

Site Plan Review Committee (SPRC)

November 13, 2025

LECKEY GARDENS SITE

GLUP Amendment, Rezoning, and New Site Plan

2031 N. Woodrow Street (RPC #07-010-001, -002)

Project Website: <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/2031-N-Woodrow-Street>

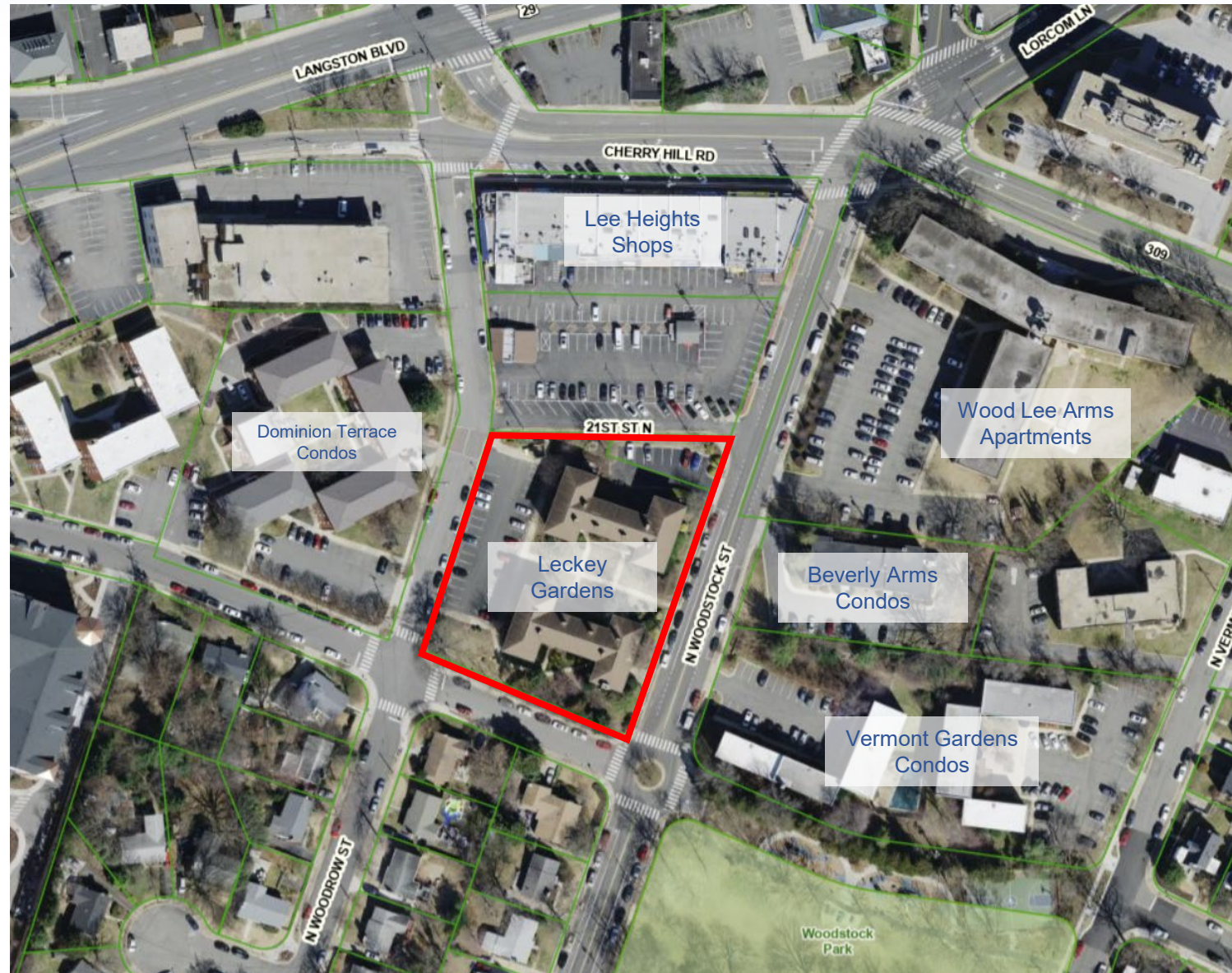
Agenda

- Project Overview
- Policy Guidance
- Discussion Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form, & Architecture
 - Transportation
 - Parking & Loading
- Process & Next Steps



VIEW FROM N WOODSTOCK STREET

Site Location



Existing Conditions



View from N. Woodrow Street

View from N. Woodstock & 20th Rd N.

