

Site Plan Review Committee (SPRC)

Staff Report for

RiverHouse

1111 Army Navy Drive, 1400 S. Joyce St., and 1600 S. Joyce St.

[REZN22-00007](#) (Rezoning)

[SPLN23-00001](#) (PDSP)

[SPLN23-00002](#) (Land Bay N)

[SPLN23-00003](#) (Land Bay S)

[SPLN23-00004](#) (Land Bay C)

[SPLN25-00001](#) (Existing Buildings)

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

Mail-in Comments:

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

Contact Staff:

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

Adam Watson
703-228-7926
awatson@arlingtonva.us

Contact the SPRC Chairs:

The SPRC Chair is a member of the Planning Commission and conducts all SPRC meetings

Daniel Weir, Chair
dweir@commissions.arlingtonva.us

Tony Striner, Co-Chair
tstriner@commissions.arlingtonva.us

RiverHouse Neighborhood
1111 Army Navy Drive, 1400 S. Joyce St., and 1600 S. Joyce St.
(RPC#s 35-010-023, -032, -033)

Site Plan Review Committee (SPRC) Process:

- Online Engagement Session: September 9 – 22, 2024
 1. All topics: Land use, site + building form, architecture, transportation, biophilia/public space, community benefits, and other.
- SPRC Meeting #1 – October 24, 2024
 1. SPRC Discussion – Site Layout: Building Form and Placement
- SPRC Meeting #2 – January 16, 2025
 1. SPRC Discussion: Conceptual Project Updates
- SPRC Meeting #3 – October 24, 2024
 1. SPRC Discussion:
 - Land use and density
 - Site layout and phasing
 - Building form, architecture, sustainability (N1, C1, townhouses)
- SPRC Meeting #4 – June 26, 2025
 1. SPRC Discussion:
 - Project updates
 - Landscaping, tree canopy, biophilia
 - Green Ribbon
 - Streets and streetscapes
- **SPRC Meeting #5 – July 28, 2025**
 1. Introductions
 2. Presentations: Applicant & Staff
 3. SPRC Discussion:
 - Project updates
 - Traffic
 - Off-street parking and loading
 - Community benefits
 - Construction
 - PDSP Design Guidelines
 4. Public Comment
 5. Wrap-up

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.

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 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 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.

Phased Development Site Plan (PDSP): A type of Site Plan; to permit the coordinated development of sites of more than twenty (20) acres in area, or a smaller area as authorized and accepted by the County Manager, the County Board may approve a Phased Development Site Plan (PDSP) in the form of a general plan for land uses, public facilities, transportation, and utilities.

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

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: July 28, 2025
TIME: 7 – 9:00 pm
PLACE: Bozman Government Center – County Board Room and via Microsoft Teams

SPRC STAFF COORDINATOR: Matthew Pfeiffer

- Item 1. RiverHouse – Rezoning, PDSP, Final Site Plans**
1111 Army Navy Drive, 1400 S. Joyce St., and 1600 S. Joyce St.
(RPC#s 35-010-023, -032, -033)
Planning Commission and County Board meetings to be determined.
Adam Watson (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 Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

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

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site 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 web site
<http://commissions.arlingtonva.us/planning-commission/sprc/>

PROJECT UPDATES (7/28/25): Staff and the applicant have continued working on redesigning the routing of the secondary Green Ribbon near the southwest corner of site. At SPRC #4 there was general support for maintaining a linear routing of the secondary Green Ribbon so that the path did not include multiple 90 degree turns that obscured it behind townhouses. At SPRC #5, the applicant will show a revised design for this segment of Green Ribbon that maintains a clear, linear path and visual line-of-sight. Staff strongly supports this revised design as it better advances the goals, objects, and design guidelines of the Sector Plan.

On the primary Green Ribbon segment leading up/down from Kent Street to the 15th Street Spur, the applicant has introduced refuge and seating areas, which comply with Sector Plan guidance. The applicant also will show new perspective renderings of the viewshed from this segment at SPRC #5. Staff and the applicant may continue to study the routing of the ramping from Kent Street to the 15th Street Spur/Lynn Street, balancing the need to maintain tree canopy and while trying to minimize the verticality of the ADA pathways for pedestrians and cyclists.

The online [engagement survey for the N1/N2 public space](#) closed on July 20, 2025. Thanks to all who participated! There were 800+ comments from over 280 participants. Staff and the applicant are in the process of reviewing the survey results. Please stay tuned, as notifications on the design revisions and next steps of the public space planning process will be provided to survey participants and SPRC members in the near future.

PREVIOUS PROJECT UPDATES (6/26/25): Staff and the applicant have been working to redesign the sticks of townhouses along the southern lot line so that the secondary Green Ribbon segment is more public facing and the new street (“15th Street/Road”) can be designed to meet County standards. This involves moving the townhouse garage entries from the front to the back of the units so that the street and sidewalks are not disrupted with curb cuts and driveways that would obstruct circulation and prevent standard street tree planting strips. In its presentation for this meeting, the applicant will show a revised design that is significantly improved in several ways:

- Townhouse units are now rear-loaded
- Street-facing Green Ribbon includes a min. 8’ clear path and 10’ planting area, free of curb cuts
- A bike lane was added on-street
- A 12’ rear (southern) alley was added to allow garage entry/egress
- A ~37’ buffer area is still being maintained from the southern lot line to the face of the townhouses; ~20’ of this buffer area, closest to the southern lot line, is landscaped/planting area to support tree canopy

However, staff is still working with the applicant to ensure the Green Ribbon path continues straight to the proposed ramp to the Hume School; rather than circumnavigating townhouses at the southwest corner, as is currently proposed. In addition, staff is asking the applicant to

consider if any on-street parking could be added to accommodate pick-up and drop-off, or short-term parking. The amount of land area to work with is very limited and tradeoffs will need to be considered.

In addition, the applicant will show revised architecture for the C1 building in response to staff and SPRC feedback. In terms of Sector Plan compliance, the changes support the goal of having a more distinguished roof line and increased the use of brick instead of fiber cement.

PREVIOUS PROJECT UPDATES (5/19/25): The applicant made significant changes to the development proposal that were summarized in the presentations for the SPRC #2 meeting in January 2025: [Applicant presentation](#) and [Staff presentation](#). The applicant completed 4.1 Site Plan resubmissions in April 2025, and all of the revised plans and materials are available on the [project webpage](#). Staff is in the process of comprehensively reviewing the revised plans and supporting documents. The Summary and Background sections below are up-to-date and reflect the revised proposal. All the text following the Background section is legacy information for historical reference only.

SUMMARY: James House Residential, LLC, Potomac House Residential, LLC, and Ashley House Residential, LLC, c/o JBG Smith (the “Applicant”), proposes infill development of the 36.6-acre RiverHouse site in Pentagon City. The applicant proposes to rezone small portions of the site from “R2-7” and “C-O-2.5” to entirely “RA6-15.”

Existing site development includes three (3) multifamily buildings with surface parking lots: the James House (452 units and 1,130 sq. ft. of retail), the Potomac House (647 units), and the Ashley House (577 units). The applicant proposes to keep the existing buildings, rezone the entire site to “RA6-15,” and construct infill development via a Phased Development Site Plan (PDSP). Under the proposed PDSP, the maximum development potential would be 4,461 dwelling units (including existing units) and 19,923 sq. ft. of retail. The PDSP is comprised of four (4) Final Site Plans (“Land Bays”) that would be approved and amended over time to achieve the ultimate build-out, consisting of:

- **Land Bay N:**

- Construct a new seven-story multifamily building with ground floor retail:
 - “N1” - 7 stories
 - 509 units; 14,793 sq. ft. of retail (urgent care use)
 - Parking: 0.5 spaces per unit (residential); 1 per 1,000 sf (retail)
- *Future Final Site Plans:*
 - “N2” multifamily residential building (up to 871 du; 4,000 sf retail; and 250' in height)
 - “N3” multifamily residential building (up to 485 du and 250' in height)
 - 0.4 parking spaces/unit, per building

- **Land Bay C:**

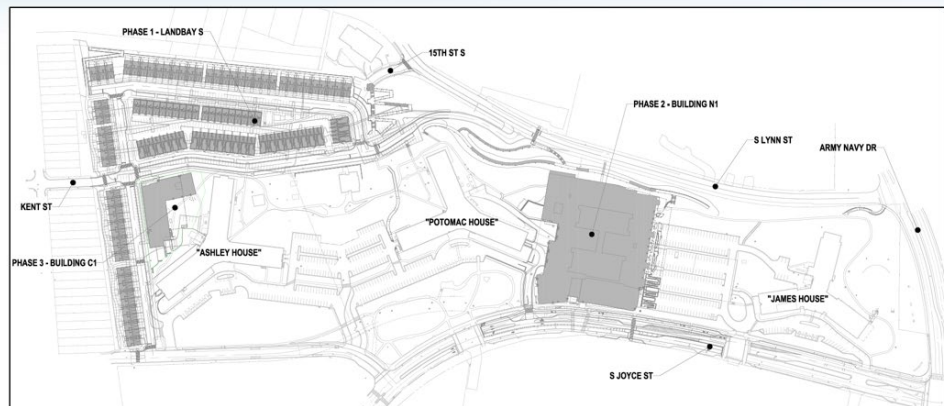
- Construct up to three (3) new buildings:
 - “C1” (Multifamily Residential)
 - 7 stories
 - 102 units
 - 0.41 parking spaces/unit
 - “C2” (Multifamily Residential) - *Future Final Site Plan*
 - Up to 16 stories
 - Up to 366 units
 - 0.4 parking spaces/unit
 - “C3” (Multifamily Residential) - *Future Final Site Plan*
 - Up to 250' in height
 - 325 units
 - 0.4 parking spaces/unit

- **Land Bay S:**
 - Townhouses/stacked flats: 127 units; parking 1.61 spaces/unit; 4 stories
- **Existing Buildings Land Bay:**
 - James, Potomac, and Ashley House buildings to remain (1,676 du and 1,130 sq. ft. of retail)
 - 0.4 parking spaces/unit; 0 retail parking

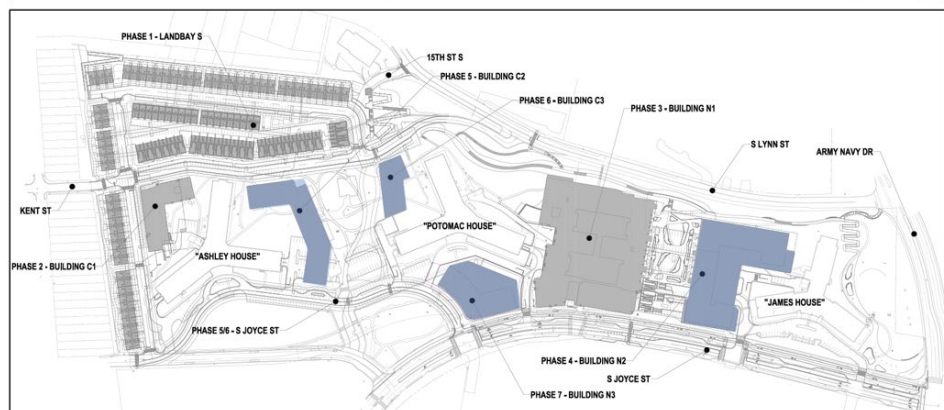
In addition, per the [Pentagon City Sector Plan](#), the applicant will work with staff to provide the following targeted community benefits:

- Expansion of Virginia Highlands Park through land dedication, construction of realigned segment of S. Joyce Street
- Creation of Green Ribbon segments throughout the site
- Creation of additional public space on the site totaling at least 2.5 acres
- Easement up to 30 feet wide for S Joyce Street streetscape and protected bicycle facility
- At least 10% on-site committed affordable housing units (bonus density only)
- LEED Gold certification

**Final Site Plans
“Initial Phases”**



Full PDSP



Proposed Density and Uses:

Phases	Record #	Building	Residential (du)	Non-residential (sf)
Initial Phases (Final Site Plans)	SPLN25-00001	James House	452	1,130
		Potomac House	647	0
		Ashley House	577	0
	SPLN23-00003	Townhouses	127	0
	SPLN23-00002	N1	509	14,793
	SPLN23-00004	C1	102	0
Future Phases (PDSP)	SPLN23-00001	N2	871	4,000
		C2	366	0
		C3	325	0
		N3	485	0
TOTALS			4,461	19,923

BACKGROUND:

The following provides additional information about the site and location:

Site: The site is located at 1111 Army Navy Drive, 1400 S. Joyce St., and 1600 S. Joyce St. (RPC#s 35-010-023, -032, -033)

Zoning (Existing): “R2-7” Two-Family and Townhouse Dwelling District; “RA6-15” Multiple-Family Dwelling District; and “C-O-2.5” Mixed Use District

Zoning (Proposed): “RA6-15” Multiple-Family Dwelling District

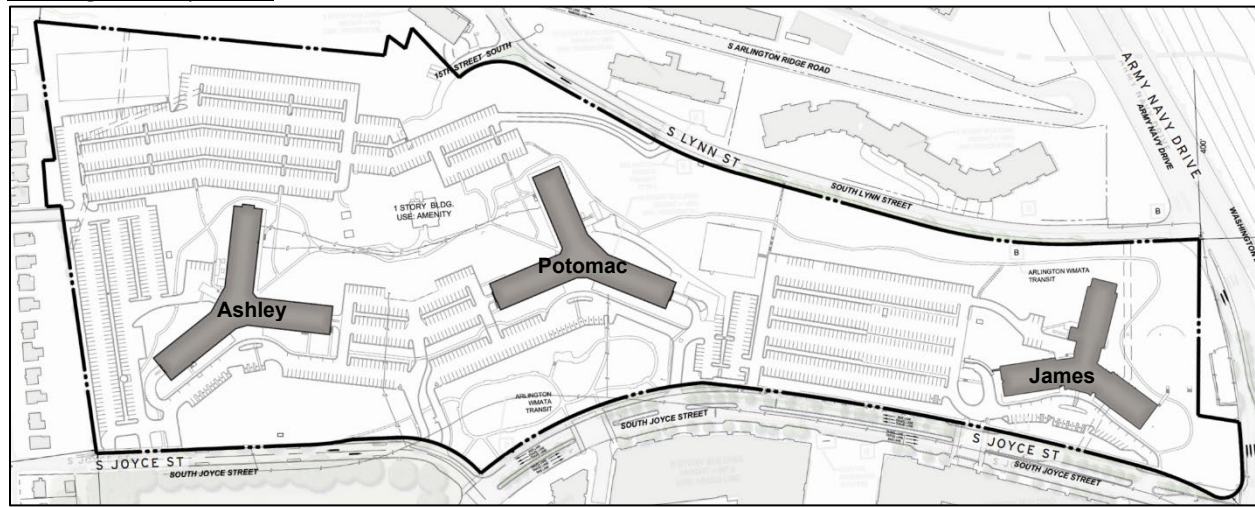
GLUP Designation: “High-Medium” and “High” Residential; and Note 4: Pentagon City Coordinated Development District

Neighborhood: The site is located within the Arlington Ridge Civic Association (ARCA) boundary and adjacent to the Aurora Highlands Civic Association (AHCA) boundary.

