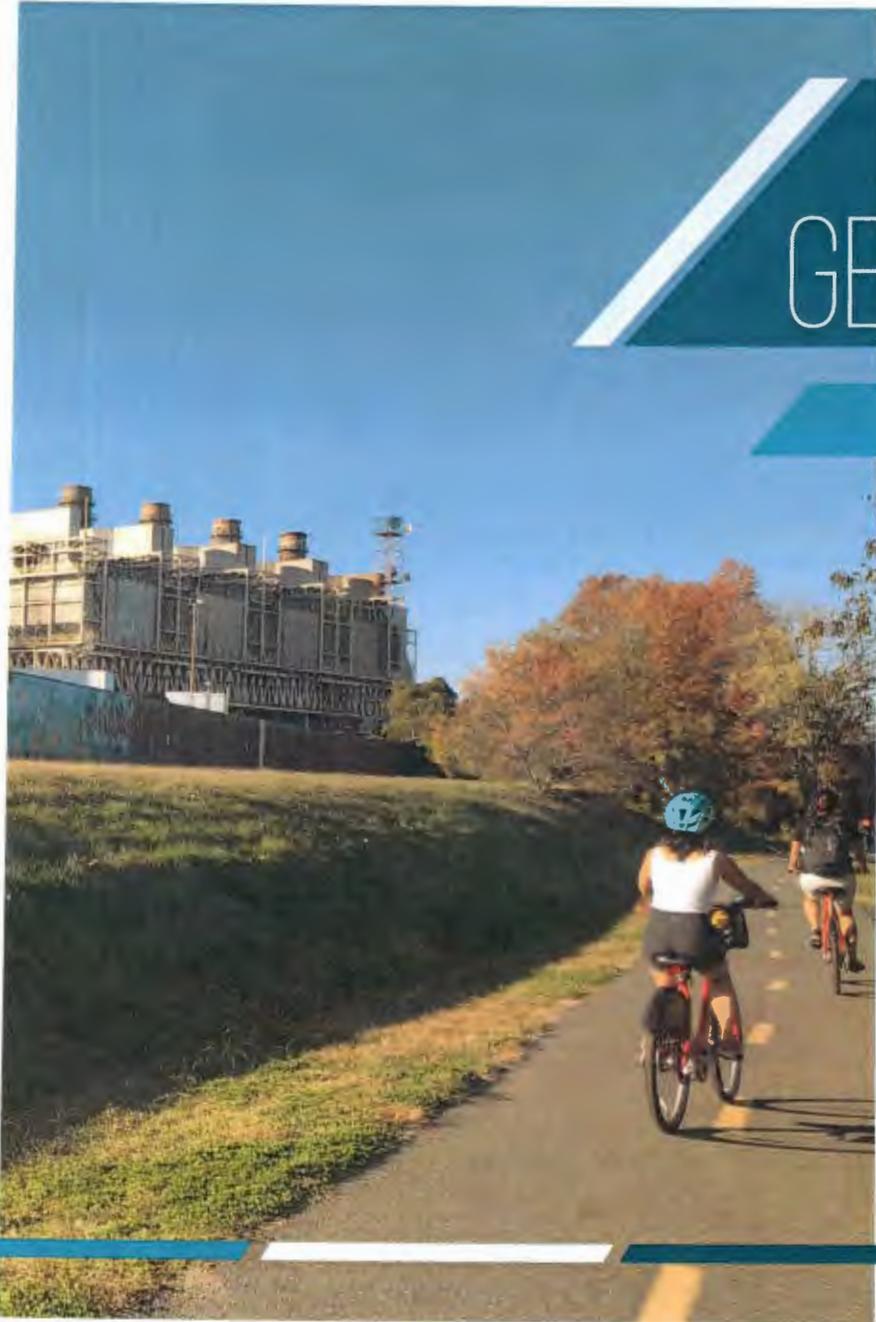


# POTOMAC RIVER GENERATING STATION

CITY COUNCIL HEARING

JULY 5, 2022



 **Hilco**<sup>TM</sup>  
Redevelopment Partners

 WIRE GILL

**Gensler**

**OJB**

**BURO HAPPOLD**

**Thornton  
Tomasetti**

 **christopher  
consultants**

**CLARK  
CONSTRUCTION**

**GOROVE SLADE**  
Transportation Planners and Engineers

 **SUSTAINABLE  
BUILDING PARTNERS**

 **WALKER  
CONSULTANTS**

 **Michael Glavin & Associates**  
Interior and Building Consulting

 **LERCH BATES**

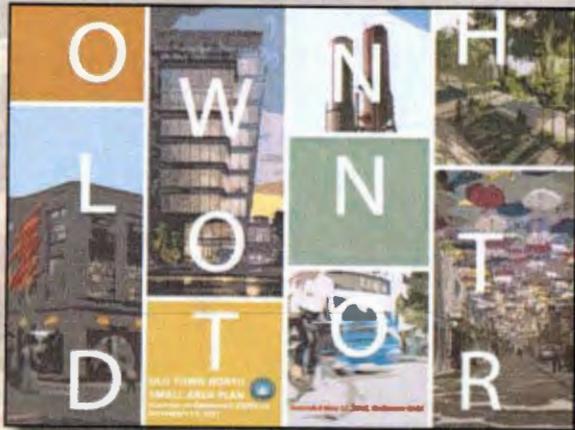
*For over sixty years, this former coal fired power plant operated in Old Town Alexandria.*

*It emitted approximately 3.15 million metric tons of CO<sub>2</sub> annually and approximately 200 million metric tons of CO<sub>2</sub> over the course of its operation.*

*3,150, mTCO<sub>2</sub> annually  
200,000,000 mTCO<sub>2</sub> lifetime*

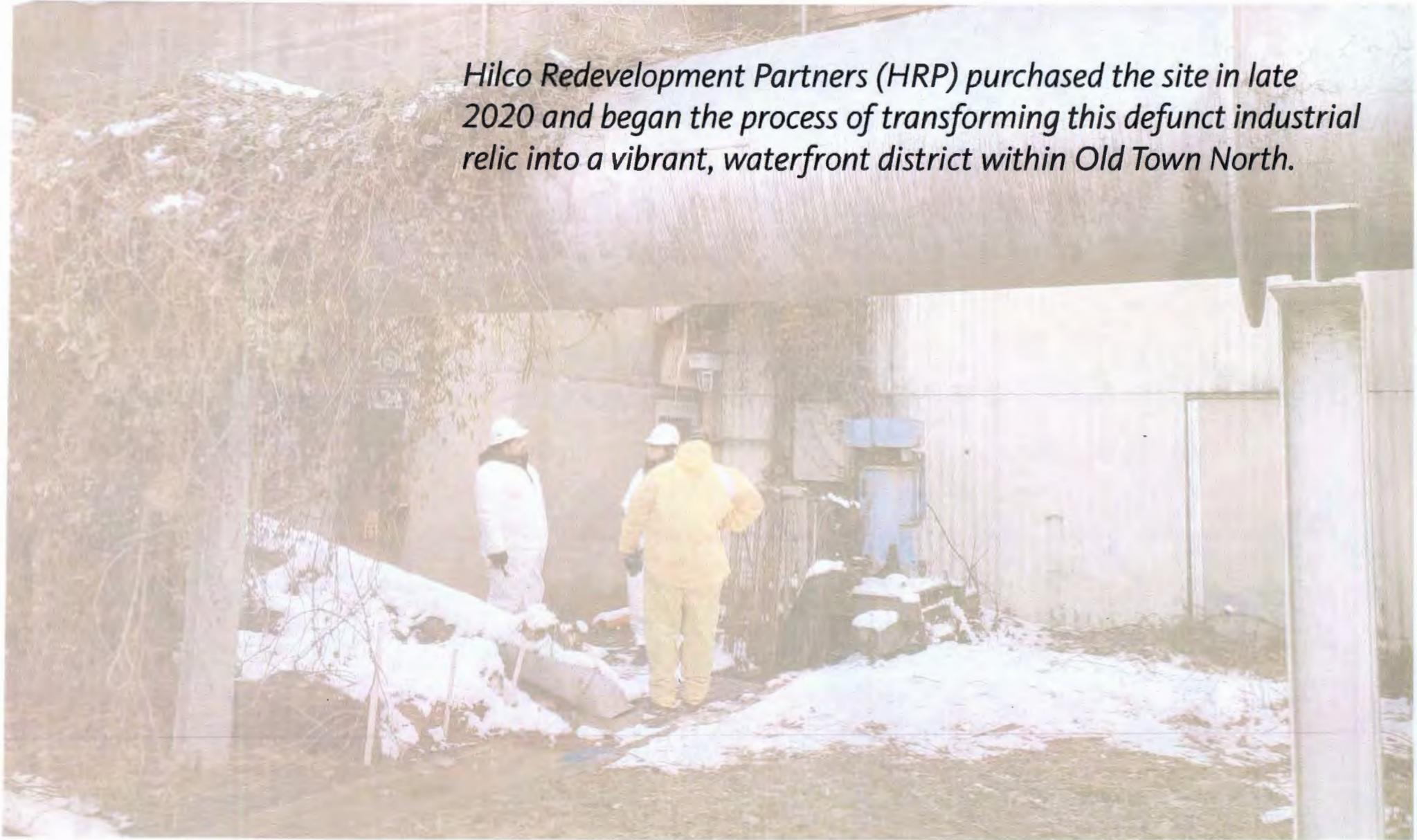


*The plant was closed in 2012 thanks to the advocacy of many Alexandrians.*



*The vision for reintegrating this site into the neighborhood was established in a two+ year planning process that culminated in the adoption of the Old Town North Small Area Plan (SAP) in 2017.*

*Hilco Redevelopment Partners (HRP) purchased the site in late 2020 and began the process of transforming this defunct industrial relic into a vibrant, waterfront district within Old Town North.*



**WE TRANSFORM  
UNSIGHTLY BLIGHT...**

**INTO SUSTAINABLE  
COMMUNITIES**

# A COMPREHENSIVE SITE VISION

**1 INTEGRATE THE SITE INTO  
OLD TOWN NORTH**  
Create a forward-AST, people-centric environment  
thoughtfully connected to OTN

**2 CONNECT PEOPLE  
TO THE WATERFRONT**  
Expand equitable access to  
Alexandria's waterfront

**3 PROVIDE MEANINGFUL &  
VARIED OPEN SPACE**  
Create places for a variety of activities  
seamlessly connected to neighboring parks

# COMMUNITY ENGAGEMENT

A ROBUST COMMUNITY ENGAGEMENT PROCESS

**16+ Months of Community Engagement**

**45+ Engagement Events**

**11 Community Meetings**

- Introductions
- Overview of OTNSAP
- 3 Site Tour Weekends (@1000 people)
- Site Concepts, Opportunities & Urban Design
- Open Space Planning
- Land Use, Building Heights & Affordable Housing
- Environmental & Sustainability
- Transportation
- Wrap Up Meeting

**11 National Park Service Meetings**

**20+ Meetings with Civic Organizations, HOAs & City Agencies, including:**

- North Old Town Independent Citizens' Association (NOTICe)
- Old Town North Community Partnership
- Marina Towers Board
- Harbor Terrace
- Watergate Townhouses Board
- Alexandria House
- Urban Design Advisory Committee
- Housing Affordability Advisory Committee (AHAAC)
- Transportation Commission
- Environmental Policy Commission
- Parks and Recreation Commission
- Waterfront Commission



Artist's impression of future potential development and surrounding areas. Any changes to vegetation on adjacent property shown for reference only.

# A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** COMMUNITY BENEFITS



## Environmental Remediation

**Abatement & deconstruction** of power plant

**Site remediation** in coordination with Virginia Department of Environmental Quality (**VDEQ**)

**\$60 Million**



## Economic Benefit

**+/- 1,100 construction-related jobs**

**+/- 2,000 permanent jobs**

**+/- \$35 M net taxes** during development

**\$12 -15 M net annual taxes** at completion

**+/- \$35 Million Net Taxes (over 11 years)**



## Affordable Housing & Subsidized Arts Uses

### Affordable Housing:

- **\$8-11M** monetary contribution
- **+/- 60 units** through bonus density
  - **+/- 100 units** through P3

### Arts:

- **+/- 15,000 SF** subsidized arts space through bonus density

**\$48-111 Million/ \$16 Million**



*\* Early estimates of costs and values in 2021/2022 figures*

# A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** COMMUNITY BENEFITS

 **Open Space & Activation**

**14.2 acres** of publicly accessible open space created or improved

- Improved cyclist and pedestrian connectivity
- Active & passive open spaces
- Potential **waterside dining** at pump house

**\$30-\$35 Million**



 **Environmental Sustainability**

**Aggressive carbon reduction targets**

- 25% Energy savings**
- 10% Embodied carbon reduction**
- 3% On site renewable Electrification**

Comprehensive sustainability approach:  
**reduced energy usage, renewable energy, storm water management, & decreased reliance on vehicles**

**\$65 Million**



 **Transportation & Connectivity**

**Reconnection to Old Town North** road network

**Bike infrastructure** connected to Mt. Vernon Trail

**Woonerf** provides pedestrian & cyclist priority.

**Below-grade parking garage**

**\$177 Million**



*\* Early estimates of costs and values in 2021/2022 figures*

# DEVELOPMENT REVIEW PROCESS

THE **FIRST STEP** IN A MULTI-STEP PROCESS

## CDD

Coordinated Development District



### MASTER PLANNING & ZONING

- Road and block configuration
- Open space amount and approach
- Land use, density & height maximum

Outlines community benefit framework;  
Carbon Neutrality Analysis

## DSP

Development Site Plan



### SITE & INFRASTRUCTURE

- Streetscape, roadways and sidewalks
- Utility routing and approach

Defines public infrastructure;  
Coordinated Sustainability Strategy

## DSUPs

Development Special Use Permits



### BUILDING FORM & ARCHITECTURE

- Building massing and use
- Architectural definition and character
- Detailed open space associated with blocks

Building sustainability features

# LAND USE & HEIGHT

## A FLEXIBLE AND RESPONSIVE LAND USE APPROACH

- A mix of commercial and residential uses is proposed on site. Commercial uses may include office, arts, innovation, hotel & retail.
- A modest increase in height over the OTN SAP is proposed to offset on-site easements and increase publicly accessible open space.

