

***Coordinated Development District #2025-00004
Development Special Use Permit #2025-10013 (Waterfront Park)
Development Special Use Permit #2025-10014 (Rail Corridor Park)***

Application	General Data	
Project Name: PRGS Waterfront Park and Rail Corridor Park	PC Hearing:	June 2, 2026
	CC Hearing:	June 13, 2026
	If approved, DSUP Expiration:	June 13, 2031
	Parcel Area:	Waterfront Park: 121,532 SF (2.79 acres) Rail Park: 84,942 SF (1.95 acres)
Location: 1300 North Royal Street	Zone:	CDD#30
	Proposed Use:	Publicly Accessible Parks associated with a Multi-Unit Residential and Commercial Development
	Dwelling Units:	Not Applicable
	Gross Floor Area:	Not Applicable
Applicant: HRP Potomac, LLC, represented by Ken Wire, attorney	Small Area Plan:	Old Town North
	Historic District:	N/A
	Green Building:	Compliance with CDD Conditions

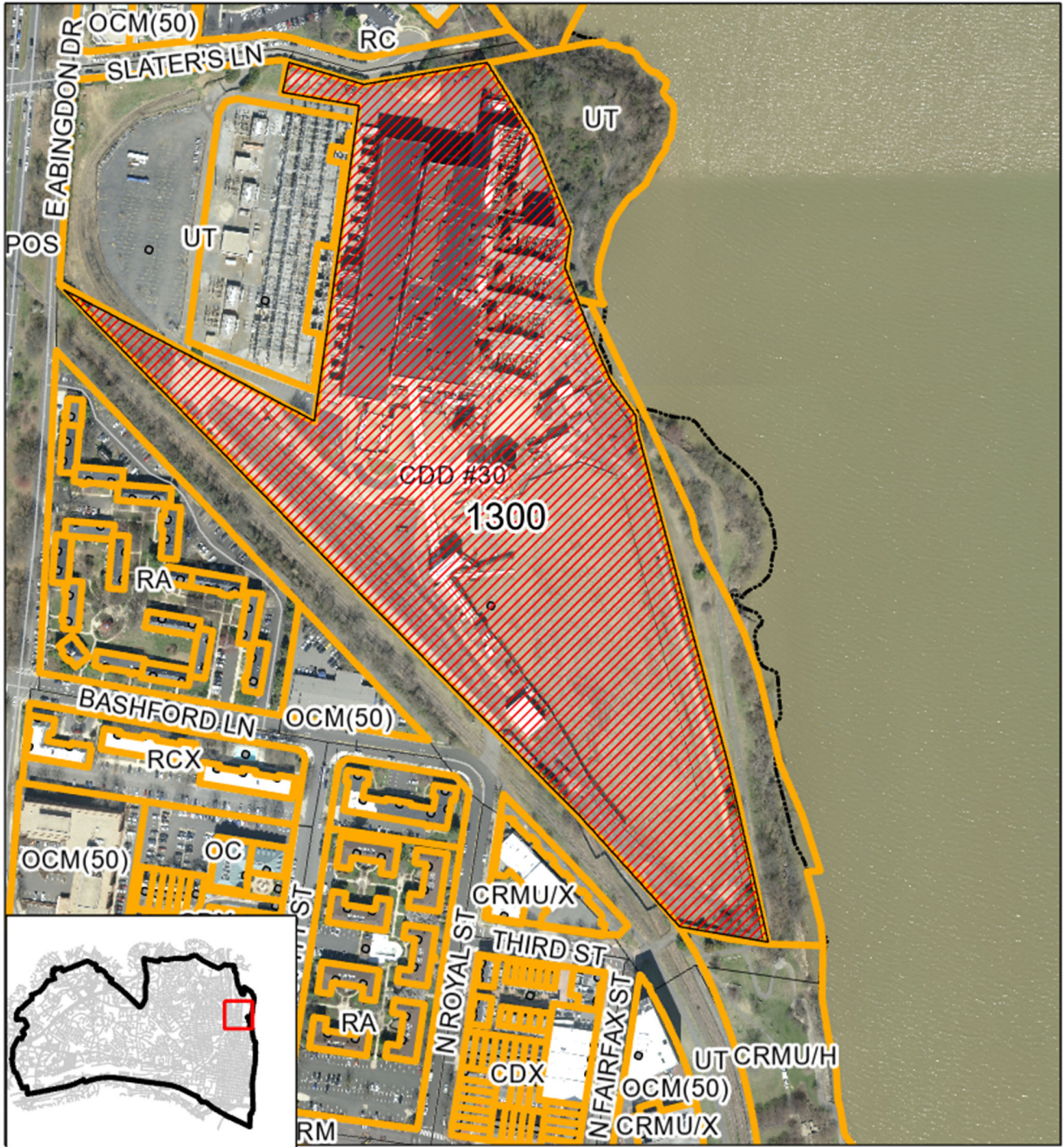
Purpose of Application
The applicant is seeking approval for conditions amendments to the CDD #30 Conceptual Design Plan, two development special use permits to construct two publicly accessible parks with public access easements on private land, and an associated subdivision.
Special Use Permits and Modifications Requested (for each block unless otherwise stated):
<ol style="list-style-type: none"> 1. CDD Amendments to Conceptual Design Plan conditions of approval 2. Development Special Use Permit and Site Plan for development of public parks in CDD#30

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert M. Kerns, AICP, Development Division Chief (robert.kerns@alexandriava.gov) Nathan Imm, City Landscape Architect (nathan.imm@alexandriava.gov) Catherine Miliaras, AICP, Principal Planner (catherine.miliaras@alexandriava.gov) Michael Swidrak, Urban Planner III (michael.swidrak@alexandriava.gov)

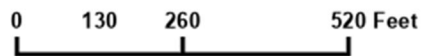
PLANNING COMMISSION ACTION, JUNE 2, 2026: On a motion by Vice Chair Koenig, seconded by Commissioner Dube, the Planning Commission voted to recommend approval of Development Special Use Permits #2025-10013 and #2025-10014. The motion carried on a

DSUP#2025-10013 (Waterfront Park)
DSUP#2025-10014 (Rail Corridor Park)

vote of 7 to 0. Refer to the Staff Report with conditions for DSUP #2025-10011 & 10012 for actions related to the CDD#2025-00004.



**CDD2025-00004, DSUP2025-10013,
& DSUP2025-10014
1300 North Royal Street**



I. SUMMARY

A. Recommendation

Staff recommend **approval** of the proposal to construct two publicly-accessible parks totaling approximately 4.75 acres on the Potomac River Generating Station (PRGS) site, subject to compliance with the staff recommendations. The proposal for parks as part of the development in the PRGS Coordinated Development District (CDD) would provide several benefits for the City, including:

- Continuation of the City’s waterfront park system along the Potomac River;
- Delivery of substantial open space amenities pursuant to the Old Town North Small Area Plan ;
- Improvement of sections of the Mt. Vernon Trail and associated National Park Service lands;
- Provision of active recreation facilities within the Rail Corridor Park, including playgrounds, courts, and fields;
- Interconnection of Public Art and historic interpretation within the parks, and;
- Continuation of site remediation and deconstruction of the power plant site.

B. General Project Description

The applicant, HRP Potomac, LLC, seeks DSUP approval to construct two parks with public access easements as the required in-kind contribution for the development of the residential and commercial blocks on the PRGS site. Together with the Waterfront Plaza, the three parks created by the PRGS development form over 5 acres of publicly accessible park land. Both linear in nature, the two parks are otherwise notably different, with the Waterfront Park being primarily passive in nature to capitalize on the river views, with steep slopes to the water, whereas the Rail Corridor Park is generally flat, lending itself to a more active recreational use. The two parks are discussed jointly in this staff report but have separate DSUP case numbers and conditions of approval located at the end of this report.

The parks will be constructed in sections associated with the adjacent PRGS development blocks and based on the supplemental phasing plan referenced in the conditions of approval. The buildings proposed on PRGS development blocks are discussed in detail in a separate staff report.