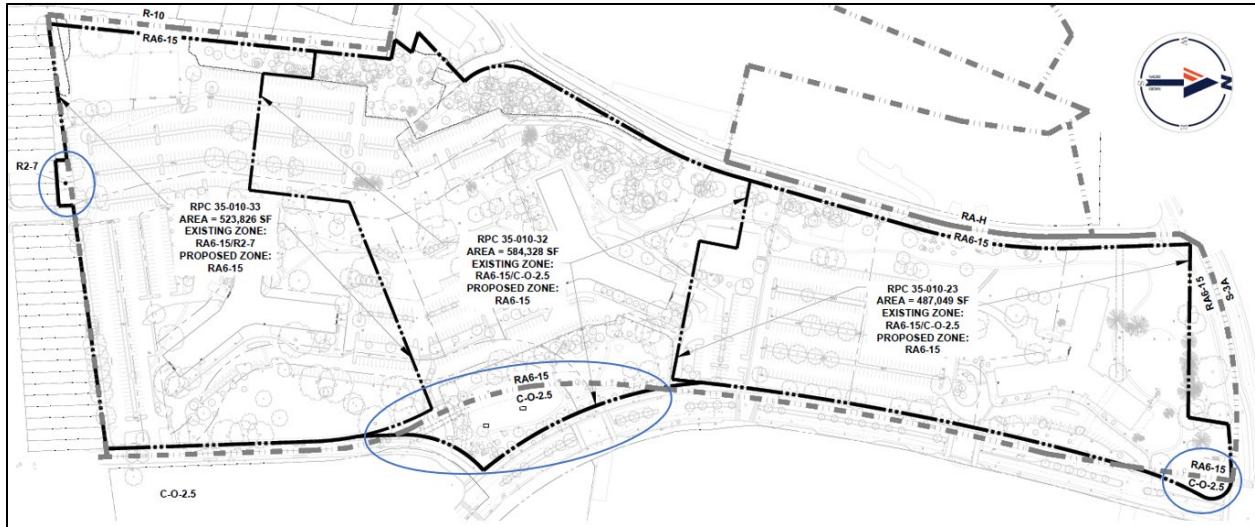
Site Location



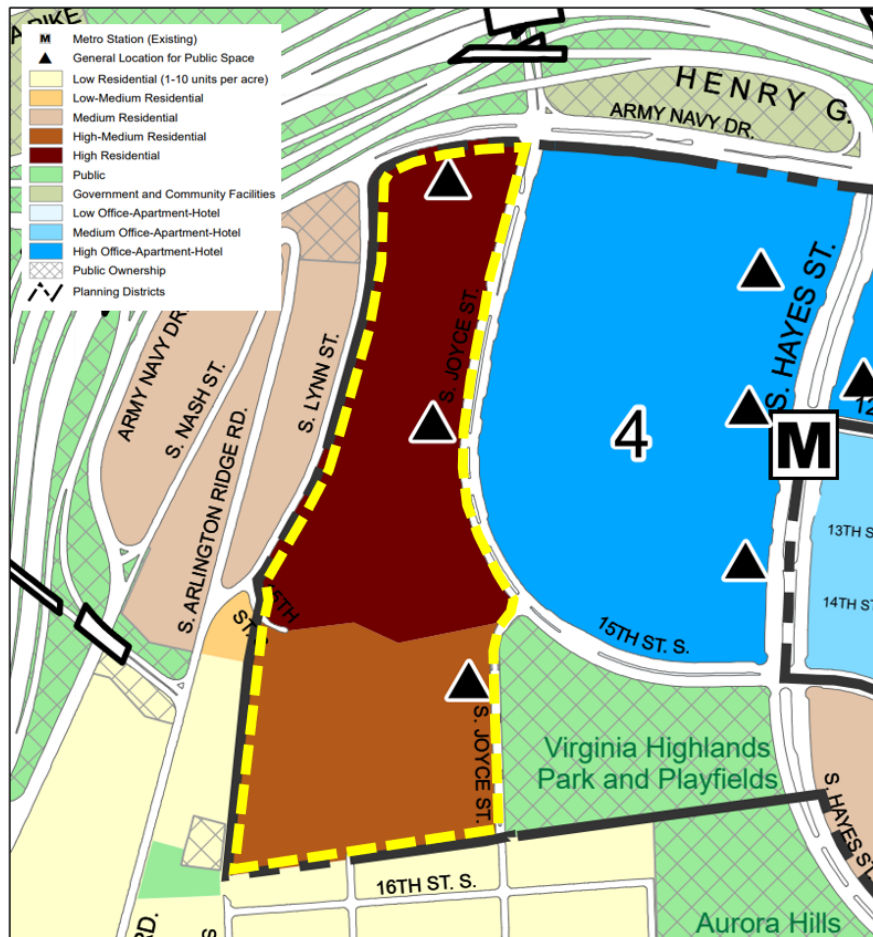
Existing Development:



Zoning: Existing and Proposed (Blue Circles)



GLUP Designation: “High-Medium” and “High” Residential



Existing Development: As discussed above, the subject site includes three (3) existing multifamily residential buildings, with surface parking, private tennis courts, pools, and landscaped areas, as well as Grace Murray Hopper Park. The James House, constructed circa 1957, has 452 units and 2,200 sq. ft. of retail. The Potomac House, constructed circa 1960, has 647 units. The Ashley House, constructed in 1962, has 577 units. The total existing unit count is 1,676, including 42 existing committed affordable units (CAFs) within the James building. Both the Potomac and Ashley buildings have underground parking garages with a combined total of 329 spaces, while the surface lots include 1,491 spaces: for a site total of 1,820 spaces.

The James House from South Joyce Street



Grace Murray Hopper Park (foreground) the Ashley (left) and Potomac (right) buildings from South Joyce Street



The Ashley House from South Joyce Street



The Ashley (right) and Potomac (left) from the southwest corner of the site



Proposed Rezoning: As shown on the zoning map above, most of the site is zoned “RA6-15” Multiple-Family Dwelling District. The applicant proposes rezone small areas of existing “R2-7” Two-Family and Townhouse Dwelling District and “C-O-2.5” Mixed Use District to “RA6-15” for uniform site zoning. The proposed rezoning is consistent with guidance from the Pentagon City Sector Plan and Pentagon City Coordinated Redevelopment District on the General Land Use Plan.

Development Potential: The following provides a statistical summary of the development potential for the site under the existing and proposed zoning.

Type	Site Area	Allowed Uses	Max. Development
By-Right	"RA6-15" District		
	1,545,468 sq. ft. / 35.48 ac.	One-family dwellings (6,000 sq. ft. per du)	257
		Two-family dwellings (3,500 sq. ft. per du)	441
		Multiple family (900 sq. ft. per du)	1,717
		Townhouse dwellings (900 sq. ft. per du)	1,717
		All other uses (units)	309
	"C-O-2.5" District		
	46,903 sq. ft. / 1.08 ac.	One-family dwellings (6,000 sq. ft. per du)	7
		All other uses (0.6 FAR) (sq. ft.)	28,142
	"R2-7" District		
	2,832 sq. ft. / 0.07 ac.	No development - lot area minimum not met	
Special Exception Site Plan	Rezoning: "RA6-15" (Pentagon City Coordinated Redevelopment District)		
	1,595,203 36.62	Residential (72 du per ac)	2,636
		Non-residential (1.5 FAR) (sq. ft.)	2,392,804.50

**ALL REPORT TEXT BELOW IS OUTDATED LEGACY
INFORMATION FOR BACKGROUND PURPOSES ONLY**

Proposed Development: The following provides a statistical summary of the proposed development:

PDSP Site Area (“RA6-15” Pentagon City Coordinated Redevelopment District)	Proposed
Total	1,595,203 sq. ft. / 36.63 ac.
Allocated to residential uses	1,576,050 sq. ft. / 36.18 ac.
Allocated to non-residential uses	19,153 sq. ft. / 0.44 ac.

PDSP Density	Proposed
Residential (dwelling units)	
PCSP Base (72 du per ac.)	2,605
PCSP Maximum (150 du per ac.)	5,427
Proposed Total (88.2 du per ac.)	3,191
Additional Density: Green Building Incentive Policy (0.25-FAR level) ¹	
GFA	117,526
Dwelling units ²	111
Additional density requested (net units)	475
Non-Residential (Retail) (GFA)	
PCSP Maximum (1.5 FAR) (sq. ft.)	28,730
Proposed (1.5 FAR) (sq. ft.)	28,730

Development Proposal by Building						
Land Bay	Building – Use	Height (stories)	Units	Residential GFA (sq. ft.)	Retail GFA (sq. ft.)	Total GFA (sq. ft.)
Existing to Remain						
N	James – Multifamily	13	452	412,651	2,200	414,851
	Potomac – Multifamily	16	647	597,050	-	597,050
C	Ashley – Multifamily	16	577	596,122	-	596,122
	Subtotal		1,676	1,605,823	2,200	1,608,023
New Development						
N	N1 – Multifamily, Mixed Use	7	551	592,717	15,766	608,483
	N2 – Multifamily, Mixed Use	7	365	371,293	10,764	382,057
C	C1 – Multifamily	7	102	125,317	-	125,317
	C2 – Elder Care	8	185	233,960	-	233,960
	C3 – Multifamily (condo)	7	162	231,418	-	231,418
S	Townhouses	4	118	409,235	-	409,235
	O – Multifamily (condo)	5	32	56,802	-	56,802
	Subtotal		1,515	2,020,742	26,530	2,047,272
Total PDSP Development						
			3,191	3,626,565	28,730	3,655,295

¹ Only the N1 and N2 buildings are participating in GBIP; therefore, the additional density is applied only to the site area allocated to the N1/N2 residential and retail uses.

² Converted from GFA based on an N1/N2 average unit size of 1,052 sq. ft.