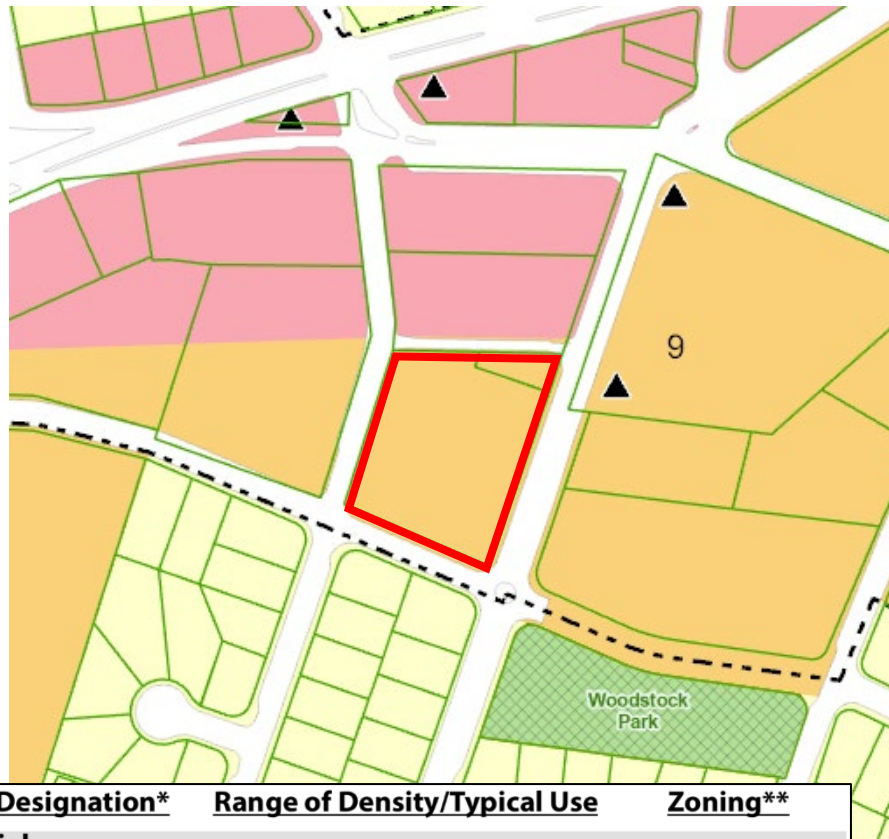


21st St N. & Lee Heights Shops Parking Lot

Land Use & Zoning

Current GLUP: “**Low-Medium**” Residential

Requested GLUP: “**Low**” Office-Apartment-Hotel



Land Use Designation*	Range of Density/Typical Use	Zoning**
Residential		
 Low-Medium	16-36 units per acre	R15-30T, RA14-26, RA8-18
	General Location for Public Space	

Current Zoning: **RA8-18**

Requested Rezoning: **C-O-1.5**



Langston Boulevard Area Plan (“LBAP”)



Area 3 Vision

Considered the heart of the corridor, the area between the Glebe Road intersection and North Woodstock Street is an Activity Hub. Several new plazas, parks, and pedestrian and bicycle connections will be added to serve the community. Flood risk in the area and downstream will be reduced with the addition of new stormwater facilities and/or overland relief in public spaces and along 20th Road North.



Applications

- **GLUP Amendment (GLPA25-00002):** request to amend the site's designation on the County's General Land Use Plan (GLUP) from "Low-Medium" Residential to "Low" Office-Apartment-Hotel
- **Rezoning (REZN25-00006):** request to rezone the site from RA8-18 Multiple Family Dwelling District to "C-O-1.5" Mixed-use District
- **New Site Plan (SPLN25-00007/SP #482):** request for a new site plan and development proposal to demolish the existing buildings and construct a 10-story residential building with 249 units, 100% of which will be committed affordable housing units (CAFs)