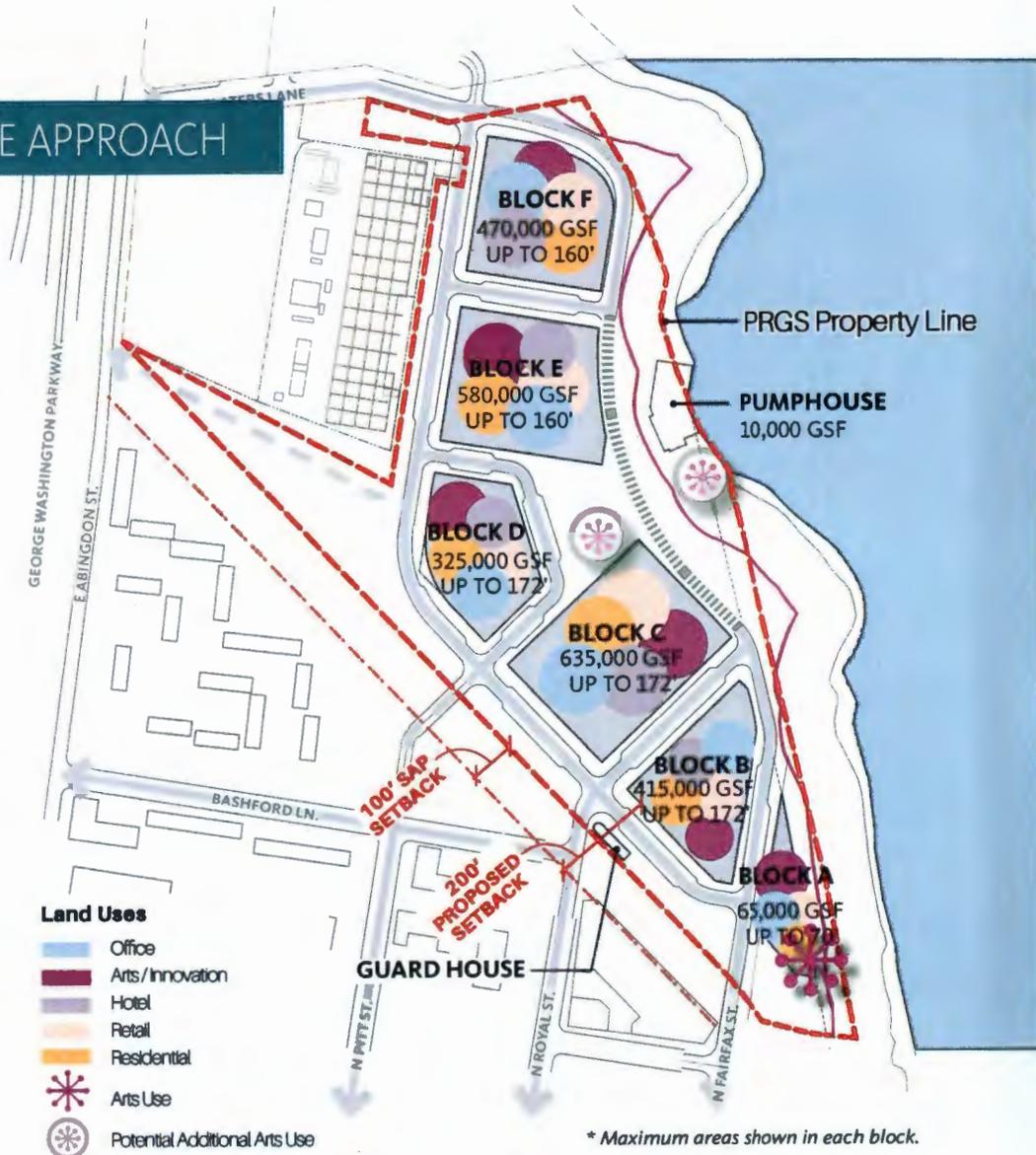
### FLEXIBLE DISTRIBUTION OF USES ACROSS SITE



\*USES WILL BE MIXED ACROSS THE SITE.

\*Commercial uses can include, but are not limited, to those listed.

	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	BLOCK F	PUMP HOUSE
	65,000 GSF	415,000 GSF	635,000 GSF	325,000 GSF	580,000 GSF	470,000 GSF	10,000 GSF
<b>Commercial*</b>	✓	✓	✓	✓	✓	✓	✓
Office	✓	✓	✓	✓	✓	✓	✓
Arts/Innovation	✓	✓	✓	✓	✓	✓	✓
Hotel		✓	✓	✓	✓	✓	
Retail	✓	✓	✓	✓	✓	✓	✓
<b>Residential</b>	✓	✓	✓	✓	✓	✓	✓



\* Maximum areas shown in each block.

# AFFORDABLE HOUSING

A **COMPREHENSIVE, THREE-PART STRATEGY** FOR DELIVERING AFFORDABLE HOUSING

1. **\$8 - \$11 Million** in voluntary affordable housing contribution

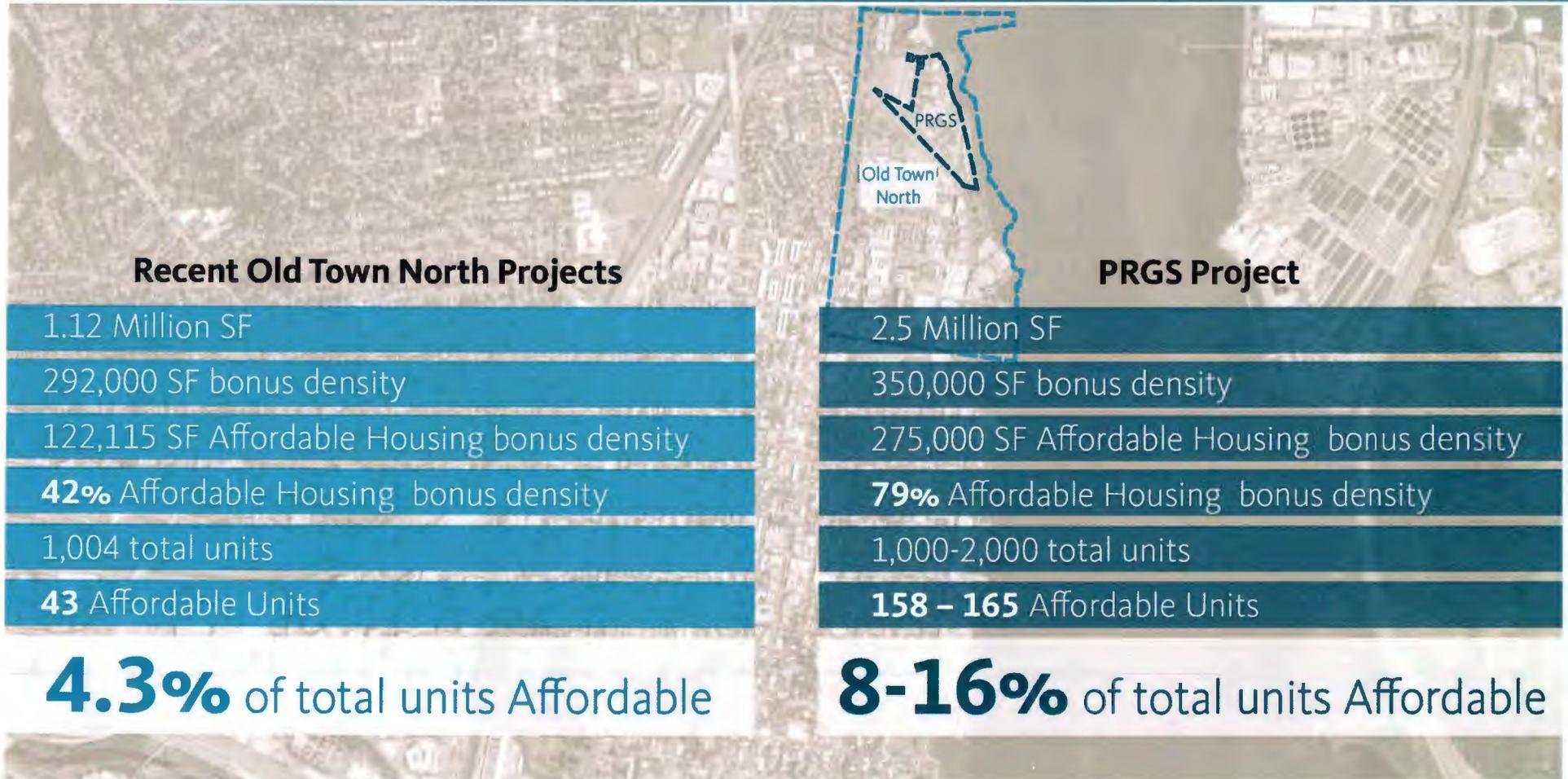
2. **175,000 SF** of bonus density used to create approximately **58-65 on-site units at 60% AMI**  
(Estimated cost of affordable units: **\$40 million**)

3. **100,000 SF** of bonus density used by potential **Public-Private Partnership** leveraging voluntary contribution with tax credits and/or City funds



# AFFORDABLE HOUSING

PRGS PROJECT **WILL EXCEED** OTHER RECENT AFFORDABLE HOUSING COMMITMENTS



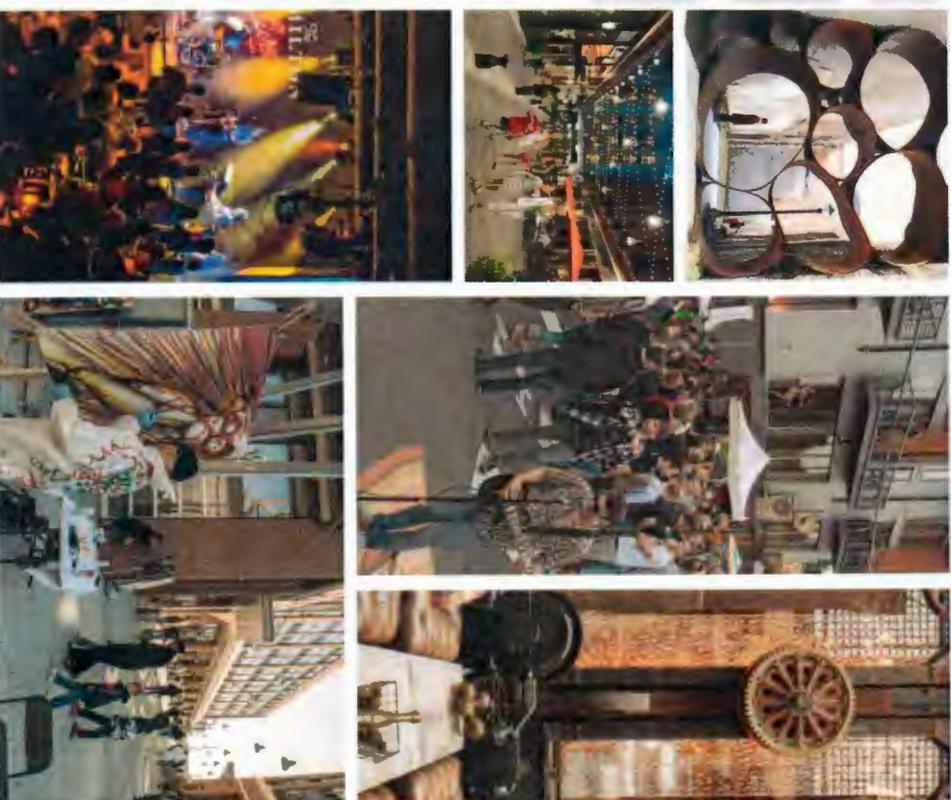
# ARTS AND CULTURE

THE EXISTING ARTS AND CULTURE DISTRICT WILL BE EXTENDED INTO THE SITE

The Old Town North Arts District will be extended into the PRGS site.

This will include planning for arts uses and potentially re-purposing existing site elements for new, creative uses.

75,000 SF of the 350,000 SF Bonus density is being used to enable **15,000 SF of subsidized arts and cultural space** throughout the CDD.