Development Proposal by Land Bay				
Land Bay	Units	Residential GFA	Retail GFA	Total GFA
N	2,015	1,973,711	28,730	2,002,441
C	1,026	1,186,817	-	1,186,817
S	150	466,037	-	466,037

Parking									
Land Bay	Building	Res. Spaces	Res. Ratio	Req. Visitor Spaces (0.05 per 200 du) ³	Retail Spaces	Retail Ratio	Compact	Compact Ratio	Total Spaces
PDSP	N/A	2028	0.64	77	32	1 per 898 sq. ft.	403	19%	2,137
N	James	233	0.52	10	0	0	N/A	N/A	243
	Potomac	341	0.53	10	N/A	N/A	N/A	N/A	351
	N1/N2	458	0.50	20	32	1 per 830 sq. ft.	292	32%	510
C	Ashley	345	0.60	10	N/A	N/A	N/A	N/A	355
	C1	45	0.44	6	N/A	N/A	11	8%	51
	C2	126	0.68	10	N/A	N/A	40	15%	136
	C3	246	1.52	9	N/A	N/A	60	24%	255
S	TH	202	1.71	0	N/A	N/A	0	0%	202
	O	32 ⁴	1.00	2	N/A	N/A	0	0%	34

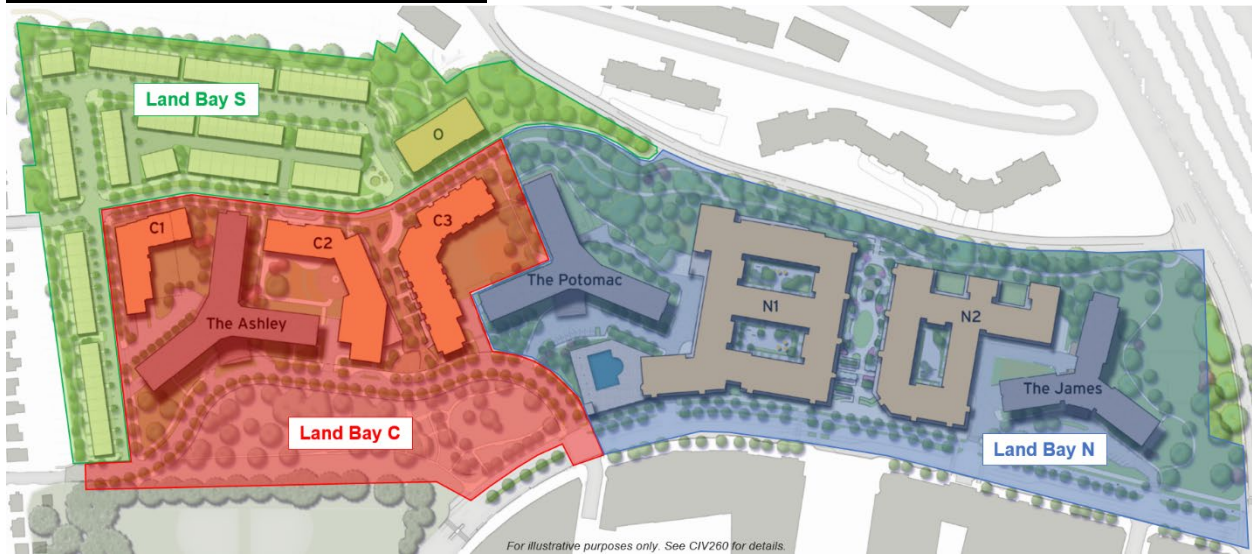
Loading			
Land Bay	Building	ACZO Req. Spaces	Proposed Spaces
N	James	3	3
	Potomac	4	3
	N1 – Residential	3	3
	N1 – Retail	2	2
	N2 – Residential	2	2
	N2 – Retail	1	1
C	Ashley	3	3
	C1	1	1
	C2	1	2
	C3	1	1

³ When a zoning modification for a parking reduction is requested for a given building, the Off-Street Parking Guidelines require that the applicant provide no fewer than 0.05 spaces per unit of designated visitor parking for the first 200 units, in addition to spaces designated for residents. The figures in this column do not necessarily reflect the applicant's current 4.1 Plans, but rather what would be required by the policy.

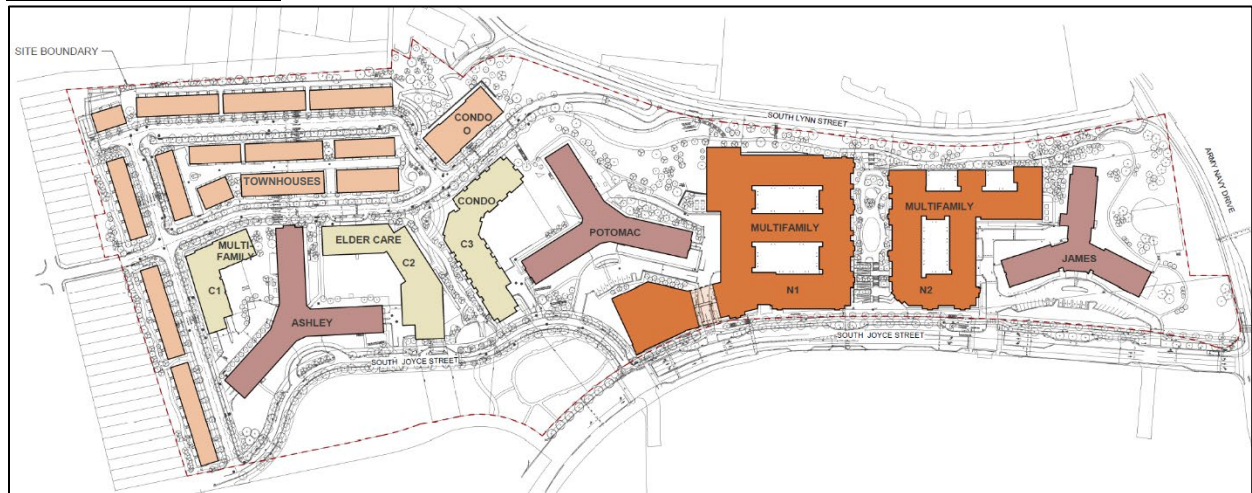
⁴ This excludes 11 tandem spaces that do not meet zoning requirements.

Site Layout and Building Design: The applicant proposes a new PDSP comprised of three (3) final site plans (land bays) including six (6) new multifamily buildings and 118 townhouse dwelling units. The graphics below illustrate the applicant's land bay breakdown, as well as the proposed layout of buildings, parking, corridors, streets, and public spaces.

Proposed Land Bays / Final Site Plans



Proposed Site Layout



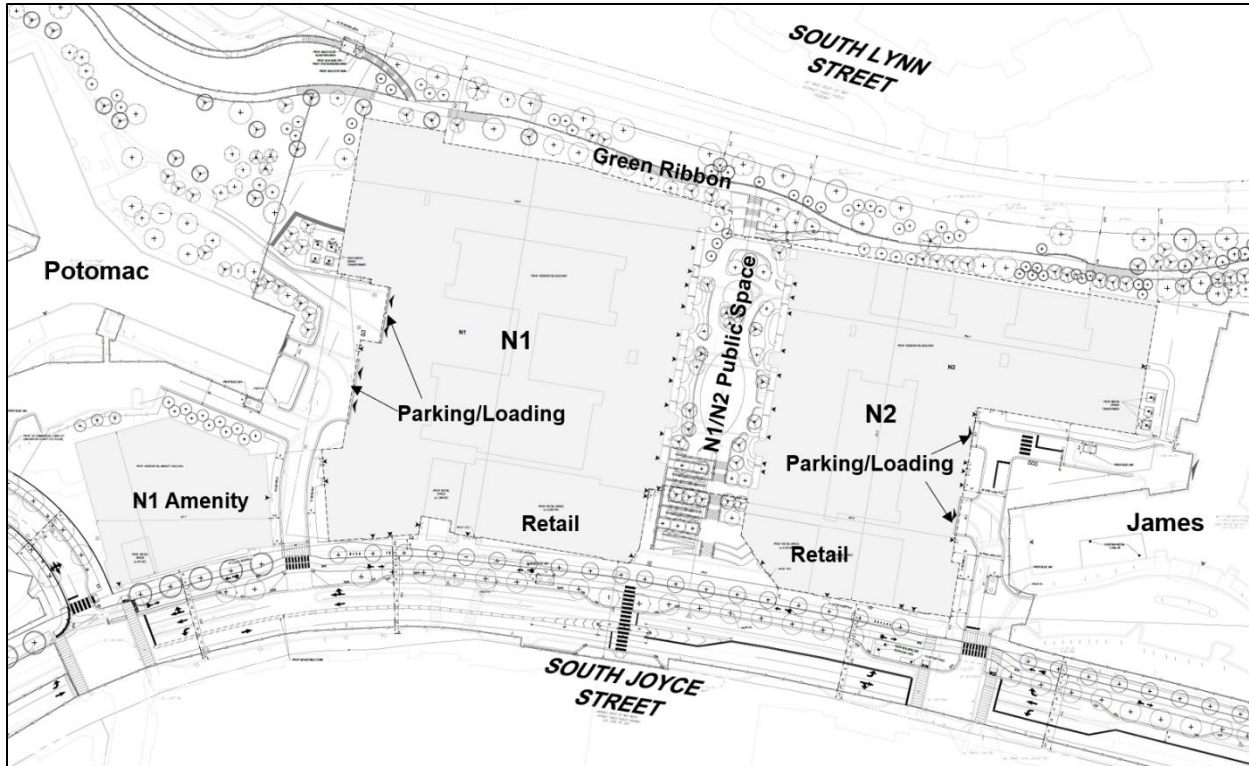
Proposed Parking Layout



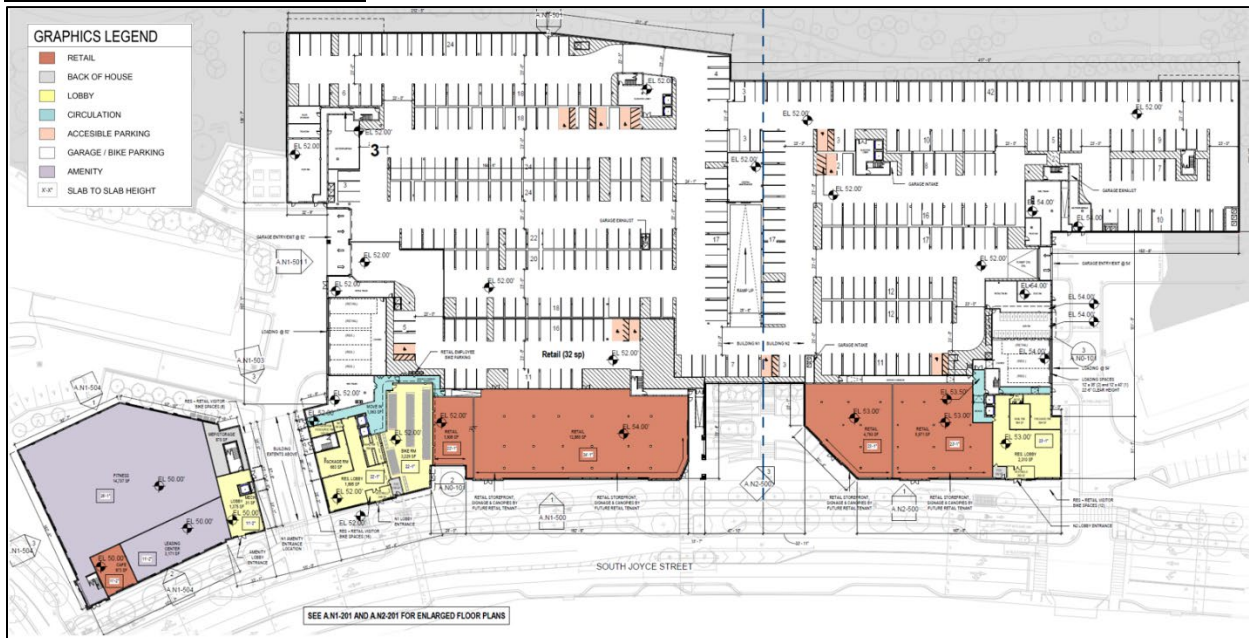
Proposed Public Space and Green Ribbon Layout



Proposed Site Layout – Land Bay N



N1/N2 Ground Floor Layout



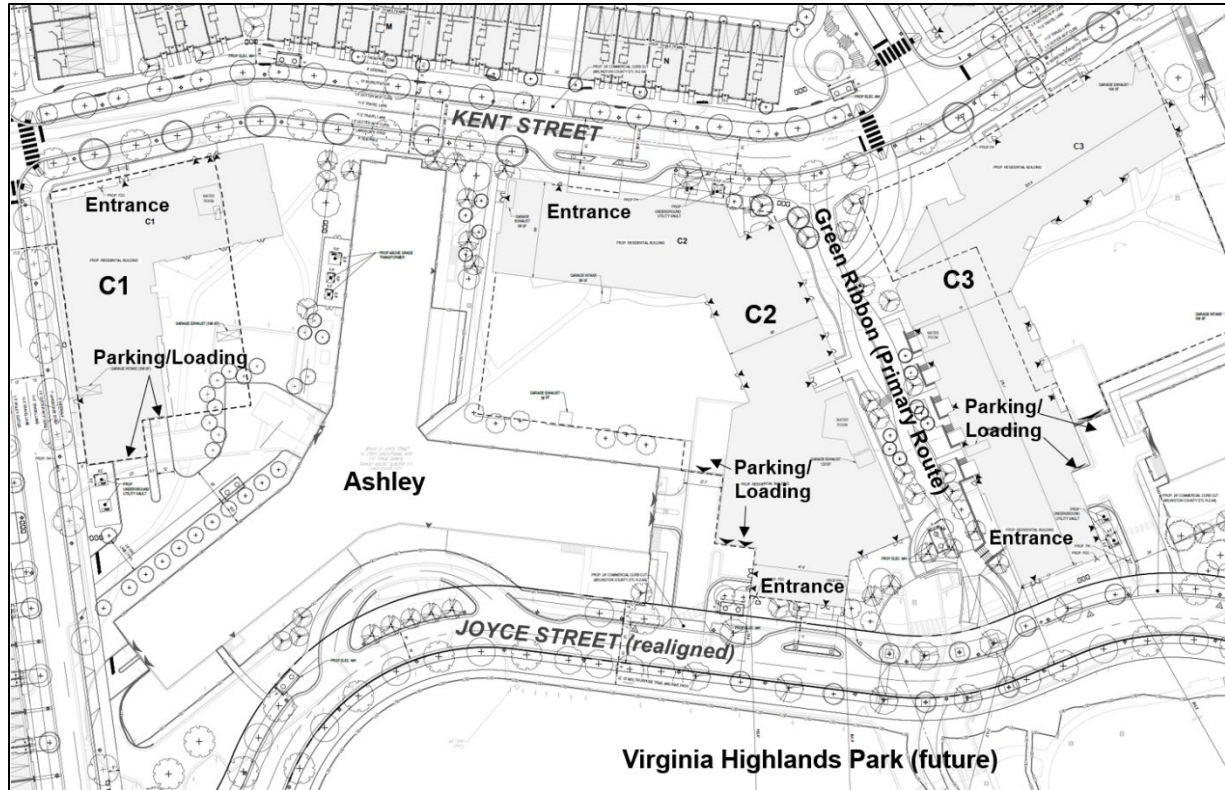
Rendering: N1/N2 and Public Space (looking west)



