



JBG SMITH

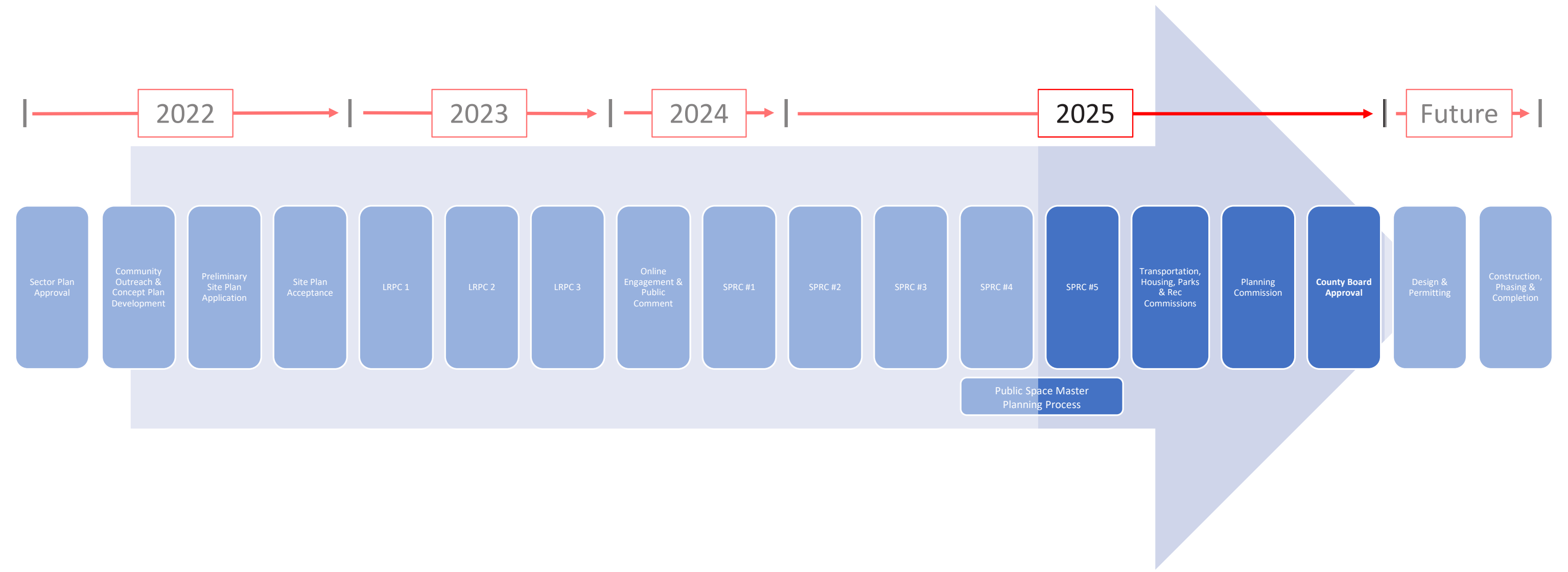
RiverHouse Neighborhood

July 28, 2025

RIVERHOUSE SPRC #5 - OUTLINE

1. TIMELINE
2. WHAT WE HAVE HEARD
3. TRANSPORTATION
4. COMMUNITY BENEFITS
5. PHYSICAL IMPROVEMENTS
6. CONSTRUCTION SCHEDULE
7. DESIGN GUIDELINES

