

# Welcome to the Site Plan Review Committee Meeting

## Alexan at Courthouse (2000 15<sup>th</sup> ST. N.)

We will begin shortly



# Site Plan Review Committee (SPRC)

March 23, 2026

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## **Alexan at Courthouse SPLA25-00025**

Major Site Plan Amendment

2000 15<sup>th</sup> St. N. (RPC #17-014-005)

**Project Website:** <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/2000-15th-St-N>



# Agenda

- Project Overview
- SPRC Discussion Topics:
  - Transportation
  - Sustainability
  - Community Benefits
  - Construction
  - Other
- Process & Next Steps



# Site Location



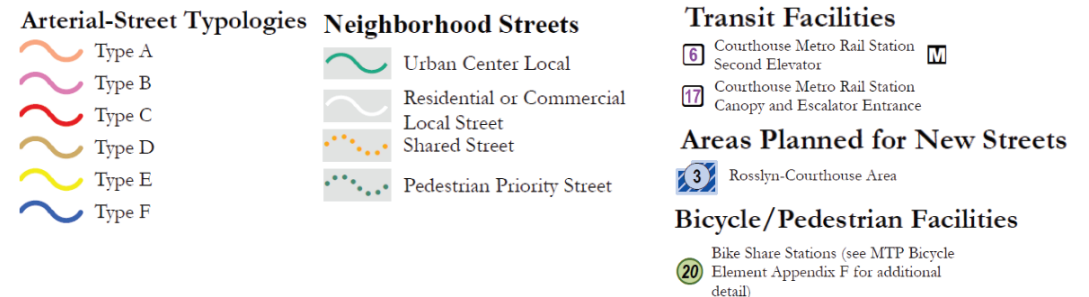
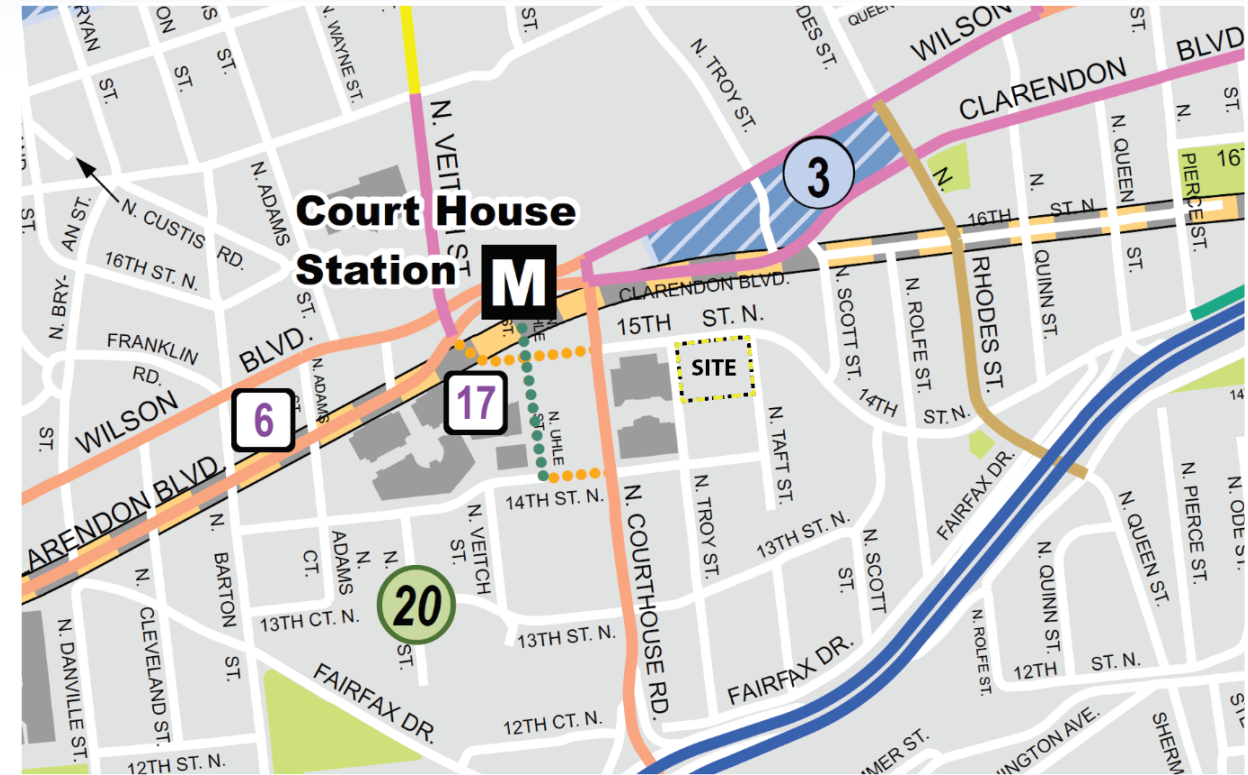
# Development Proposal

- 394 Residential Units
- 411,757 sqft of residential GFA
- 269 parking spaces
  - 0.66 spaces/unit
  - 10 residential visitor spaces
- Requested Modifications:
  - Bonus density for participation in Green Building Incentive Program
  - Bonus density to be achieved in conformance with ACZO §15.5.9
  - Density exclusions
  - Reduced residential parking ratio
  - Additional Height