# A VIBRANT & FRIENDLY COMMUNITY

EXTENDING THE OLD TOWN NORTH COMMUNITY + CONNECTING TO THE WATER



# INTEGRATED OPEN SPACE NETWORK

PRGS & Adjacent Properties

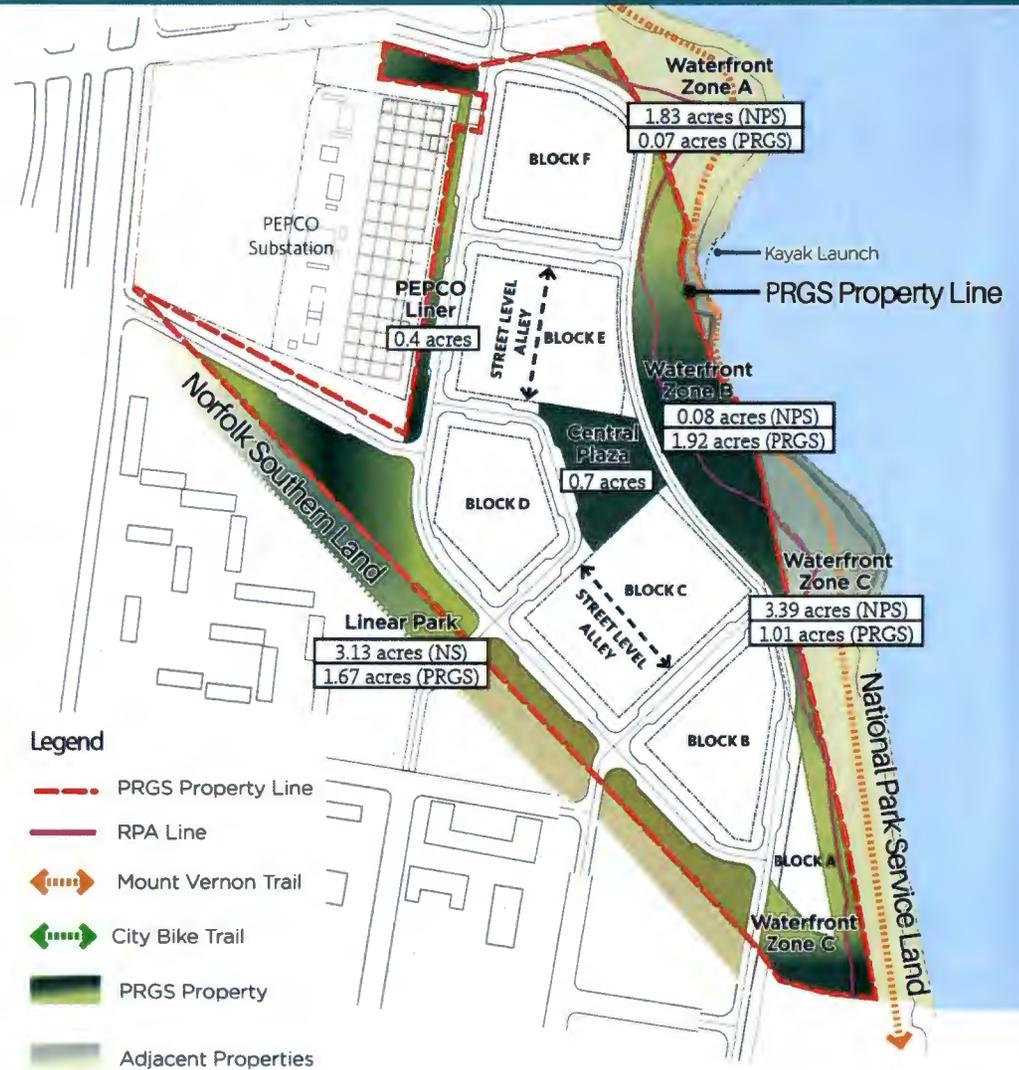
Total Open Space  
Required within  
PRGS Property by OTN SAP  
**3.0 acres**

Total Open Space  
Provided within  
PRGS Property  
**5.77 acres**

Total Open Space within PRGS Property + Abutters:  
**14.2 acres**



## SUBSTANTIAL NEW OPEN SPACE NETWORK EXCEEDS OTN SAP

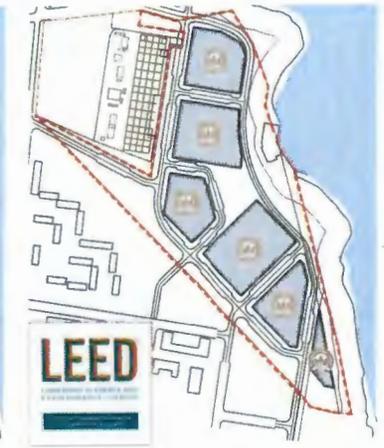
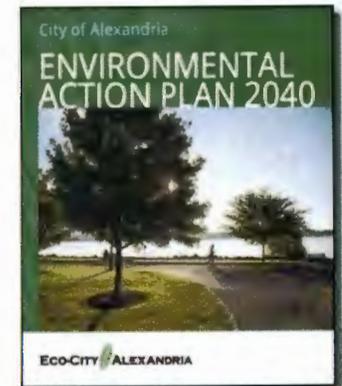


# SUSTAINABILITY AND LEED FRAMEWORKS

## SUSTAINABILITY FRAMEWORK

Existing sustainability guidance for development on the PRGS site includes:

- o Old Town North Small Area Plan (2017)
- o City of Alexandria Green Building Policy (2019)
- o City of Alexandria Environmental Action Plan 2040 (2019)



## LEED FRAMEWORKS

The Old Town North Small Area Plan (OTN SAP) envisions that the PRGS site applies the green building rating system Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND). This is a plan level certification.

Each building will also be LEED Silver certified, at minimum. This is a building certification.

# SUSTAINABILITY APPROACH

## SIX CATEGORIES OF SUSTAINABILITY CONSIDERATIONS



### SITE

- OPEN SPACE
- STORM WATER
- HABITAT & ECOSYSTEM
- SHADING



### WATER

- POTABLE REDUCTION
- REUSE OPPORTUNITIES
- PROCESS WATER
- APPLIANCES



### RESILIENCY

- INFRASTRUCTURE
- ESSENTIAL SYSTEMS
- ADAPTABLE BUILDINGS



### WASTE

- RECYCLING
- WASTE MANAGEMENT
- INFRASTRUCTURE
- OPERATION



### HEALTH & WELLNESS

- MATERIALS
- INDOOR AIR QUALITIES
- COMFORT
- FACILITIES



### CARBON REDUCTION

- VOLUNTARY CARBON NEUTRALITY ANALYSIS
- TRANSPORTATION AND TRANSIT IMPROVEMENTS



## 25% Energy Use Reduction

- Baseline LEED v4 / ASHRAE 90.1-2010
- Double the ALX Green Building Policy targets of 14% residential and 11% commercial



## 10% reduced Embodied Carbon target



## 3% of onsite energy use will come from Onsite Renewable Energy



## Electrification minimizes onsite combustion



## Transportation and transit improvements

### ENERGY REDUCTION TARGETS

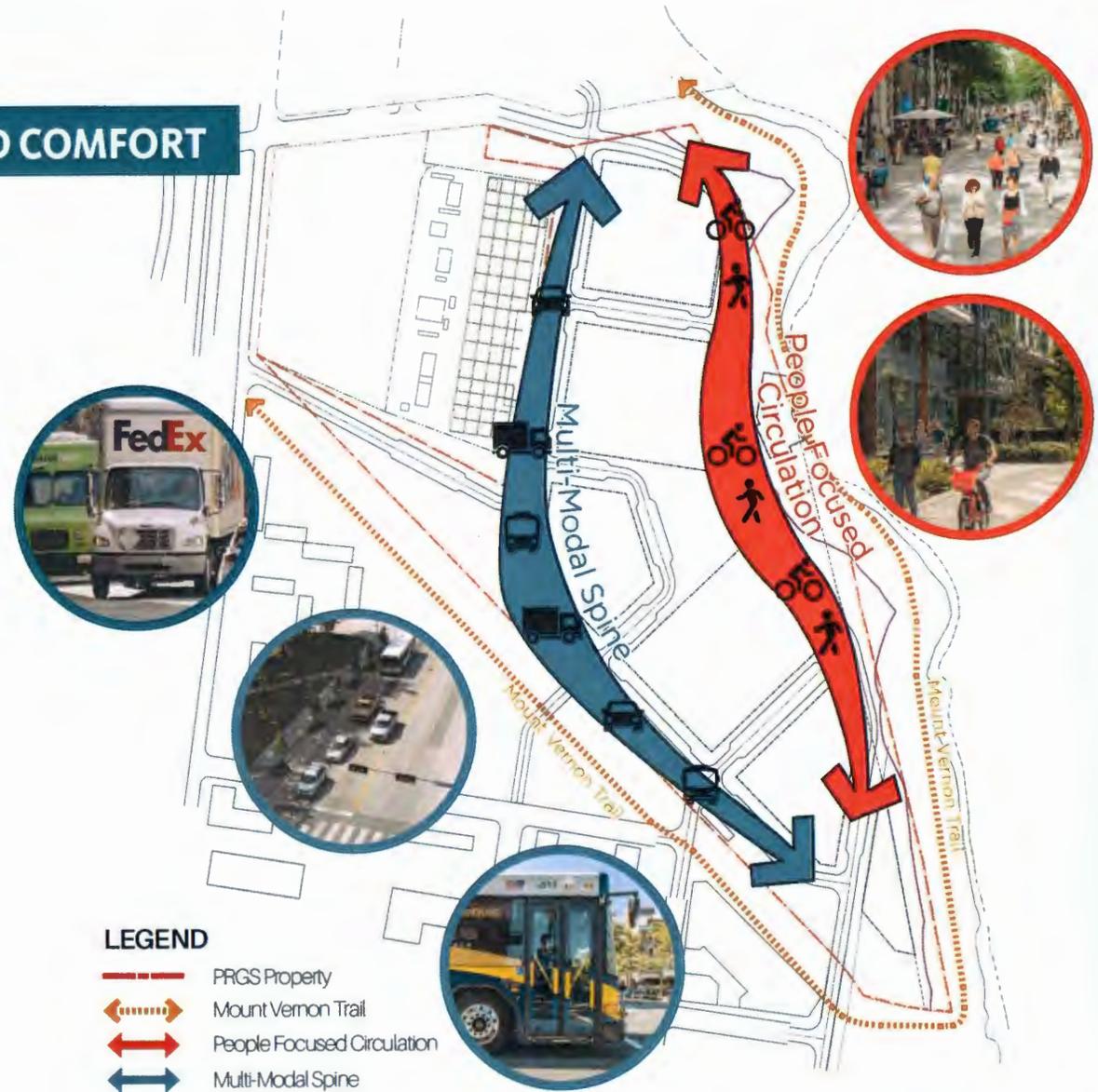
	RESIDENTIAL	COMMERCIAL
Typical LEED BD+C Silver Building	12%	9%
Typical LEED ND Silver Site	5%	2%
Alexandria Green Building Policy	14%	11%
<b>POTOMAC RIVER GENERATING STATION</b>	<b>25%</b>	<b>25%</b>

\* Percentages measured **BETTER** than ASHRAE 90.1-2010

# OVERVIEW

## SEPARATING FLOWS FOR SAFETY AND COMFORT

- Separate flows of cars/trucks/buses and pedestrians/cyclists for safety and comfort
- A multimodal “spine” street along the west is used for vehicles and buses
- A people-focused street along the water facilitates pedestrian and bicycle movement, and allows for vehicle movement
- Geometry of road network discourages cut through traffic
- Provision of DASH transit route and facilities (2 bus stops in either direction) through the site and continued coordination with City and DASH to improve frequency of planned service.

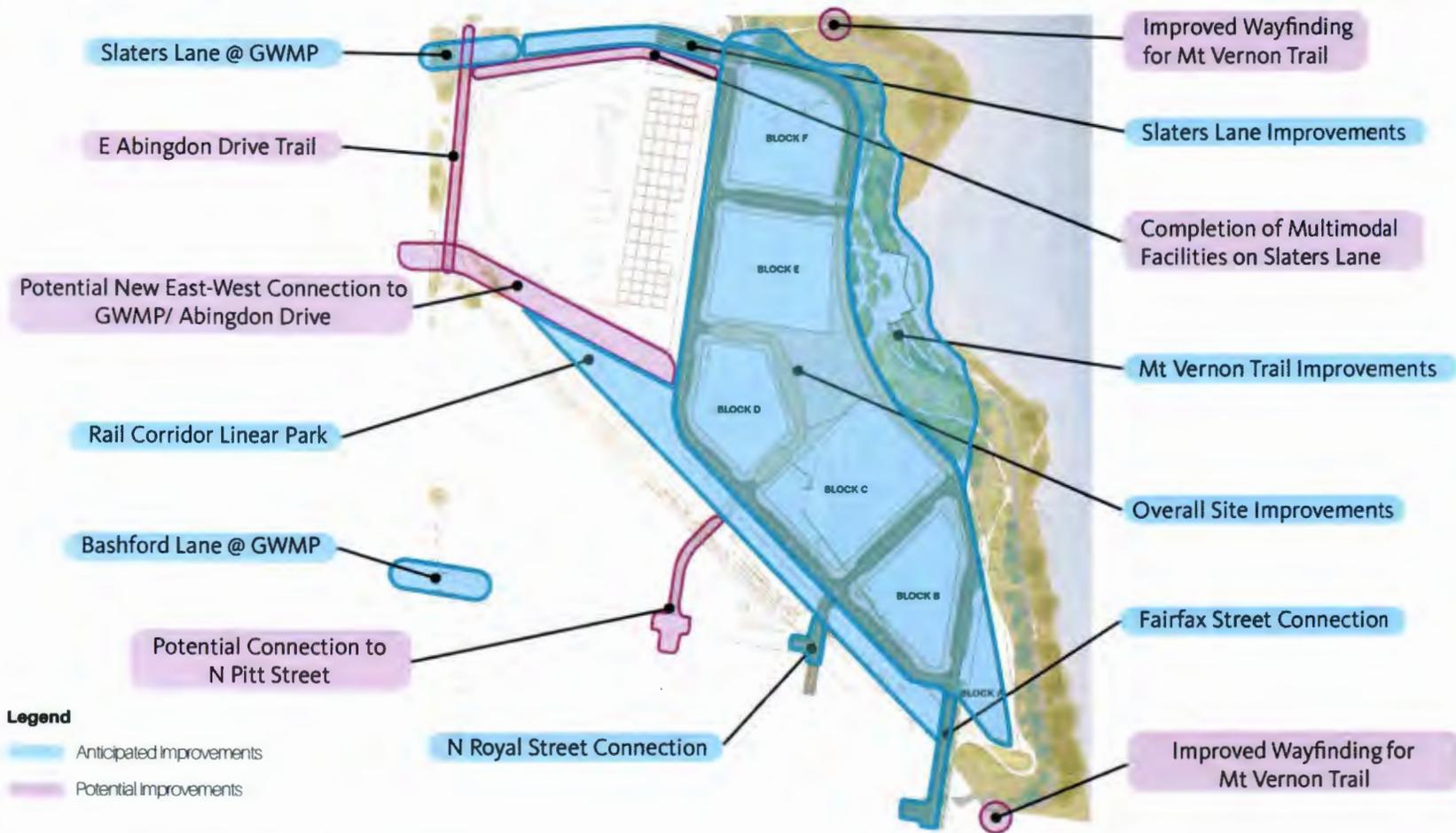


### LEGEND

- PRGS Property
- ⋯ Mount Vernon Trail
- ↔ People Focused Circulation
- ↔ Multi-Modal Spine

