

Description of the Proposed Action and Alternatives (DOPAA)

Entry Corridor Area Improvements

Arlington National Cemetery, Virginia

September 2024



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Deliverable: Description of the Proposed Action and Alternatives (DOPAA)
Project: Entry Corridor Area Improvements
Prepared for: USACE Norfolk District
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Location: Arlington National Cemetery, Virginia

Contract No: W9123622D2005
Task Order No: W9123624F0023

Date: September 2024



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Description of the Proposed Action and Alternatives (DOPAA)
Entry Corridor Area Improvements
Arlington National Cemetery; Arlington, Virginia

Responsible Agency: Army National Military Cemeteries (ANMC)

Affected Location: Entry Corridor located at Arlington National Cemetery; Arlington, Virginia

Report Designation: Description of the Proposed Action and Alternatives (DOPAA)

Abstract: This DOPAA supports the National Environmental Policy Act (NEPA) Process for the proposed establishment of entry corridor area improvements to Arlington National Cemetery (ANC) in order to improve the facilities, infrastructure, transportation access and circulation, and overall experience for visitors, staff, and most importantly the families of deceased veterans.

Founded in 1864 during the American Civil War with just 200 acres, ANC has grown in both size and significance as our nation's premier burial ground to honor those who have served our nation. Today, Memorial Avenue serves as the main public entrance to ANC, welcoming millions of visitors annually. These visitors include dignitaries, families, and tourists. The cemetery hosts over 6,000 funerals and numerous ceremonies each year, garnering international recognition. The ANC Real Property Master Plan (RPMP), finalized in August 2022, outlines Area Development Plan 1 (ADP1): Entry Corridor as a critical initiative to improve transportation and security, increase burial capacity, and improve the visitor's experience while upholding the site's solemnity.

Key upgrades under ADP1 include: circulation and signage improvements on Memorial Avenue, improvements to the parking garage circulation and efficiency, vehicle screening facilities, constructing a standalone Pedestrian Security Screening Facility east of the Welcome Center to centralize security operations and repurpose the Welcome Center for interpretive purposes, construct a new Welcome Center that includes adequate and suitable exhibit and interpretive spaces, new plazas with educational components and interpretive gardens, stand-alone restroom facilities that are ideal in size and location, creating a new tram ticketing office and tram shelter and queuing lane space, improvements to the Eisenhower Dr. and Roosevelt Dr. crosswalk, improving pedestrian circulation with new sidewalks, increased and improved signage and wayfinding, and transforming land north of Memorial Avenue and south of the parking garage into additional burial space to support ANC's burial mission. These numerous and diverse set of improvements aim to increase burial capacity, modernize facilities and provide adequate exhibit and educational spaces, improve pedestrian and vehicle circulation, improve the visitor's experience, and preserve the reverence of Arlington National Cemetery for generations to come.

This DOPAA would become the first two chapters of an Environmental Assessment, should USACE proceed with that level of NEPA evaluation for the Proposed Action. Written comments and inquiries regarding this document should be directed by email to Mr. Steven T. Crawford at usarmy.pentagon.hqda-anc-osa.mbx.planning-division@army.mil or by postal mail at the following address:

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Abbreviations and Acronyms

ATFP	Anti-Terrorism Force Protection
ACHP	The Advisory Council on Historic Preservation
ACPs	Access Control Points
ADP1	Area Development Plan 1
ANC	Arlington National Cemetery
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFA	Commission of Fine Arts
CFR	Code of Federal Regulations
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
DOPAA	Description of the Proposed Action and Alternatives
EA	Environmental Assessment
EIS	Environmental Impact Statement
EO	Executive Order
FONSI	Finding of No Significant Impact
MS4	Municipal Separate Storm Sewer System
NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
POV	Privately Owned Vehicle
RCRA	Resource Conservation and Recovery Act
ROM	Rough Order of Magnitude
RPMP	Real Property Master Plan
SHPO	State Historic Preservation Office
USACE	United States Army Corps of Engineers
UV	Ultraviolet
VDEQ	The Virginia Department of Environmental Quality
VOS	Visitor Operations Services

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Section 1 Purpose of and Need for the Proposed Action

1.1 Introduction

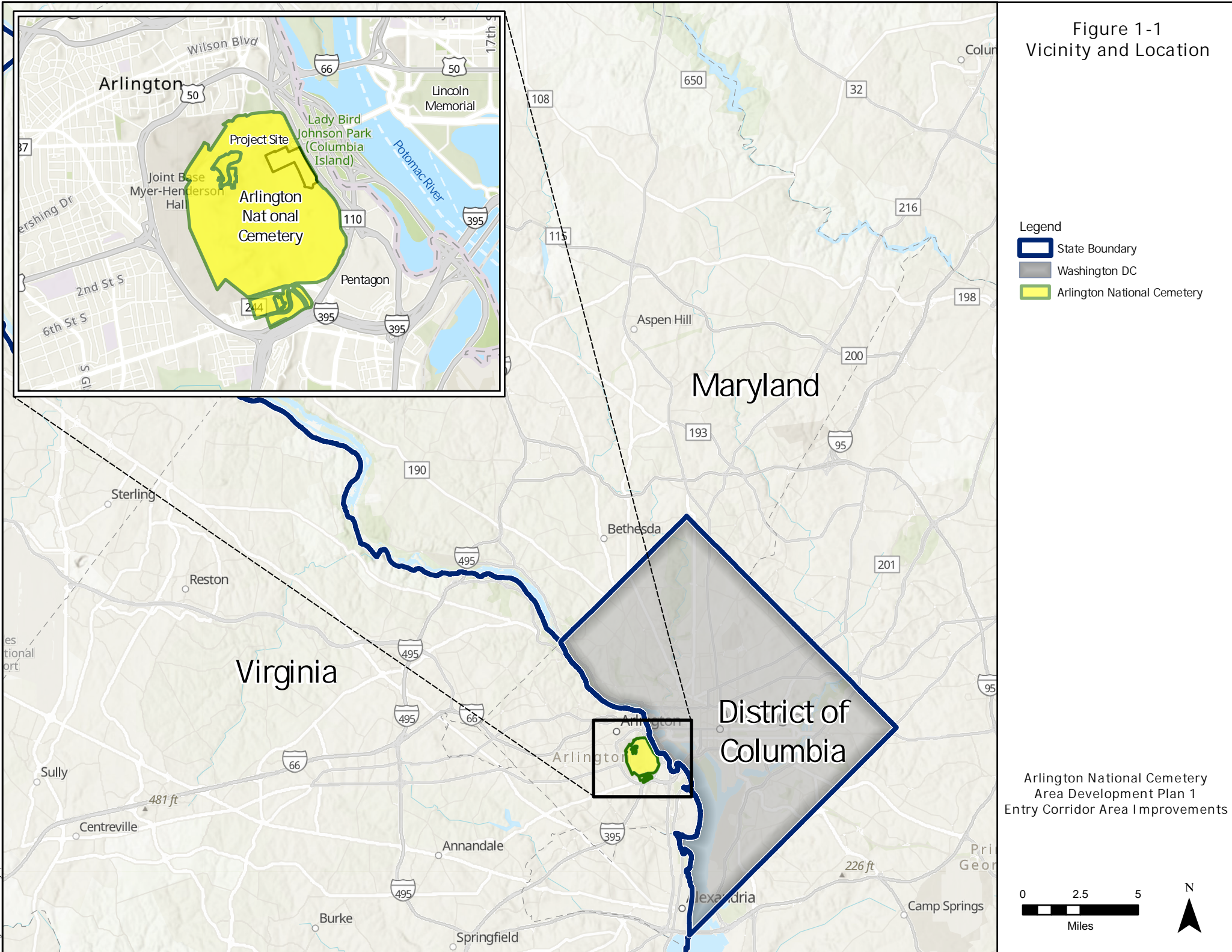
Arlington National Cemetery (ANC) is our nation's most hallowed ground. The cemetery consists of 639 acres and is the final resting place of over 400,000 eligible veterans, active-duty service members, and their families located in Arlington County, Virginia¹ (See **Figure 1-1**). The cemetery receives millions of visitors each year -including visits from the President of the United States, other dignitaries, family members of the deceased, and millions of visitors from around the world. More than 6,500 funerals are conducted yearly at ANC¹. Additionally, up to 3,000 other ceremonies occur regularly, such as: commemorations, dedication/wreath ceremonies, and dignitary visits¹. These ceremonies and funerals often receive the intense focus of the press and other media. ANC's mission is to honor the sacrifices of American service members and their families for generations to come.