RIVERHOUSE SPRC #5 - TIMELINE



WHAT WE HEARD



RIVERHOUSE SPRC #5 - GREEN RIBBON AT SOUTH

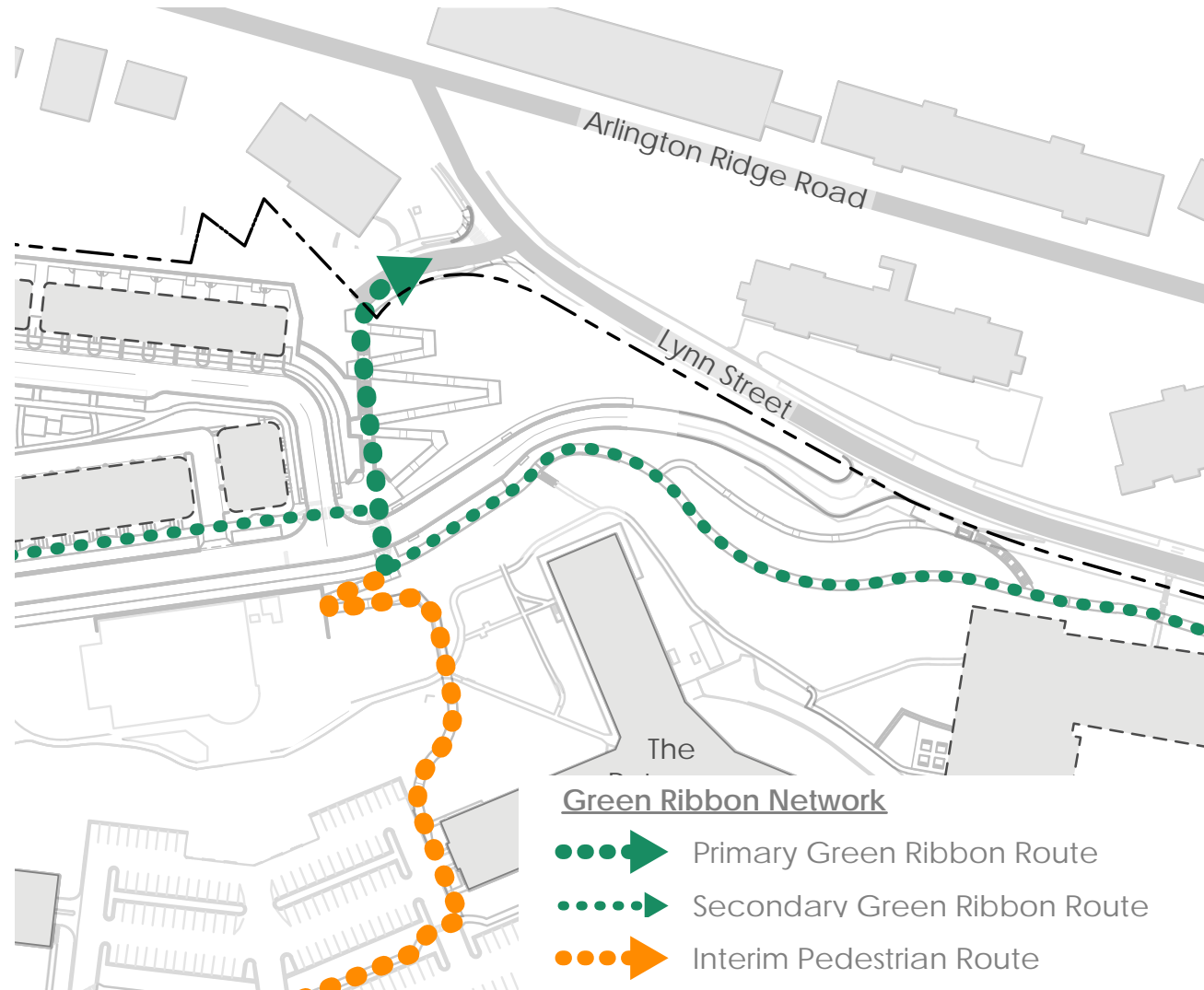


Green Ribbon Network

- Primary Green Ribbon Route
- Secondary Green Ribbon Route



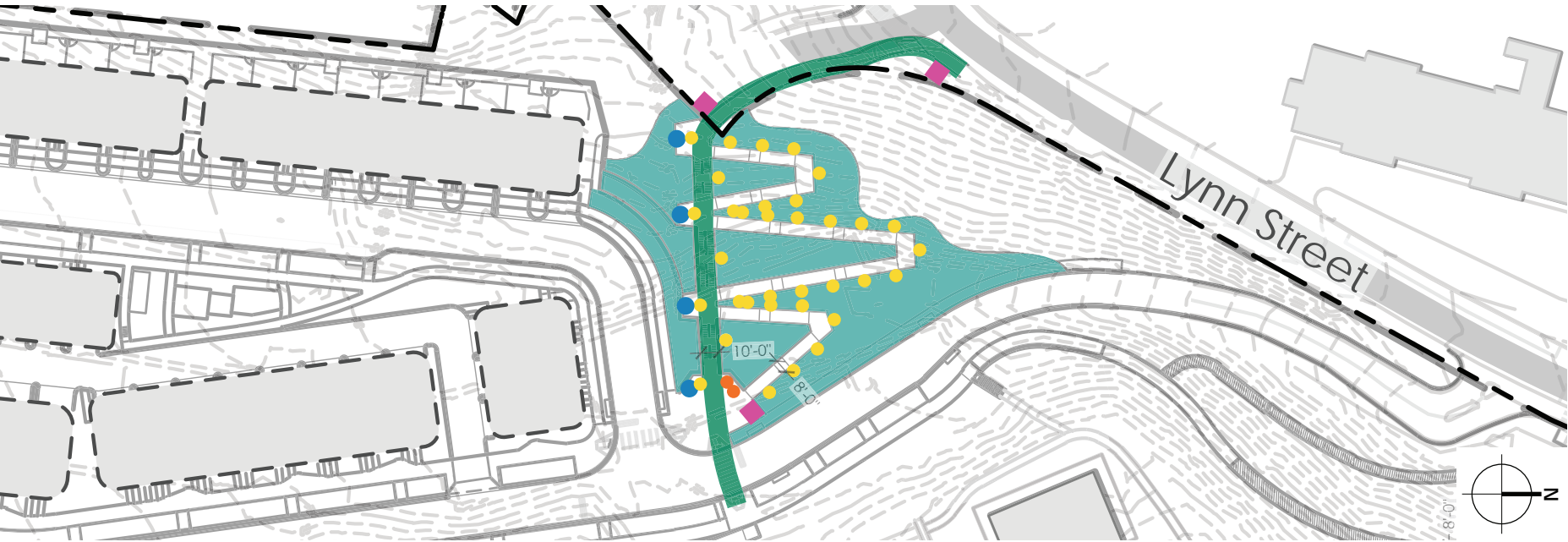
RIVERHOUSE SPRC #5 - SPUR CONNECTION



- **TOPOGRAPHICAL CONSTRAINTS** - ADDRESSES 29 FT OF ELEVATION CHANGE BETWEEN WESTERN EDGE OF 15TH STREET SPUR AND KENT STREET
- **ACCESSIBILITY REQUIREMENTS** - PROVIDES ADA PRIMARY GREEN RIBBON
- **EXISTING VEGETATION** - ALIGNMENT PRESERVES HEALTHY EXISTING MATURE TREES WITH TREE PRESERVATION DECKING WHERE NEEDED
- **VIEW CORRIDOR** - PROVIDES INTENDED VIEWSHED AND VISUAL CONNECTIVITY AS PRESCRIBED BY THE PENTAGON CITY SECTOR PLAN



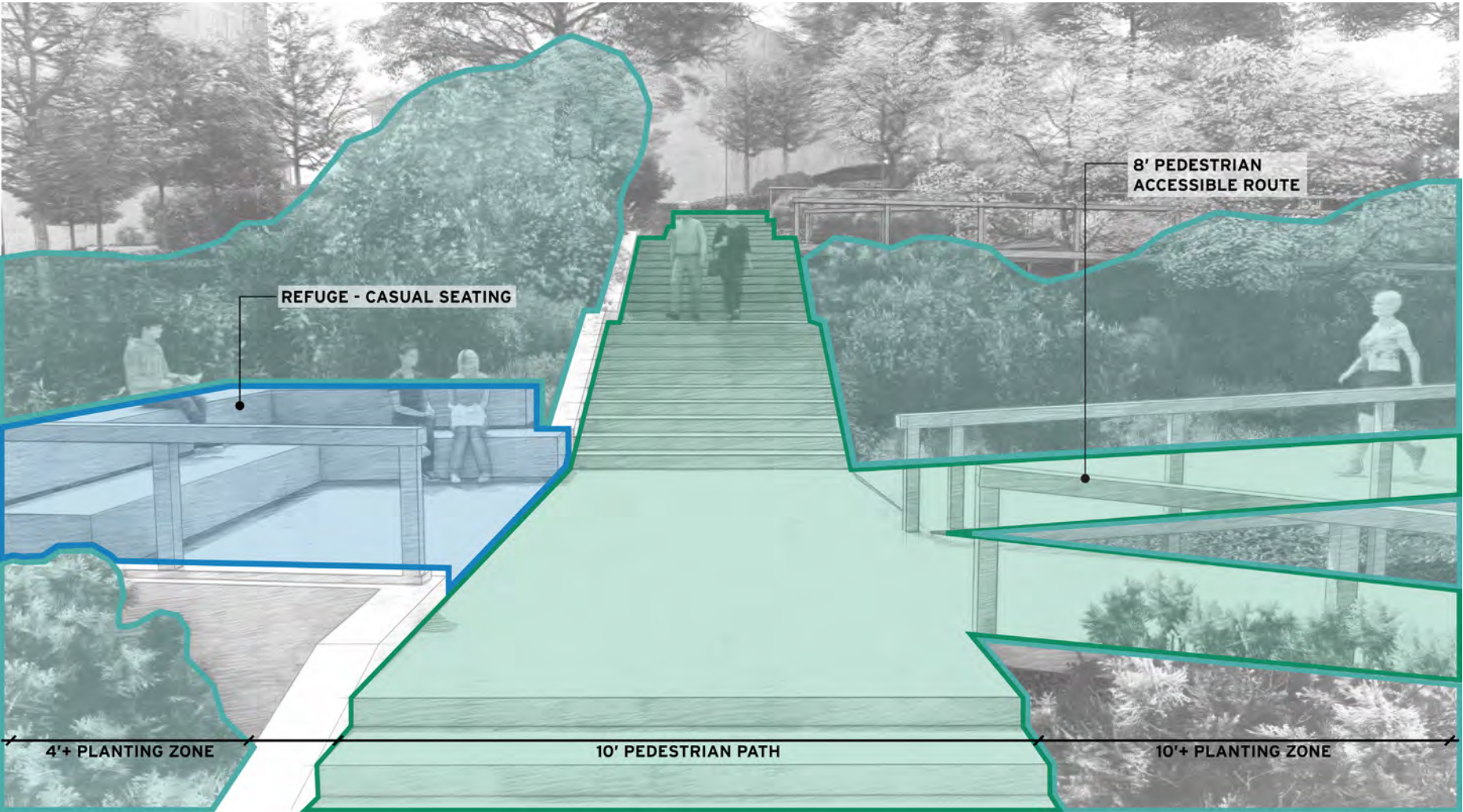
RIVERHOUSE SPRC #5 - SPUR CONNECTION S. LYNN



LEGEND

Green Ribbon Network

- Primary Green Ribbon Route
- Secondary Green Ribbon Route
- Bioretention/Planting
- Frontage Zone
- Seating
- Trash Receptacle
- Lighting Intervention
- Wayfinding Intervention



TPOLOGY CHARACTERISTICS

- 10' Pedestrian Path with 8' Accessible Path designed to maximize existing canopy preservation.
- Bike rail runnel on one side of stair
- Planting Zones of varying widths with perennials, shrubs, and trees
- Casual Seating incorporated into ramp landings for vista views
- Wayfinding at existing and proposed Pedestrian Paths and weaved into existing and proposed planting
- Lighting incorporated through pedestrian circulation with combination of pedestrian scale pole lights and integrated into deck railing

