

February 10, 2025
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NFCU HQ2 ATM Addition

Enclosure (2) ASD/SKY analysis of potential sites on Navy Federal property and the need for a two-lane layout

The relocation of the existing drive-through ATMs to a new location is driven by the proposed addition of a new Auditorium to the southeast corner of the HQ1 building. This expansion as well as other planned projects on campus are indicated in **Drawing 1, Campus Site Plan**. The proposed Auditorium expansion, the proposed Drive-through ATM project, as well as two other planned projects located behind HQ1 are indicated.

Drawing 2 illustrates the existing locations that *do* meet the zoning requirements but are infeasible. As required by the current codes, these four locations are located behind the planes formed by the front faces of the buildings. These locations are infeasible for the following reasons:

- Visibility of the ATMs from the public streets, if located in these areas, is poor. The vehicular circulation on site must be safe and easily understood by users/drivers.
- Two of the areas border residential zones- another negative aspect for use.
- They contain the existing roadways that form the main campus vehicular circulation for employees, visitors, and deliveries. These areas are too small to allow for the additional area required for the ATM drive-through.
- Other developed and natural functions in these areas include entry/exit points to a parking deck, surface parking, electric (EV) charging stations, mature trees, steep topography, stormwater structures, and flood plain.
- Most of the underground utilities supporting campus cross under these areas.

Drawings 3, 4, 5, 6, and 7 show three potential areas for the relocation that were part of an early site study, including the proposed location. Each of these locations fall within the front yard setback.

- Location 1 is the subject site of this variance application.
 - The following drawings (Drawings 8, 9, and 10) depict, based on hardships, why this location has been selected.
 - The positive aspects of this location are listed further below.
- Locations 2 and 3 attempt to locate the drive-through within the existing parking areas. These were deemed not feasible as they:
 - Disrupt traffic flow within the parking lots,
 - Extend the four required stacking spaces into the drive aisles,

- Remove existing parking spaces which would require relocation elsewhere on campus,
- Require retaining walls to satisfy grade changes,
- Create congestion and confusion for drivers as they attempt to locate the ATMs,
- Require a considerable amount of additional directional signage.
- Proximity to the Branch Operations in HQ1 is desired, however this positive has been compromised due to the hardships involved.

Drawing 8 indicates the existing impervious paved areas on site that make up the roadways, parking, delivery areas, sidewalks, and pedestrian bridge. These developed areas would be difficult to relocate or reconfigure in order to overlay the amount of area required for the ATMs. Not only would paved areas be reconfigured but also storm water drainage, underground utilities, and site lighting. Reconfiguration or relocation would also affect and be affected by other site concerns shown in Drawings 9 and 10.

Drawing 9 indicates the site areas that contain steep topography, storm water retention structures, flood plain, and new curb cut access restrictions. Steep topography would require the installation of retaining walls along with additional storm water runoff piping and underground utility work. Storm water retention areas would be difficult, if not impossible, to relocate unless reconstructed as underground vaults. Flood plain areas are not feasible. The sharp curve at the junction of Follin Lane and Electric Avenue prevents safe curb cuts to access the site along this frontage.

Drawing 10 illustrates the major masses of the mature tree canopy. The NFCU campus is full of mature trees that allow it to blend well with the adjacent neighborhoods and provide all the benefits that mature trees cover allows. Much of the tree cover is located on steep slopes creating more difficult reconfiguration options. The trees create buffers to the street and to the residential areas.

Drawing 11: The current Zoning Ordinance Section 18-323.7 currently states “A drive-through may have more than one window for ordering, paying and pickup; provided, however, *there shall not be more than one drive-through lane on the property.*” Drawing 11 illustrates the following design considerations for the need for two lanes as opposed to the current maximum requirement of one lane per Section:

- Two-lanes allow for vehicular circulation on site to move smoothly through campus from any of the three driveway entries onto the site without stacking within the entry throats, behind parked cars, in crosswalks, or in front of fire hydrants.
- Vehicular circulation on campus is not one-way. The position of the ATMs is visible to drivers circulating on the campus roadways and allows them to enter the ATM driveway from either direction of their approach. This minimizes unnecessary looping around the roadways to enter a one-way system. This arrangement minimizes traffic on site and stacked vehicles.
- Minimizing traffic reduces the risk of an accident both for vehicles and pedestrians.

- The alternating two-lane concept allows the anticipated vehicular traffic to stack within the dedicated ATM drive area only and avoid spilling out onto the campus two-way roadways. If one of the ATM lanes is full of stacked vehicles, a driver could loop around to the opposite entry point allowing the stacking lines to even out.
- The current two-lane ATM drive-through located adjacent to building HQ1 works as intended with minimal wait and stacking times. NFCU's mission is to serve their membership. They organize their business operations so that members experience minimal waiting times in any situation. As this existing two-lane ATM drive-through will be demolished for the addition of the upcoming Auditorium addition (see Drawing 1), the new two-lane design mimics this existing successfully operating layout.
- Usage data of the current two-lane ATMs (See Drawing 1) is as follows:
 - The service count from December 2023 through January 2025 was 4,362 transactions.
 - The peak daily service time is between 11:00 am and 5:00 pm with between 8 and 11 transactions per hour.
 - The lowest daily service time is between 11:00 pm and 5:00 am with 1 or less transactions per hour.
 - The same level of activity and transactions at the new two-lane ATMs is anticipated to be the same level as the current two-lane ATMs.

The positive aspects of the proposed site location and the two-lane drive-through layout are listed below. These aspects are in consideration of the site conditions noted above.

- Visibility of the ATM location to street vehicular traffic is clear. Visual recognition of the ATM location by users/drivers in the public ROW increases their awareness and planning to navigate the site to the ATM location.
- Drive-through access requires no new curb cuts or driveways into the public right-of-way (ROW). The design uses the existing entry/exit drives on the HQ2 site.
- The vertical elevation of the drive-through is lower than the street level by approximately six feet.
- The proposed low profile of the tensile structure provides for a minimalist impact on site lines in the front setback from the ROW.
- The proposed tensile structure deviates from the typical bank or restaurant drive-through avoiding the negative imagery that the typical drive-through presents.
- Additional signage is only required at the new driveway into the ATMs. The existing monument signs at the street are modified only with an additional directional band.
- The existing frontage easements for the public access trail to the Washington and Old Dominion Trail and the underground power lines remain undisturbed by the proposed location farther from the street ROW.
- The existing trees in this area are young. Most are noted to be removed and replaced, however NFCU plans to relocate as many as possible prior to construction.
- The topography in this area is flat.

- There is adequate space within the area to support the additional required storm water detention.
- Only three parking spaces will be removed.
- The two-lane drive-through access avoids vehicular stacking onto campus roadways and allows for multiple approaches to the ATM driveway from the existing campus roadway system.