

ASF | ARLINGTONIANS FOR OUR SUSTAINABLE FUTURE

March 15, 2026

[This Memorandum is submitted to the Long Range Planning Committee (LRPC) for consideration by the LRPC at its March 18, 2026 meeting relating to [1401 Langston Boulevard](#).]

DEVELOPMENT OF THE 1401 LANGSTON SITE SHOULD BE A MODEL FOR THE FUTURE

SUMMARY

[Arlingtonians for Our Sustainable Future \(ASF\) supports purposeful, measured, development](#) of the 1401 Langston site (enhanced image shown below). The LRPC should provide many opportunities for broad community engagement and education on this project to ensure the best long-term outcome, rather than rushing a decision, focusing on doing it right for a complex generational site with significant community potential.



AI-enhanced image of Key Bridge Marriott Site via Quadrangle as enhanced by [AriNow](#).

The 1401 Langston site is under new review by owner Woodridge Capital Partners, LLC (KBLH, LLC). The major site plan amendment previously submitted by Woodridge that was approved for this site in 2020 has expired, and the Marriott Hotel that was on the site has been demolished after having been condemned by Arlington County.



The 1401 Langston site is located north of Langston Boulevard, south of the George Washington Memorial Parkway, east of North Oak Street, and west of North Fort Myer Drive.

More details about this project and its scope are available in a January 6, 2026 ARLnow story (*Appendix A*) and selected comments posted to that story (*Appendix B*).

How to do it right at the 1401 Langston site

ASF supports five actions that the LRPC should take to better ensure the LRPC takes advantage of this generational opportunity to help reshape Rosslyn:

1. **Use economic planning tools to quantify community benefits and value to the developer from increased density.** The LRPC should ask the County to utilize the [TischlerBise methodology](#) – or the similar tools for which the County has already contracted -- to compute the value of the bonus density (as well as other benefits accrued via changes to the GLUP or the site’s inclusion into the Rosslyn Sector Plan) sought by the applicant. The LRPC also should ask the County to use those tools to calculate the value and appropriateness of the community benefits the applicant says it is willing to provide. Based on these County analyses, ASF will present negotiating options for the County in the form of alternative visions for a *higher* dollar amount of community benefits relative to bonus density than the applicant currently is proposing.

All these quantitative comparisons should be presented to and discussed with the community **well BEFORE** a final site plan is approved.

2. **Focus community benefits on low-income households.** While the TischlerBise or comparable methodology should be utilized by the LRPC and the County to examine all the impacts of the proposed project, the types of community benefits on which ASF will focus its advocacy will emphasize affordable housing for those with incomes below [80][60][30]% of AMI, open space parkland, trees, and other environmental mitigation measures.

Based on the new studies by independent experts described below in paragraph 4, other potential types of community benefits may be identified and ASF may advocate for those as well after they are identified by those independent experts and the affected civic associations.

3. **Quantify transportation impacts.** Based on the estimates described in *Appendix C*, the applicant is proposing to add between 2,600-3,200 new residents to a site that now has 0 residents—and significantly add hotel stays on the site. How will these thousands of new people at this critically important location on a federal evacuation route (*Appendix D*) go to and from the site? What impacts will their movements to and from the site have (*Appendix E*)?
4. **Invest in qualified external professionals to conduct independent financial and transportation analyses.** The County should set aside a minimum of \$1.5 million to pay independent experts to perform (a.) the TischlerBise analyses, (b.) the analyses of the transportation and environmental issues referenced in *Appendices D & E*, and (c.) [the FAA building heights analysis already filed by the applicant.](#)
5. **Evaluate holistically how the project maps to the Comprehensive Plan, element-by-element and goal-by-goal.** Too often, the County’s lengthy Comprehensive Plan goals are used selectively – for example, the County may proclaim a project meets x number of Comp Plan goals but omits goals that are undermined or not addressed. The LRPC and the County should take the state-mandated Comp Plan seriously. The LRPC and the County should develop a list of all Comp Plan goals and sub-goals and quantify (wherever possible) how the proposed 1401 Langston project furthers, hinders, or is neutral to each goal. For example, ASF applied Affordable Housing Master Plan metrics in [ASF’s analysis of the Hotel Pentagon project:](#)

		Renter Households	Rental Units	Surplus/(Deficit) of units by affordability
Income and Affordability Level	Up to 30% AMI	8,077	1,585	(6,492)
	30% to 50% AMI	5,210	2,197	(3,013)
	50% to 60% AMI	3,332	3,597	265
	60% to 80% AMI	6,075	13,655	7,580
	Above 80% AMI	36,395	38,055	1,660