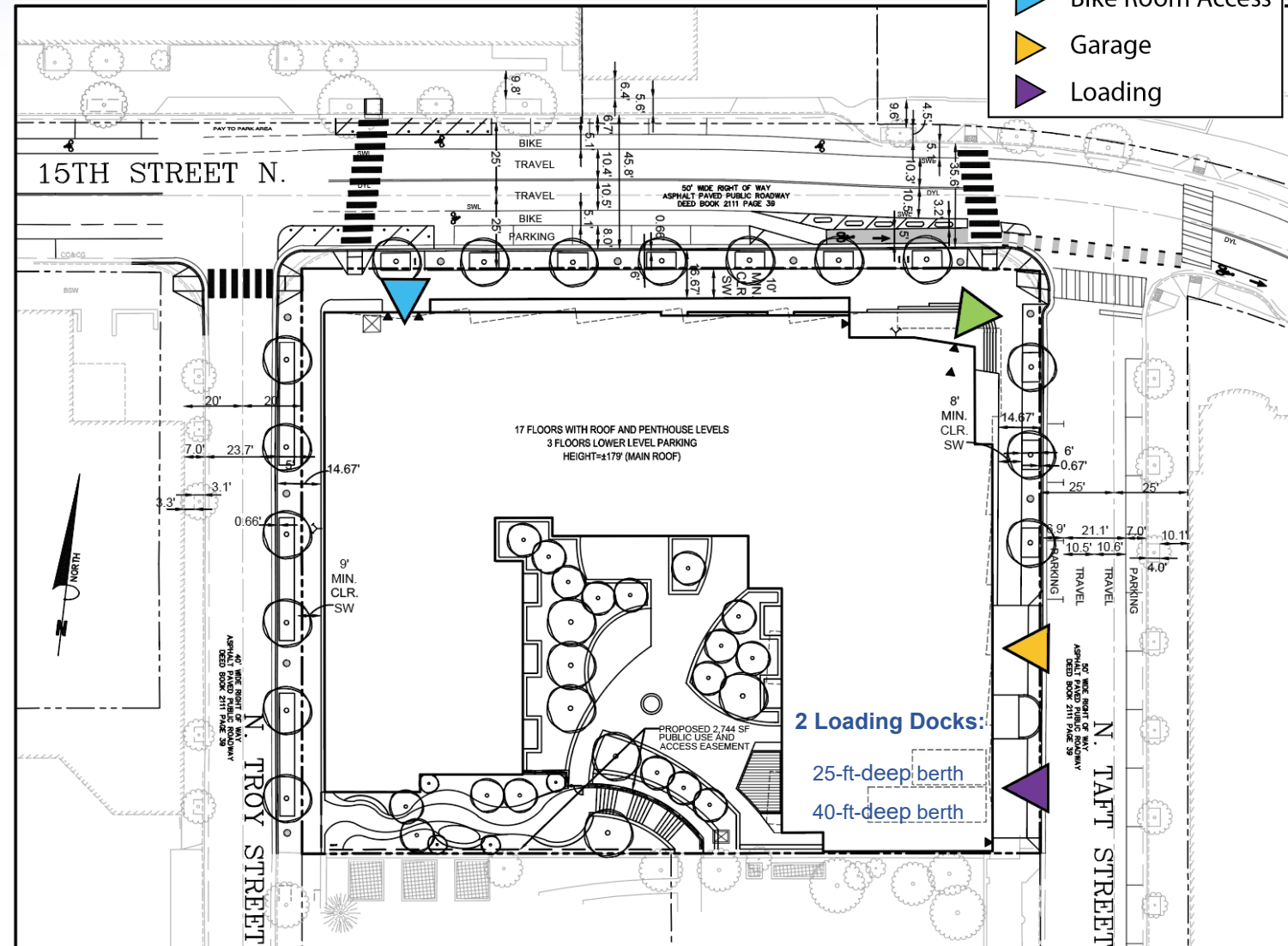
# Transportation

- Site supported by multimodal options:
  - Metro – Court House Station within ¼ mile
  - Transit – Bus stops on 15th Street North and Wilson Boulevard and Clarendon Boulevard
  - Capital Bikeshare – Nearby stations are located east of the site at the North Troy Street intersection and west of the site at the Courthouse Plaza parking lot
- Policy Guidance
  - Master Transportation Plan (MTP)
  - Courthouse Sector Plan (Sector Plan)
  - Rosslyn-Ballston (R-B) Streetscape Corridor Standards



# Proposed Site Access & Parking

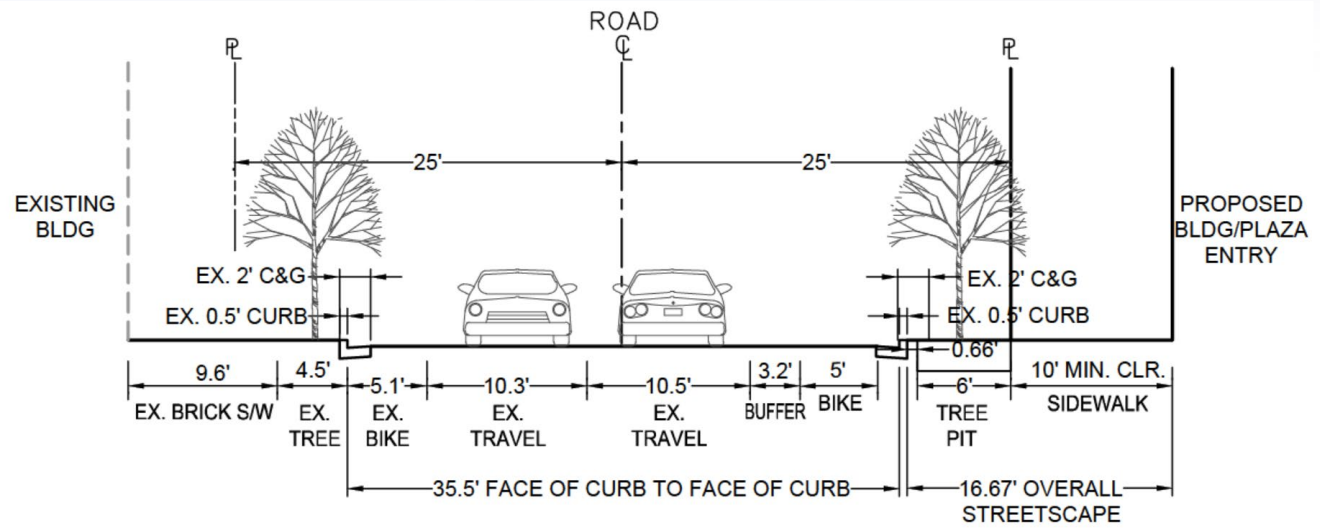
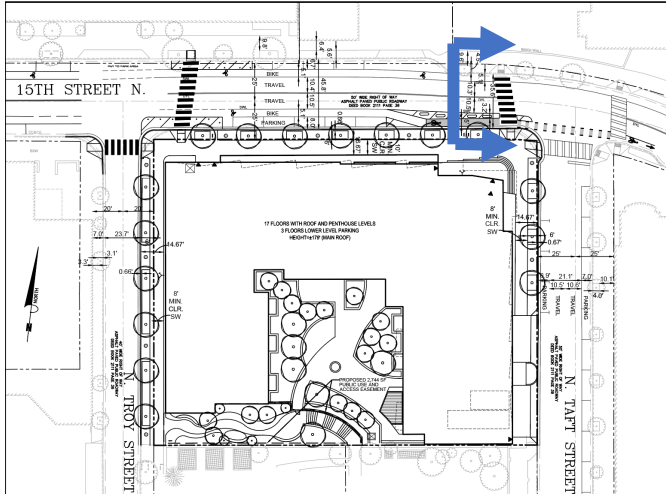
LEGEND	
	Main Lobby
	Bike Room Access
	Garage
	Loading



