

Site Plan Review Committee (SPRC)
Staff Report for
750 23rd Street South (Melwood)
SPLN24-00002, GPLA24-00002, REZN24-00002 &
UPER24-00021

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

Mail-in Comments:

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

Contact Staff:

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

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Department of Community Planning, Housing, and Development
703-228-6982
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Contact the SPRC Chairs:

The SPRC Chairs are members of the Planning Commission and conduct all SPRC meetings

Eric Berkey
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730 23rd Street South
(SPLN24-00002, GPLA24-00002, REZN24-00002 & UPER24-00021)
Melwood
(RPC #36-039-015, -016)

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

- Online Engagement Opportunity: October 21 – 31, 2024
 - Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Historic Preservation
 - Parking & Loading
 - Transportation
 - Open Space & Landscaping
 - Green Building & Sustainability
- Site Plan Review Committee Meeting #1 (Hybrid) – November 18, 2024
 - Introductions
 - SPRC Discussion Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Historic Preservation
 - Public Comment
- Site Plan Review Committee Meeting #2 (Hybrid) – December 19, 2024
 - Introductions
 - SPRC Discussion Topics:
 - Project Updates
 - Transportation
 - Open Space & Landscaping
 - Green Building & Sustainability
 - Public Comment
 - Wrap-up

SITE PLAN REVIEW COMMITTEE

DATE: December 19, 2024
PLACE: SPRC Meeting #2

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. 750 23rd Street South (SPLN24-00002, GPLA24-00002, REZN24-00002 & UPER24-00021)
Melwood
(RPC #36-039-015, -016)
Planning Commission and County Board meetings to be determined.
Kevin Lam (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/Melwood>

For more information on the Arlington County Planning Commission, go to their website <http://commissions.arlingtonva.us/planning-commission/>

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

To view the current Site Plan Review Committee schedule, go to the website <http://commissions.arlingtonva.us/planning-commission/sprc/>

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.

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

Average Site Elevation (ASE): The calculated average elevation of the existing or officially approved grade of the site at the perimeter of the site.

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 General Land Use Plan (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 (GFA) 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.

SUMMARY: The applicant, 23rd Redevelopment Owner LLC, proposes the construction of a new 5-story mixed-use building consisting of 100% affordable housing and ground floor institutional space for educational/occupational training and support services. A partnership between Wesley Housing Development Corporation and Melwood Horticultural Training Center, the proposal consists of 105 committed affordable units (CAFs) and approximately 18,088 sf of institutional space for workforce development and community programming services for people with disabilities. The proposal has a maximum building height of up to 60 ft (5 stories) and incorporates stepbacks on the second and fourth floors. The proposal includes approximately 150,913 sf of total gross floor area (GFA).

Applications:

- New Site Plan request for the construction of a new 5-story mixed-use building
- General Land Use Plan (GLUP) Amendment request from “Public” to “Low-Medium” Residential
- Rezoning request from “C-1” Local Commercial District and “R-6” One-Family Dwelling District to “RA8-18” Multiple-family Dwelling District
- Use Permit request to permit community service use for the Melwood Horticultural Training Center

Additional project details include:

- 105 CAF units
- 18,088 sf of institutional GFA
- 93 total parking spaces in a below-grade parking level
 - 73 residential parking spaces
 - 20 training center parking spaces

Proposed modifications for:

- Additional density
- Reduced residential parking ratio (0.69 spaces/unit)
- Density exclusions

Figure 1. Rendering View from 23rd Street South



BACKGROUND: The following provides additional information about the site and location.

Existing site:

The 1.89 acre (82,302 sf) site is located at 750 23rd Street South in the Aurora Highlands neighborhood. The site is also located in the [Melwood Special Land Use Study](#) area and subject to the [Melwood Special GLUP Study](#), accepted by the County Board in May 2024. The site consists of Parcel A (RPC #36-039-015) and Parcel B (RPC #36-039-016). Parcel A is currently occupied by the Melwood Horticultural Training Center, which is housed in the former Nelly Custis School building originally constructed in 1923 and subsequently added to, and its associated surface parking area. Parcel B consists of a portion of Nelly Custis Park and no improvements are proposed to this parcel.

Figure 2. Site Location

- Neighborhood:** The subject site is located within the Aurora Highlands Civic Association. The site is bounded by 23rd Street South to the north and South Grant Street to the east.
- To the north:** The Church of Jesus Christ of Latter-day Saints and a low-density commercial building zoned “C-1” Local Commercial District.
- To the east:** The Calvary United Methodist Church zoned “R-5” One-Family and Restricted Two-Family Dwelling District.
- To the south:** Nelly Custis Park zoned “R-6” One-Family Dwelling District.
- To the west:** A low-density commercial building and single-family detached houses zoned “C-1” Local Commercial District.

GLUP Designation: Existing: “Public” (Parcels A and B)
Proposed: “Low-Medium” Residential (Parcel A) and “Public” (Parcel B)

Figure 3. Aerial View of Subject Property



Figure 4. Views from 23rd Street South



Figure 5. Views from South Grant Street



Site History & Context: The subject site consists of Parcel A (RPC #36-039-015) and Parcel B (RPC #36-039-016). Parcel A is currently occupied by the Melwood Horticultural Training Center, which is housed in the former Nelly Custis School building and its associated surface parking area. Originally constructed in 1923, the existing 1.5-story building formerly operated as the Nelly Custis School until the school's closure in 1979. The building is comprised of the original 1.5-story 1923 section, two identical wings added in 1931 flanking the original section, a 1962 addition on the west and south sides of the building, and a narrow lobby added in 1995. Although the existing building is a contributing structure to the Aurora Highlands Historic District, and a historic district listed in the National Register of Historic Places, it is currently not designated a Local Historic District (LHD) or listed on the County's Historic Resources Inventory. In April 2024, an Arlington resident filed a LHD designation nomination application for the Nelly Custis School building. In June 2024, the Historical Affairs and Landmark Review Board (HALRB) reviewed the LHD request and recommended Historic Preservation Program (HPP) staff begin a study of the property and preparation of a full LHD designation report.

After the school's closure, in 1981 the County and Sheltered Occupational Center of Northern Virginia (Melwood's predecessor) agreed to a land swap. The Sheltered Occupational Center of Northern Virginia conveyed a parcel near the Ballston Metro Station to the County in exchange for the subject site. As part of the land swap agreement, a public park and open space easement was recorded over Parcel B and a use permit for a sheltered work center for people with disabilities was approved for Parcel A.

The existing school building is set back approximately 58 ft from the 23rd Street South sidewalk and 20 ft from the South Grant Street sidewalk. The northeast corner of the site also features a lawn area with a number of trees, including hemlocks, lindens, a maple, a callery pear, and a large spruce.

Figure 6. Views of Northeast Corner Lawn and Trees





Development Potential: The following provides a statistical summary of the development potential for the site area.

