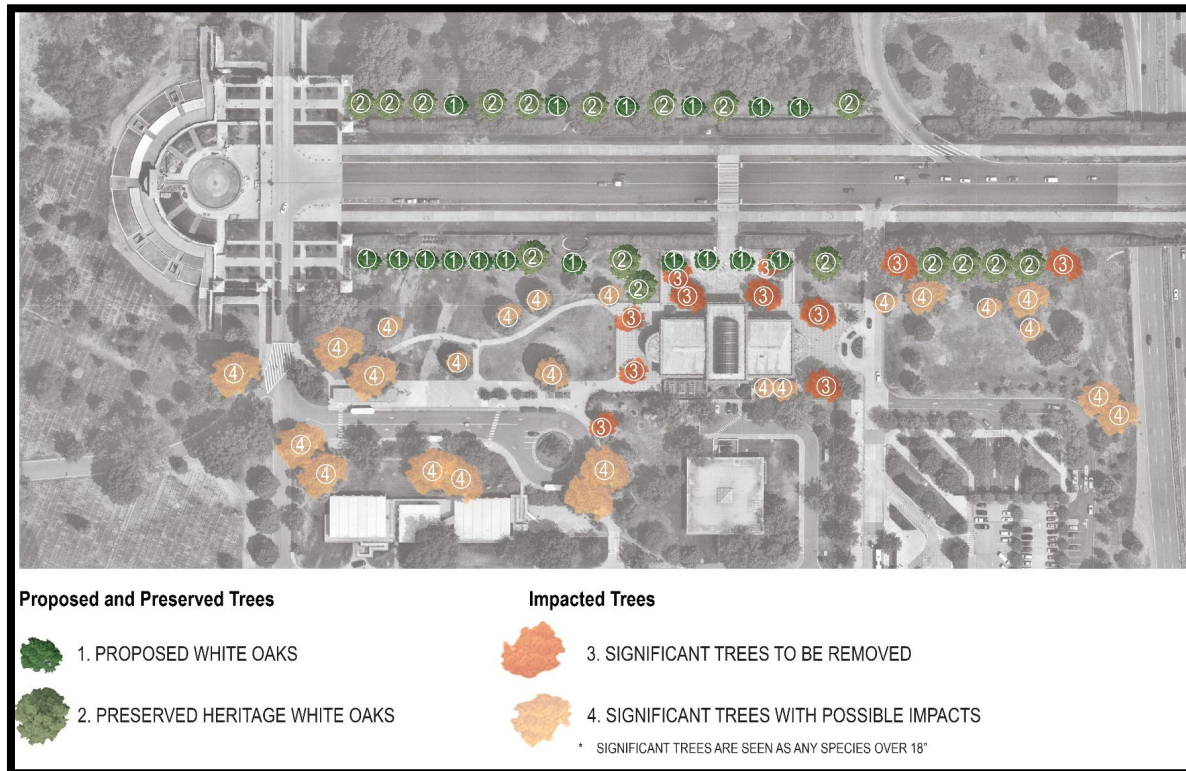
2024 (looking west)



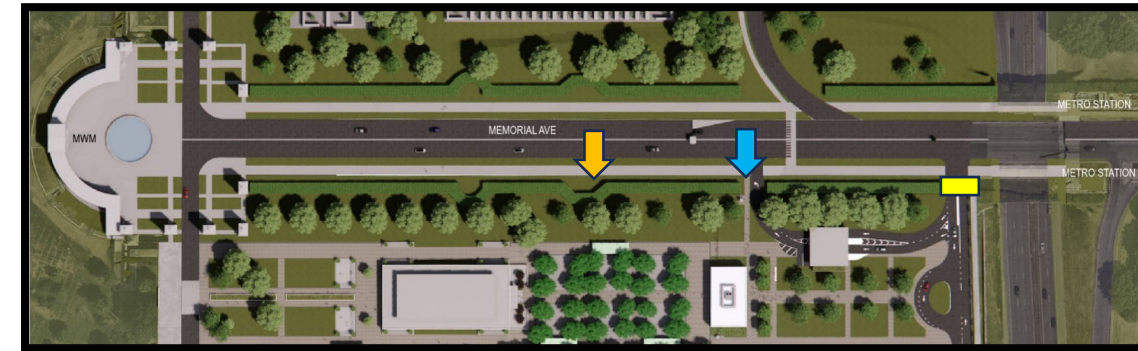


Zone 1 – Re-establishing Memorial Avenue's Allée

Planting ~15 new white oak trees along Memorial Ave. to re-establish the allée. Would help offset the 1-2 white oak trees required for removal for new parking garage entrance road.



Key Map – View Angles



- Holly hedge removal for new parking garage entrance and Arlington Memorial Trail required
- ↓ Preserve existing holly hedge gap at current parking garage entrance road. Repurpose for pedestrian sidewalk to Arrivals Plaza and Funeral Screening Lane exit
- ↓ After current Welcome Center's north entrance is demolished, fill gap in holly hedge and create symmetrical alcove for possible memorial

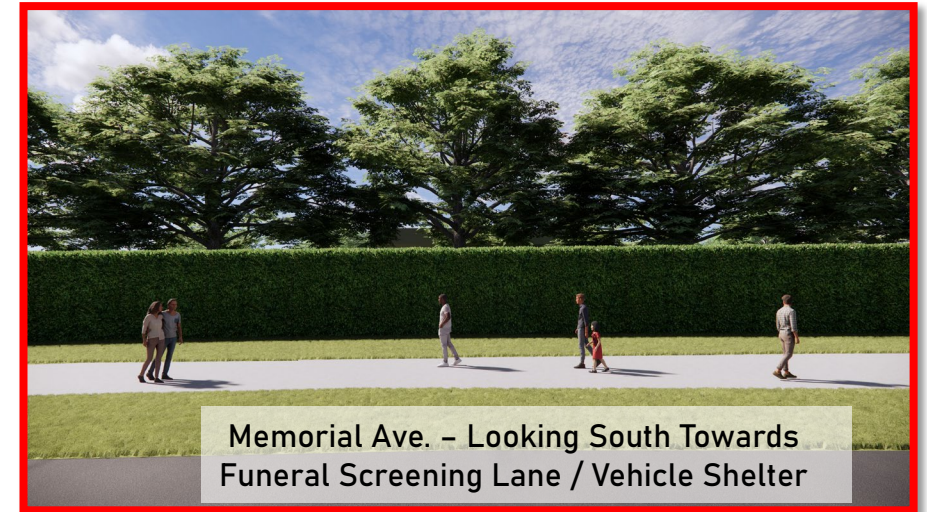


Zone 1 – Preserving Memorial Avenue’s Historic Viewsheds



New facilities would be designed with a low-profile roof, with intent to mitigate viewshed impacts along historic Memorial Avenue

Renderings illustrate minimal viewshed impacts.

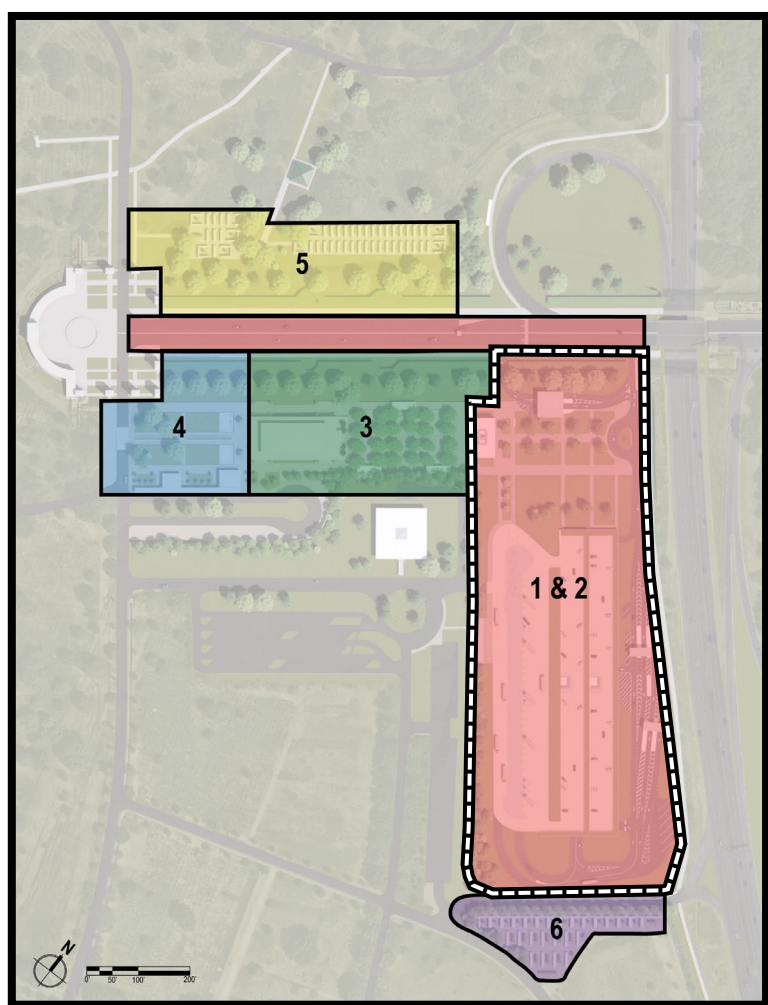


Key Map – View Angles





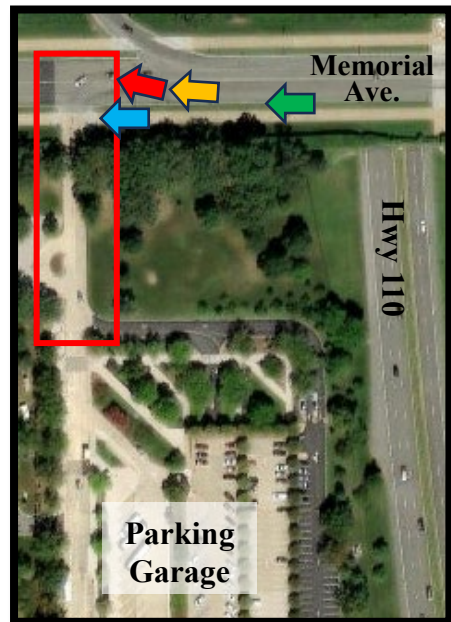
(Zone 2) Arrivals Area – Project Goals



- New Parking Garage Entrance Road
- Funeral Screening Area / Alternate Bus Drop Off Lane
- Drop Off / Pick Up Lane Expansion
- Personal Vehicle and Bus Screening / Ticketing at Parking Garage
- Parking Garage Reconfiguration
- Arlington Memorial Trail (project by Arlington County)
- Restroom Facility for Parking Garage & Funeral Parking Lot
- Arrivals Plaza, Improved Pedestrian Circulation
- Pedestrian Screening Facility



Key Map



Zone 2 – Issues with Existing Parking Garage & Entrance Road

Current parking garage entrance road location creates following issues:

- Vehicle and pedestrian conflicts require numerous Visitor Assistance Staff stations on street and sidewalk, which typically include unsightly umbrellas, cones, and additional signage along historic Memorial Ave.
- Entrance road is narrow and often mistaken for sidewalk between Welcome Center and Memorial Ave.
- No room to add a separate funeral vehicle screening area off of Memorial Ave. Vehicle screening on Memorial Avenue is cumbersome and can lead to long traffic backups, especially during funeral arrival times.
- Rideshare and taxi services have limited space for passenger drop off / pick up and park on Memorial Ave., adding to vehicle congestion and traffic cones at No Parking Zones.
- Need more bus parking and less passenger vehicle parking
- Not easy to integrate proposed Arlington Memorial Trail (funded by others) to connect to Memorial Ave.