- Development to construct 3-story parking garage
- 269 spaces – 0.66 spaces per unit
  - 259 for residential use
  - 10 for visitor use
- Access provided off North Taft Street
  - 1 driveway for Loading/Trash Services
  - 1 driveway for Parking Garage
- Development to provide 192 bicycle parking spaces
  - 184 Class I spaces located on L2 and L3
  - 8 Class III spaces on North Troy Street and 15th Street North
- **Off-Street Multifamily Parking Guidelines:**
  - 119 residential spaces (0.3 spaces/unit)
  - 10 visitor spaces (0.05 spaces/unit for 1st 200 units)



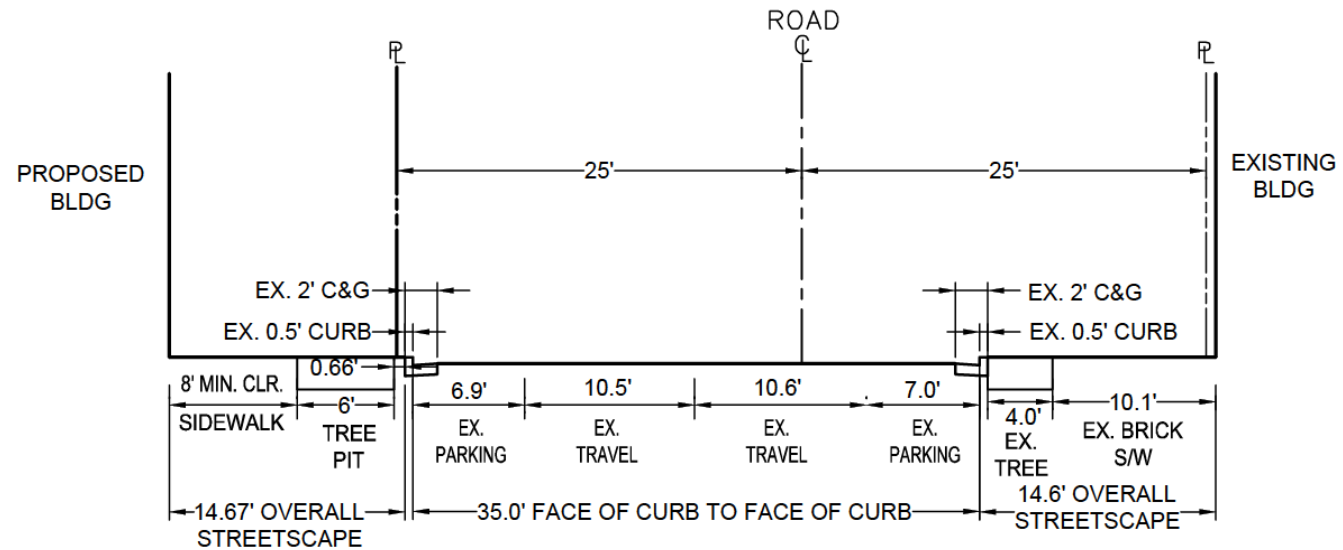
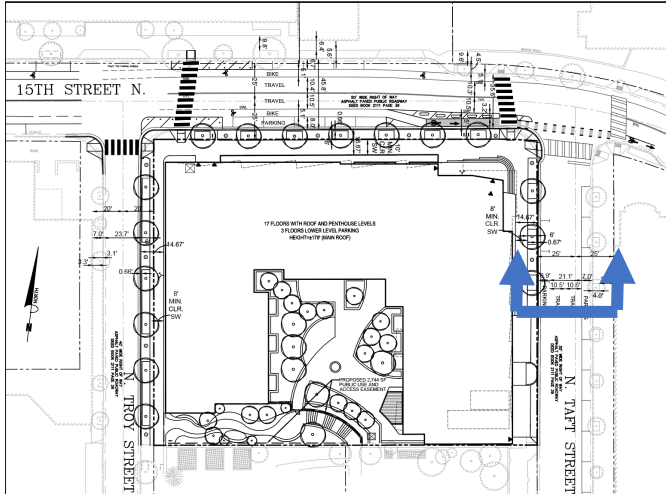
# Proposed Conditions – 15th Street North



**PROPOSED 15TH STREET NORTH- CROSS SECTION AA-AA  
LOOKING EAST**

Transportation	Existing	Proposed
Street	35.6 ft 2 travel lanes + 2 bike lanes	35.6 ft 2 travel lanes + 2 bike lanes
Streetscape	14.5 ft 9.7 ft sidewalk + 4.8 ft tree pit	16.67 ft 10 ft sidewalk + 6 ft tree pit + .67 ft step off zone
Access Management	1 Driveway	0 Driveways

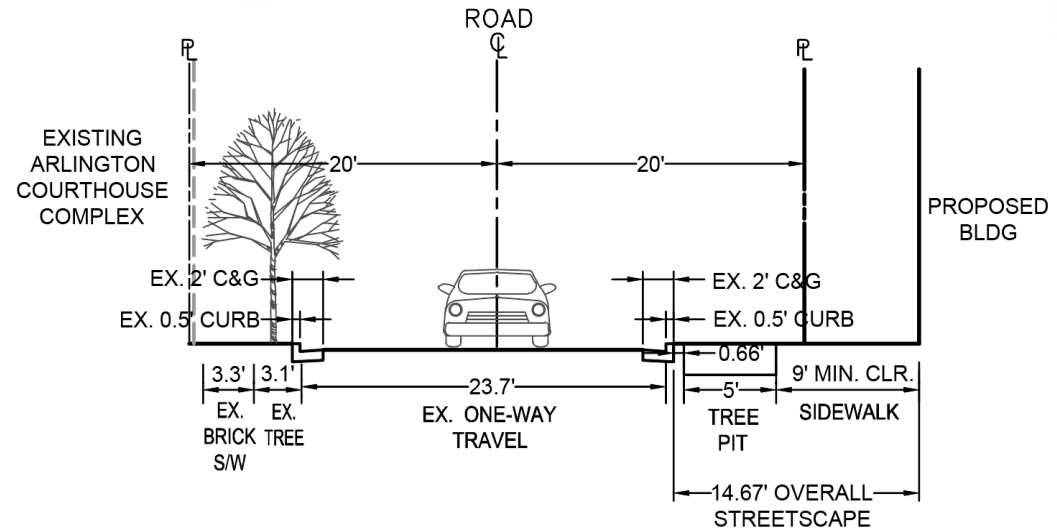
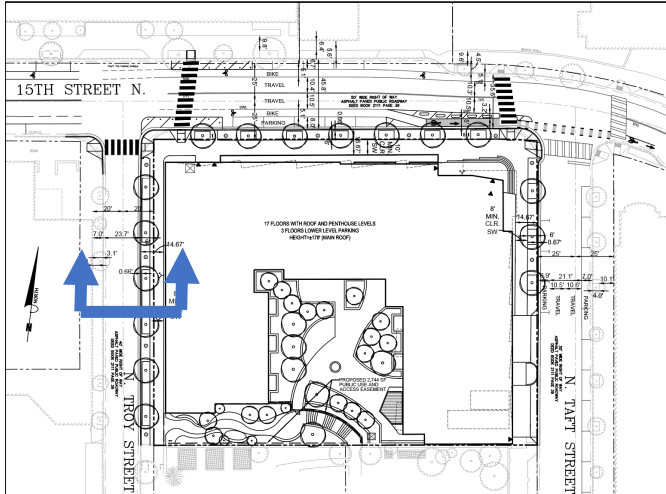
# Proposed Conditions – North Taft Street