Site Area	Density Allowed for Proposed Uses	Maximum Development
Existing Zoning: "R-6" District		
By-right: 30,552 sf (0.70 acres)	One-family Dwellings (min. 6,000 sf lot area/unit)	5 units
	All Other Uses (min. 6,000 sf lot area/unit)	5 units
Existing Zoning: "C-1" District		
By-right: 51,750 sf (1.19 acres)	One-family Dwellings (min. 6,000 sf lot area/unit)	8 units
	All Other Uses (max. 1.0 FAR)	51,750 sf
Proposed Zoning: "RA8-18" District		
By-right: 82,302 sf (1.89 acres)	One-family Dwellings (min. 6,000 sf lot area/unit)	13 units
	Two-family Dwellings (min. 3,500 sf lot area/unit)	23 units
	Multiple-family Dwellings (min. 1,200 sf lot area/unit)	68 units
	Townhouse-family Dwellings (min. 1,200 sf lot area/unit)	68 units
	All Other Uses (min. 5,000 sf lot area/unit)	16 units
Special Exception: 82,302 sf (1.89 acres)	Two-family Dwellings (min. 3,500 sf lot area/unit)	23 units
	Low or Moderate Income Housing (max. 36 du/ac)	68 units
	Townhouse, Semi-detached, and Existing One-family Dwellings	41 units

	(max. 22 du/ac)	
	Elder Care Uses (max. 1.5 FAR)	123,453 sf
	All Other Uses (min. 5,000 sf lot area/unit)	16 units

Proposed Development:

- 5-story mixed-use building consisting of 105 CAFs with approximately 18,088 sf of ground floor institutional space
- The new building will be located on Parcel A only, with no proposed improvements to Parcel B which will remain as part of Nelly Custis Park
- Requested modifications for additional density, reduced residential parking ratio, and density exclusions

The following provides a statistical summary for the proposed development:

SPLN24-00002 – Melwood		
	Base Zoning/ Requirement	Proposed
Site Area		
Total Site Area		82,302 sf (1.89 acres)
Allocated to Residential		72,438 sf (1.66 acres)
Allocated to Institutional		9,864 sf (0.23 acres)
Density		
Residential Units		105 units
Average Unit Size		1,265 sf
Total GFA		150,913 sf
Residential GFA		132,825 sf
Institutional GFA		18,088 sf
Density Exclusions		2,576 sf
Residential Density		105 units (63.1 du/ac)
Base Density		
Residential	max. 36 du/ac	59 units (36.0 du/ac)
Institutional	N/A	N/A
Additional Density		
Residential		46 units (27.7 du/ac)
Building Height		
Main Roof Height (from ASE)	60 ft	60 ft
Mechanical Penthouse Height		9 ft
Stories		5 stories
Parking		
Total Parking Spaces	139 spaces	93 spaces
Overall Residential Parking Spaces	119 spaces	73 spaces

Overall Residential Parking Ratio	1.125 spaces/unit	0.69 spaces/unit
Training Center Parking Spaces	20 spaces	20 spaces
Training Center Parking Ratio	1 space per 3 seats	1 space per 3 seats
Loading Spaces	1 space	1 space

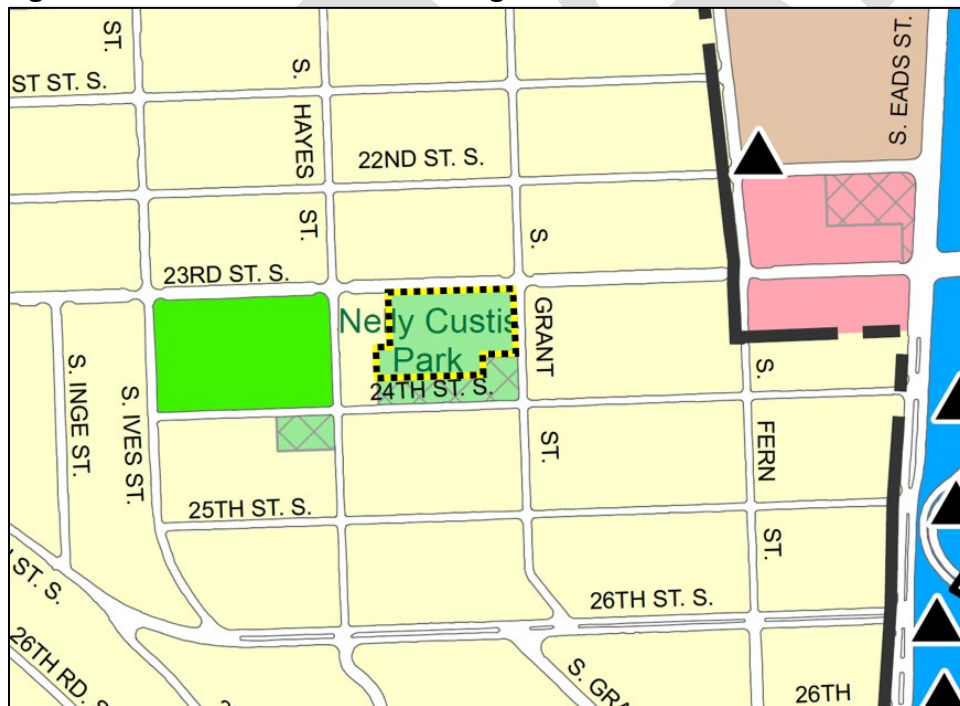
DISCUSSION:












Adopted Plans and Policies: The following regulations, plans, and guiding documents are applicable to development on this site:

- [General Land Use Plan \(GLUP\)](#)
- [Arlington County Zoning Ordinance \(ACZO\)](#)
- [Melwood Special GLUP Study](#)
- [Master Transportation Plan](#)

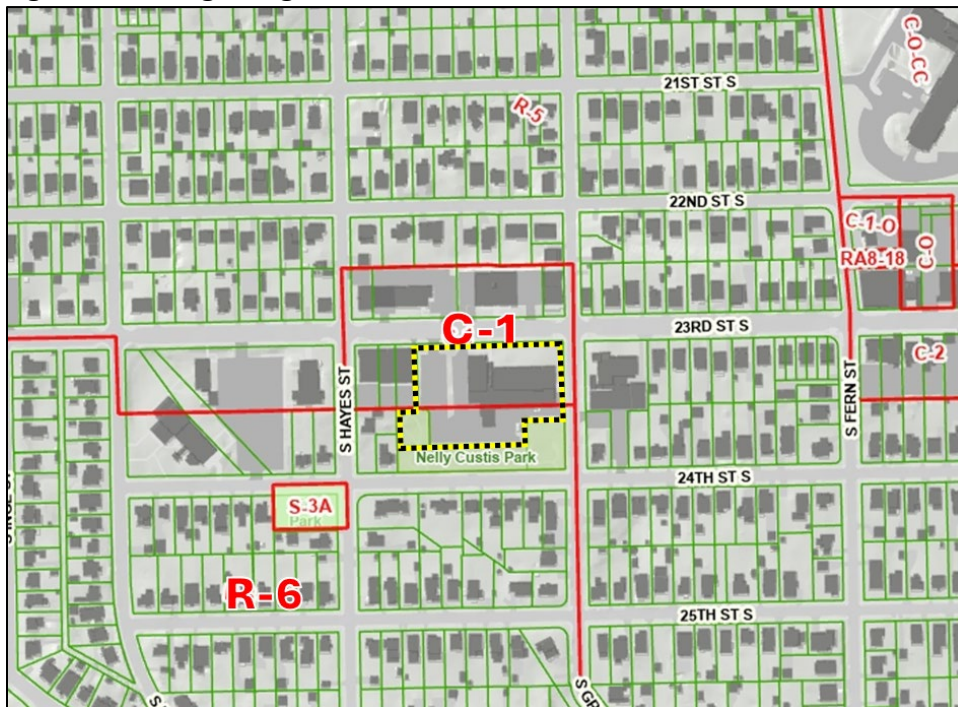
GLUP: The existing GLUP designation is “Public” for both Parcels A and B. The proposed GLUP designation is “Low-Medium” Residential for Parcel A and “Public” for Parcel B. As further discussed in the Melwood Special GLUP Study section below, in May 2024 the County Board adopted a resolution to advertise future public hearings to consider a GLUP amendment from “Public” to “Low-Medium” Residential for Parcel A.