Key issues to consider that this report addresses include:

- Compliance with the PRGS CDD Conceptual Design Plan and Old Town North Small Area Plan
- PRGS site phasing and delivery of public benefits
- Park design, including PRGS Design Excellence Criteria and review by the Urban Design Advisory Committee (UDAC)

II. BACKGROUND

A. *Site Context*

General Information

The PRGS site is in the Old Town North neighborhood, bounded by Slaters Lane to the north, the Pepco substation to the west, National Park Service lands including the Mount Vernon Trail and Potomac River to the east, and the Norfolk Southern railroad tracks to the south. The Waterfront Park (approximately three acres) is located on the eastern and northern edges of the site along the Potomac River and is bounded on the west by the extension of North Fairfax Street, a portion of which will be configured as a woonerf or pedestrianized street. The Rail Corridor Park (approximately 1.95 acres) is located along the southern boundary of the PRGS site directly adjacent to the Norfolk Southern railroad tracks and bounded on its northern edge by the proposed Road A and the remaining utilities of the electrical distribution yard. The site is 1.0 miles from the Braddock Metro Station and approximately 1 mile from the Potomac Yard Metro Station.

More information on site features, history and constraints in the overall CDD can be found in the staff report for the [CDD#30 approval \(CDD#2021-00004\)](#) and for the [PRGS infrastructure site plan \(DSP#2023-00001\)](#). The Waterfront Park is defined by steep slopes leading to the river's edge, while the Rail Corridor Park is generally flat with minor grade transitions at its edges.

B. *PRGS Evolution and Timeline*

Current approvals for the PRGS site include the aforementioned CDD#30 approval and infrastructure site plan. The 2022 City Council approval of CDD#30 established the zoning for the former power plant site, including general building and block locations via the accompanying conceptual design plan with CDD#2021-00004. The zoning and conceptual design plan also stipulates building height maximums, floor area maximums and permitted uses for each of the six development blocks, sustainability targets and the provision of a minimum 5 acres of publicly accessible open space which constitute the Waterfront and Rail Corridor parks.¹ As part of the CDD process, it was determined that the parks would be privately owned but have Parks and Recreation Easements and would effectively function as public parks with respect to access, hours of operation, events, allowable uses, and level of activation. Review of the proposed parks is based on the CDD#30 and conceptual design requirements, parameters and conditions are located in the Staff Analysis chapter of the report.

In 2023, Planning Commission approved the infrastructure site plan² and subdivision to establish to blueprint for the road and utility network through the PRGS site and plat the dedication of future public street currently known as Road A. An administrative stormwater management plan for the entire site has also been reviewed by staff.

¹ See [Section 5-602 of the Zoning Ordinance](#).

² A development site plan (DSP) was required for approval by Planning Commission per Condition 47 of the CDD#2021-00004 approval.

As part of the infrastructure site plan approval, the applicant has provided a breadth of documentation and reports related to the remediation, decontamination and deconstruction of the PRGS site.³ The applicant has indicated that initial site work will commence after the Block B and Block C final site plans are close to release.

The PRGS CDD Conceptual Design Plan and conditions of approval mandate land use mix requirements, sustainability targets, open space parameters and amenities and the delivery of open space and infrastructure in a phased approach. More information on development phasing and delivery of community benefits is located in the Staff Analysis chapter, including the CDD Amendment section. Staff and the applicant have coordinated on amendments to the CDD conditions that simplify the delivery of infrastructure and public benefits based on the delivery of given development blocks.

The initial concept plans (Concept 1) for blocks A, B and C were submitted by the applicant in late 2022, with the Concept 2 plans submitted for review in the fall of 2023. The concept plans for the Waterfront and Rail Corridor parks were generally submitted a few months after each concept development block submission. The applicant paused development of the DSUP submissions during much of 2024 based on financial considerations, then re-engaged with the City in preparation for Preliminary Site Plan submissions in early 2025.

The park DSUPs are being considered concurrently with the DSUPs for Blocks B and C. Block B (DSUP#2025-10011) and Block C (DSUP#2025-10012) are discussed in a separate report and are discussed in this report in relation to the phased construction of portions of the open spaces with each block.

C. Detailed Project Description

The applicant, HRP Potomac, LLC, is proposing the construction of two separate parks, the Waterfront Park and the Rail Corridor Park, with public access easements as an integrated park system serving as a regional park resource for the City. Together with the Waterfront Plaza, these three publicly accessible spaces form over five acres of open space on the PRGS site.

Waterfront Park

This approximately 2.79 acre park stitches this private land for public park use into the adjacent National Park Service (NPS) land to form an integrated area of over ten acres of publicly accessible parkland. The Waterfront Park serves as flexible open space with a central Great Lawn and other ancillary event lawns to serve as gathering spaces for community events and celebrations. The raised open lawns, as well as a public section of the Pump House roof, will capitalize on the elevated views that are unique to this place in Alexandria.

³ These materials can be found on the City's PRGS project page: <https://www.alexandriava.gov/neighborhood-development/potomac-river-generating-station-prgs-power-plant-redevelopment-old-town>



Figure 1: Aerial rendering of the waterfront at the pump house

Surrounding the Great Lawn, secondary event and gathering spaces are a variety of shade structures and seating that serve both as event seating and daily use for non-event times to serve the needs of the casual users. The large curvilinear trellis that serves as the southern and eastern border of the Great Lawn is both useful and iconic as a setting or frame for the river views. Less formal, more naturalistic, seating is scattered throughout in the form of large boulders that are used as design elements, slope transitions, and playful seating and picnicking spots.



Figure 2: Magnified map of the Great Lawn area of the Waterfront Park



Figure 3: Rendering of the proposed Great Lawn area with surrounding seating and curvilinear trellis

Weaving these spaces into the natural areas of the adjacent NPS lands are a series of intersecting walkways, stairs, overlooks and seating areas that will transition users from the raised level of the PRGS development blocks and street levels down to the Potomac River. Trail improvements along the Mount Vernon Trail, including the removal of the “cage” in front of the Pump House, will provide an improved experience for pedestrians and bicycles and allow for seating opportunities along this stretch of the trail.

At the riverside, the trail system connects with the Mount Vernon Trail and provides water access at a small boat launch. As illustrated in Figure X, the “personal non-motorized watercraft launch” will provide water access for canoes, kayaks, and paddleboards to this area of the Potomac. The launch will be accessed through a system of accessible switchback paths, a boat runnel, and a ramp that is designed to provide an accessible route while moving with the tides. Users who will bring their boats to the launch via car will have reserved short-term parking spaces available in order to transport their boats from car to launch.



Figure 4: Rendering of the proposed pathways within the Waterfront Park



Figure 5: Rendering of the proposed trail improvements at the Pump House

The applicant is proposing to keep and adaptively reuse the PRGS Pump House as an important focal point in the Waterfront Park and the overall redevelopment of the PRGS site. Redevelopment of the Pump House is not part of this DSUP and will be addressed with future development applications for Block E when it is scheduled to be delivered according to the revised phasing plan.⁴ The current vision for the roof of the Pump House is to serve as an outdoor dining area for an anticipated food and beverage use within the renovated interior. A section of the Pump House roof will have a public access easement to provide an overlook for river views, while most of the roof area will serve the private dining and not be part of the park public access easement. The future restaurant use with a key river view was identified as an important amenity for the Alexandria waterfront.

Throughout the Waterfront Park the landscape plantings play a large role in creating a varied and attractive setting for the spaces, creating “rooms” of differing levels of intimacy, transitioning from the urban development to the natural woodlands of the National Park lands along the river. In addition to an attractive aesthetic, plants have been selected for ecosystem services as well, providing food and habitat for pollinators and other wildlife along the river.

One item to note, the landscape of Waterfront Park shown with Block A is for illustrative purposes only and will be amended when a use/user for the building is determined. Due to the intention for a significant portion of the ground floor of the building on Block A to provide an arts anchor, it is best that the landscape surrounding the building be tailored to the specific use – whether it is a museum, concert venue, gallery, or other typology could significantly impact the way the exterior is utilized.

Rail Corridor Park

The proposed Rail Corridor park will be approximately 1.95 acres of private land with a public access easement for park and recreation use, serving as the primary active recreation resource for the PRGS site and the Old Town North neighborhood. This park is adjacent to the future Old Town North Linear Park on the Norfolk Southern property but designed to complement the future rail trail. The following passive and active recreational amenities have been designed for the proposed park:

- School-aged playground (ages 5-12)
- Tot-lot playground (ages 2-5)
- Sprayground or water play
- Flexible athletic court(s) (basketball, pickleball, etc.)
- Recreational fields – two US6-sized lawn fields
- Dog park
- Yard and Tabletop Game Court at the Guard House
- Sensory Garden
- Seating courts and plazas
- Gateway plaza
- Public restroom in the former Guard House

⁴ The applicant is currently in discussion with the National Park Service regarding a land exchanged because a portion of the Pump House is on NPS land. It is anticipated that the two parties will come to an agreement and be able to deliver this with Block E; however, final timing of delivery is dependent on the timing of the agreement.

While the Waterfront Park is a continuation of the regional draw to open space along the Potomac River, the Rail Corridor Park is meant to serve the needs of the City through the provision of active recreation, as listed above. A variety of resources were utilized to determine the needs for the active recreation, including but not limited to needs analysis and community benchmarking, the Open Space and Recreation Master Plans, community surveys, input during the Small Area Plan process, and the institutional knowledge of City Staff, including Recreation, Parks, and Cultural Activities (RPCA).



Figure 6: Magnified map of the active recreation areas of the playgrounds and recreation courts

Playgrounds, including a water-based playground, were identified as a particular need for this area of the city and the development site early in the CDD process. Consequently, the design for the Rail Corridor Park includes the provision of a tot lot for children ages 2-5 and a school-aged playground for children ages 5-12. Between these two playgrounds is located the water-based play, or sprayground, that is more age-flexible and so can serve both age groups of children. The co-location of these facilities also means

that they are all contained within one fenced area, allowing for caretakers to effectively monitor children of differing age groups and maximizing the utility of the space for play. The public restroom within the Guard House is a short distance away to easily serve the needs of the playgrounds.



Figure 7: Rendering of the proposed School Aged Playground

The Guard House is located in the eastern section of the Rail Corridor Park, adjacent to the Block B development. This block of the park will include a yard and games court with a variety of seating opportunities to capitalize on the proposed food and beverage use, as well as the public restroom, planned for the Guard House renovation. The renovation of the Guard House will be approved through an administrative building permit when the Applicant has determined the user for the food and beverage portion of the building. This work will be done as part of the Block B improvements.



Figure 8: Guard House Plaza and Games Court

The design for the athletic fields and the recreation courts are done in such a way that multiple types of uses may be layered within the same area. An example of this is that the recreation courts can serve as pickleball courts, basketball, or futsal, depending on the need. The layered programming can be managed in a way that time-separates the different uses or through a system of active management or reservation that can create maximum flexibility.

Figure 9: Rendering of proposed athletic fields





Figure 10: Rendering of proposed recreation courts

At the western end of the Rail Corridor Park a large dog park will be provided as part of the improvements associated with the final block DSUP, designed with natural features and grade variation to provide engagement for the users. The dog park will be enclosed within a fence to allow for off-leash use within the enclosure. Dog parks continue to be a high-demand use for Alexandria parks, particularly near new development, and the provision of this park will help fulfill a portion of this area’s needs.

Throughout the Rail Corridor Park are a number of additional seating courts, groves, public art installations, and sensory gardens that offer a variety of uses and spaces along the way. Serving as both resting areas for the participants in the active recreation, as well as passive gathering spaces for the community. They are important spaces in making the Rail Corridor Park a wholistic destination.

The Small Area Plan envisions the possibility of additional road connections through the Rail Corridor Park to be determined at a later time should the demands of traffic and transportation indicate the need for these connections. The Rail Corridor Park has been intentionally designed to locate the more intensive uses such as the playgrounds and recreation courts outside of the areas which may be converted to roadway so that the amount of disruption to the park system is limited. If the roadways are determined to not be necessary, no change to the park design would be required. Further, a number of utility lines and easement crisscross the site and the design has intentionally placed elements requiring foundations (playgrounds, etc.) to avoid these conflicts.

Norfolk Southern Land

The Old Town North Small Area Plan (OTNSAP) envisioned the southern/southwestern border of the PRGS development as a Linear Park (sometimes referred to as the Linear Trail Park) that provided a mix of recreational resources for this area of the City, as well as a linear trail connection from the Mt. Vernon Trail at the Potomac River toward Potomac Yard. The land for the Linear Park is divided into two different, parallel, ownerships, with HRP owning the northern portion as part of the PRGS property, and Norfolk Southern owning the southern portion as their existing rail line. The trail connection exists today in a smaller form on Norfolk Southern land by existing agreement. Through the process of the parks design and ongoing discussions between the City and Norfolk Southern, it became evident that the design, planning, and construction of the first phases of the Rail Corridor Park on HRP/PRGS land would not align in timing with the ability to design and construct improvements on the Norfolk Southern lands. While the City is working to acquire this land for the future linear park, this portion of the park was removed from the scope and consideration for delivery by HRP. Therefore, the Rail Corridor Park as presented in this DSUP is limited to the property that is under ownership by HRP.



Figure 11: Map of Park Properties and Adjacent Properties

CDD Amendments

The applicant has requested changes to the CDD#2021-00004 conditions of approval to adjust project phasing. Specifically, the applicant worked with staff to create a new phasing timeline and system for the delivery of the parks. The applicant and staff have also agreed to updated condition language regarding the in-kind contribution of Rail Corridor and Waterfront parks consistent with the Old Town North Small Area Plan recommendations. The amendments are discussed more in the Staff Analysis below.

D. Community Outreach

The applicant has presented the proposals for the Waterfront Park and Rail Corridor Park designs to the community several times over the last three years as the park designs evolved. These meetings included applicant-held community meetings, the Waterfront Commission, the Park & Recreation Commission, and the Urban Design Advisory Committee for Old Town North (UDAC) meetings.

The applicant presented the parks proposals to UDAC four times between February 2023 and June 2025. The first presentation in February 2023 was an overview for the development of the PRGS blocks and review of the design framework set by the PRGS CDD and the PRGS Design Excellence Prerequisites and Criteria. At the second and third UDAC presentations, the applicant shared the design evolution of the parks and solicited feedback from committee members. At the June 2025 UDAC meeting, the applicant asked for endorsement of the project and received the committee's endorsement for the Waterfront Park and Rail Corridor park by a vote of 4-0. Similarly the applicant presented the parks proposals to the Alexandria Waterfront Commission and the Park & Recreation Commission and received their endorsements in June and October of 2025 respectively.

The applicant held five community meetings since the beginning of 2023⁵, with two focusing specifically on the Block B and Block C development proposals. The October 2023 community meeting introduced the Concept-level site designs to the community, while the June 2025 meeting provided updates on the proposed designs after refinements in preparation for public hearing approvals and UDAC endorsements. Comments from the community have included questions over timing and impacts of initial site deconstruction and then block construction, concerns from area neighbors about the proposed height, scale and mass of the buildings, and transportation considerations, including pedestrian and bicycle access through the site and parking and vehicular access.

It should be noted that recordings of the meetings are available on the City's UDAC page⁶ and the applicant's PRGS project page⁷.

⁵ The other community meetings that applicant has held since the beginning of 2023 have related to site decontamination, remediation and deconstruction activities, the infrastructure site plan, and the Blocks B and C plans.

⁶ <https://www.alexandriava.gov/boards-and-commissions/urban-design-advisory-committee-serving-old-town-north>

⁷ <https://www.hrpax.com/>

Table 1 – Community and City Board/Commission Presentations

MEETING		DATE	ATTENDEES
UDAC	Overview	February 1, 2023	4
UDAC	First official presentation	October 11, 2023	10
Applicant-led virtual meeting	Aligned with Concept 2 submission	October 19, 2023	88
Waterfront Commission	Waterfront Open Space	February 20, 2024	29
Park & Recreation Commission	PRGS Open Space	March 21, 2024	8
UDAC	Refresher presentation	May 7, 2025	9
Applicant-led virtual meeting	Aligned with First Preliminary Site Plan submission	June 9, 2025	102
UDAC	Presentation for committee endorsement	June 11, 2025	2
Planning & Zoning Bi-Monthly Virtual Community Updates		June 17, 2025	Not available
Waterfront Commission	Waterfront Open Space	June 17, 2025	23
Park & Recreation Commission	PRGS Open Space, Endorsement Letter	June 26, 2025	6
Planning & Zoning Bi-Monthly Virtual Community Updates		September 2, 2025	51
Waterfront Commission	Waterfront Open Space, Endorsement Letter	October 21, 2025	24
Planning & Zoning Bi-Monthly Virtual Community Updates		October 30, 2025	17
Planning & Zoning Bi-Monthly Virtual Community Updates		January 8, 2026	18
National Park Service Environmental Assessment Scoping Meeting		January 12, 2026	Not available
Planning & Zoning Bi-Monthly Virtual Community Updates		March 17, 2026	15
Applicant-led virtual meeting	Prior to public hearings	May 4, 2026	170
Planning & Zoning Bi-Monthly Virtual Community Updates		May 19, 2026	13

III. ZONING

The development of the Waterfront Park and Rail Corridor Park are intrinsically linked to the approvals and criteria for the development block DSUPs and the PRGS CDD zoning. The park applications are fully consistent with the proposed amendments to the PRGS CDD zoning (CDD #30), refer to the Staff Analysis section below for further information. Public parks and active and passive recreational uses are special uses in CDD #30 pursuant to Zoning Ordinance Section 5-602.

IV. STAFF ANALYSIS

A. Compliance with the City Master Plan

Old Town North Small Area Plan (OTNSAP)

The Waterfront Park and Rail Corridor Park proposals are consistent with the goals and recommendations of the OTNSAP, Chapter 4 – Open Space and Recreation. Some of the key recommendations of the Plan are as follows.

- Expand on the continuous waterfront access and offer new areas for active recreation;
- Provide active recreational uses along the Linear Park, including play areas for children of different age groups, recreation courts, and athletic fields;
- Include a range of active and passive uses within the Waterfront Park, including expansion of the Mt. Vernon Trail system to allow for better transit and/or separation of pedestrian and bicycle users;
- Increase and diversification of the tree canopy of Old Town North, and;
- Integrate site historical resources to celebrate the industrial heritage, including through the use of public art.

B. Parks Consistency with the CDD Conceptual Design Plan

The parks proposals comply with the Conceptual Design Plan (CDD#2021-00004 with proposed CDD#2025-00004 amendments) conditions of approval. This includes conditions such as the approximate size of the parks (condition 96), provision of public access easements for park use (condition 99), provision of a public restroom (condition 94), and conditions regarding the provision of recreational facilities (condition 87 and others).

C. CDD Amendments

The City and applicant have coordinated on a number of amendments to the CDD Conceptual Design Plan (CDD#2021-00004) and conditions of approval that regulate the PRGS site. The applicant's primary purpose of seeking CDD condition amendments is to renegotiate the delivery of certain infrastructure and park and open space improvements, including the parks that are the topics of these DSUPs. The Applicant and staff have collaborated on conditions amendments that reflect a more feasible schedule for the delivery

of the aforementioned improvements tied to each development block instead of the original three-phased delivery approach.

The amendment to the CDD Conceptual Design Plan updates the phasing exhibits located at the end of the plan set. The Amended Phasing Plan is attached to the updated CDD conditions of approval in addition to the updated conceptual design plan. A full discussion of the CDD amendments is located in the Blocks B and C DSUP staff report. The amended open space phasing plan can be seen below.



Figure 12: Amended Phasing Plan for Open Space.

- Condition 30: Changes to Block B delivery requirements
 - Construction of Waterfront Park and Mount Vernon trail sections generally adjacent to Block B, including a connection to Mount Vernon Trail.
 - Construction of Rail Corridor Park section generally adjacent to Block B, including rehabilitation of the Gate House and inclusion of public restrooms.
- Condition 30.1: Changes to Block C delivery requirements
 - Construction of Waterfront Park and Mount Vernon Trail sections generally adjacent to Block C to the extent of the Great Lawn, including a second connection to Mount Vernon Trail.
 - Construction of Rail Corridor Park section generally adjacent to Block C, including construction of the sensory garden and passive lawn.
- Condition 31: Changes to Block D delivery requirements
 - No delivery of Waterfront Park or Mount Vernon Trail elements with Block D.
 - Construction of Rail Corridor Park elements generally to the south of Block D, including tot lot and kids play water feature (sprayground).
- Condition 31.1: Changes to Block E delivery requirements
 - Construction of Waterfront Park sections including Pump House rehabilitation, switchbacks north of Great Lawn and removal of “cage” on Mount Vernon Trail and replacement with boardwalk decking.
 - Construction of Rail Corridor Park section generally to the east of Block D, including construction of the school-aged children’s playground, seating grove and multi-use sport court section.
- Condition 32: Changes to Block E or F (whichever comes last) delivery requirements
 - Final construction of Slaters Lane roadway east of the GWMP intersection. The streetscape will be reconstructed with Block D as previously required.
 - Construction of recreational fields and dog parks in Rail Corridor Park, construction of Pepco Liner open space and passive areas of Waterfront Park adjacent to Block F.
- Condition 105: Language added requiring property owners on the site to review maintenance, operations and programming with the City every 10 years.
- Condition 116: Clarification on the in-kind improvements to open space that can count toward the Old Town North developer contribution (i.e. removing improvements to Norfolk Southern property, only publicly accessible areas of the Pump House can be credited) and clarification that contribution will be provided fully in-kind and will be consistent with the approved Preliminary Site Plans for the two parks..

Analysis

The revisions to Condition 116 reflect that the applicant has designed the two parks within the calculated budget and reflects the reality that the contribution will be entirely made in-kind through the design and construction of the two parks as shown in the associated parks DSUPs. Recognizing the long time horizon for constructing the open spaces and understanding that the Old Town North Linear Park on the

Norfolk Southern property will require its own process and design, it became unrealistic to expect that there would be additional funds available at the end of full build-out. What elements count as part of the contribution remain the same. Specifically, improvements to the adjacent NPS land and only the Pump House improvements for the area of public access easement count toward the contribution.

The changes in phasing of the delivery of the open space for the Waterfront Park and Rail Corridor Park are significant; however staff and the applicant agree this is a more realistic delivery schedule for both parks. In the original CDD, the Waterfront Park was envisioned as half completed (up to and around the Pump House) with the completion of Block B, and the remainder of Waterfront Park would have been completed roughly with Block D. In contrast, the Rail Corridor Park, which at that time included the Norfolk Southern land, was seen as an interim or temporary condition until the delivery of the final condition with the construction of Block E/F (former Phase 3). Since the CDD approval, staff has been separately working on the acquisition of the Norfolk Southern land and it was determined that the Rail Corridor Park and future linear park would have different time horizons for design and construction.

In the proposed phasing plan, the Waterfront Park will have the mid-section of the southern half delivered with Blocks B and C. The remainder of the Waterfront Park will be delivered with Block E or F (whichever comes first). The Applicant has proposed this change to the phasing due to a number of unknowns with the Pump House, including the coordination with NPS on the land exchange for the northeastern corner of the Pump House and the unknown remediation of the Pump House itself. As such, the northern section of the Great Lawn, including the grand staircase and connection of the switch-back paths, will wait until these later phases, so that these elements can be fully coordinated with the Pump House. In order to complete some of the functionality of the Waterfront Park during this partially-constructed phase, an access trail will be completed from the Great Lawn to the Mt. Vernon Trail to allow for better access between the trail and the site.

The proposed phasing plan for the Rail Corridor Park benefits from the separation of the Norfolk Southern lands in that the construction of the park will not have an interim and then final phase, but rather each phase section will be constructed in its final configuration. Blocks B and C will see the construction of landscaped spaces, including that associated with the Guard House in its renovated state. While the food and beverage portion of the Guard House may occur at a later time, the public restroom will be delivered with Phase B, an important public benefit identified by the community. Block D will provide the first of the active recreational uses with the delivery of a tot lot and sprayground or active water playground. Block E will complete the playground area with a school-aged playground and multi-sport ball courts. Block F will complete the remainder of the Rail Corridor Park with the provisions of the small athletic fields and dog park.

The phasing plan delivery of park spaces and amenities is a variance from the phasing considered in the CDD and will provide these parks over an extended timeframe. The consideration for this revision is that the benefit of the removal and remediation of the existing power plant is a substantial expenditure and the later delivery of the park system can assist in that realization.

D. Open Space Implementation Contribution

The Old Town North Small Area Plan Implementation Developer Contributions Policy and the CDD have established the requirement that the Waterfront Park and Rail Corridor Park be constructed by the Applicant as an in-kind contribution based on a set rate per square foot of gross floor area for the base level of development allowed for the power plant site (2,150,000 gsf). Through the development of the preliminary plans for the parks, the Applicant developed an approximation of a budget for the parks as designed, and has estimated that the facilities as shown are likely to meet or exceed the budget as the required in-kind contribution. Staff and the Applicant have agreed that the construction of the Waterfront and Rail Corridor Parks as shown in the submitted Preliminary Plans and supporting documents would fulfill the requirements of the contribution with no additional monetary obligation.

As such, Staff have worked with the Applicant to incorporate Condition of Approval #116 to change the nature of the satisfaction of the original CDD condition which established the budgeting process for the calculation of the in-kind contribution, to a condition that establishes the development and completed construction of the approved plans for the Waterfront Park and Rail Corridor Park DSUPs as the basis for the required contribution.

In most cases, the information provided within the Applicant's plans are sufficient to identify the expected deliverables for the parks. In the case of the sprayground (water play), the plan notes indicate that the deliverables are yet to be determined, therefore the Applicant has provided an additional exhibit (See Appendix XX) that quantifies the amount of space dedicated to the sprayground. Further, through the comments and discussions of the review process it has been clear that the intention for the sprayground is an active and engaging set of spray features which can accommodate synchronous play. Additional minor clarifications such as the provision of water and power to specific areas have been added to the conditions of approval.

It is important to note that the required contribution is related only to the in-kind delivery of the Waterfront Park and Rail Corridor Park and specifically excludes the design and construction costs of the Waterfront Plaza. While the Waterfront Plaza is a part of the publicly accessible park system of the property, its use and operations may be more private in nature including areas and activities that serve the needs of the surrounding retail and restaurant uses, and for those reasons were specifically excluded from consideration of the contribution through the OTNSAP and CDD process. Additionally, only the portion of the Pump House roof that has a public access easement will be considered part of the contribution.

E. Site Plan and Design Excellence Criteria

Per the OTNSAP, development within the PRGS site should be subject to review per urban design standards and guidelines. Two design review documents were approved with the PRGS CDD (CDD#2021-00004): the [PRGS Urban Design Standards and Guidelines](#) (UDSG) and the [PRGS Design Excellence Prerequisites + Criteria](#) (DEPC). The applicant can select the design review path for their proposed DSUP, with the former document representing a similar design review approach to other projects in Old Town North, and the latter document focusing on the demonstration of exceptionally high-quality building and urban design and a broader review and flexibility to achieve those high criteria.

The applicant has sought design review endorsement with the DEPC and received endorsement from UDAC based on the DEPC in June 2025. While many of the criteria apply specifically to the buildings of the development, certain prerequisites and criteria have been utilized in the consideration of the park designs.

P5: Exceptional Site Response

The prerequisite has been utilized in that the landscape architecture of the parks “enhance its setting in creative ways” including the “integration of waterfront and city views with circulation, the relationship and engagement with public open space.” Framing the pathways and viewpoints, particularly from the large Event Lawn with purposefully placed plantings and the surrounding trellis with integrated seating are examples of how the landscape architecture has specifically responded to the parks sites and the views that it captures.

C2: A Variety of Open Spaces/ High Quality Open Spaces

This criteria emphasizes “a variety of open spaces....which contribute to the regional open space network”, which both the Waterfront Park and Rail Corridor Park achieve in both the physical connectivity to of the Mount Vernon Trail and additional pathways which serve to connect the waterfront with the larger system of parks and trails of the region. Additionally, the criteria seeks to “support a variety of active, social, and passive uses” that is key to the provision of a variety of recreational facilities in the Rail Corridor Park and a variety of event and passive recreation spaces, from intimate to community-scale, in the Waterfront Park.

C4: Inclusive Design of Building and Open Spaces

This criteria specifies that the “open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.” Through the design evolution of both parks this criteria has been forefront to the design, from the integrated approach to the switchback trails to negotiate the steep slopes to the riverside in the Waterfront Park, to the inclusion of play opportunities for the full spectrum of anticipated users in the Rail Corridor Park.

F. Public Art

The applicant is proposing on-site public art within the Rail Corridor Park southwest of Road A (see locations 4 through 7 in the Public Art Plan below) and the Waterfront Park near Block A and the Pump House (see locations 3 and 8). The public art locations are generally based on the Public Art Plan, which the applicant submitted per CDD condition 115, and the visibility of the respective locations. The DSUP conditions of approval outline the process for providing more information to the City during Final Site Plan for the parks and blocks, including the artist and medium selection. In total, the five main development blocks will provide \$375,000 in in-kind contributions for the public art.



Figure 13: Applicant Public Art Plan. Sites 6 and 7 are likely to be installed with block phases B and C.

G. Historic Interpretation

Per the OTNSAP and CDD condition 108, the applicant will be integrating historic interpretive elements throughout the site based on the Historic Interpretation Plan. The plan identifies locations for interpretive paving, structures or materials, signage and potential reuse of materials currently on the site.

Some elements will likely be located in the sections of Waterfront and Rail Corridor parks constructed with Blocks B and C. Staff also placed conditions in the building DSUPs approval that the updated Historic Interpretation Plan (which covers the entire CDD site) will outline how materials existing on the site (i.e. brick, stone, railroad infrastructure, etc.) will be incorporated into interpretive elements within the parks.

The applicant will resubmit the Historic Interpretation Plan during Final Site Plan to include a more comprehensive storytelling and historic progression narrative for the design and placement of interpretive elements. The applicant will also seek additional community input as part of the process.

Historic Interpretation Opportunities



OJB JULY 11, 2025

POTOMAC RIVER GENERATING STATION | HISTORIC INTERPRETATION PLAN

Figure 14: Applicant proposed Historic Interpretation Plan.

H. Coordinated Sustainability Strategy (CSS)

The parks will each meet the Coordinated Development Conditions specific to sustainability for the overall PRGS property. Documentation of the applicant’s strategies for meeting the CDD conditions is provided on sheet C103: Coordinated Sustainability Strategy of each park’s site plan materials. The parks are unique from the buildings in that complying with the biodiversity, native plant percentages, and other aspects of the Landscape Guidelines likewise meet the requirements of the Coordinated Sustainability Strategy. Materials specifications for energy and carbon will be addressed through the Final Site Plan process where such detailed information is provided, and the strategies for reducing water use are already incorporated into the planting plans, with more information on establishment and irrigation systems to come with future submissions. Finally, on aspects of resilience, the parks system with its provision of mixed tree and shrub plantings inherently addresses such items as heat reduction and amelioration of extreme precipitation.

I. Canopy Cover and Tree Preservation

Table 2 - Canopy Cover and Tree Preservation

Existing Trees (Both Parks)	0%
Waterfront Park Proposed Canopy Cover	102,250 SF (84% of lot)
Rail Corridor Park Proposed Canopy Cover	88,750 SF (104% of lot)

The proposed parks far exceed the required 25-percent canopy coverage requirement in the City Landscape Guidelines and Zoning Ordinance through new plantings. No trees are currently located within the extent of the PRGS site portions of the parks that will be preserved. A small number of existing invasive species will be removed with redevelopment. Due to the manner in which canopy cover is calculated with the planting of new trees, it is possible for the credited canopy cover to exceed the area of the site, as seen with the Rail Corridor Park. The current design for the parks contains over 400 new trees, with over thirty species of trees selected to meet the biodiversity requirements of the Landscape Guidelines.

The work associated with the Waterfront Park will also include the removal of invasive trees on the adjacent National Park Service property; however, as that is off-site in terms of the Zoning Ordinance, the required canopy cover is not impacted by those removals. The removal of invasive species is an overall benefit for the health of the woodlands in this area and will benefit both the immediate area as well as the National Park system overall by curbing the spread of invasive species from this location.

J. Pedestrian, Bicycle and Transportation Improvements

The development of the parks will improve the safety and connectivity of pedestrian and bicycle transportation through this critical area along the busy bicycle/pedestrian corridor of the Mount Vernon Trail. The congestion of the trail itself, and in particular the constrained water crossing of the “cage” located in front of the Pump House will be widened and improved to make the trail both more aesthetically pleasing as well as easier and safer to navigate through this high-traffic location. The addition of the woonerf on the new extended North Fairfax Street provides a safe route for bicycles to get on and off the Mount Vernon Trail and integrate into the city grid as part of their transit routes as well as routes to destinations within the development. The pedestrian trails that go through both the Waterfront Park and Rail Corridor Park provide a means for pedestrians to likewise integrate into the city grid and destinations within the development, as well as providing slower-paced alternatives to sections of the Mount Vernon Trail.

A Capital Bikeshare station is provided within the Rail Corridor Park in close proximity to the renovated Guard House, providing easy access to nearby residents and parks users, as well as providing a destination station for users along the Mount Vernon Trail.

Due to the removal of the Norfolk Southern land from the scope of the parks, the existing trail connection parallel to the Rail Corridor Park will remain unchanged. However, the new sidewalk along Road A and the pedestrian paths through Rail Corridor Park will provide alternate pathways for pedestrians, improving the congestion of the existing trail.

K. Stormwater

The development of the parks will convert the existing impervious surface to more pervious land cover. The conversion of paved areas to lawn, naturalized planting areas, and tree canopy cover benefits the parks in that the entirety of the park area can be put to the active and passive recreational uses of the park, rather than additional engineered infrastructure such as BMPs and similar stormwater controls. All

building and roadway stormwater controls for the PRGS site will occur outside of the park area, as shown in the infrastructure and individual block DSUPs.

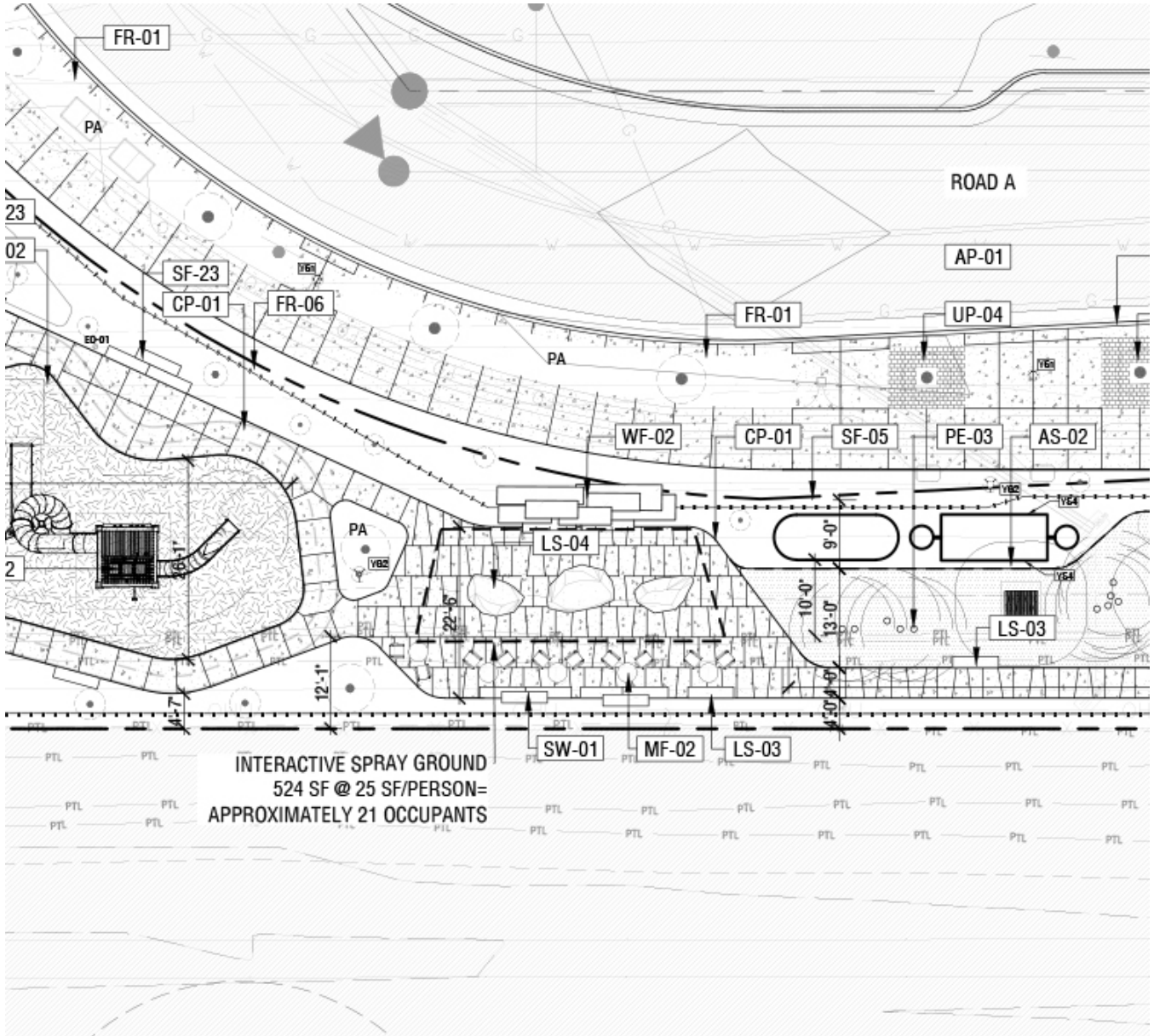
V. CONCLUSION

Staff recommends approval of the development special use permit with site plans for both the Waterfront Park and the Rail Corridor Park, subject to compliance with all applicable codes and the following staff recommendations.

VI. ATTACHMENTS

Appendix 1: Sprayground Supplemental Information

Supplemental notation of capacity of the proposed interactive sprayground:



**PRGS OPEN SPACE - WATERFRONT (DSUP2025-10013) +
RAIL CORRIDOR PARKS (DSUP2025-10014) JOINT
CONDITIONS**

STAFF RECOMMENDATIONS¹

1. The Final Site Plan shall conform substantially with the Preliminary Site Plan dated August 5, 2025 and comply with the following conditions of approval.

I. SITE PLAN

2. Per § 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless the applicant commences substantial construction of the project within 60 months after initial approval and the applicant thereafter pursues such construction with due diligence, consistent with the phasing plan as provided in the CDD. The applicant shall provide a written status report to Staff 18 months after initial approval to update the City Council on the project status if they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the plats and associated deeds for all applicable easements (including any public access easements) identified in the Preliminary Plan dated September 16, 2025. The applicant must obtain approval of the plat(s) prior to or concurrent with Final Site Plan release. Provide proof of recordation with the first application for a building permit. (P&Z) (T&ES) *, **
4. Provide public access easements or amendments to the easements shown on the Preliminary Site Plan to the satisfaction of the Directors of P&Z and T&ES.
5. Emergency Vehicle Easement(s) (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
6. Show site utilities compatibly with other conditions on the site plan to the satisfaction of the Directors of P&Z, T&ES prior to Final Site Plan release, specifically: (P&Z) (T&ES) *
 - a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes.
 - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.

¹ In addition to these conditions of approval, this development special use permit is subject to the conditions of the PRGS CDD Conceptual Design Plan (CDD#2021-00004) and Infrastructure Site Plan (DSP#2023-00001).

- c. Excluding above grade utilities from dedicated open space areas and tree wells.
 - d. Screening all on-site utilities from the public right-of-way.
7. Provide a lighting plan prior to the release of Final Site Plan, unless otherwise identified below, to verify that lighting meets the City’s Design and Construction Standards. The plan shall be to the satisfaction of the Directors of P&Z, T&ES, Code, and the Climate Action Officer of OCA and shall include: (P&Z) (T&ES) (OCA) (Code) *
- a. Photometric calculations must extend to the property line on the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way.
 - b. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.
 - c. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
 - d. Light fixtures for the open canopies shall be recessed into the ceiling for any areas visible from the public right-of-way.
8. Provide a georeferenced CAD file in AutoCAD 2018.dwg or greater format that adheres to the National CAD Standards prior to Final Site Plan release. The file shall have the dimension plan including existing conditions, proposed conditions, and grading elements. If proposing a subdivision, include the existing and new parcels and neighboring parcels. Identify legal lot numbers for each lot and document the square footage. Show adjacent lots and their Tax Map numbers on the subdivision plat. (GIS) *

A. OPEN SPACE/LANDSCAPING

- 9. Provide power and water to the Great Lawn, Guardhouse, Building A event area (per final design in coordination with tenant), and the gathering area adjacent to the multi-use courts/playgrounds.
- 10. Provide tabulation of proposed seating to ensure that sufficient seating is provided, particularly at activity nodes such as the guardhouse, pump house roof, event lawn, and others.
- 11. The Historic Interpretation Plan envisions the reuse of powerplant artifacts for historic interpretation. Incorporation of select existing building and site elements, equipment and artifacts, should be utilized within the open space system to provide a sense of place (see also Archaeology conditions).
- 12. All landscape plantings shall comply with the Landscape Guidelines and relevant Memos to Industry for the City of Alexandria.

13. The open space and landscape around Block A shall be designed and provided as an interim solution (i.e. lawn). Any interim use should allow for flexibility and reconstruction of the landscape so that the permanent design for the Block A open space will be provided with the DSUP application for Block A.
14. The applicant or assigns shall manage and maintain the public bathrooms within the guardhouse. The public restrooms will operate from 8:00 a.m. to 10:00 p.m. daily, including holidays. The applicant or assigns will be responsible for the regular maintenance upkeep and regular operation/access of the public restrooms. The applicant shall provide the City with the name of the organization responsible for providing restroom service and post such information at the public restrooms. Signage shall also provide details regarding access and hours of the public restrooms. Maintenance is to be performed consistent with Health Code regulations. (RPCA) [Condition applies to DSUP2025-10014 Rail Corridor Park only].
15. Provide a water bottle filler on or adjacent to the exterior of the guardhouse (RPCA) [Condition applies to DSUP2025-10014 Rail Corridor Park only].
16. Continue to refine the Common Elements Palette of site furnishings for the publicly accessible parks for review and approval by Staff prior to Final Site Plan release. (P&Z) (T&ES) *
17. Provide location, specifications, and details for site furnishings that depict the installation, scale, massing, and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
18. Site furnishings may include benches, bicycle racks, trash bins, recycling receptacles, and other associated features.
19. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release for that section of the publicly accessible parks that is being constructed in each phase (design of retaining walls in later phases to be designed at the time that those improvements are contemplated in the approved Phasing Plan. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. The design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, and Code. (P&Z) (T&ES) (Code) *
20. Develop a name for the Rail Corridor Park and Waterfront Park in coordination with City Staff and consistent with the naming conventions established by RPCA for new City parks.

B. ARCHAEOLOGY

21. Update the Historic Interpretation Plan with the second Final Site Plan submission to incorporate the following changes:

22. Provide a comprehensive storytelling narrative and cohesive site historical progression through updates to the Site Historic Timeline and overall narrative statement. The applicant will work with a qualified professional historian with local knowledge hired to create the historical narratives. A draft of a documentary study of the property has been compiled by the applicant's archaeological consultant. The historian will oversee the update of the Historic Interpretation Plan and can incorporate the archaeologist documentary study and other resources.
23. Provide more details on how existing power plant, rail vehicles, and site elements will be reused, which may include metal, brick and/or glass structural elements of the power plant structure in site design, landscape, interpretive pieces or public art.
 - a. Identify which elements on the Historic Interpretation Opportunities slide will be delivered with which blocks and coordinate with the updated Supplemental Phasing Exhibit.
 - b. Provide additional information about community outreach for implementation. A community outreach meeting should be held with the second Final Site Plan submission. Community feedback should be incorporated where feasible and consistent with the findings of the professional historian into the final Historic Interpretation Plan, prior to release of the Final Site Plan.
24. Call Alexandria Archaeology immediately at 703.746.4399 if you discover any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts during development. Cease work in the discovery area until a City archaeologist inspects the site and records the finds. Include the preceding text on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) *
25. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, or allow independent parties to collect or excavate artifacts, unless authorized by Alexandria Archaeology. Failing to comply shall result in project delays. Include the preceding text on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) *
26. Construct and install all interpretive elements or markers and submit the final archaeological report for review and approval by the City Archaeologist prior to the issuance of the last residential unit certificate of occupancy (if provided within the block) or the acceptance of the open space developed with the associated block. (Archaeology) ***
27. Hire a professional consultant to work with Staff and the landscape designers to incorporate and interpret elements of the historic character and archaeological findings into the design of the open space and to prepare interpretive elements to install as part of the project. Indicate themes and locations of the interpretive elements in the site plan and provide text and graphics for the signage subject to

review and approval by the Office of Historic Alexandria/Alexandria Archaeology prior to Final Site Plan release. Install the interpretative elements prior to the issuance of the last residential unit certificate of occupancy (if provided within the block) or the acceptance of the open space developed with the associated block. (Archaeology) *,***

C. SUSTAINABILITY

28. Demonstrate if and/or how the open space will contribute to the target outlined in CDD Condition 139 b regarding 3% renewable energy generation site wide at Building Permit. (OCA) ** ²
29. Wood salvage – provide information regarding the potential to incorporate wood salvage or harvest as part of the construction activity [Condition applies to DSUP2025-10013 Waterfront Park only].

II. TRANSPORTATION

A. STREETS/TRAFFIC

30. Repair any of the City’s existing public infrastructure that construction damages per the most recent version of the T&ES Design and Construction Standards Memo to Industry 23-01, or to the satisfaction of Director of T&ES, prior to Performance Bond release in accordance with the updated phasing plan. (T&ES) ****
31. Provide full curb to curb restoration for any asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street prior to Performance Bond release. (T&ES) ****
32. Finalize addresses for emergency services (addressed per street access), prior to Final Site Plan release. (P&Z) (T&ES) (GIS) *
33. Design and develop a sign plan for wayfinding and directional signage consistent with the City’s Wayfinding Standards that sets location, scale, massing, and character of all proposed signage prior to Final Site Plan release to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) *

² See CDD#2021-00004 conditions #139b and 151.

III. PUBLIC WORKS

A. WASTEWATER/SANITARY SEWERS

- 34. Connect discharge from pool(s) and/or water play features and fountains to the sanitary sewer. (T&ES)

B. UTILITIES

- 35. If the applicant does not have a franchise agreement with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
- 36. Do not locate transformers and switch gears in the public right-of-way. (T&ES)

C. SOLID WASTE

- 37. Purchase and install one (1) trash and one (1) recycling container to be located at each primary destination point for both the Rail Corridor Park and Waterfront Park, including but not limited to the Pumphouse, Guardhouse, playgrounds, dog park, multi-use court, event lawns, plazas and large seating areas. Show this on Final Site Plan drawings and coordinate with City staff as necessary. (T&ES) *

IV. ENVIRONMENTAL

A. STORMWATER MANAGEMENT

- 38. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not affected adversely by construction operations prior to Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, describe the maintenance measures performed. (T&ES) ****
- 39. For projects that implement a Stormwater Master Plan (SWMP), each phase of the development must meet the water quality requirements adopted by the City of Alexandria at the time of the submittal of each preliminary Development Site Plan/Development Special Use Permit. This includes the 1) state phosphorus reduction and 2) Alexandria water quality volume default (WQVD) requirements. The SWMP must be updated prior to the release of each individual DSP/DSUP. (T&ES)
- 40. All stormwater must ultimately discharge directly to the Potomac River. No stormwater connections will be allowed to the existing combined sewer system. (T&ES)

41. The applicant shall be responsible for maintenance of the existing outfall and discharge tunnel until the maintenance bond release of the final block DSP/DSUP. (T&ES)

B. WATERSHED, WETLANDS, & RPAs

42. For sites that contain marine clays, account for marine clay or highly erodible soils in the construction methodology and erosion and sediment control measures. (T&ES)
43. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site): (T&ES)
 - a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers,
 - b. Highly erodible and highly permeable soils,
 - c. Steep slopes greater than 15 percent in grade,
 - d. Known areas of contamination; springs, seeps, or related features, and
 - e. A listing of all wetlands permits required by law.
44. Prepare a Stormwater Pollution Prevention Plan with enhanced protective measures from site sources to the proximity of the RPA(s) to the project. (T&ES)

C. CONTAMINATED LAND

45. Conditions for Contaminated Lands related items are the same as those found in the PRGS Infrastructure Plan, DSP#2023-00001. (T&ES)
46. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the applicant must notify T&ES, Development Site Inspector and Office of Environmental Quality and the Fire Marshall's Office immediately. Should unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in the PRGS Infrastructure Plan (DSP#2023-00001) are submitted and approved at the discretion of the Director of T&ES. Include the preceding text as a note on the Final Site Plan. (T&ES) (Code) (Fire) *

D. SOILS

47. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments, if any, prior to Final Site plan release. (T&ES) *

E. NOISE

48. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked, including construction vehicles and vehicles in the loading dock, per 9 VAC 5-40-5670 of the Virginia State Code. Prior to the issuance of

the Certificate of Occupancy, post at least two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES) ***

F. AIR POLLUTION

- 49. Control odors, dust, debris and any other air pollution sources resulting from demolition, construction, and operation at the site and prevent them from leaving the property to the maximum extent practicable or becoming a nuisance to neighboring properties, as determined by the Director of T&ES. The Applicant will follow all local, state, and OSHA requirements in this regard. (T&ES)

V. PUBLIC HEALTH

A. FOOD FACILITIES

- 50. Construction plans shall be submitted to the Health Department located at 4850 Mark Center Drive and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria- fee must be paid separate from any other departmental fees.
- 51. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

A. AQUATIC FACILITIES

- 52. An Alexandria Health Department Permit is required for each regulated facility, including swimming pools, wading pools, spas, waterparks, interactive water features and water activity pools. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Electrical inspection, Permit Application and Fee are required.
- 53. Construction plans and Fee shall be submitted to the Health Department located at 4850 Mark Center Drive and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a plan review fee per body of water payable to the City of Alexandria.
- 54. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 11, The Aquatic Health Ordinance. Pump curves, hydraulic calculations, equipment specifications, site plans, and piping plans shall be submitted.

VI. CONSTRUCTION MANAGEMENT

55. Submit a separate construction management plan to the Directors of P&Z, T&ES, and Code Administration prior to Final Site Plan release. The plan shall satisfy these requirements: (P&Z) (T&ES) (Code)
 - a. Do not remove streetlights without authorization from the City of Alexandria,
 - b. If streetlights are to be removed from the public right-of-way, then provide temporary lights until the installation and commissioning of new lights, *
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed, *
 - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction, *
 - e. Include an overall proposed schedule for construction, *
 - f. Include a plan for temporary pedestrian circulation, *
 - g. Include the location and size of proposed construction trailers, if any, *
 - h. Include a preliminary Maintenance of Traffic Plan as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials, and *
 - i. Post copies of the plan in the construction trailer and give it to each subcontractor before they start work. ***

56. Provide off-street parking for all construction workers without charge and ensure that all workers use this parking. For workers who use Metro, DASH, or another form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall: (P&Z) (T&ES) *
 - a. Establish and provide verifiable details and/or agreements on the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit, *
 - b. Post information on transit schedules and routes, *
 - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement, and
 - d. If the off-street construction worker parking plan is found to be violated during construction, a correction notice will be issued to the applicant. If the violation is not corrected within five days, a "stop work order" will be issued, with construction halted until the violation has been corrected.

57. In the construction management plan, include chapters on: (T&ES) *
 - a. **Maintaining pedestrian access.** Sidewalks adjacent to the site shall remain open during construction to the extent feasible. If sidewalks must be closed,

pedestrian access shall be maintained adjacent to the site per Memo to Industry 04-18 throughout the construction of the project.

- b. **Maintaining bicycle access.** Bicycle facilities adjacent to the site shall remain open during construction to the extent feasible. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry 04-18 throughout the construction of the project.
- c. **Maintaining access to transit stops.** Stops shall remain open to the extent feasible for the duration of construction. If construction requires closing a stop, then install a temporary ADA accessible stop. Coordinate with the T&ES Transportation Planning Division at 703.746.4088 as well as the transit agency serving the stop. Install signs noting the closure and the location of the temporary stop prior to ending service at the current stop.
- d. **Waste control program.** This program shall control waste (e.g., discarded building materials, concrete truck washout, chemicals, litter or trash, sanitary waste) and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment. Dispose of all waste offsite per all applicable federal, state, and local laws. Provide documentation as required per the City’s Green Building Policy and conditions therein.

- 58. Conduct these pre-construction meetings: (P&Z) (T&ES) (Code) *, **
 - a. Walk/survey of the site prior to any land disturbing activities with T&ES Construction & Inspection and Code Administration staff to document existing conditions prior to Final Site Plan release.
 - b. An in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any building or grading permits are issued.
 - c. An in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes with the P&Z project planner prior to starting work.

- 59. Identify these individuals prior to Final Site Plan release: (P&Z) (T&ES) *
 - a. Certified Land Disturber (CLD) in a letter to the Division Chief of Permits & Inspections prior to any land disturbing activities and include the name on the Phase I Erosion and Sediment Control sheets. If the CLD changes during the project, then note the change in a letter to the Division Chief.
 - b. Community liaison for the duration of the project. Provide their name and telephone number, including an emergency contact number, to residents, property managers, and business owners whose property abuts the site. Install a temporary informational sign prior to Final Site Plan release with the community liaison’s name and contact information. Display the sign until construction finishes.

60. Submit a stamped electronic copy of an as-built development site plan survey, per the *As-Built Development Site Plan Survey Checklist* prior to applying for a Certificate of Occupancy permit. A registered architect, engineer, or surveyor shall prepare the as-built plan. (P&Z) (T&ES) ***
61. If outstanding performance, completion, or other bonds for the benefit of the City are in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES) ****

VII. CONTRIBUTIONS

62. The applicant shall provide in-kind contributions pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy and consistent with the provisions and exclusions outlined in CDD#2021-00004 as amended with CDD#2025-0004 Condition #116. (P&Z) ***
63. Provide in-kind open space improvements to the Rail Corridor Park, Waterfront Park and National Park Service property as depicted in the /approved open space Preliminary Plans per the Amended Phasing Plan.

VIII. PUBLIC ART

64. Work with City Staff to incorporate on-site public art elements per the submitted Public Art Plan and CDD#2021-00004 Condition #115 or provide an equivalent monetary contribution for public art within the Small Area Plan per the City's Public Art Policy, adopted December 13, 2014, to the satisfaction of the Directors of P&Z and RP&CA.
65. The Public Art Plan shall be resubmitted with subsequent submissions as necessary to refine and update the plan with more information. (P&Z) (RP&CA)
66. Refine the location, type, and goals for public art in the Final Site Plan based on the submitted Public Art Plan. Select the artist, finalize locations and medium, and provide a schedule for the art installation prior to Final Site Plan release. (P&Z) (RP&CA) *
67. Install the art prior to the acceptance of the open space in accordance with the updated Phasing Plan, to the satisfaction of the Directors of P&Z and/or RP&CA. (P&Z) (RP&CA) ***
68. The in-lieu contribution shall be \$0.30 per gross square foot, with a maximum contribution of \$75,000 per building prior to issuance of the first Certificate of

Occupancy. On-site public art shall be of equivalent value to the contribution.
(P&Z) (RP&CA) ***

IX. DISCLOSURE REQUIREMENTS

69. The following disclosure conditions apply to any Master Association created to maintain and/or manage the public parks and facilities within such public parks.
(P&Z) (T&ES)
70. Submit all Master Association disclosure covenants for review and approval by the Director of P&Z and the City Attorney prior to applying for the final inspection. Include the conditions listed below in a dedicated section of the association covenants. The language shall establish and state that these conditions cannot be changed except by an amendment to this DSUP approved by the City Council. (P&Z) (T&ES) (City Attorney) ***
71. Incorporate these elements in any Master Association documents to retain trees proposed to be saved: (P&Z)
 - a. Provide a disclosure statement stating the presence and required protection of the trees.
 - b. Retain the trees depicted as protected on the released Final Site Plan unless the City Arborist permits removal of any due to the health and safety of the tree.
 - c. Comply with other restrictions deemed necessary by the City Attorney.
72. All public landscaping and public park areas, and all facilities within said areas, within the development shall be maintained by the Master Developer and/or Master Association or its equivalent.
73. Any substantive changes to the public landscaping and public open space areas of the Rail Corridor Park and Waterfront Park must be approved by the Department of Recreation, Parks, and Cultural Activities (RPCA).
74. Playgrounds, recreational equipment, and related safety surfacing and equipment must be maintained to current safety standards per ASTM or other governing standards.
75. Inspect and maintain stormwater facility BMPs to ensure proper functioning.***
76. The following disclosure conditions apply to any Condo Homeowners Association created within the project. (P&Z) (T&ES) (City Attorney).
77. Disclose to potential buyers the items listed below to the satisfaction of the Director of P&Z and the City Attorney: (P&Z) (T&ES) (City Attorney)
 - a. The site is located along Alexandria’s Potomac River Waterfront and public events and ongoing activation and programming are planned for the overall

area, including along the adjacent waterfront, Central/Waterfront Plaza, Rail Corridor Park and future Linear Park.

- b. The site is location along the Mt. Vernon Trail – which is a bicycle commuting “highway” linking Alexandria, Virginia to Washington, D.C. and beyond; and that cycle commuting traffic can vary throughout the day, particularly in the a.m. and p.m. peak hours.

Have Asterisks denote:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to the release of the building permit
- *** Condition must be fulfilled prior to the Request for Performance Bond Release Inspection
- **** Condition must be fulfilled prior to release of the bond