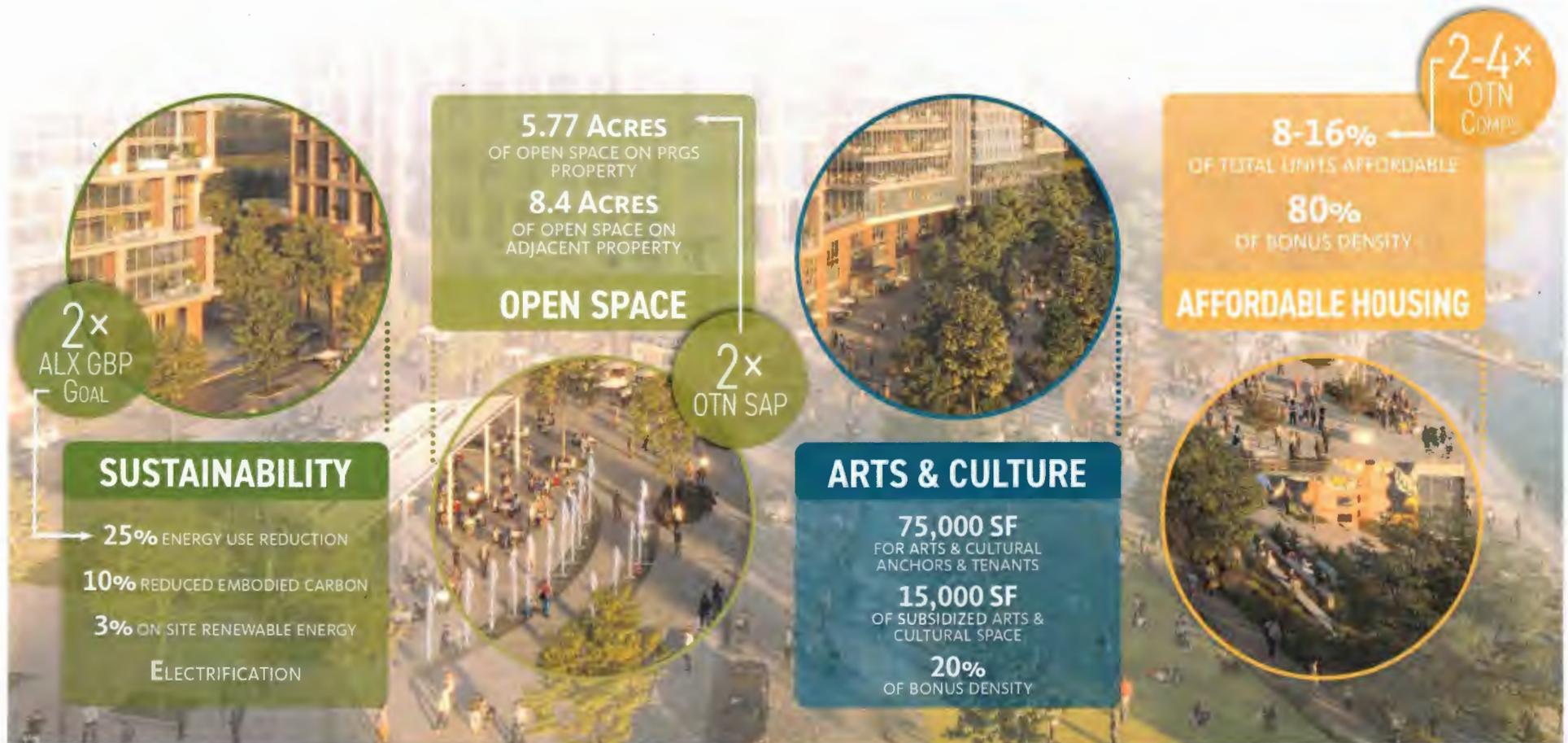
# TRANSPORTATION IMPROVEMENTS

## ON-SITE AND OFF-SITE IMPROVEMENTS TO SUPPORT MOVEMENT IN AND THROUGH SITE



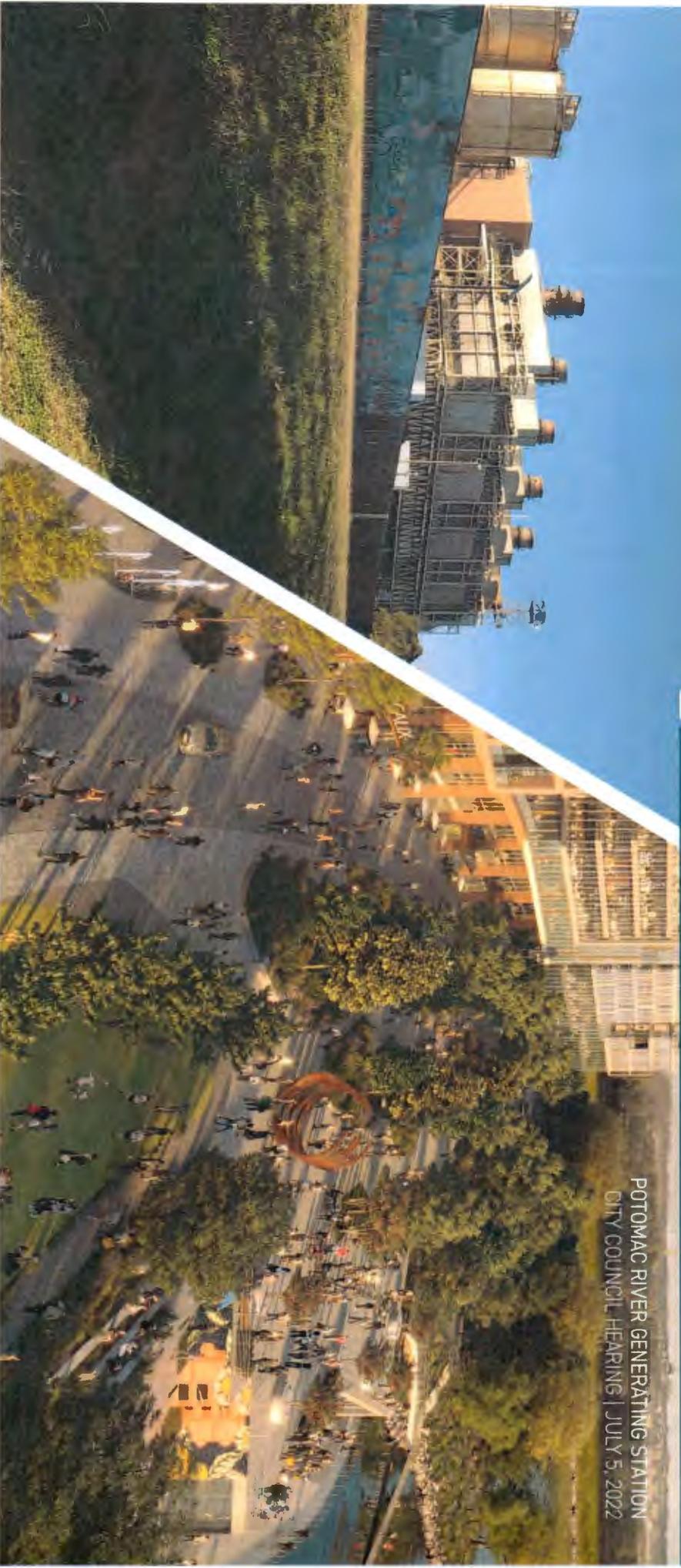
# COMPREHENSIVE TRANSFORMATION OF PRGS SITE

TRANSFORMING A BLIGHTED SITE...  
TO GO ABOVE & BEYOND POLICY REQUIREMENTS ON:



# THANK YOU!

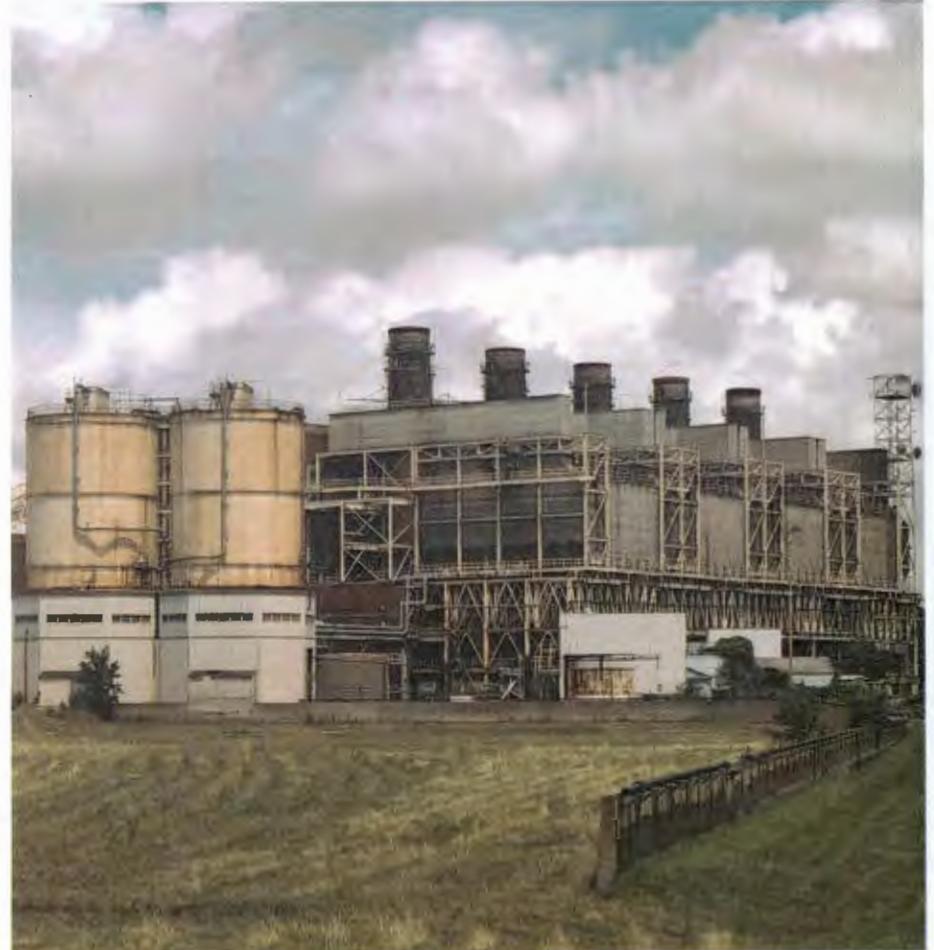
POTOMAC RIVER GENERATING STATION  
CITY COUNCIL HEARING | JULY 5, 2022



# APPENDIX

# PRIOR TO DECONSTRUCTION START

- HRP will hold public informational meetings in advance of deconstruction start.
- Planning for deconstruction includes the following:
  - Construction Management Plan (CMP) will be coordinated per the City's requirements.
  - Rodent Control Plan will be established and include regular site inspections.
  - Noise and Vibration Control Plans will include on-site monitoring.
  - Dust Monitoring Plan will be established.
  - Worker Parking Plan will be established.
  - Existing Conditions Survey for immediately adjacent abutting properties.