Figure 7. General Land Use Plan Designation



Land Use Designation*	Range of Density/Typical Use		Zoning**	
Residential				
 Low	1-10 units per acre	R-20, R-10, R-10T, R-8, R-6, R-5		
 Low	11-15 units per acre	R2-7, R15-30T		
 Low-Medium	16-36 units per acre	R15-30T, RA14-26, RA8-18		
 Medium	Up to 37-72 units per acre	RA7-16, RA6-15, RA-H		
 High-Medium	Up to 3.24 F.A.R. (Floor Area Ratio) Residential	RA-4.8		
Commercial and Industrial				
 Service Commercial	Personal and business services. Generally one to four stories, with special provisions within the Columbia Pike Special Revitalization District.	C-1-R, C-1, C-1-O, C-2, C-O-1.0, C-TH		
Public and Semi-Public				
 Public	Parks (Local, regional, and federal). Schools (public). Parkways, major unpaved rights-of-way. Libraries and cultural facilities.	S-3A, S-D		
 Semi-Public	Country clubs and semi-public recreational facilities. Churches, private schools and private cemeteries (predominant use on block).	S-3A, S-D		
Office-Apartment-Hotel				
	Office Density	Apartment Density	Hotel Density	
 Low	Up to 1.5 F.A.R.	Up to 72 units/acre	Up to 110 units/acre	C-O-1.5, C-O-1.0
 Medium	Up to 2.5 F.A.R.	Up to 115 units/acre	Up to 180 units/acre	C-O-2.5
 High	Up to 3.8 F.A.R.	Up to 4.8 F.A.R.	Up to 3.8 F.A.R.	C-O, C-O Crystal City, C-O Rosslyn, RA-H-3.2

Zoning: The site is currently zoned “C-1” Local Commercial District and “R-6” One-Family Dwelling District. The applicant is requesting a rezoning to “RA8-18” Multiple-family Dwelling District for Parcels A and B.

Figure 8. Zoning Designation

Melwood Special GLUP Study: In December 2021, Melwood Horticultural Training Center, Inc., applied for a GLUP amendment to change the GLUP designation of the site from “Public” to “Low-Medium” Residential with an associated rezoning from “C-1” and “R-6” to “RA8-18”. As the site in question is located outside of a planned area, staff initiated a Special GLUP Study to address the requested GLUP amendment, as called for in the [“Policy for Consideration for General Land Use Plan \(GLUP\) Amendments Unanticipated by Previous Planning Efforts.”](#)

A Special GLUP Study is initiated when a GLUP amendment request has been made for a property where there is insufficient planning guidance. A Special GLUP Study evaluates the appropriateness of the requested GLUP amendment and provides additional guidance for potential future redevelopment. For this GLUP Study, an interdepartmental staff team initiated a public review process in conjunction with the Long Range Planning Committee (LRPC) of the Planning Commission, which consisted of representatives of the Aurora Highlands Civic Association and other advisory commissions, committees, and community groups. Community input gathered throughout the public review process, which included 2 online engagement opportunities, 2 LRPC meetings, and a Planning Commission meeting, ultimately informed the Melwood GLUP Study Document. The [Melwood GLUP Study Document](#) summarizes staff’s analysis and outlines specific guiding principles and recommendations for building height and design, transportation, historic preservation, affordable housing, and the environment. In May 2024, the Melwood GLUP Study document was accepted by the County Board, along with adoption of a resolution to advertise future public hearings to consider a GLUP amendment from “Public” to “Low-Medium” Residential for Parcel A.

Based on the Melwood GLUP Study's findings, the Study Document establishes several Guiding Principles to inform potential future development:

1. Ensure building scale, massing and materials complement the surrounding area, including the adjacent Nelly Custis Park
2. Provide for attractive and welcoming pedestrian-level conditions through landscaping, other biophilic design and undergrounding parking
3. Enhance access, connectivity, and safety for all modes of travel in and around the site
4. Prioritize sustainability through compact building design that conserves on-site open space, and trees and stormwater mitigation measures that contribute to improving stormwater conveyance systems adjacent to and downstream of the site
5. Prioritize affordable, accessible, equitable housing with redevelopment

Additional recommendations were also developed under key topics areas that were often raised during the public review process, as summarized below:

GLUP Designation:

- "Low-Medium" Residential is potentially appropriate for Parcel A
- Ensure compatibility with the surrounding context, including gradual transitions within comparable heights

Building Height & Design:

- Minimize building footprint to meet environmental goals, including a reduction of impervious surface area and a green buffer with the park
- Maximum height of 60 ft centrally located within the site, provided guiding principles are achieved
- Provide transitions to 2-3 stories along the park and adjacent streets to foster a pedestrian-friendly frontage
- Incorporate tapers, setbacks, and stepbacks, and consider biophilic roof/wall designs and landscaped screening to minimize visual impact on park
- Consider a more urban edge along the western portion of the 23rd Street South frontage before transitioning to the current building setback to increase the potential to conserve trees and greenspace, interpret the school building façade, and create symmetry with setbacks on the opposite side of 23rd Street South

Transportation:

- Improve adjacent sidewalks and streetscapes to meet County standards
- Consider upgrades to nearby crosswalks and bus stops to improve safety
- Locate parking underground with parking and loading entrances designed and/or screened to minimize noise and light disturbances
- Conduct a multimodal traffic assessment to study potential impacts to existing traffic and parking on adjacent streets

Affordable Housing:

- Provide the base contribution towards affordable housing and require additional on-site committed affordable units to support the County's housing goals

The Environment:

- Encourage participation in the County's Green Building Incentive Program
- Prioritize biophilia, sustainability, and tree canopy (25% canopy coverage goal) in site design
- To the extent possible, conserve existing mature trees (particularly in the northeast corner) and existing street trees
- Provide a vegetated green buffer with the park and adjacent properties
- Employ stormwater management practices to minimize stormwater discharge off-site

Historic Preservation:

- Consider retention or interpretation of the original 1923 façade and/or portion of the building in situ, or if necessary, closer to the sidewalk to create a more human-scale pedestrian experience

Land Use & Density: The mixed-use building includes 150,913 sf of total GFA, including 132,825 sf of residential GFA and 18,088 sf of institutional GFA. The residential component consists of 105 CAFs (100% affordable building), for a residential density of approximately 63 du/ac. While the proposed residential density exceeds the "RA8-18" zoning district's maximum density, additional density is permitted through the provision of features and amenities that benefit the community, including affordable housing. The institutional component consists of ground floor space occupied by Melwood. Subject to a separate use permit, the space will be used by the Melwood Horticultural Training Center, which provides educational and occupational training and support services for people with disabilities.