One of the ways ANC honors its mission is by continuously identifying ways to increase the burial capacity of the cemetery while also improving the visitor experience. To achieve these goals, ANC is undertaking a series of enhancements aimed at improving transportation and pedestrian circulation, security, operational efficiency and visitor experience, particularly in the critical location described in the ANC Real Property Master Plan (RPMP) as Area Development Plan 1 (ADP1). ADP1, or "Entry Corridor Area", is located in the northeast section of the cemetery and serves as the primary visitor and ceremonial entrance to ANC (See **Figure 1-2**). It includes significant facilities such as the Welcome Center, POV and Bus Parking Garage, Administration Building, Military Women's Memorial, and various support areas. Covering approximately 35 acres, this area is pivotal for managing the high volume of visitors and ceremonial activities. The improvements would address various operational challenges and enhance the experience for visitors, funeral attendees, and staff.

This Description of the Proposed Action and Alternatives (DOPAA) would clarify the purpose and need of the proposed actions in ADP1 and provide reasonable alternatives to be analyzed in an environmental study, such as an Environmental Assessment (EA). The EA would analyze the potential for significant environmental impacts associated with the Proposed Action and alternatives, including the No Action Alternative. This DOPAA would become the first two chapters of the EA, should ANC proceed with that level of National Environmental Policy Act (NEPA) review for the Proposed Action. The environmental documentation process associated with preparing the DOPAA is carried out in compliance with the NEPA; the Council on Environmental Quality's (CEQ's) Regulations Implementing NEPA (Title 40 Code of Federal Regulations [CFR] §§ 1500–1508); and the Army NEPA regulation at 32 CFR Part 651 (Environmental Analysis of Army Actions).

¹ The Department of The Army. (n.d.). History of Arlington National Cemetery. Arlington National Cemetery. <https://www.arlingtoncemetery.mil/Explore/History-of-Arlington-National-Cemetery>

Figure 1-1
Vicinity and Location



Legend

- State Boundary
- Washington DC
- Arlington National Cemetery

Arlington National Cemetery
Area Development Plan 1
Entry Corridor Area Improvements

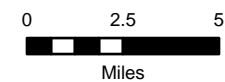
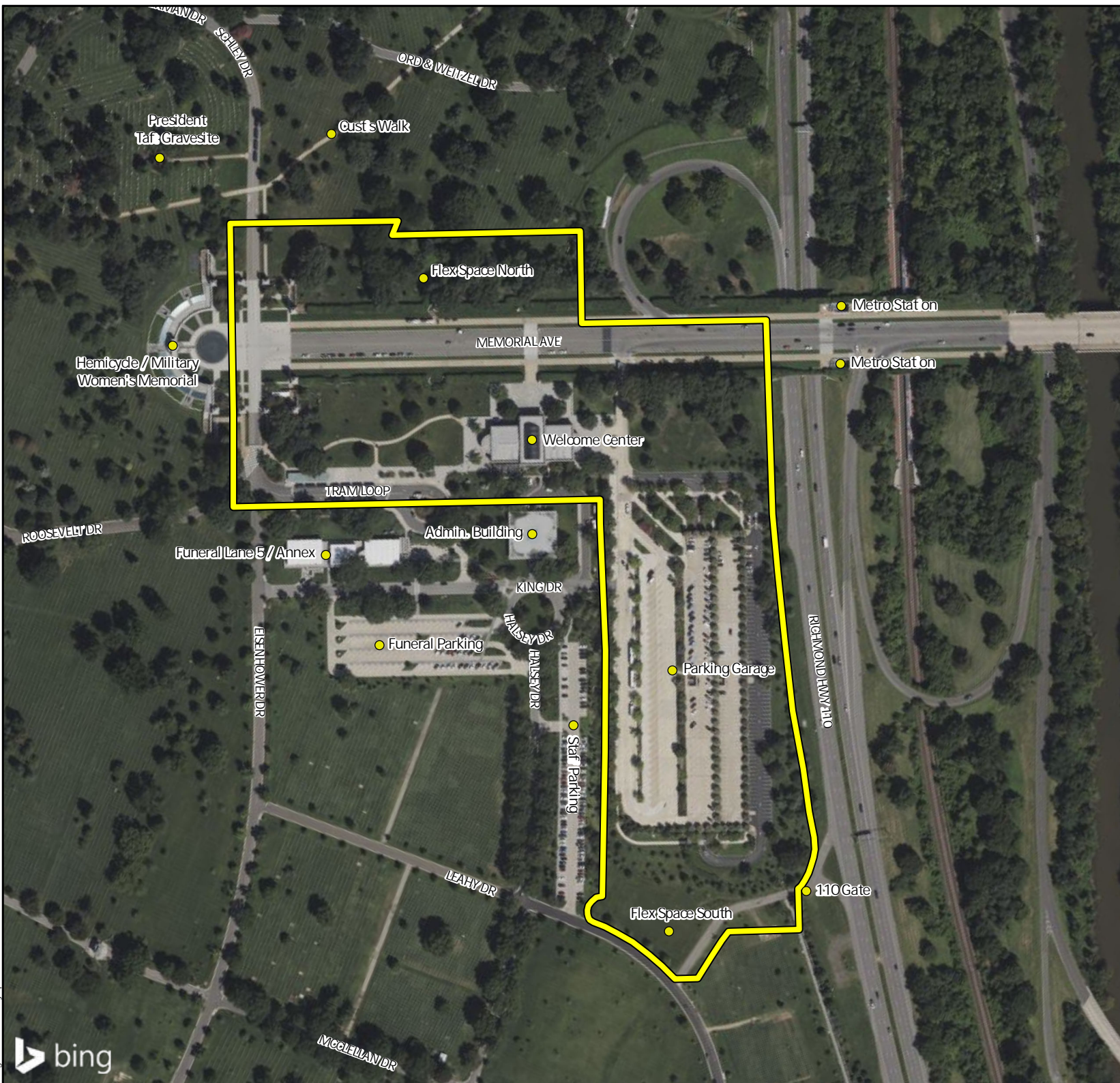


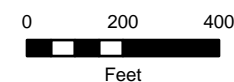
Figure 1-2
Project Site



Legend

- Project Boundary
- Points of Interest

Arlington National Cemetery
Area Development Plan 1
Entry Corridor Area Improvements



1.2 Purpose of and Need for the Proposed Action

1.2.1 Need

The current ANC Entry Corridor Area requires improvement projects to address transportation and pedestrian circulation, security, operations, visitor experience, and burial capacity issues. Additional parking capacity is required to address the demands of bus and vehicular traffic. Road layouts and outdated traffic designs cause confusion for some visitors, which are further compounded during periods of high congestion and funerals. There is currently no metropolitan bus stop at ANC and no convenient mode of transportation for visitors to travel from the National Mall across the Potomac River to ANC. Those traveling on foot traverse the almost one mile of sidewalks that connect the Lincoln Memorial, across Arlington Memorial Bridge and continuing along Memorial Avenue, to ANC's monumental entryway.

Security improvements are necessary to ensure the continued protection of the visitors, staff and cemetery grounds. The current movement of pedestrians within ANC must also be considered to ensure a safe separation of pedestrian and vehicular traffic flow.

The current Welcome Center lacks educational space, a theater, and sufficient exhibit space to display ultraviolet (UV) sensitive artifacts, impeding the ability of ANC historians to relay information about ANC and honor its history (part of the ANC mission statement). The current Welcome Center also includes the primary restrooms for ANC visitors, further contributing to the noise and congestion of large groups gathered outside the restrooms near the exhibit hall. The outdoor area west of the Welcome Center lacks restrooms, efficient tram car capacity and operations, and outdoor educational and interpretive garden spaces that would fulfill ANC's vision.