Source: 2016-2018 American Community Survey (microdata)

Source of table: [Page 7](#), Affordable Housing Master Plan Implementation Plan (2022)

APPENDIX

A. ARLnow STORY ABOUT THE 1401 LANGSTON PROJECT:

<https://www.arlnow.com/2026/01/06/just-in-new-plan-for-key-bridge-marriott-site-calls-for-1775-residential-units-and-a-hotel/>

New plan for Key Bridge Marriott site calls for 1,775 residential units and a hotel

By [Dan Egitto](#)

Published January 6, 2026

Plans for five residential buildings and a new hotel have been filed at the vacant [Key Bridge Marriott site](#) in Rosslyn.

The proposed “Potomac Overlook” development at 1401 Langston Blvd, announced today (Tuesday), would include 1,775 residential units, a 200-room hotel and underground parking on the empty 5.5-acre lot overlooking the Potomac River.

“The Potomac Overlook plan features a network of green spaces, pathways, and view corridors leading to a sweeping panorama of the Potomac River, National Park Service land, the U.S. Capitol, and Georgetown, all woven between a series of thoughtfully spaced, tall slender buildings intended to maximize public view corridors,” a press release says.

The project is described as a “transit-oriented development” with “substantial publicly accessible open space,” including “seating, landscaping and public art” and paths connecting to the Custis Trail and Gateway Park.

[Quadrangle Development Corporation](#), a D.C.-based real estate company serving as the development consultant, announced the project on behalf of a lender that “holds the defaulted first-lien mortgage debt on the land.”

The owner of the property is still listed on property records as KBLH, a subsidiary of Woodbridge Capital Partners, which previously [abandoned plans](#) for the Key Bridge Marriott site amid

financial distress. Since those plans [expired](#) in July, the new proposal will have to follow the typical site plan review process in order to receive approval from the Arlington County Board.

Quadrangle filed plans for the property on Dec. 22, according to the press release, but the application was not available in online permitting records as of today (Tuesday).

“This is an exceptional opportunity to activate an incredible property at the center of so much activity in Rosslyn and the entire DMV,” said Quadrangle President Christopher Gladstone. “Our design purposefully invites the public in to enjoy this unique water view property offering outstanding views over the Potomac River and toward the Nation’s Capital.”

Quadrangle plans to undertake the review process for the project throughout 2026.

The closed hotel that previously stood on the property [was demolished](#) last year following years of infamy, including [a large police operation](#) to remove squatters in 2023 and the structure being [declared a “public nuisance”](#) in May 2024.

B. SELECT COMMUNITY FEEDBACK ON THE INITIAL PROJECT PROPOSAL

- I don't see how the lender has been paid back on their original loan to Woodridge. This is a way to restore some value on the collateral land otherwise it sells for around the \$47 million assessment and they take a bath on the remaining balance. As near as I can tell the original purchase by Woodridge was around \$55 million. I'm assuming that lender is the one still holding the note.
- So the project should have been built by now, probably in the \$400 million range, refinanced when complete and they walk away with their loan for the purchase paid back. Instead they're stuck with a parcel with no site plan entitlements (expired) and probably losing value on the books. They're probably exit-oriented and looking to sell to an actual development team. Nothing in Rosslyn has come close to the \$1 billion number, even the ones with better location premiums right at the metro. It's a hype number.

C. LIKELY NUMBER OF NEW INDIVIDUAL RESIDENTS IN ALL FIVE TOWERS COMBINED:

Based on the data for the 1,775-unit "Potomac Overlook" development in Rosslyn, Virginia, as well as general demographic trends for high-rise residential units in the Northern Virginia/DC area, a project of this size is likely to house between **2,500 and 3,200 individual residents** upon completion.

Arlington’s Department of Community Planning, Housing, and Development (CPHD) Research and Strategic Initiatives Group (RSIG) has developed an improved population estimate method—the 2020 Population Estimation Methodology—that produces reliable and timely

estimates for small subcounty geographies. CPHD estimated in 2022 that Arlington’s 85,560 housing units in multi-unit structures housed 140,792 people. On average, that’s 1.65 people per unit in a multi-unit structure. See

https://www.arlingtonva.us/files/sharedassets/public/v/1/projects/documents/data-and-research/population-estimates-2020-method_web_version_5_10_22.pdf

Applying a range of approximately 10% above and 10% below the County average of 1.65, yields 1.5 to 1.8 persons per unit.

