



# Site Plan Review Committee

Community Engagement Comments and Responses  
Wells Fargo/Verizon—3140 Washington Blvd. & 1025 N. Irving St.  
—SPLN22-00002

## Project Contacts

### SPRC Chair

Devanshi Patel  
devanshi2005@gmail.com

## County Staff Contact

*CPHD Planner*  
Peter Schulz  
703-228-0067  
[pschulz@arlingtonva.us](mailto:pschulz@arlingtonva.us)

*DES Planner*  
Dennis Sellin  
[dsellin@arlingtonva.us](mailto:dsellin@arlingtonva.us)

## Applicant Contact

Sara Mariska  
ODIN, FELDMAN &  
PITTMAN, PC  
sara.mariska@ofplaw.com

## Site Plan Project Information

**Project Name:** Wells Fargo/Verizon—3140 Washington Blvd. & 1025 N. Irving St.  
(RPCs# 19-004-005; -008; -011; -012)

**Items Requested:** New Site Plan

**Engagement Session:** January 9-20, 2023

**Review Focus Topics:** Land Use, Building Height, Massing, and Architecture;  
Transportation; Open Space/Landscaping/Biophilia; Community Benefits,  
Sustainability



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## About this Document

This document contains all the comments received as a part of the Site Plan Review Committee’s online engagement for the Wells Fargo/Verizon project between January 9-10, 2023. The comments are categorized by the topics that were highlighted in this review: Land Use; Building Form and Architecture, Open Space/Landscaping, Transportation, Sustainability; Other.). All comments not pertaining to the above topics are categorized as “Other.” Use the table of contents to easily jump to a particular section, or click on the “Return to Table of Contents” link at the bottom of each page to return to the first page of this document.

## Responses to Common Topics

Below are common topics or themes received through the online engagement session that were identified by County staff. The list includes a summary of the topic and responses from County staff and the applicant. Please note that the topics have been summarized in order to provide an overview of the common themes and may not fully capture the concerns expressed by each individual commenter.

### LAND USE

- 1. The vast majority of respondents were opposed to the drive-through ATM use as currently presented. Most were opposed to the idea in general, a couple commenters suggested alternatives, such as relocation from the corner adjacent to the park or substitute a walk-up ATM with short term street parking spaces on 10th Road.**

Staff response: Staff strongly encourages the developer to eliminate or relocate inside the building the drive-through.

Applicant Response: The Applicant continues to propose a drive-up ATM for the convenience of existing customers and as requested by Wells Fargo based on customer feedback during and after the pandemic. The Applicant is reducing the auto-oriented nature of the existing bank branch and proposing a limited drive-up ATM in lieu of traditional drive-through lanes. The drive-up location has been adjusted to be central to the building's 10<sup>th</sup> Road frontage, away from the proposed plaza.

- 2. Generally, commenters think a bank adjacent to the plaza is an acceptable use. Some comments in this and other topics that sculptures or water features could help with activation.**

Staff Response: In general, a bank is not a very active use, and would generate less foot traffic than a café, for example. If the bank cannot be relocated, the space should be designed in a way that it can be adapted for other uses. Staff would encourage the developer to consider other interior floorplans for the bank that would permit the building's other (to be determined) retail to have a frontage on the plaza.

Applicant Response: The bank cannot be relocated due to the need for it to be constructed on the northwestern portion of the site to allow the existing bank branch to remain operational during Phase I of construction. The Applicant is exploring the addition of a secondary bank entrance facing the Irving Street plaza to activate that façade.

### BUILDING FORM/ARCHITECTURE

- 1. Several suggestions that the bank façade adjacent to the plaza (and other blank areas) needs to be improved, more transparent.**

Staff Reponse: As stated above, staff strongly encourages the developer to find a way to make the Irving Street facade more transparent, to meet the Sector Plan requirements and overall good urban design.

Applicant Response: The Applicant is exploring the addition of a secondary bank entrance facing the Irving Street plaza to activate the façade.

