

**JOYCE MOTORS CLARENDON
PROPOSED SECTOR PLAN & ZONING ORDINANCE MODIFICATIONS**

November 9, 2020

1. MEASUREMENT OF HEIGHT TAPER

- Zoning Ordinance Provision: Section 9.2.5 of the Zoning Ordinance and the Clarendon Sector Plan (the “Sector Plan”) permit development on the Property with a maximum height of 55 feet, tapering up by one foot for every three feet beyond 165 feet from an “R” or “RA” zoning district. This taper is represented graphically in the height map in Section 9.2.5 of the Zoning Ordinance.
- Proposed Modification: Measure the height taper from the edge of property developed with single-family homes to the south of the project *rather than* the border of the nearest R- and RA-zoned districts. The proposed change would require a Zoning Ordinance text amendment to § 9.2.5 of the Zoning Ordinance.
- Justification: The purpose of the Zoning Ordinance’s tapering measurement was to protect the sight lines of, and encourage context-sensitive development adjacent to, R- and RA-zoned properties. The nearest single family homes are farther south from the Property than the border of the area zoned to the R-6 zoning district. The Sector Plan envisions that the commercial parking lot occupying this property could be subject to a future rezoning and redevelopment in accordance with the Sector Plan. The Sector Plan envisions a 55-foot long building across 10th Street to the south of the Property. The sight lines from the pedestrian level would block any views of the proposed building from the established single family homes.

The following map shows the border of the R and RA districts near the application property:



The area identified as “Commercial Parking Lot” on the map, which is currently zoned to the R-6 zoning district, serves the property to the north. The Sector Plan envisions a landscaped buffer for the residential property to the south at this location, as well as redevelopment of the property with a 55-foot long building serviced by the commercial parking lot:

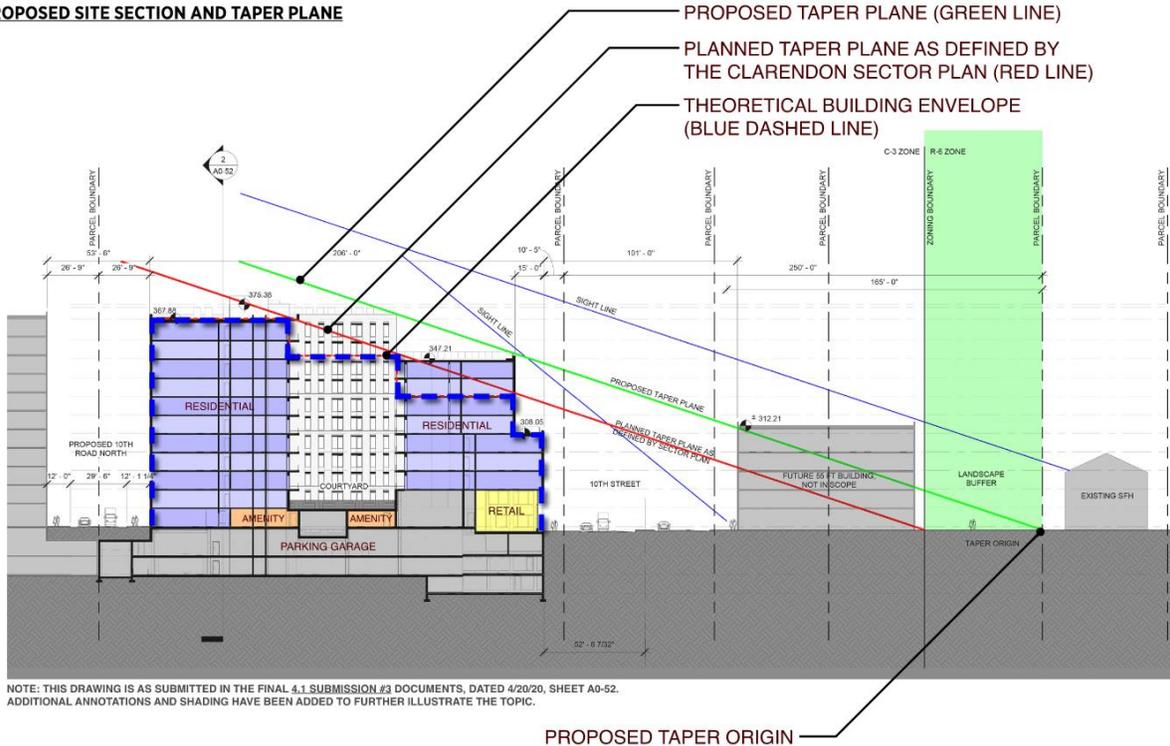
10TH STREET CORRIDOR PLAN OVERVIEW

Figure 2.17



The Sector Plan envisions a 55-foot building across 10th Street to the south of the Property. The sight lines from the pedestrian level would hide the proposed setback, as noted below:

PROPOSED SITE SECTION AND TAPER PLANE



NOTE: THIS DRAWING IS AS SUBMITTED IN THE FINAL 4.1 SUBMISSION #3 DOCUMENTS, DATED 4/20/20, SHEET A0-52. ADDITIONAL ANNOTATIONS AND SHADING HAVE BEEN ADDED TO FURTHER ILLUSTRATE THE TOPIC.

PROPOSED TAPER ORIGIN

2. Adjustment in Location of 10th Road North

- Zoning Ordinance/Sector Plan Provision: The Sector Plan and associated Zoning Ordinance maps depict 10th Road North further south than proposed.
- Proposed Modification: Reflect the location of 10th Road North as proposed to align with the division of land ownership within the block.
- Justification: The original street location was set during the comprehensive planning process for the Sector Plan without knowledge of how parcel ownership on the block would determine developable parcels. Due to a recent land swap between involving several owners on the block, we have divided parcels differently than the planners involved in the Sector Plan assumed. The proposed alignment would not have an impact on site circulation.

This location also aligns better with future 10th Road North planned between the Wells Fargo and Verizon sites as envisioned in the Sector Plan. In the event the existing multi-story Verizon building remains with any new development to north, the proposed 10th Road North alignment would align more closely with 10th Road North east of N. Hudson Street. The proposed alignment would eliminate the circuitous route of travel on 10th Road between Wilson Boulevard and N. Hudson Street as well as reduce vehicle turning movement/pedestrian conflicts.

3. Flexibility/Elimination of Step-Backs; Ability to Achieve through Design

- Zoning Ordinance/Sector Plan Provision: The Sector Plan and Zoning Ordinance identify a step back on the northeast corner of the proposed building. Section 9.1.2.D.9 of the Zoning Ordinance states that when building heights exceed 60 feet, a 20-foot step back must be provided at the third, fourth, or fifth floors. Under the Zoning Ordinance, the County Board may modify this requirement when:
 - a) On sites smaller than 20,000 square feet, if the Board determines a 20-foot step back is not feasible due to the shape or configuration of the site;
 - b) For projects that achieve full building preservation, alternative step-back designs are allowed; and/or
 - c) For those projects that include façade or frontage preservation, a step back of at least 10 feet for a façade and 20 feet for a frontage are required, unless otherwise modified by the Board.
- Proposed Modification: We propose that § 9.1.2.D.9 of the Zoning Ordinance be amended to permit the County Board additional flexibility to approve a different step back design, including architectural treatment or other methods of achieving the same design goals, when other Sector Plan goals are met.
- Justification: The south and east facades of the existing Joyce Motors building will be preserved and relocated to the southeast corner of the building. The project team is fully committed to celebrating Joyce Motors' historic significance. Having incorporated the historic façade to the south, two full height recesses are provided along North Irving Street to create a tripartite building massing. The design team feels that the varied façade depths along North Irving Street meets the spirit of the step-back requirements while respecting the integration of Joyce Motors and not competing with it. The project also intends to include plantings at these recessed areas, enhancing the pedestrian experience.

4. Proposed Service Alley

- Zoning Ordinance/Sector Plan Provision: The Clarendon Sector Plan Concept Plan for the “West End,” and all maps in the Sector Plan and Section 9.2 of the Zoning Ordinance do not depict our proposed “alley” as a street. It is instead shown as a pedestrian path between buildings.
- Request: We propose an update to the Sector Plan to allow service access to the proposed building from this frontage. Service access was originally off 10th Road and the alley was a pedestrian area.
- Justification: By allowing the alley to provide access to the parking garage and loading it removes the curb cuts and vehicular conflicts from future 10th Road North and North Irving Street. It allows the prime pedestrian routes from either Wilson Boulevard or the Clarendon Metro leading to the future park on the Verizon Site to be along 10th Road North and North Irving Street. Loading and parking entries on either 10th Road North or North Irving Street would impact these prime pedestrian routes.