# VRP AREAS OF INTEREST

- Known Petroleum Release Area (**light green**)
- Former Chemical Storage and Use Areas (**blue**)
- Former Power Plant Buildings (**orange**)
- Drain Lines and Outfalls (**yellow**)
- Former Coal and Ash Storage Areas (**dark green**)
- Transformers and Electrical Equipment (**red**)
- Rail Yard (**brown**)



# VRP NEXT STEPS

- Results from the Fall 2021 sampling were documented in a Preliminary Site Characterization Report, which was submitted to VDEQ in April
- Additional sampling will be conducted in currently inaccessible areas (beneath buildings, near active utilities) and documented in a Site Characterization Report
- After additional sampling is complete, locations where concentrations exceed VDEQ Screening Levels will be evaluated in a Human Health Risk Assessment
- Results of the Human Health Risk Assessment will be used to identify areas where remediation is warranted
- Remedial actions will be selected, designed, and implemented in coordination with deconstruction and redevelopment



# COMMUNITY ENGAGEMENT + OUTREACH

- February 11 – Community Meeting #1
- April 28 – National Park Service Kickoff Meeting
- April 29 – Community Meeting #2
- June 4 & 5 – Public Site Tours/ Community Meeting #3
- June 29 – National Park Service Meeting
- July 30 – CDD-1 Submission
- September 9 – National Park Service Meeting
- September 29 – Community Meeting #4
- September 30 – Taste of Old Town/ NOTICe Tours
- October 21 – National Park Service Meeting
- October 29 – Marina Towers Property Visit
- November 08 – NOTICe Meeting
- November 08 – Affordable Housing Kickoff Meeting
- November 10 – National Park Service Meeting
- November 13 – Community Site Tour/ Community Meeting #5
- November 15 – Marina Towers Board Meeting
- November 18 – National Park Service Meeting
- November 29 – Community Meeting #6
- December 8 – CDD-2 Submission
- January 13 – National Park Service Meeting
- January 20 – Parks & Recreation Meeting
- January 27 – Community Meeting #7
- February 1 – Planning Commission Work Session
- February 17 - National Park Service Meeting
- February 22 – City Council Work Session
- February 24 – Community Meeting #8
- February 28 – CDD Completeness Submission
- March 9 – UDAC Meeting
- March 14 – NOTICe Meeting
- March 15 – Old Town North Alliance Board
- March 16 - Transportation Commission Meeting
- March 17 - National Park Service Meeting
- March 21– Old Town North Community Partnership Meeting
- March 23 - Alexandria House Board Meeting
- March 29– Marina Towers Resident Meeting
- March 31– Community Meeting #9
- April 4 - Watergate Townhouses Board Meeting
- April 7 - Second CDD Completeness Submission
- April 18 – EPC (Environmental Policy Commission)
- April 19 - Waterfront Commission
- April 21 - National Park Service Meeting
- May 11– UDAC Meeting
- May 11– AHAAC (Alexandria Housing Affordability Advisory Commission)
- May 12 – Community Meeting #10
- May 19 - National Park Service Meeting
- June 10 & 11 - Site Tours
- June 20 - Harbor Terrace Meeting
- **June 23 & July 5 – Planning Commission and City Council Public Hearings \***

## Key

\* *Future Engagements (in italics)*

CDD Submissions (in blue)

**Engagements in the next month**

# SCHEDULE & PROCESS

# STEPS FORWARD

## PAST MEETING TOPICS

- INTRODUCTIONS
- OVERVIEW OF OTNSAP
- SITE TOURS
- SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN
- SITE TOURS
- OPEN SPACE PLANNING
- LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING
- ENVIRONMENTAL & SUSTAINABILITY
- TRANSPORTATION

**COMMUNITY MEETING #1**  
INTRODUCTIONS  
FEBRUARY 11, 2021

**COMMUNITY MEETING #2**  
OVERVIEW OF OTNSAP  
APRIL 29, 2021

**COMMUNITY MEETING #3**  
SITE TOURS  
JUNE 4-5, 2021

**COMMUNITY MEETING #4**  
SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN  
SEPTEMBER 29, 2021

**COMMUNITY MEETING #5**  
SITE TOURS  
NOVEMBER 13, 2021

**COMMUNITY MEETING #6**  
OPEN SPACE PLANNING  
NOVEMBER 29, 2021

**COMMUNITY MEETING #7**  
LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING | JANUARY 27

**COMMUNITY MEETING #8**  
ENVIRONMENTAL & SUSTAINABILITY  
FEBRUARY 24, 2022

**COMMUNITY MEETING #9**  
TRANSPORTATION  
MARCH 31, 2022

**COMMUNITY MEETING #10**  
CDD WRAP-UP MEETING  
MAY 12, 2022

**SITE TOURS**  
JUNE 10 & 11, 2022

- PRE-FILING COORDINATION WITH CITY STAFF
- STUDY IDENTIFICATION
- SITE AND UTILITY SURVEYS
- VRP ENROLLMENT

**FIRST SUBMISSION**  
JULY 30, 2022

**SITE CHARACTERIZATION WORKPLAN TO VDEQ**  
SEPTEMBER 2022

**SITE CHARACTERIZATION FIELD WORK**  
OCTOBER - NOVEMBER 2022

**SECOND SUBMISSION**  
2022 Q4

**COMPLETENESS SUBMISSION**  
FEBRUARY 28, 2022

**REZONING AND CDD CONCEPT PLAN REVIEW**  
JUNE 23 & JULY 5, 2022

**PLANNING PROCESS**  
PHASE 1: REZONING & CDD CONCEPT PLAN

# WHAT WE HEARD FROM THE COMMUNITY



# 1 INTEGRATE THE SITE

## Site Access: Roadway Connections

### Site Access

- Three site access points are proposed.
- North Royal and North Fairfax Street connections are planned at the southern side of the site. These will require an easement over the Norfolk Southern property or other arrangements with NSP.
- One connection off of Slaters Lane is proposed at the north side of the site.
- These connections are consistent with the Old Town North Small Area Plan.

### Future Access

- Two additional potential future connections may be possible. These will require cooperation with abutting property owners.
- To the west, a connection to the GW Parkway via East Abingdon Street may be possible.
- An additional southern connection at North Pitt Street may be possible.



# 2 | CONNECT PEOPLE TO THE WATERFRONT

Optimize Waterfront Views and Access

- Optimize views by shortening distance
- Turn peoples' views toward the waterfront
- Shorten physical and visual distance

HOW CLOSE DO YOU NEED TO BE TO SEE THE WATERFRONT?  
WISCONSIN AVENUE IN GEORGETOWN

1300'

1000'

700'



# 3 PROVIDE MEANINGFUL OPEN SPACE

On-site & Adjacent Open Space

## Open Space on PRGS Property

- Waterfront Park: 3 acres
- Linear Park: 1.67 acres
- Central Plaza: 0.7 acres
- Pepco Liner: 0.4 acres

**Total: Approximately 5.77 acres**

## Open Space on Adjacent Property

- National Park Service: 5.3 acres
- Norfolk Southern Land: 3.1 acres

**Total: Approximately 8.4 acres**

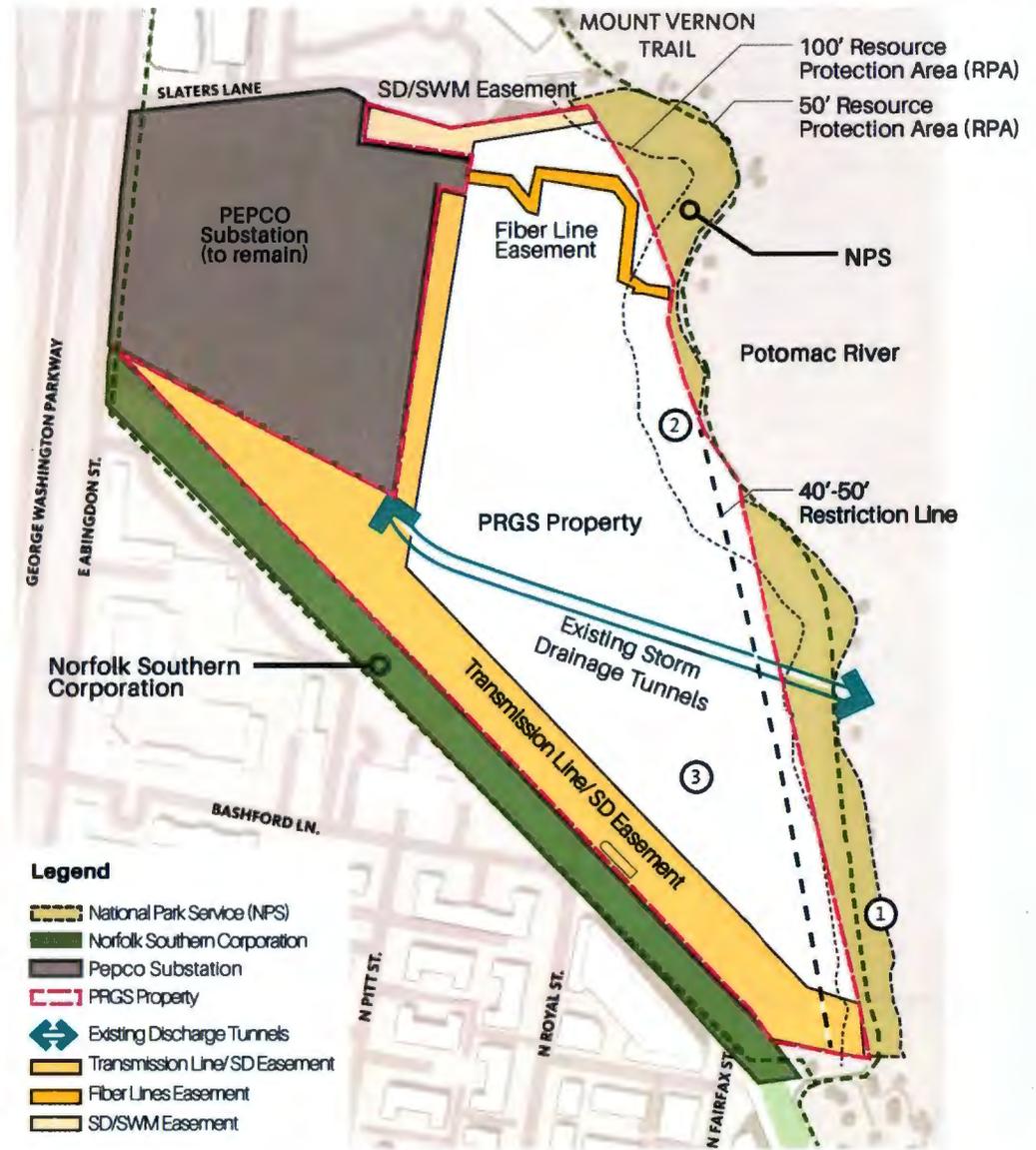
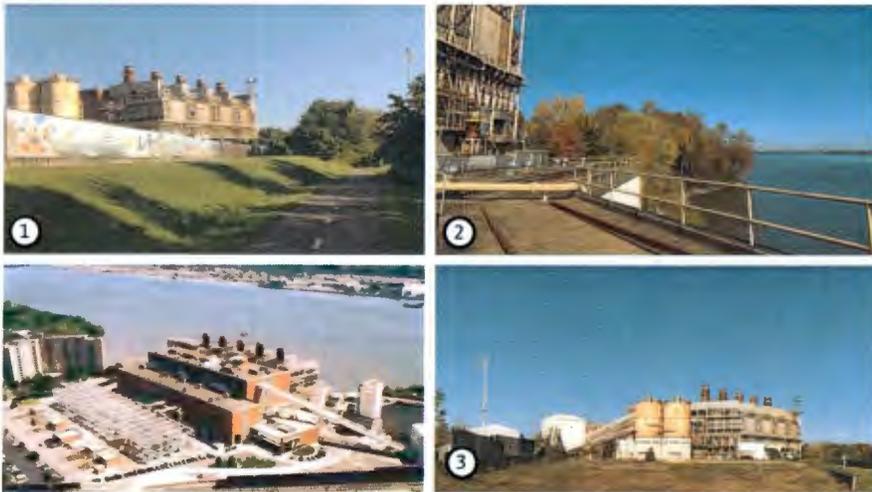
**Total Combined Open Space: Approximately 14.2 acres**



# SITE CONTEXT + CONSTRAINTS

## Existing Easements & Setbacks

- Overall site is 18.8 acres
- Only 11.9 acres is available for building development (excluding easements and setback zones)
- Only 7-8 acres (approximately 40%) is available for actual building construction once roads, sidewalks and open space are factored in



# EASEMENT AREAS

## PROPOSED PLAN

- The portion of the easement area shown in orange was unknown at the time the Old Town North Small Area Plan was completed. The Small Area Plan assumed buildings could be located in those areas
- The current proposed plan does not show any building development in those easement areas
- The easement area could house at least 350,000 sf of development, if it were buildable.