Traffic Cones for No Parking Zone



Frequent Vehicle Backup to Enter ANC



Frequent Turning Vehicles into Parking Garage Conflicts with Pedestrian Street Crossing

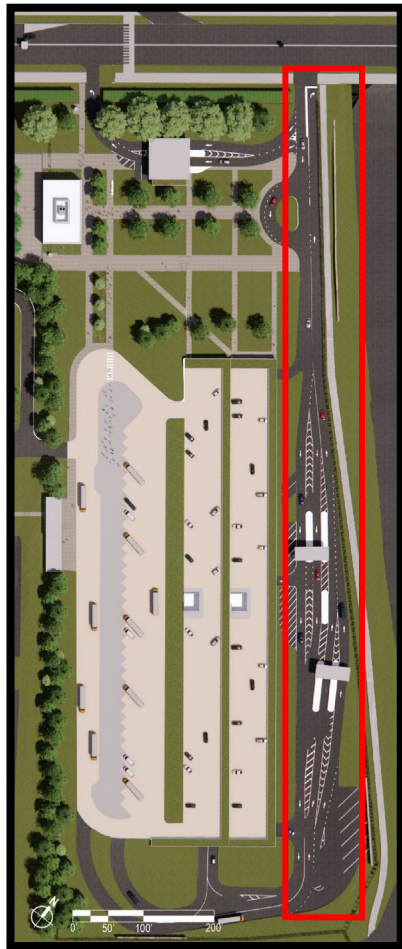


Unsightly Traffic Control Stations



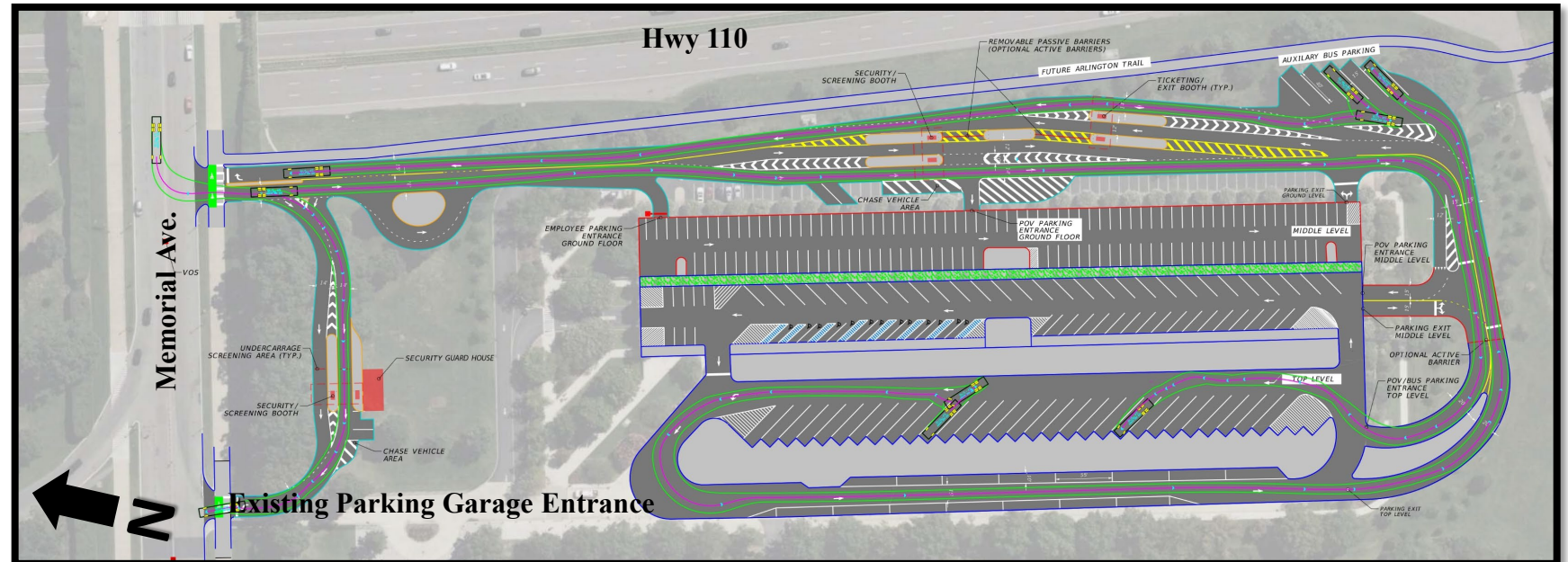
Zone 2 – New Parking Garage Entrance Road

Key Map



Shifting parking garage entrance road ~270' east provides:

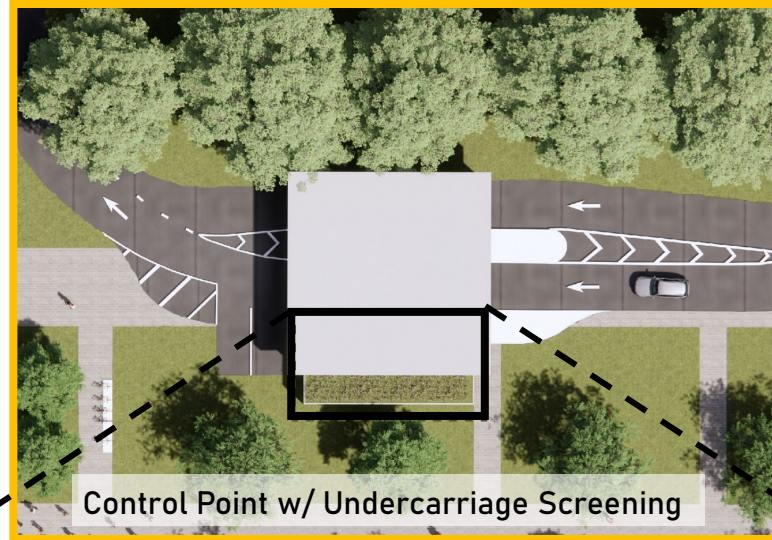
- Reduction in vehicle and pedestrian conflicts, and Visitor Assistance Staff stations.
- Adequate funeral screening area and lane queuing space to help keep vehicle congestion off of Memorial Ave.
- Adequate space for a drop off / pick up lane to keep rideshare / taxis from parking along Memorial Ave.
- Adequate space for vehicle screening and security at parking garage





Zone 2 – Funeral Screening Area / Alternate Bus Drop Off Lane

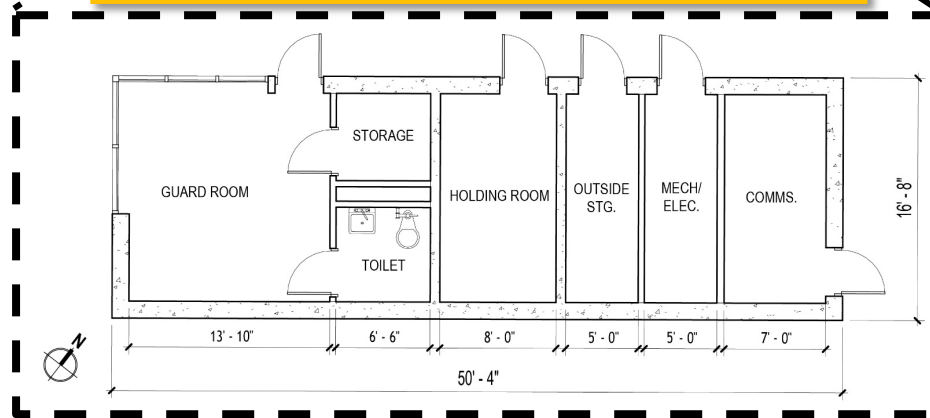
Key Map



Control Point w/ Undercarriage Screening



Vehicle Entrance to Funeral Screening Area



Guard House Floor Plan

- Provides 100% vehicle screening capabilities for vehicles entering cemetery grounds
- Guard house and booths to shelter security staff and provide adequate facilities
- Alternate bus drop-off lane for overflow or groups that may require more convenient access to Pedestrian Screening Facility
- Exit lane utilizes existing gap in holly hedges