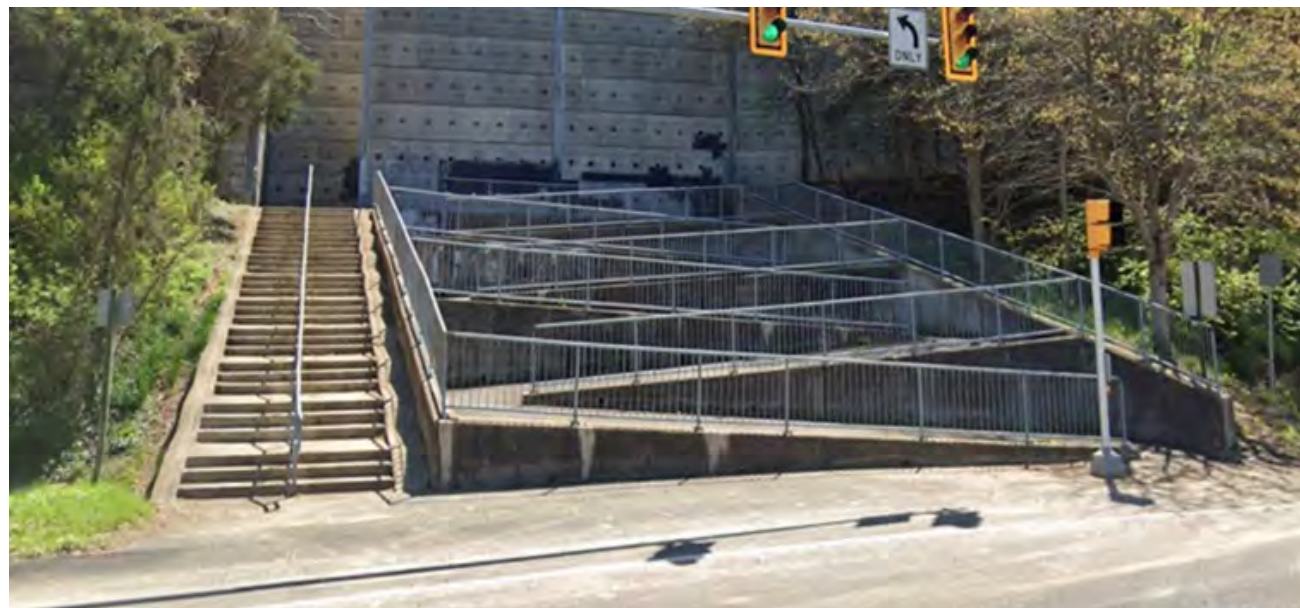
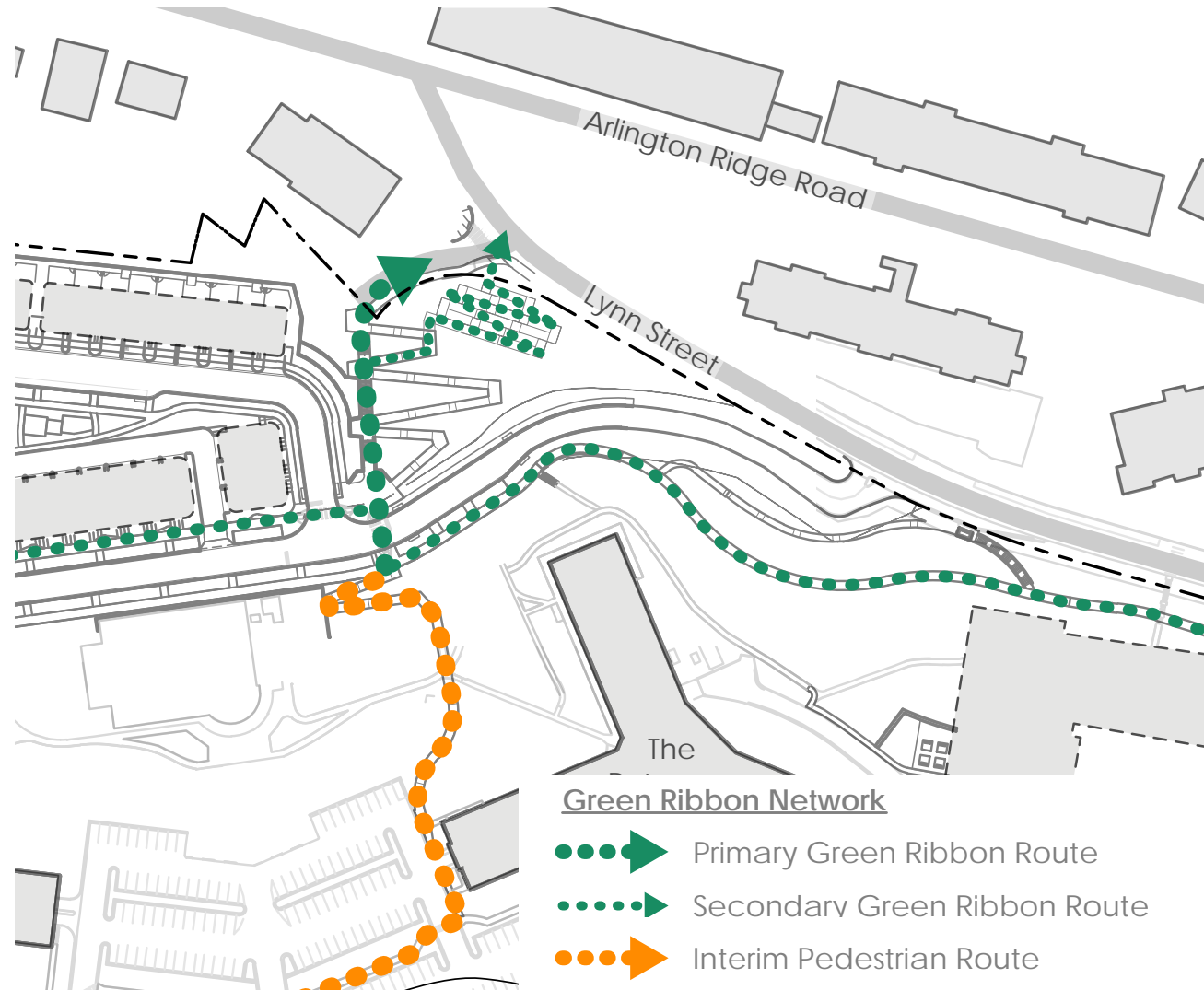
RIVERHOUSE SPRC #5 - SPUR CONNECTION - PDSP FUTURE TOP OF RAMP VIEW



RIVERHOUSE SPRC #5 - SPUR CONNECTION - FINAL SITE PLANS - TOP OF RAMP VIEW



RIVERHOUSE SPRC #5 - SPUR CONNECTION S. LYNN STUDY



- **TOPOGRAPHICAL CONSTRAINTS** - ADDITIONAL 22 FT OF ELEVATION CHANGE BETWEEN WESTERN EDGE OF 15TH STREET SPUR AND SOUTH LYNN STREET INTERSECTION
- **ACCESSIBILITY REQUIREMENTS** - 416 FT OF RAMP AND LANDINGS REQUIRED FOR ADA STANDARDS
- **IMPACT TO EXISTING VEGETATION** - REQUIRED RAMP SYSTEM RESULTS IN REMOVAL OF 12 EXISTING MATURE TREES
- **VIEW CORRIDOR DISRUPTION AND MASSING CONFLICTS** - REQUIRED CHANGES DISRUPT INTENDED VIEWSHED AND VISUAL CONNECTIVITY, REQUIRING REMOVAL OF C3 BUILDING
- **LIMITED SPACE FOR LANDSCAPE INTEGRATION** - SERIES OF WALLS AND RAMPS NEEDED WOULD NOT MEET SPATIAL REQUIREMENTS
- FOR THE REASONS ABOVE, THIS CONNECTION IS NOT RECOMMENDED

TRANSPORTATION



RIVERHOUSE SPRC #5 - TRANSPORTATION

Sector Plan guidance

Specific transportation guidance

- ✓ Easement up to 30’ along S. Joyce St. for improved streetscape & bike lanes
- ✓ Improve access to Arlington Ridge and Aurora Highlands
- ✓ **Residential Parking Guidelines (2017)**

Other guidance on strategies

- ✓ Urban design to support walking, biking, and transit
- ✓ **Transportation Demand Management (TDM)**
- ✓ **Multimodal Assessment (MMTA)** for large parcels
- County investment in infrastructure and service

RECOMMENDED MULTI-MODAL IMPROVEMENTS BY STREET				
STREET	TYPICAL WIDTH	PLANNED & PRIORITY IMPROVEMENTS		
		PEDESTRIANS	BIKES	TRANSIT, CURBS, CARS
S Joyce Street	100' north of 15th Street <i>Recommendation: add 30' easement along western edge to accommodate broader sidewalk, physically separated bikeway, potentially two-way from Army Navy Drive to S Hayes Street. Relocate S Joyce Street to the west south of 15th Street S to enable contiguous expansion of Virginia Highlands Park.</i>	Minimum 8' clear zone for passage along sidewalks. Provide safer crosswalks at non-signalized crossing locations, including at Green Ribbon. Could reduce crossing distance through curb extensions, additional rapid flashing beacons where appropriate Integrate green ribbon with siting and design of new buildings to make walkways comfortable and inviting	Consider adding separated bikeway through reallocation of lanes or associated with development at River House. Coordinate with improved bike facilities north of Army-Navy Drive connecting to Columbia Pike Implement a low-stress bicycle route on realigned S. Joyce Street, or via a parallel off-street connection	To prevent excessive traffic speed, consider narrowing roadway at spot locations with transit stops/parking pinch points

Source: Pentagon City Sector Plan



RIVERHOUSE SPRC #5 - TRANSPORTATION - PARKING & LOADING - LANDBAY S

MMTA Parking

204 garage spaces for 127 units (1.61/unit)

- 50 spaces for 50 2-over-2 units (1.0/unit)
- 154 spaces for 77 townhouse units (2.0/unit)