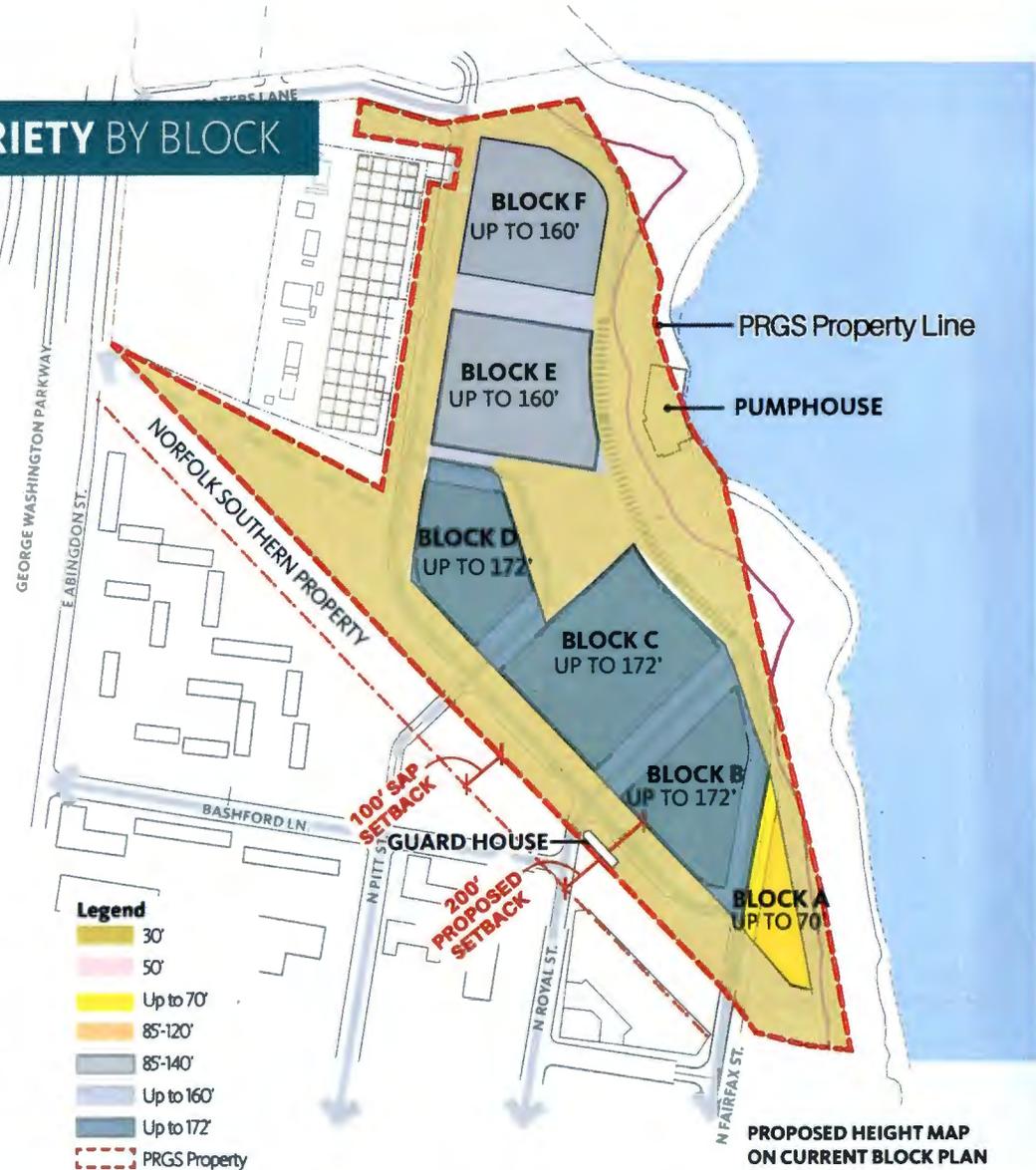


# PROPOSED HEIGHTS

## INCREASED SETBACKS AND HEIGHT VARIETY BY BLOCK

- Each block will have a variety of heights up to the maximum shown. Specific building heights will be determined in the DSUP phase.
- Proposed heights are a modest change to OTN SAP heights.
- Increases the distance between existing adjacent buildings and new buildings on the PRGS site to 200'.

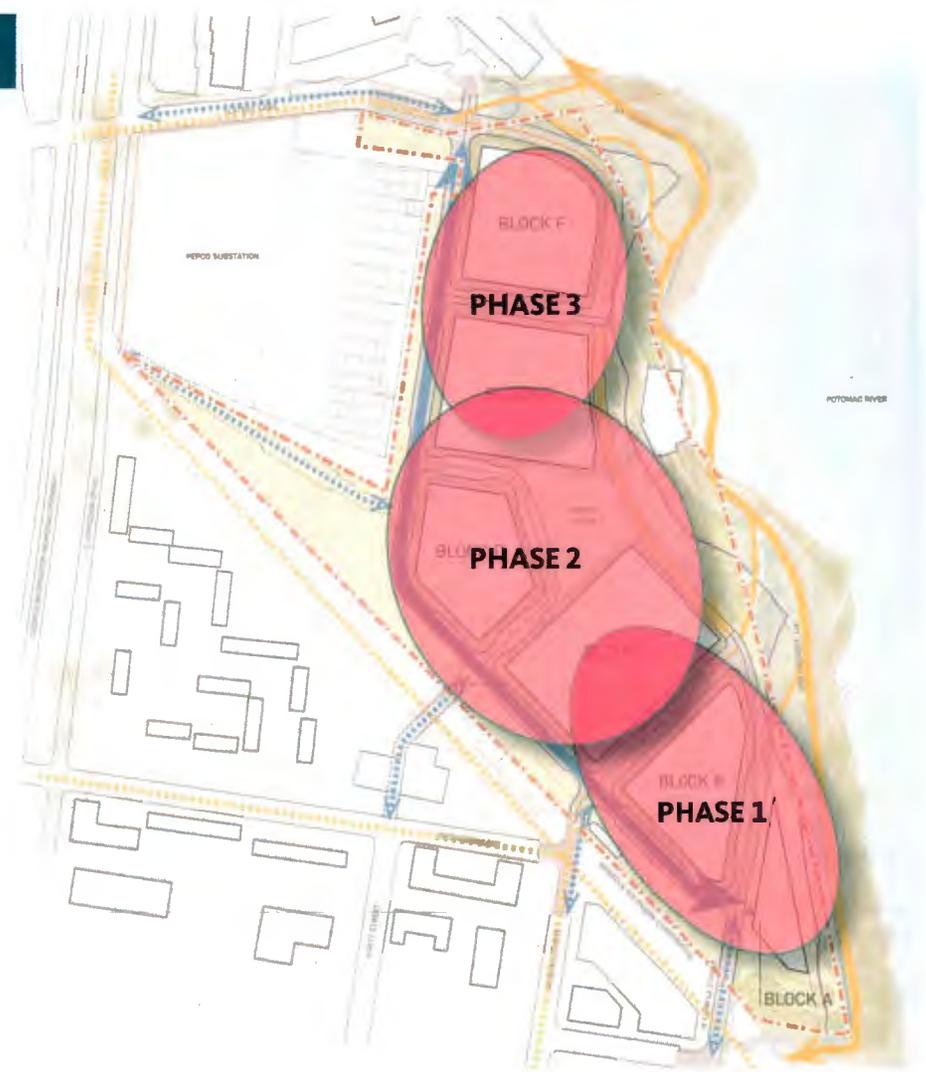
	Approximate number of floors
Block A	5 Floors
Block B	16 Floors
Block C	16 Floors
Block D	16 Floors
Block E	15 Floors
Block F	12 Floors



# A PHASED APPROACH

## A COORDINATED AND PHASED STRATEGY

- The CDD anticipates development in three phases occurring from South to North.
- Infrastructure and open space is anticipated to be delivered similarly as the blocks are developed from south to north.
- Off site improvements are anticipated to be delivered with each phase.

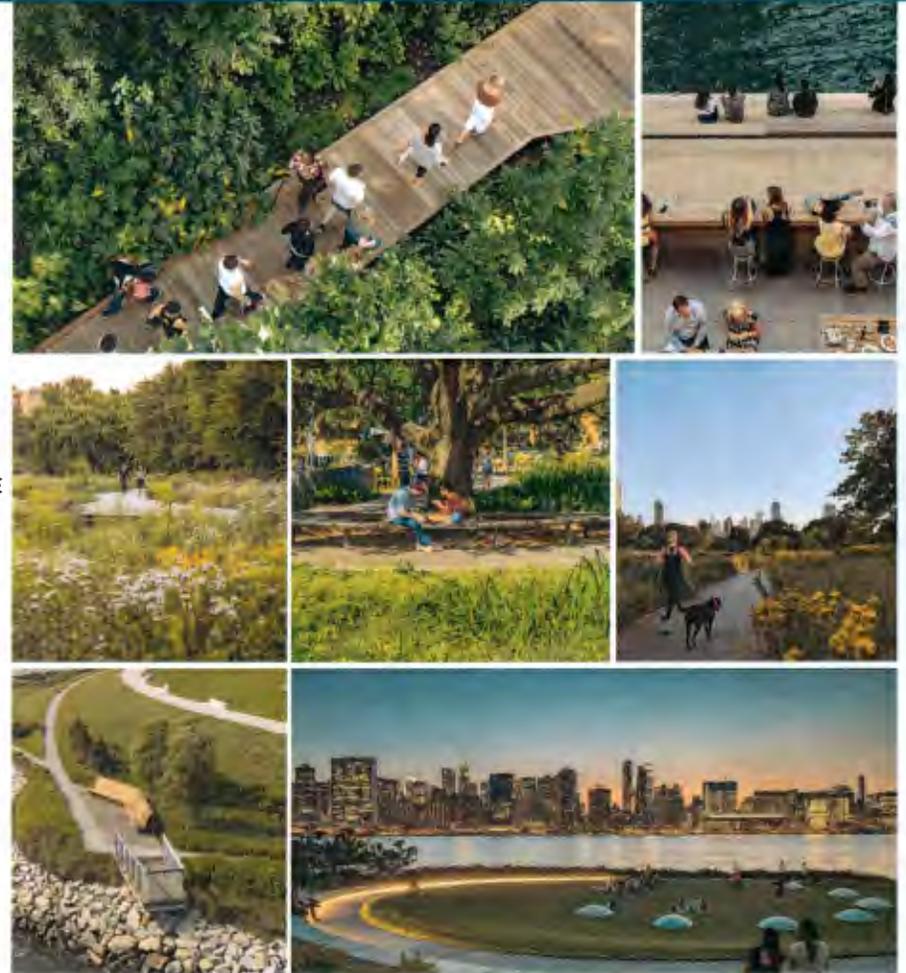


# WHAT WE HEARD - OPEN SPACE

## COMMUNITY INPUT INFORMED OPEN SPACE PLANNING AND PROGRAMMING

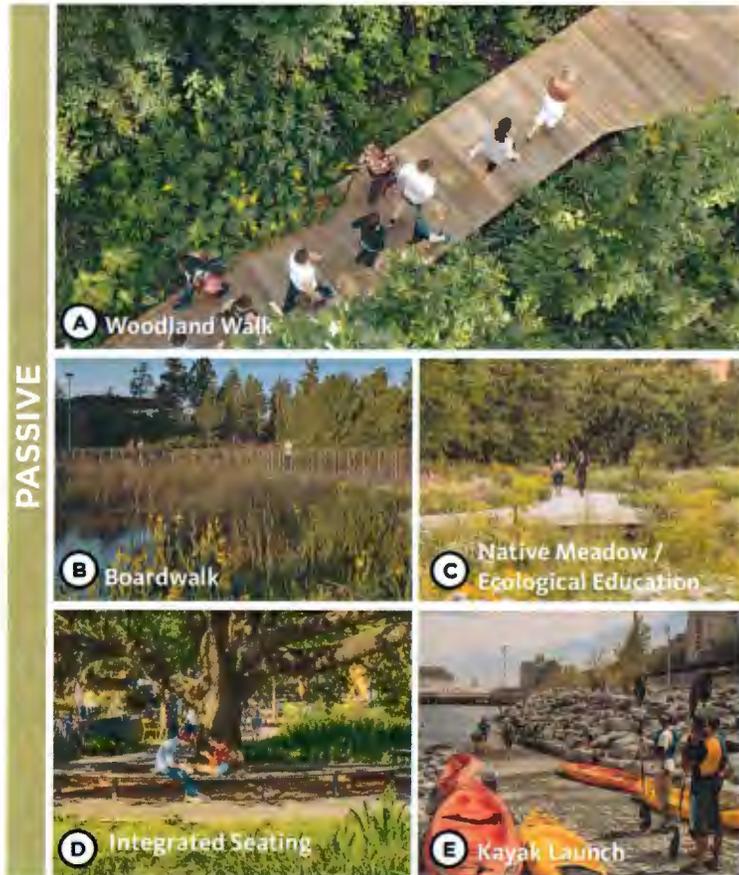
OPEN SPACE POLL RESULTS (NOVEMBER - DECEMBER 2021)

215 PARTICIPANTS  
5 QUESTIONS



# INTEGRATED OPEN SPACE NETWORK

Waterfront Zone A

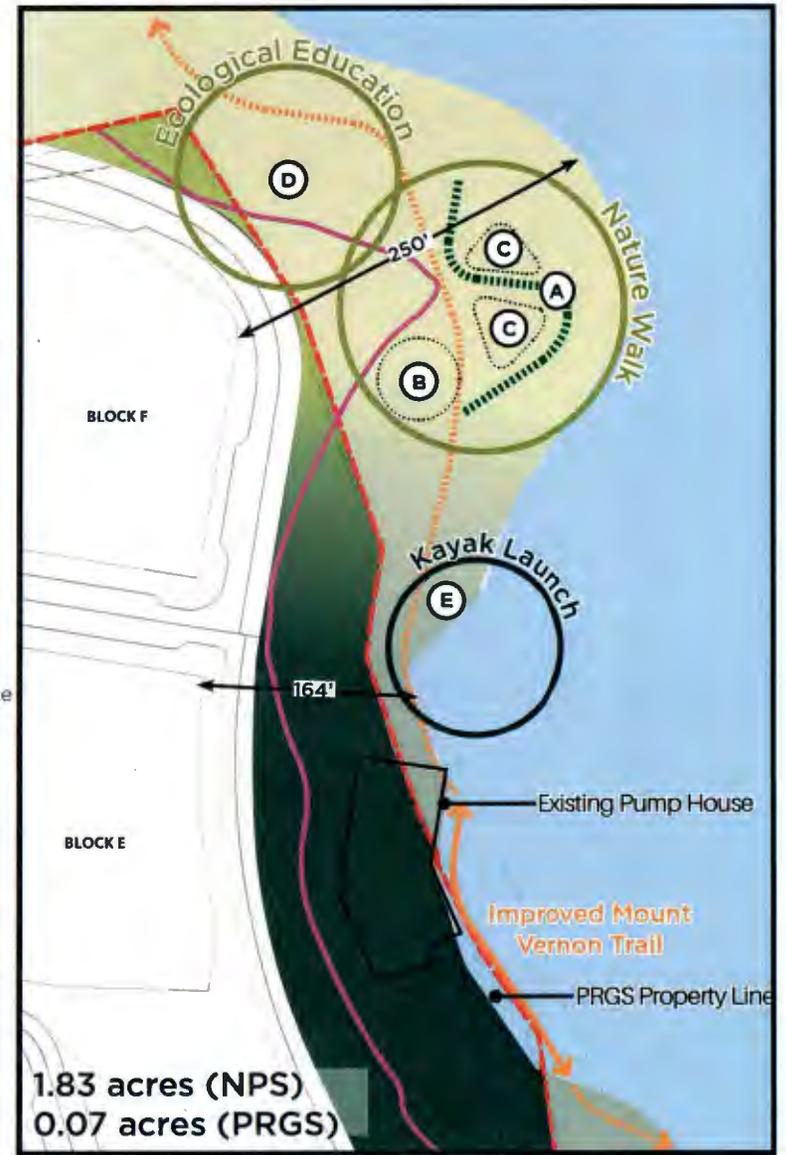
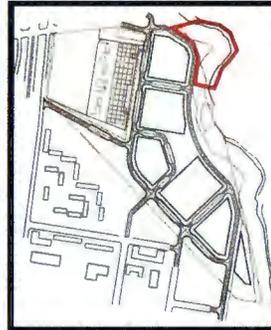