The building consists of 105 units, which include one-bedroom, two-bedroom and three-bedroom units.

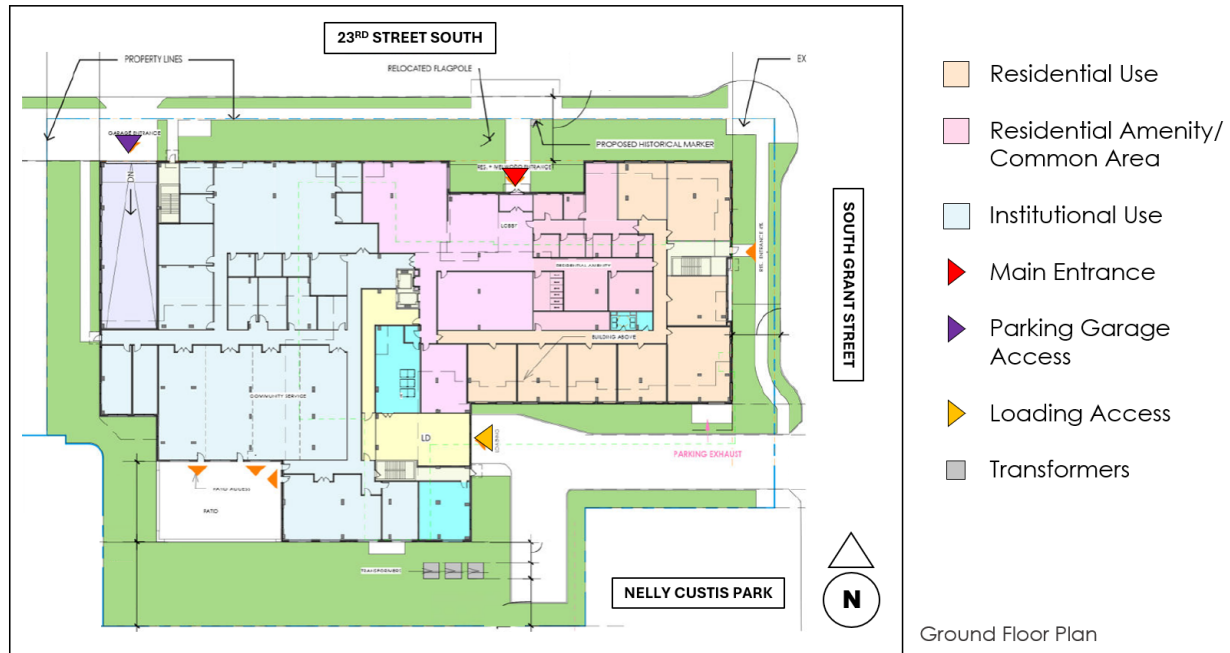
Figure 9. Unit Mix

	1-bed	2-bed	3-bed	Total
Units	23 units	62 units	20 units	105 units
Percentage	22%	59%	19%	100%

Site Design & Layout: The new building is proposed to be located on Parcel A, with no improvements proposed to Parcel B and Nelly Custis Park. The main building entrance is located on 23rd Street South and provides access to both the residential and institutional uses. The building's ground floor street frontages along 23rd Street South and South Grant Street are lined with the Melwood Horticultural Training Center space, the residential amenity and common area, as well as residential units. The 23rd Street South frontage also features access to the

below-grade parking level, with the parking level ramp located on the western end of the building. A single loading dock is located at the end of a private driveway off South Grant Street, which will be primarily utilized by resident move-ins and trash/recycling. While the northern half of the site is relatively flat, the southern half of the site slopes down slightly by approximately 6 to 8 ft toward Nelly Custis Park. The area between the building and Nelly Custis Park includes a vehicular turn-around area, above-grade transformers, and landscaped screening in the form of new trees and shrubs.

Figure 10. Ground Floor Plan



Building Height, Form and Architecture: The 5-story building will have a main roof height of 60 ft as measured from the average site elevation, exclusive of the 9 ft mechanical penthouse level. The mechanical penthouse level consists of an elevator overrun and stair access to the roof. The building features setbacks on the ground floor and stepbacks on the second and fourth floors (see Figure 13). The building is set back approximately 20 ft from the sidewalk on 23rd Street South, 10 ft from the sidewalk on South Grant Street, 40 to 80 ft from Nelly Custis Park, and 25 ft from the western property line. On the second floor, the building features stepbacks of approximately 4 to 32 ft on 23rd Street South, 8 ft on South Grant Street, 25 ft above the loading area, and 8 to 100 ft on Nelly Custis Park. In addition, on the fourth floor the building features stepbacks of approximately 8 ft on South Grant Street and 12 ft on Nelly Custis Park.