New buildings and streets replace 772 surface parking spaces

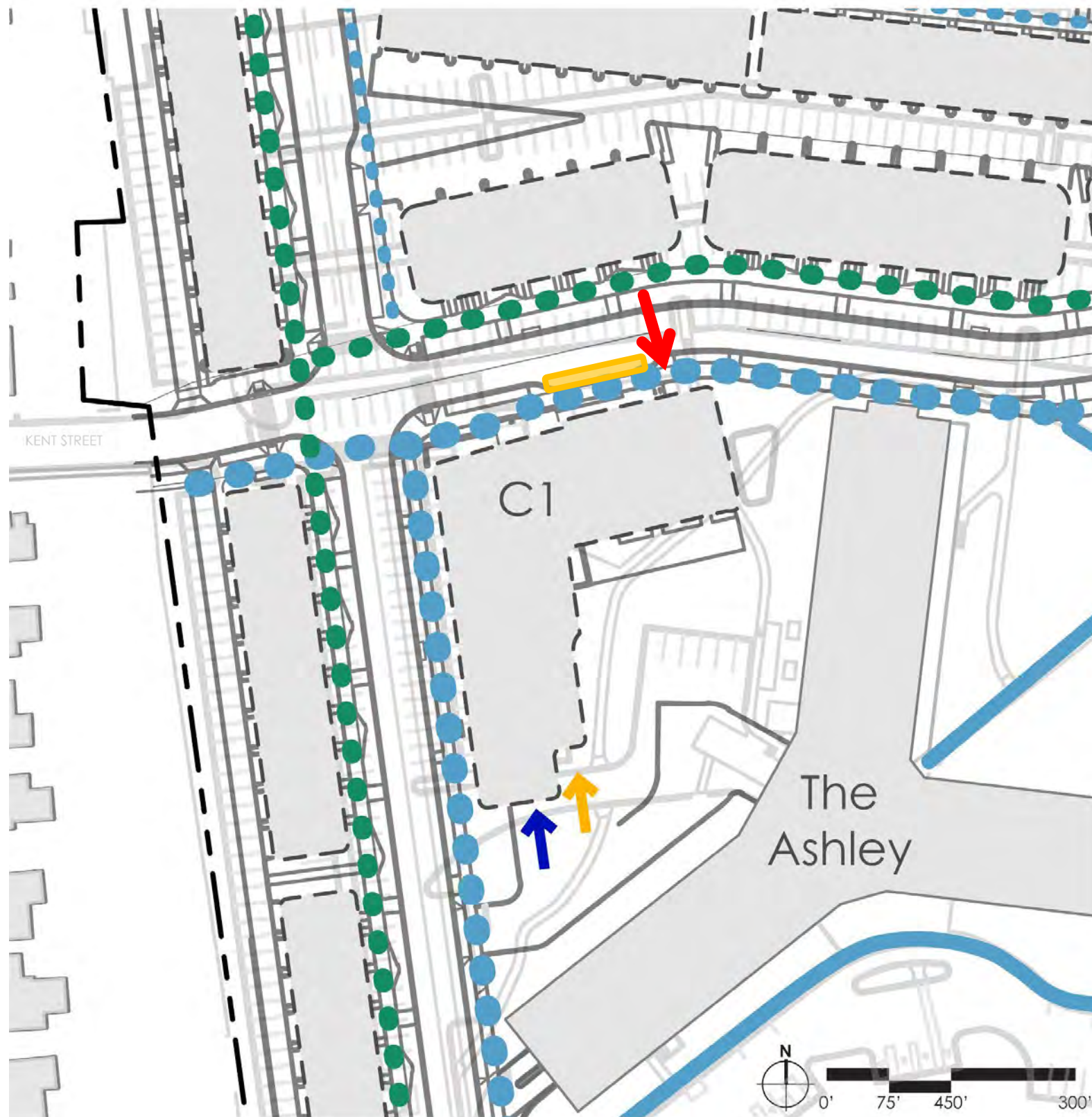
LEGEND

Townhouse Type

-  Standard
-  2 Over 2 Units



RIVERHOUSE SPRC #5 - TRANSPORTATION - PARKING & LOADING - BUILDING C1







MMTA Parking

- 42 garage spaces for 102 units (0.41/unit)
- 6 garage spaces for visitors (0.05/unit)
- 48 indoor, at-grade bike parking spaces (0.44/unit + 0.02/unit visitors)

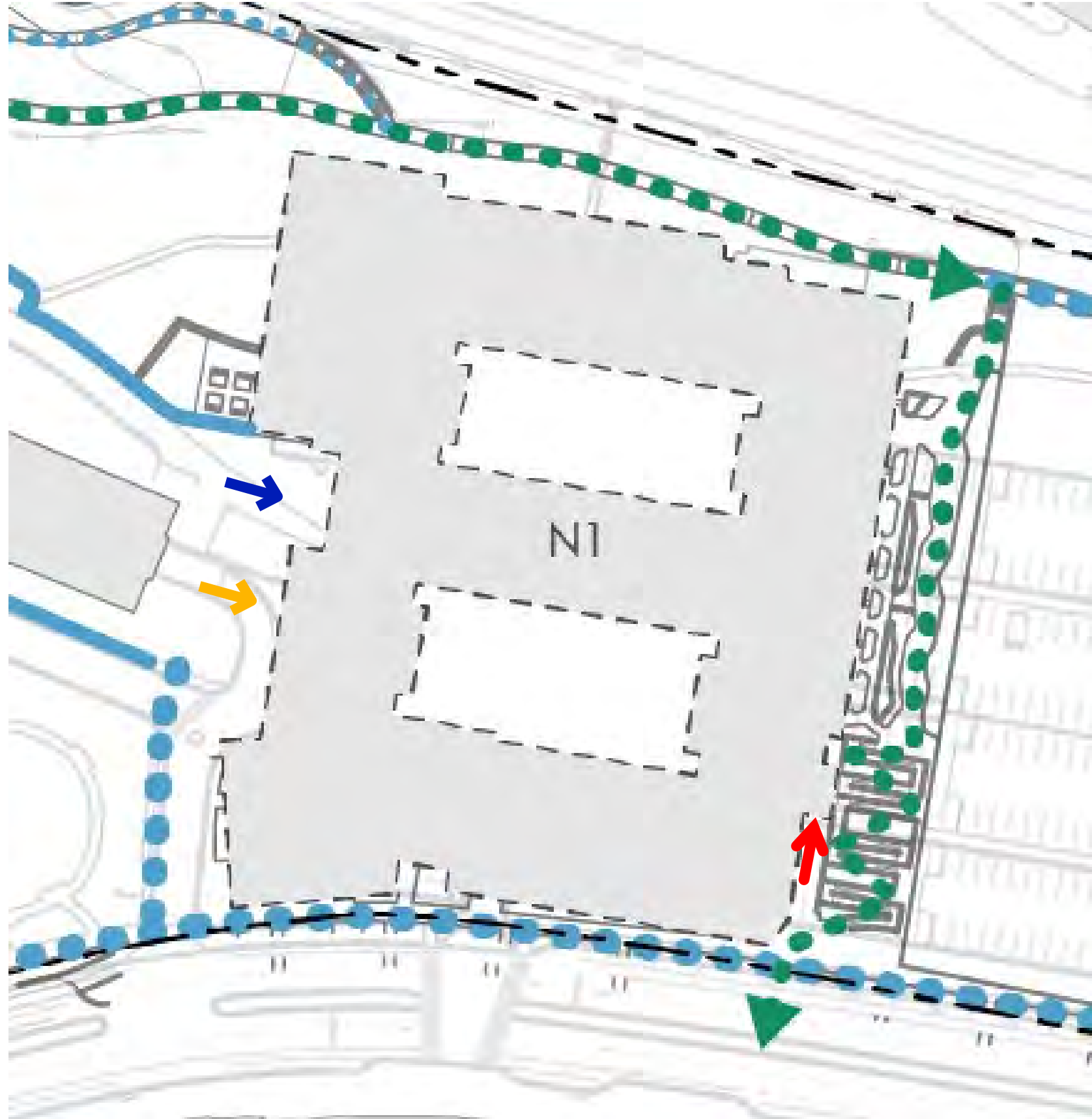
Building replaces 44 surface parking spaces

Heard concern last time about pickup/dropoff - 2 spaces on Kent St in front of building

Vehicular Entry Points

-  Vehicular Entry
-  Loading
-  Pickup/Dropoff Spaces (2)
-  Bike Room

RIVERHOUSE SPRC #5 - TRANSPORTATION - PARKING & LOADING - BUILDING N1






MMTA Parking – 512 total garage vehicle spaces

- 265 vehicle spaces for 509 units (0.50/unit + 0.02/unit visitors)
- 32 vehicle spaces for 15,000sf retail (2.15/1000sf)
- 215 vehicle spaces to replace existing parking, available to existing RiverHouse
- 204 indoor, at-grade bike parking spaces for 509 units (0.40/unit) plus 11 outdoor for visitors (0.02/unit)
- 1 indoor, at-grade bike parking space for 15,000sf retail, plus 3 outdoor for visitors

