



May 13, 2024

Gabriella Green <ggreen@arlingtonva.us>

Planner, Arlington County CPHD

703-228-0740

Subject: Special Exception Site Plan Amendment Minor- Joyce Motors-
1020 N. Irving St. SPLA24-00013

Dear Ms. Green

Lyon Park Citizens' Association (LPCA) partially objects to the revision to the site plan as approved by the Arlington County Board on [February 18, 2023](#). Original staff report to the Board is [here](#).

LPCA is responding to the applicant's request to a "minor site plan amendment application" (SPLA24-00013) for Joyce Motors located at 1020 N. Irving St. While the site is in Courthouse Clarendon, Lyon Park is weighing in as a party to the revised Clarendon Sector Plan of 2022. LPCA participated in the SPRC but it did not take a formal position on this site plan at the time of approval in 2023, as per this notation from the Board Report:

Lyon Park Citizens Association (LPCA): A representative from LPCA participated in the SPRC process. As of the date of this report, the LPCA has not provided a formal response or letter.

However, we have now reviewed the 2024 request for the applicant to:

1. increase the approved gross floor area and floor area ratio,
2. update the building facade and exterior design, and
3. revise the parking layout and supply.

LPCA does not object to the increase in Gross Floor Area an increase in FAR from 5.87 to 5.92 (and the reduction of units from 241 units to 231) because it does not alter the footprint, height, setback or stepbacks of the building.

LPCA does not object to the changes to the building façade and exterior design because it is in keeping with what was approved by the Board (LPCA understands the windows will be slightly smaller and slightly different design.)

LPCA does object to the reduction in parking ratios that would result from not including the 3rd level of the underground garage. This would reduce the number of spaces from 176 as approved to 139 (Arlington Zoning Code would require 241, see chart below.) This equates to a new .52 parking ratio per resident, less than the original request for a .57 ratio, which Lyon Park opposed at the time of the SPRC. It is significantly less than the .64 ratio eventually agreed at the SPRC. LPCA also objects to the request to reduce from one parking spot per 455 sq ft of retail space as agreed by the County (ACZO would have required 1 spot per 580 sq ft., see chart below)

	ACZO Requirement	Proposed
Parking/Loading		
Parking		
Residential spaces	241	155
Residential ratio	1 per du	0.64 per du
Residential visitor	N/A	13
Residential visitor ratio	N/A	0.05 per du¹
Retail spaces	7	8
Retail ratio	1 per 580 sq. ft.	1 per 455 sq. ft.
Compact parking percentage	15% max.	6% (9 spaces)
TOTAL spaces	248	176
Loading Spaces		
Residential	2	1 ²
Retail	1	1

LPCA reminds the applicant that it received significant bonus density as part of this project (the project was approved at 5.87 FAR while the base density would

have allowed only 3.0 FAR). We believe it failed to properly mitigate this level with the sought-after increase in public space. Any additional benefits sought should be considered in light of the outstanding request by several of the affected communities for this 10th Street Park.

Our area is also seeing extremely high levels of double parking, which go unenforced, most workdays along Clarendon and Wilson Blvds., further congesting our area. Some of this is due to design flaws during site planning for other nearby high density buildings, i.e. for delivery and dropoff areas. Thus we can assume that further reducing parking at the Joyce Motors site – on top of the reduce loading spaces from 3 to 2 as required by code (see chart above) -- is likely to result in even higher levels of illegal parking/stopping and spillover into our neighborhoods which are also facing the prospect of more on street parking from Enhanced Housing Options approved March 2023. So LPCA cannot support the reduction in parking areas being sought by the applicant (Orr). The county may consider financing this parking itself and providing reduced-rate municipal services, to accommodate the high levels of density it continues to insert in our area. LPCA could support such a solution.

In addition, the county may want to consider a new study of parking in multi-family buildings in the Orange Line corridor to see the occupancy rates, taking into consideration the number of spaces, fees charged, number of units in each building, and the total number of adults in each building, as we continue with infill along the Wilson Blvd./Clarendon Blvd. corridor.

Thank you,

Michael Kunkler
President
LPCA

Link to site plan amendment request

https://archives.arlingtonva.us/publicaccess/permitarlington.aspx?OBKey_7891=SPLA24-00013