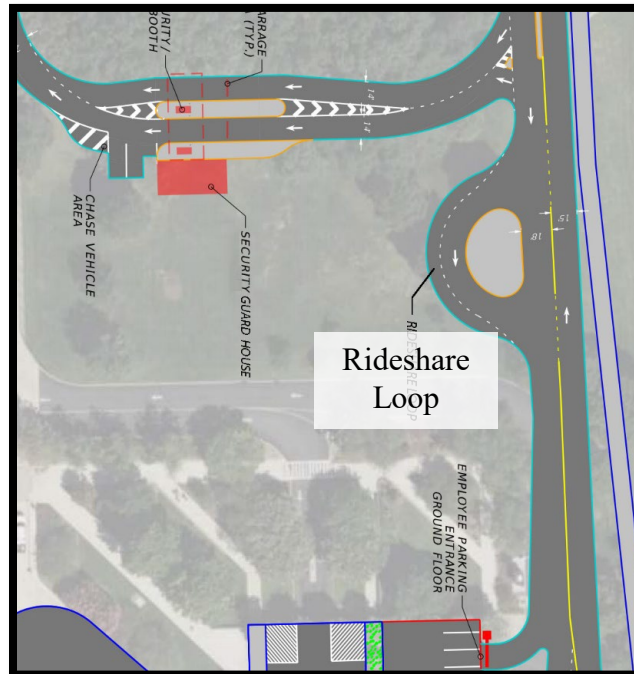


Key Map



Zone 2 – Drop Off / Pick Up Lane

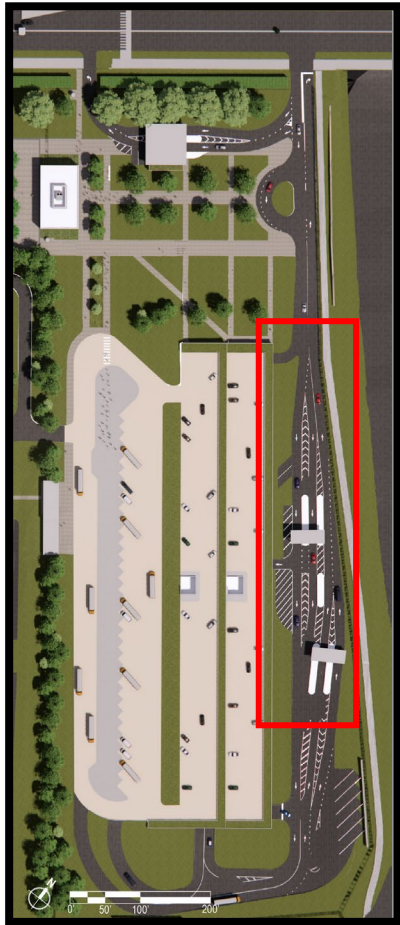
- One-Way, with Pull Off Lane sized for approximately six vehicles, for convenient Drop Off / Pick Up
- Intended Users
 - Rideshare (i.e. Uber, Lyft, Taxi) and passenger vehicles
 - Alternate ADA Access to Pedestrian Screening Facility
- Provides return lane for vehicles exiting parking garage to return to parking garage without leaving ANC property



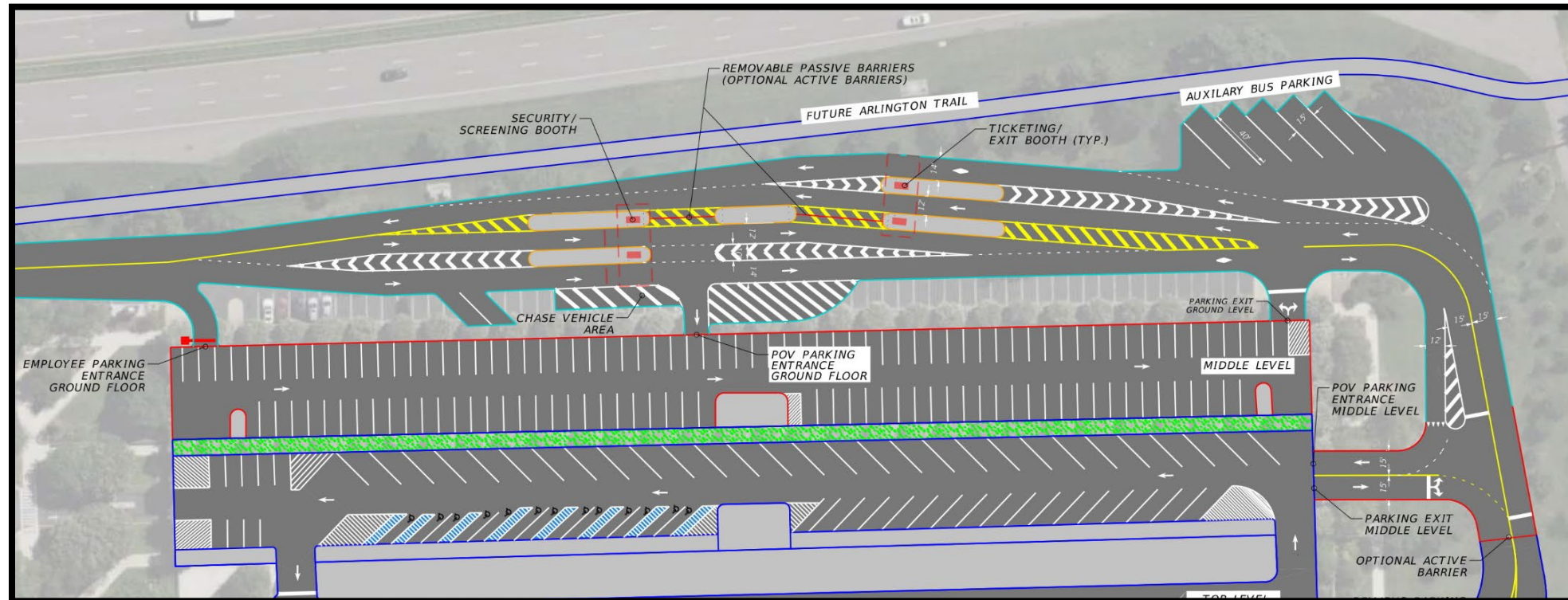


Zone 2 – Passenger Vehicle and Bus Screening / Ticketing at Parking Garage

Key Map

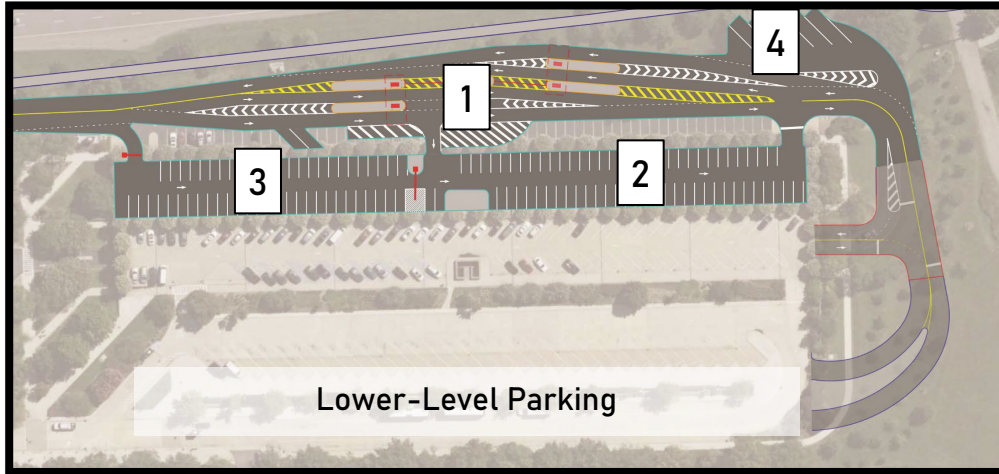


- Passenger Vehicle and Bus Screening Booths, Ticketing Kiosks and Canopies
- Provides 100% vehicle screening capability into parking garage area, if required
- Design includes rejection lane, bollards, undercarriage screening, and passive barriers



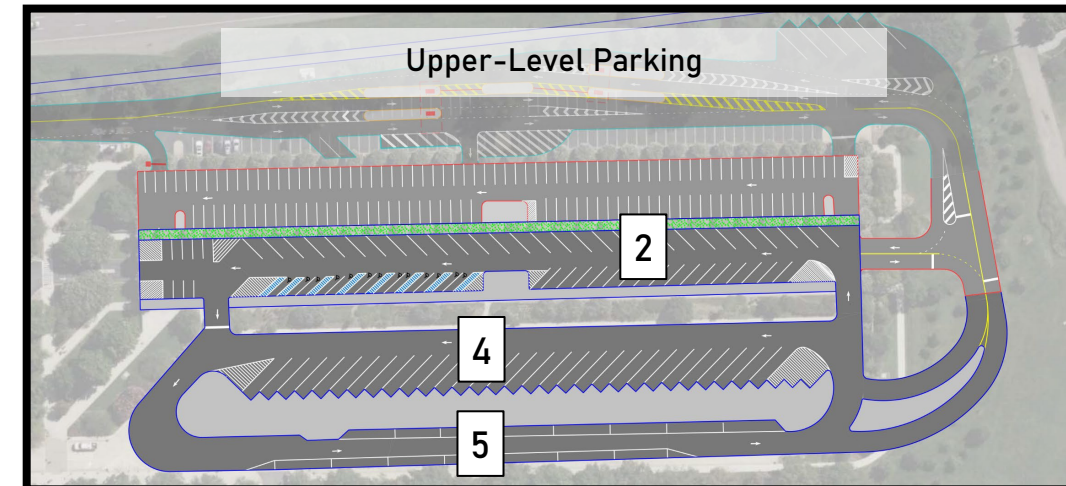
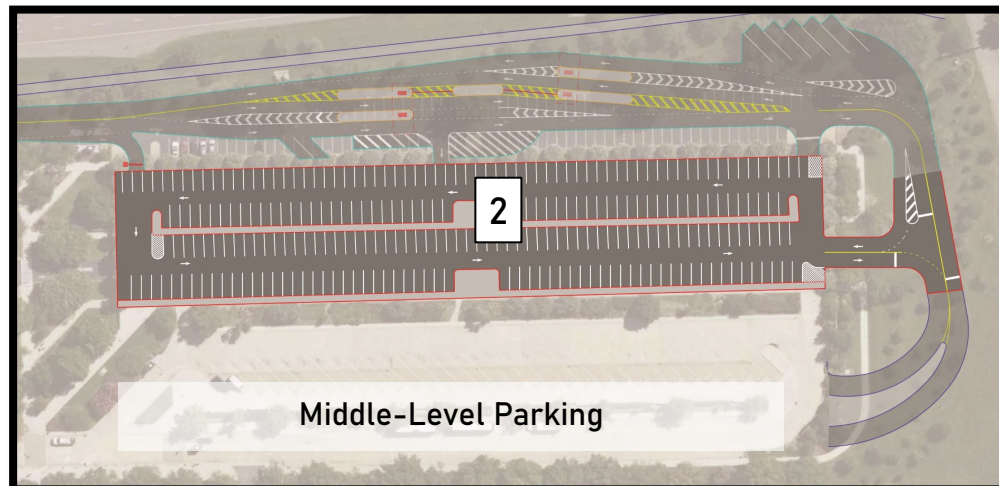