Development Proposal

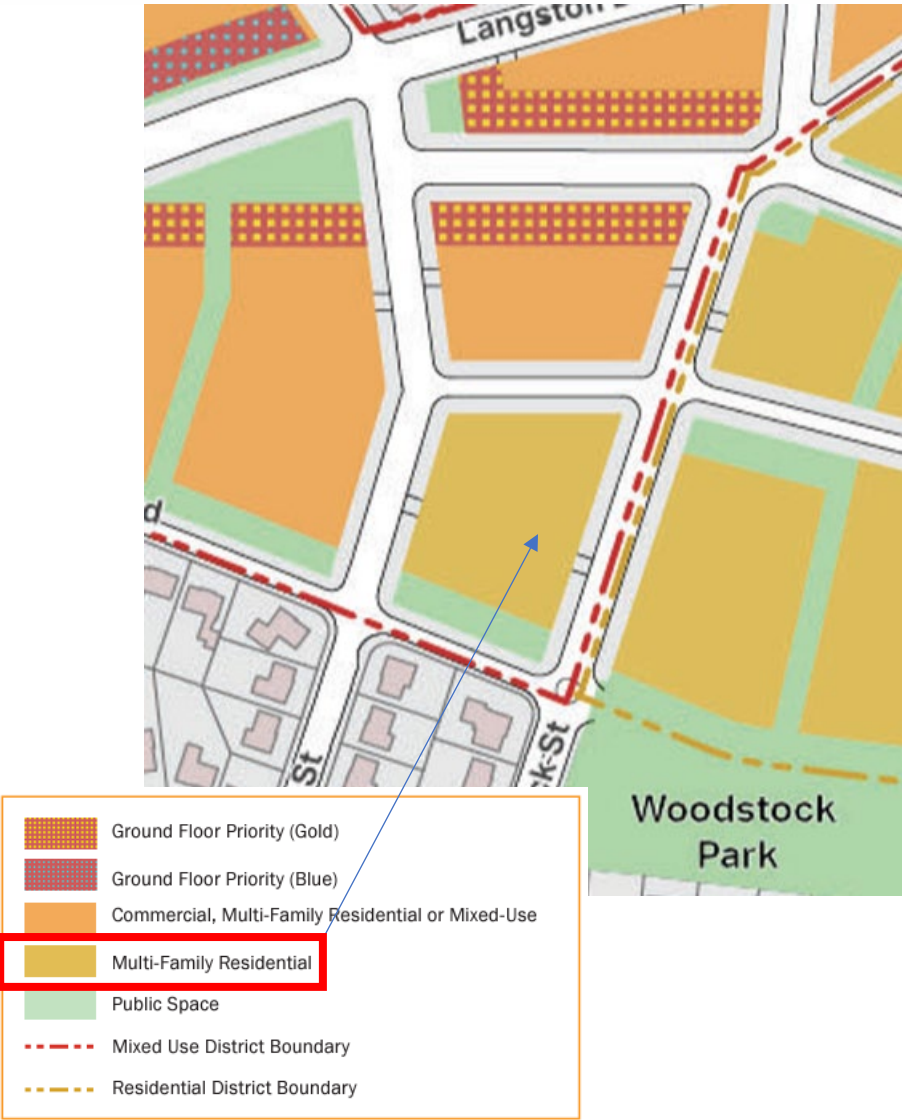
- Site Area: 59,369 square feet (1.36 Acres)
- Density
 - C-O-1.5 base density: 72 du/Ac = 98 units
 - Proposed density: 183 du/Ac = 249 units
 - Additional density requested: 111 du/Ac = 151 units
- Parking
 - Required: 281 spaces (1.125 spaces/unit)
 - Proposed: 222 [total] spaces (0.84 spaces/unit)
 - *Revised parking (11/7/2025):*
 - 218 [total] spaces (0.83 spaces/unit)
- Building Height Maximums
 - C-O-1.5: 10 stories
 - Proposed: 11 stories / 110.8 feet
- Sustainable Design
 - Not participating in GBIP
 - Will achieve LEED Silver certification

- Proposed Zoning Modifications
 - Additional density
 - Density exclusions
 - Residential Parking ratio reduction
 - Loading spaces reduction
 - *Additional building height



VIEW FROM N WOODSTOCK STREET

Land Use & Zoning



Overall Density Tabulations	
Total Site Area (SF)	59,367.00
Total Site Area (Acres)	1.36
Total GFA (SF)	277,065.00
Total Density (FAR)	4.667
Residential Density Share	
Total Residential Units	249.00
Total Residential GFA	277,065.00
Residential Density (UN/AC)	182.70
Residential Density (FAR)	4.67
Zoning Tabulations	
Base Density	
Residential @ 72 UN/AC (Units)	98.00
Bonus	
Residential (Units)	151.00

