

**Site Plan Review Committee (SPRC)**  
**Staff Report for Wells Fargo/Verizon (3140**  
**Washington Blvd. & 1025 N. Irving St.)**

There are multiple ways to provide feedback and input on the proposal, County Staff is happy to accept comments in any form. Please use any method listed below.

**Mail-in Comments:**

Arlington County Planning Division  
c/o Peter Schulz  
2100 Clarendon Blvd. Suite 700  
Arlington, VA 22201

**Contact Staff:**

*Contact the Arlington County Planning Staff reviewing this project either by phone or email*

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

**Contact the SPRC Chair**

*The SPRC Chair is a member of the Planning Commission and conducts all SPRC meetings*

Devanshi Patel, Chair  
[devanshi2005@gmail.com](mailto:devanshi2005@gmail.com)

• **SITE PLAN REVIEW COMMITTEE**

**DATE:** January 9-20, 2023  
**PLACE:** Virtual Engagement

**SPRC STAFF COORDINATOR:** Matthew Pfeiffer

**Item 1. SPLN22-00002**  
**Wells Fargo/Verizon**  
(RPC# 19004012; 19004005; 19004011; 19004008)  
Planning Commission and County Board meetings to be determined.  
*Peter Schulz (CPHD Staff)*

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the on the County's Webpage at

<https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/3140-Washington-Blvd.-1025-N.-Irving-St.-Wells-FargoVerizon-Site>

For more information on the Arlington County Planning Commission, go to their web site <https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/Planning-Commission>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans  
<https://www.arlingtonva.us/Government/Programs/Building/Permits/Site-Plan>

To view the current Site Plan Review Committee schedule, go to the web site:

<https://www.arlingtonva.us/Government/Commissions-and-Advisory-Groups/Planning-Commission/Site-Plan-Review-Committee>

**SPLN22-00002**  
**Wells Fargo/Verizon**  
(RPC# 19004012; 19004005; 19004011; 19004008)

**Public Review and Site Plan Review Committee (SPRC) Process:**

1. Online Engagement Session: January 9-20, 2023
2. Hybrid SPRC #1 –TBD
3. Hybrid SPRC #2 -- TBD

## **Glossary of Terms:**

Area Median Income (AMI): The income at which half of the families of a particular household size have incomes higher and half have incomes lower.

By-Right Development: May be approved administratively in the respective zoning district subject to all other applicable requirements of this zoning ordinance. Is not required to seek approval by the County Board.

Density: The ratio of a particular use given the area of land. Density measures the intensity of a given land use.

Floor Area Ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

General Land Use Plan (GLUP): The GLUP is the primary policy guide for future development in the County. The GLUP establishes the overall character, extent and location of various land uses.

Gross Floor Area (GFA): Gross floor area is the sum of the area of the horizontal surface of the several floors of a building measured from the exterior faces of exterior walls, to include all floor area not defined as gross parking area.

Phased Development Site Plan (PDSP): A type of Site Plan; to permit the coordinated development of sites of more than twenty (20) acres in area, or a smaller area as authorized and accepted by the County Manager, the County Board may approve a Phased Development Site Plan (PDSP) in the form of a general plan for land uses, public facilities, transportation, and utilities.

Zoning Ordinance (ACZO): County adopted ordinance that regulates the use and development standards of all land located within the County. There are various zoning districts within the zoning ordinance and each district sets the standards for development. Examples of such requirements are: maximum heights, required parking, required setbacks, density, etc.

**OVERVIEW:** The applicant, Jefferson Apartment Group, proposes a demolition and redevelopment of the Wells Fargo Bank branch site at 3140 Washington Boulevard with a mixed-use residential, office, and commercial building of 12 stories and approximately 314,000 of Gross Floor Area.

The site plan also includes the Verizon telephone switching building at 1025 N. Irving Street. The developer is purchasing unused density from the Verizon site. The Verizon building will remain; however, the developer and Verizon also propose to install decorative screening to hide and muffle noise from rooftop Generators and other equipment necessary for the proper functioning of the telecommunications and 911 facilities

The approximately 2.4 acre site is located in Clarendon, and in the “Clarendon Revitalization District” as designated on the General Land Use Map. The site is bordered by North Washington Boulevard (north), North Hudson Street (east), the Arlington County Fired Department property (south), and North Irving Street and Public Plaza (west). The site is located in the Clarendon-Courthouse Civic Association area.

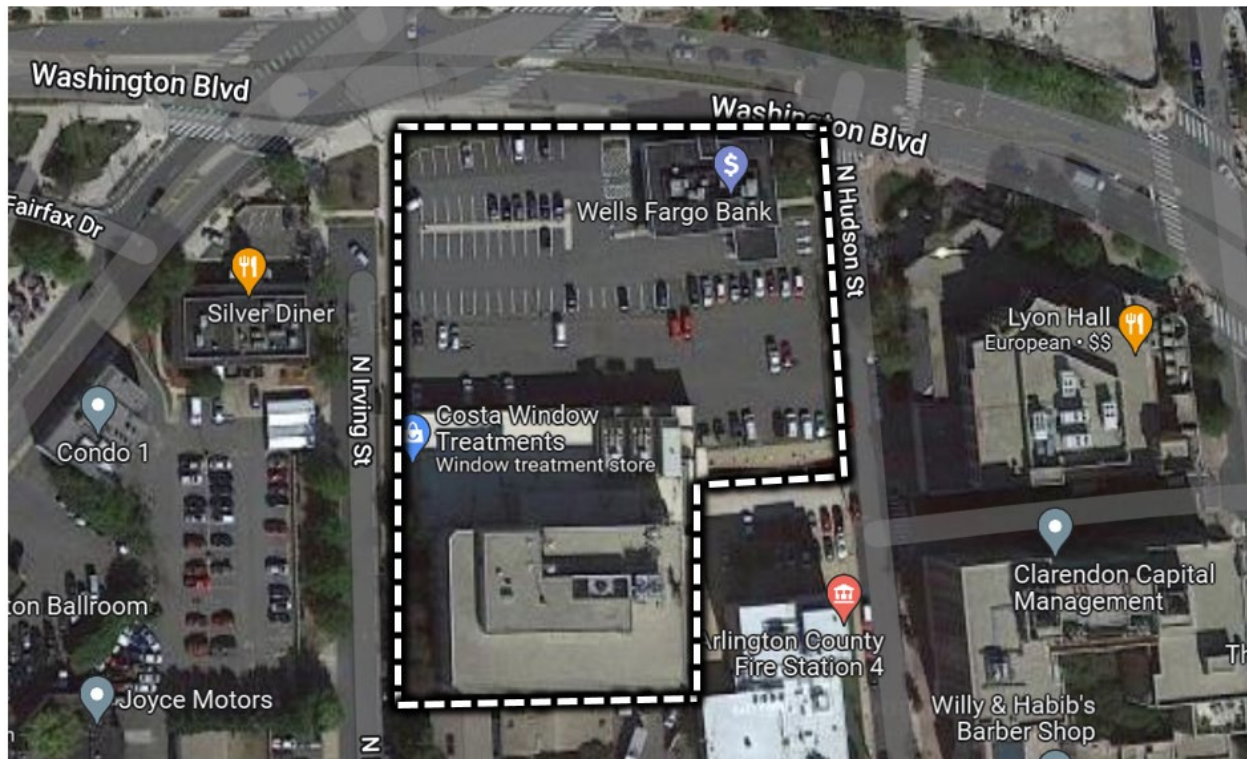


Figure 1—Project site—Google Maps

The new site plan project consists of:

- A single mixed use building with:
  - 238 dwelling units;
  - 35,000 s.f. of retail/equivalent on the ground floor (mechanical on floor 2);
    - Including a replacement Wells Fargo Bank with a drive-through ATM;
  - 67,000 s.f. of office uses on floors 3 &4;
  - 3.8 total FAR (including Verizon site);
  - 12 stories (128 feet);

- Penthouse: 18 feet;
- 144 residential parking spaces (.6/unit);
- 18 retail spaces (1 sp/1,640 s.f.);
- 71 office spaces (1 sp/941 s.f.);
- 4 loading spaces;
- A new street segment of 10<sup>th</sup> Road North; and
- In addition, the 97,000 s.f. telephone switching station will remain, with 7-9 surface parking spaces.