Figure 11. East-West Building Section

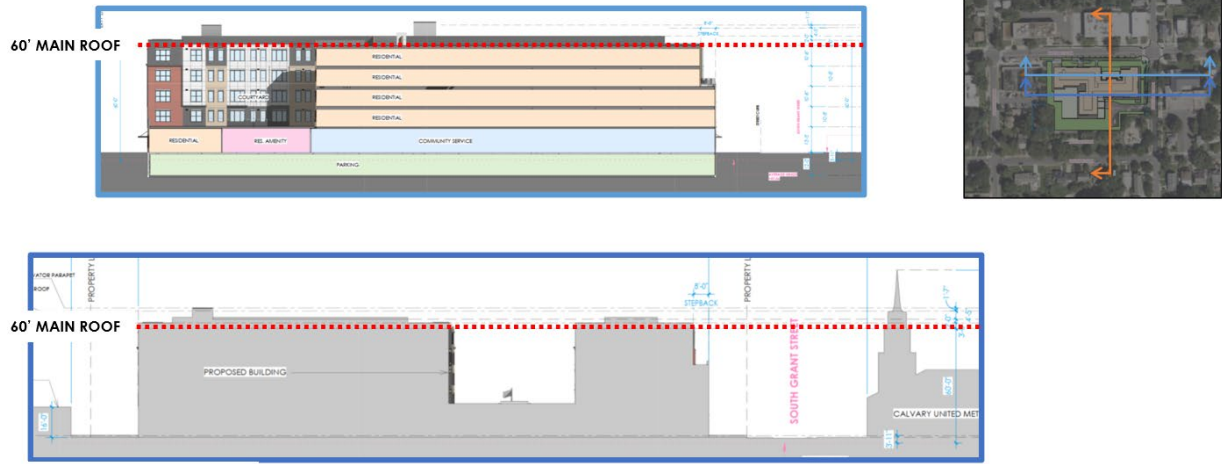


Figure 12. North-South Building Section

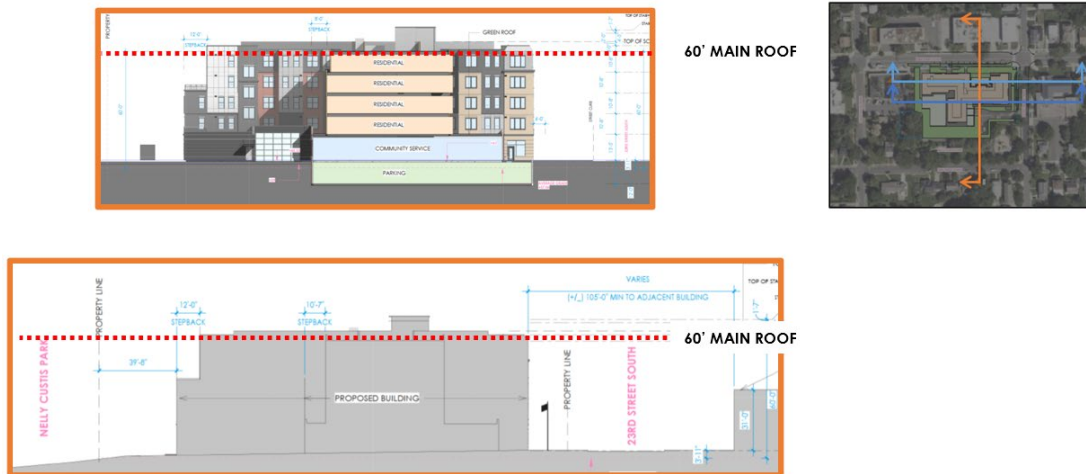


Figure 13. Building Setbacks and Stepbacks**Figure 14. 23rd Street South Elevation****Figure 15. South Grant Street Elevation**

Architecturally, the building consists of an orange-red and tan brick base with brickwork details and a gray cast stone cornice. The façade is comprised of the same orange-red and tan brick, as well as dark gray, light gray and white fiber cement. The top floor consists of dark gray, light gray and white fiber cement and a flat roofline.

Historic Preservation: The original 1923 portion and 1931 addition of the existing building façade is classically inspired and features detailed brickwork, limestone accents, and a flat roof

with metal coping. The symmetry and horizontal nature of the façade is reinforced through the use of brick, mirrored window configuration, and limestone belt courses. The stepped parapet over the central bay once highlighted a central main entrance, which has since been infilled with brick and a window. The applicant is proposing to replicate the historic façade on 23rd Street South with similar materials, brick work and belt courses, fenestration pattern, a 1.5 story façade scale, a stepped parapet, and central entry with awning.

Figure 16. Street View of Historic Façade from 23rd Street South



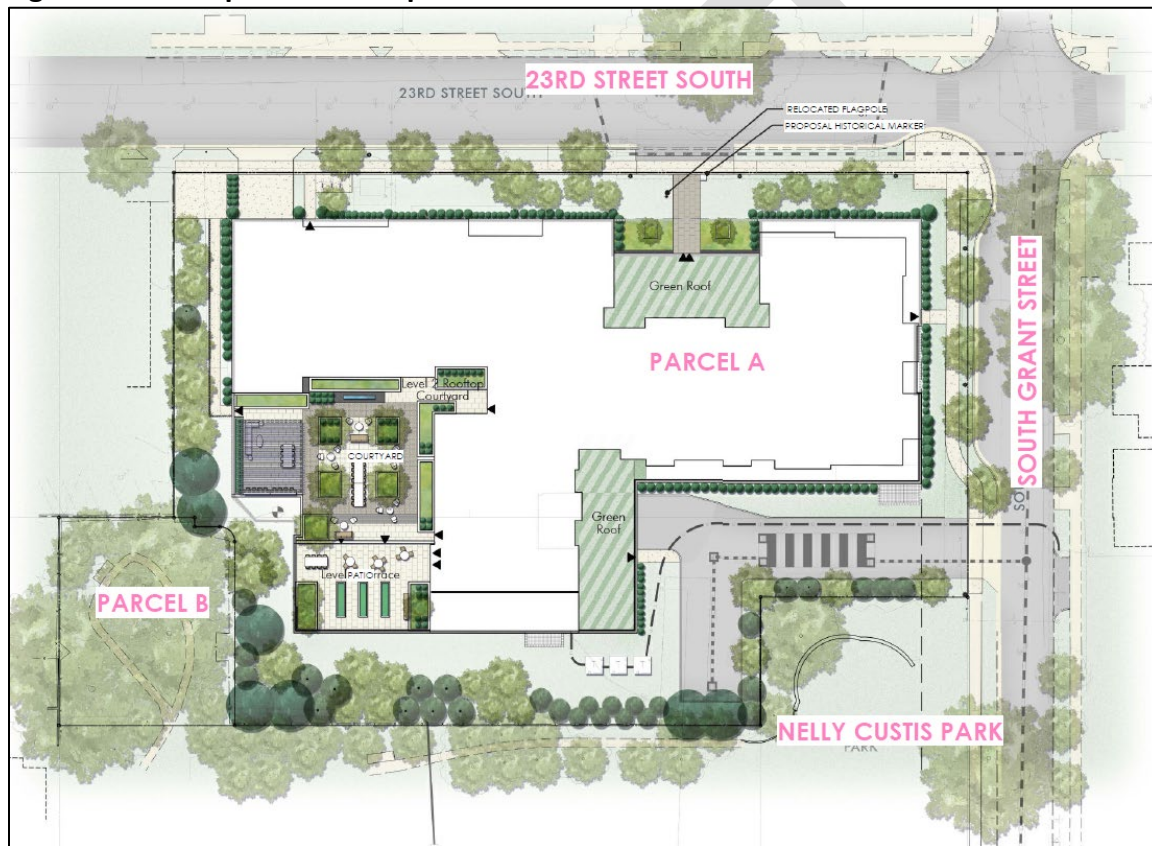
Figure 17. Rendering View from 23rd Street South



Open Space and Landscaping: Along the 23rd Street South frontage, the applicant proposes new trees and shrubs located between the building and sidewalk. Within the building setbacks

with Nelly Custis Park and the western property line, the applicant proposes additional landscaped screening which will serve as a vegetated buffer. The building features an approximately 5,800 sf private level 2 courtyard with bioretention planters, approximately 3,900 sf of green roofs, and an approximately 2,400 sf private level 1 patio with garden tables located in the rear of the building. Within the limits of disturbance, approximately 47 trees are proposed to be removed and replaced per the County's tree replacement standards. Overall, there will be approximately 63 new trees planted on Parcel A, which contributes to a tree canopy coverage of approximately 22% on Parcel A. On Parcel B, 8 existing trees will be conserved as the parcel will remain as part of Nelly Custis Park. New street trees will be planted along the South Grant Street and 23rd Street South streetscapes.