**PROPOSED N. TAFT STREET- CROSS SECTION C-C  
LOOKING NORTH**

Transportation	Existing	Proposed
Street	35 ft 2 travel lanes + on-street parking	35 ft 2 travel lanes + on-street parking
Streetscape	14.7 ft 10.5 ft sidewalk + 4.2 ft tree pit	14.67 ft 8 ft sidewalk + 6 ft tree pit + .67 ft step off zone
Access Management	1 Driveways	2 Driveways

# Proposed Conditions – North Troy Street



**PROPOSED N. TROY STREET- CROSS SECTION B-B  
LOOKING NORTH**

Transportation	Existing	Proposed
Street	23.7 ft 1 travel lane + on-street parking (west side only)	23.7 ft 1 travel lane + on-street parking (west side only)
Streetscape	14.2 ft 10 ft sidewalk + 4.2 ft tree pit	14.67 ft 9 ft sidewalk + 5 ft tree pit + .67 ft step off zone
Access Management	0 Driveways	0 Driveways

# Green Building + Sustainability

- Area plan: no specific Green Building recommendations or Biophilia
- Green Building Incentive Program:
  - .25 FAR Level

## Energy Optimization

For the 0.25 and 0.35 FAR bonus levels, meet the criteria that would earn the project points as part of the green building certification as follows:

- At least 14% performance improvement for LEED version 4.1 EA credit Optimize Energy Performance -or-
- At least 24% performance improvement for LEED version 4 EA credit Optimize Energy Performance/Annual Energy Use -or-
- HERS index of 60 or lower if pursuing LEED version 4.1 Multifamily EA credit Optimize Energy Performance Option 3 HERS index rating -or-
- HERS index of 60 or lower if pursuing Earthcraft Multifamily certification

0.25 FAR	0.35 FAR	0.45 FAR	0.55 FAR	0.70 FAR
<ul style="list-style-type: none"> <li>• ENERGY STAR Score 75 - or - LEED site EUI verification</li> </ul>	<ul style="list-style-type: none"> <li>• ENERGY STAR Score 80 - or - LEED site EUI verification</li> </ul>	<ul style="list-style-type: none"> <li>• ENERGY STAR Score 85 - or - LEED site EUI verification - or - PHIUS certification</li> </ul>	<ul style="list-style-type: none"> <li>• ENERGY STAR Score 90 - or - LEED site EUI verification - or - PHIUS certification</li> </ul>	<ul style="list-style-type: none"> <li>• ILFI Zero Energy - or - Zero Carbon certification</li> </ul>

• Minimum Program Requirements include ENERGY STAR certification for commercial office, 10 years of energy reporting, and ENERGY STAR lighting and appliances for multifamily. Please see [2020 Board report](#) for more information.

# Community Benefits

Additional Density Requested	
Site Area (Residential)	49,930 sqft
C-O Base Residential Density	239,664 sqft
Proposed Residential Density	409,557 sqft
Green Building Credit	0.25 FAR
<b>Proposed Additional Density</b>	<b>157,411 sqft</b>

## Standard Site Plan Condition Mitigations

- New sidewalk, curb and gutter
- Street trees and site landscaping
- \$75k contribution to the Public Art Fund
- Utility Fund contribution
- Transportation Demand Management plan
- In-Building Wireless Communication
- Base Affordable Housing Contribution

## Courthouse Sector Plan + Addendum

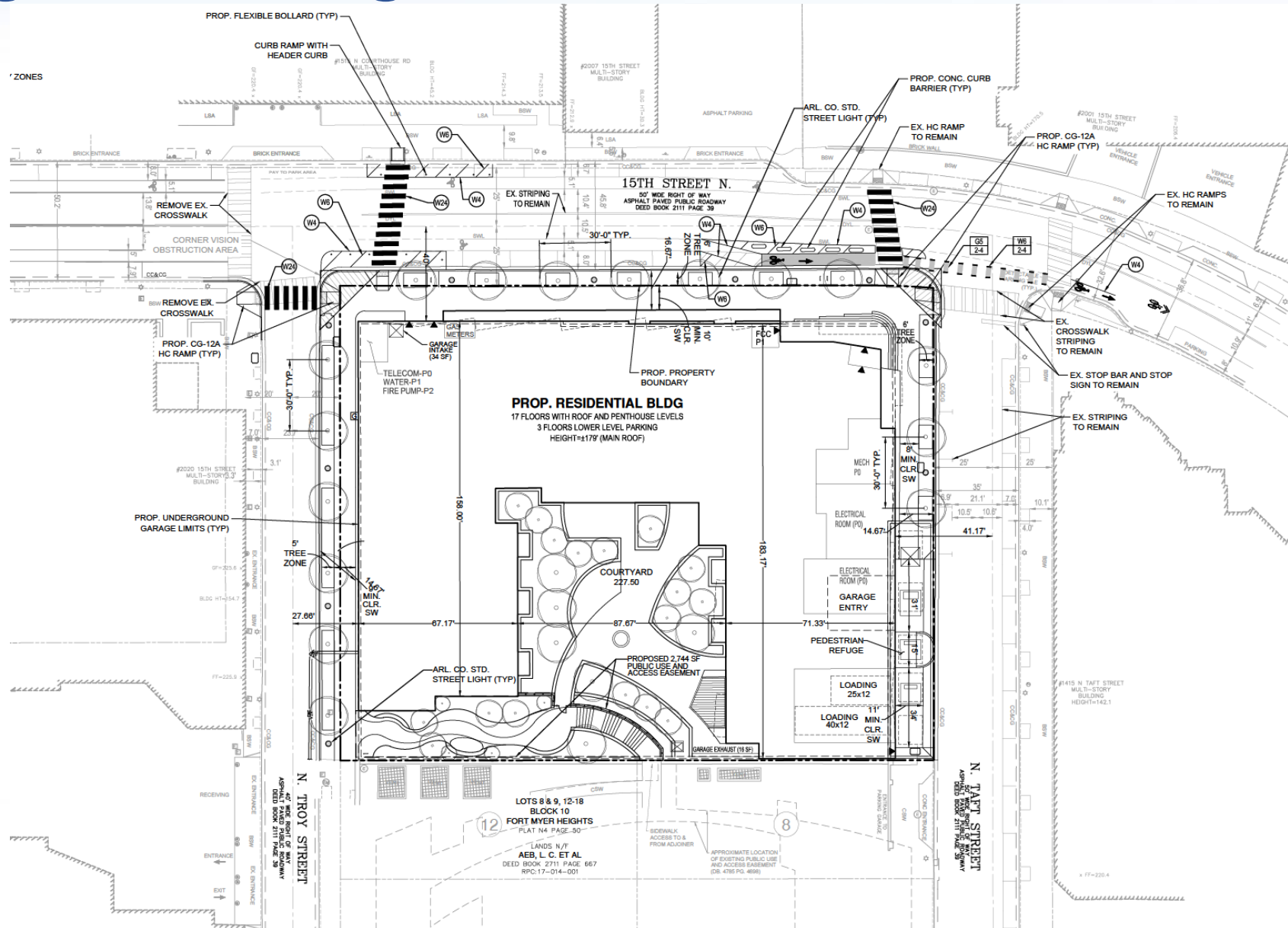
### Community Benefit Recommendations:

- Pedestrian-orientated, connected series of open space
- Affordable Housing

**Tell us what you think!  
What's your priority?**

# Backup Slides

# Striping & Marking Plan



# Trip Generation

**Table 11: Proposed Multi-Modal Trip Generation**

Land Use	Quantity	Mode	AM Peak Hour			PM Peak Hour			Weekday Total
			<i>In</i>	<i>Out</i>	<i>Total</i>	<i>In</i>	<i>Out</i>	<i>Total</i>	
Residential	394 units	<b>Auto</b>	11 veh/hr	31 veh/hr	42 veh/hr	30 veh/hr	19 veh/hr	49 veh/hr	725 veh
		<b>Transit</b>	17 ppl/hr	44 ppl/hr	61 ppl/hr	47 ppl/hr	30 ppl/hr	77 ppl/hr	1,092 ppl
		<b>Bike</b>	1 ppl/hr	4 ppl/hr	5 ppl/hr	4 ppl/hr	2 ppl/hr	6 ppl/hr	84 ppl
		<b>Walk</b>	2 ppl/hr	3 ppl/hr	5 ppl/hr	4 ppl/hr	3 ppl/hr	7 ppl/hr	105 ppl

*From Applicant's MMTA Revised on 2/17/2026*

# R-B Corridor Standards

## VIII.B Court House

TYPE	SIDEWALK WIDTH	STREET TREE TREATMENT	OTHER
<b>A</b>	<b>Minimum width: 16'-8"</b>	Trees in 5'x8' (or larger) tree pits with grates or approved groundcover (liriope)	
<b>B</b>	Minimum width: 13'-0"	Trees in minimum 4' planting strip or 5'x8' (or larger) pits with grate or approved groundcover (liriope)	
<b>C</b>	Minimum width: 6'-0" (plus min. 4' planting strip)	Trees in 4' or larger planting strip located at back of curb	