Zone 2 – Parking Garage Reconfiguration



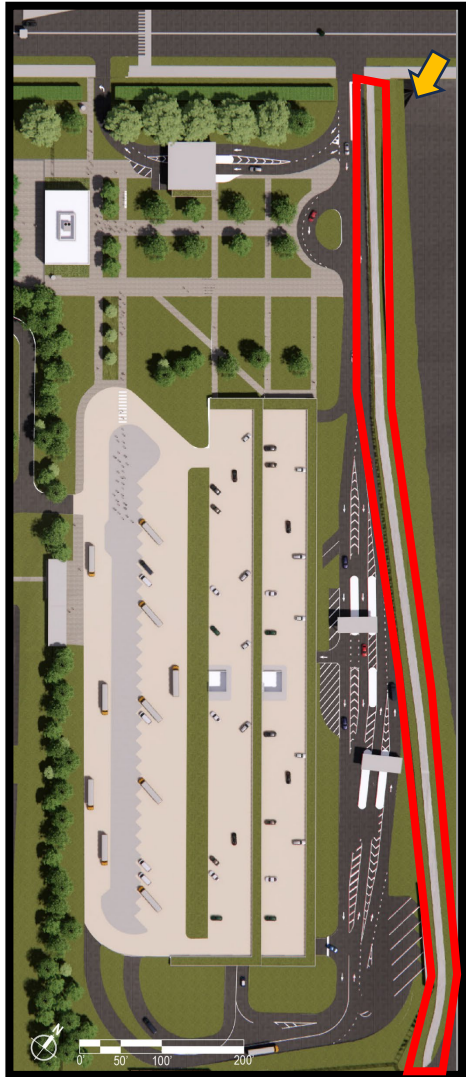
- Shifting parking garage entrance road east and adding new vehicle screening area requires parking garage to be accessed from the south end, instead of the north end, requiring parking spaces to be reconfigured.
- New vehicle screening area is in same footprint as existing on-grade passenger vehicle parking spaces and will need to be removed.

PARKING GARAGE AREA SPACES		
PARKING AREA	EXISTING	PROPOSED
1. POV (ON-GRADE)	109	0
2. POV VISITORS (GARAGE)	471	371
3. POV STAFF (GARAGE)	0	60
4. BUS (ON-SITE)	33	36
5. BUS (PICK-UP/DROP OFF)	15	15
TOTALS	628	482





Key Map



Zone 2 – Arlington Memorial Trail

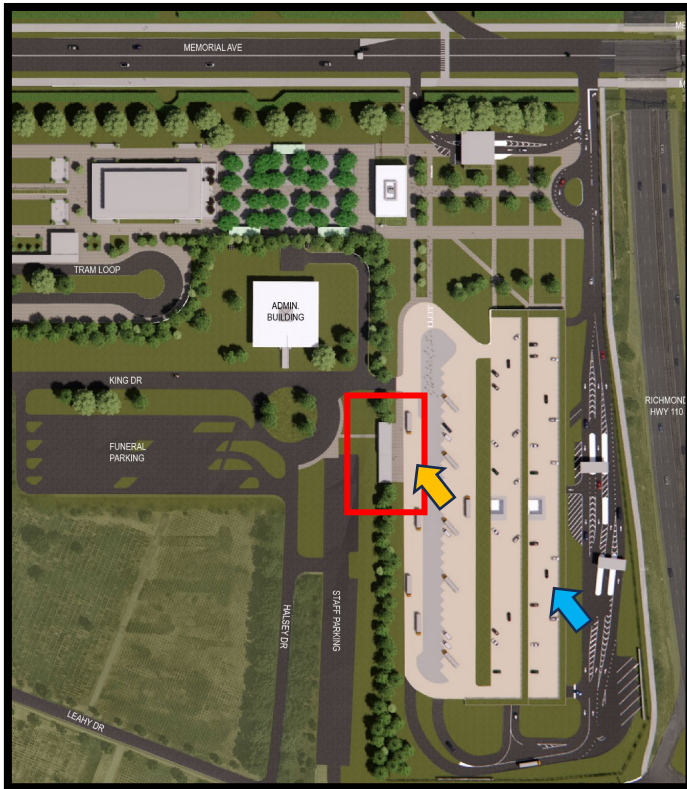
Proposed Arlington County funded trail could be located on edge of ANC property, outside of ANC perimeter fence



Arlington Memorial Trail – (Looking SW)



Zone 2 – Restroom Facility for Parking Garage & Funeral Parking Lot



Key Map

- No restrooms currently located near bus lot and parking garage, however ~80% of visitors arrive by bus. Existing Welcome Center is main restroom and water bottle refill station for ANC visitors, creating congestion and noise near exhibit hall and screening area.
- Funeral attendees can arrive up to 1 hour before funeral and park in Funeral Parking Lot. Would provide an additional restroom for often hundreds of attendees waiting in parking lot at a time and reduces noise and congestion in Admin. Building
- Dual-sided restroom facility would have separate entrances and dividing walls for Parking Garage (east) and Funeral Parking Lot (west) to maintain secure perimeter
- Men, Women, and Single Use toilets (29 total)
- Drinking fountains/water bottle refill stations

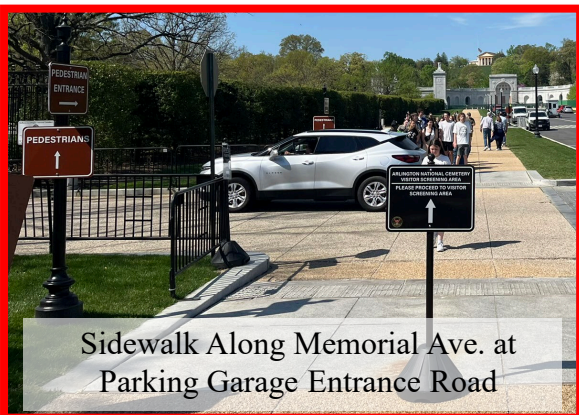
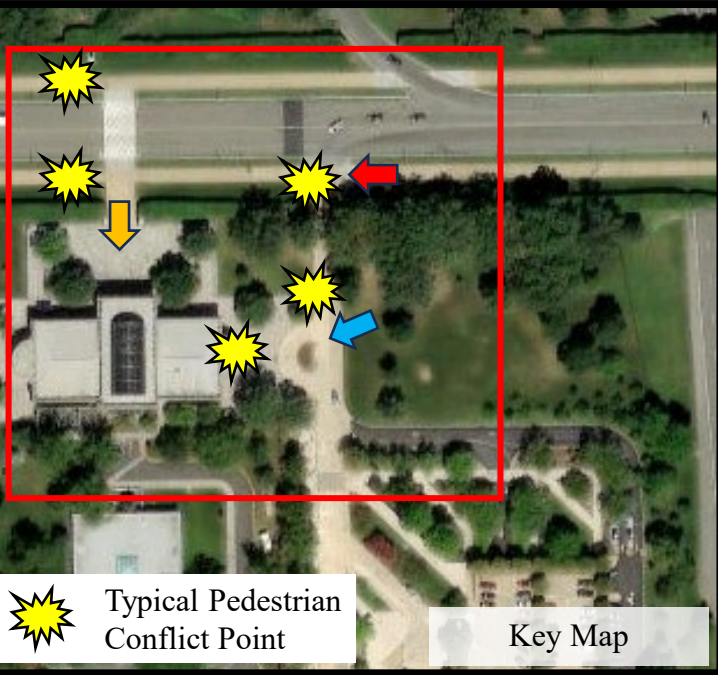


View from Bus Parking



Zone 2 – Existing Pedestrian Circulation and Wayfinding Issues

- Pedestrian screening area in Welcome Center is not oriented towards where the majority of visitors arrive from.
- Pedestrians from bus / parking garage intuitively confuse the east entrance of the Welcome Center as the main entrance due to orientation of building, grand entrance architecture, visitors leaving the east entrance, and adjacency to drop-off / pick up lane. Signage and Visitor Assistance Staff required to redirect visitors to north entrance.
- North entrance is hidden from visitors arriving by vehicle, as well as by pedestrians on Memorial Avenue due to tall holly hedges. Requires an abundance of signage, barriers, and staff to direct visitors due to poor design and wayfinding.



Sidewalk Along Memorial Ave. at
Parking Garage Entrance Road



East Entrance of Welcome Center / Drop Off
& Pick Up Lane (looking SW)



North Entrance of Welcome
Center

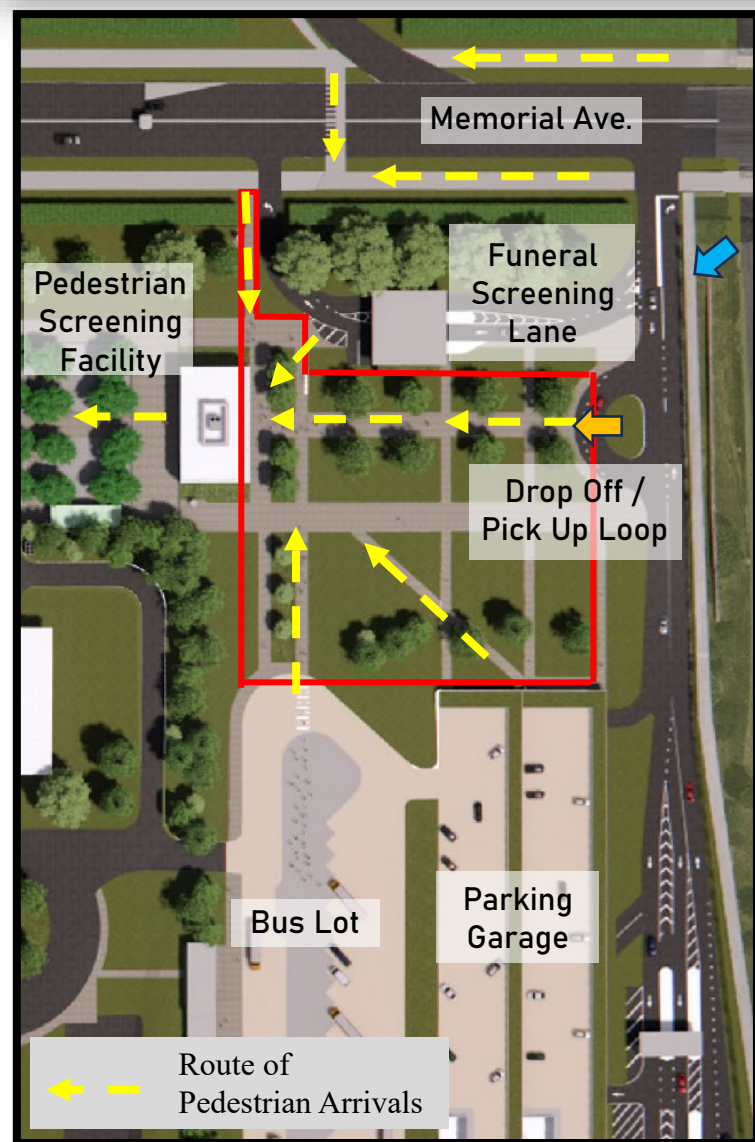


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Zone 2 – Arrivals Plaza, Improved Pedestrian Circulation