**2. Some state the building is too large and bulky.**

Staff Reponse: The massing of the building responds to the suggestions and limitations of the Clarendon Sector Plan. The proposed main roof height of 128' is the maximum permitted height for this block, by the Clarendon Sector Plan, and the special Zoning regulations for Clarendon in Section 9.2 of the Zoning Ordinance. The Clarendon Sector Plan sets varied maximum height limitations on each block in Clarendon in order to ensure height variation on each block, and that taller buildings, like here, is concentrated near the Metro station. The building's stepbacks and varied roof heights exceed the Clarendon Sector Plan recommendations.

Applicant Response: The building has been designed to meet the requirements of the Clarendon Sector Plan while also accommodating unique design challenges including a small site area, accommodation of a new public street, the need to provide a conveyable bank parcel in a location that allows the existing bank to remain operational during Phase I, sensitivity to critical telecommunications infrastructure that surrounds the site, as well as accommodating retail, office, and residential uses in a single building. The height, stepbacks, and uses are in keeping with the County's longstanding vision for the site.

**3. Biophilic design should be improved generally, and the Verizon building adjacent to this site should definitely be improved with some biophilic elements or other design improvements to better integrate it into the surrounding area.**

Staff Response: The developer needs to continue to add street trees on 10th Road North, and along North Irving Street. Staff suggests the developer and Verizon propose strategies (through landscaping, screening, or urban design) to improve the visual appearance of the one-story Verizon addition.

Applicant Response: The Applicant has added street trees on 10<sup>th</sup> Road North. The Applicant further proposes artistic treatments on the 1-story portion of the Verizon building to enhance the building's appearance.

**OPEN SPACE/LANDSCAPING**

**1. Consensus that there should be more green space or tree planting at ground level, especially on 10<sup>th</sup> Road. Various suggestions for improvements, especially for native plants and pollinators**

Staff Response: Staff suggests the developer explore some of the suggestions in the individual comments.

Applicant Response: The Applicant has added four (4) street trees along 10<sup>th</sup> Road North.

**2. Landscaping at the Irving street side of the building should also integrate with the new plaza.**

Staff Response: While DPR will master plan the Irving Street Plaza that is under county control (the 60-foot right of way of the closed-off Irving Street), staff recommends to the developer that on the property they own along Irving Street, there be tree planting and a sidewalk for public circulation, giving the County flexibility in designing the plaza.

Applicant Response: The Applicant proposes tree planting and a sidewalk adjacent to the Irving Street plaza.

## **TRANSPORTATION**

- 1. Eliminate the drive through. Issues mentioned include safety of cyclists and pedestrians and people using the ATM, possible backups also created by location of loading docks and parking garage access and causes 10<sup>th</sup> Road to look more like an alley than public street.**

Staff Response: Staff strongly encourages the developer to add street trees to the north side of 10<sup>th</sup> Street where able, and to rethink the need for/location of the drive through.

Applicant Response: The Applicant proposes a limited drive-up ATM which will provide a convenient option for customers in lieu of the existing drive-through lanes. Four (4) additional street trees are proposed on the north side of 10<sup>th</sup> Street North. The Applicant has located all service functions along new 10<sup>th</sup> Road North, as recommended by the Clarendon Sector Plan, to ensure that there are no impacts to vehicular or pedestrian movements on Irving Street, Washington Boulevard, or North Hudson Street, all of which are more heavily traversed. It is difficult to accommodate additional street trees due to the extent of utility infrastructure and the need to maintain building access and service functions which have been combined along 10<sup>th</sup> Road North to prioritize the balance of the site's street frontages.

## **SUSTAINABILITY**

- 1. Suggestions for additional green roofs and green walls. Rooftop solar, electric appliances, and additional EV charging stations.**

Staff Response: Noted.

Applicant Response: The Applicant proposes LEED Gold certification for this project and will continue to explore green building features.

## **OTHER**

- 1. On-site affordable housing and open space improvements are noted as the priority for community benefits.**

Staff Response: Noted.

Applicant Response: Acknowledged.