PASSIVE

## Legend

- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- Potential Woodland Walk
- PRGS Property
- National Park Service Land
- Potomac River

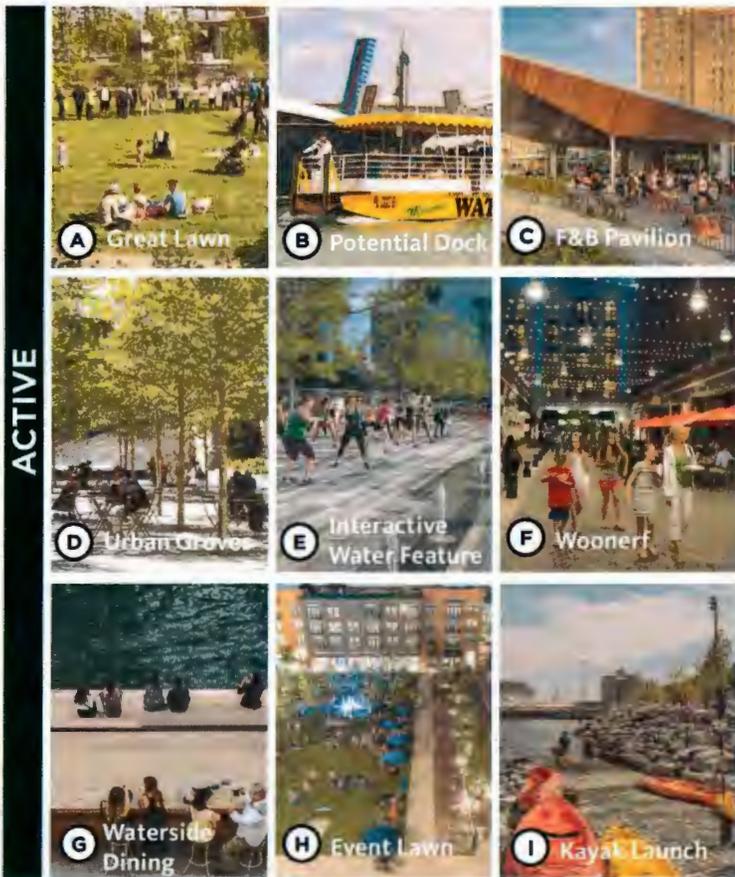
## Key Map



1.83 acres (NPS)  
0.07 acres (PRGS)

# INTEGRATED OPEN SPACE NETWORK

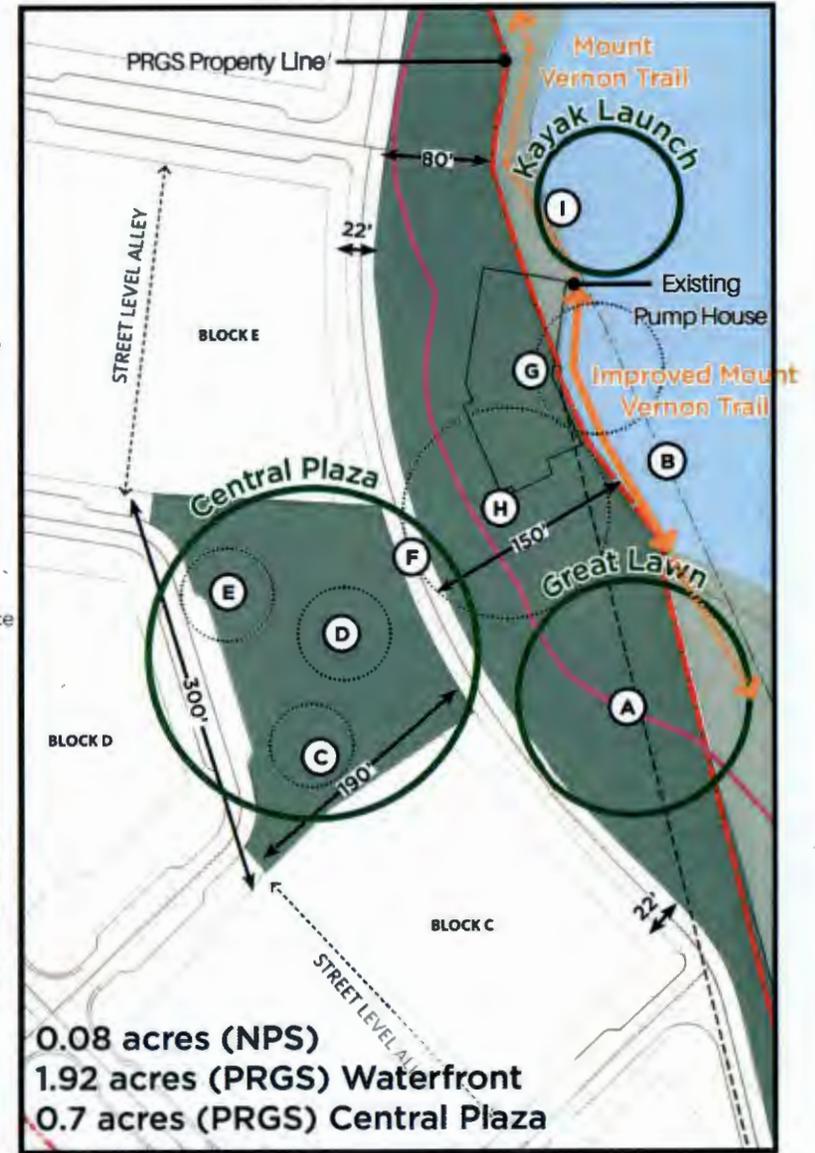
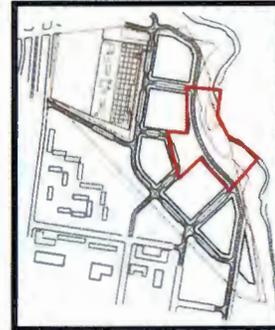
## Central Plaza & Waterfront Zone B



### Legend

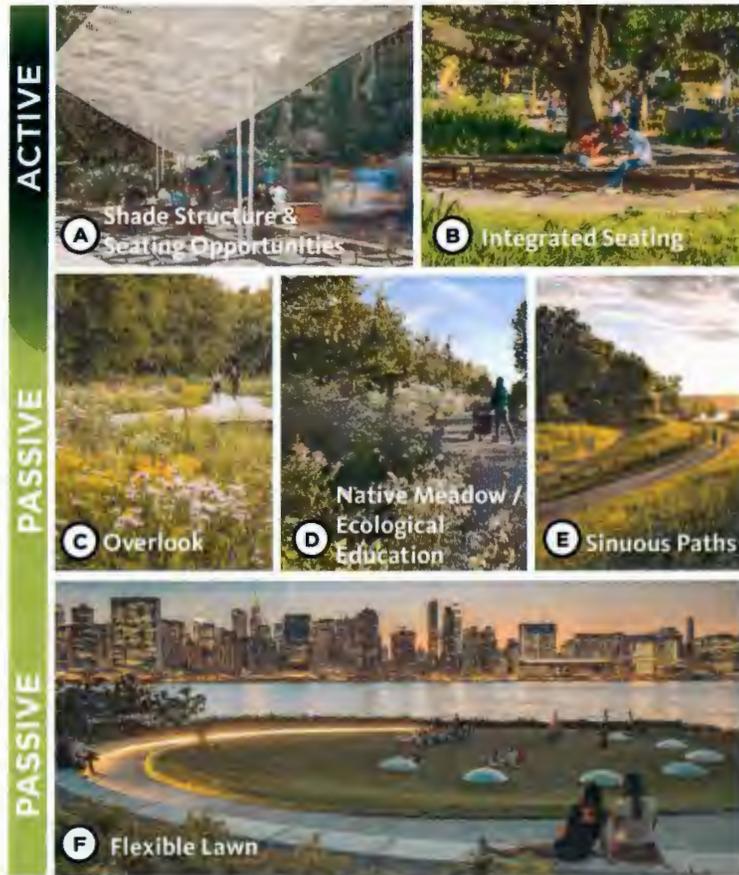
- PRGS Property Line
- RPA Line
- > Mount Vernon Trail
- <---> Improved Mount Vernon Trail
- PRGS Property
- National Park Service Land
- Potomac River

### Key Map



# INTEGRATED OPEN SPACE NETWORK

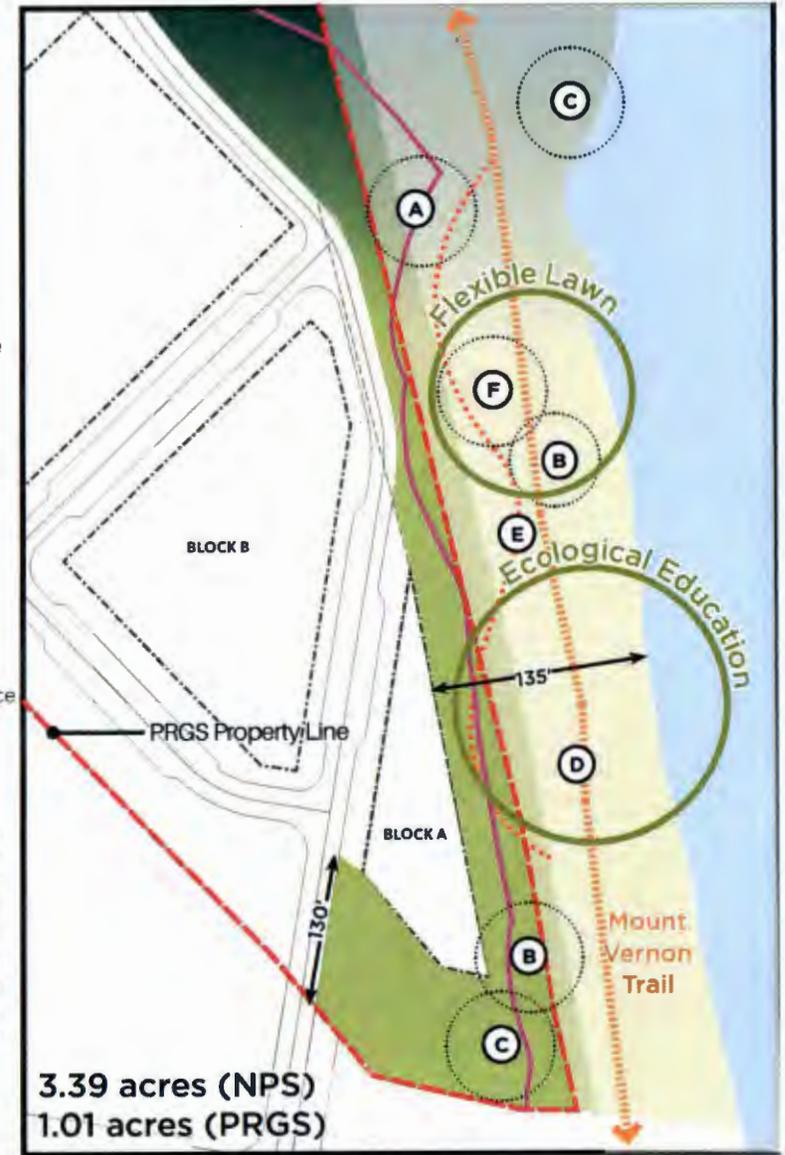
Waterfront Zone C



## Legend

- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- Sinuous Path
- PRGS Property
- National Park Service Land
- Potomac River