- Arrivals Plaza centrally located and connected to various transportation hubs
 - North – Pedestrians from Memorial Ave., Metro, personal bike rack in Arrival plaza, bike / scooter share at 110 Entrance Ramp
 - East – Rideshare/taxi/personal vehicle drop off/pick up, personal bicycle rack, alternate bus drop off / pick up at Funeral Screening Area
 - South – Visitor and Staff Parking Garage and Bus Lot
- Sidewalk pattern is nod to 1932 McMillan Plan for National Mall



Sidewalk to Pedestrian Screening Facility
from Drop Off / Pick Up Loop

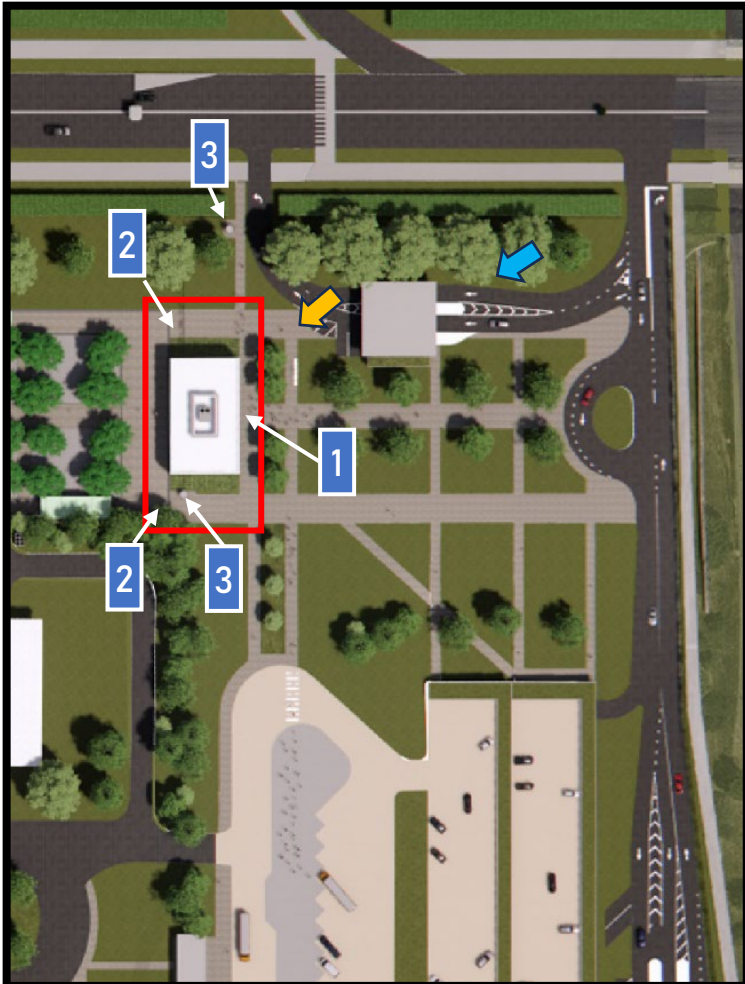


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Zone 2 – Pedestrian Screening Facility

Key Map



- 1** Main Entrance is oriented correctly towards arriving visitors; intuitive entrance to ANC.
- 2** Two gates on north and south side of building for pedestrian exit only. Open daily from 8 AM – 5 p.m.
- 3** After 5 p.m., gates close and visitors can exit ANC using two turnstiles to get onto Memorial Ave. Turnstiles intentionally set back from Memorial Ave. to preserve viewshed



Front Entrance (view to SW)

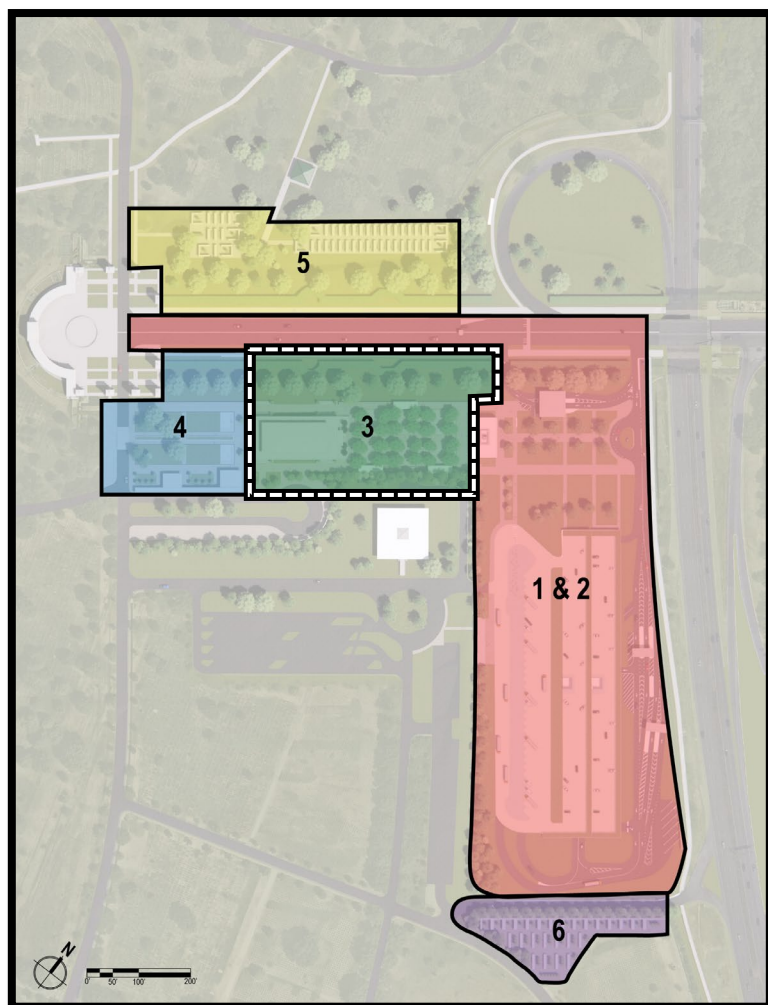


Front Entrance (view to west)

Pedestrian
Screening
Facility



(Zone 3) Central Plaza and New Welcome Center – Project Goals



- New Welcome Center
 - Design correctly and modernize to provide adequate exhibit, theater, and educational spaces, and improve pedestrian circulation
 - Reduce noise, congestion, and unnecessary foot traffic to provide solemn and dignified exhibit spaces
 - Design to align with ANC architecture style
- Demolish existing Welcome Center after new Welcome Center is operational
- Construct Central Plaza to create a dignified entrance to new Welcome Center and hallowed grounds. Create outdoor spaces for artifacts, monuments, memorials, and educational signage
- Phase construction to mitigate impacts to the visitor experience



Key Map



Zone 3 – Central Plaza

- Includes ~45,000 SF of stately landscaping, paths, gardens, benches, and “saluting” cantilevered shelters.
- Endless potential to use the parterres for monuments, educational signs, artifacts, memorials, and sculptures to begin the visitor’s ANC experience and setting the tone before entering the new Welcome Center.
- Construct Central Plaza in footprint of existing Welcome Center, after new Welcome Center is operational and after demolition of existing Welcome Center





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Pedestrian Screening
Queuing Lanes



Pedestrian Screening Area
& Exhibit Hall with / Glass
Atrium



Zone 3 – Issues with Existing Welcome Center

- Built in 1990, the Welcome Center was not intended to include pedestrian screening area. Exhibit space was repurposed for screening area and now processes over 3 million visitors per year. Building is often crowded, noisy, and diminishes the visitor's overall experience.
- Building layout does not follow linear progression from bus lot / parking garage to Eisenhower Dr. crosswalk. Most visitors walk back through the Welcome Center to exit to the parking lot, unaware there is an exit on the north side of building.
- Primary restrooms, water bottle refill station, and bookstore add to congestion and noise.
- Tram Ticketing Office located inside Welcome Center and not next to Tram operations. Not intuitive.
- Spaces
 - Large glass atrium allows direct sunlight and harmful ultraviolet light into exhibit hall, reducing ANC's ability to put many artifacts on display
 - No theater to quickly educate visitors on ANC's history, especially for frequent large school and tour group attendees.
 - Flex space for rotating exhibits, multi-purpose room, etc.