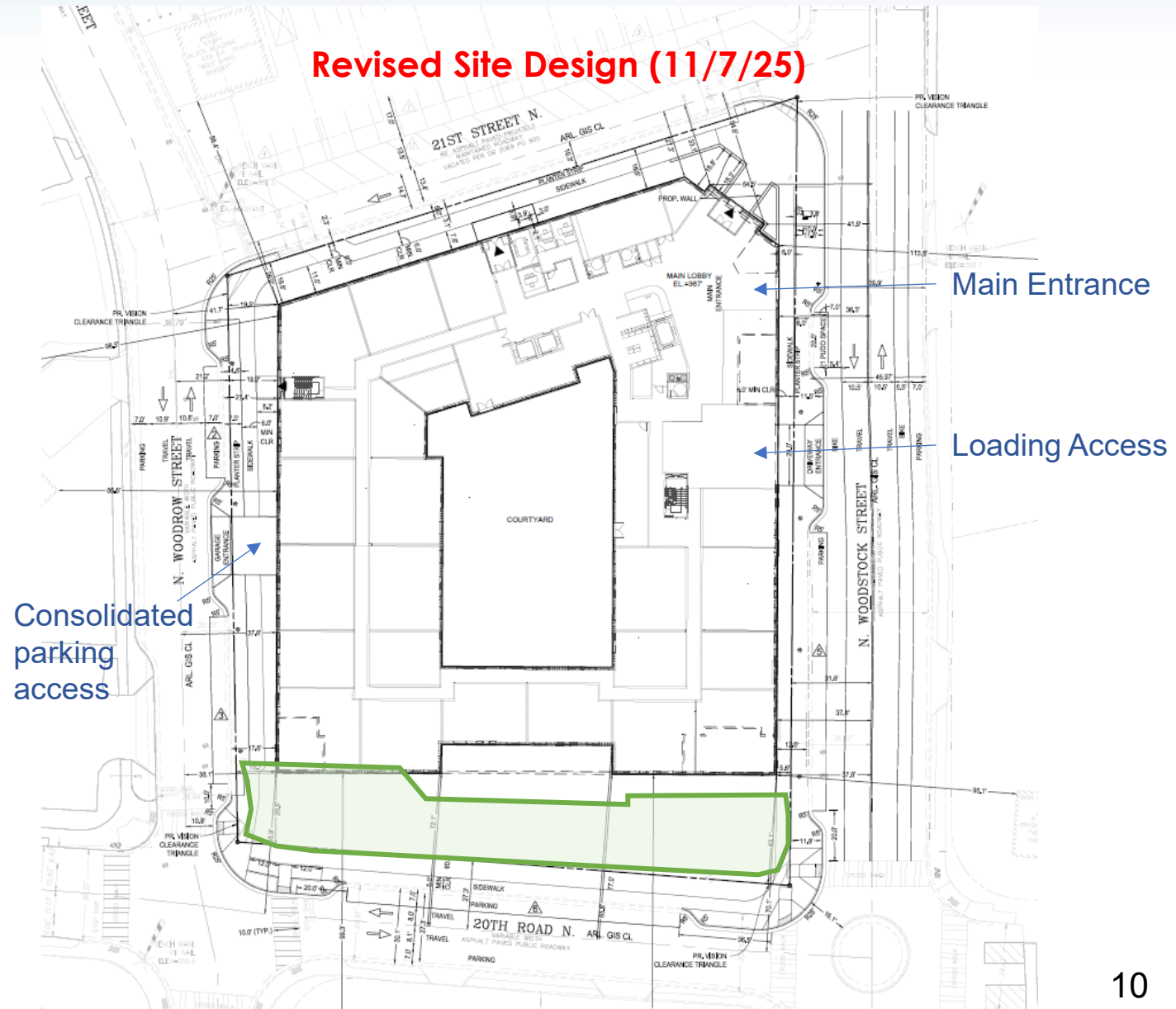
Affordable Unit Mix	Proposed
1-bedroom	68 units
2-bedroom	144 units
3-bedroom	35 units
4-bedroom	2 units
Total	249 units

Site Design

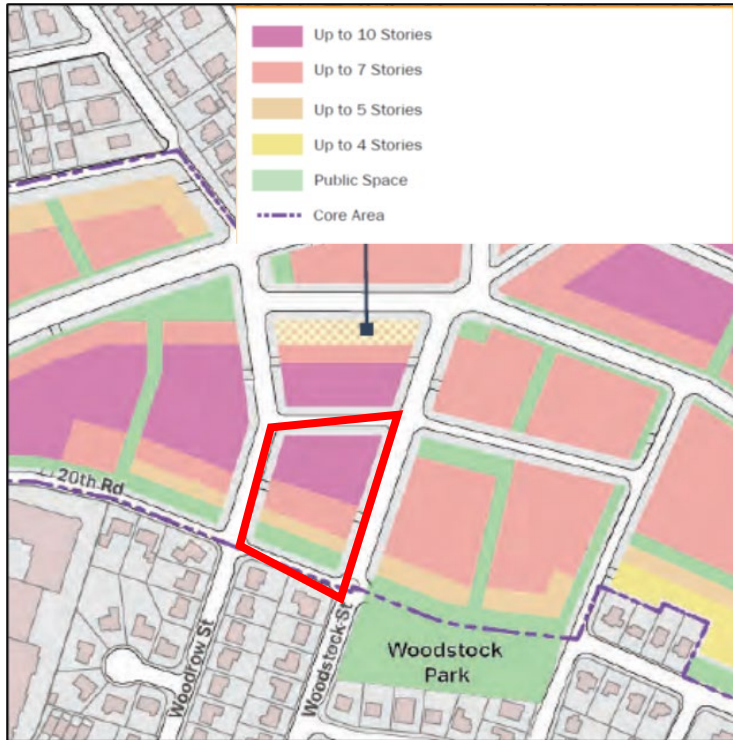
Existing Site Design



Revised Site Design (11/7/25)



Building Height



21st STREET N, ELEVATION - NORTH

Maximum Building Height

Up to 3 stories	35'
Up to 4 stories	45'
Up to 5 stories	55' - 65'
Up to 6 stories	65' - 75'
Up to 7 stories	75' - 90'
Up to 10 stories	105' - 125'
Up to 12 stories	up to 136'
Up to 15 stories	up to 170'