Building replaces 254 surface parking spaces

Vehicular Entry Points

-  Vehicular Entry
-  Loading
-  Bike Room

RIVERHOUSE SPRC #5 - TRANSPORTATION

Multimodal Transportation Assessment (MMTA) for full PDSP

MMTA analyzes impacts of development on transportation network

- Travel by people walking, biking, and taking transit
- Access to parking and loading
- Vehicle travel to and from site

MMTA documents impacts of full PDSP development

1. Starts with base year traffic, including from 1,676 residential units now at RiverHouse
2. Adds recently approved/built projects, other Sector Plan redevelopment, and general background growth
3. Adds full PDSP including Landbay S; Buildings C1 & C2; Buildings N1, N2, & N3
 - 2,785 new residential units, generating around 7.5 daily person-trips per unit
 - 19,000 sf of retail space (mostly clinic), generating around 570 daily person-trips

Key data and assumptions

- Multimodal traffic counts and crash data
- Changes to streets and signals from this project and other County investments
- Transit service and ridership

Overall findings: RiverHouse Neighborhood improves multimodal infrastructure through and around site. Traffic impacts on surrounding streets are modest and able to be mitigated with signal timing changes

RIVERHOUSE SPRC #5 - TRANSPORTATION

Full PDSP – Vehicles entering and exiting in the morning peak hour

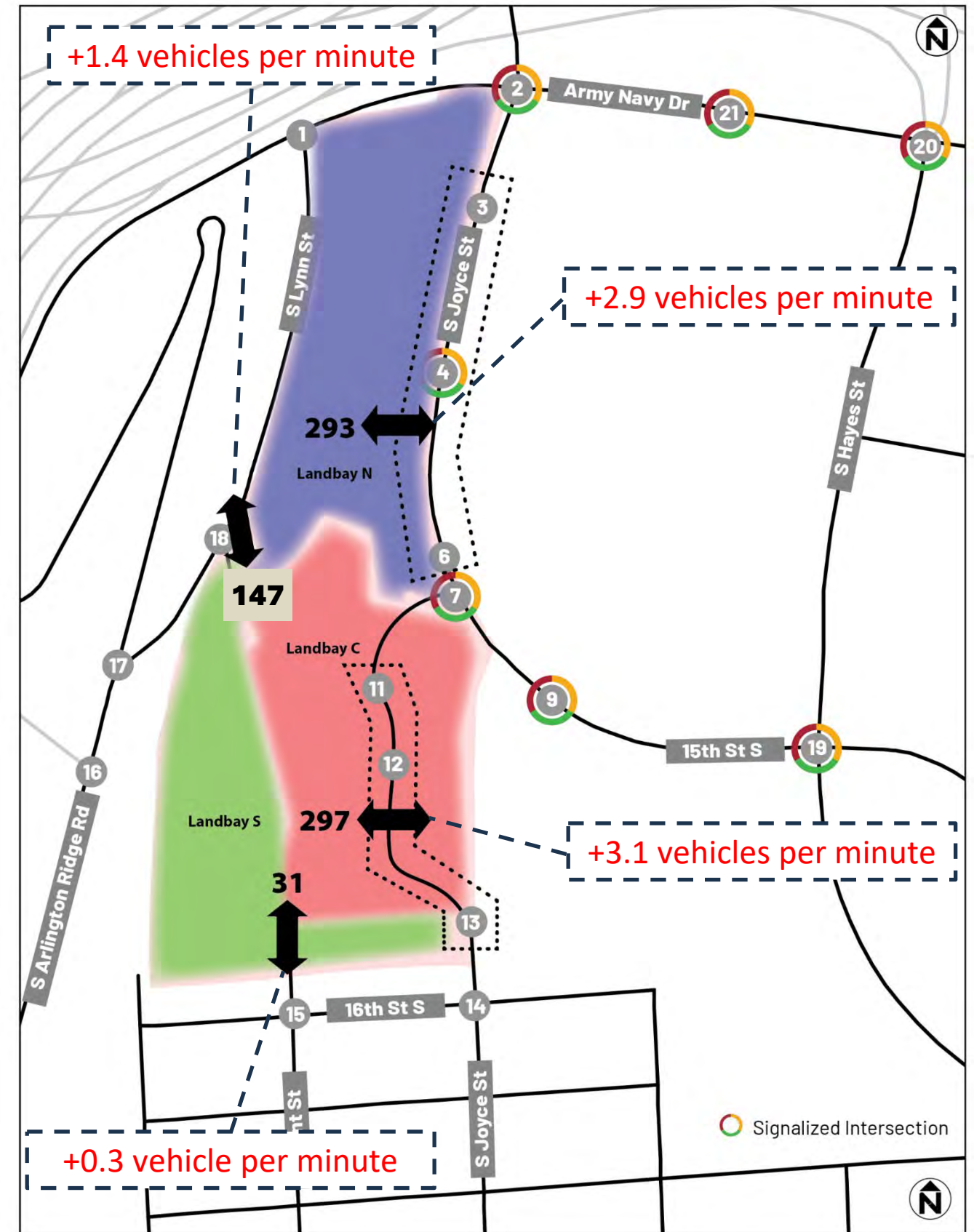
What do the black arrows show?

- Number of vehicles entering or exiting RiverHouse
- Morning peak hour, which is weekday peak of traffic
- For S. Joyce St., consolidates driveways to show total accessing “big Joyce” and “little Joyce”
- **Modest increases in vehicle traffic entering & exiting RiverHouse Neighborhood, compared to baseline**

Transportation improvements for full PDSP

- “Big Joyce” road diet, delivered by Applicant
- S. Kent St. thru site, delivered by Applicant
- “Little Joyce” relocation, delivered by Applicant
- Final Green Ribbon and other walking and rolling paths, delivered by Applicant
- Army Navy Dr. Complete Streets Project currently being constructed by County

Vehicles in morning peak hour with **full PDSP** development



RIVERHOUSE SPRC #5 - TRANSPORTATION

Multimodal Transportation Assessment (MTA) for final site plans

MMTA also reviews impacts of final site plans

1. Starts with base year traffic, including from 1,676 residential units now at RiverHouse
2. Adds recently approved/built projects, other Sector Plan redevelopment, and general background growth
3. Adds final site plans including Landbay S; Building C1; Building N1
 - 783 new residential units, generating around 7.5 daily person-trips per unit
 - 15,000 sf of retail space (mostly clinic), generating around 520 daily person-trips

Overall findings: RiverHouse Neighborhood site plans improve multimodal infrastructure through and around site. Traffic impacts on surrounding streets are modest and able to be mitigated with signal timing changes