Rendering: N1 and Amenity Wing



Proposed Site Layout – Land Bay C



Rendering: C2 and C3 (looking west)

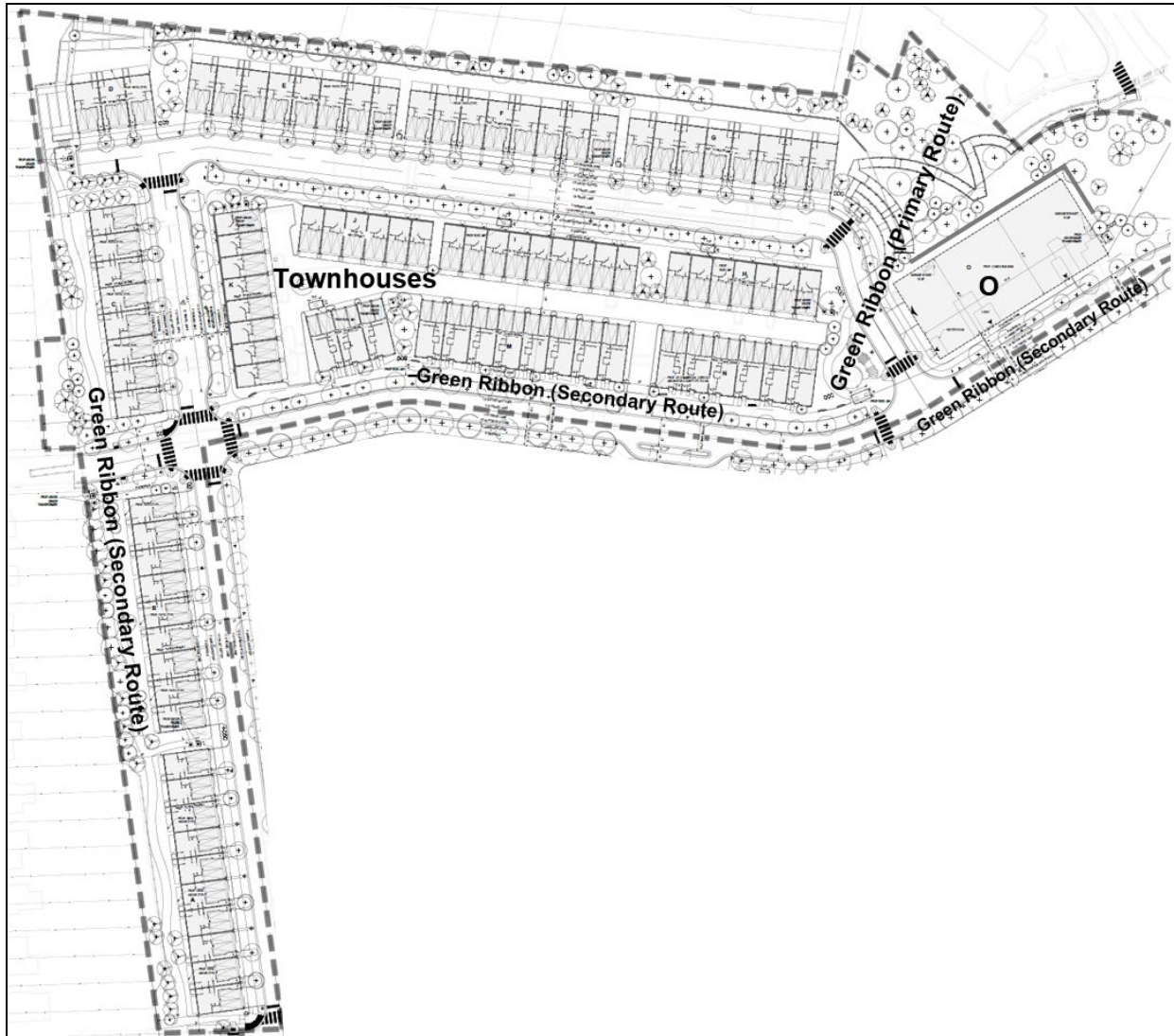


Note: For illustrative purposes only. The Green Ribbon shown in the rendering above does not reflect the current design proposal.

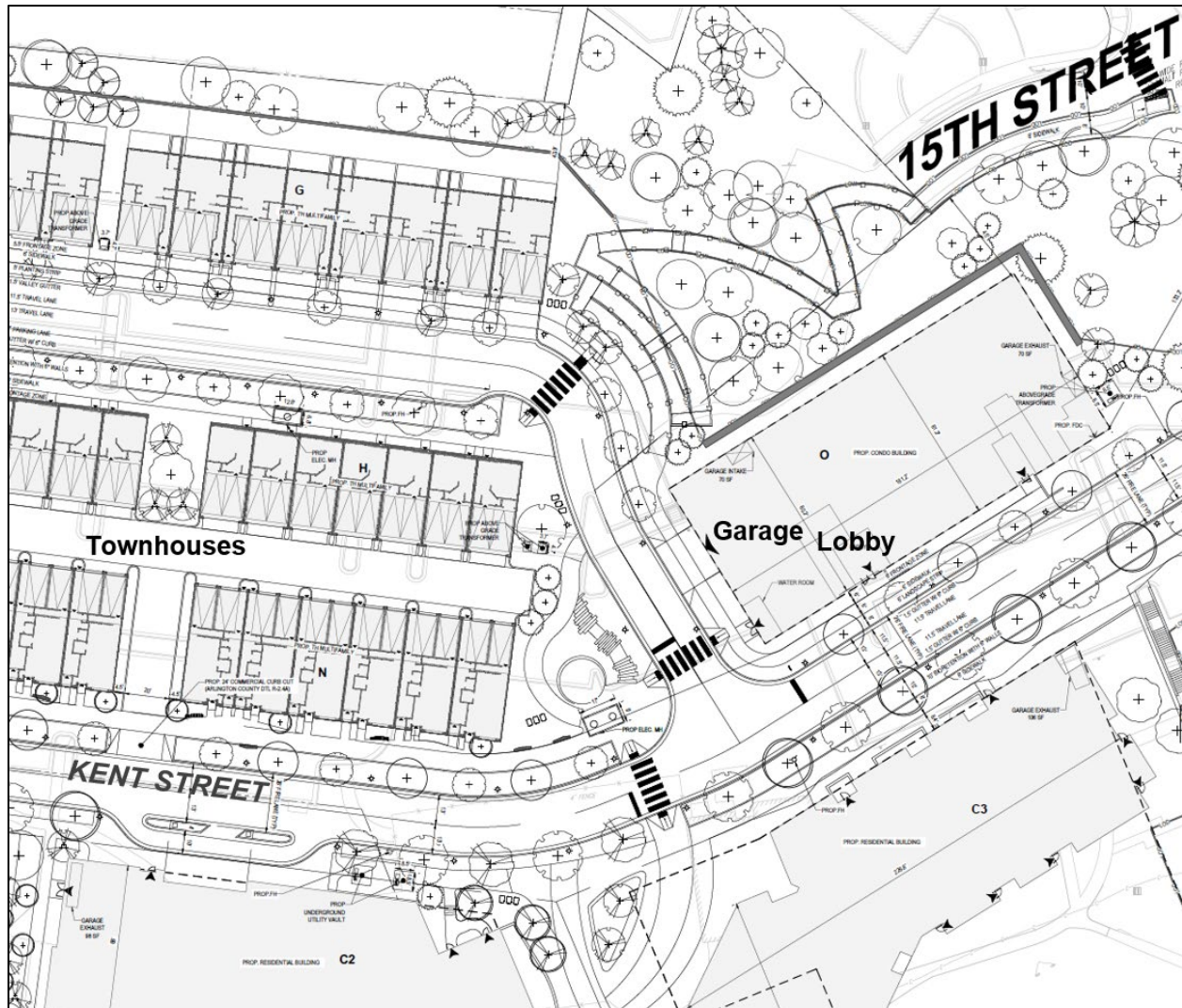
Rendering: C1 (looking northeast)



Proposed Site Layout – Land Bay S



Proposed Site Layout – Enlarged 15th Street/Green Ribbon Area (Land Bay S)



Proposed Unit Mix - Land Bay S



Example Front Elevation: Unit A-type – 2 over 2 (Building M)



Example Rear Elevation: Unit A-type – “2 over 2” (Building M)



Rendering: Unit A-type (Building M) (from Kent Street)



Rendering: O Condominium Building (from Kent Street)

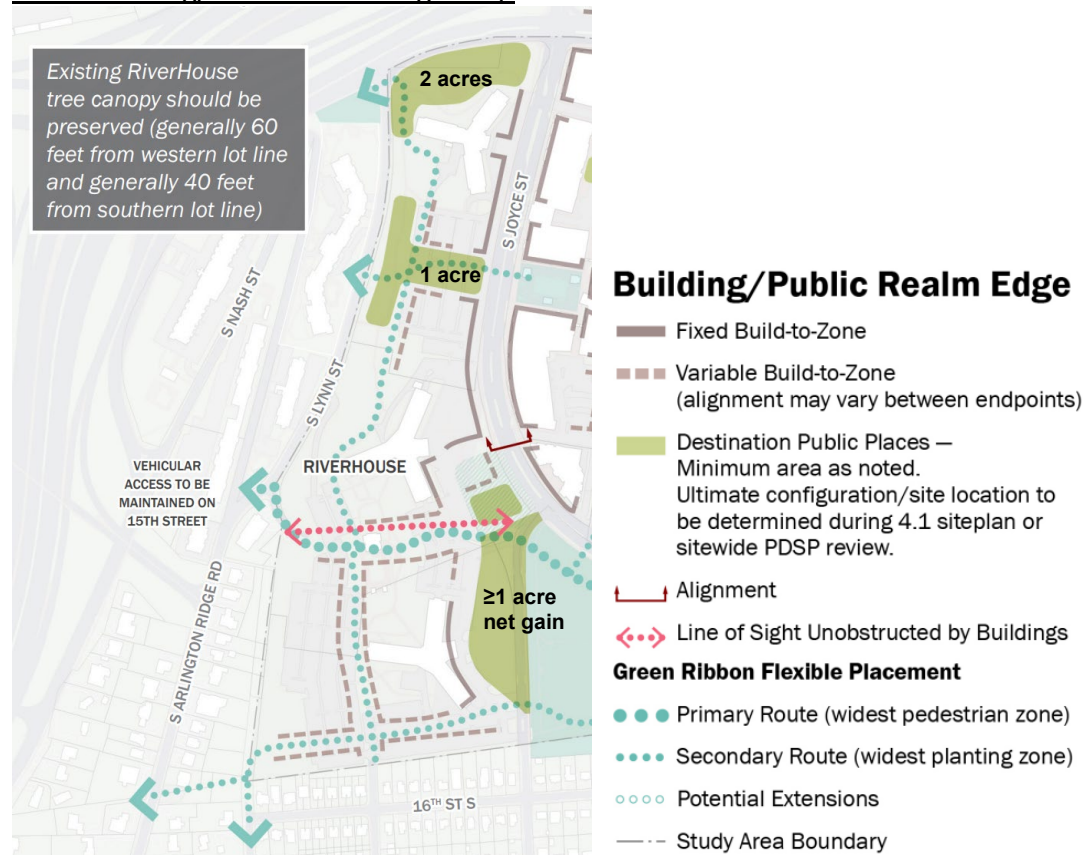


Sustainable Design: The applicant is requesting additional density under the “automatic update” requirements of the 2020 [Green Building Incentive Policy \(GBIP\)](#). Under the automatic update, the energy optimization requirement is at least 14% (LEED 4.1) or 24% (LEED 4), in addition to the post-occupancy building performance and certification standards and baseline prerequisites. Only the new N1 and N2 buildings are proposed to participate in the GBIP, at the LEED Gold (0.25 FAR-level). Nevertheless, the applicant proposes that all the other buildings will be certified at the LEED Gold level. Separately from the GBIP, the Pentagon City Sector Plan (PCSP) recommends that all new buildings should achieve at least LEED Gold certification and encourages electric buildings as feasible. In addition, it recommends that new buildings incorporate and utilize bird-aware design with an emphasis on building glass below 50 feet, glass on building corners, and glass throughways. At present, the applicant is not propping bird-friendly glass or electrification of buildings. However, staff will continue to work with the applicant towards compliance through the public review process.

Affordable Housing: In addition to the “base” zoning requirement for affordable housing, the Pentagon City Sector Plan recommends that a minimum 10% of net new units be committed affordable units (CAFs) as part of the community benefits package for achieving additional density. Given the current application, the estimated additional CAF contribution would be approximately 48 units. However, this section and the exact affordable housing contribution figures will be determined and updated prior to the Planning Commission meeting.