Requested Modifications for the Zoning Ordinance are (including but not limited to):

- Additional building height (from 110 feet to 128 feet);
- [Additional density of .45 FAR from the Arlington Green Building Incentive Program](#) ;
- Additional density for other amenities per Zoning Ordinance Sec. 15.5.9.;
- Parking ratios;
- 16% Compact parking;
- Reduction of one residential loading space;
- Two (2) retail loading spaces to be tandem);
- Averaging of 10' setback on Irving Street;
- Streetscape standards for planting, sidewalk width on 10<sup>th</sup> Road North and portion of Washington Boulevard and North Hudson Street, and streetscape standards on North Irving Street adjacent to existing Verizon building;
- Building entrances every 50 feet (location of Bank on Irving Street);
- Exclusion of approximately 12,000 square feet of mechanical, shaft, and service space, below grade areas; and
- Height of mechanical screening walls on Verizon building.

To implement the above development the applicant has made the following applications:

1. A General Land Use Plan (GLUP) amendment from "Government and Community Facilities" to "Medium Density Mixed Use";
2. A site plan for a new mixed-use building; and
3. A Use Permit for a drive through.

**BACKGROUND:** The subject site consists of properties owned by Wells Fargo Bank and Verizon. The Wells Fargo Bank was constructed by right in the 1970s. It is a two-story building with approximately 10,000 square feet of Gross Floor Area with two drive through lanes, and a large surface parking lot.

The Verizon-owned property consists of the four-story Verizon telecommunications switching station and associated parking lot. The switching station has been constructed by-right, in stages beginning in the 1930s. The latest addition is a one-story addition on the northern side of the property, constructed in the early 1970s. It is the main Verizon facility for much of north Arlington. Due to changes in technology over the years, the need for human personnel at this site is

drastically reduced. The vast majority of 90,000 square foot building's area is devoted to massive banks of switching equipment, and only a handful of employees come and go during a 24-hour period. A staff visit to the Verizon Building on a weekday afternoon found only one Verizon employee making a brief stop at the site during a 90-minute tour of the building. The Verizon parking lot is now used informally by ACFD employees next door.

The site is located in the Clarendon Revitalization District, and development guidance is provided by the [Clarendon Sector Plan, as updated in 2022](#). Many of the recommendations of the Sector Plan are incorporated into the [Arlington County Zoning Ordinance in Section 9.2](#), as updated in 2022.



Preliminary Major Staff Discussion Topics:

- Land Use: The location of the rebuilt bank branch on Irving Street, fronting on a public plaza. Generally, a bank branch is not an active use that would bring life to a public plaza. In addition, the Arlington Retail Plan designates the Irving Street frontage of this block for entertainment and food oriented retail.
- Land Use: A drive through use is generally not considered appropriate in an urban area with high pedestrian traffic. If a drive through is considered absolutely necessary by Wells Fargo, can it be incorporated into the building somehow, or further away from the plaza? The presence of the ATM also creates issues with streetscape and the pedestrian experience, as discussed below.
- Architecture/Urban Design: If the bank cannot or will not be moved from its location adjacent to the public plaza, staff recommends adding an entrance to the bank on Irving

Street, and improvements such as additional fenestration to the building façade where Irving Street and the new 10<sup>th</sup> Road meet. Building entrances every 50 feet and 75% façade (not just window) transparency are requirements of Section 9.2 of the Zoning Ordinance.

- Architecture/Urban Design: The developer and Verizon propose mechanical screening on the Verizon building. Staff would like to see other aesthetic improvements to the one-story, windowless 1970s Verizon addition.
- Architecture/Urban Design: Mechanical screening needs to be set back an equivalent distance to its height from the edge of the roof.
- Public Space/Landscaping: The proposed 10<sup>th</sup> Road North streetscape does not comply with the Zoning Ordinance requirements and good urban design practice—there are no street trees, an inconsistent sidewalk width, and sidewalk “jogging” created by the desire for the drive through ATM.
- Public Space/Landscaping: The proposal needs to strive to meet the Sector Plan goal of 15% tree canopy.
- Public Space/Landscaping: Explore possibilities of improving landscaping along the Verizon building frontage, understanding the limitations of keeping the historic building and the major utilities surrounding the site.
- Transportation: The presence of the drive-through creates a sub-optimal experience for pedestrians on the North Side of 10<sup>th</sup> Road, including lack of street trees and a jog in the path.
- Transportation: The Sector Plan envisions 10<sup>th</sup> Road as a local street with parking on at least one side of the street. Currently 10<sup>th</sup> Road looks more like an alley.
- Transportation: The developer is requesting a reduction of one residential loading space and will need to demonstrate that the proposed tandem loading will function properly.
- Sustainability: The developer cannot claim Green Building Incentive Bonus over that part of the site allocated to Verizon.

The following provides additional information about the site and location:

Existing Zoning: “C-3” General Commercial District.

General Land Use Plan (GLUP) Designation: The Wells Fargo owned property is designated “Medium Density Mixed-Use [Up to 3.0 F.A.R. with special provision for additional density within the “Clarendon Revitalization District” (See Note 12) and the “Special Coordinated Mixed Use District” for East End of Virginia Square (See Note 3)]”.

The Verizon-owned property is designated “Government and Community Facilities (County, state and federal administration and service facilities (police, fire, property yard, etc.) Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.)”.

Both sites are located in the Clarendon Revitalization District, denoted by Note 12 of the GLUP, which states: “This area was designated the “Clarendon Revitalization District” on 7/7/90. The boundary for this district was amended on 2/25/06 and 12/9/06. The goals and objectives for this area are set forth in the “Clarendon



*Revitalization District" located in the GLUP Booklet."*

Neighborhood: The site is in the boundaries of the Clarendon Courthouse Civic Association.

**Existing Development:** A two-story bank with two drive through windows and associated surface parking lot constructed in the 1970s, and a four-story telecommunications switching station constructed in stages from the 1930s, with a one-story addition constructed in the 1970s, and associated surface parking.