RIVERHOUSE SPRC #5 - TRANSPORTATION

Final Site Plans - Vehicles entering and exiting in the morning peak hour

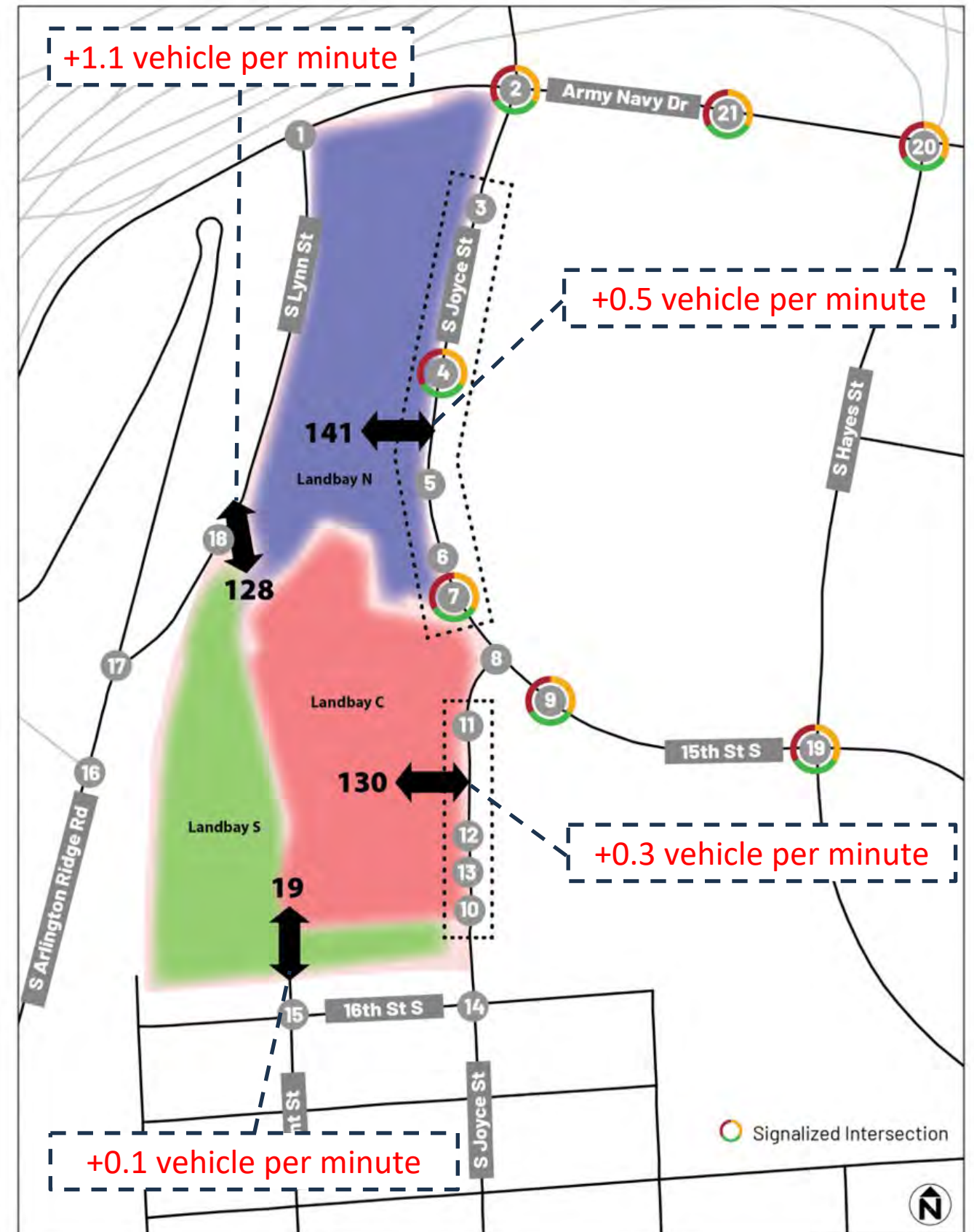
What do the black arrows show?

- Number of vehicles entering or exiting RiverHouse
- Morning peak hour, which is weekday peak of traffic
- For S. Joyce St., consolidates driveways to show total accessing “big Joyce” and “little Joyce”
- **Minimal increases in vehicle traffic entering & exiting RiverHouse Neighborhood, compared to baseline**

Transportation improvements for final site plans

- “Big Joyce” road diet, delivered by Applicant
- S. Kent St. thru site, delivered by Applicant
- Green Ribbon and other walking and rolling paths, delivered by Applicant
- Army Navy Dr. Complete Streets Project currently being constructed by County

Vehicles in morning peak hour with **final site plans**



RIVERHOUSE SPRC #5 - TRANSPORTATION

Transportation Management Plans (TMPs)

TMPs specific to each of Landbay S, Building C1, Building N1

Participation and funding

- Work with Arlington Transportation Partners (ATP)
- Designated Property Transportation Coordinator
- Ongoing contribution to Arlington County Commuter Services (ACCS)

Facilities and improvements

- Information displays
- Parking management plan
- Bicycle facilities management plan
- Bus stop and path maintenance

Promotions, services, and policies

- Provide informational materials including on website
- Mobility incentives including Smartrip, CaBi
- Commute benefits for workers