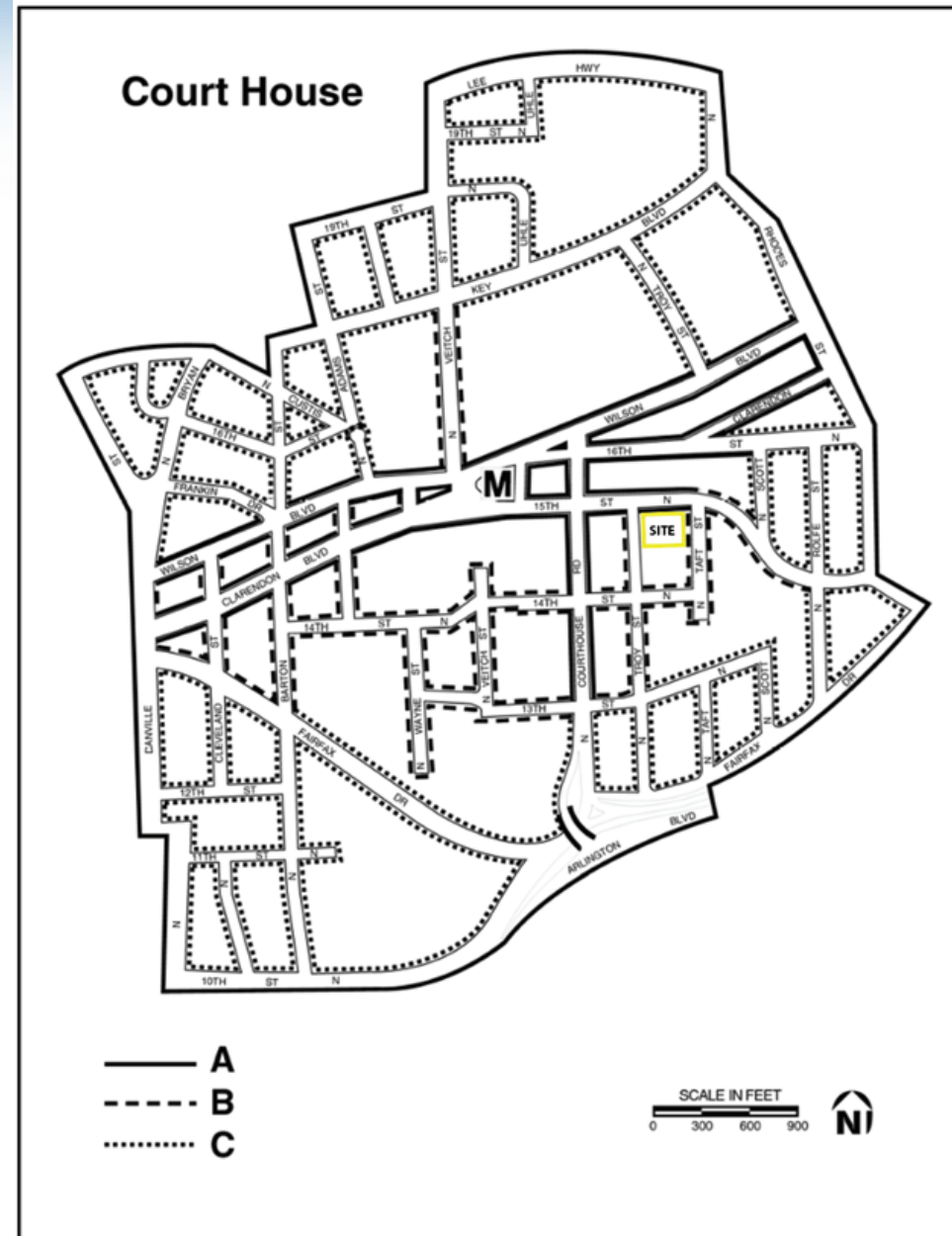
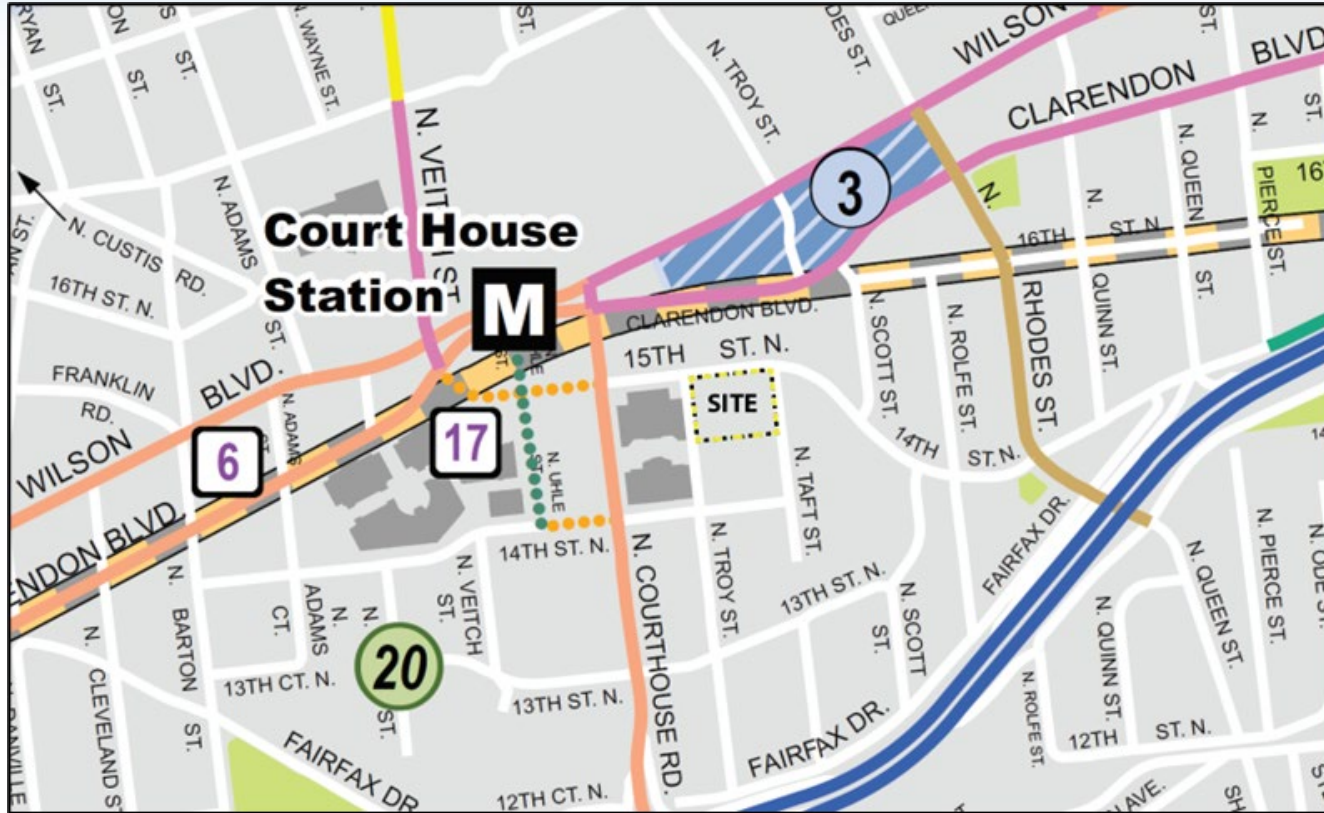