Figure 18. Conceptual Landscape Plan

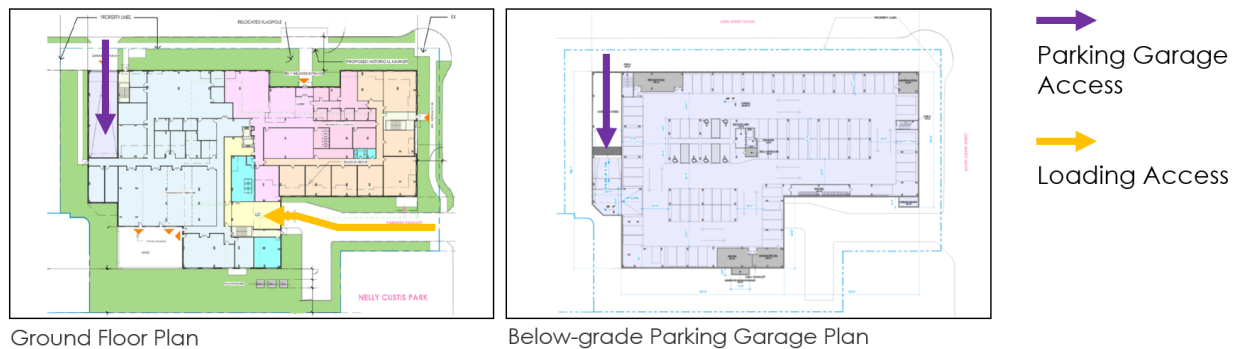


Sustainable Design: The building is designed to achieve a National Green Building Standard (NGBS) Silver Certification and the applicant is not seeking additional density under the [Green Building Incentive Policy](#) (GBIP). In addition to NGBS Silver Certification, the applicant is proposing to achieve additional green building certifications, including Zero Energy Ready Home Multifamily, Indoor airPLUS, and ENERGY STAR Multifamily New Construction. The applicant is also providing ENERGY STAR appliances and WaterSense fixtures.

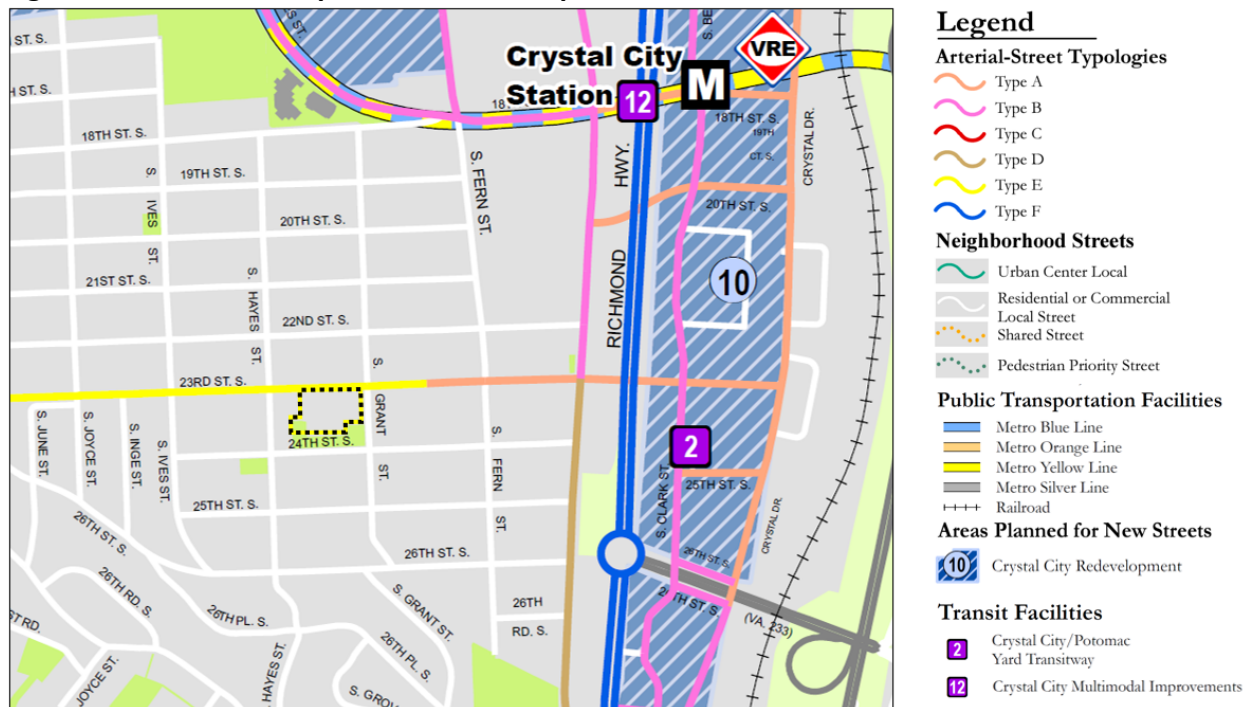
Parking and Loading: The Special GLUP Study recommends that parking be provided below-grade, loading occur on-site and be screened, and driveway location(s) be considered based on

the impact to the residential portion of the neighborhood. The applicant proposes 93 total parking spaces, located in a single-floor below-grade garage with access from 23rd Street South. The applicant allocates the parking spaces as 73 residential parking spaces at a parking ratio of 0.69 spaces per unit, and 20 parking spaces for the institutional use at a parking ratio of 1 space per 3 seats. The applicant continues to work on the parking garage layout and may be able to accommodate the 75 residential parking spaces as proposed in an earlier iteration of the project. The applicant proposes the institutional parking spaces shall be available for use by residents outside of the institutional use organization's hours of operation. In addition, the applicant proposes an on-street passenger loading space on 23rd Street South to serve accessible passenger vans. In addition to other street revisions (see Transportation below), the applicant proposes to remove 6 Sunday-only parking spaces on South Grant Street, provide 3 short-term parking spaces on 23rd Street South, and increase the total unrestricted on-street parking from 8 to 10 total spaces. The applicant proposes one loading bay, located at the rear of the building with access from South Grant Street. The loading bay driveway also serves as a fire aerial access lane.

Figure 19. Parking and Loading: Ground Floor Plan (left) and Below-grade Parking Level Plan (right)



Transportation: The site is bounded by 23rd Street South and South Grant Street. The existing and proposed transportation facilities are further discussed in detail below. Staff continues to assess the proposal for consistency with County policies and guidelines.

Figure 20. Master Transportation Plan Map**Streets and Sidewalks:**

23rd Street South: The Master Transportation Plan (MTP) identifies 23rd Street South as a Type E – Primarily Single-Family Residential Neighborhoods arterial road. The MTP describes a Type E arterial as a road that serves primarily single-family-home neighborhoods and is fronted by residential, park, or institutional property. The MTP plans for a Type E arterial to contain two to four travel lanes, no restrictions on driveway access, medium on-street parking priority, a 4 to 6 foot-wide landscape strip, and a 5 to 6 foot-wide sidewalk. The adjacent segment of 23rd Street South consists of a 39-foot-wide street section including two 12.5-foot travel lanes (one in either direction) and two 7-foot-wide parking lanes. The existing site contains two driveway entrances from 23rd Street South, which connect to a surface parking lot. Along the site's frontage, there is currently a 9.5-foot-wide streetscape consisting of a 4.5-foot-wide landscape strip and 5-foot-wide sidewalk. The Special GLUP Study recommends that the streetscape along 23rd Street South be upgraded to meet the MTP standards. If necessary, the Special GLUP Study further recommends consideration of intersection improvements at the intersection of 23rd Street South and South Grant Street to ensure pedestrian safety at the intersection. This intersection currently contains crosswalks, curb ramps, and curb extensions which serve to reduce the pedestrian street crossing distances.