Proposed Height:
LBAP Guidance:
C-O-1.5 Zoning District:

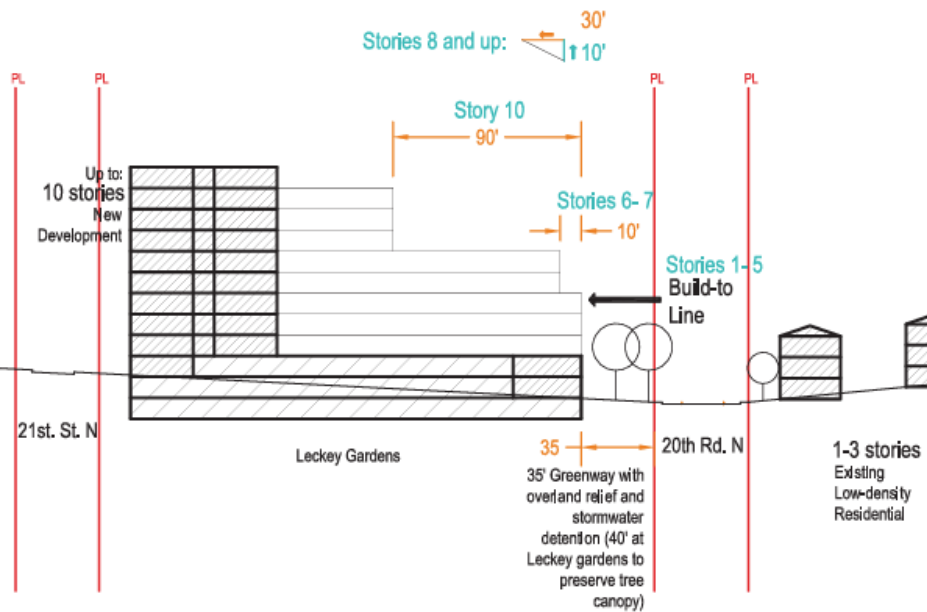
11 stories* / 110.8 ft.
 10 stories / 125 ft.
 10 stories**

*Due to the site's steep grade change and a technicality with how building height is measured in the Zoning Ordinance, the P1 parking level appears to count as an additional building story, for a total height of 11 stories. However, only 10 stories appear above-grade from the building's tallest perspective on 21st Street N, and the building height, in feet, is well within the maximum height range of the Plan.

**a modification for additional building height can be requested per Sec. 15.5.9.A.3(a)

Building Form

LBAP Guidance



Proposed Tapering Step-backs



N WOODROW STREET ELEVATION - WEST

Building Architecture

Building Mass & Articulation Guidance (Sec. 4.3.3):

- Designs with a distinct base, middle, and top
- Utilize horizontal and vertical elements to express form distinctions
- Vary materials, texture, patterns, colors, and details on building facades
- Avoid single-plane monotonous facades
- Step back upper stories above the 7th story
- Use transitional volumes at outer edges when adjacent buildings have lesser scale
- Use roofline to create variation in skyline

Design Elements Guidance (Sec. 4.3.5):

- Incorporation of biophilic design
- Inclusion of three-dimensional detailing to create shadows and façade relief
- Strategic placement of towers and entryways to provide interest along the block and human scale
- Design of mechanical penthouses and service and loading access points that are compatible with balance of the building
- Roofs and terraces should accommodate plantings, solar equipment, and offer amenities
- No blank walls