**Proposed Development:** The following table sets forth the preliminary statistical summary of the development proposal:

	<b>Proposed</b>
<b>Site Area</b>	<b>105,637 s.f (2.4 acres)</b>
<b>Total Density (in square feet of Gross Floor Area)</b>	<b>305,697 s.f.</b>
Residential	203,676 s.f.
Office	66,843 s.f.
Retail	34,533 s.f.
Major Utility	97,039 s.f.
<b>Total Density (FAR)</b>	<b>3.81</b>
<b>New Building Height</b>	
Average Site Elevation	260.3'
Main Building Height	128'
Main Building Height (ft. from ASE)	388.3'
Stories	12
Penthouse Height	18'
<b>Parking (spaces)</b>	<b>244</b>
Residential	144 (.6 sp/unit)
Residential Visitor	11 spaces <sup>1</sup>
Retail	18 (1:1,640 s.f. of GFA <sup>2</sup> )
Office	71 (1:941 s.f. of GFA)
Compact (15% max. permitted)	16%
<b>Loading</b>	<b>4 spaces</b>

<sup>1</sup> Required per the "Off-Street Parking Guidelines for Multi-Family Residential Projects Approved by Special Exception in the Rosslyn-Ballston and Jefferson Davis Metro Corridors" adopted by the County Board in 2017.

<sup>2</sup> After first 5,000 square feet of gross floor area of retail use is exempted for proximity to Metro).

**DISCUSSION:**

**Density and Uses:** The “C-3” zoning district in the Clarendon Revitalization District permits site plan redevelopment, subject to the detailed regulations of the ACZO in Section 9.2. In general, site plan development is permitted at densities of up to 3.0 FAR. Furthermore, density is also limited by detailed maximum height limits (ACZO Sect 9.2.5., Map 1). The height limit for the Wells Fargo site is 110 feet. Additional building height (up to a maximum of 128 feet) and density may be considered at the Wells Fargo site, subject to the provision of community benefits. The developer is requesting additional density and building height, subject to a community benefits package to be negotiated with the County.

Table 2, Detailed Density Chart

	<b>Base Density Of 3.0 FAR, based on Total Site Area</b>	<b>Existing Verizon GFA</b>	<b>Base Density less Verizon Building to remain</b>	<b>LEED and Energy Star at the .45 FAR level</b>	<b>Section 15.5.9 (Community Benefits)</b>	<b>Total Proposed GFA of new building</b>
<b>Gross Floor Area</b>	316,911 s.f.	97,039 s.f.	219,972 s.f.	26,264 s.f.	59,561 s.f.	305,697 s.f.

Permitted uses at this site include residential, retail, and hotel uses. However, the ACZO (ACZO 9.2.6., Map 2) designates a portion of the subject site as a “Prime Office” site, and requires that at least 60% of the gross floor area of the building up to 3.0 FAR be devoted to office and commercial uses.<sup>3</sup> The proposed development meets this requirement.

Verizon Building: The existing Verizon Building is classified in the Zoning Ordinance as a “Major Utility” and is a by-right use in the C-3 Zoning district. However, since the developer proposes to use unused density from the Verizon Building site to incorporate into the project, the Verizon property will be incorporated into the subject site plan. The building will remain for the foreseeable future. Verizon representatives do not have any plans for redevelopment of this site in the coming decades due to its key infrastructural use. On the contrary, they will be making investments in equipment additions and upgrades in the immediate future.

**Site Design and Architecture:**

The proposed development consists of a 12-story mixed use building with ground floor retail and bank uses, 2 (two) stories of office use, and the remainder is multifamily residential. The developer proposes to construct a planned new segment of 10<sup>th</sup> Road North (with a proposed public access easement, and all access to parking and loading will be from this new street.

The Zoning Ordinance in Section 9.2 mandates specific design requirements for developments in Clarendon, unless modified by the County Board. Among these are:

<sup>3</sup> The site area over which the “Prime Office” requirement of the Zoning Ordinance applies (51,312 s.f.) is based upon ACZO 9.2.6., Map 2, and is different from the total site area (105,637 s.f.) or the site area that Wells Fargo currently owns (37,169). Retail uses are permissible in making up the 60% office and commercial use threshold.

- Build-to lines on all streets except the new segment of 10<sup>th</sup> Road North;
- A 10’ stepback requirement on the Irving Street façade;
- Mechanical penthouse screening must be set back an equivalent distance to the height of the screening;
- All sides of the ground floor of the building must be designed with “Main Street” frontage standards, except for 10<sup>th</sup> Road North, which is allocated to service access uses.
  - “Main Street” building frontage standards are explained in [page 117 of the Clarendon Sector Plan](#) and require among other things:
    - A maximum of 50 feet between functioning building entrances;
    - Minimum 75% façade transparency;
    - Minimum structural clear heights of 15’ in retail uses.

Table 3

Frontage Type	Maximum Distance Between Functioning Entries	Façade Transparency	Ground Floor Elevation	Permitted Projections	Minimum Ground Floor Clear Ceiling Height
MAIN STREET	50 Linear Feet	Min. 75% within ground level facade treatment	Match sidewalk grade	Shopfronts Blade Signs Awnings Canopies	15’ structural 12’ finished interior

The proposed development is generally compliant with the build to lines and stepback requirements (the developer provides additional stepbacks on the other street frontages beyond what is required by ordinance) , and largely compliant with the “Main Street” requirements on Washington Boulevard and North Hudson Street, with the notable exception of the bank frontage on North Irving Street, which lacks a building entrance on this façade and is, as currently designed, not compliant with the transparency requirements. Staff also would like to see more information that the mechanical screening can meet the Zoning Ordinance requirements.





Figure 3--- Washington Boulevard façade, Courtesy applicant



Figure 4—North Hudson Street façade, Courtesy Applicant



Figure 5—Bank façade facing Irving Street, and proposed Plaza, Courtesy Applicant

**Verizon Building:** The existing building, built over the course of decades since the 1930s, has some historic and aesthetic value, especially in the main four-story building block. While the building will remain, the developer and Verizon plan to work together to screen the existing emergency generators on the one-story 1970s façade. (Verizon also has plans to add rooftop mechanical equipment in the future and propose to screen them similarly.) Staff also has been encouraging the parties to examine improving the architecture of the windowless 1970s addition.

The proposed screening will consist of acoustic baffles and a decorative metal mesh in colors that echo the existing building's colors.