The applicant proposes to retain the existing curbline along the site's 23rd Street South frontage, reuse the location of a driveway entrance as a garage entrance, and close the other driveway entrance. Along the street, the applicant proposes to expand the on-street parking from 3 to 6 spaces, provide an accessible 8-foot-wide passenger loading zone with a 5.5-foot-wide access aisle connecting to the sidewalk, and provide 3 short-term parking spaces. The

applicant proposes to modify the site's entire 23rd Street South streetscape by increasing it from 9.5 feet to 11 feet in width. The modified streetscape will consist of a 5-foot-wide landscape strip and a 6-foot-wide sidewalk. The applicant proposes no landscape strip adjacent to the abovementioned passenger loading zone, where there will instead be an access aisle with a curb ramp. The building will be setback from the street by approximately 29 feet.

Figure 21. Proposed 23rd Street South Cross Section (Facing West)

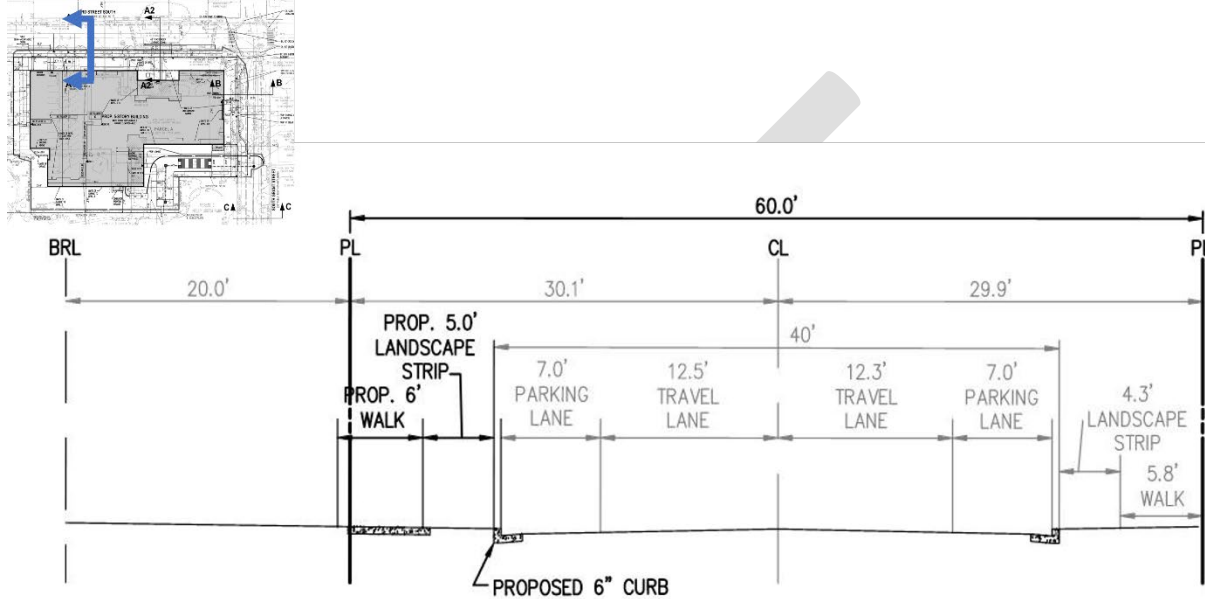
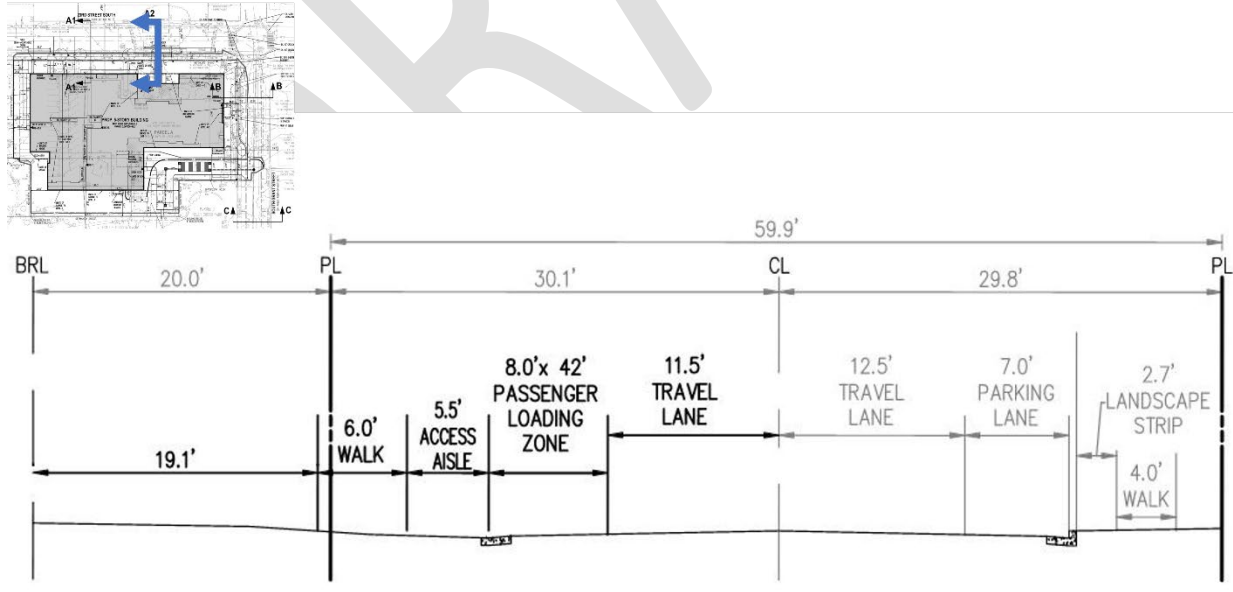


Figure 22: Proposed 23rd Street South Cross Section with Loading Zone (Facing West)