Generally achieved

Could use refinement



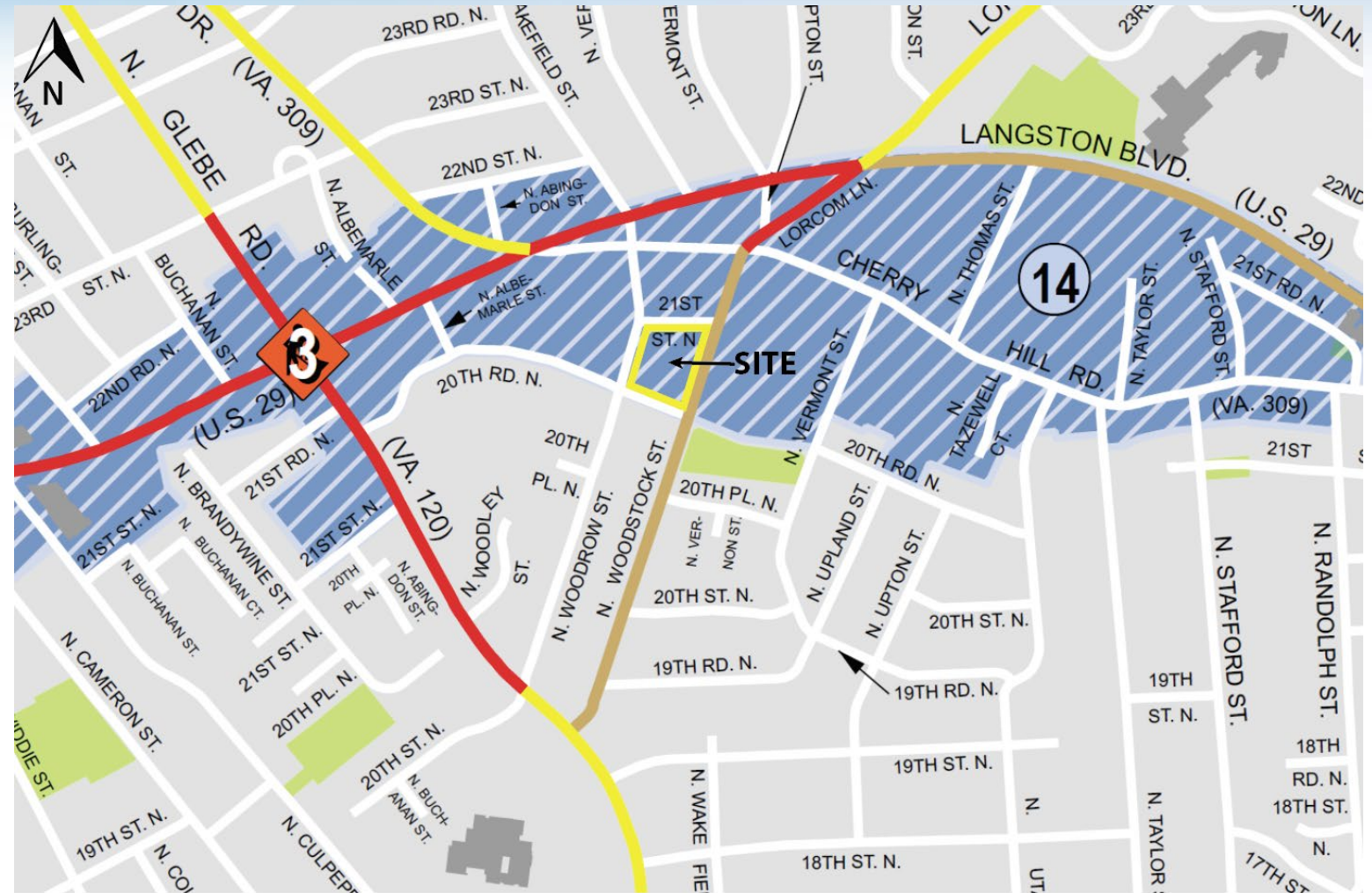
VIEW FROM N WOODSTOCK STREET



3D VIEW - CORNER OF N WOODROW ST & 20TH Rd. N

Transportation

- Site supported by multimodal options:
 - Transit – Bus stops north of the site on Cherry Hill Road
 - Bikes:
 - On-street bike lanes along N. Woodstock Street from N. Glebe to Cherry Hill Rd.
 - Capital Bikeshare – Station on N. Woodstock Street just south of Cherry Hill Road
 - Metro – Ballston-MU Station located 1.3 miles from site
- Policy Guidance
 - Master Transportation Plan (MTP)
 - Langston Boulevard Area Plan



Arterial-Street Typologies

- Type A
- Type B
- Type C
- Type D
- Type E
- Type F

Neighborhood Streets

- Urban Center Local
- Residential or Commercial Local Street
- Shared Street
- Pedestrian Priority Street

Areas Planned for New Streets

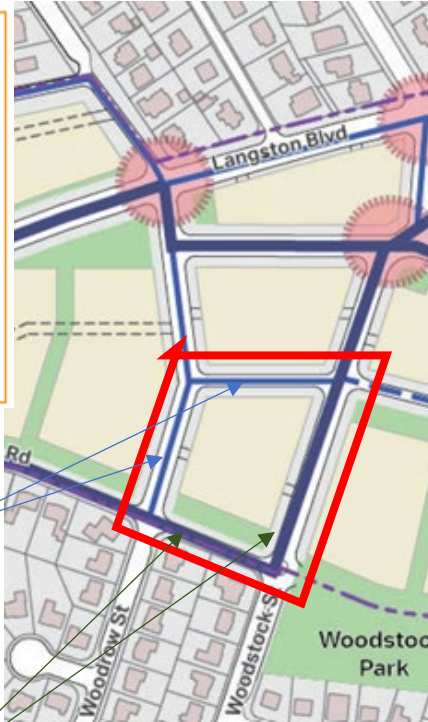
- Langston Boulevard Planning District

Intersection + Bridge Roadway Improvements

- Glebe Rd. (left-turn lanes) at Lee Hwy.