Public Spaces: The PCSP provides a public space framework for increasing and improving the parks, plazas, green connections, and casual uses spaces throughout Pentagon City. The Green Ribbon serves as a connective thread, a biophilic experience, and a landmark for Pentagon City in its own right. The map below shows the three (3) recommended destination public space locations and sizes, the Green Ribbon routes, as well as tree canopy zones along the western and southern lot lines for preserving and adding new plantings. These public spaces are critical elements of the priority community benefits identified in the PCSP and appropriate design and delivery of these spaces is necessary to achieve the Vision and Guiding Principles of the PCSP. Below the map, this section includes a summary of the applicant’s proposed public spaces and the review process for these spaces.

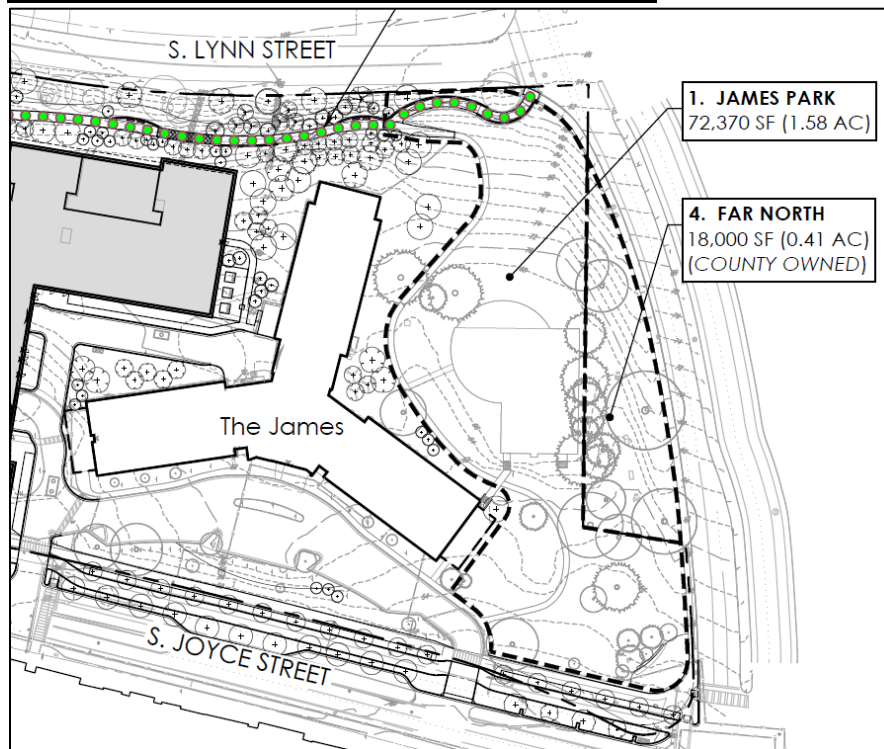
PCSP: Building/Public Realm Edge Map



Proposed Parks and Plazas: The future public parks and plaza spaces, referred to as “James Park” / “Far North” and “N1 / N2 Open Space” on the proposed 4.1 Plans, will undergo a County-led Public Space Planning Process concurrent with the SPRC process at a date yet to be determined. This planning process will inform the design and amenities within these spaces. The future Virginia Highlands Park (VHP) expansion will have its own, separate master planning process at a date to be determined per the Capital Improvement Plan (CIP). Per the adopted FY 2025 - FY 2034 CIP, funding for the VHP expansion planning and construction would begin in FY 2034. Any design shown in the images below of the proposed public spaces is for illustrative purposes only, as the separate planning processes mentioned above will determine the final design.

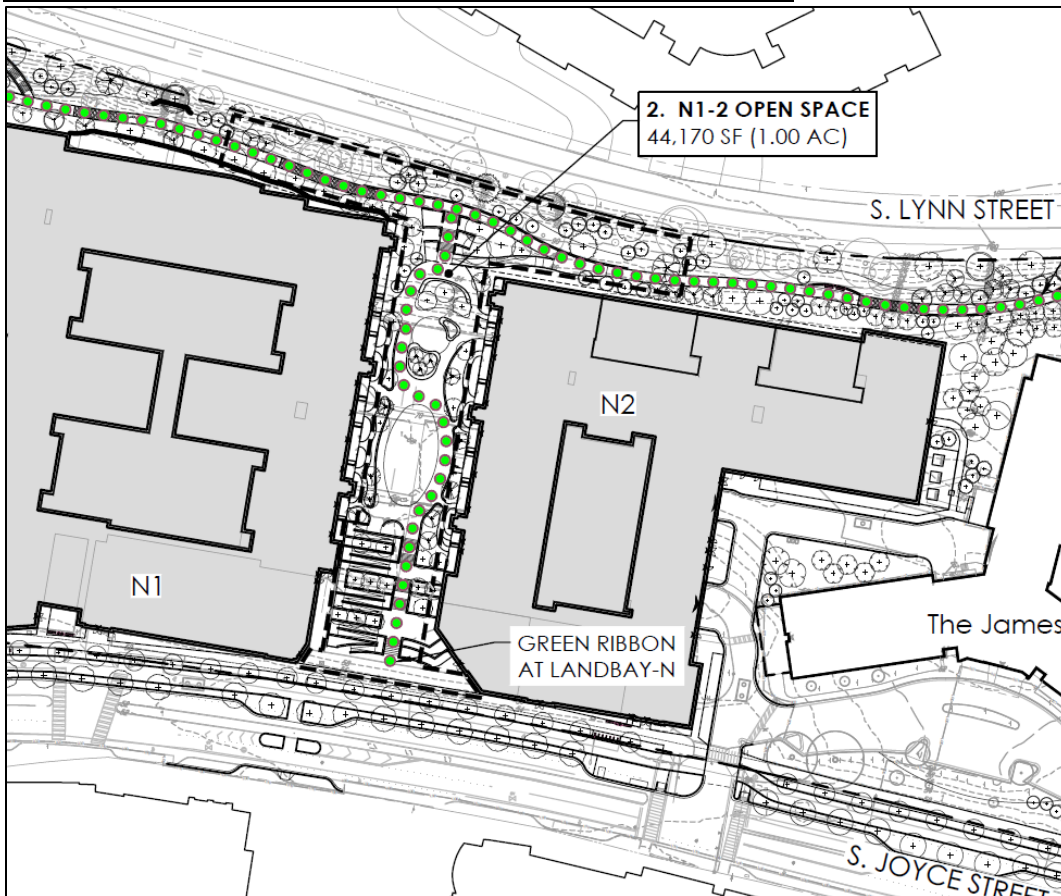
- “James Park” / “Far North”: Per the Sector Plan, this two (2) acre area, north of the James building, should be a dedication of existing private green space, coupled with County land. The applicant’s proposal aligns with the PCSP guidance for the space. With construction of the Land Bay N or C buildings, the applicant would remove the existing swimming pool, restore the area, and make a fee simple dedication of approximately 1.58 acres. Under the current proposal, the County would construct and formally name the park at some point in the future.

Proposed “James Park” / “Far North” Public Space



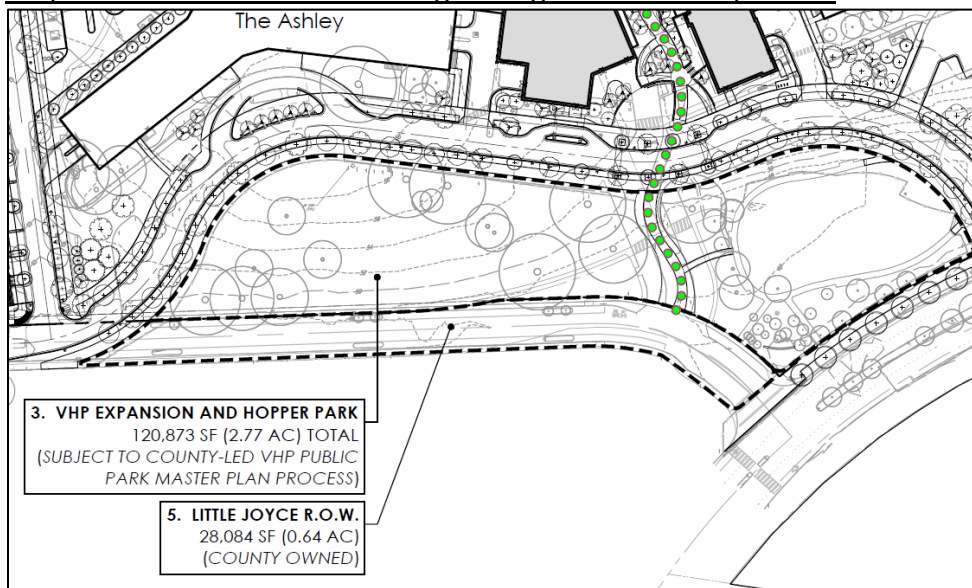
- “N1 / N2 Open Space” (Casual Use Space): Per the PCSP, this one-acre area, generally located between the proposed N1 and N2 buildings should be planned as casual use space connecting South Joyce Street and Westpost plaza to the Green Ribbon and forested open space fronting South Lynn Street. The area the applicant is proposing does not meet PCSP recommendations because the applicant is counting a large portion of the north-south Green Ribbon segment towards the park space, rather than providing casual use space west of the N1 and N2 buildings. While the Green Ribbon should connect through the park space it should not replace the casual use space recommended in the PCSP. The N1 and N2 buildings greatly exceed the limits of the variable build-to zones and façade length recommendations, and thereby encroach into recommended public space areas. Staff will work with the applicant to revise the building form and public space parameters prior to beginning the planning process for designing the space. The design shown in the image below is for illustrative purposes only. Under the current proposal, the applicant would construct and maintain this park/plaza, with public access provided via easement.

Proposed N1 / N2 Open Space (for illustrative purposes only)



- **Virginia Highlands Park (VHP) Expansion:** In conjunction with redesigning Grace Hopper Park and relocating a portion of South Joyce Street, the PCSP recommends that VHP be updated and expanded by at least one (1) acre (net). VHP may also be impacted by potential school development at the Aurora Hills Community Center site. Any future updates to the VHP through a Park Master Plan should update the park's design, programing, and facilities, taking these considerations into account, as well as a potential new pavilion for Grace Hopper Park. Per the image below, the applicant is proposing to make a fee simple dedication of over one (1) net acre, per the PCSP recommendation.

Proposed Land Dedication for Virginia Highlands Park Expansion



Proposed Green Ribbon: The Green Ribbon corresponds directly to the PCSP Vision and nearly all of the six Guiding Principles. It is also identified as a priority community benefit to be delivered via the PDSP entitlement. Per the PCSP, the Green Ribbon is a new signature public space element for Pentagon City that responds to the strong community desire for safe, pleasant, and biophilic ways to walk throughout the broader 22202 area. In addition to being a landmark, the Green Ribbon should fill gaps in the pedestrian network where conventional streets would be difficult or inappropriate, with special attention to crossings. It should be consistently safe and inviting for all people. It should provide a unique sense of place, identity, and community through distinctive design and enthusiastic community use, and should maximize opportunities for tree plantings and new casual use spaces along the routes. The PCSP includes design guidelines for the Green Ribbon and notes that the most important design element of the Green Ribbon across all sites is the quality and continuity of the connection—ensuring sightlines, the pathway, and the experience are continuous, easy to navigate, and visible.

As shown in the Site Layout and Building Design section of this report, the applicant is proposing several Green Ribbon segments including a primary east-west segment to connect the 15th Street spur to the expanded VHP, a secondary east-west segment along the southern edge of the site, and a secondary north south segment spanning the length of the site along South Kent Street and across the western edge of Land Bay N.

Staff is concerned that the design and layout of portions of the Green Ribbon do not meet, and in some instances contradict, the recommendations of the PCSP Development Framework. Most of these deviations are related to building form and placement, where the applicant has prioritized the siting of buildings over the quality and continuity of the Green Ribbon. One example of this issue is the proposed primary Green Ribbon segment between the 15th Street spur and the expanded VHP (see image below). Per the Sector Plan, this segment should have the widest pedestrian pathway and a separated bikeway (where topographically feasible) and should have a linear sight line unobstructed by buildings. Due to building placement deviations, the proposed width of the Green Ribbon between the C2 and C3 buildings is over 50% narrower than envisioned in PCSP. In addition, the proposed building placement obstructs and fragments the sight lines, limits path widths and mode separation, creates multiple street crossings, and convolutes navigation. While there is significant grade change between the 15th Street spur and the VHP, the proposed placement of the C2, C3, and O buildings artificially restrict design options for traversing the grade, resulting in narrower pathways, compressed switchbacks, smaller planting zones, and no public seating or furnishings along the hillside. The design and routing of the Green Ribbon will be discussed further at SPRC.

