

Site Plan Review Committee (SPRC)
Staff Report for
10 South Glebe Road (Goodwill Site)
SPLN23-00008

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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Contact the SPRC Chairs:

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

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10 South Glebe Road (SPLN23-00008)
Goodwill Site
(RPC # 23-001-034)

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

- Online Engagement Opportunity: October 23 - November 3, 2023
 - Topics:
 - Land Use & Density
 - Site Design & Layout
 - Building Height, Form & Architecture
 - Site Access & Circulation
 - Parking & Loading
 - Streetscape Improvements
 - Open Space & Landscaping
 - Green Building & Sustainability
- Site Plan Review Committee Meeting #1 (Hybrid) – December 14, 2023
 - Introductions
 - SPRC Discussion Topics:
 - Land Use & Density
 - Site Design & Layout
 - Site Access & Circulation
 - Glebe Road Frontage
 - Off-ramp Frontage
 - Building Height, Form & Architecture
 - Public Comment
- Site Plan Review Committee Meeting #2 (Hybrid) – TBD
 - Introductions
 - SPRC Discussion Topics:
 - TBD
 - Public Comment
 - Wrap-up

SITE PLAN REVIEW COMMITTEE

DATE: December 14, 2023
PLACE: Hybrid Meeting:
In-person at 2100 Clarendon Boulevard, Room 216
Virtual participation accommodated via Microsoft Teams

SPRC STAFF COORDINATOR: Matthew Pfeiffer

Item 1. 10 South Glebe Road (SPLN22-00008)
Goodwill Site
(RPC # 23-001-034)
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/Goodwill>

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 http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx

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 are: maximum heights, required parking, required setbacks, density, etc.

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 applicants, Goodwill of Greater Washington and AHC Inc., propose the rezoning and demolition of an existing Goodwill Retail and Donation Center for the construction of a new 6-story mixed use development. The proposal consists of a new Goodwill Retail and Donation Center, 128 units of affordable housing, and a 3,300 sf childcare facility. The proposed density is 2.95 FAR and includes approximately 176,235 square feet of total gross floor area.

Additional project details include:

- Rezoning from “R-6” One-Family Dwelling District and “C-2” Service Commercial-Community Business District to “C-O-1.0” Mixed Use District
- The GLUP designation is Service Commercial
- 168 total parking spaces
 - 114 residential parking spaces
 - 50 retail parking spaces
 - 4 childcare parking spaces

Proposed modifications for:

- Additional density
- Reduced residential and retail parking ratio
- Density exclusions

Figure 1. Rendering View from South Glebe Road



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

Existing site: The 1.37 (59,730 sf) site is located at 10 S. Glebe Road in the Alcova Heights neighborhood. The site is currently occupied by a Goodwill Retail and Donation Center.

Figure 2. Site Location

Neighborhood: The subject site is located within the Alcovia Heights Citizens Association. The site is bounded by South Glebe Road to the east and the Arlington Boulevard off-ramp to the north.

To the north: Low density commercial buildings zoned “C-O-1.5” Mixed Use District.

To the east: The Arbors of Arlington condominiums zoned “RA8-18” Multiple-family Dwelling District.

To the west: The National Foreign Affairs Training Center zoned “S-3A” Special District.

To the south: Low density commercial and office buildings zoned “C-2” Service Commercial-Community Business District.

Zoning: Existing: “R-6” One-Family Dwelling District and “C-2” Service Commercial-Community Business District.

Proposed: “C-O-1.0” Mixed Use District.

GLUP Designation: “Service Commercial”.

Figure 3. Aerial View of Subject Property



Figure 4. Views from South Glebe Road



Figure 5. Views from Off-ramp



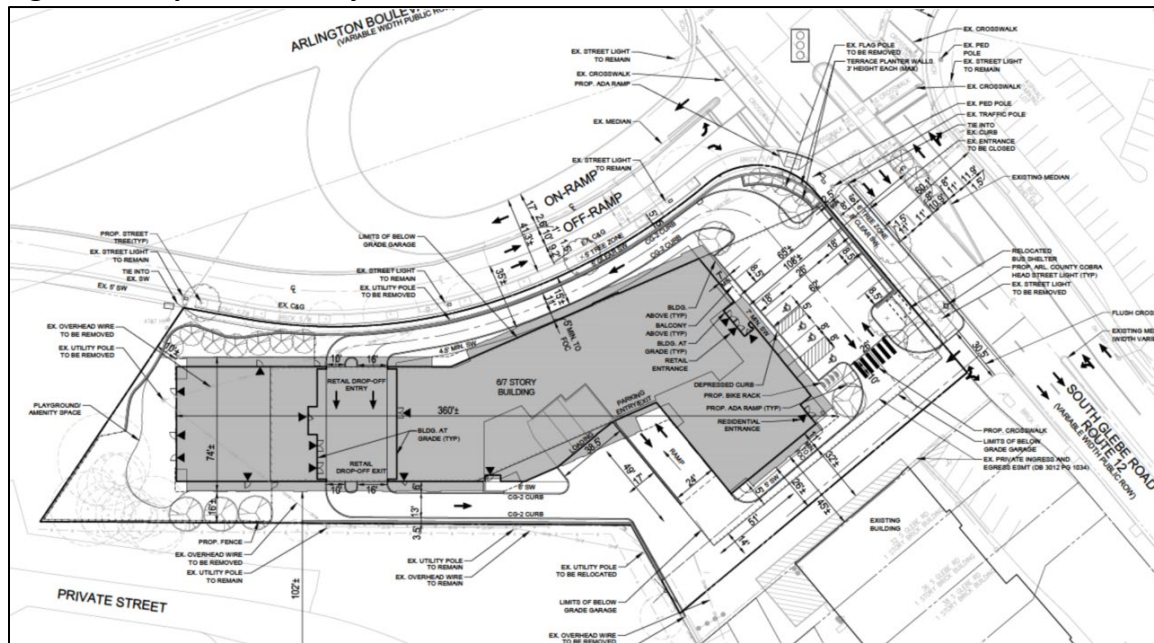
Development Potential: The following provides a statistical summary of the development potential for the site area.

Site Area	Density Allowed for Proposed Uses	Maximum Development
Existing Zoning: "R-6" District		
By-right: 41,218 sf (0.95 acres)	One-family Dwellings (min. 6,000 sf lot area/unit)	6 units
	All Other Uses (min. 6,000 sf lot area/unit)	6 units
Special Exception: 41,218 sf (0.95 acres)	Two-family Dwellings (min. 4,350 sf lot area/unit)	9 units
Existing Zoning: "C-2" District		
By-right: 18,512 sf (0.42 acres)	One-family Dwellings (min. 6,000 sf lot area/unit)	3 units
	Hotel (min. 600 sf lot area/room)	30 rooms
	All Other Uses (max. 1.5 FAR)	27,768 sf
Proposed Zoning: "C-O-1.0" District		
By-right: 59,730 sf (1.37 acres)	One-family Dwellings (min. 6,000 sf lot area/unit)	9 units
	All Other Uses (max. 0.60 FAR)	35,838 sf
Special Exception: 59,730 sf (1.37 acres)	Institutional Uses (max. 1.0 FAR)	59,730 sf
	Office, Commercial (max. 1.0 FAR)	59,730 sf
	Apartment (max. 40 units/acre)	54 units
	Hotel (max. 60 rooms/acre)	82 rooms
	All Other Uses (max. 0.60 FAR)	35,838 sf

Proposed Development:

- A 6-story mixed use development consisting of a 28,435 sf Goodwill Retail and Donation Center, 128 affordable units, and a 3,300 childcare facility
- Surface and underground parking, with 168 total parking spaces (114 residential spaces, 50 retail spaces, 4 childcare spaces)
- Requested modifications for additional density, reduced residential and retail parking ratios, and density exclusions

Figure 6. Proposed Site Layout



The following provides a statistical summary for the proposed development:

SPLN23-00008 – Goodwill Site		
	Base Zoning/Requirement	Proposed
Site Area		
Total Site Area		59,730 sf (1.37 acre)
Density		
Residential Units		128 units
Total GFA		176,235 sf
Residential GFA		144,500 sf
Retail GFA		28,435 sf
Childcare GFA		3,300 sf
Density Exclusions		2,755 sf
Total Density		2.95 FAR
Base Density		61,525 sf (1.03 FAR)
Residential	40 units/acre	50,769 sf (0.85 FAR)
Retail	1.0 FAR	9,637 sf (0.16 FAR)
Childcare	0.60 FAR	671 sf (0.01 FAR)
Additional Density		115,158 sf (1.92 FAR)
Residential		93,731 sf (1.57 FAR)
Retail		18,798 sf (0.31 FAR)
Childcare		2,629 sf (0.04 FAR)
Building Height		
Main Roof Height (from ASE)		69.95 ft
Mechanical Penthouse Height	23.0 ft	10.0 ft

Stories	6 stories	6 stories
Parking		
Total Parking Spaces	253 spaces	168 spaces
Residential Parking Spaces	144 spaces	114 spaces
Residential Parking Ratio	1.125 spaces/unit	0.89 spaces/unit
Retail Parking Spaces	105 spaces	50 spaces
Retail Parking Ratio	1 space/250 sf of GFA on the first floor 1 space/300 sf of GFA elsewhere	1 space/568 sf of GFA
Childcare Parking Spaces	4 spaces	4 spaces
Childcare Parking Ratio	1 space/10 children	1 space/10 children
Loading Spaces	3 spaces	3 spaces
Residential	1 space	1 space
Retail	2 spaces	2 spaces

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
- Master Transportation Plan

GLUP: The site is designated “Service Commercial”. The site is not located within a special planning area or subject to a special GLUP study.

Figure 7. General Land Use Plan Designation



Land Use Designation* **Range of Density/Typical Use** **Zoning****

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
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Residential

	Low	1-10 units per acre, including one-family dwellings, accessory dwellings, and expanded housing option uses	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

Zoning: The site is currently zoned “R-6” One-Family Dwelling District and “C-2” Service Commercial-Community Business District. The applicant is requesting a rezoning to “C-O-1.0” Mixed Use District. The “C-O-1.0” zoning district is consistent with the “Service Commercial” GLUP designation.

Figure 8. Zoning Designation



Land Use & Density: The mixed use development includes 28,435 sf of retail GFA, 144,500 sf of residential GFA and 3,300 sf of childcare GFA, for total proposed density of 2.95 FAR. While the proposed density exceeds the “C-O-1.0” zoning district’s maximum density, additional density is permitted through the provision of features and amenities that benefit the community, including affordable housing and certain green building commitments.

The development consists of 128 affordable units, which include units include studio, one-bedroom, two-bedroom and three-bedroom units (Figure 9).

Figure 9: Unit Mix

Studio	1-bed	2-bed	3-bed	Total
5 units	29 units	80 units	14 units	128 units

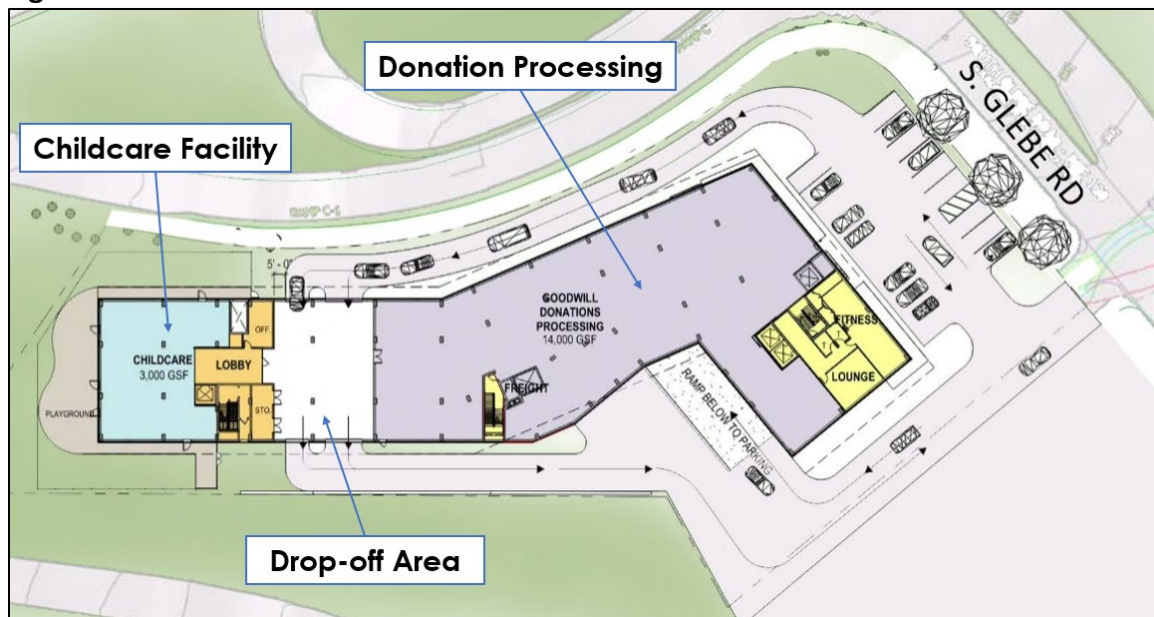
Site Design & Layout: The development is oriented toward South Glebe Road with a single curb cut shared with the adjacent property to the south. The building is setback approximately 65 ft from the South Glebe Road right-of-way, approximately 15 ft from the Arlington Boulevard off-ramp right-of-way, and approximately 26 ft from the shared property line to the south. The separate residential and retail entrances are located on the ground floor on the building’s South Glebe Road frontage. The residential lobby and Goodwill retail store occupy the ground floor of the building. The Goodwill donation processing center, covered drop-off area and childcare facility occupy the first floor. The remaining floors consist of the residential units. The building is surrounded by a small surface parking lot, a shared driveway that provides access to the

underground parking garage and loading and trash area, and a queuing lane that provides access to the drop-off area.

Figure 10: Ground Floor Plan



Figure 11: First Floor Plan



Building Height, Form and Architecture: The building main roof height is approximately 70 ft as measured from the average site elevation, exclusive of the approximately 10 ft mechanical penthouse. The mechanical penthouse level is setback at least 13.3 ft from the building edge and partially screened. Each retail floor is approximately 13 to 15 ft in height and each

residential floor is approximately 9 to 11 ft in height. The development is 6 stories tall as measured from the average site elevation. Since 54% of the ground floor is below-grade and not visible, it is considered a basement level and does not count toward the overall number of stories. Architecturally, the building is rectilinear and follows the narrow dimensions of the property. The podium consists of a charcoal masonry base with storefront windows and a metal wrap canopy along the South Glebe Road frontage. The South Glebe Road and off-ramp facades include an offset window pattern and Juliet balconies, with light wood tone cement board siding and blue cement board panel accents. The northern building corner also includes a contrasting feature consisting of light cement board panels, step-out balconies and metal canopy accents. The remaining facades include a uniform window pattern and Juliet balconies, with medium wood tone siding.

Figure 12: East Elevation (South Glebe Road Frontage)

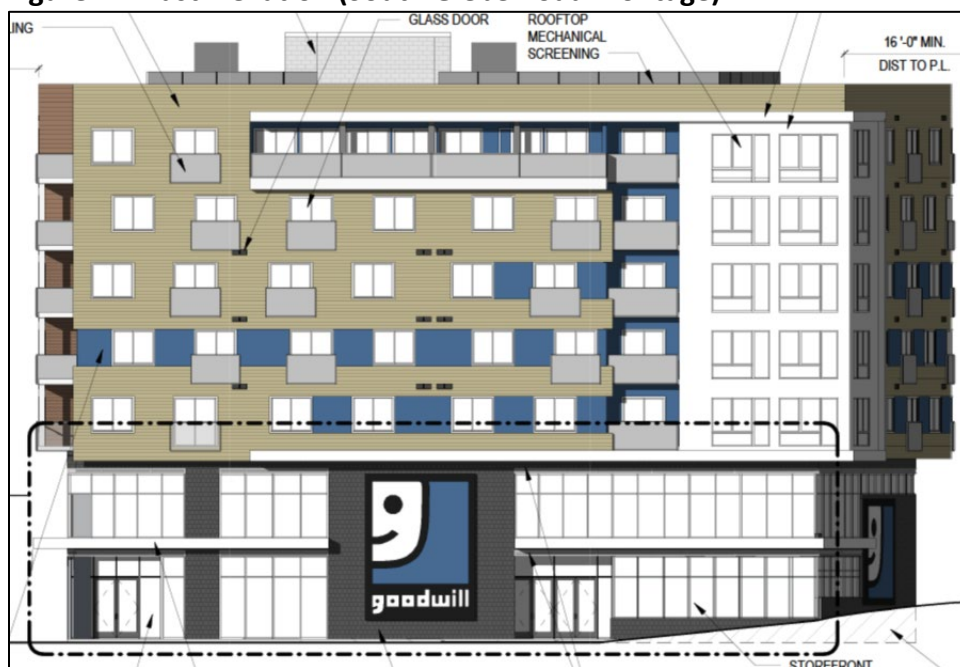


Figure 13: North Elevation (Off-ramp Frontage)

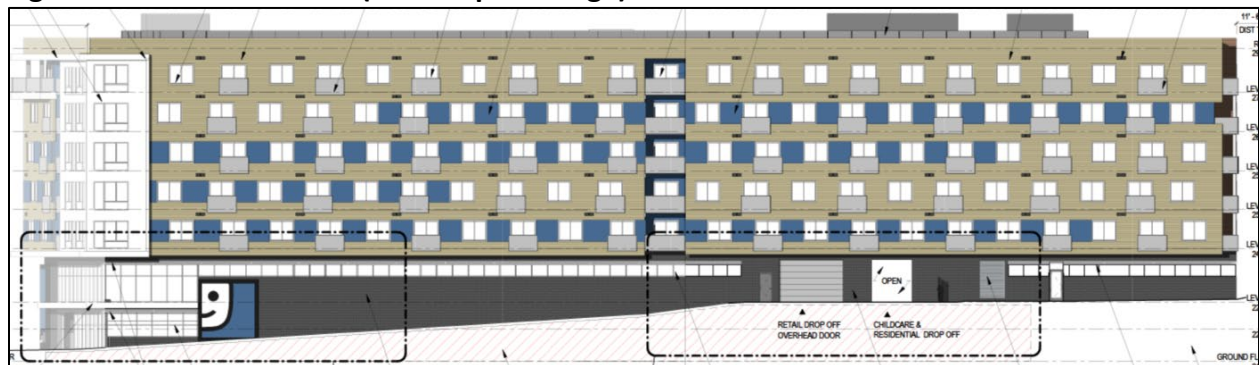
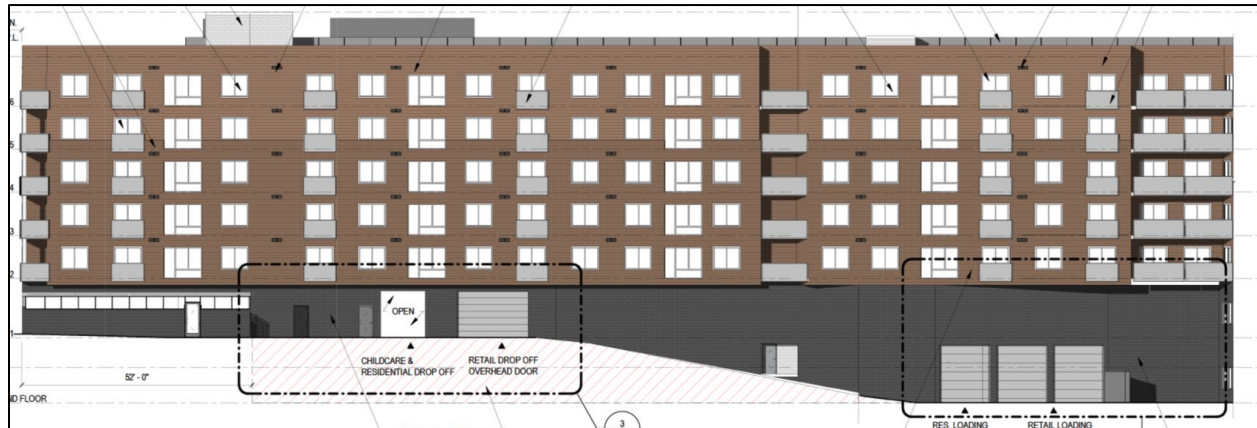
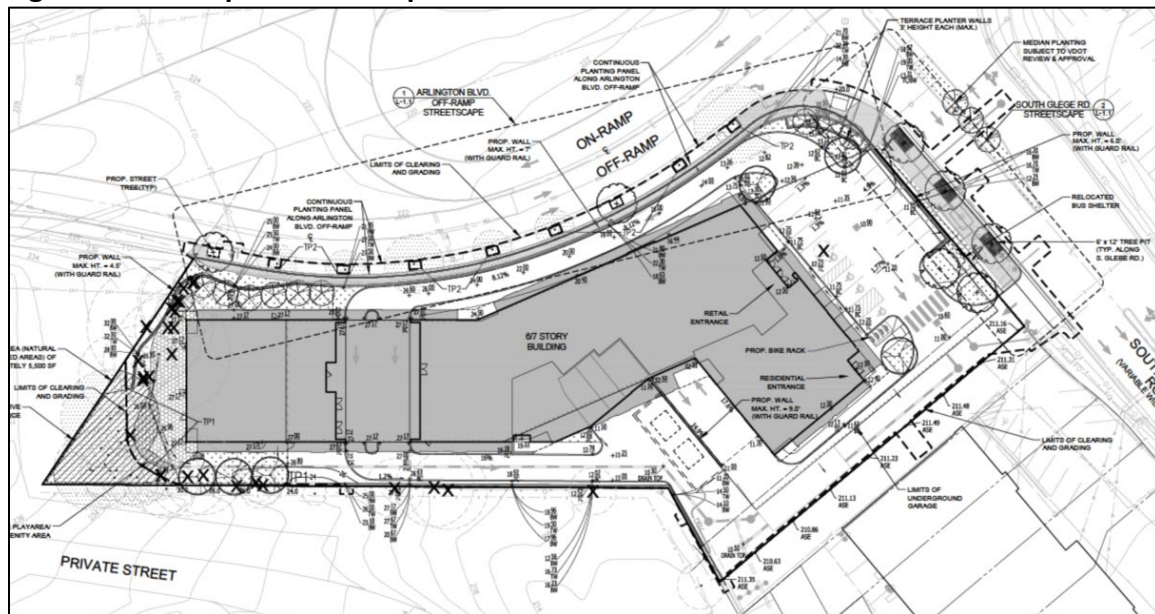


Figure 14: South Elevation



Open Space and Landscaping: The site includes an approximately 5,500 sf outdoor play area associated with the childcare facility located in the rear of the building. Within the limits of disturbance, approximately 35 trees are proposed to be removed and replaced per the County's tree replacement standards. Overall, there will be approximately 18 new trees that contribute a tree canopy coverage of 10.2%. A total of 14 street trees will be located along the South Glebe Road and off-ramp streetscapes.

Figure 15. Conceptual Landscape Plan



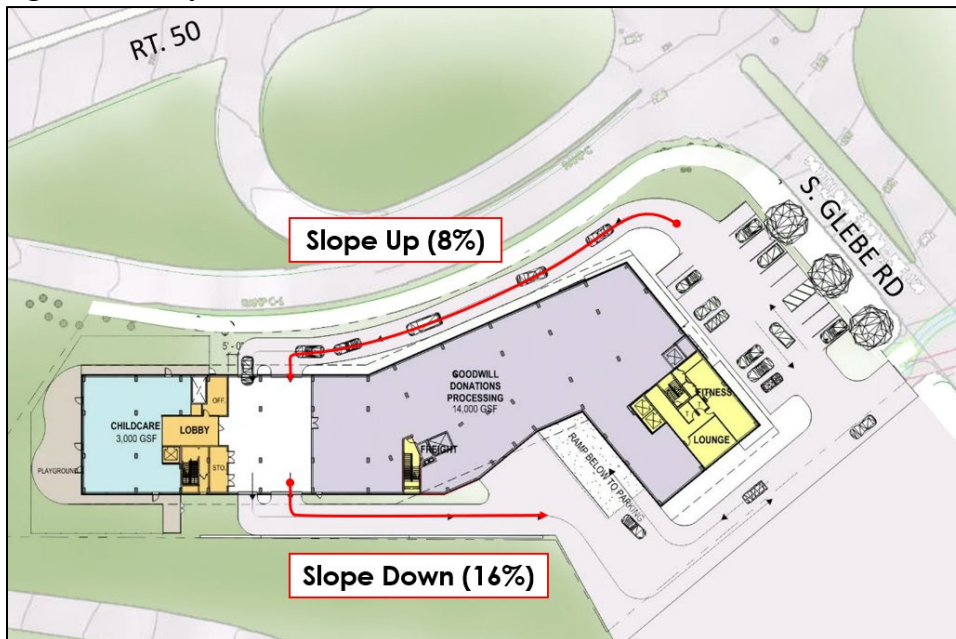
Sustainable Design: The building is designed to achieve an Earthcraft Gold certification and the applicant is requesting additional density under the [Green Building Incentive Policy](#) (GBIP). The applicant is proposing to participate in the GBIP's incentive program at the 0.35 FAR level and will incorporate at least 3 items from the "Extra" List, in addition to the GBIP baseline prerequisites.

Site Access and Circulation: The existing Goodwill site includes two curb cuts on South Glebe Road. The northern curb cut provides limited right-in and right-out out access. The southern curb cut is a shared curb cut and driveway supporting both the Goodwill and the other establishments south of the property. The shared driveway provides access onto both the northbound and southbound lanes on South Glebe Road. Existing Goodwill donation operations utilize most of the site, with a counterclockwise vehicle flow wrapping around the site (Figure 16). The existing donation drop-off area includes an inner donation lane for queuing and an outer circulation lane for vehicles exiting the surface parking lot. This layout for donations maximizes the queuing for patrons dropping off donations. The current donation drop-off hours are 10:00 a.m. to 7:00 p.m. Monday to Saturday, and 10:00 a.m. to 5:00 p.m. on Sunday.

Figure 16: Existing Vehicular Circulation



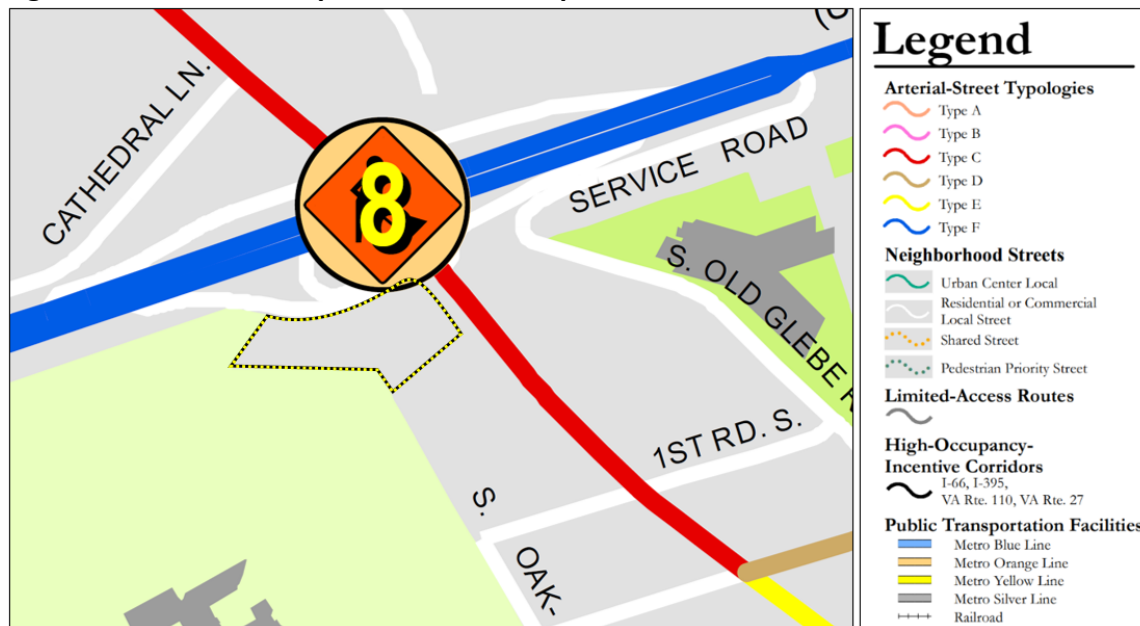
As proposed, the applicant will close the northern curb cut, but will maintain the southern curb cut as the singular vehicular access point. The shared driveway will also be maintained and provides access to the surface parking area and queuing lane, as well as the underground parking garage and loading and trash area. Vehicles conducting donation drop-off and childcare pick-up/drop-off enter the queuing lane in the northern corner of the site, which slopes up approximately 14 ft at an 8% slope as the queuing lane reaches the drop-off area (Figure 17). Vehicles seeking donation drop-off enter the east side of the drop-off area and are served by Goodwill employees one vehicle at a time. Vehicles seeking childcare pick-up/drop-off enter the west side of the drop-off area. All vehicles exit the drop-off area via a single circulation lane that slopes down approximately 16 ft at a 16% slope in the rear of the site. Vehicles then exit the site via the shared driveway and curb cut on South Glebe Road.

Figure 17: Proposed Vehicular Circulation

Parking and Loading: The applicant is proposing a total of 168 parking spaces located in a small surface parking lot located between the building entrance and South Glebe Road, as well as in an underground parking garage accessed from the rear of the building. Overall, the site will include 114 residential parking spaces, 50 retail parking spaces and 4 childcare parking spaces. The applicant is proposing a residential parking ratio of 0.89 spaces per unit and a retail parking ratio of 1 space per 568 sf of GFA. Three loading spaces are located in the rear of the building serving both residential and retail uses.

Transportation: The site is located in the southwest corner of the Arlington Boulevard (Route 50) and South Glebe Road interchange. The Master Transportation Plan (MTP) identifies Arlington Boulevard (Route 50) as *Type F – Primarily Low to Medium Density Mix Use* arterial and South Glebe Road as *Type C – Primarily Commercial Centers* arterial. With the site abutting federal property to the west and Arlington Boulevard to the north the only vehicle access to the site is from South Glebe Road. South Glebe Road is identified in the MTP as part of the County's *Primary Transit Network* along the site's frontage.

Figure 18. Master Transportation Plan Map

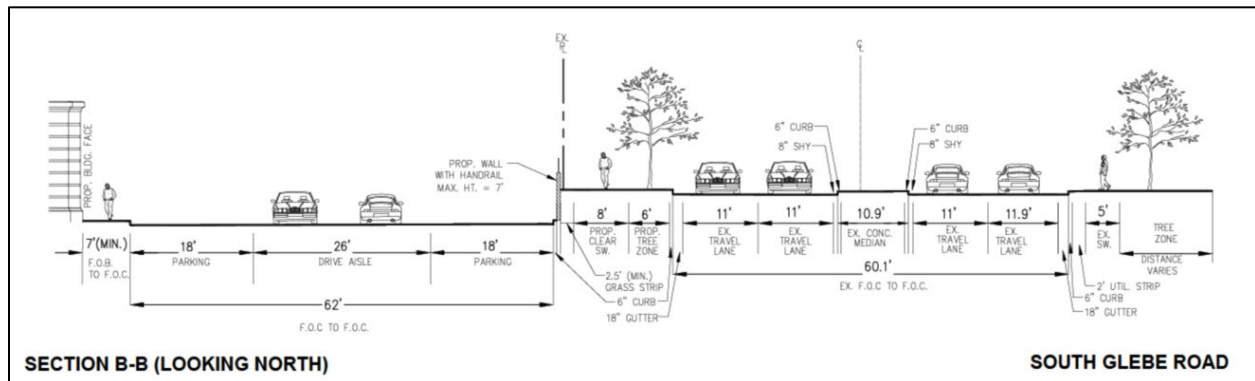
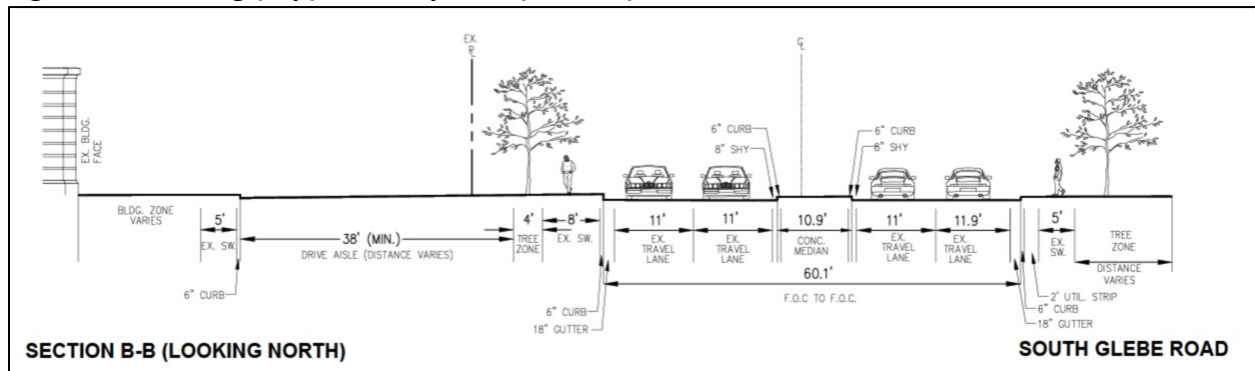


Existing and proposed transportation facilities are further discussed in detail below.

Streets and Sidewalks:

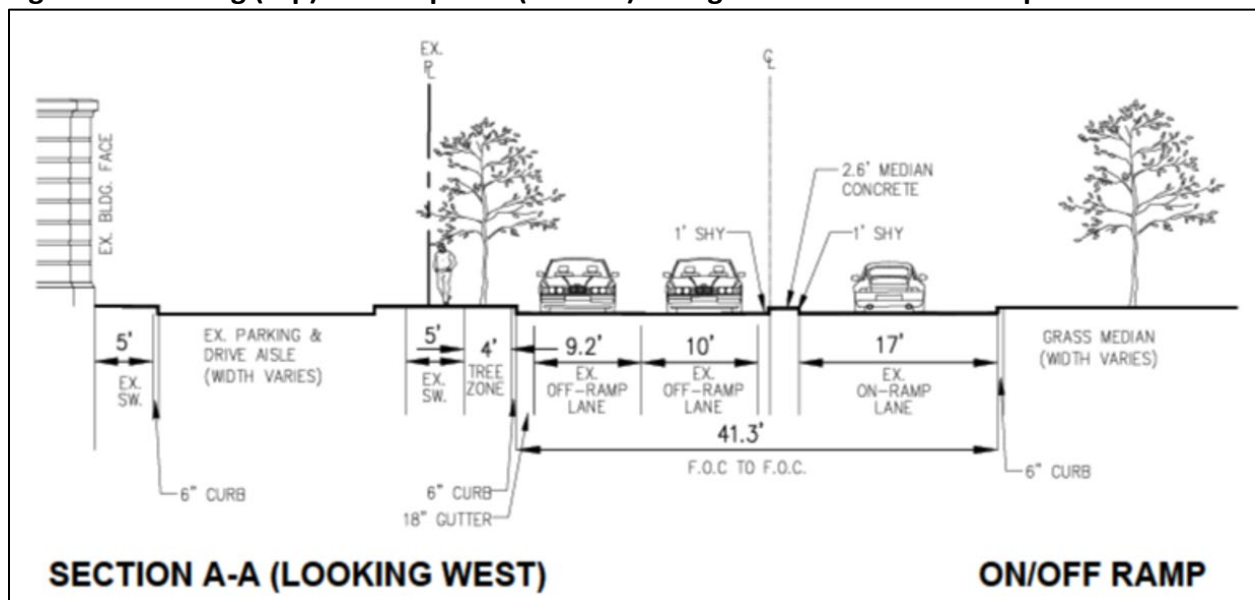
South Glebe Road: South Glebe Road consists of 4 travel lanes (two in each direction), an 8 ft sidewalk and a 4 ft planting strip at the back of sidewalk. The existing lane configurations and widths for South Glebe Road will be maintained at approximately 60 ft curb-to-curb inclusive of the median. Along the southbound travelway on South Glebe Road, the existing curb cut closest to the intersection of South Glebe Road and the Arlington Boulevard off-ramp will be closed. Meanwhile, the second existing curb cut will be maintained as a shared driveway with the adjacent property to the south. The applicant proposes to reconstruct the streetscape adjacent to the site to include an 8 ft sidewalk buffered from the street by a 6 ft planting strip with street trees and a 2.5 ft grass strip is proposed located at the back of sidewalk between the sidewalk and property line. These improvements meet MTP recommendations for a minimum 6 to 8 ft sidewalk and a 6 ft planting strip.

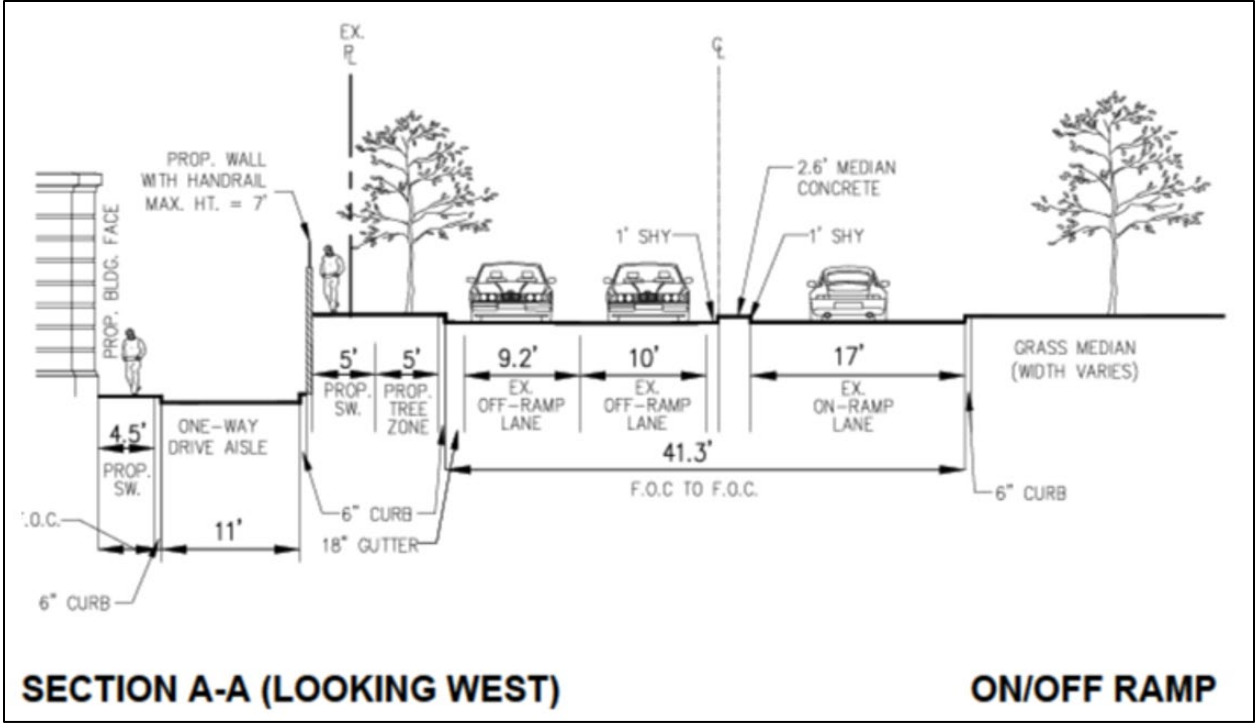
Figure 19. Existing (top) and Proposed (bottom) South Glebe Road Cross-section



Arlington Boulevard Off-ramp: The Arlington Boulevard off-ramp provides 2 travel lanes, a 5 ft sidewalk and 4 ft planting strip. The existing lane configurations and widths for the off-ramp will be maintained at approximately 22 ft curb-to-curb. The applicant proposes to expand the streetscape adjacent to the site to include a 5 ft sidewalk and 5 ft planting strip.

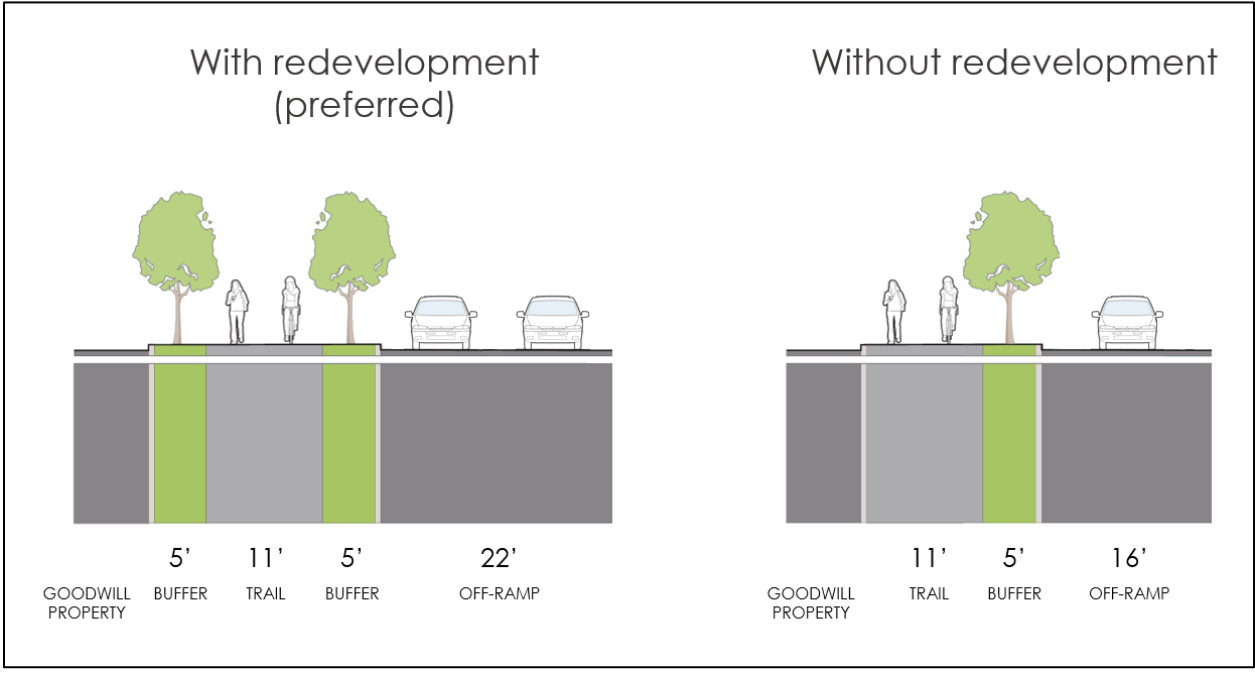
Figure 20. Existing (top) and Proposed (bottom) Arlington Boulevard Off-ramp Cross-section





Along the site’s frontage of the Arlington Boulevard off-ramp, the County recently completed a study to evaluate and make recommendations for a [new Arlington Boulevard multiuse trail](#). To support the proposed new multiuse trail, the study recommends the following trail cross sections:

Figure 21. Arlington Boulevard Trail Study Sections on On-ramp Frontage



The multiuse trail is recommended at a minimum of 11 ft wide to support both pedestrians and cyclists. Either of the recommended cross sections would require additional right-of-way from the Goodwill site or narrowing of the off-ramp. The proposed site plan does not include a new multiuse trail. Staff is working with the applicant to explore how the project can achieve the County's goal for a new multiuse trail along the site's frontage.

Transit Service: The project is located about a mile south of both the Ballston-MU Metrorail and Virginia Square-GMU Metrorail stations. Both stations are served by the Orange and Silver Metrorail lines. The project is served by several bus routes operated by Arlington Transit (ART) and MetroBus, providing high frequency service. There are 2 existing bus stops on South Glebe Road adjacent to the site serving ART route 41 and MetroBus routes 10B, 23A, 23B and 23T. The project proposes improvements to the existing southbound bus stop along the site's frontage.

Bicycle Facilities: The site is located adjacent to the Arlington Boulevard Trail and within close proximity to a dedicated bicycle lane on 2nd Street South, as well as an on-street bicycle route on North Oakland Street. South Glebe Road is identified in the MTP Bicycle Element as a Primary Bicycle Corridor, which prioritizes future bicycle improvements on or adjacent to South Glebe Road in the vicinity of the site. There are also two (2) Capital Bikeshare stations within 1,500 ft of the site, located along the Arlington Boulevard Trail at the National Foreign Affairs Training Center entrance, and adjacent to the Thomas Jefferson Community Center. As part of the project, the applicant is providing 54 Class I bicycle parking spaces for residents and employees and 10 Class III bicycle parking spaces for visitors.

Multimodal Transportation Analysis and Trip Generation: A Multimodal Transportation Assessment (MMTA) was submitted by the applicant, prepared by VIKI, dated July 27, 2023. The analysis concluded that the proposed development will generate an additional 51 vehicular, 21 transit and 9 pedestrian and bicycle trips per hour during the AM peak period and an additional 73 vehicular, 26 transit and 6 pedestrian and bicycle trips per hour during the PM peak period. During the Saturday peak hour, the proposed development will generate an additional 63 vehicular, 24 transit and 6 pedestrian and bicycle trips. The analysis assumed approximately 42% of residential and 16% of retail trips would be made by modes other than automobiles (walk, bike or transit). The trip generation estimates do not include donation drop-offs and it is assumed the new Goodwill Retail and Donation Center will not experience an increase in the number of donations.

The analysis looked at three (3) signalized and three (3) unsignalized/stop-controlled intersections around the site and evaluated the intersections under existing conditions, future conditions without the proposed development, and future conditions with the proposed development. The analysis showed that the overall operations of all of the signalized and unsignalized/stop-controlled intersections are/will be at an acceptable Level of Service (LOS) under existing conditions, future conditions without the proposed development, and future conditions with the proposed development.

Donation Center Queuing: As part of the MMTA, queuing observations were conducted at the existing donation drop-off located in the rear of the site. The observations were conducted on three (3) weekdays and two (2) Saturdays. Based on the queue observations, a maximum of 8 vehicles were observed during weekday operations queued in the inner donation lane. During the Saturday period, the maximum queue observed was 13 vehicles in the inner donation lane and overflowed into the surface parking area. The total number of donations counted throughout the day on weekdays ranged from 291 to 323, while donations on the two (2) Saturday observed were 538 and 551. While donation queuing backing up onto South Glebe Road was not observed during the study period, this has been reported to occur from time to time when donation intensity is greater. Goodwill has indicated that donations peak after Christmas and before the New Year, a period not included in the MMTA.

Features and Amenities: The proposal includes commitments for 100% affordable housing and achieving Earthcraft Gold certification. In addition, site plan projects also 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.

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

Required Residential Parking Ratio: The applicant is requesting a reduced residential parking ratio of 0.89 spaces per unit, for a total of 114 residential parking spaces. The ACZO requires 1.125 spaces per unit, for a total of 144 residential parking spaces. The proposed residential parking ratio is under review by staff.

Required Retail Parking Ratio: The applicant is requesting a reduced retail parking ratio of 1 space per 568 sf of GFA, for a total of 50 retail parking spaces. The ACZO requires 1 space per 250 sf of GFA on the first floor of a building and 1 space per 300 sf of GFA located elsewhere in the building, for a total of 105 retail parking spaces. The reduced retail parking ratio is under review by staff.

Additional Density: The applicant is requesting 115,158 sf (1.93 FAR) of additional density above the base density of 61,077 sf (1.02 FAR). The project includes commitments for 100% affordable housing and achieving Earthcraft Gold certification. The features and amenities that benefit the community associated with additional density are under review by staff.

Density Exclusions: The applicant is requesting a total of 2,755 sf in density exclusions for below-grade mechanical, service and storage space and above-grade vertical shafts. The proposed density exclusions are under review by staff.

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