Along with the proposed Entry Corridor Area improvements, additional burial space is required to support the continued burial mission of ANC. Current space at ANC is limited and reduced weekly. The interment/inurnment demands of eligible veterans must be addressed to preserve ANC as an active military cemetery.

These improvements are needed to improve transportation and pedestrian circulation, security, operations, visitor experience, and increase burial capacity, ensuring that ANC continues to meet its Vision and Mission.

1.2.2 Purpose

The purpose of the Proposed Action is to address inadequacies and inefficiencies in the Entry Corridor Area (i.e. ADP1) of the ANC as outlined in the RPMP. Per the RPMP, the objectives of the Proposed Action include:

- » Improving Transportation and Pedestrian Circulation, and Wayfinding
- » Security Improvements
- » Improving both the Welcome Center and Overall Visitor Experience
- » Increasing Burial Capacity

1.2.2.1 Improving Transportation and Pedestrian Circulation, and Wayfinding

As noted in the need as well as the ANC RPMP, the current ANC Entry Corridor Area requires improvements to address transportation and pedestrian circulation. More specifically, there is insufficient space, poor vehicular circulation, congestion, and pedestrian conflicts that require resolution. These inefficiencies are currently being resolved using

temporary solutions, such as unsightly traffic control measures, temporary signage, and barricades. There is additionally inadequate support for pedestrian/bicycle routes, tram parking and access, and buses. Visitors routinely experience wayfinding issues along Memorial Avenue as well as throughout the arrivals area and Welcome Center.

The proposed action would provide improvements to the transportation and pedestrian infrastructure that resolve confusing layouts, reduce congestion, and improve overall circulation and visitor experience. These improvements would include the following actions, as outlined in the RPMP:

- » Creation of a new roadway entrance to the parking garage;
- » Creation of a dedicated funeral screening lane and guard house for funeral attendees to be screened off Memorial Avenue;
- » Creation of a rideshare/drop-off lane;
- » Accommodate access to the future Arlington Memorial Trail along the eastern ANC property boundary;
- » Realignment of Highway 110 Access Road to support contiguous burial sections 76 and 76A and provide columbaria space;
- » Reconfiguration of the tram car loop roadway and addition of parking space;
- » Additional sidewalks for better circulation and realignment of pedestrian crosswalks and placement of additional signage; and
- » Installation of associated security upgrades to ensure continued compliance with Army Access Control Points (ACPs) and Minimum Antiterrorism Standards as specified in UFC 4-010-01.

1.2.2.2 Security Improvements

There are currently outdated and poorly located security measures that require resolution within the Entry Corridor Area. The current Welcome Center was built in 1988, before the events of 9/11. After 9/11, part of the Welcome Center's exhibit hall was converted into a pedestrian screening area and now processes over 3 million visitors each year. The space was never intended for this security function and has inherent design issues. The proposed action would enhance security measures to protect visitors, funeral attendees and employees against potential threats. The proposed action would also make improvements to security by adding a vehicle screening area to the parking garage and funeral screening lane, vehicle traffic measures at the mobile guard trailer on Memorial Avenue, and integrating a new Pedestrian Screening Facility into the security perimeter, and improved security fencing. The facility would meet Army Access Control Points (ACPs) and Minimum Antiterrorism Standards as specified in UFC 4-010-01, with final security measures to be coordinated with ANC Security Personnel.

1.2.2.3 Improving Both the Welcome Center and Overall Visitor Experience

The existing Welcome Center presents several issues: the current sideways orientation of the building to the parking garage results in wayfinding issues for visitors, the large glass atrium allows damaging UV light to infiltrate the exhibit hall preventing the display of many historical artifacts, and the pedestrian screening and primary restroom functions in the building cause overcrowding and noise issues. The proposed action would be to reconfigure the Welcome Center to improve wayfinding, eliminate UV radiation, add theater and separate exhibit rooms that would help reduce congestion and noise. Two additional restroom facilities, one at the parking garage and the other west of the new Welcome Center, would provide more convenient restroom locations and alleviate noise and congestion in the Welcome Center's solemn exhibit hall spaces. The action would also include the addition of a formal entrance to cemetery grounds, interpretive educational space, gardens, and gathering areas such as amphitheaters for tours and

large groups. These improvements will provide ANC historians with an opportunity to create thoughtful exhibits to educate visitors and honor ANC's rich history and provide an improved visitor experience for both funeral attendees and visitors alike.

1.2.2.4 Increasing Burial Capacity

Providing sufficient burial capacity would enable ANC to serve projected demand of eligible veterans and active-duty service members and their eligible family members. The cemetery is currently experiencing a heavy demand for burials. The Army, as custodian of this hallowed site, is committed to the cemetery's iconic nature and its long-term legacy. As part of the action, flex spaces identified north of Memorial Avenue and south of the parking garage would serve as new columbaria and increase burial capacity at ANC by approximately 15,500.

1.3 EPA and Other Compliance Requirements

The Proposed Action requires compliance with federal and state regulations including:

- » NEPA – ANC is the lead agency responsible for evaluating potential environmental impacts resulting from its actions. The preparation of an EA has two potential outcomes: a finding of no significant impact (FONSI) or the requirement to prepare an EIS in the event of significant impacts.
- » Clean Air Act (CAA) of 1970 – The EPA is the agency responsible for enforcing air quality standards. An air quality conformity determination is necessary to comply with the General Conformity Rule.
- » Clean Water Act of 1977 (CWA) – The CWA forms the basis of efforts to control pollution of the nation's surface waters, including wetlands. Under the CWA, discharges of pollutants into navigable or surface waters, either directly or indirectly, are permitted through the National Pollutant Discharge Elimination System (NPDES).
- » The National Historic Preservation Act of 1966 (NHPA) – The Advisory Council on Historic Preservation (ACHP) and the Virginia Department of Historic Resources are the agencies responsible for promoting the preservation of archaeological and historic sites. Under this Act, eligible or listed National Register of Historic Places sites are evaluated for possible impacts from federal actions. ANC is the lead agency responsible for compliance with Section 106 of the act, requiring the avoidance or mitigation of adverse effects to historic properties.
- » Resource Conservation and Recovery Act of 1976 (RCRA) – This federal law requires identification of hazardous waste, standards for management, and the provision of guidelines and financial aid to establish state waste management programs.
- » Virginia Coastal Zone Management Program – The Virginia Department of Environmental Quality (VDEQ) is the agency responsible for protecting and managing coastal zone resources. A Coastal Zone Management Act (CZMA) Consistency Determination is required by federal and state agencies whose actions may affect coastal resources in Virginia. Arlington County is in Virginia's coastal zone.
- » Virginia Stormwater Management Act – The VDEQ is the state agency responsible for approving the Construction General Permit for activities equal to or larger than one acre. The expanded section of the cemetery would fall under ANC's existing Municipal Separate Storm Sewer System (MS4) permit and the proposed County rights-of-way would fall under Arlington County's MS4 permit.
- » Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations – The EO directs federal agencies to identify and address disproportionately high

and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law.

- » EO 13045, Protection of Children from Environmental Health Risks – The EO directs federal agencies to ensure that its policies, programs, activities, and standards address disproportionate environmental health and safety risks to children, to the extent permitted by law.
- » EO 13693 – Planning for Federal Sustainability in the Next Decade – requires federal agencies to maintain leadership in sustainability and greenhouse gas emission reductions and support preparations for the impacts of climate change.

1.4 Intergovernmental and Stakeholder Coordination

In accordance with NEPA requirements, which ensure that environmental information is made accessible to the public during the decision-making process and before any actions are finalized, a public meeting would be conducted to address the proposed changes at ANC. The NEPA regulations require an early and open process for scoping, which helps determine the range of issues and significant concerns related to the Proposed Action. This process ensures transparency and allows for meaningful public and stakeholder engagement.

Executive Order 12372, amended by EO 12416, mandates that federal agencies consult with elected officials from state and local governments who would be directly impacted by the federal proposal. In this context, ANC would notify relevant agencies, stakeholders, and federally recognized Tribes about the Proposed Action and its alternatives. Key stakeholders, including the Commission of Fine Arts (CFA), National Capital Planning Commission (NCPC), and those listed in Section 3 would be engaged in this process.