- **Low estimate:** 1,775 units ... 1.5 people/unit = **2,662 residents**
- **High estimate:** 1,775 units ... 1.8 people/unit = **3,195 residents**

Rosslyn is characterized by high-rise, transit-oriented development, typically drawing young professionals and small households.

D. LANGSTON BOULEVARD IS A DESIGNATED STATE AND FEDERAL EVACUATION ROUTE AND IS A KEY CHOKEPOINT FOR TRANSIT BETWEEN VIRGINIA AND THE DISTRICT

- The State of Virginia designated Langston Blvd as a “Primary Evacuation Route” for the region. The State identifies it as one of its “Corridors of Statewide Significance” and one of the “primary routes” to use “in a natural or human-made emergency that requires persons to evacuate their place of residence or work location.”
<https://rga.lis.virginia.gov/Published/2021/RD814/PDF>
- The federal government identifies Langston Blvd as part of the “National Highway System.”
https://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/virginia/va_Virginia.pdf
- Also, Arlington County recognizes Langston Blvd is “one of Arlington’s main ... arterial roadways.”
https://www.arlingtonva.us/files/sharedassets/public/v/1/projects/documents/plan-langston-blvd/plb_pcp_08182022_final.pdf
- Arlington is currently unable to rectify major problems along N. Lynn St., and construction on some parts of this route also exacerbate the narrowing of the approach to Key Bridge from Northern Virginia’s Rt. 50 and arterials. Adding huge numbers of new residents – notwithstanding Metrorail and bus access – will add to the car traffic that already backs well into Arlington during commuting hours.

E. STUDIES REQUIRED ON A PROPOSED PROJECT’S IMPACT ON A FEDERAL EVACUATION ROUTE:

Based on the estimates described in *Section D* above, the 1401 Langston site developer is proposing to add 2,600-3,200 residents on a site that now has 0 residents—as well as significant additional hotel stays above those of the old Key Bridge Marriott.

How will these thousands of new people at this critically important location go to and from it? What impacts will their movements have?

Google AI Overview (as of 01/21/26):

Determining whether a local development project adversely affects a federal evacuation route requires a multi-faceted analysis, usually led by Transportation Impact Assessments, traffic modeling, and environmental reviews. Key studies include:

1. Transportation Impact Analysis (TIA) / Traffic Impact Study (TIS)

- **Traffic Modeling:** Projects, such as new residential or commercial developments, must be modeled to estimate how they change traffic volumes, speeds, and patterns on designated federal evacuation routes.
- **Capacity Analysis:** Evaluation of whether increased traffic from the development will exceed the capacity of the evacuation route, creating bottlenecks, especially during high-demand events like hurricanes or wildfires.
- **Intersection/Access Analysis:** Detailed assessment of how new driveways, traffic signals, or road improvements (e.g., medians, turn lanes) affect the efficiency and speed of emergency vehicle access and overall traffic flow.

2. Evacuation Time Estimates (ETE) & Modeling

- **Clearance Time Calculations:** Studies that calculate the time required to evacuate 90–100% of the population, ensuring the development does not increase this time beyond acceptable safety limits.
- **Scenario Simulation:** Modeling the impact of the development under various scenarios (e.g., peak tourist season, night-time evacuation, or concurrent disasters) to ensure the route remains effective.

3. Environmental and Safety Reviews (NEPA/CEQA)

- **Environmental Assessment (EA) or Environmental Impact Statement (EIS):** If Federal-aid highway funding is involved, these documents are required to evaluate significant impacts on infrastructure.

- **Safety & Infrastructure Analysis:** Assessment of how the project impacts road safety, including sight distance, geometric design, and the ability to maintain the infrastructure during disasters.
- **Construction Impact Study:** Analysis of how construction activities (e.g., lane closures) for the development project might temporarily reduce the capacity of the evacuation route.

4. Emergency Operations and Vulnerability Assessments

- **Vulnerability Assessment:** Evaluating if the development increases the number of people in a high-risk zone, putting further stress on the evacuation route.
- **Coordination with Emergency Managers:** Consultation with state and local officials to ensure the development does not interfere with established evacuation plans, shelter access, or emergency communications.

These studies are often required by local planning departments in coordination with State Departments of Transportation (DOTs) to align with federal guidance on disaster preparedness.