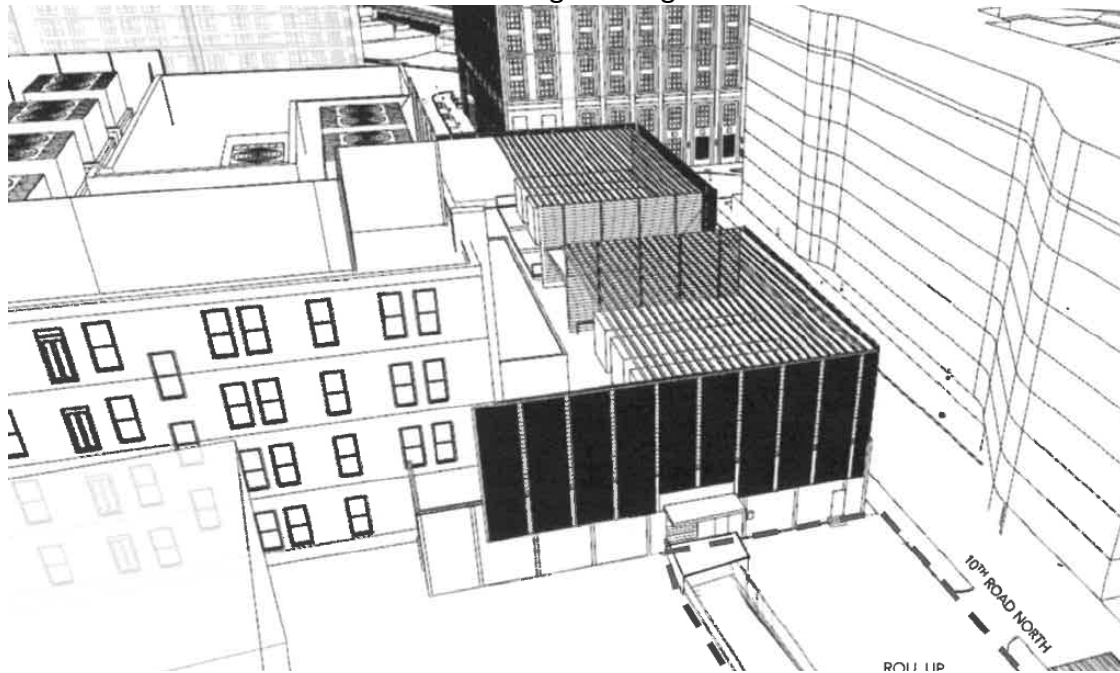


Figure 6-- Courtesy Applicant



*Figure 7-- Courtesy Applicant*

The developer proposes 7-9 surface parking spaces that will serve the Verizon Building. The entrance to the parking lot will be off 10<sup>th</sup> Road North. The existing loading dock, accessed from North Hudson Street, will remain.

**Public Space:** While there is no proposed public space on this site other than sidewalk easements and the new proposed 10<sup>th</sup> Road public street, the proposed building is adjacent to a planned public open space on the closed portion of North Irving Street (page 66 of the Sector Plan). This Plaza will be designed in a public process led by the County's Department of Parks and Recreation (schedule TBD). Key questions to be decided through the public review process is how the proposed bank will interact with the new public space.

**Streetscapes:** ACZO Section 9.2 has detailed streetscape requirements for all frontages (see Section 9.2.3 Table 1 and Section 9.2.9 Map 5). The developer is generally compliant with the streetscape requirements, except for 10<sup>th</sup> Road North. The Zoning Ordinance requires a 12 foot sidewalk, with a six foot clear zone. Street trees are to be planted in minimum 5' X 12' tree pits, spaced approximately 30' on center (subject to adjustments for light pole location). The developer does not meet these requirements on either side of 10<sup>th</sup> Road North. On the south side, it is generally because of the desire to keep surface parking for Verizon, on the north side, it is caused by Wells Fargo's desire for a drive through ATM. On both sides of 10<sup>th</sup> Road, the sidewalk "jogs" in order to accommodate these desired uses. Jogs are generally discouraged in more urban public sidewalks, although 10<sup>th</sup> Street will generally be a less travelled street by pedestrians than the other surrounding frontages.

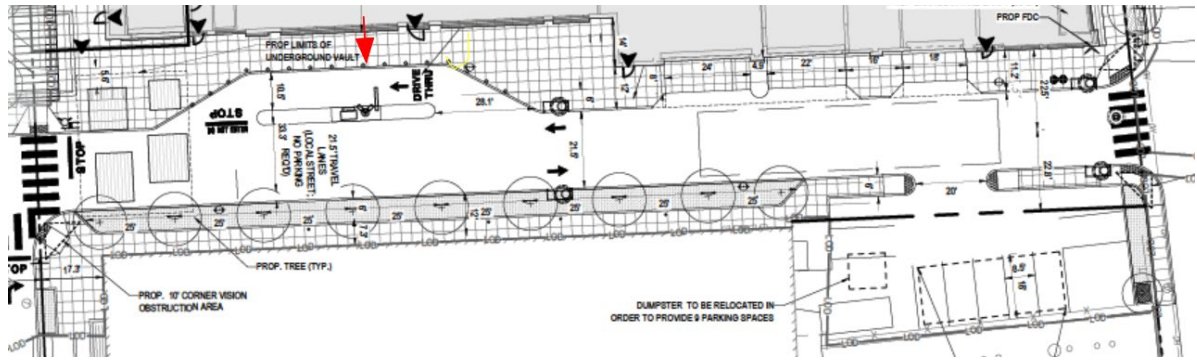


Figure 8-- 10th Road civil Plans

**Historic Preservation:** The Verizon Building is listed as “Important” on the Historic Resources Inventory (HRI), but it is not otherwise listed on the National or local landmarks registers. Changes to the Verizon Building are not required to be reviewed by the Historic Affairs and Landmark Review Board (HALRB), and the HALRB does not have the power to approve or disapprove any exterior changes. The adopted HRI guidelines, however, strongly recommend that the owner of a building that is “Important” on the HRI consult with the HALRB on any exterior design changes.

**Affordable Housing:** The applicant will provide the base affordable dwelling unit (ADU) requirement stipulated in ACZO 15.5.8, which may include on-site or off-site ADUs, or a cash contribution to the Affordable Housing Investment Fund (AHIF). The options for fulfilling this requirement will be determined prior to Planning Commission and County Board consideration. The developer also needs to earn additional density above the base density, and an additional contribution to AHIF or on-site committed Affordable Dwelling Units above what is required by the Zoning Ordinance would be one way (of several) to earn additional density.

**Sustainable Design:** The applicant proposes to achieve the .45 FAR LEED and Energy Star bonus, with 4 required extra Arlington-specific items, pursuant to the County’s 2020 Green Building Density Incentive Policy.

0.25 FAR	0.35 FAR	0.45 FAR	0.55 FAR	0.70 FAR
<ul style="list-style-type: none"> <li>• LEED Gold 4 or 4.1</li> <li>• Energy Optimization Performance Improvement</li> <li>• Baseline Prerequisites</li> <li>• ENERGY STAR Score 75 – or- LEED site EUI performance verification</li> </ul>	<ul style="list-style-type: none"> <li>• LEED Gold 4 or 4.1</li> <li>• Energy Optimization Performance Improvement</li> <li>• Baseline Prerequisites</li> <li>• ENERGY STAR Score 80 – or- LEED site EUI performance verification</li> <li>• 3 Items from <i>Extra list</i></li> </ul>	<p><b>Option 1:</b></p> <ul style="list-style-type: none"> <li>• LEED Gold 4 or 4.1</li> <li>• Energy Optimization Performance Improvement</li> <li>• Baseline Prerequisites</li> <li>• ENERGY STAR Score 85 – or- LEED site EUI performance verification</li> <li>• 4 Items from <i>Extra List</i></li> </ul> <p><b>Option 2:</b></p> <ul style="list-style-type: none"> <li>• Baseline Prerequisites</li> <li>• Passive House (PHIUS) certification</li> </ul>	<p><b>Option 1:</b></p> <ul style="list-style-type: none"> <li>• LEED Gold 4 or 4.1</li> <li>• Energy Optimization Performance Improvement</li> <li>• Baseline Prerequisites</li> <li>• ENERGY STAR Score 90 – or- LEED site EUI performance verification</li> <li>• 6 Items from <i>Extra List</i> including: <ul style="list-style-type: none"> <li>○ Energy Optimization plus Storage</li> </ul> </li> <li>• Carbon Offsets (ILFI reference)</li> </ul> <p><b>Option 2:</b></p> <ul style="list-style-type: none"> <li>• Baseline Prerequisites</li> <li>• Passive House (PHIUS) certification</li> <li>• Carbon Offsets (ILFI reference)</li> <li>• Renewable Energy plus Storage from <i>Extra List</i></li> </ul>	<ul style="list-style-type: none"> <li>• LEED Gold 4 or 4.1</li> <li>• Energy Optimization Performance Improvement</li> <li>• Baseline Prerequisites</li> <li>• Zero Energy – or – Zero Carbon certification</li> </ul>



## **Transportation:**

### Streets

For the practical purposes of the site plan project, the site is bounded by Washington Boulevard (on the north), North Irving Street (on the west), the new Tenth Road (on the south), and North Hudson Street (on the east). Directly south of this site, and across the new 10th Road, lies the existing Verizon site, which is technically incorporated into the site plan, but which will remain unchanged and not redeveloped.

Washington Boulevard is classified on Arlington County's Master Transportation Plan (MTP) map as a Type A arterial street (Primarily Retail-Oriented, Mixed Use), with a posted speed limit of 30 miles per hour (mph) in the vicinity of the site. Such a street typology, according to Arlington County's MTP Streets Element (2011) includes the following:

"An arterial street segment that serves (or is planned to serve) a dense commercial area and is fronted by (or planned to be fronted by) predominantly high-intensity, ground-level retail and consumer service. It is highly oriented to pedestrian, bicycle, and transit access with wide sidewalks, bike lanes, and transit stops prioritized over motor vehicles' travel space and parking."

In the site vicinity, Washington Boulevard does not neatly fit this typology. While it is in a densely populated and heavily traveled area, it is not a transit route (near the site), and it has no bicycle lanes. Its sidewalks vary in width along a portion of the site frontage, from quite wide (20') to barely adequate (6'). Along this segment, it is a true boulevard, with a center median of approximately 14' width. While no changes are proposed to the Washington Boulevard travelway, the sidewalk along the site frontage will be widened and made a more consistent width as part of the site plan project. The sidewalk, currently at varying 6' widths, will increase to 20', including 6' tree pits, yielding an effective width of 12' throughout. One portion, the short connector between Fairfax Drive and Clarendon Boulevard, where bicyclists must ride on the sidewalk, will remain at the full 20' with no trees or street furniture. This portion will be a shared-use path, requiring the additional width.

North Irving Street is a neighborhood street (Residential or Commercial Local) on Arlington County's MTP map, with a posted speed limit of 25 miles per hour (mph) in the vicinity of the site. South of Washington Boulevard, North Irving Street terminates into a public open space. The street sections proposed by this project show no changes to the street other than a widening of the sidewalk on the at the corner. The remainder of the street and sidewalk, fronting the Verizon building, will remain as it is today. Proposals for the terminus of North Irving Street show an enhancement to the existing open space that is there today. The open space will be designed by Arlington County Department of Parks and Recreation, and the Bingham Center site plan, as well as the Wells Fargo site plan project, will participate in the development of this open space.

10th Road North, a proposed new street which will run east-west through the site from North Irving Street to North Hudson Street, has been recognized in the sector plan amendment but not yet officially designated. Though an improvement on the three-lane exit to the drive-through banking service lanes that are there today, the new 10th Road North is still envisioned largely as a service road through the site. In fact, it will still incorporate a small drive-through lane to a single ATM. This does somewhat disrupt pedestrian and vehicle flow. The remainder of 10th Road North provides backdoor and service entrances, as well as parking and loading entrances to the

apartments, and to the businesses fronting on Washington Boulevard.

10th Road North is proposed to be a 21.5-foot-wide travelway, with on-street parking for approximately three cars provided in the westbound direction. Near its intersection with Irving Street, there will be a 10.5' wide pullover for the atm drive-through (westbound only). Sidewalks on the north side are proposed to vary from 8' to 12' in width, with no street trees proposed on this side. On the south side of the street, sidewalks are proposed to be 16' wide, including a 10' wide planting and utility strip, leaving a 6' clear sidewalk width. 10th Road will be privately owned, but with a public access easement.

North Hudson Street is a neighborhood street (Residential or Commercial Local) on Arlington County's MTP map. With no posted speed limit sign on this short block, we can assume a speed limit of 25 miles per hour (mph) in the vicinity of the site. This is a one-block street, with nothing fronting on it, and many things backing onto it. The current street has a 4' sidewalk with no buffer. That will be improved to a 9' sidewalk with 6' tree pits along the site frontage, except adjacent to the Verizon parking lot.

### Transit Service

**Metrorail:** The closest Metrorail station is located about two blocks (0.2 miles) from the site. The Clarendon station provides access to the orange and silver lines. The orange line runs between New Carrollton, MD and Vienna, VA; the silver line between Largo Town Center, MD and Ashburn in Loudoun County, VA via Washington Dulles International Airport. Riders can use the two lines serving Clarendon to transfer to the blue line in Rosslyn, and to the red, green, and yellow lines in downtown Washington.

The Metrorail system operates seven (7) days a week: from 5:00 am to 12:00 am on weekdays, 7:00 am to 1:00 am on Saturdays, and 7:00 am to 12:00 am on Sundays. The train headways at Clarendon range from 5 minutes during peak periods to 6-30 minutes during off-peak periods and on weekends.

**Bus Service:** The project site and immediate vicinity is served by numerous bus routes operated by Arlington Transit (art) and MetroBus, including:

- ART Routes 41, 42, 62, and 77.
- MetroBus route 38B.

These buses pick up and drop off passengers at several locations at or near the site, along Clarendon Boulevard, Wilson Boulevard, Washington Boulevard, and North Highland Street, at designated transit stops. Higher volume bus stops have transit shelters.

### Bicycle Facilities

The Clarendon neighborhood experiences a healthy amount of bicycle activity, which is facilitated by a largely complete on-street network of dedicated bicycle lanes, accompanied by sharrows. Most of these bike lanes tie into a vast countywide and regional network of on- and off-street bike lanes and pathways.

Dedicated bicycle lanes exist today on Clarendon Boulevard, Wilson Boulevard (protected in some places), and on Fairfax Drive. According to the most recent (2019) Arlington County MTP Bike Element, there is a proposed plan for enhanced bicycle facilities on Wilson Boulevard and

Clarendon Boulevard in Clarendon: “Upgrade the existing bicycle lanes on Wilson and Clarendon boulevards to provide more separation of bicyclists from motor traffic in the Rosslyn, Courthouse, and Clarendon areas. Link with an enhanced bikeway on Fairfax Drive to provide a lower-stress bicycle route east-west through the Rosslyn-Ballston corridor and across the center of Arlington. (1.4 miles)” (project 3-19).

There is also a proposal in the MTP to enhance the existing dedicated bicycle lanes along Fairfax Drive: “Enhance the bicycle lanes on Fairfax Drive between N. Glebe Road and Washington Boulevard to include additional separation and protection of bicyclists from motor vehicle traffic. The facility should provide a lower-stress route through the Ballston and Virginia Square areas and connect the Custis and Bluemont Junction trails to enhanced bicycle facilities on Wilson and Clarendon boulevards in the Clarendon, Courthouse and Rosslyn areas. (1.2 miles)” (project 3-21)

Additionally, there is a proposed project for an enhanced bike facility on 10th Street North: “Develop an enhanced bicycle facility on 10th Street North between Fairfax Drive and the Arlington Boulevard rail (0.9 miles)” (project 3-45).

In Arlington County’s recently adopted Capital Improvement Program, the Arlington County Board has identified funding for a multimodal corridor study of Fairfax Drive and 10th Street North. That study will evaluate potential options to include an enhanced bike facility along 10th Street North, and it will develop recommendations for capital project investments.

The Clarendon Sector Plan addendum shows the proposals for future bicycle facilities in the project area, in the drawing below. Red and purple lines show existing bike facilities, and gold lines show proposed bicycle facilities (the project site is shown with a green star):



- Add Enhanced Bicycle Facility on 10th St. N. per MTP Bike Element
- Revised legend text

Enhanced Bicycle Facility

Above bicycle facilities figure from December 2021 staff presentation on Clarendon sector plan update

The nearest off-street trails are the Arlington Boulevard and Washington Boulevard shared-use

trails, providing connections throughout Arlington County. The Arlington Boulevard trail is physically quite close to the Clarendon neighborhood, but it is not clearly signed; accessed only via neighborhood streets. The Washington Boulevard trail is some distance east of the Clarendon neighborhood, and it must be accessed by using streets and sidewalks until the trail begins, approximately at the intersection of Arlington Boulevard and Washington Boulevard.

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides over 4,500 bicycles at over 500 stations across Washington, DC, Maryland, and Virginia. Membership, which is required to use Capital Bikeshare, includes several options for joining. The first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock. Within a ½ mile radius of the site there are at least five (5) Capital Bikeshare stations, with the closest one located on Fairfax Drive, near the parking lot for Saint Charles Borromeo church. Another station is located right at the Clarendon Metro station.

In addition to bikeshare, electric-assist bike and scooter sharing services have become readily available throughout the Rosslyn-Ballston corridor. Users must have an account with the bike or scooter service provider and can then board an electric bike or scooter wherever available. When the user is done with their trip, the bike or scooter is left for the next rider. The County has been working to designate scooter parking zones in high traffic areas.

### Pedestrian Facilities

The Clarendon Circle neighborhood achieves a walkscore of 96, which is an indicator of its high walkability and pedestrian comfort. The availability of high-capacity and frequent transit, the presence and scale of retail frontage, the availability of sidewalks and street trees, and the presence of other pedestrians contribute to a pleasant environment for walking. At every intersection, there are pedestrian heads and ADA-accessible ramps for pedestrian crossing. Still, there is room for improvement: in spite of recent improvements, the signal timing at Clarendon Circle still presents a multi-phase intersection for many pedestrians to get across the street, with some blind spots, and confusion about prioritization for crossings, tempting some pedestrians to cross illegally. The high volume of vehicular traffic along the boulevards means that many vehicles travel above posted speeds, and there is frequent double-parking, which blocks visibility and creates pedestrian crossing hazards as vehicles and cyclists swerve around these obstacles. Outdoor dining on the boulevards enlivens the environment, but also competes with other users, such as those walking along the sidewalks and those waiting for a bus.

### Other Modes

There are Zipcar (carsharing) parking spots available nearby at 3100 N. Clarendon Boulevard and 813 N. Jackson Street.

### Parking

There are 144 below-grade parking spaces proposed for 238 residential units, a residential parking ratio of .60 spaces per unit, which is within the residential parking guidelines established by the Board in its 2017 guidelines for new multifamily buildings built within the Metro corridors. This building, given its very close proximity to the Metro, is within the first tier, and would qualify for the greatest reduction of parking allowed (0.2 spaces per unit for sites located in close proximity to Metro). The parking ratio proposed is thus somewhat higher than would be permitted under the guidelines.

Retail vehicle parking is proposed at 1 space per 1,600 square feet, or 18 parking spaces for 33,000 sf of retail space (after exempting the first 5,000 square feet of retail because of proximity to the Metro station). Office parking is proposed at a ratio of 1 space per every 941 square feet of gross floor area. Because the developer is proposing to provide less commercial parking than 1 space per 630 square feet, this ratio is subject to mitigation measures, as outlined in the County's 2013 commercial parking guidelines.

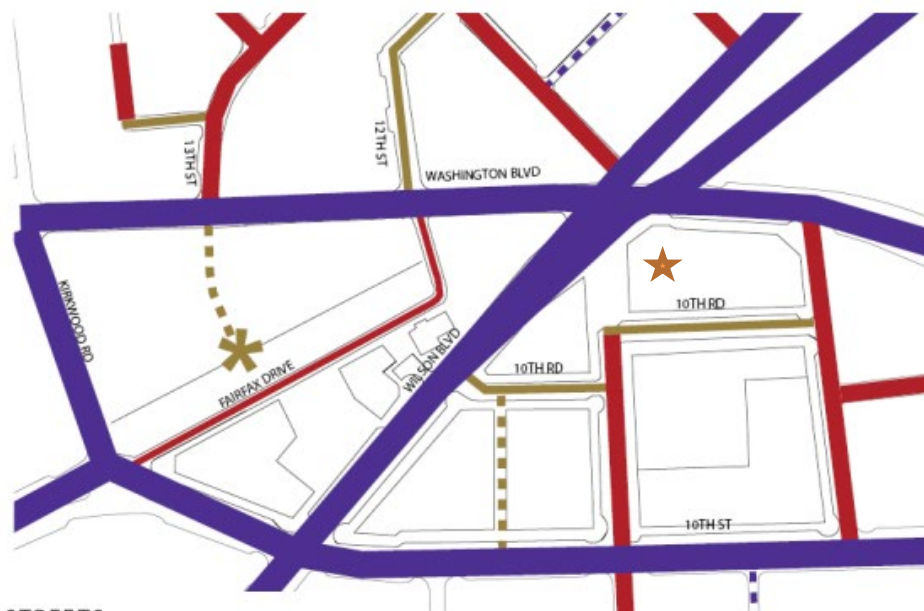
Additionally, surrounding the site, paid on-street parking is available on North Hudson Street and North Irving Street adjacent to the site. The future configuration of 10th Road will allow for on-street parking as well, approximately three spaces.

Regarding bicycle parking, the project will provide 108 Class I and 12 Class III parking spaces, as required by Arlington County standards. Total bicycle parking will be 120 spaces.

### Planning: Clarendon Sector Plan Addendum

In April 2022, The Arlington County board adopted an addendum to the Clarendon Sector Plan that focused specifically on the several blocks surrounding this site. Intended to provide guidance to the six potential development sites in the focus area, it set forth a vision as well as guiding principles and design guidelines or the future direction of this neighborhood. The sector plan addendum was enshrined in a Board-approved ordinance.

The transportation aspects of the sector plan amendment that affect this site have largely to do with the proposal for a new street and alley. A new Tenth Road North is proposed to connect Wilson Boulevard to North Hudson Street, jogging at North Irving Street, as shown in brown in the image below:



STREETS  
Map 2.10

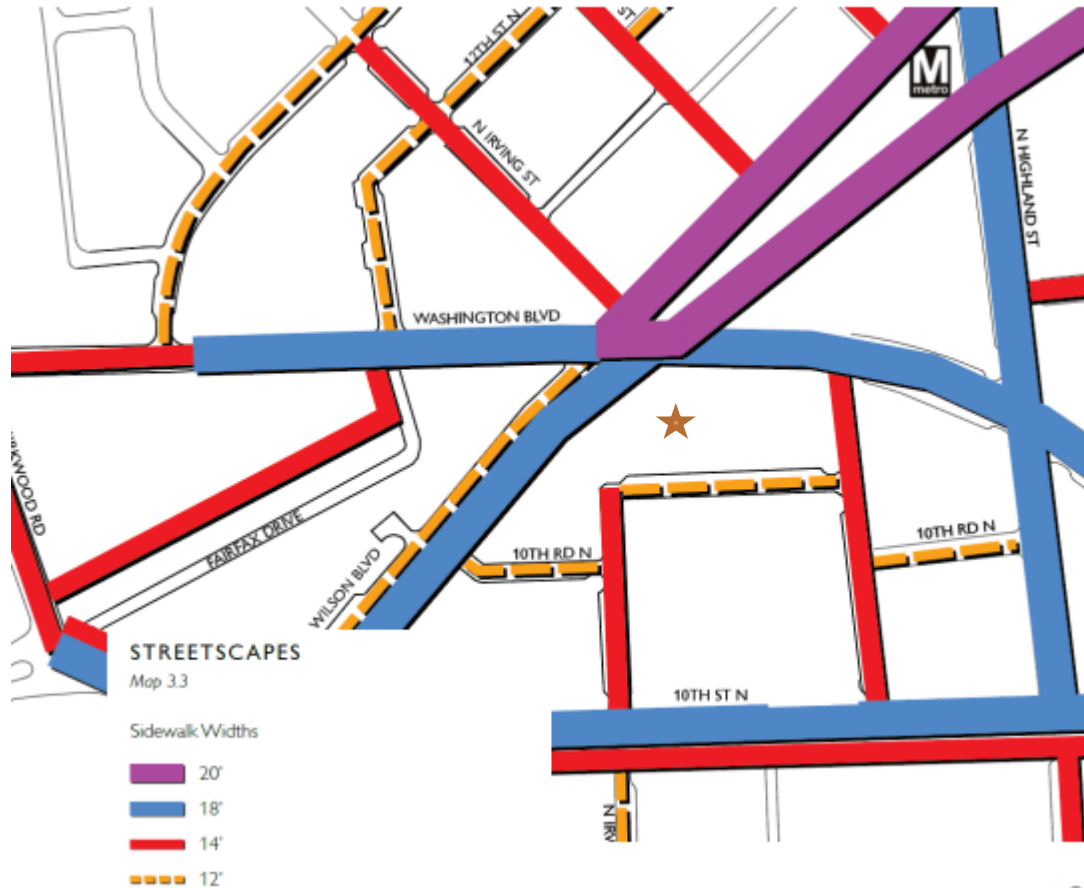
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Site



The proposed new Tenth Road, from the 2022 Clarendon Sector Plan addendum (December 2021 staff presentation)

Other transportation recommendations from the Clarendon Sector Plan addendum include recommendations for streetscapes, as shown below:



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Proposed sidewalk widths for the Clarendon sector plan addendum, from the December 2021 staff presentation.

Sidewalk widths are proposed in the sector plan for all streets surrounding the Wells Fargo site:  
18' for Washington Boulevard (20' for the small segment where it intersects with Wilson Boulevard),  
14' for North Irving Street and for North Hudson Street, and  
12' for 10th Road.

### Loading

Arlington County off-street loading requirements are summarized below:

Multi-family residential uses: One space for every 200 units, when over 50 units

Retail uses: One space for 15,000 sf, when over 3,000 sf

Office Uses: One space for over 6,000 sf

The applicant proposes four (4) 35'x12' loading bays to serve the site. All loading is proposed to take place along the 10th Road frontage.

### Multimodal Transportation Analysis & Trip Generation

The applicant's consultant analyzed existing conditions at seven signalized intersections near the study site to determine the existing conditions, prior to performing analysis of proposed future conditions near the site following implementation of the site plan project. The existing conditions analysis shows that each of the intersections and movements operates at an acceptable level of service (level of service "D" or greater) during the morning and afternoon peak hours.

The consultant then populated their analysis with four (4) proposed future developments that are known to have been approved and will have been implemented by the time this site plan is also implemented. Factoring in future growth, with and without this proposed site plan project, the consultant has analyzed future traffic growth and the potential impacts upon the transportation network and its capacity to absorb such growth. These four "pipeline" developments are estimated to generate a total of 390 morning peak hour trips, 599 evening peak hour trips, and 7,577 daily trips upon full occupancy. In the future with the addition of these developments and regional growth, the study intersections (and their approaches) would continue to operate at overall LOS "D" or better during both the morning and evening peak hours.

The new vehicle trips associated with the development equates to 234 morning peak hour vehicle trips (134 in and 100 out) and 282 evening peak hour vehicle trips (121 in and 161 out). Accounting for traffic generated by the existing site, the proposed program would generate 155 new morning peak hour vehicle trips and 151 new evening peak hour vehicle trips overall, compared to the existing development.

In the future, with the addition of this development at 3140 Washington Boulevard, all signalized study intersections (and their approaches) would continue to operate at overall LOS "D" or better during both the morning and evening peak hours, according to the consultant.

When compared to future conditions without development, the proposal would result in an average delay of about two seconds at the study intersections, compared to today, according to the consultant.

Arlington County staff reserve the right to make additional detailed comments upon the Multimodal Transportation Analysis; this 277-page document is also available for the public to review.

**Adopted Plans and Policies:** The following regulations, plans, and guiding documents are applicable to development on this site (in order of most general guidance to the most specific):

- General Land Use Plan (GLUP);
- Arlington Retail Plan; and
- The *Clarendon Sector Plan 2022*; and
- The Arlington County Zoning Ordinance (ACZO), Section 9.2.

General Land Use Plan (GLUP): The Wells Fargo owned property is designated "Medium Density Mixed-Use [Up to 3.0 F.A.R. with special provision for additional density within the "Clarendon Revitalization District" (See Note 12) and the "Special Coordinated Mixed Use District" for East End

*of Virginia Square (See Note 3)]”.*

The Verizon-owned property is designated “Government and Community Facilities (*County, state and federal administration and service facilities (police, fire, property yard, etc.) Hospitals, nursing homes, and institutional housing. Utilities, military reservations, airports, etc.)”.*

In order to accomplish the proposed development, the developer has applied for a General Land Use Plan amendment to change the designation of the Verizon site to “Medium Density Mixed-Use”.

The proposed development will be in accordance with the “Medium-Density Mixed Use” GLUP designation.

Arlington Retail Plan: The Arlington Retail Plan designates:

- North Irving Street: Red Streets for entertainment and food and other high-pedestrian traffic retail establishments; with interior and exterior design requirements.
- Washington Boulevard: “Gold” street which permits any kind of retail or retail equivalent with exterior and interior design requirements; and
- North Hudson Street: “Blue” street which permits any kind of retail or retail equivalent with only exterior design standards.

However, the Zoning Ordinance in Section 9.2 and the Clarendon Sector Plan provide more detailed guidance as to interior and exterior design , as well as window and façade transparency, and where the plans conflict, the Clarendon Sector Plan and the Zoning Ordinance will take precedence.

Clarendon Sector Plan: The Clarendon Sector Plan as updated in 2022 provides detailed guidance on nearly all aspects of any potential site plan application for the site.

The Clarendon Sector Plan’s overall goal is to provide a “vision for the Clarendon area as an ‘urban village.’ Building on its historical commercial focus, this ‘urban village’ concept is to be achieved through a high-quality public environment, with accessible and connected spaces, and a rich mix of uses that give a sense of place and distinctiveness to Clarendon.”

The overall goal of the Sector Plan is to realize the plan’s vision statement:

*In Clarendon’s urban village, people of all income levels, ages and household make-ups can walk to home, work, shop, and play. Clarendon’s superior physical environment also attracts tourists, shoppers and other visitors, who are encouraged to leave their cars or arrive by Metro or bicycle. From the street level walkability and well-designed buildings, to the character and charm of its public art, community events and well-defined public open space, people see Clarendon as a destination. Clarendon’s older buildings provide a sense of continuity and honor the time when Clarendon was Arlington’s first downtown. The integrity of surrounding low-density residential neighborhoods is protected and higher density development tapers up from neighborhoods toward Clarendon’s core. Residents, visitors and workers can walk in safety and comfort regardless of the time of day.*

From this vision statement, there are three goals for development in Clarendon:



1. A Quality Public Realm;
2. Accessible and Connected Spaces; and
3. A Rich Mix of Uses.

The subject site is located in Central Clarendon (page 16) an area envisioned to have “revitalized and new buildings, sidewalk cafes, and thriving businesses surrounding Central Park” and a “niche office district” with “innovative concepts”.

Arlington County Zoning Ordinance Section 9.2:

In a similar manner to the Crystal City Sector Plan, or the Columbia Pike Form-Based Code, many of the building and public realm design recommendations of the Clarendon Sector Plan are codified in the Zoning Ordinance and were updated in 2022 along with the Sector Plan.

The Zoning Ordinance for properties wishing to develop by site plan in the C-3 portion of the Clarendon Revitalization District regulates:

- Land Use
- Use Mix
- Height
- Density
- Lot Coverage
- Building Placement and streetscape
- Parking requirements
- And building design requirements including:
  - Façade design and interior ceiling heights;
  - Location of parking and loading;
  - Screening requirements for rooftop mechanical equipment and the setback requirements for rooftop equipment and their screening;
  - Minimum structural clear height for retail uses;
  - Building setback requirements;
  - And other requirements about historic building preservation not relevant to this site plan application.

It should be noted all of these site plan requirements may be modified by the County Board, except for maximum building height, which in this location is strictly limited to 128 feet.

**Modification of Use Regulations:** The applicant requests the County Board modify the following use regulations (subject to change throughout the review process):

Additional Density and Height: The applicant is requesting additional density (over the 3.0 FAR limit) and additional height (over the 110-foot height limit), which they propose to earn by achieving County Green Building Incentive Program priorities at the .45 FAR level, and through Zoning Ordinance Section 15.5.9, for a total of **3.81 FAR and 128 feet** of building height.

Stepback: One building stepback of 10 feet is required on Irving Street on the on the second, third, fourth or fifth floor. The developer is requesting an averaged stepback as shown below:

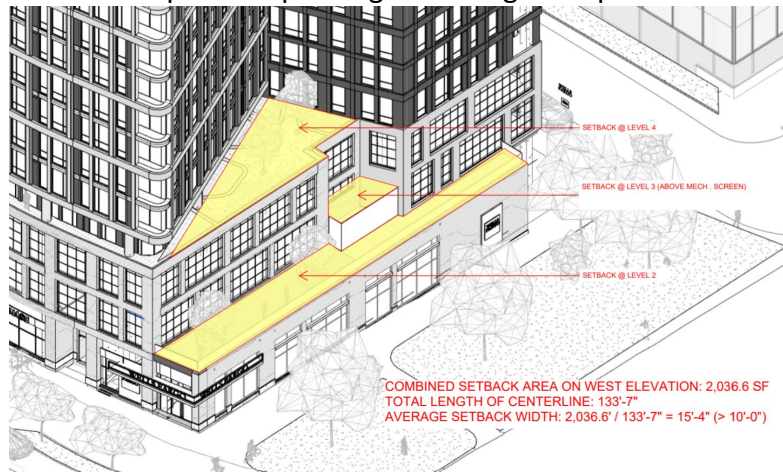


Figure 9-- Irving Street stepback

Required Parking Ratios: The applicant requests a modification to the required parking ratios:

- residential parking ratio from 1 parking space per unit to **.6 parking spaces per unit**;
- office parking ratio from 1 space for every 580 square feet to **1 space for every 941 square feet**;
- Retail parking from 1 space for every 580 square feet to **1 space for every 1,640 square feet**.

Compact Parking: The Zoning Ordinance limits the percentage of residential compact parking spaces to 15% of the total. The developer is requesting **16%**.

Required Standing Spaces for Drive Through: The Zoning Ordinance requires five (5) standing spaces for "each teller or customer window". The developer proposes space for one, or at most, two cars.

Loading: Two residential loading spaces are required. The developer is requesting **one**. In addition, two of the other loading spaces are in a tandem configuration, where one vehicle may be blocked by another.

10<sup>th</sup> Road and North Hudson Street Streetscape: As stated above the developer is requesting modifications form the streetscape and tree planting standards on 10<sup>th</sup> Road North, and on the portion of North Hudson Street adjacent to the proposed retained Verizon surface parking lot.

Surface Parking Lot Screening: Section 9.2.2.B.4 requires a five foot planting strip behind the sidewalk and a 42 inch wall to screen surface parking.

Build-to lines: A modification is requested from adherence to Build-to-lines adjacent to the Verizon surface parking lot.

Mechanical Equipment Height and Screening for existing and future rooftop equipment on the Verizon Building: The Verizon Building has rooftop mechanical equipment that currently exceeds the 18-foot height limit required by the Zoning Ordinance. The developer and Verizon propose to screen these areas. The necessary screening will therefore also exceed 18 feet. Verizon also has long term plans to add additional rooftop mechanical equipment in order to keep up with expanding service demands without which the essential utility site will not be able to function.

Building entrances every 50 feet: The developer is requesting a modification of the requirement for a building entrance every 50 feet along North Irving Street.

75% Façade transparency within 2' and 10 feet above sidewalk: The developer has a long stretch of blank wall along North Irving Street. The developer must also demonstrate compliance with this requirement on the other façades.

Exclusions From Gross Floor Area: The developer is requesting exclusions of approximately 12,000 square feet from gross floor area for shafts, mechanical areas, and below grade storage that does not add to the mass or bulk of the building.

**Applicant Information:**

**Applicant**

JAG DEVELOPMENT COMPANY LLC  
Greg Van Wie  
703-563-5200

**Attorney**

ODIN, FELDMAN & PITTLEMAN, P.C.  
SARA V. MARISKA, Attorney/Agent  
sara.mariska@ofplaw.com  
703-218-2146

**Architect**

HICKOK COLE ARCHITECTS, INC.  
202-667-9776

**Civil Engineer**

Bohler  
202-524-5700

**Landscape Architect**

LEE AND ASSOCIATES INC.  
202-466-6666

**Traffic Consultant**

Wells  
703-917-6620

**LEED Consultant**

Above Green  
202-650-0280

**SPRC Neighborhood Members**

SPRC Chair: Devanshi Patel

Clarendon Courthouse Civic Association: TBD