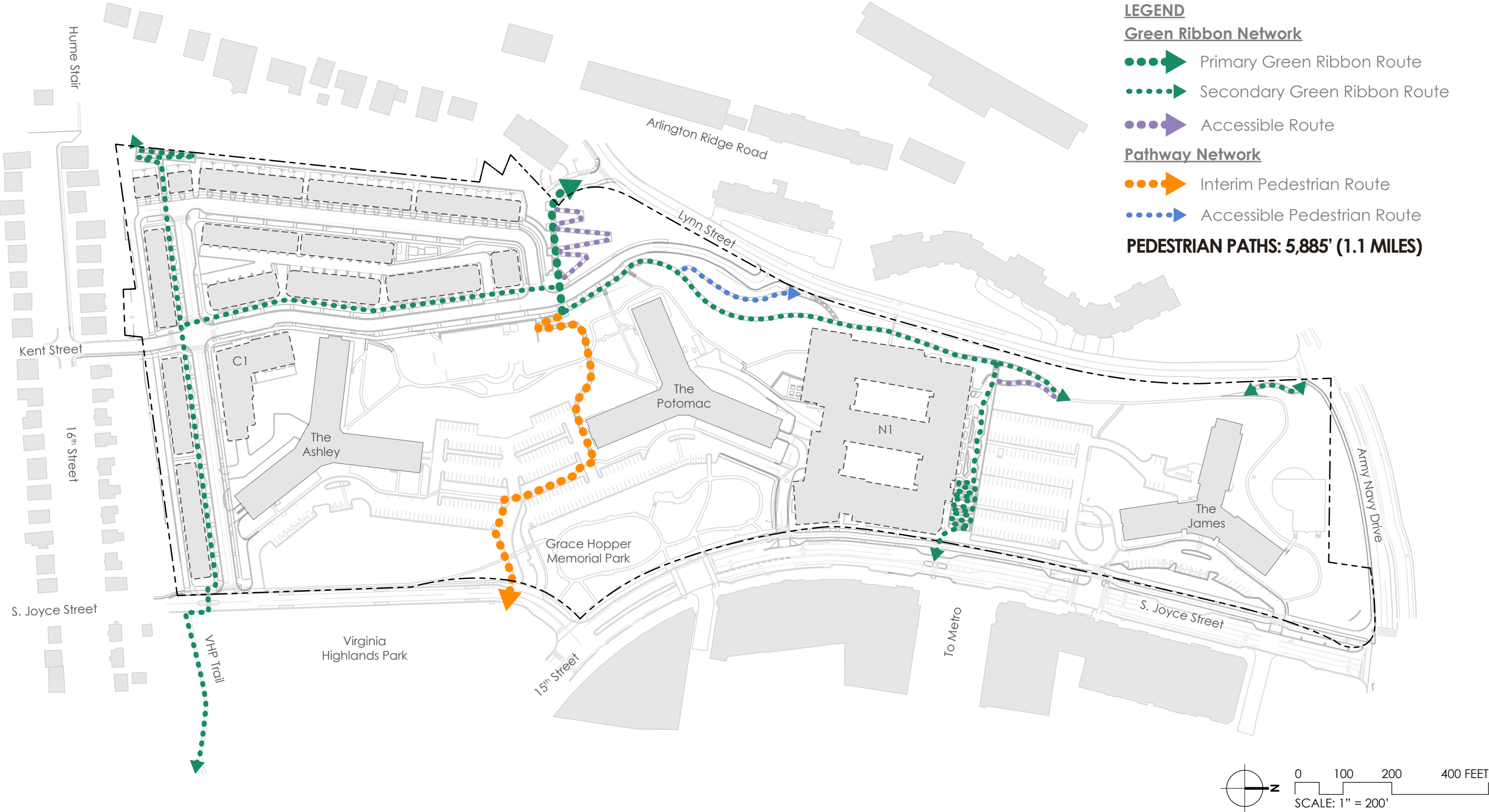
Performance Monitoring

- Transportation and parking study
- Annual report

COMMUNITY BENEFITS



RIVERHOUSE SPRC #5 - GREEN RIBBON



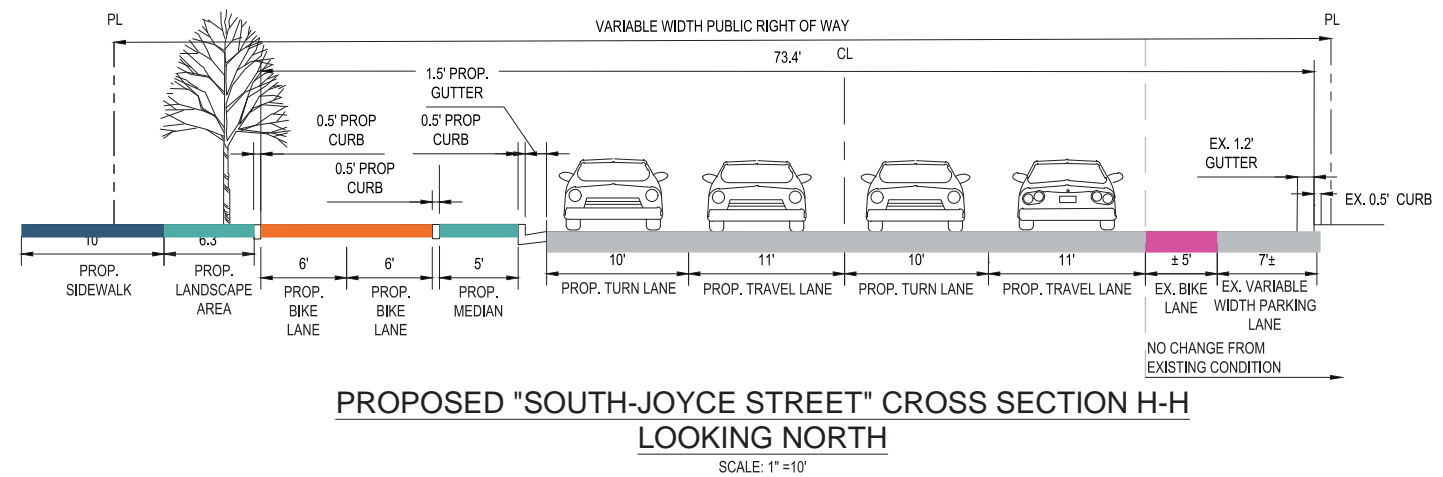
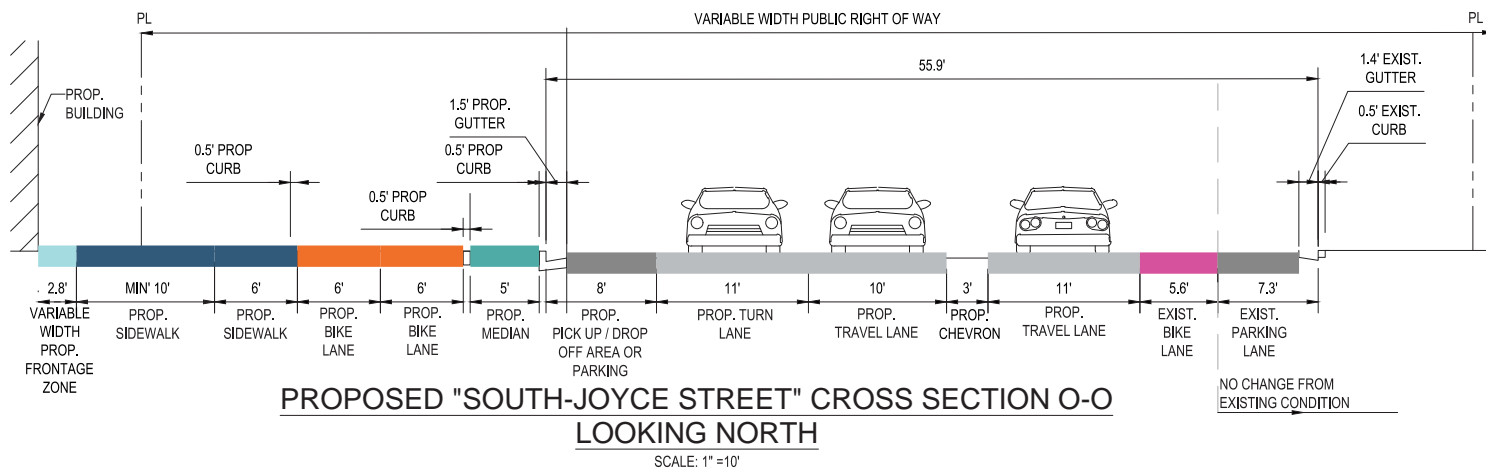
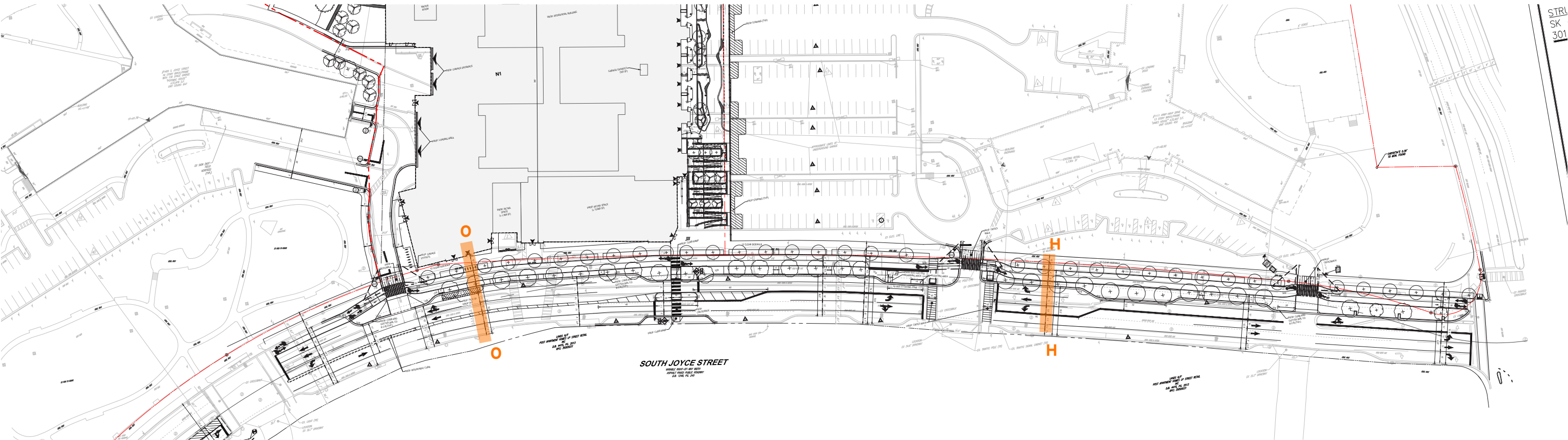
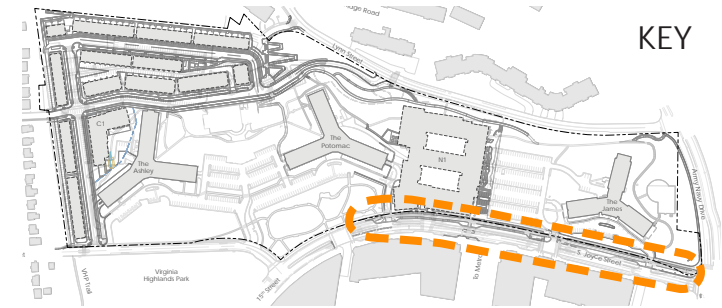
RIVERHOUSE SPRC #5 - OPEN SPACE



RIVERHOUSE SPRC #5 - SOUTH JOYCE IMPROVEMENTS

3.5 ACRES OF STREET IMPROVEMENTS

- STREETScape IMPROVEMENTS TYPICALLY JUST FRONTAGE
- N1 FRONTAGE: 385 LF
- SOUTH JOYCE STREET IMPROVEMENTS: 1,577LF (4 TIMES FRONTAGE OF N1)



RIVERHOUSE SPRC #5 - Site Specific Enhancements and Community Benefits (Final Site Plans)

ACZO §9.6 PCCRD/Sector Plan
Base Density

INFRASTRUCTURE IMPROVEMENTS

- New sidewalk, curb and gutter
- All utility improvements
- Improved connectivity to 15th St. Spur with view corridor to Virginia Highlands Park

AFFORDABLE HOUSING

- Base Affordable Housing Requirements

SUSTAINABILITY

- LEED Gold Certification (C1 and Townhomes)

UNDERGROUND UTILITY FUND

- Approx. \$950,000 across N1, C1, and Landbay S

PUBLIC ART CONTRIBUTION

- \$225,000 across N1, C1, and Landbay S

TDM Program

In-Building Wireless

ACZO §9.6 PCCRD/Sector Plan
Additional Density

OPEN SPACE

- Expansion of Virginia Highlands Park
- Creation of Green Ribbon segments throughout site
- Creation of additional public space on site totaling at least 2.5 acres

INFRASTRUCTURE IMPROVEMENTS

- S. Joyce Street streetscape easement and protected bicycle facility

AFFORDABLE HOUSING

- Will comply with Sector Plan

ACZO §15.5.9 GBIP – N1 Building
Additional Density

SUSTAINABILITY

- LEED Gold
- ⬆24% Energy Optimization
- ENERGY STAR
- WaterSense Fixtures
- Refrigerant Leakage
- DEI Program
- Energy Benchmarking
- Air Sealing
- EV Parking: ⬆4% Installed; ⬆15% Ready
- Biophilia Narrative
- Bird-friendly Materials
- Renewable Energy
- Light Pollution Reduction

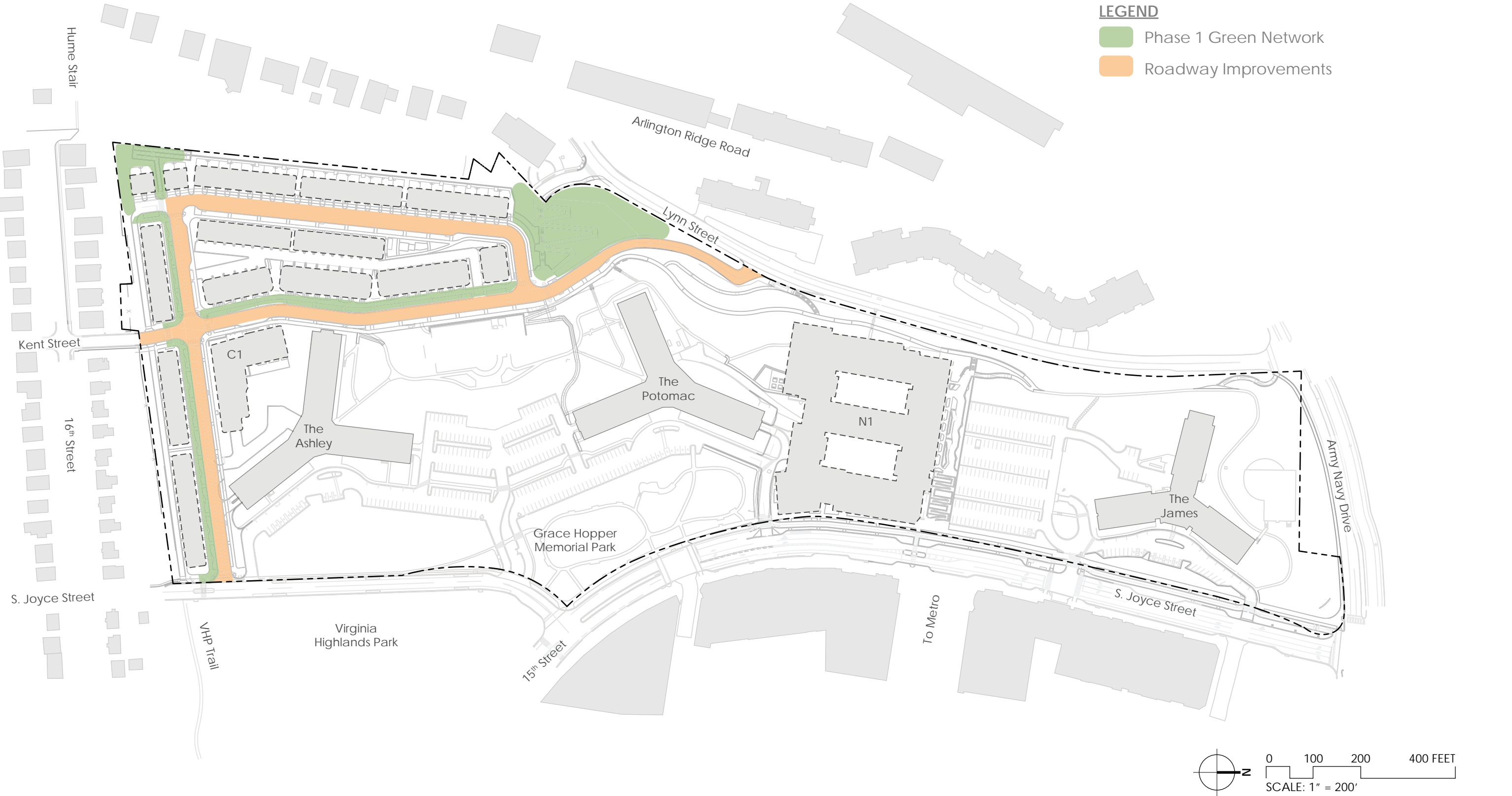
PHASING



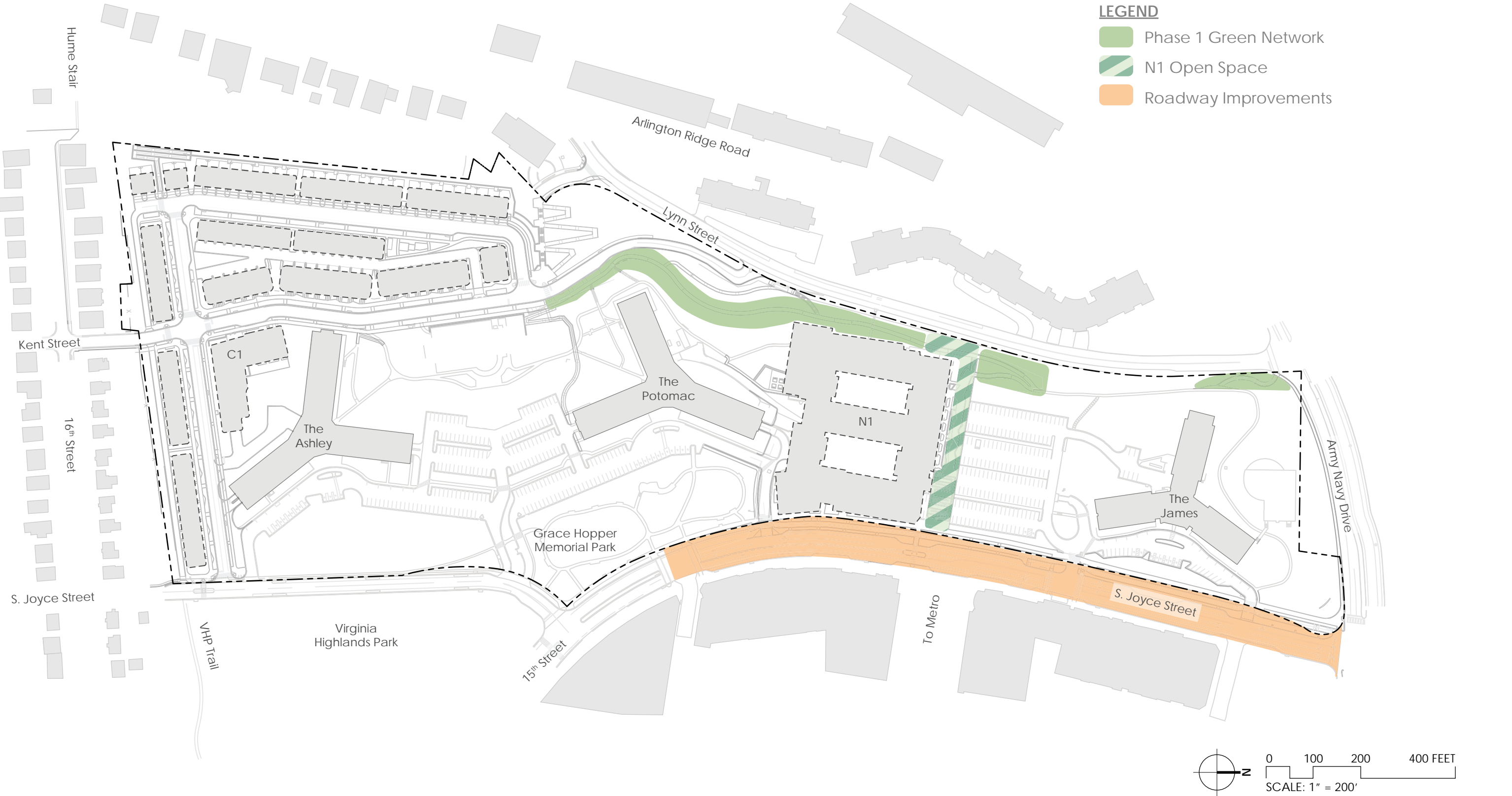
RIVERHOUSE SPRC #5 - FULL PDSP PHYSICAL IMPROVEMENTS



RIVERHOUSE SPRC #5 - LANDBAY S PHYSICAL IMPROVEMENTS



RIVERHOUSE SPRC #5 - N1 PHYSICAL IMPROVEMENTS



RIVERHOUSE SPRC #5 - PDSP FUTURE PHYSICAL IMPROVEMENTS



CONSTRUCTION SCHEDULE



RIVERHOUSE SPRC #5 - Construction Schedule

LANDBAY S

- Anticipated entitlement approval: 2025
- Earliest anticipated construction start: 2026
- Approximate duration: 24 months

BUILDING C1

- Anticipated entitlement approval: 2025
- Earliest anticipated construction start: 2027
- Approximate duration: 24 months

BUILDING N1

- Anticipated entitlement approval: 2025
- Earliest anticipated construction start: 2027
- Approximate duration: 24 months

COMMUNITY OUTREACH

- The developer will designate a community liaison for the construction period, host a pre-construction community meeting to review plans and timelines, and publish weekly updates to the community throughout construction.

*All construction schedules are estimates and contingent on future market conditions.