The public meeting would offer these stakeholders and the general public the opportunity to provide input and voice any concerns regarding the proposed projects. Following the public meeting, a Notice of Availability would be published in local newspapers and on relevant websites approximately 9 months later, and copies of the EA would be distributed to local libraries. Comments received from the public, and other stakeholders, would be considered before making a final decision on whether to issue a FONSI. This process ensures that all relevant viewpoints are considered, enhancing transparency and accountability in the project's planning and approval phases.

Section 2 Description of the Proposed Action and Alternatives

2.1 Selection of Alternatives

The proposed improvements to the Entry Corridor have been methodically divided into three distinct alternatives. Alternative 1 entails minimal improvements, ensuring continuity with existing structures and functionalities. Alternative 2 suggests moderate or medium improvements, aiming to address key deficiencies while maintaining overall coherence. Finally, Alternative 3 proposes significant enhancements, offering transformative changes to elevate the visitor experience and functionality of the ANC Entry Corridor.

2.1.1 Alternative 1

Under Alternative 1, the entrance drive to the parking garage would be relocated 60 feet to the east and a new rideshare loop would be installed. The current entrance of the parking garage would be repurposed as a pedestrian only access point. Separate screening facilities for passenger vehicles and buses would be installed prior to entering the parking garage. New restrooms would be constructed along the ANC security fencing next to the parking garage to alleviate congestion in the Welcome Center, as well as provide additional restrooms for the funeral attendees parked at the funeral parking lot. The entry point for the bus parking would require minor modifications and striping to reverse the flow of traffic. The parking toll lanes would remain unchanged from current conditions.

Minimal improvements would be made to the Welcome Center, including the removal of the current pedestrian security screening on the north side of the building and relocating the main entrance from the north side to the east end of the building. The former pedestrian security screening area in the Welcome Center can be repurposed for additional education and exhibit space. To provide a better visitor experience in the Welcome Center, improved Wi-Fi equipment would address current connectivity issues. To improve security in the Welcome Center security cameras would be installed to alleviate blind spots. Modifications to the controlled perimeter fence would be necessary to align with the new Welcome Center.

A new pedestrian arrival plaza with access off Memorial Avenue would be constructed east of the Welcome Center and would include a stand-alone pedestrian screening facility and adjacent pedestrian turnstiles to allow visitors to exit ANC after closing. The new pedestrian arrival plaza would be configured to allow proper sight lines for ANC security measures.

The area west of the Welcome Center would be modified to include new restrooms, tram ticketing office, tram shelter, and interpretive gardens. A new pedestrian crosswalk would be constructed at the Eisenhower and Roosevelt Drive intersection to improve pedestrian circulation and safety. A new large retaining wall on the west side of the crosswalk would also function as a sign to help direct pedestrians to ANC points of interest. New White Oak trees (*Quercus alba*) would be planted on the north and south side of Memorial Avenue, reestablishing the original tree canopy design from the 1932 Master Plan. Similar to current conditions, a temporary mobile screening trailer primarily used to screen ANC staff, family pass holders, funeral attendees and deliveries would remain on Memorial Avenue.

In the Flex Space north of Memorial Avenue 5x10 foot burial plots would be added increasing the burial capacity of ANC by approximately 1,000. In the Flex Space south of the parking garage, the existing road between Patton Drive and the 110 Gate access road would be shifted to the north and west of the flex space in a westerly direction from the gate to allow Burial Sections 76 and 76A to be continuous, creating a more dignified columbaria plot. This adjustment would reduce ANC staff parking capacity by approximately 25 vehicles, but displaced staff can use the Level 3 staff

parking lot. After the road is shifted, approximately 1,000 in-ground interment plots can be accommodated with a 5x5 foot headstone layout in Burial Section 76A.

2.1.2 Alternative 2

Under Alternative 2, the entrance drive to the parking garage would be relocated 270 feet to the east and a new rideshare and funeral loop would be installed. The current entrance of the parking garage would be repurposed as a pedestrian only access point. The funeral loop would have its own screening facility for ANC family pass holders and funeral attendees. After screening, family pass holders and funeral attendees would be directed by Visitor Operations Services (VOS) security personnel back to Memorial Avenue and would enter the cemetery similar to the current traffic flow. Surface parking at east side of the lower level would be repurposed for drive lanes and vehicular queuing space resulting in an approximately 18% reduction of POV parking spaces (110 spaces). The entry/exit points for the POV and bus parking areas would be relocated to the south end of the parking area. Striping would be required to reverse the flow of traffic. All POV and buses entering the parking garage area would be screened in separate lanes at a single screening facility. New restrooms would be constructed along the ANC security fencing next to the parking garage to alleviate congestion in the Welcome Center, as well as provide additional restrooms for the funeral attendees parked at the funeral parking lot. A new pedestrian arrival plaza would be constructed east of the Welcome Center with access from Memorial Avenue. The new pedestrian arrival plaza would be configured to allow proper sight lines for ANC security measures.

Moderate improvements would be made to the Welcome Center, including relocating the pedestrian screening area from the north entrance of the current Welcome Center to a new pedestrian screening facility on the east end of the Welcome Center, in a new building addition. Adjacent pedestrian turnstiles would be installed next to the pedestrian screening facility to allow visitors to exit ANC after closing. To provide a better visitor experience in the Welcome Center, improved Wi-Fi equipment would address current connectivity issues. To improve security in the Welcome Center security cameras would be installed to alleviate blind spots. Modifications to the controlled perimeter fence would be necessary to align with the new Welcome Center.

The area west of the Welcome Center would be modified to include new restrooms, tram ticketing office, tram shelter, amphitheater, interpretive gardens and a landscaped berm to provide audio and visual screening between the tram loop and funeral parking area. A new pedestrian crosswalk would be constructed at the Eisenhower and Roosevelt Drive intersection to improve pedestrian circulation and safety. A new large retaining wall on the west side of the crosswalk would also function as a sign to help direct pedestrians to ANC points of interest. New White Oak trees (*Quercus alba*) would be planted on the north and south side of Memorial Avenue, reestablishing the original tree canopy design from the 1932 Master Plan. The tram loop road would be relocated approximately 40 feet to the south and would be designed so that the median contains and preserves the existing mature White Oak trees (*Quercus alba*).

In the Flex Space north of Memorial Avenue, new columbaria and niche walls would be added, increasing the burial capacity of ANC by 6,000. Just to the north of the columbaria, a committal shelter would be constructed on top of the existing utility corridor. To the west, a new sidewalk would be constructed on the west side of Schley Drive from the hemicycle to both Custis Walk and President Taft's gravesite, eliminating the need for pedestrians to cross the street twice or walk on the busy street.

In the Flex Space south of the parking garage, the existing road between Patton Drive and the 110 Gate access road would be shifted to the north and west of the flex space in a westerly direction from the gate to allow Burial Sections 76 and 76A to be continuous, creating a more dignified columbaria plot. This adjustment would reduce ANC staff parking capacity by approximately 25 vehicles, but displaced staff can use the Level 3 staff parking lot. After the road is shifted, an above-ground and in-ground burial hybrid scheme would include a 5 x 5 foot headstone layout with a

unified burial area and a continuation of the existing niche wall along the Highway 110 that would run west along the realigned 110 Access Road, providing ANC with an additional burial capacity of 2,500.

2.1.3 Alternative 3

Under Alternative 3, the entrance drive to the parking garage would be located directly off of Highway 110 and enter on the southeast corner of the parking garage. The current entrance for the parking garage off of Memorial Avenue would be shifted 275 feet east of its current location and would become the new exit drive for the parking garage. The funeral loop would have its own screening facility for ANC family pass holders and funeral attendees. After screening, family pass holders and funeral attendees would be directed by VOS security personnel back to Memorial Avenue and would enter the cemetery, similar to the current traffic flow. The surface parking lot on the east side of the lower level of the parking garage would be repurposed for drive lanes and vehicular queuing, resulting in an approximately 18% reduction of POV parking spaces (110 spaces). The entry points and screening facility for the POV and bus parking areas would be relocated to the south end of the parking garage, which would include a ticket issuing machine for incoming vehicles. Striping would be required to reverse the flow of traffic in the parking garage. The exit lane to the parking garage would have a parking payment machine. New restrooms would be constructed along the ANC security fencing next to the parking garage to alleviate congestion in the Welcome Center, as well as provide additional restrooms for the funeral attendees parked at the funeral parking lot. A new pedestrian arrival plaza would be constructed east of the Welcome Center with access from Memorial Avenue. The new pedestrian arrival plaza would be configured to allow proper sight lines for ANC security measures.

Significant improvements would be made to the Welcome Center. A new Welcome Center would be constructed around the existing Welcome Center, allowing it to remain open while the new Welcome Center is under construction. A new pedestrian screening facility would be integrated into the new Welcome Center and would be accessed from the east side of the building. Adjacent pedestrian turnstiles would be installed to allow visitors to exit ANC after closing. Upon completion of construction of the new Welcome Center, the existing Welcome Center would be demolished. To provide a better visitor experience in the Welcome Center, improved Wi-Fi equipment would address current connectivity issues. To improve security in the Welcome Center, security cameras would be installed to alleviate blind spots.

The area west of the Welcome Center would be modified to include new restrooms, tram ticketing office, tram shelter, amphitheater, interpretive gardens, and a landscaped berm to provide audio and visual screening between the tram loop and funeral parking area. A new pedestrian crosswalk would be constructed at the Eisenhower and Roosevelt Drive intersection to improve pedestrian circulation and safety. A new large retaining wall on the west side of the crosswalk would also function as a sign to help direct pedestrians to ANC points of interest. New White Oak trees (*Quercus alba*) would be planted on the north and south side of Memorial Avenue, reestablishing the original tree canopy design from the 1932 Master Plan.

In the Flex Space north of Memorial Avenue, new columbaria would be added, increasing the burial capacity of ANC by 10,000. Just to the north of the columbaria, a committal shelter would be constructed on top of the existing utility corridor. To the west, a new sidewalk would be constructed on the west side of Schley Drive from the hemicycle to both Custis Walk and President Taft's gravesite, eliminating the need for pedestrians to cross the street twice or walk on the busy street.

In the Flex Space south of the parking garage, the existing road between Patton Drive and the 110 Gate access road would be shifted to the north and west of the flex space in a westerly direction from the gate to allow Burial Sections 76 and 76A to be continuous, creating a more dignified columbaria plot. This adjustment would reduce ANC staff parking capacity by approximately 25 vehicles, but displaced staff can use the Level 3 staff parking lot. After the road

is shifted, a maximum burial configuration using above-ground niche walls provides ANC with additional burial capacity of approximately 5,500.

2.1.4 Alternative 3A

Alternative 3A adopts Alternative 3 but provides a second configuration for the areas between the Arrival Plaza, Welcome Center, and Area West of the Welcome Center to minimize disruptions to ANC operations during construction. A new pedestrian arrival plaza would be constructed east of the Welcome Center with access from Memorial Avenue. The new pedestrian arrival plaza would be configured to allow proper sight lines for ANC security measures. The new pedestrian arrival plaza would contain a new standalone pedestrian screening facility and interpretive gardens.

The existing Welcome Center would remain open until the new Welcome Center is built west of the existing Welcome Center. Upon completion of construction, the existing Welcome Center would be demolished. This would help with continuity for guests to visit a Welcome Center during the phased construction. To provide a better visitor experience in the Welcome Center, improved Wi-Fi equipment would address current connectivity issues. Modifications to the controlled perimeter fence would be necessary to align with the new Welcome Center.

The area west of the Welcome Center would be modified to include new restrooms, tram ticketing office, tram shelter, amphitheater, interpretive gardens and a landscaped berm to provide audio and visual screening between the tram loop and funeral parking area. A new pedestrian crosswalk would be constructed at the Eisenhower and Roosevelt Drive intersection to improve pedestrian circulation and safety. A new large retaining wall on the west side of the crosswalk would also function as a sign to help direct pedestrians to ANC points of interest. New White Oak trees (*Quercus alba*) would be planted on the north and south sides of Memorial Avenue, re-establishing the original tree canopy design from the 1932 Master Plan.

2.1.5 No Action Alternative

NEPA regulations require consideration of the No Action Alternative. The No Action Alternative serves as a baseline against which the impacts of the Proposed Action and other potential action alternatives can be evaluated.

Under the No Action Alternative, vehicle traffic improvements on Memorial Avenue would not be implemented, meaning the mobile guard trailer on Memorial Avenue would continue to be the location where pass holders, funeral attendees, ANC staff, and other deliveries would be screened, perpetuating the vehicle and traffic control congestion issues on Memorial Avenue. Additionally, the ability to provide enhanced security through undercarriage vehicle screening would remain absent. Existing screening procedures and facilities would continue unchanged.

The entrance road to the parking garage would remain in the same location and would interfere with the ability to construct a new Pedestrian Screening Facility in a viable location between the parking garage and the Welcome Center that provides adequate pedestrian queuing space and meets anti-terrorism / force protection setback distances from vehicles. Additionally, if the proposed vehicle screening facilities and associated access roadway, pull-off lane, rejection lane, and bollards at the parking garage entry are not constructed, proper vehicle screening capabilities would not be met.

Without the new restroom that supports both the parking garage and the funeral parking lot, visitors would continue to primarily use the Welcome Center restrooms, which attracts large groups of people, often becoming loud and congested in a building that was intended to be a quiet, solemn and educational space to learn and appreciate the history and mission of ANC.

Additionally, if the Arrival Plaza, east of the Pedestrian Security Screening, was not built, poor wayfinding and pedestrian congestion at the north entrance of the Welcome Center would continue. If the Pedestrian Screening Facility, east of the Welcome Center, is not constructed, the Welcome Center would continue to process over 3 million visitors annually in the north exhibit hall area that was never intended for a security function and is undersized, congested, and is the leading cause of noise and congestion in the cemetery's Welcome Center. If security fencing improvements are not installed as part of the Pedestrian Screening Facility project, there is a higher risk of pedestrian security breaches remaining.

Without a new Welcome Center, the existing Welcome Center would continue to lack adequate and usable historical exhibit space due to the glass atrium roof that allows damaging direct UV light to enter the exhibit hall, limiting the ability of for ANC to display many of their artifacts. The nearly 40-year-old building, whose design does not meet today's requirements and is not suited with other ANC architecture style, would continue to diminish the visitor experience, lack multi-media, education, and theater spaces, as well as require increasing maintenance and renovation costs.

The area west of the Welcome Center would remain as is, without enhancements to outdoor education and interpretive spaces, pedestrian circulation, information kiosks, signage, benches, water fountains, restrooms, and tram ticketing office, which would all contribute to the perpetuation of the reliance on visitors, particularly large groups, to enter and add congestion and noise to the Welcome Center.

Furthermore, the proposed columbaria in the Flex Space north of Memorial Avenue and the Flex Space south of the parking garage would not be constructed, leaving the land undeveloped and in its current state. ANC would have approximately 15,000 less burial spaces to continue their mission to honor those that served our country that wish to be buried in our nation's most sacred shrine.

This No Action Alternative provides a baseline for comparing the potential impacts and benefits of the proposed improvements during the environmental assessment process under NEPA.

2.2 Identification of the Preferred Alternative

As part of the alternative selection process, each alternative was evaluated by developing a pros and cons table, site plans, and rough order of magnitude (ROM) cost estimates. This information helped each ANC Directorate to understand each alternative and ultimately helped provide their recommendations on which alternative or combination of alternatives to move forward with.

Considering alternatives helps to avoid unnecessary impacts and allows for an analysis of reasonable ways to achieve the stated purpose. To warrant detailed evaluation, an alternative must be reasonable. To be considered reasonable, an alternative must be suitable for decision making, capable of implementation, and sufficiently satisfactory with respect to meeting the purpose of and need for the action. CEQ NEPA regulations define reasonable alternatives as those that are economically and technically feasible, and that show evidence of common sense. Certain requirements must be present or reasonably attainable to meet the purpose of and need for the Proposed Action.

The process of identifying the preferred alternative was completed in several key stages. In the spring of 2024, a Planning Consultant conducted a site visit to ANC followed by a planning workshop, or charrette, held with ANC, external stakeholders, and USACE to review project requirements and provide input for alternative development. The charrette concluded with an Outbrief presenting three alternatives to ANC Executive Leadership and stakeholders, though cost estimates were not yet available. A Draft Charrette Report was submitted by the Planning Consultant to ANC whose Directorate leaders ranked the project. Directorate leaders then selected elements from each alternative to form the preferred alternative. The preferred alternative was then summarized and reviewed by the Executive Director and Superintendent and a sketch of the preferred alternative was created and sent to the Planning Consultant

for development in the Feasibility Study. The next steps involved summarizing the preferred alternative's elements, developing illustrative plans, further developing cost estimates and submitting the Draft Feasibility Study on July 16, 2024. Government review comments were then provided to the Consultant to address and incorporate into the Final Feasibility Study, which was submitted on September 6, 2024.

As part of the alternative development process, alternatives for the Proposed Action were considered. Alternatives 1 and 2 were dismissed because the improvements to the Welcome Center were minimal and did not address the need for educational spaces, a theater, and sufficient exhibit space to display UV sensitive artifacts. Alternative 3 offered a greater burial capacity than Alternatives 1 and 2, further eliminating Alternatives 1 and 2 from review. Alternative 3 was eliminated in favor of Alternative 3A because phased design of Alternative 3A provided less disruptions to the daily operations of ANC. None of the Alternatives discussed fully satisfied the purpose or the need for the Proposed Action (see Section 1). Therefore, project elements were selected from each alternative which best met the purpose and need to create ANC's Preferred Alternative, which is outlined below as the Proposed Action.

2.3 Proposed Action

The following sections provide summaries of the project elements that are included with ANC's Preferred Alternative, as well as illustrative plans. See **Figure 2-1** for more detail.

2.3.1 Memorial Avenue Improvements and Parking Garage Reconfiguration

The Preferred Alternative would shift the entrance drive to the parking garage approximately 300 feet to the east. The existing concrete entrance drive would be mostly demolished and repurposed as a pedestrian only entrance and become part of the new Arrival Plaza. Special care has been given to preserving existing trees and Holly hedges (*Ilex aquifolium*) within the studied areas specifically along Memorial Avenue, given the historic significance of the White Oak trees (*Quercus alba*) and Holly hedges (*Ilex aquifolium*) and the character they provide to the entry experience. Removal of these only takes place where it has been determined necessary to add additional access to the site that provides for better pedestrian and vehicle circulation, safety, and aesthetic improvements along Memorial Avenue. Immediately after entering the new entrance drive, signs would direct funeral attendees, ANC staff, pass holders, and others who wish to enter ANC via Memorial Avenue to turn right (west), which would lead them to two-lane vehicle screening area with security buildings and undercarriage screening capabilities. Cleared vehicles would be allowed to then exit the screening area and turn left (west) onto Memorial Avenue but would need to complete their final check with ANC police at the mobile guard trailer before entering ANC property. On the entrance lane only, a visual or physical traffic narrowing design, most likely granite pavers to match the historic granite median, would be implemented to help funnel cars from the 30-foot-wide lane into an approximately 12-foot-wide lane adjacent to the mobile guard trailer. This would help provide additional vehicle control measures, so cars are less likely to accidentally or intentionally circumvent the last screening check before entering ANC. The addition of the screening lane off Memorial Avenue would reduce vehicle congestion, vehicle queueing issues and temporary traffic control measures that are unsightly on the historic Memorial Avenue. See **Figure 2-1** and **Figure 2-2** for more detail.

A new pedestrian and bicycle crosswalk, constructed of granite pavers to match the historic granite median, would be located west of the new parking garage entrance road, Highway 110 on-ramp, and first VOS screening station. This westerly crosswalk location provides a more calm and controlled location to cross Memorial Avenue than east of the three aforementioned features. The crosswalk would have the same alignment as the current parking garage entrance road, which would mitigate impacts to the existing Holly hedges (*Ilex aquifolium*). The current sidewalk entrance and gate north of the existing Welcome Center would be removed and infilled with new White Oak trees (*Quercus alba*), Holly hedges (*Ilex aquifolium*) and other landscaping or memorials. See **Figure 2-1** and **Figure 2-3** for more detail.

**Figure 2-1
Proposed Action Site Plan**



LEGEND:

1. NEW ENTRANCE DRIVE
2. VOS STATION
3. MOBILE GUARD TRAILER
4. FUNERAL SCREENING LANE / ALTERNATIVE BUS DROP- OFF
5. FUNERAL SCREENING
6. GUARD HOUSE AT FUNERAL LOOP
7. RIDESHARE LOOP
8. ARLINGTON MEMORIAL TRAIL
9. STAFF PARKING ENTRANCE
10. VEHICLE SECURITY SCREENING / TICKETING
11. TICKETING / EXIT BOOTH
12. BUS OVERFLOW PARKING
13. ARRIVALS PLAZA
14. BICYCLE RACK
15. EXISTING CURB AND HEDGE ROW CUT
16. AFTER HOURS EXIT TURNSTILE
17. PEDESTRIAN SCREENING FACILITY
18. CENTRAL PLAZA / PARTERRE
19. WELCOME CENTER
20. RESTROOMS
21. TRAM TICKETING OFFICE
22. TRAM SHELTER
23. INTERPRETIVE GARDEN
24. PEDESTRIAN CROSSWALK & SIGNAGE WALL
25. SIDEWALK TO PRESIDENT TAFT GRAVESITE
26. CONNECTING SIDEWALK TO NORTH FLEX COLUMBARIA
27. COLUMBARIA - NORTH FLEX SPACE
28. SIDEWALK EXTENSION
29. EXISTING BIKE SHARE AREA
30. EXISTING ARLINGTON MEMORIAL TRAIL
31. PERIMETER FENCE
32. RETAINING WALL
33. REALIGNED HWY 110 ACCESS ROAD
34. COLUMBARIA - SOUTH FLEX SPACE
35. LANDSCAPE BUFFER
36. CENTRAL PLAZA / PARTERRE SHADING STRUCTURE
37. BACK OF HOUSE / NEW WELCOME CENTER CHILLER
38. NEW ADMINISTRATION CHILLER
39. PEDESTRIAN & BICYCLE CROSSWALK
40. UTILITY CORRIDOR
41. COMMITTAL SHELTER & SIDEWALK FROM ORD & WEITZEL DR TO COLUMBARIA
42. SHIFTED INTERSECTION OF ROOSEVELT DR AND EISENHOWER DR
43. GRANITE PAVER LANE NARROWING AT GUARD TRAILER

**Arlington National Cemetery
Area Development Plan 1
Entry Corridor Area Improvements**

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Further to the south along the new parking garage entrance road, a new rideshare, taxi, and drop-off lane would be constructed adjacent to the proposed Arrivals Plaza that leads to the proposed Pedestrian Screening Facility.

The existing surface parking on the east side of the lower level would be repurposed for the new parking garage entrance drive lanes and vehicular queuing space, resulting in an approximately 18% reduction of POV parking spaces (110 spaces). The entry/exit points for the POV and bus parking areas would be relocated to the south end of the parking area. Reconfigured pavement striping would be required to accommodate the entry/exit changes. Prior to entering the POV and bus screening area, an employee only parking turn lane and drop arm would be installed to allow ANC staff access to the reserved employee parking area at Level 3 (ground level). All other POV and buses entering the parking garage area would enter through one of two lanes that are controlled by a single screening facility and associated access roadway, pull-off lane, rejection lane, and bollards. Vehicles would be required to purchase a parking pass from an electronic kiosk also located in the median. After the screening facility and kiosk, a right-turn lane allows POV to enter Level 3 (ground floor) or they can continue straight to enter Levels 1 and 2 of the parking garage. Buses would all have to drive to the bus parking area, as the parking garage is not designed to accommodate buses. To exit the parking area, POVs and buses would leave the same way they came and exit through one of two lanes that are planned to have parking ticket payment kiosks. Vehicles would then exit onto Memorial Avenue. See **Figure 2-1** and **Figure 2-2** for more detail.

A future segment of the Arlington Memorial Trail is planned to skirt the east edge of the property, just outside the ANC fence line, parallel to Highway 110 and connect to the existing trail that is located on the north side of Memorial Avenue, adjacent to the Highway 110 ramp. Coming from the southerly direction, it is expected that cyclists heading north on the trail would turn left onto the existing sidewalk on the south side of Memorial Avenue and share the wide sidewalk with pedestrians for 300 feet to the west, then cross Memorial Avenue to connect with the existing trail to the north. The proposed Arlington Memorial Trail segment is planned to be funded, designed and constructed by Arlington County in coordination with these parking garage improvements. Due to the close proximity and steep grade between Highway 110 and the parking garage, it is anticipated that earthen fill and a section of retaining wall would be required, which would help provide proper grading for the Arlington Memorial Trail. See **Figure 2-1** and **Figure 2-2** for more detail.

A new dual-sided restroom would also be constructed along the ANC security fence line, west of the bus parking, to provide restroom facilities near the buses, where approximately 80% of visitors arrive and depart from, as well as be accessible from the funeral parking lot to the west, for funeral attendees. Although the restrooms would be under one roof, there would be separate restrooms for the parking garage and the funeral attendees, separated by a wall to maintain a secure perimeter. In addition to being in a convenient location, this restroom would also help reduce the large number of visitors that are entering the Welcome Center only to use the restrooms, thus reducing congestion and noise in the Welcome Center. See **Figure 2-1** and **Figure 2-4** for more detail.

2.3.2 Pedestrian Screening Facility and Arrivals Plaza

A new pedestrian Arrivals Plaza would be constructed in a centralized location from where visitors arrive, between Memorial Avenue and the parking garage. The plaza would be thoughtfully landscaped as it would be creating the first impressions to ANC visitors. The size of the plaza would allow for adequate pedestrian queuing space for visitors entering the Pedestrian Screening Facility. Bike racks for personal bikes are planned to be installed within the Arrivals Plaza area. Micromobility (i.e. e-bike and e-scooter) parking is planned to remain in their current location along the Highway 110 entrance ramp to help keep their assets outside of ANC property and accessible to users 24/7.



Figure 2-2: Overall Aerial View Looking West



Figure 2-3: View of Memorial Avenue looking Towards the Military Women's Memorial



Figure 2-4: View of Restrooms from Bus Parking Area

The new standalone Pedestrian Screening Facility would handle all pedestrian arrivals, whether by POV, bus, taxi, bike or Metro. Situated on the east side of the existing Welcome Center near the new Arrivals Plaza, this facility would be integrated into the security perimeter. It would include tall ornamental security fencing, exit-only gates open during cemetery hours, and exit-only turnstile gates to allow visitors to leave the cemetery after hours when the main gate area is closed. The facility would meet Army Access Control Points (ACPs) and Minimum Antiterrorism Standards as specified in UFC 4-010-01, with final security measures to be coordinated with ANC Security Personnel. See **Figure 2-1** and **Figure 2-5** for more detail.

The 5,200 square foot screening facility would feature areas for pedestrian waiting, screening, and processing. The facility would have breakrooms, lockers, offices, and restrooms for ANC's VOS. Additionally, the Vehicle Pass Office would be located within this facility. A separate staff only entrance would be integrated into the facility design.



Figure 2-5: View of Pedestrian Screening Facility from Funeral Loop/Bus Dropoff

2.3.3 Welcome Center and Central Plaza

After visitors exit the Pedestrian Screening Facility, they would continue their journey west into the Central Plaza, or parterre, which would be a formal garden area that is formed by impressive landscaping, hardscaping, and modern shelters. This vast outdoor area would continue to set the tone for the ANC experience and provide ANC historians an opportunity to create monuments, plaques, signs, and other educational and memorial features to help tell the story of ANC and honor the hundreds of thousands of those who lay to rest here.

The preferred alternative involves constructing a new Welcome Center west of the existing facility. This new construction alternative was favored over renovating the existing Welcome Center due to its cost-effectiveness, operational efficiency, and opportunity to construct a Welcome Center whose architecture and interior spaces are fitting to ANC. The proposed new Welcome Center, at about 33,000 square feet, is estimated to be only 5% more expensive than renovation costs to make the existing Welcome Center more suitable. However, due to the orientation of the building not aligning with the linear progression of ANC visitors, the large glass atrium allowing damaging UV light to infiltrate the exhibit hall, and other inherent building design issues, a renovated Welcome Center would still not be operationally efficient. Moreover, renovation was deemed less viable due to higher long-term operating and maintenance costs associated with the nearly 40-year-old building's outdated systems and infrastructure. Renovation would also introduce impacts to the visitor's experience and staff at the Welcome Center due to construction noise, debris, closed spaces, and require temporary buildings; building a new separate Welcome Center would allow the existing to remain open while the new Welcome Center is constructed.

The new Welcome Center would be roughly the same size as the existing Welcome Center. The exhibit hall would include sufficient exhibit spaces and not be exposed to direct UV sunlight, allowing ANC historians to display many of the artifacts they weren't able to before that are important to educate visitors. There would be a large theater to help use short videos to tell the story of ANC to the large school and tour groups common at ANC. To provide a better visitor experience in the Welcome Center, improved Wi-Fi equipment would address current connectivity issues. A few offices are planned to be located on the main floor, but most would be located in the basement. There would also be flex spaces, allowing ANC to use for rotating exhibits, conference rooms, or other needs. There would be fewer restrooms than the existing Welcome Center by design, to help encourage visitors to use the two new restrooms by the parking garage and just to the west of the Welcome Center, helping address the current issue of noise and congestion in the solemn exhibit hall. The gift shop would reside in the Military Women's Memorial, about 400 feet to the west, to help encourage visitors to visit and learn about the women that have served in our military, as well as explore the historic hemicycle building it resides in.

The linear progression issues that the existing Welcome Center suffers from with the entrance on the north side of the Welcome Center, would be remedied by designing the new Welcome Center's entrance and exit doors in a linear progression from the Arrivals Plaza, Pedestrian Screening Facility, and Central Plaza to the east and the cemetery grounds to the west. After entering the Welcome Center, visitors can choose to enter the exhibit hall, or bypass and exit to the area west of the Welcome Center, which opens to the cemetery grounds. See **Figure 2-1** and **Figure 2-6** for more detail.

2.3.4 Area West of Welcome Center

Key improvements to the area west of the Welcome Center include the development of a formal entrance to the cemetery grounds, additional educational and interpretive garden space, and gathering areas such as two amphitheaters for tours and large groups. The tram loop road would be relocated approximately 40 feet to the south and would be designed so that the median contains and preserves the existing mature White Oak trees (*Quercus alba*). Shifting the tram loop south would provide the required space to expand the tram loop to accommodate the additional

tram cars and vehicles during the busy season and future increased ridership, as well as construct the new tram ticketing office, tram shelter, and restrooms. See **Figure 2-1**, **Figure 2-7**, and **Figure 2-8** for more detail.



Figure 2-6: View of New Welcome Center from New Tram Ticketing Office

The existing modular annex buildings, south of the tram loop, are planned to be demolished before these improvements are under construction, but the underlying Funeral Lane 5 pavement would likely still exist. Funeral Lane 5 was constructed in 2016 for funeral attendee overflow parking, but per ANC staff it has not been needed and would therefore be demolished and replaced with an earthen berm and landscaping to provide audio and visual privacy screening between the tram loop operations and the funeral attendee parking lot.

Additional features include a straightened tabletop crosswalk across Eisenhower Drive and decorative bollards and chains to direct pedestrians to walk straight across Eisenhower Drive and not diagonally to Roosevelt Drive. A new large ornamental retaining wall on the west side of the crosswalk would provide a larger plaza queuing space for pedestrians waiting to cross Eisenhower Drive and would also have signage to better direct pedestrians to ANC points of interest. The intersection of Roosevelt Drive and Eisenhower Drive would shift slightly to the south to better align Roosevelt Drive with the tram loop entrance and help provide more separation between the road intersection and the busy crosswalk to avoid current pedestrian tendencies to walk diagonally across Eisenhower Drive to Roosevelt Drive. New White Oak trees (*Quercus alba*) would be planted on the north and south sides of Memorial Avenue, reestablishing the original tree canopy design from the 1932 Master Plan. See **Figure 2-1**, **Figure 2-9**, and **Figure 2-10** for more detail.



Figure 2-7: Aerial View of Interpretive Garden with New Welcome Center on the Left

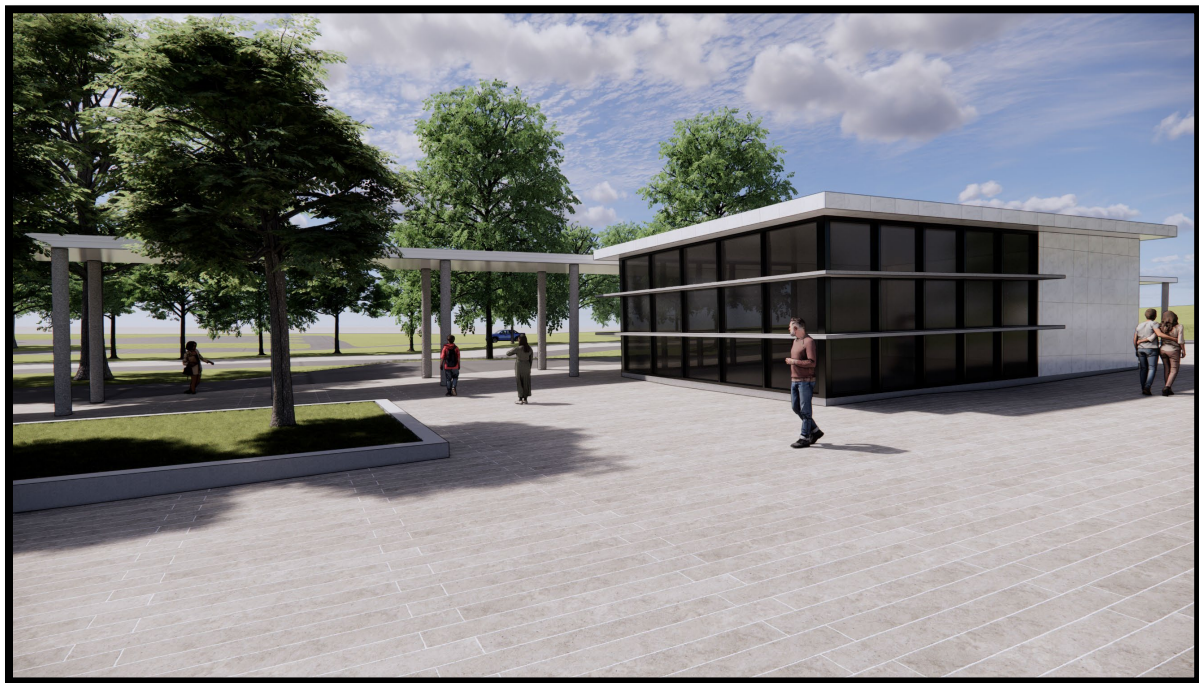


Figure 2-8: View of the New Tram Ticketing Office and Tram Shelter from the Interpretive Garden



Figure 2-9: View from Pedestrian Crosswalk at Eisenhower Dr. Looking East



Figure 2-10: View of Pedestrian Crosswalk at Eisenhower Drive

2.3.5 Flex Space North of Memorial Avenue

In the Flex Space north of Memorial Avenue, new columbaria would be added, increasing the above-ground burial capacity of ANC by 10,000. The design would be focused on preserving existing healthy trees and setback from the Holly hedges (*Ilex aquifolium*) to provide adequate maintenance space. The eastern portion of the flex space would require clearing of shrubs, infilling of a ditch, and replacing the ditch with underground stormwater infrastructure. The columbaria would be designed low enough to not be seen from Memorial Avenue. Just to the north of the columbaria, a committal shelter and a walkway on the existing utility corridor would connect to Ord & Weitzel Drive. To the west, a new sidewalk would be constructed on the west side of Schley Drive from the hemicycle to both Custis Walk and President Taft's gravesite, eliminating the need for pedestrians to cross the street twice or walk on the busy street. Additionally, two short sidewalk segments would be constructed at the end of Memorial Avenue next to the two tall pillars to help mitigate pedestrians from walking on and damaging the grass to cross Memorial Avenue. See **Figure 2-1** and **Figure 2-11** for more detail.



Figure 2-11: View of Columbaria in Flex Space North

2.3.6 Flex Space South of Parking Garage

The current 110-Gate Access Road bisects Burial Sections 76 and 76A, complicating the creation of a contiguous columbaria section. To remedy this issue, the existing road between Patton Drive and the 110 Gate Access Road would need to be shifted to the north and west of the flex space in a westerly direction from the gate to allow Burial Sections 76 and 76A to be continuous, creating a more dignified columbaria plot. This road adjustment would require the southern portion of ANC staff parking, north of Patton Drive, to be demolished, reducing ANC staff parking capacity by approximately 25 vehicles, but displaced staff can use the Level 3 parking garage's staff parking lot.

The proposed action includes adding approximately 5,500 above-ground burial spaces using both 5-high, U-shaped niche walls behind the parking garage, and 3-high niche walls perpendicular to Patton Drive. On the north end of the columbaria, trees and other landscaping would help provide a visual barrier to the parking garage and vehicles driving on the 110 Access Road to ensure the burial space's dignified and visual harmony with the surroundings. The configuration would also provide views towards the Air Force Memorial and the Rosslyn skyline. See **Figure 2-1** and **Figure 2-12** for more detail.



Figure 2-12: View of Flex Space South Looking North Towards Parking Garage

Section 3 Public and Stakeholder Coordination

3.1 Federal Agencies

- » Advisory Committee on Arlington National Cemetery
- » Advisory Council on Historic Preservation
- » Arlington National Cemetery & Office of Army Cemeteries
- » United States Fish and Wildlife Service
- » Department of the Army Deputy Federal Preservation Officer, Office of the Deputy Chief of Staff, G9 Environmental Division (DAIN-ISE)
- » Joint Base Myers-Henderson Hall
- » National Park Service - George Washington Memorial Parkway
- » National Park Service - National Historic Landmark Program
- » National Capital Planning Commission
- » National Capital Region - National Park Service
- » United States Army Corps of Engineers – Baltimore District
- » United States Army Corps of Engineers – Norfolk District
- » United States Army Legal Services Agency, Environmental Law Division
- » United States Commission of Fine Arts
- » United States Department of Transportation - Federal Highway Administration
- » United States Environmental Protection Agency, Region 3
- » Washington Headquarters Services - Pentagon

3.2 State Agencies

- » District of Columbia State Historic Preservation Office
- » Virginia Department of Conservation and Recreation
- » Virginia Department of Environmental Quality
- » Virginia Department of Historic Resources
- » Virginia Department of Transportation
- » Virginia Marine Resources Commission

3.3 Local Agencies and Officials

- » Arlington County Department of Environmental Services
- » Arlington County Government

- » Arlington County Historic Preservation Program, Arlington County Historical Affairs and Landmark Review Board
- » Metropolitan Washington Council of Governments
- » Shared Mobility Arlington
- » Washington Metropolitan Area Transit Authority

3.4 Non-Governmental Organizations

- » Arlington Historical Society
- » Capital Bikeshare
- » Dominion Energy
- » Historical Society of D.C.
- » Military Women's Memorial
- » National Trust for Historic Preservation
- » Preservation Virginia
- » Society for History in the Federal Government
- » The Guild of Professional Tour Guides of Washington, DC

3.5 Tribal

- » Catawba Indian Nation (aka Catawba Indian Tribe of South Carolina)
- » Chickahominy Indian Tribe - Eastern Division
- » Delaware Nation, Oklahoma
- » Monacan Indian Nation
- » Nansemond Indian Nation
- » Pamunkey Indian Tribe
- » Rappahannock Tribe, Inc.
- » Upper Mattaponi Tribe