Proposed Green Ribbon (Primary Route):

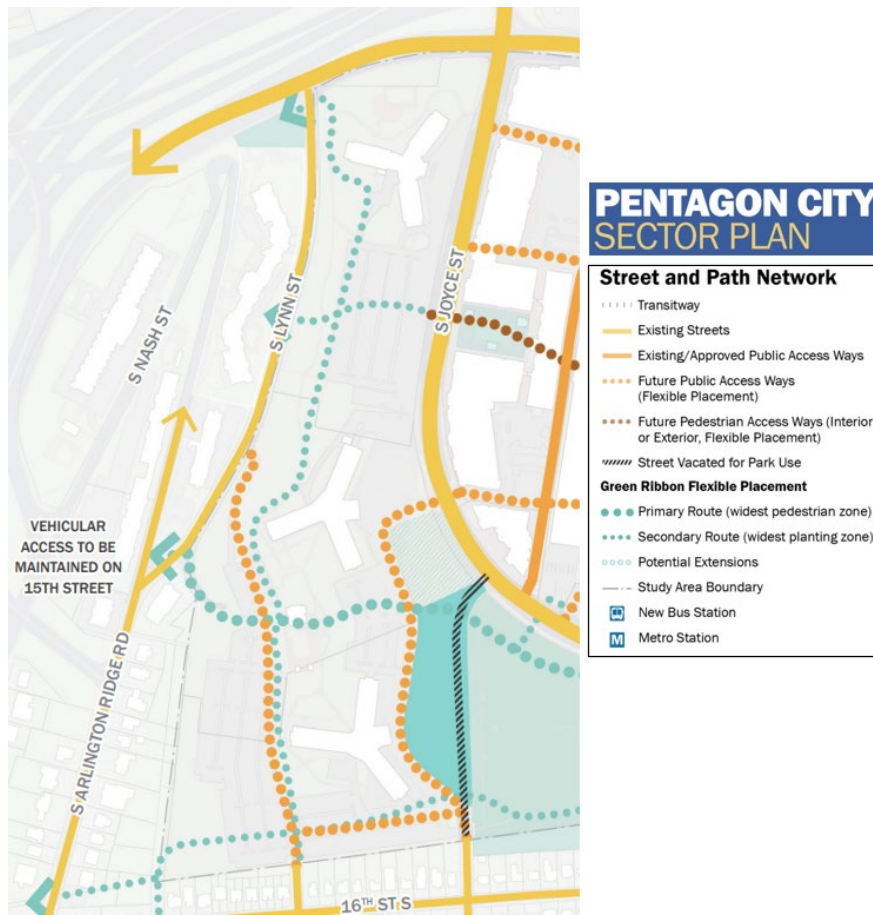


Transportation: The RiverHouse site is comprised of 36.6 acres in the Pentagon City area and is bounded by S. Joyce Street to the east, 16th St. S. to the south, S. Lynn St. to the west, and Army Navy Dr. to the North. The existing site has three residential towers with 1,676 units and 1,820 surface and garage parking spaces. The proposed development would add residential, retail, and amenity space predominantly on what is currently surface parking lots. The site is well-served by multimodal transportation options including nearby transit as well as bicycle and pedestrian infrastructure.

Below are the Master Transportation Plan (MTP) classifications of the bounding streets as well as a diagram of the Street and Path Network from the Pentagon City Sector Plan.

Street Name	MTP
S. Joyce St.	Type A- Primarily Retail Oriented Mixed-Use Arterial
16 th St. S.	Residential Local Street
S. Lynn St.	Type D- Primarily Garden Apartments & Townhouse Neighborhood Arterial
Army Navy Dr.	Type D- Primarily Garden Apartments & Townhouse Neighborhood Arterial

MTP Street Classifications



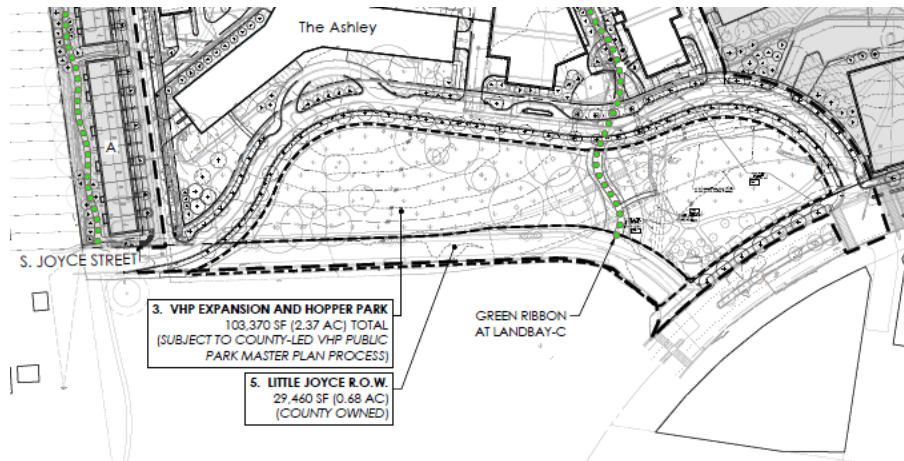
Map: Sector Plan – Street and Path Network

Green Ribbon

Per the Pentagon City Sector Plan, the Green Ribbon is a connected network of biophilic paths connecting public spaces, destinations, and transit throughout Pentagon City. The RiverHouse site was envisioned in the Sector Plan to provide a north-south connection as well as a Primary east-west connection through the site to Virginia Highlands Park. An additional secondary route is recommended along the southern edge of the site. See the Street and Path Network map above.

Streets and Sidewalks

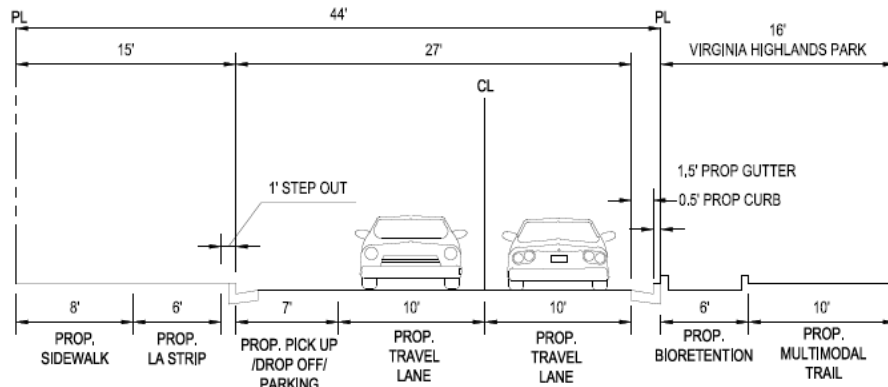
A prominent change to the street network is the re-alignment of the southern, Neighborhood Local portion of existing S. Joyce St., referred to as “Little Joyce”. As envisioned in the Pentagon City Sector Plan, the existing street will be vacated and dedicated to the expansion of Virginia Highlands Park. The new Little Joyce St. alignment generally conforms to the Sector Plan’s vision for a “Future Public Access Way” between the proposed public park and the existing Ashley and Potomac buildings and the proposed C2 and C3 buildings.



“Little Joyce” Street - Realignment

South Joyce Street (“Little Joyce”)

The new S. Joyce St. segment has a curb-to-curb width of 27’ which includes a 7’ parking and pick-up and drop-off (PUDO) lane, and two 10’ travel lanes. The site frontage has a 14’ wide streetscape with an 8’ sidewalk and 6’ landscaping strip. The east (public park) side of the street has a 6’ landscaping strip proposed to be bioretention and a 10’-wide multi-use trail along Virginia Highlands Park. The proposed new road curves to follow the existing and proposed building designs.



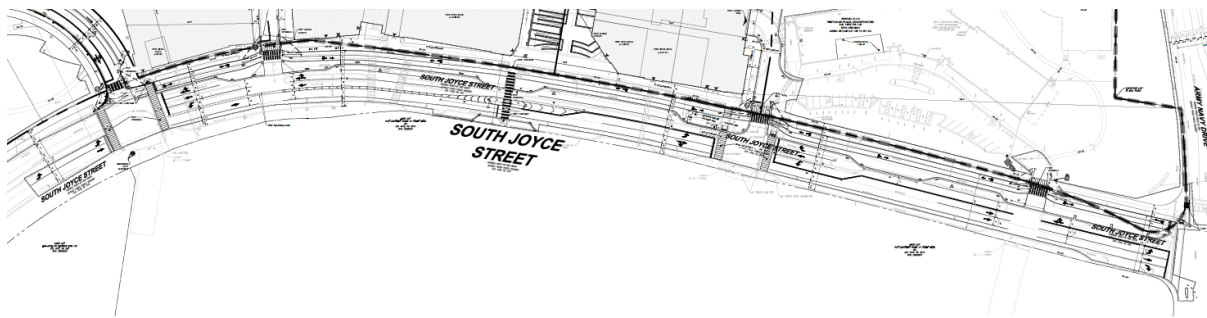
Typical Proposed S. Joyce St. (Little Joyce) Cross-Section
(Looking North)

The Primary east-west Green Ribbon connection crosses Little Joyce, providing a direct path to Virginia Highlands Park. However, the proposed design, with the proposed Primary path between the new C2 and C3 buildings does not quite meet the sector plan expectations as the widest pedestrian zone. Additionally, the proposed street crossing on Little Joyce lacks both a robust biophilic design as well as engineering design at the curb ramps to fulfill the design guidelines calling for a “clear pedestrian path”.

While the proposed western streetscape provides adequate 8'-wide sidewalks, the inclusion of multiple porte-cocheres (serving the Ashley and C2 buildings), disrupts the pedestrian network and prioritizes vehicles over other modes utilizing Little Joyce. Additionally, these deviations limit the inclusion of on-street parking opportunities along this frontage.

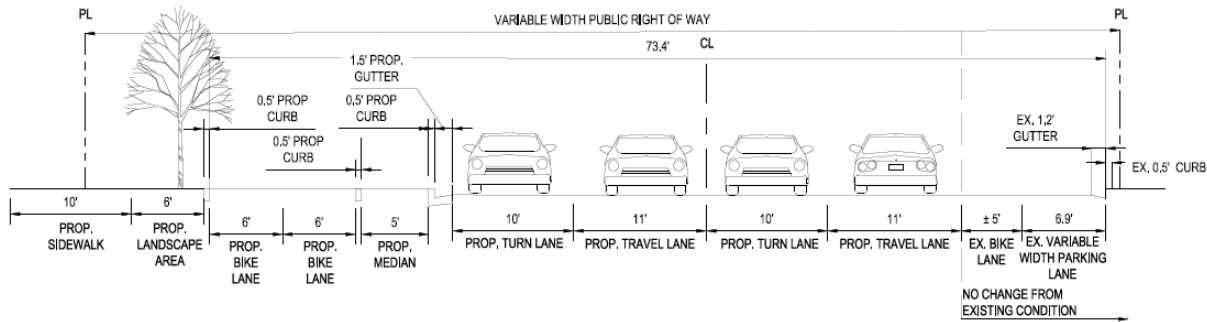
South Joyce Street

The primary street frontage of the proposed project is on S. Joyce St., referred to as "Big Joyce". This frontage along the proposed N1 and N2 buildings as well as the existing James building proposes a "Road Diet" over the existing 4-lane configuration. The western-most lane is proposed to be utilized to expand the streetscape as well as to integrate a proposed two-way raised bicycle facility as well as additional curb elements to serve as a buffer, landscaping and bioretention, and as space for transit users to safely access buses along this route.



Proposed S. Joyce St. Striping

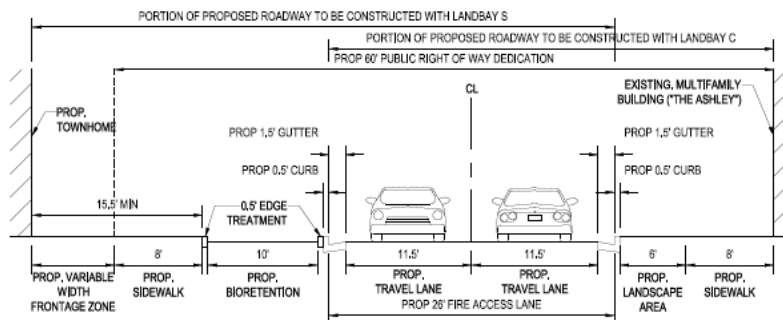
Proposed S. Joyce St. from re-aligned S. Joyce St. (Little Joyce) to Army Navy Drive typically has 4 striped lanes: the western-most lane has a variable width of 8'-11' and is generally striped for parking, pickup/dropoff, or turning movements. The remaining three lanes range from 10'-11' in width for vehicular travel or turning movements. The existing bicycle facility, parking lane, and curb on the east side of S. Joyce St. is not proposed to be changed with this project. The proposed streetscape on the west side of S. Joyce St. proposes to have a 10' sidewalk and 6' landscape area. A proposed two-way, 12'-wide bicycle facility will be built at the sidewalk grade and is proposed to be separated from vehicles by a median buffer varying from 3-14 feet in width.



Typical Proposed S. Joyce St. Cross-Section
(Looking North)

South Kent Street

In the south of the site, Land Bay S, the applicant proposes a new road connecting existing S. Kent St. to the south to S. Lynn St. to the north. The Green Ribbon is also proposed to be along this alignment, from the southern edge of the site to the intersection of the Loop Road and S. Kent St. between the C2 and C3 building. The proposed new road has a curb-to-curb width of 26', which is the minimum width required for fire access. There are two proposed 11.5' travel lanes with no on-street parking proposed.



Typical Proposed S. Kent St. Cross-Section
(Looking North)

The streetscape for the west side, serving townhouse style units, is approximately 25'-wide, with variable areas between the units and the sidewalk, an 8' sidewalk and 10' bioretention area. As the road gets closer to S. Lynn St. to the north, the streetscape reduces to 6' sidewalk and 6' landscaping areas.