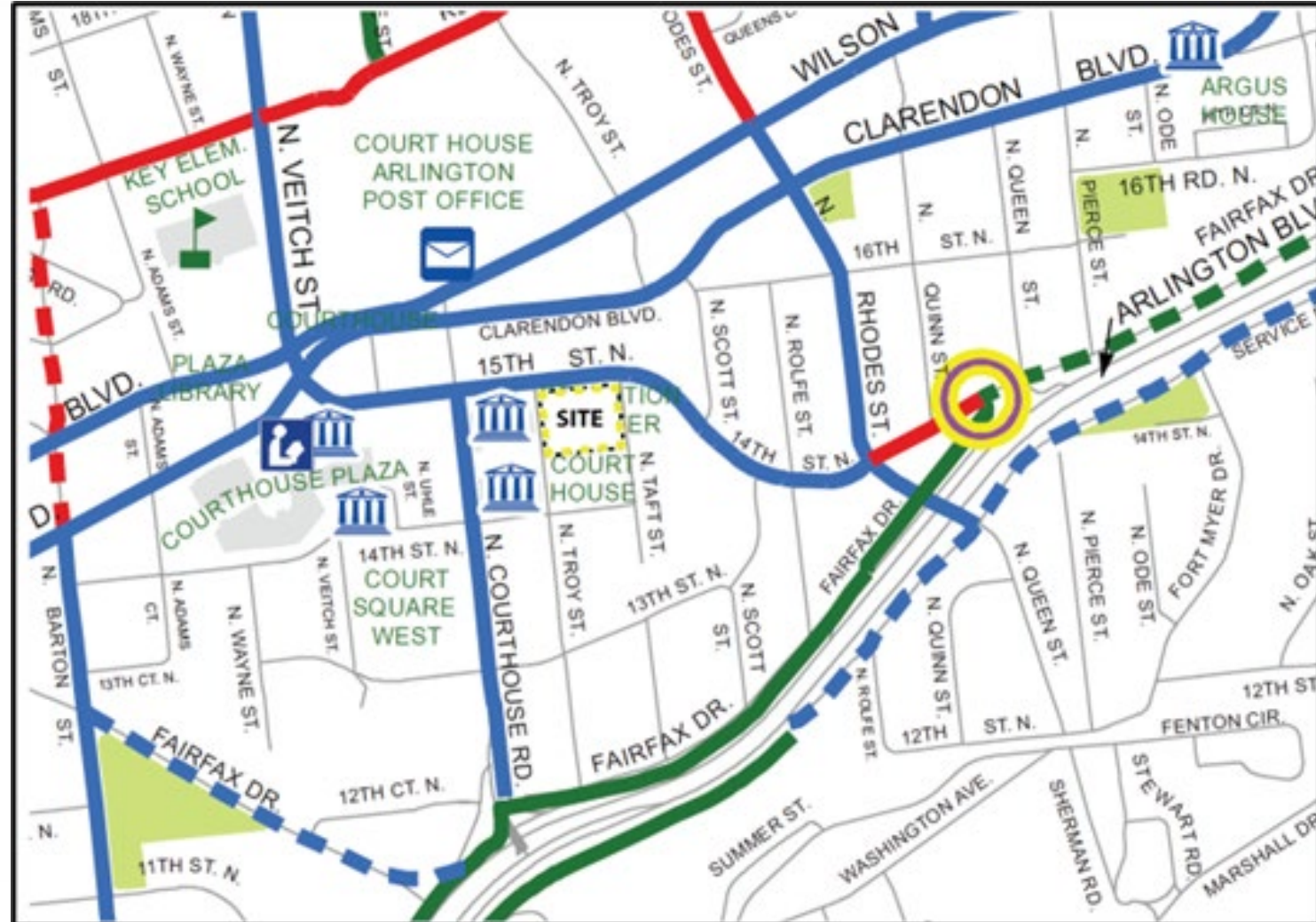
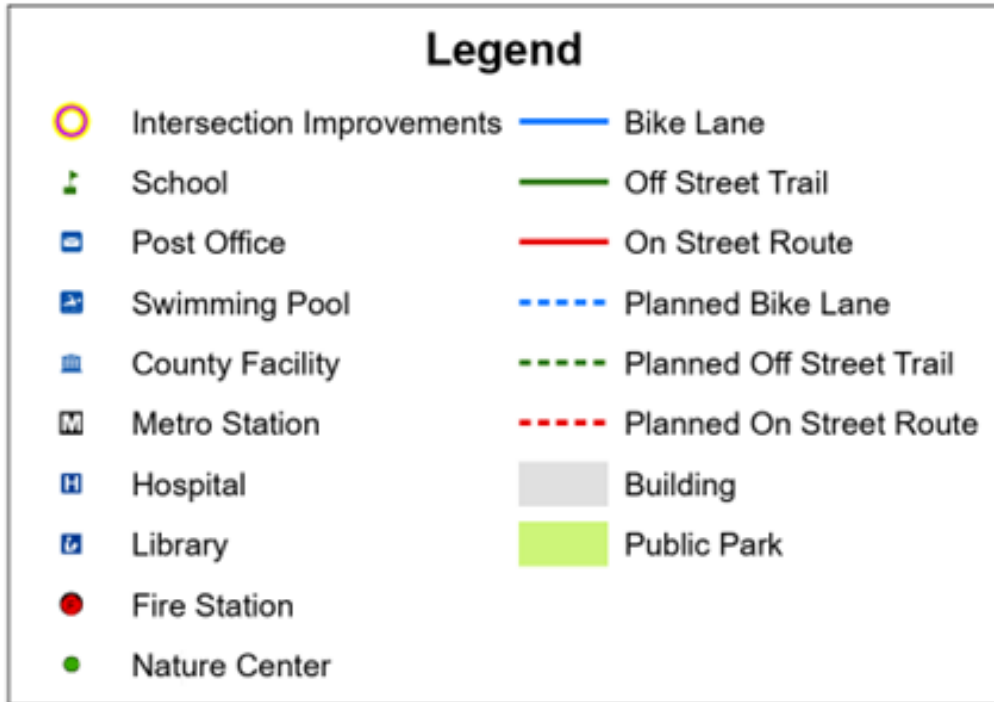
FIGURE 22. Court House Streetscape Map



	Travel Lanes*	Median Priority	Target Speed	Transit Service	Bike Accommodations	Restrict/Limit Driveway Access	On-Street Parking Priority	Pedestrian Way
<b>Non-Arterial</b>								
<b>Urban Center Local (medium to high density)</b>	2	Low	25	Limited-None	Bike Lane / Shared Lane	No	High	6-8 ft Sidewalk 4-6 ft Green Strip
<b>Neighborhood (low density)</b>	1 1/2 to 2 (yield)	Low / None	20-25	Limited-None	Shared Lane	No	High	4-6 ft Sidewalk 2-4 ft Green Strip
<b>Alley/Service</b>	1 to 1 1/2 (yield)	None	10	None	Shared Lane	No	Low	None/5 ft Sidewalk limited landscaping
<b>Transitway</b>	2	Low / None	Varies	Frequent	Shared -Use Path	Yes	None	10-12 ft Shared-Use Paths on each side 6 ft Green Strip