Parking & Loading: LBAP Guidance

- Existing Primary Streets
- - - Proposed Primary Streets
- Existing Secondary Streets
- - - Proposed Secondary Streets
- ==== Proposed Alleys/Service Roads
- Potential location for future intersection operations study
- Core Area



- 21st Street N. & N. Woodrow Streets are existing secondary streets
- 20th Road N. & N. Woodstock Streets are existing primary streets

Parking / Loading and Service Areas

- Parking design may be provided in multiple configurations as the corridor transforms from an auto-oriented environment to a multi-modal-orientation.
- Parking and service/loading access should be from side streets and alleys, minimizing access from Langston Boulevard to the greatest extent possible.
- Parking entrances and service/loading bays should be located away from intersections and toward the center of blocks where possible and preferably accessible from alleys or secondary streets. Service areas should not face Langston Boulevard and other primary streets. Parking and service/loading access and locations will be further evaluated during special exception application review process to minimize driveways/curb cuts along street frontages and to minimize impacts on the pedestrian experience.
- Where a service/loading bay directly faces a street, it should be screened with operable doors that are closed when the bay is not in use. Service bay doors should be designed to be an attractive part of the building's overall design and composition.
- Parking entrances and service/loading bays should not be located along or visible from public spaces.
- Any partially below grade parking that is partially exposed to streets or other public spaces due to varied topography should be faced with materials consistent with the floors above, art, vegetation, or openings to avoid expansive blank walls or obtrusive building scale for pedestrians on adjacent sidewalks.
- Below grade parking areas should consider overland flow patterns and provide flood resilience measures in the design.
- Above, or at-grade parking in Ground Floor Priority Areas and along a street frontage or public space should be avoided, except:
 - Where the parking can be set back and behind at least an occupied building depth of 25 feet with uses such as retail, retail equivalent, or residential units on the ground level. See additional guidelines for building frontage. Upper stories should be faced with materials consistent with the floors above, art, vegetation, and/or openings to avoid expansive blank walls or obtrusive building scale.

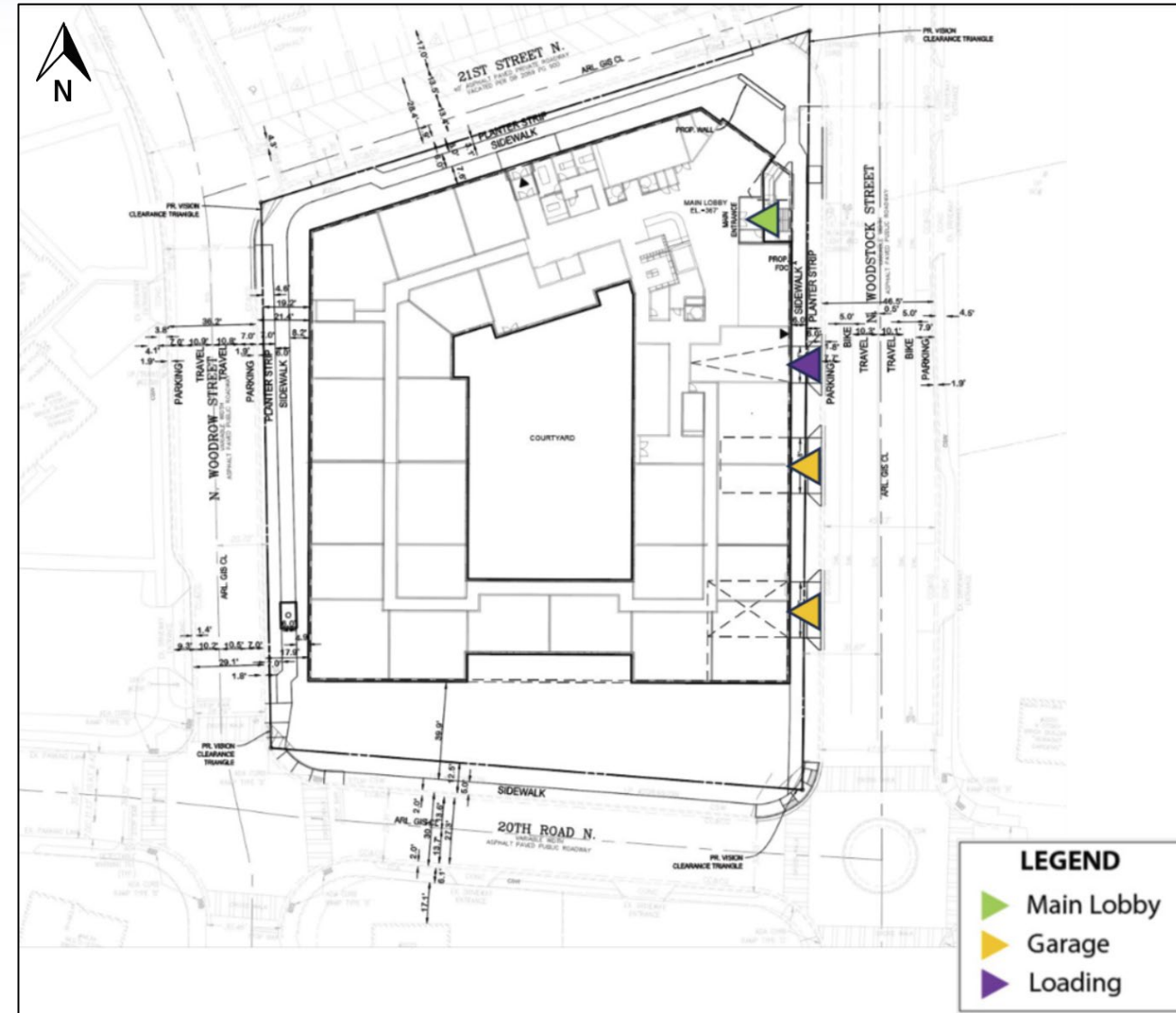
- An at-grade parking area may be placed within 10 feet of the build-to line when a low wall, at least 4 feet high and landscaping is provided within the 10-foot separation, and the parking area occupies no more than approximately one-third of the block frontage.
- Space for short-term pick up/drop-offs should be evaluated and, if appropriate, a location determined during the special exception review process for each development site.
- Consolidated parking areas and access points within blocks should be achieved to the greatest extent possible to minimize pedestrian/bicycle conflicts, reduce driveways along street frontages, and to maximize the sharing of parking spaces for multiple users of a site and in Mixed Use District adjacent sites.