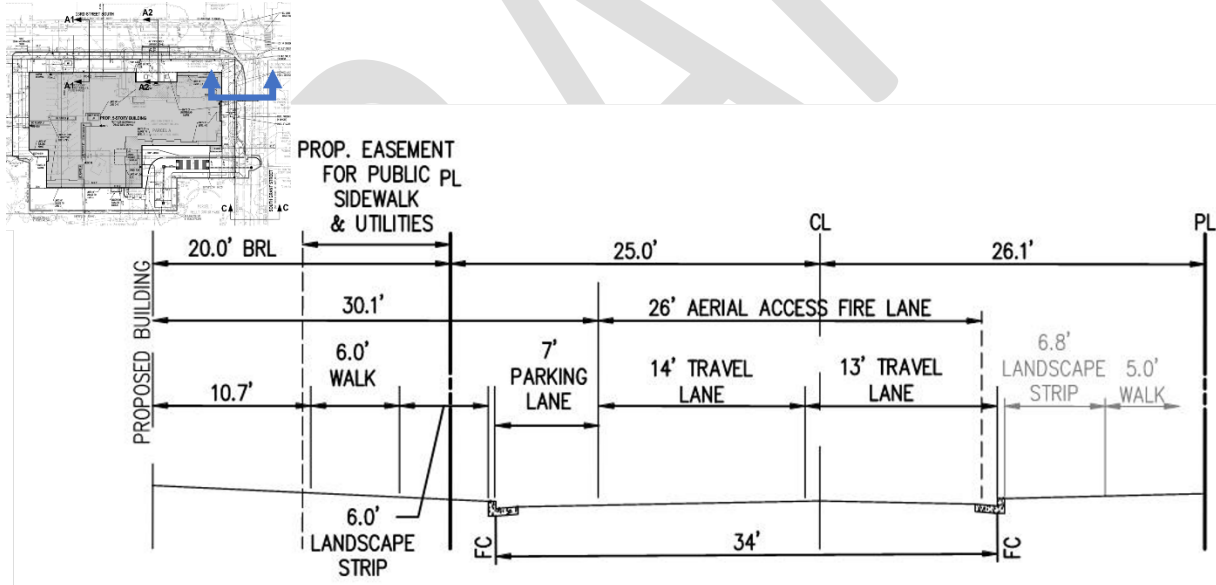


South Grant Street: The MTP identifies South Grant Street as a neighborhood local street. The MTP describes a neighborhood local street to be located in low- and medium-density residential areas, providing access nearly exclusively to residential uses. The MTP plans for a

neighborhood local street to contain 1.5 lanes (yield street condition) or two travel lanes, no restrictions on driveway access, a 2 to 4 foot-wide landscape strip, and a 4 to 6 foot-wide sidewalk. The adjacent segment of South Grant Street consists of 1.5 lanes (yield lane condition), on-street parking on the opposite (east) side of the street, and Sunday-only on-street parking on the site's frontage. Along the site's frontage, there is currently a 32.4-foot-wide streetscape consisting of a 6.6-foot-wide landscape strip, 5-foot-wide public sidewalk, 7.9-foot-wide landscape strip, 6-foot-wide private pathway, and 6.9-foot-wide landscape strip. The Special GLUP Study recommends that the streetscape along South Grant Street be upgraded to meet the MTP standards.

Along the majority of the site's frontage, the applicant proposes to increase the street width from 24 feet to 34 feet in order to provide a curb inset with on-street parking and allow space for two travel lanes that also serve as an aerial access fire lane. The new street section will contain no parking on the opposite (east) side of the street, 14-foot-wide and 13-foot-wide travel lanes, and a 7-foot-wide inset parking lane along the site's frontage. The changes result in a decrease of on-street parking spaces from 5 spaces to 4 spaces. The applicant also proposes a new 12-foot-wide streetscape consisting of a 6-foot-wide landscape strip and 6-foot-wide sidewalk. The building will be setback from the street approximately 22.7 feet.

Figure 23. Proposed South Grant Street Cross Section (Facing North)



Transit Service: The Crystal City and Pentagon City Metro Stations are each located within one mile of the site, providing access to the Blue and Yellow Metro Lines, and Virginia Railway Express. The MTP identifies the adjacent segment of 23rd Street South to serve the secondary transit network which offers localized transit services. Metrobus routes 10A, 23A, and 23B directly serve the site with a bus stop located on the site's frontage with 23rd Street South, and a matching bus stop on the opposite (north) side of 23rd Street South and opposite (east) side of

South Grant Street. Additional pairs of bus stops are located on either side of 23rd Street South, spaced a block apart (less than 750 feet) at intersections along the street corridor.

On November 21, 2024, the Washington Metropolitan Area Transit Authority (WMATA or Metro) approved the [2025 Better Bus Network](#), which will significantly revise the Metrobus network starting in summer 2025. As part of this project, Metro will rename and revise Metrobus routes, and consolidate excess bus stops which are located too close to one another. Upon implementation, Metrobus route A11 (similar to current routes 10A, 23A, and 23B) will serve the site with 30-minute service frequency and earlier Saturday morning service compared to existing routes. Although Metro originally proposed to eliminate the on-site bus stop, the final approved bus stop list indicates the stop is to be retained. The Special GLUP Study recommends the existing bus stop be upgraded to be fully Americans with Disabilities Act (ADA)-accessible, including a landing area for a bus's rear door. Based upon prior guidance from Metro, the application materials indicate the bus stop is to be removed. Staff is coordinating with Metro and the applicant to ensure any changes are consistent with the ultimate Metrobus network to be implemented in 2025. As such, the applicant is preparing a revised design that retains the bus stop.

Bicycle Facilities: The MTP does not identify dedicated on-street bicycle facilities (e.g., bike lanes) for either 23rd Street South or South Grant Street. However, the County has identified 23rd Street South as a recommended on-street bike route given the low traffic speeds and connectivity, such as to the Crystal City and Pentagon City Metro Stations mentioned above. A Capital BikeShare station is located less than 500 feet to the west of the site on South Hayes Street. The applicant proposes 47 Class I (long-term, secured) bicycle parking spaces for the site, located in two bicycle storage rooms: one in the below-grade garage with access to 23rd Street South, and one on the ground floor with access via a side entrance leading to 23rd Street South. The applicant proposes 6 Class III (short-term, unsecured) bicycle parking for visitors, located at the building entrance from 23rd Street South.

Multimodal Transportation Analysis and Trip Generation: The applicant submitted a Multimodal Transportation Assessment (MMTA) which was prepared by Gorove Slade, dated June 20, 2024 and revised through August 29, 2024. The analysis assumes that approximately 68 percent of the residential-related trips and 70 percent of the institutional-related trips will not use a personal vehicle. During the AM peak period, the analysis anticipates 21 vehicle trips, 46 transit trips, 3 bicycle trips, and 7 pedestrian trips. During the PM peak period, the analysis anticipates 23 vehicle trips, 51 transit trips, 4 bicycle trips, and 6 pedestrian trips. The analysis assessed five intersections within the vicinity of the site. The analysis concluded that all intersections operate at an acceptable level of service and will continue to do so with or without the proposed development.

Figure 24. Anticipated Transportation Trips

Mode of Travel	AM Peak Trips	PM Peak Trips
Private Automobile	21	23
Transit	46	51

Bicycle	3	4
Pedestrian	7	6

Features and Amenities: Site plan projects deliver a number of standard benefits that are required by conditions of approval, including a Public Art contribution, Utility Fund contribution and streetscape improvements, including undergrounding of existing utilities around the site. Additional features and amenities have yet to be determined as of the date of this report.

Modification of Use Regulations: The applicant requests the County Board modify the following use regulations:

Additional Density: The applicant is requesting additional density above the base density of 59 units (36 du/ac). The project includes commitments for the provision of affordable housing. The features and amenities that benefit the community associated with additional density are under review by staff.

Required Residential Parking Ratio: The applicant is requesting a reduced residential parking ratio of 0.69 spaces per unit, or 73 residential parking spaces. The ACZO requires 1.125 spaces per unit for the first 200 units, or 119 residential parking spaces. The proposed residential parking ratio is under review by staff.

Density Exclusions: The applicant is requesting a total of 2,576 sf in density exclusions for below-grade mechanical rooms and above-grade vertical shafts. The proposed density exclusions are under review by staff.

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