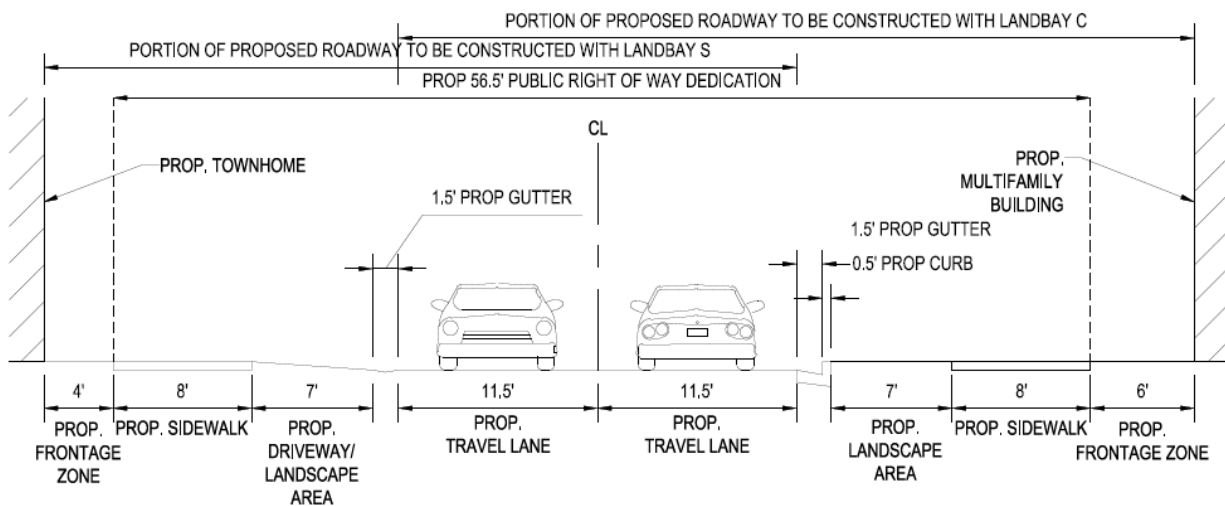
The east side of S. Kent St. fronting The Ashley and C2 buildings, typically proposes a minimum 14'-wide streetscape with an 8' sidewalk and 6' landscaping strip. To the north, the streetscape transitions to include a 10' wide proposed bioretention area and 8' sidewalk in front of the C3 building. The proposed sidewalk along the eastern frontage is also disrupted by a proposed porte-cochere serving building C2, which again breaks up the pedestrian path and limits the ability of adding on-street public parking along this frontage.



Proposed Kent Street and Loop Road (blue)

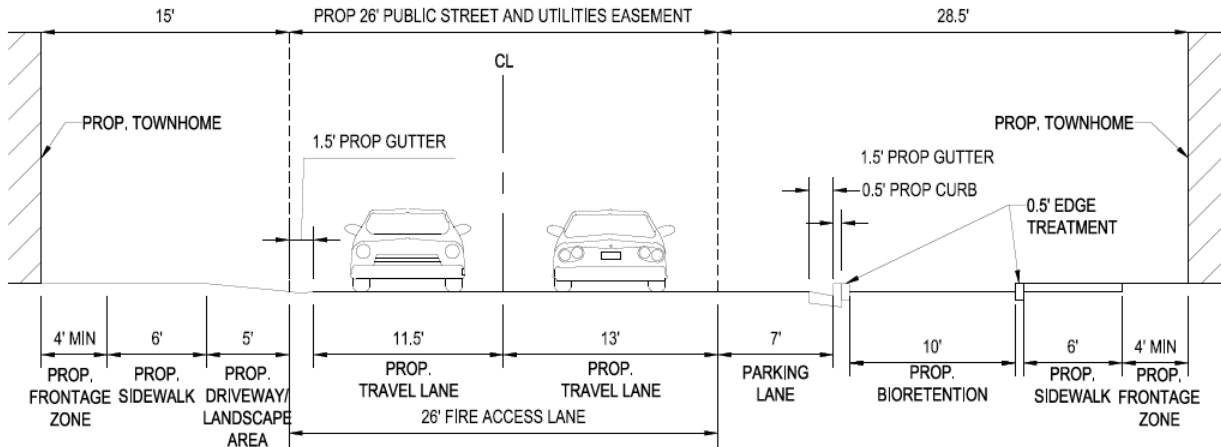
Loop Road

The proposed new road fronting the proposed townhouse-style units along the south and western portions of the site (Land Bay S), is referred to as the Loop Road. The portion to the east of S. Kent St. connects to the S. Joyce Street intersection and has a proposed curb-to-curb width of 26', consisting of two 11.5' travel lanes, curb and gutter. There is no on-street parking proposed on this stretch of the Loop Road. On the south side fronting the townhouses, there are proposed 7' long driveways or landscape areas along with an 8' sidewalk in front of the residential units. The north side of this portion of the Loop Road also has a 15' minimum streetscape with 7' landscaping areas and 8'-wide sidewalks.



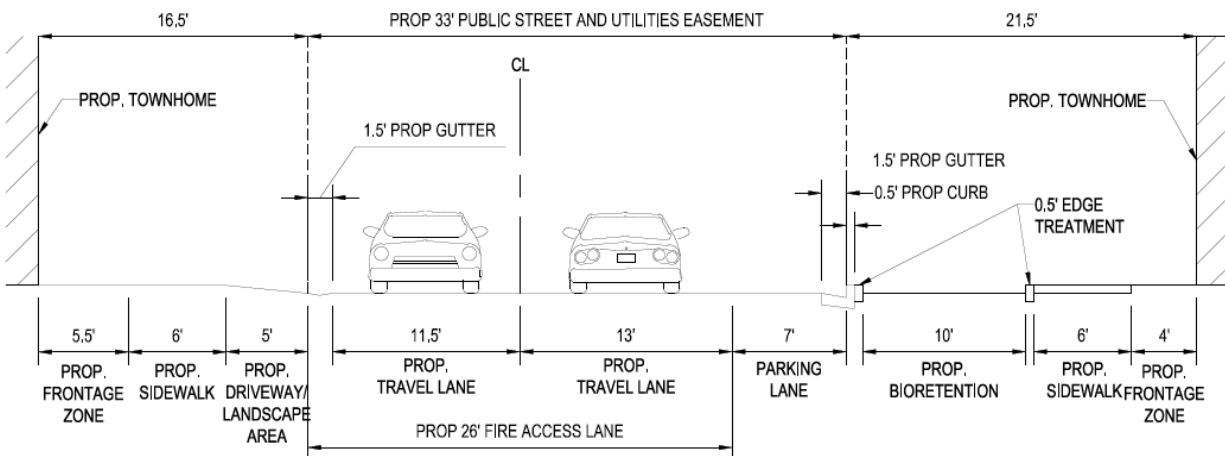
Typical Loop Road (East of S. Kent St.) Cross-Section.
(Looking West)

The section of the east-west Loop Road to the west of S. Kent Street has a curb-to-curb width of 33' feet, accounting for two travel lanes and a 7' parking lane on the north side of the street. Both sides of the street have proposed 6' sidewalks and the south side is proposing 5' long driveways or landscape areas and the north side is proposing a 10' proposed bioretention area between the sidewalk and the curb.



Typical Loop Road (West of S. Kent St.) Cross-Section
(Looking West)

The section of the north-south Loop Road to the west of and parallel to S. Kent Street has a curb-to-curb width of 33' feet, accounting for two travel lanes and a 7' parking lane on the east side of the street. Both sides of the street have proposed 6' sidewalks and the west side is proposing 5' long driveways or landscape areas and the east side is proposing a 10' proposed bioretention area between the sidewalk and the curb.



Typical Loop Road (Parallel to S. Kent St.) Cross-Section
(Looking North)

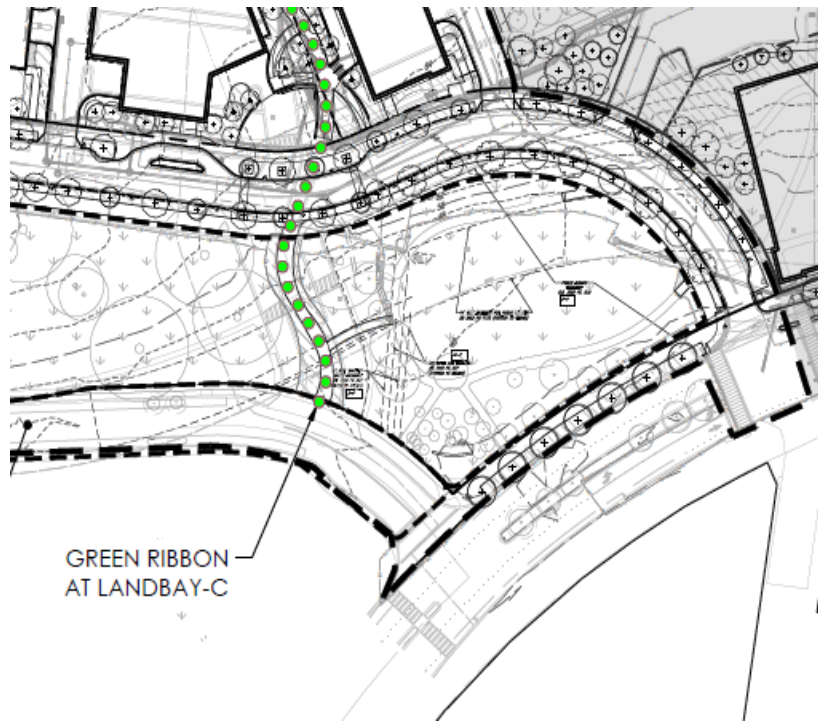
The proposed Green Ribbon aligns with the east-west portion of the Loop Road, located to the south of the proposed townhouse units and connecting the southern portion of S. Joyce St. (Little Joyce) to a path ultimately leading to S. Arlington Ridge Rd. to the west. The Green Ribbon further follows the new S. Kent Street alignment, continuing further north to Land Bay N as well as to the west, connecting to 15th St. South, following a set of switchbacks to account for the existing steep grades. The intersection of the Green Ribbon at this juncture, however, should be further refined to minimize street crossings, and to maximize the pedestrian infrastructure widths. This area needs further design to maximize its potential utility in fulfilling the vision of the Sector Plan.



Green Ribbon Along Southern Edge, S. Kent St., and Loop Road

Transition to Capital Project

Further design coordination is required to address the portion of S. Joyce St. between the existing and proposed new Little Joyce intersections as well as to the bicycle facility to the south of the site.



S. Joyce St. Between Realignment

Pedestrian Facilities

The project proposes a robust network of pedestrian facilities primarily via existing and proposed sidewalks and the Green Ribbon. Key pedestrian intersections are located at the intersection of the Loop Road and S. Kent St., across Little Joyce connecting the Green Ribbon between C2 and C3 to Virginia Highlands Park, and the proposed mid-block crossing on S. Joyce Street (Big Joyce) connecting the Green Ribbon path between N1 and N2 to Pentagon Row and destinations to the east.

Bicycle Facilities

The RiverHouse site is well-served by bicycle facilities including on-street bicycle lanes, regional trails including Four Mile Run Trail and Mount Vernon Trail. Two nearby Capital Bikeshare Stations (Pentagon Row Plaza and Virginia Highlands Park) provide up to 31 bikes/docks in the immediate site vicinity. Additionally, the site is served by a variety of shared micro-mobility devices. The Pentagon City Sector Plan envisioned a two-way bikeway on S. Joyce Street, which is being realized with this project. However, a separated bikeway along Little Joyce and along the Primary Green Ribbon route is not proposed. The project is providing a total of 631 bicycle parking spaces across the site.



PCSP: Potential Bike Network Map

BICYCLE PARKING PROVIDED

Use		Units or Sq Ft	Ratio	Proposed Spaces
Residential	New Development	C1 Resident	1 space/2.5 units	41
		C1 Visitor	1 space/50 units	3
		C2 Resident	1 space/2.5 Independent Living units (98)	50
		C2 Visitor	1 space/50 units	4
		C2 Employee	0.5 space/employee	10
		C3 Resident	1 space/2.5 units	70
		C3 Visitor	1 space/50 units	8
		N1 Resident	1 space/2.5 units	228
		N1 Visitor	1 space/50 units	12
		N2 Resident	1 space/2.5 units	152
		N2 Visitor	1 space/50 units	8
		IH Multifamily Resident*	*	
		TH Multifamily Visitor	1 space/50 units	8
Retail		O Resident	1 space/2.5 units	13
		O Visitor	1 space/50 units	4
		N1 Retail	2 space/10,000 SF	12
		N1 Retail Employee	1 space/25,000 SF	2
		N2 Retail	2 space/10,000 SF	4
		N2 Retail Employee	1 space/25,000 SF	2
Total				631

* EACH TH GARAGE CAN ACCOMMODATE BIKES

Proposed Bicycle Parking

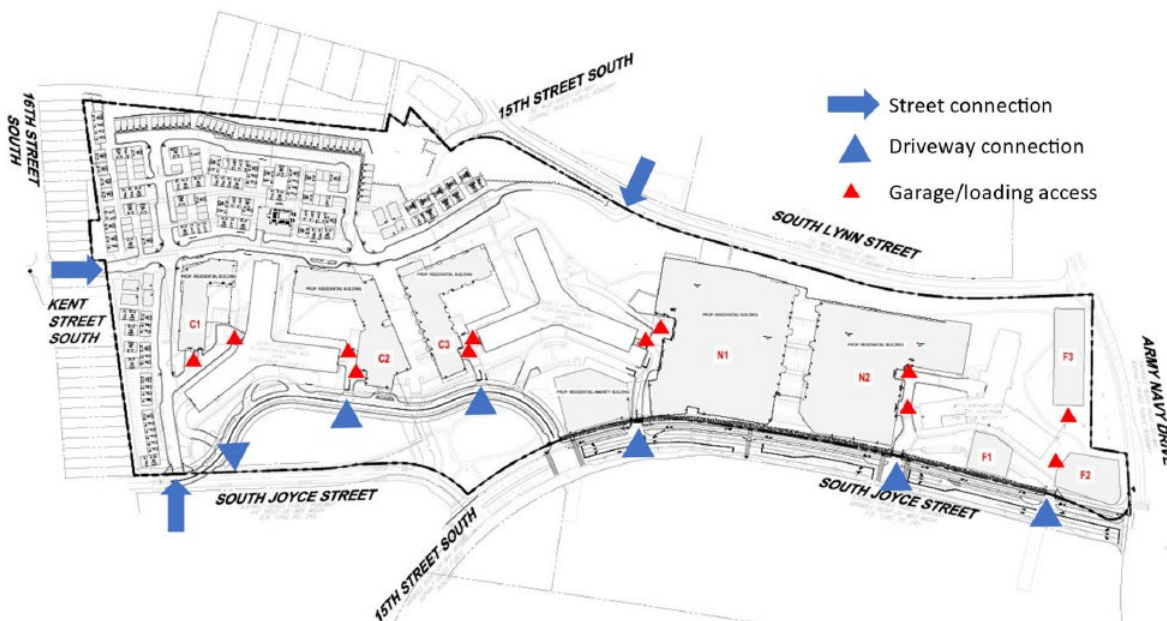
Transit Service

The RiverHouse site is surrounded by a robust regional and local transportation network with the Pentagon City Metro Station located within a quarter mile of the site. There are also 22 bus stops within a quarter mile of the site. The Pentagon City Metro Station serves 38 bus routes in addition to Metrorail's Blue and Yellow lines. Additionally, the regional Virginia Railway Express (VRE) rail services can be accessed at the nearby Crystal City Train Station, located about 1 mile from the site. The project proposed to construct a floating bus island in S. Joyce Street to accommodate and update the existing transit station there today.

Site Access and Loading

The redevelopment utilizes the network of existing and proposed streets to provide site access and circulation. Along S. Joyce St. (Big Joyce), existing curb cuts have been somewhat consolidated down to three driveway entrances with further site access provided from Little Joyce, S. Kent St. and S. Lynn St.

Loading is provided for each existing and proposed building, for a total of 21 loading spaces across the site.



Proposed Site Access and Loading

Parking

The existing RiverHouse site has 1,820 parking spaces, of which 1,491 are located in surface lots. The proposed development will replace most of the surface parking spaces, resulting in a total of 2,137 spaces across the site. A parking breakdown is provided above in the development summary of this report.

Trip Generation and Traffic Analysis (MMTA)

A Multimodal Transportation Assessment (MMTA) was completed by Nelson Nygaard and in June 2023, and updated in October 2023. The analysis found that the redevelopment would generate 321 vehicles in the AM peak hour and 415 vehicles in the PM peak hour across the entire site.

Proposed mode splits for the project were as follows:

Mode	Condo/Apartment	Townhome	Commercial
Walk/Bike	9%	9%	20%
Transit	64%	64%	40%
Vehicular	27%	27%	40%

Proposed Mode Splits (MMTA)

The MMTA found that with appropriate mitigations, the traffic operations with the proposed development are consistent with the background growth scenarios in the study area. Therefore, the MMTA found that the proposed RiverHouse development would have a minimal impact on the surrounding transportation and roadway network, assuming that planned design elements and recommended mitigation measured are implemented.

Utilities and Stormwater Management

The project includes the storm sewer, sanitary sewer, and water main improvements necessary to support the proposed development. The project will meet all stormwater management requirements for quantity and quality as required by the County's Chesapeake Bay Preservation Ordinance and Stormwater Management Ordinance.

DISCUSSION: The following provides staff's preliminary analysis of the proposal:

GLUP: The site General Land Use Plan (GLUP) designation is "High" and "High-Medium" Residential and is part of Pentagon City Coordinated Development District. Per the PCSP, the base density for the RiverHouse site is 72 dwelling units per acre, which corresponds to the previous site GLUP designation of "Medium" residential. The applicant is not proposing to change the GLUP designation.

Zoning: As discussed above, the subject site is split-zoned "R2-7" Two-Family and Townhouse Dwelling District; "RA6-15" Multiple-Family Dwelling District; and "C-O-2.5" Mixed Use District. The applicant is proposing to rezone the site to entirely "RA6-15". The applicant's rezoning proposal is consistent with the PCSP recommendation for the site.

The site is subject to ACZO §9.6. Pentagon City Coordinated Redevelopment District requirements. The goal of this district is to advance the vision of the PCSP. Subject to the approval of a site plan as specified in §15.5, the County Board may permit a specific land use

mix and additional height and density beyond that provided in §6.1 and above that provided in §6.5.5.C where it finds as follows:

1. The development project helps achieve the Planning Principles specified in the Pentagon City Sector Plan;
2. The development project is consistent with other applicable policy guidance for the Pentagon City Coordinated Redevelopment District, such as providing certain features, design elements, services, or amenities identified in the Pentagon City Sector Plan; and
3. The development project adheres to the development framework identified in the Pentagon City Sector Plan, including without limitation:
 - a. land use development,
 - b. transportation,
 - c. public spaces, and
 - d. site and building form

The district establishes a maximum development threshold for the site, at 150 dwelling units per acre for residential uses and 1.5 FAR for non-residential uses. The district limits maximum building heights for the site, according to the PCSP, at 250 feet. The district also permits certain uses in accordance with the retail map specified in the PCSP.

Currently, the applicant is requesting zoning modifications for additional density (586 units total), parking and loading space reductions, and increased compact parking ratios.

Pentagon City Sector Plan (“PCSP” or “Sector Plan”) (2022/2024): The PCSP is the primary policy document guiding land use and development for the subject site. The PCSP establishes a Vision and six Guiding Principles for site plan development:

VISION

Pentagon City, together with Crystal City, will be a dynamic downtown for Arlington and the region, and a neighborhood where everyone is welcome and able to live regardless of race, income, age, and immigration status.

The redevelopment of Pentagon City will strengthen the entire 22202 community, diversify housing options, prioritize robust multi-modal transportation options, and embrace biophilic design that makes nature a universal part of the everyday experience of the area.

PLANNING PRINCIPLES



COORDINATING AT A DISTRICT SCALE

Complete the missing links—physical and over time—to become a cohesive neighborhood connected to the broader 22202 community.



EQUITY

Welcome everybody from throughout the County, region and world to live, work, learn, and share culture.



PLACES FOR PEOPLE

Fill streets and public spaces with people enjoying community.



PLACES FOR NATURE

Create space for nature to thrive so that biophilia is part of the everyday experience of the district.



TRANSPORTATION

Provide safe, inviting transportation choices that make driving unnecessary.



GREEN DEVELOPMENT

Advance global standards for sustainable design as part of development.

Each Principle is further defined through Supporting Elements and Performance Metrics. In addition to the Vision and Guiding Principles, the PCSP also provides a Development Framework for Land Use and Development, Transportation, Public Space, and Site and Building Form, as well as Design Guidelines for the Green Ribbon. The Development Framework provides targeted and site-specific policy recommendations that site plans must adhere to for the County Board to permit a specific land use mix and/or additional height and density.

Please see the Preliminary Issues and Discussion Topics section below for a list of PCSP deviations identified by staff so far. Additional details on some of these policy deviations will be provided in the staff presentations for the SPRC Online Engagement and SPRC meetings.

Off-Street Parking Guidelines (2017): Adopted in 2017, the Guidelines provide a transparent and consistent framework for evaluating requests for parking reductions for site plan multi-family residential projects. For a market-rate building on the subject site, the Guidelines recommend a parking ratio as low as 0.4 spaces per dwelling unit. The Guidelines also recommend projects with parking reductions provide 0.05 spaces per dwelling unit for the first 200 units for residential visitor parking. These Guidelines are also merged into the PCSP. Over the SPRC process, staff will be working with the applicant to ensure appropriate parking is provided and consistent with the Guidelines.

Preliminary Issues and Discussion Topics: This list summarizes some of the key zoning and policy deviations and issues identified by staff for consideration by the SPRC. It is not exhaustive and is subject to change throughout the review process.

Overall: The applicant has opted to propose only low- and mid-rise buildings that do not take full advantage of the potential density allowed within the Pentagon City Coordinated Redevelopment District. Within the range of allowable density, between the PCSP base (72 du per ac.) and the PCSP maximum (150 du per ac.), the proposed density (88 du per ac.) is only at 22%. From staff's perspective, this is a disappointing level of density that underachieves overall County goals for housing production near Metro and an urban regional shopping center and, more specifically, PCSP Guiding Principles for equity and affordable housing creation via the community benefits process. In addition, several of proposed buildings deviate substantially from the PCSP recommendations for placement and façade lengths. Since these buildings are generally utilizing horizontal instead of vertical building mass to achieve the proposed density, they negatively impact the shape, size, quality, and routing of public spaces, such as the primary Green Ribbon route and the N1/N2 Public Space. Staff will be working with the applicant to:

1. Prioritize public space layout and design over building siting; and
2. Minimize or eliminate building placement and form deviations; reduce building footprint sizes; and
3. Encourage increased density through vertical building form.

Site + Building Form:

1. Building footprints exceed build-to zone limits (N1, N2, C3)
2. Façade lengths exceed maximums (N1 and N2)
3. Buildings encroach into the tree canopy zones along the southern and western lot lines (N1, N2, O, Townhouses)
4. Building edges do not meet frontage minimums/engage the sidewalk (N1 Amenity, C1)
5. Townhouse garages and driveways face public streets, disrupting the streetscape.
6. Sustainability: New buildings (excluding N1 and N2) are not proposed to achieve certain sustainability recommendations, such as electrification and use of bird-aware façade materials

Impacts: diminished park/plaza space and Green Ribbon segments; less opportunity for planted or forested space; undermines PCSP connectivity/cohesion, equity, and people-centric Principles

Public Spaces:

Green Ribbon (primary route) through Land Bays S and C:

1. Lacks an unobstructed sight line
2. Overly circuitous; difficult to navigate
3. Missing crosswalks; too many street crossings through Land Bay S
4. Pathway width minimums not met
5. Does not support full mode separation through Land Bay C
6. Design favors private use over public use

Impacts: undermines PCSP connectivity/cohesion, equity, and people-centric Principles

N1/N2 Public Space and Green Ribbon (secondary route):

1. N1 and N2 buildings exceed build-to zone maximums, façade length maximums and encroach into the western lot line tree canopy zone.
2. Applicant counting Green Ribbon segment towards park area; not providing casual use space west of the N1 / N2 buildings
3. Narrow public space between N1 and N2 buildings

Impacts: diminished public park/plaza space; less opportunity for planted or forested space

Transportation:

1. Insufficient pedestrian and bike path width/separation through primary Green Ribbon route
2. Excessive parking ratios (C3)
3. Excessive and unsupportable compact parking ratios (PDSP, N1/N2, C3)
4. Porte-cocheres disrupt sidewalks (C2)
5. Separated bikeway extents missing (west of realigned Joyce Street)
6. Sidewalks and landscaping throughout Land Bay S disrupted by townhouse garages; do not meet standard streetscape requirements

Impacts: Undermines PCSP Principles for supporting bikes/peds., creating car-free households, and increasing transit ridership

Staff Members:

Adam Watson	CPHD – Planning	Awatson@arlingtonva.us
Matt Mattauszek	CPHD – Planning	Mmattauszek@arlingtonva.us
Rob Gibson	DES – Transportation	Rgibson@arlingtonva.us
Ryan Delaney	DPR – Planning and Development	rdelaney@arlingtonva.us
Michael Cullen	DPR – Planning and Development	Mcullen@arlingtonva.us

Applicant Information:

Applicant

JBG Smith
4747 Bethesda Avenue, Suite 200
Bethesda, MD 20814
240-333-3600
Matt Ginivan
mginivan@jbgsmith.com

Attorney

Venable LLP
1850 Towers Crescent Plaza, Suite 400
Tysons, VA 22182
Kedrick N. Whitmore
703.905.1514
KNWhitmore@Venable.com

Architect

Torti Gallas + Partners
1923 Vermont Avenue NW
Grimke School, 2nd Floor
Washington, DC 20001
301.588.4800
Murphy Antoine, Jr.
mantoine@tortigallas.com

Civil Engineer

BOHLER DC
1331 PENNSYLVANIA AVE, NW, SUITE 1250 N
WASHINGTON, DC 20004
202-524-5700
Sheila Nale, P.E.
snale@bohlerdc.com

Landscape Architect

Bradley Site Design, Inc.
1010 Wisconsin Ave. NW, Ste. 620
Washington, DC 20007
Sharon Bradley
202-695-8056
sbradley@bradleysitedesign.com

Traffic Engineer

Nelson\Nygaard
1222 22nd Street NW, Suite 200
Washington, DC 20037
Chris Forinash
202.454.3180
cforinash@nelsonnygaard.com

LEED Consultant

Sustainable Building Partners
2701 Prosperity Avenue, Suite 100,
Fairfax, VA 22031
Rachel Nicely
703-970-2891
Rachel.nicely@sustainbldgs.com