## Key Map



# INTEGRATED OPEN SPACE NETWORK

PEPCO Liner



ACTIVE

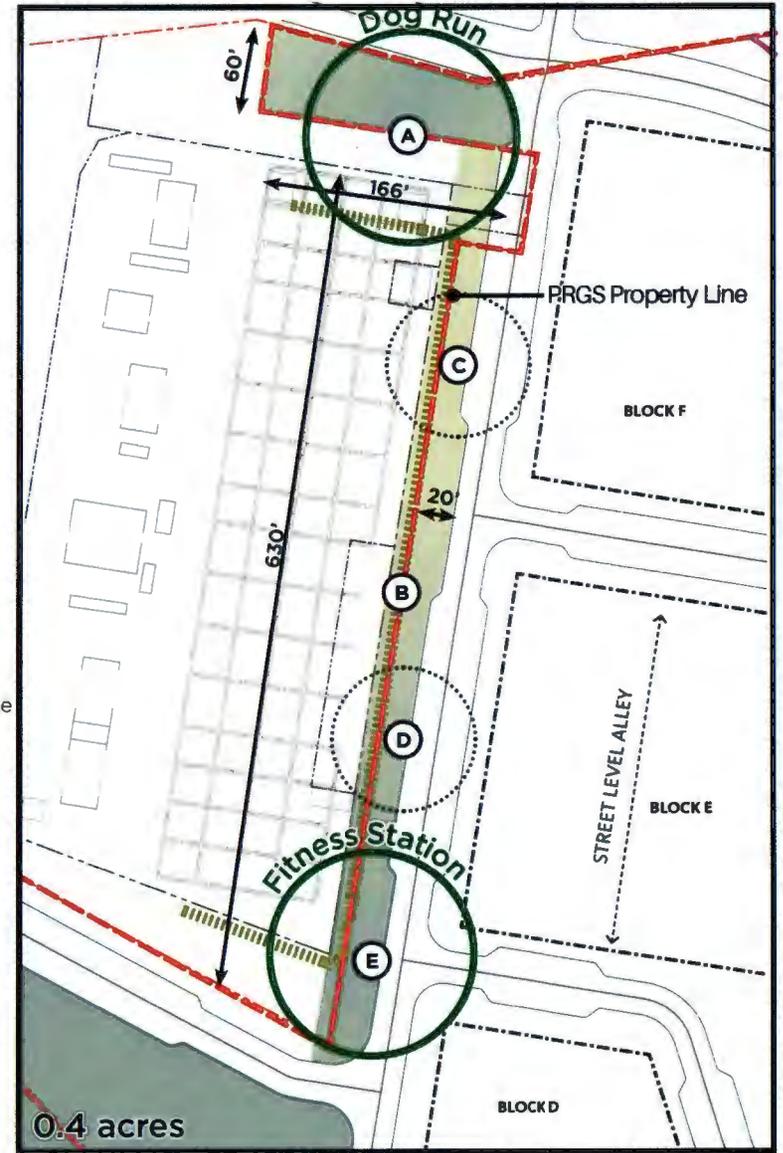
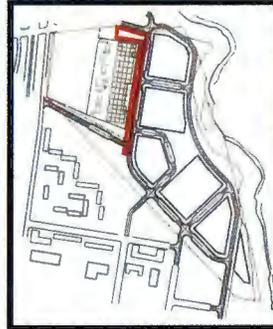
PASSIVE

ACTIVE

## Legend

- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- PEPCO Liner
- PRGS Property
- National Park Service Land

## Key Map



# INTEGRATED OPEN SPACE NETWORK

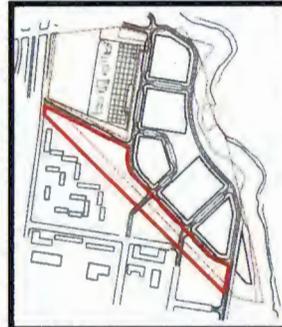
## Linear Park



### Legend

- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- City Bike Trail
- PEPCO Liner
- PRGS Property
- Norfolk Southern Land

### Key Map



3.13 acres (NS)  
1.67 acres (PRGS)

# ENERGY REDUCTION

- **Targeting 25% Energy Savings over Baseline**
  - **Double the targets in ALX Green Building Policy of:**
    - 14% Residential
    - 11% Commercial
- **Energy efficiency and demand reduction** is the most critical strategy to reduce carbon emissions.
- Energy loads for base building systems (elevators, common area lighting, ventilation, etc ) and tenant-controlled loads (plug loads, individual unit lighting, appliances, etc) represent over half of a building's operational energy use.
- Of the base building loads, ventilation represents roughly 1/3 of the total owner-controlled operational energy use.
- Advancements in **scalable heat pump technology** are a critical component of achieving operational carbon reductions.
- The team is currently evaluating the feasibility of "**district-wide**" (central utility plant, GSHP, etc.) and localized energy efficient HVAC systems.



# SITE CIRCULATION NETWORK

## A COMPREHENSIVE NETWORK FOR ALL MOVEMENT TYPES

- The site circulation network considers delivery vehicles, private vehicles, bicycles and pedestrians
- Facilities have been designed to accommodate people of all ages and abilities
- Deliberate connections have been made to existing surrounding trails and green space
- Pedestrian network has been upgraded by providing direct and comfortable connections for pedestrians to the Mount Vernon Trail and the Old Town North neighborhood



# BICYCLE CIRCULATION & CONNECTIVITY

## LEGEND

----- PRGS PROPERTY

### LEISURELY ROUTE

← MOUNT VERNON TRAIL  
BIKE & PEDESTRIAN

### COMMUTER ROUTE

← MULTI-USE TRAIL  
BIKE & PEDESTRIAN

← TRAIL IMPROVEMENT PLANNED BY CITY  
BIKE & PEDESTRIAN

### LOCAL ROUTE

← BIKE FACILITY

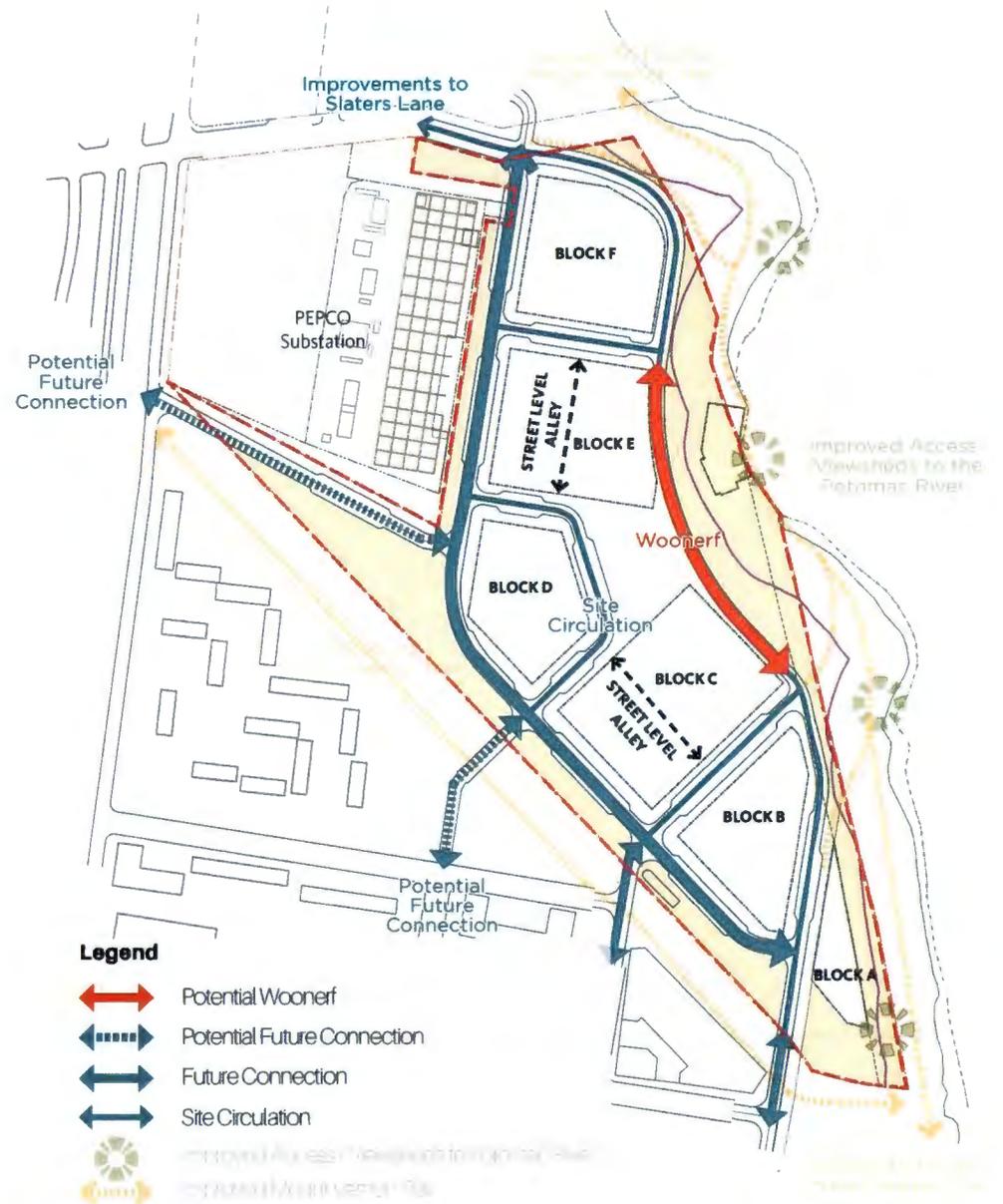
↔ WOONERF  
(CURBLESS, MIXED-USE STREET)  
BIKE & PEDESTRIAN CIRCULATION PRIORITIZED

— SMART CONNECTIONS  
BIKE & PEDESTRIAN (5% SLOPE OR LESS)



# VEHICULAR ACCESS & CURBSIDE MANAGEMENT

- New connections and completion of existing street network
  - Slaters Lane
  - N Royal Street
  - N Fairfax Street
- Parking, loading, and pick-up/drop-off
- Strategies:
  - Provision of alleys to for back-of-house operations
  - Locating access controls to minimize conflicts and queuing
  - Timing/phasing strategies to balance prioritization of modes
  - Prioritization of local versus commuter traffic
  - Traffic calming to discourage cut-through
  - Promotion of safety and Vision Zero strategies
- Potential connections to be further studied and coordinated with City and NPS
  - Results of MTS show these connections as nice-to-have, not necessary to have



# COMPARISON TO OTNSAP

	OTNSAP	2022 PRGS Proposal
Density & Uses	<ul style="list-style-type: none"> <li>• 2,150,000 GSF</li> <li>• Mix of commercial, residential, arts and innovation</li> </ul>	<ul style="list-style-type: none"> <li>• 2,150,000 GSF</li> <li>• Up to 2,500,000 GSF (w/ Arts and Affordable Housing Bonuses)</li> <li>• Mix of commercial, residential, arts and innovation</li> </ul>
	Comparable trip generation	
External Connection Points	Four (4) external connections: <ul style="list-style-type: none"> <li>• Slaters Lane</li> <li>• N Fairfax Street</li> <li>• N Royal Street</li> <li>• N Pitt Street</li> </ul> + Potential East-West Connection to GWMP	Three (3) external connections: <ul style="list-style-type: none"> <li>• Slaters Lane</li> <li>• N Fairfax Street</li> <li>• N Royal Street</li> </ul> + Potential N Pitt Street Connection + Potential East-West Connection to GWMP
Internal Roadways	Extension of existing street network	Extension of existing street network <ul style="list-style-type: none"> <li>• Prioritization of viewsheds</li> <li>• Prioritization of placemaking</li> <li>• Prioritization of open space</li> <li>• Porous, inefficient for cut-through</li> <li>• Right-sized to balance modes and connectivity</li> </ul>

# THE WOONERF

## POTENTIAL SITE FEATURES



### CHANGE IN PAVING

- Clear contrast in paving to differentiate Woonerf.
- Edges of Woonerf would be delineated to differentiate between pedestrian and vehicular zones.



### TREES & FURNISHINGS

- Shade trees with pockets of site furnishings beneath to create informal social spaces and to activate the street edges.
- Vertical features (such as planting, furnishings and light poles) will serve as visual cues to separate and protect pedestrian circulation from vehicular movement.



### VEHICLE DETERRENCES

- Potential traffic calming installations such as planters to close off streets for special events.



# SLATERS LANE

## EXISTING

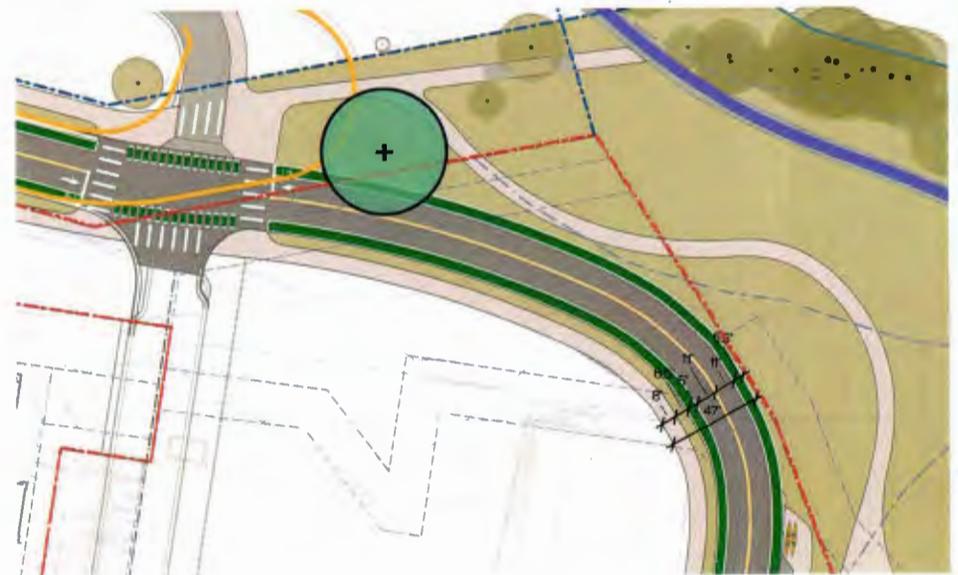
- Important east-west connection across George Washington Memorial Parkway (GWMP) for residential and commercial users north of PRGS
- