

## Clarendon Sector Plan Update

### Wells Fargo Site

#### Potential Modifications – Justifications

November 18, 2020

- Retail Plan – The Arlington Retail Plan identifies western side of the property as a “Red” street for which the predominant frontage of the building is planned for retail sales, food establishments, and entertainment uses. The Applicant proposes a bank on the western side of the site. It is critical to site the bank in this location so that the existing bank on the eastern portion of the site remains functional while the new bank is constructed on the western portion of the site. Due to security requirements combined with economic implications, it is not possible to relocate the bank to a temporary off-site location. As such, it is critical for the bank to be constructed on this site in a way that does not interfere with ongoing bank operations and to optimize pedestrian accessibility to the new bank during the construction of the rest of the building. The proposed bank on the northwest corner is anticipated to be a café concept which will activate and enliven this space adjacent to the proposed park area.
- Tertiary Street Design – 10<sup>th</sup> Road North – The Applicant proposes an overall 45’-6” Tertiary Street with a building to building distance of 60’ for the majority of the length of the street in lieu of the 54’-6” tertiary street section depicted in the Sector Plan. Similar to existing 10<sup>th</sup> Road North to the east, the Applicant proposes no parallel parking along the new road. All parking for the proposed building will be accommodated within the underground garage. The Applicant proposes a 12-foot streetscape on both sides of the proposed road with portions of additional width on the north side that will contribute to the quality of the pedestrian realm by allowing the enlargement of the sidewalk or the creation of additional green areas. The Applicant further proposes minor deviations from the tertiary street design to allow for service functions, to maintain a single lane drive-through for the bank, and to maintain the surface parking for the Verizon facility. The Sector Plan anticipates the need for service functions along 10<sup>th</sup> Road North (See Pages 115 and 118) and relief is necessary to accommodate the desired service functions and operational requirements for the bank and Verizon facility. Given that the site will have roads on all sides, consolidating the service functions on the tertiary street will ensure pedestrian safety and access on the three remaining, larger street frontages, and is consistent with the existing 10<sup>th</sup> Road North to the east of the site.
- Drive-Through Lane - The retention of a single drive-through lane is critical to bank operations. The single lane is a significant reduction from the three (3) existing drive-through lanes. The ongoing COVID-19 pandemic has highlighted the value of safe, convenient drive-through options. To improve upon existing conditions, the bank proposes to reduce the number of drive-through lanes from its current configuration and locate the drive-through lane in a way that does not interfere with the three primary street frontages that border the site. The Applicant proposes to maintain a 12-foot streetscape on both sides of the tertiary street to ensure walkability on all sides of the site.

- Building Step-back – The Applicant proposes a modification of Section 9.2.2(f) of the Zoning Ordinance which requires a single step-back of at least 20 feet on the third, fourth, or fifth floors on the northern and western building frontages. At the western building façade, it is critical to build the new bank branch in a way that ensures continuous bank operation. As such, the bank is proposed in the northwest corner of the Property. In order to achieve a successful relationship with the public realm, the Applicant proposes to modulate the step-back with a first step (width variable between 10’ and 15’) at the roof of the single-story bank branch (second floor) and a second step (width variable between 3’ and 30’) at the roof of the office levels (4th floor of the building) in conformance with the Sector Plan. This solution is integral to the massing approach that proposes a terracing cascade of volumes on the west front to address the importance of the urban intersection as well as the pedestrian scale of the new plaza on N. Irving Street, allowing engagement with the public realm through a sequence of outdoor amenity terraces on the different levels of the office and residential portions of the building. On Washington Boulevard, the Applicant proposes a variable step-back between 2 and 55 feet. This solution is proposed to acknowledge the urban prominence of the intersection between Washington Boulevard, Wilson Boulevard, and Clarendon Boulevard, by modulating the massing of the tower with a distinctive base that engages the public realm and articulating the tower above to emphasize the corners of the composition with particular attention to the sculptural west façade, to create a gateway that celebrates the symbolic confluence of the Virginia Square, Clarendon, Lyon Village, Ashton Heights and Lyon Park neighborhoods. The articulation of the massing also allows the building to respond to the presence of the primary public open space of the Central Park by creating a private, elevated counterpart that strongly contributes to the placemaking effort of the new residential building and provides massing relief to the Washington Blvd streetscape.
- Washington Boulevard Streetscape – Flexibility is sought in the northwest corner of the property from the recommended streetscape given the unique shape of the Property.