Pedestrian Screening Area



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Zone 3 – New Welcome Center Exterior

Key Map



Entrance to New Welcome Center (east side of building)



West Side of Building (facing south)

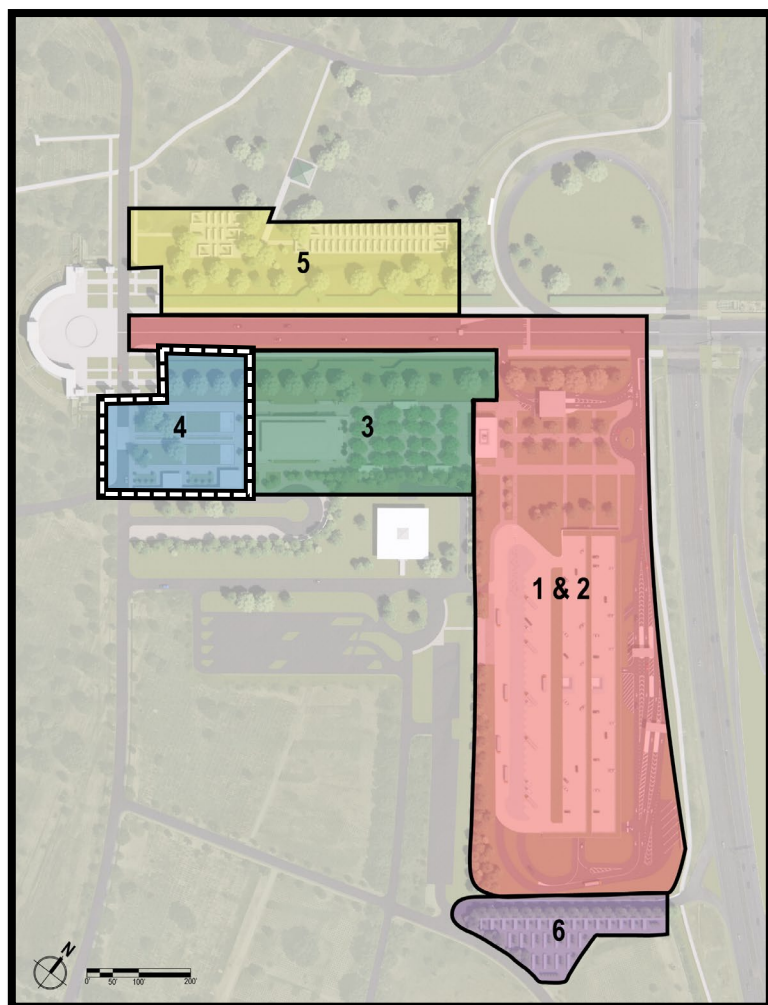


New Welcome Center Exit (west side of building)

Exit to Parking Garage



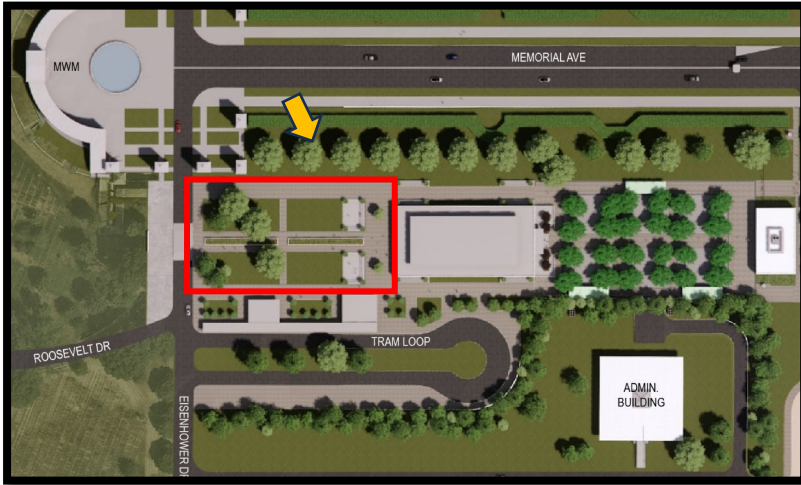
(Zone 4) Area West of Welcome Center – Project Goals



- Plaza West of Welcome Center Improvements
 - Provide educational, interpretive, and information areas
 - Better utilize outdoor areas to extend the visitor experience and educational opportunities after the Welcome Center
- Provide restrooms for high-pedestrian traffic areas
- Improve Tram Operations
 - Locate Tram staff and Ticketing Office next to Tram operations
 - Provide modern and expanded tram passenger queuing shelter
 - Additional pavement for tram car parking
- Remove unused Funeral Parking Lane #5 and replace with privacy screening for funeral parking lot
- Improve pedestrian circulation at Eisenhower Drive intersection



Key Map



Zone 4 – Plaza West of New Welcome Center Improvements

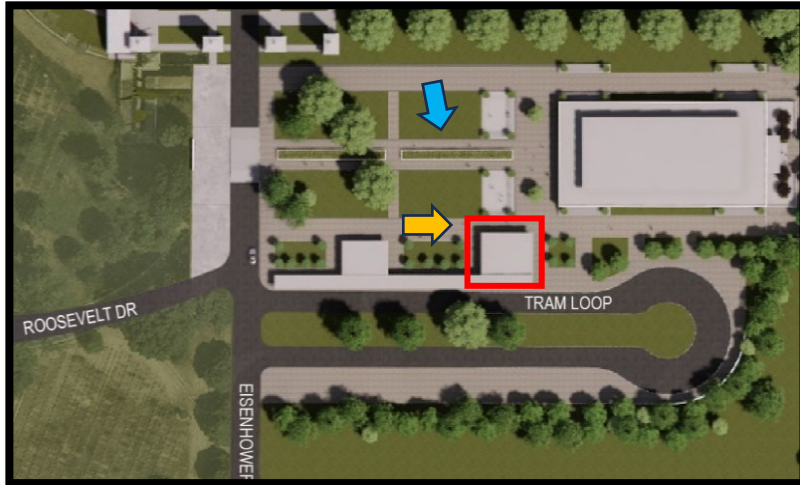
- ~45,000 SF of stately landscaping, paths, gardens, benches
- Two amphitheaters to help large school and tour groups congregate and provides outdoor educational accommodations
- Endless potential for monuments, educational signs, artifacts, memorials, and sculptures to continue telling the ANC story after the Welcome Center as visitors transition to the hallowed cemetery grounds





Zone 4 – Restroom Facility

Key Map

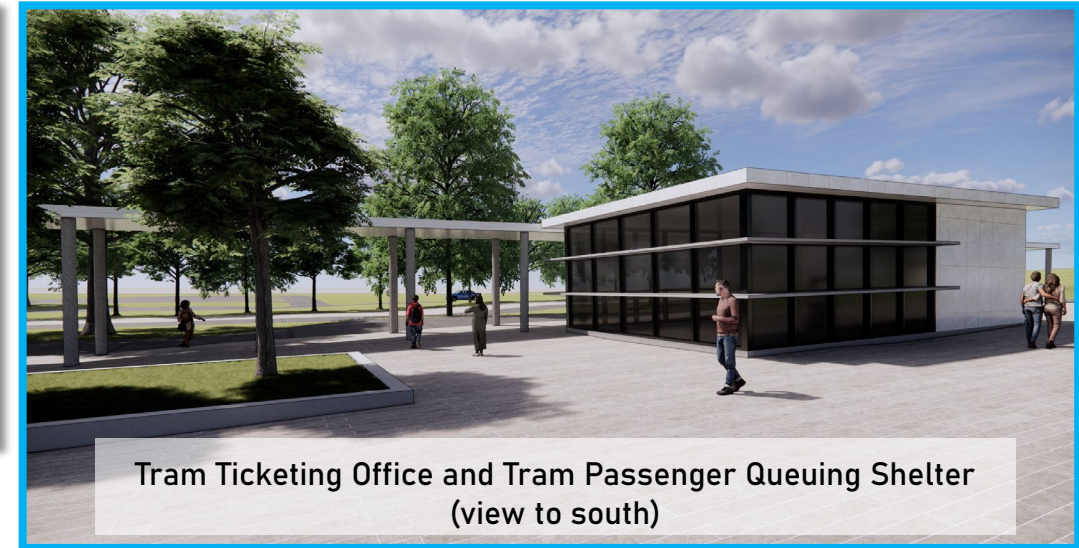
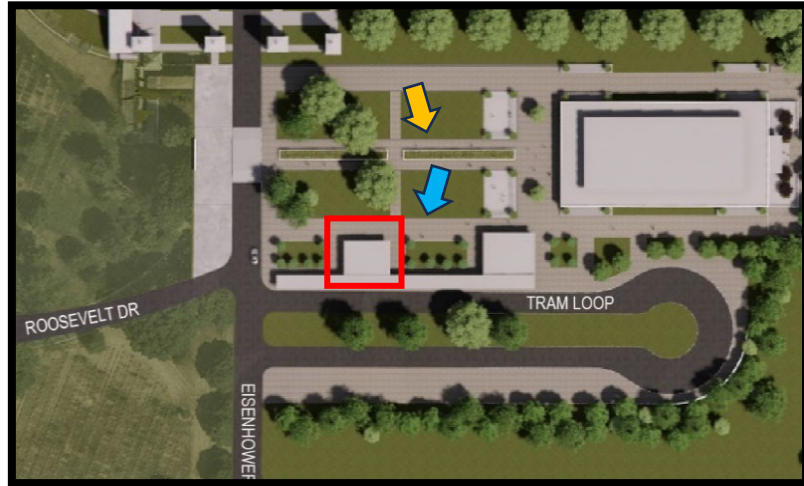


- Provides restroom facility at high-pedestrian traffic area and reduces reliance on Welcome Center's restroom, thus reducing congestion and noise in Welcome Center
- Men, Women, Single Use toilets (34)
- Drinking fountain / bottle refill stations



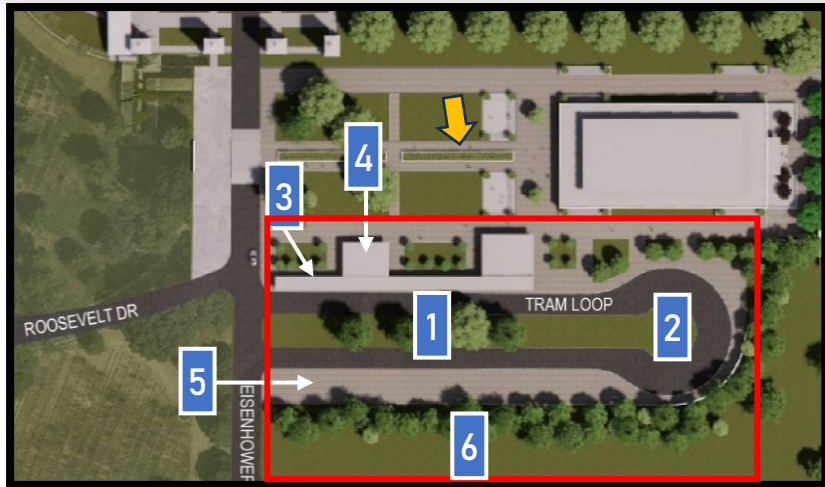
Zone 4 – Tram Ticketing Office and Shelter

Key Map



- Tram Ticketing Office to be relocated next to Tram operations. Reduces congestion and noise in Welcome Center and places staff next to operations
- Modern architecture and expanded Tram passenger queuing shelter





Key Map

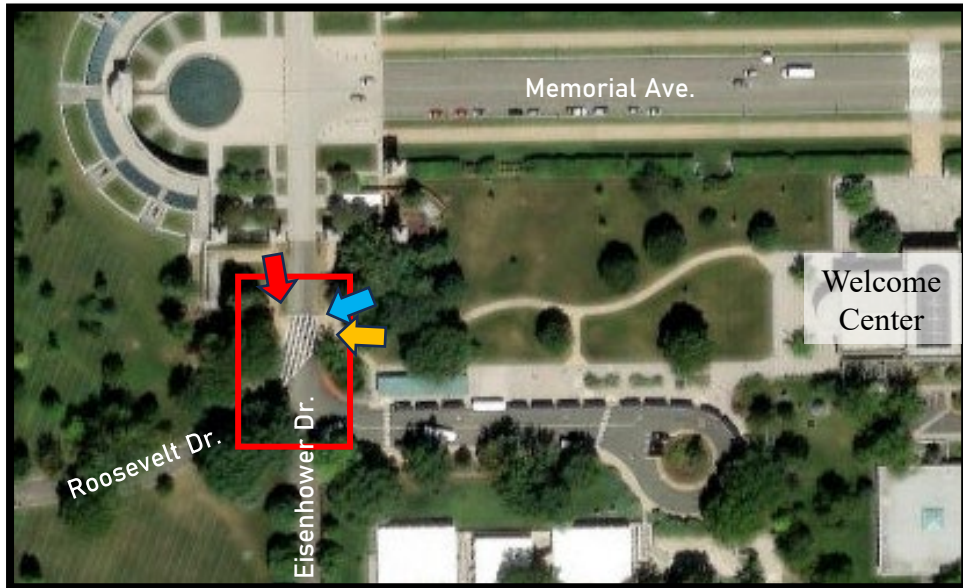
Zone 4 – Tram Improvements

- 1** Shift Tram Loop to the south approx. 60' to provide space for new buildings, sidewalk and tram shelter. Preserving white oak trees as part of median
- 2** Increase Tram Loop size to accommodate additional tram cars needed during busy season
- 3** Pedestrian Queuing Shelter expansion
- 4** Tram Ticketing Office
- 5** Tour Bus Drop-off / Pickup
- 6** Demolition of Funeral Lane #5 pavement. Replaced with trees, landscaping, and berm for privacy screening between Tram operations and Funeral Parking Lot



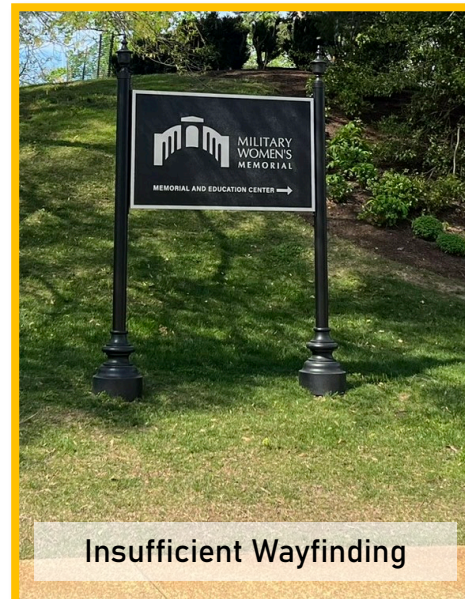


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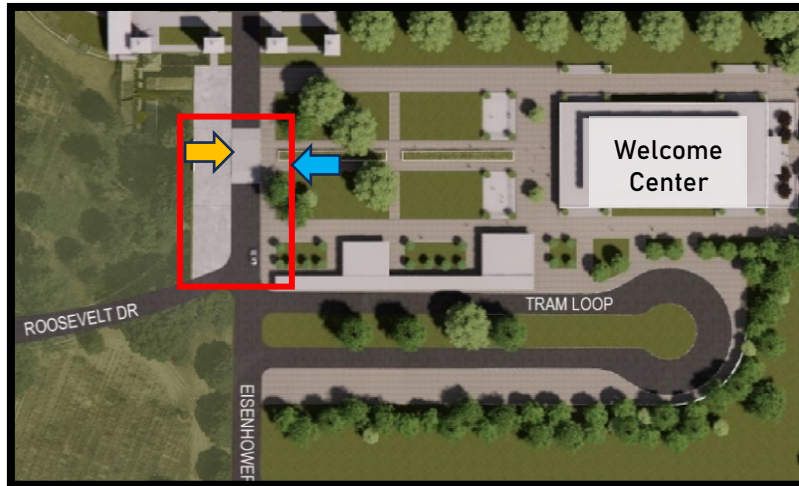
Zone 4 – Conflicts at Eisenhower Drive Crosswalk

- Expansive crosswalk striping makes it difficult for Visitor Assistance Staff to control intersection when vehicles are driving thru, often leading to chaotic environment, diminishing the visitor experience
- Crosswalk visually directs visitors to walk up Roosevelt Dr. and ignore the Military Women's Memorial sign and museum. No signage for points of interest north of hemicycle such as President Taft gravesite, Custis Walk





Key Map



Zone 4 – Eisenhower Drive Crosswalk Improvements

- Raised granite paver crosswalk to provide pedestrians with visual cue to walk straight. Ornamental bollards and chains help prevent “short cutting”
- Retaining wall on west side of Eisenhower Dr. creates a larger plaza for pedestrians to queue while waiting to cross the street
- Retaining wall doubles as signage to direct visitors to points of interest
- Roosevelt Dr. intersection shifted ~60’ south to help deconflict with Eisenhower Dr. crosswalk and better align with Tram Loop



Eisenhower Dr. Crosswalk (looking east)

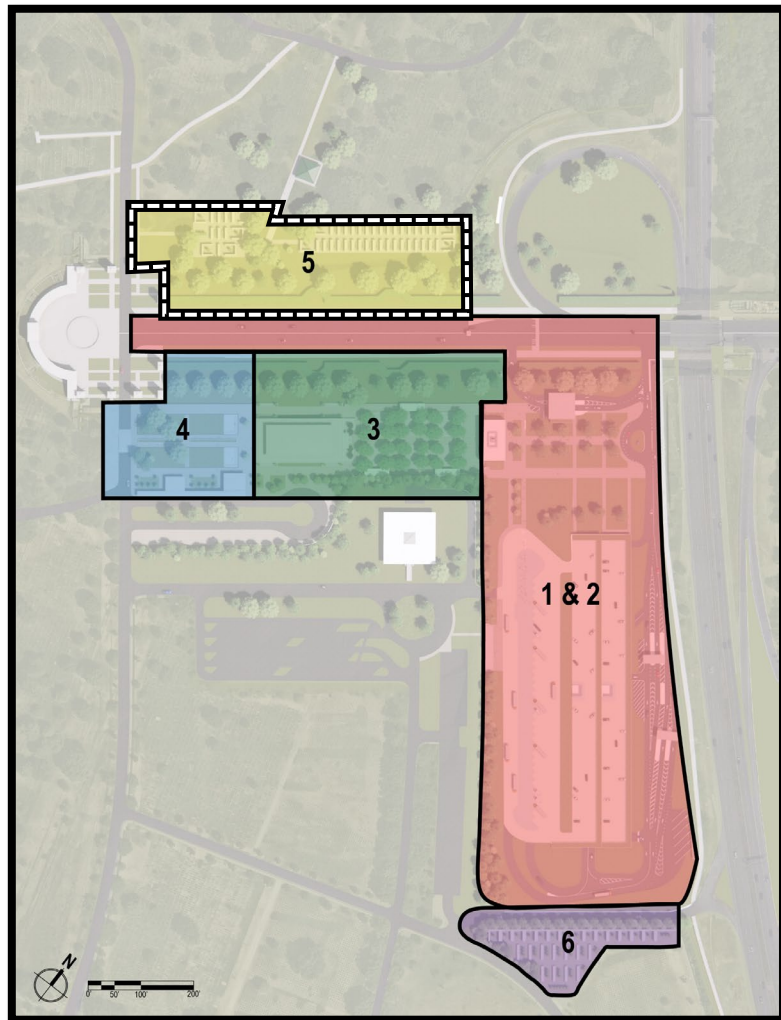


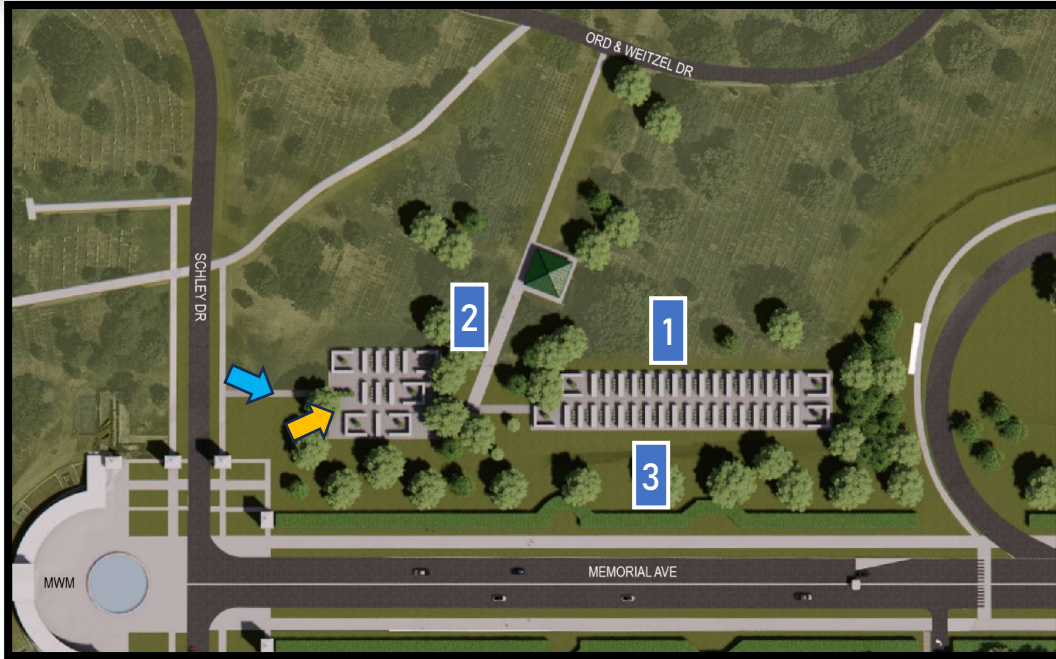
Eisenhower Dr. Crosswalk (looking west)



(Zone 5) Flex Space North of Memorial Avenue – Project Goals

- Increase burial capacity to support and extend ANC's primary burial mission
- Pedestrian Circulation Improvements



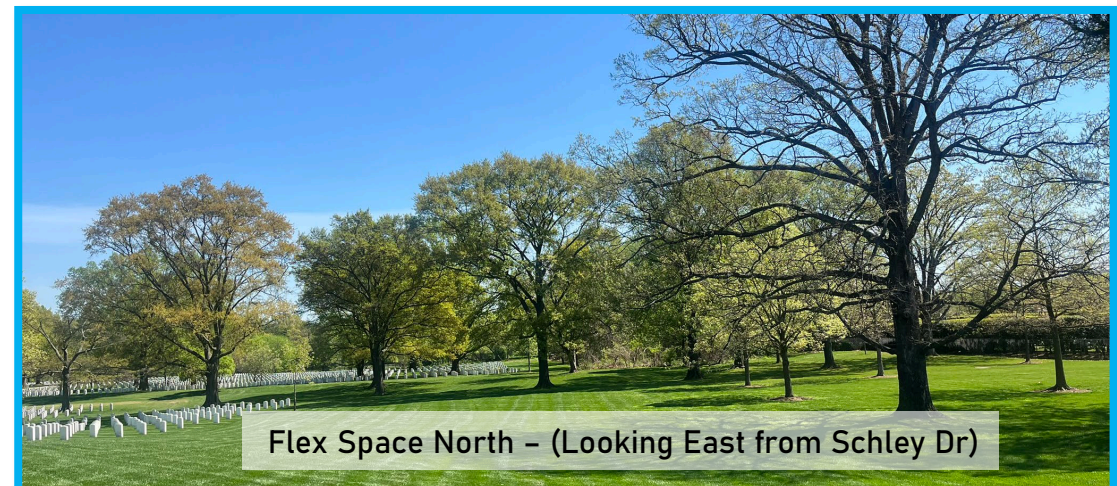


Zone 5 – Columbaria

- 1 ~10,000 niches. Utilizing a combination of 5-high, U-shaped and linear niche walls
- 2 West and East columbaria, with utility corridor between Committal Shelter and sidewalk to Ord & Weitzel Dr. on utility corridor. Sidewalk to Schley Dr.
- 3 Preserve trees. Fill ditch and grade area.



Niche Walls



Flex Space North – (Looking East from Schley Dr)

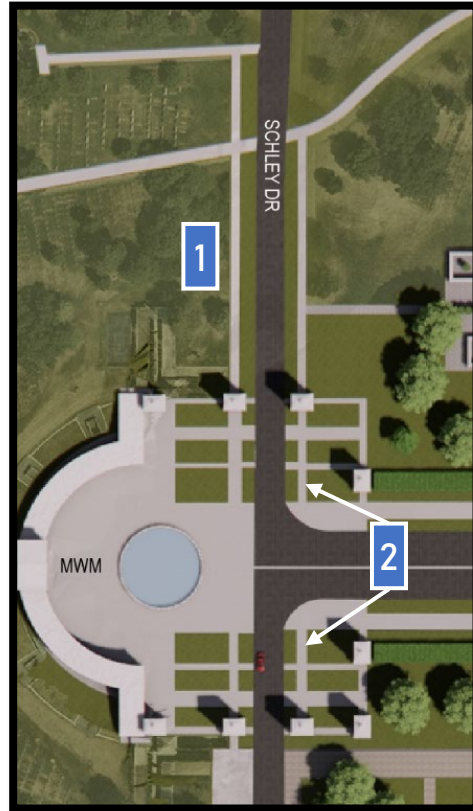


Zone 5 – Pedestrian Circulation Improvements

- 1** Construct 300' of sidewalk on west side of Schley Dr. from MWM to Custis Walk and President Taft Gravesite.
Will eliminate need for pedestrians going from MWM to Custis Walk to cross Schley Dr. twice.
Will eliminate need for pedestrians to walk on the road (Schley Dr.) between Custis Walk and President Taft gravesite
- 2** Construct (2) 30' sidewalk segments at west end of Memorial Ave. at intersection to reduce pedestrians walking through grass



Existing

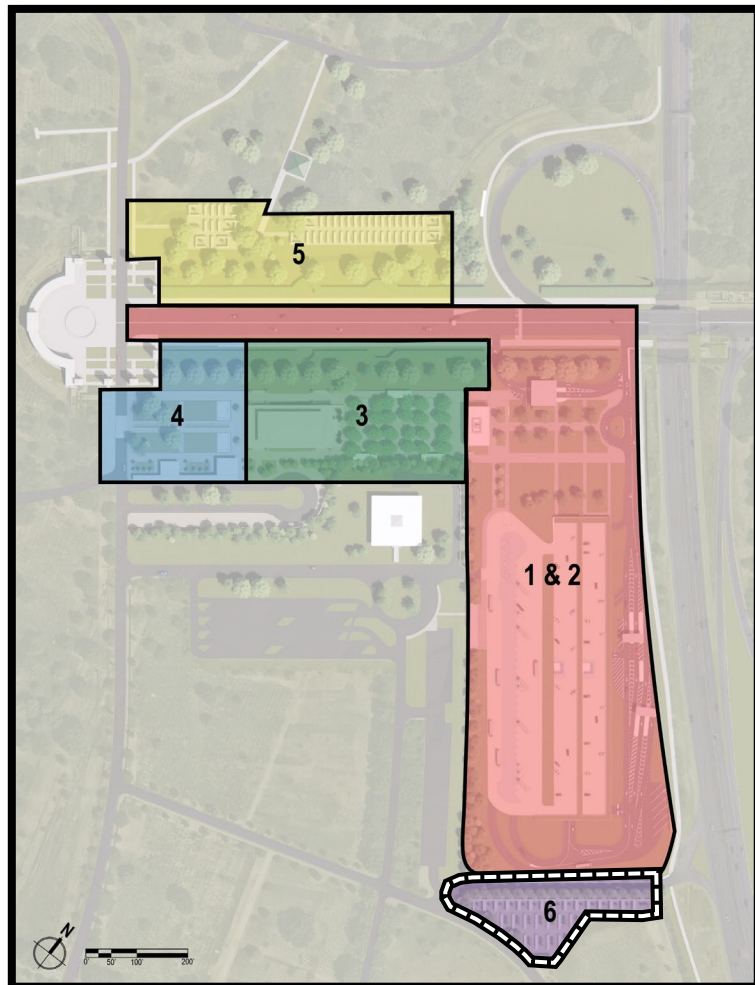


Proposed



(Zone 6) Flex Space South of Parking Garage – Project Goals

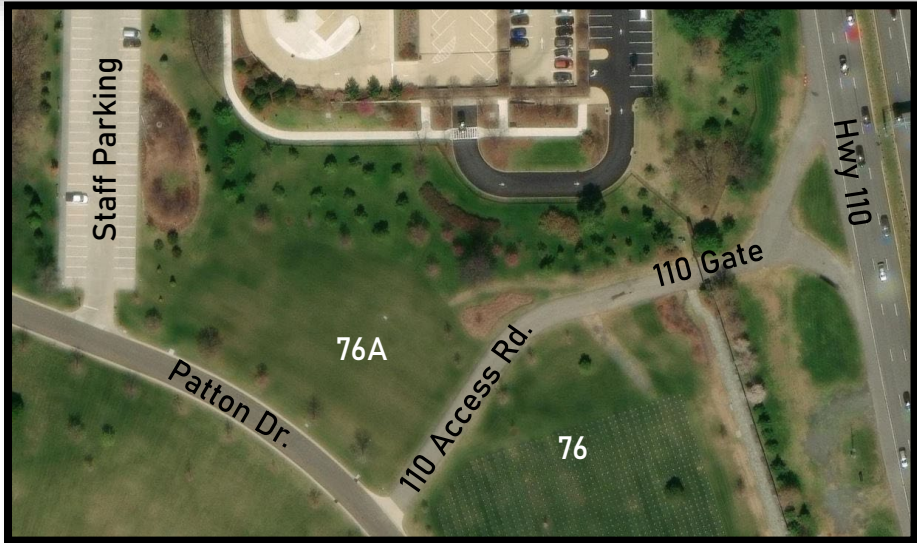
- Realign 110 Gate Access Road to facilitate burial sections 76 and 76A to become a contiguous burial section 76
- Increase burial capacity to support and extend ANC's primary burial mission





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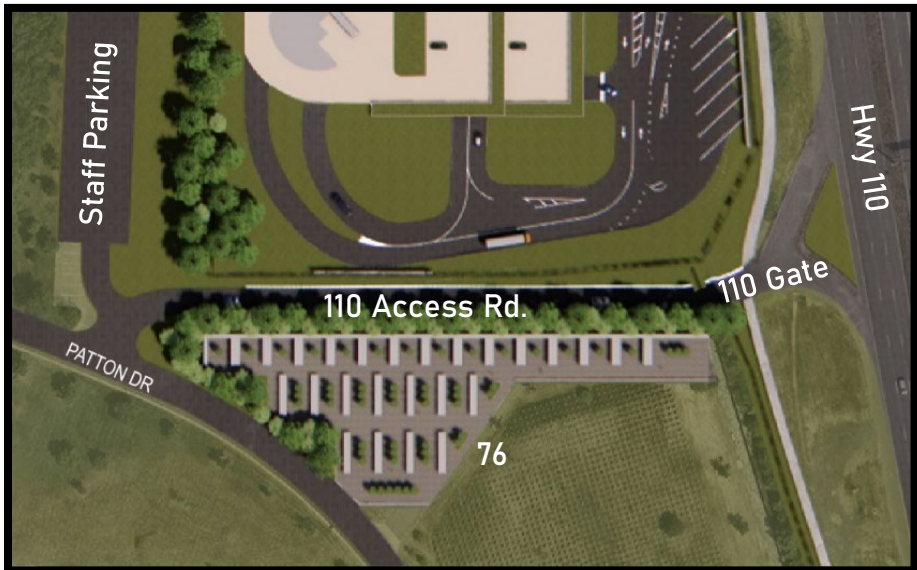
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Zone 6 – Realign 110 Gate Access Road

Existing

- 110 Gate Access Road bisects Sections 76A and 76, limiting Flex Space South development options
- Section 76A mostly open field with some small trees



Proposed

- Provides contiguous Section 76
- New intersection at Patton Dr. will require portion of staff parking lot to be demolished. Reducing parking spaces by up to 25 vehicles.
- Requires utilities relocation

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Zone 6 – Increase Burial Capacity

- ~5,500 above-ground niches using combination of 3-high and 5-high niche walls
- Trees between niche wall and parking garage for visual barrier to provide dignified burial space





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End of Presentation

Presentation will restart in a moment...



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