\*Turn Lanes as Needed

# MTP – Bike Element

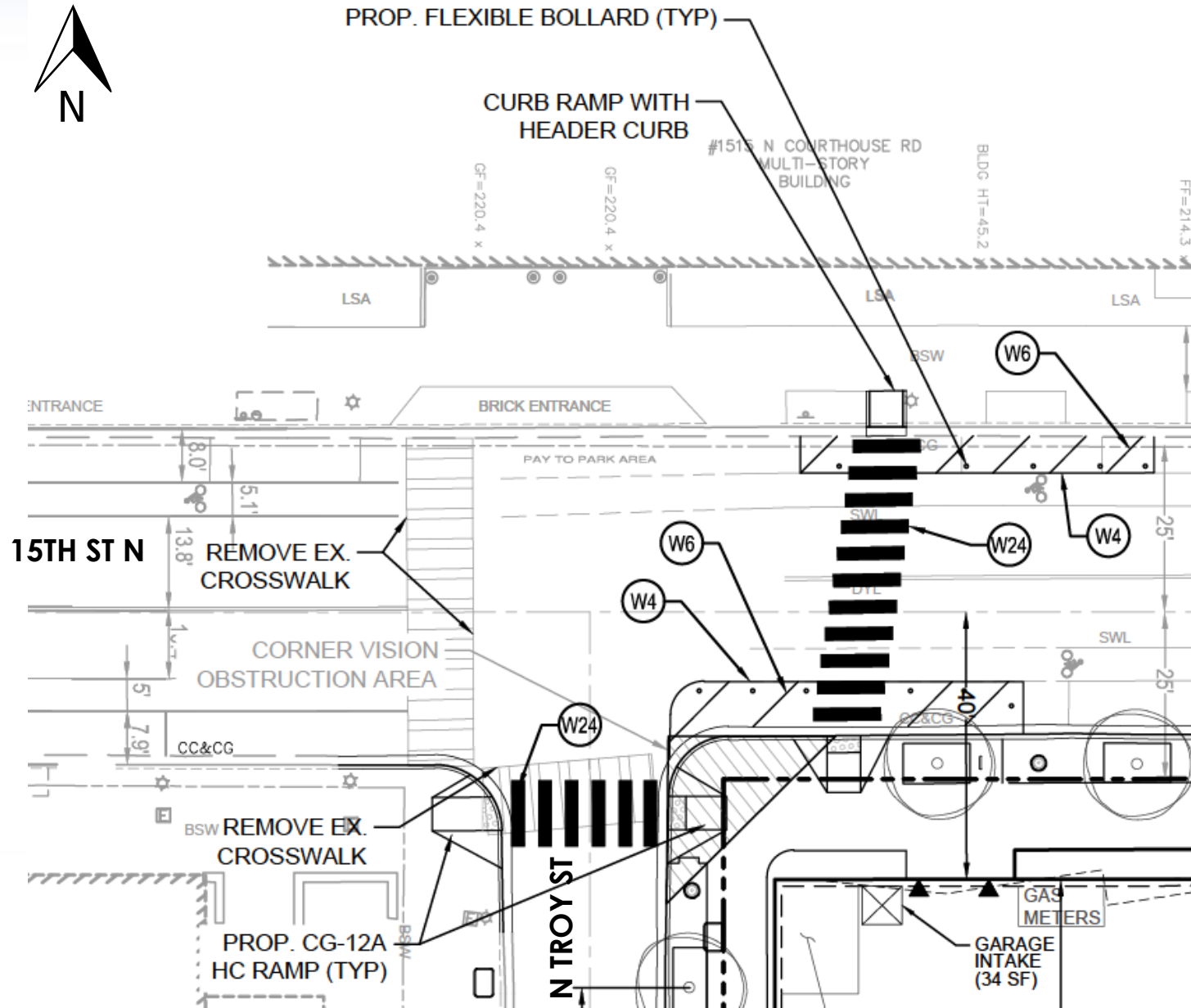


# Crosswalk Relocation – Existing Conditions

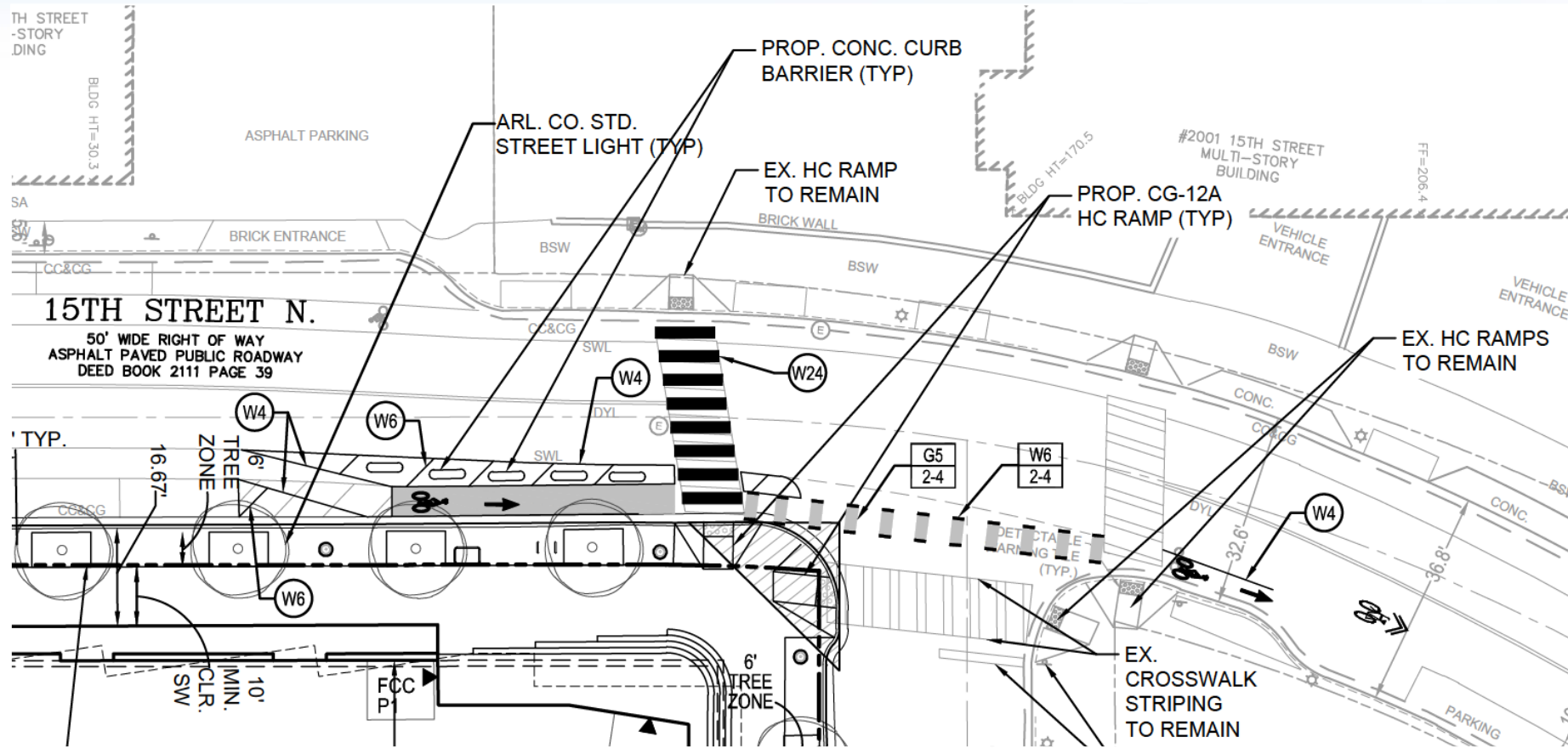


15th Street North – Looking West

# Crosswalk Relocation – Proposed Conditions



# 15th Street North – Bike Improvements



- Minimum 3-ft buffer between eastbound travel lane and bike lane
- Bike lane shifts curbside before intersection to increase separation from turning vehicles
- Low-level concrete barriers discourage parking in the bike lane and guide safer turns
- Green pavement markings highlight upcoming conflict areas for motorists and cyclists