Figure 4.07: All garage entrances and loading docks are located around the corner from the retail frontage for this building along Wilson Blvd in Rosslyn.

Proposed Parking & Loading

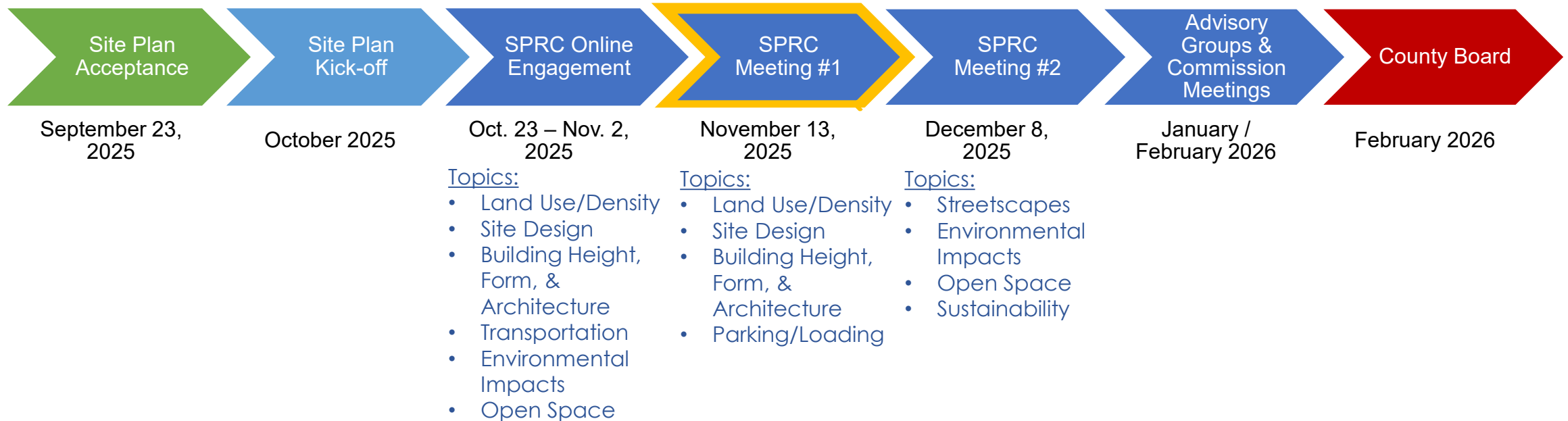
- **Parking** – 2 level garage with access from N. Woodstock Street
 - One driveway for P1 access
 - One driveway for P2 access
- **Loading and trash** – Accessed from N. Woodstock Street
- **Pedestrian** – Main lobby access from N. Woodstock Street
 - Secondary access from 21st Street N.
- **Proposed Parking & Loading:**
 - 222 total spaces
 - 210 residential spaces (0.84 spaces/unit)
 - 12 visitor spaces (1 space/0.05 units for 1st 200 units)
 - 1 loading dock
 - 40-foot-deep loading berth
 - 15-foot high clearance
 - 106 bicycle parking spaces
 - 101 Class I secure spaces located on P1
 - 5 Class III visitor spaces located on N. Woodstock Street and 21st Street N.



Note: Updated plans reflecting revised access have been shared by the Applicant and will undergo formal Staff review.

Anticipated Public Review Process and Schedule

We Are Here



Additional Milestones:

- In-person walking tour: TOMORROW, November 14, at 12pm

Thank You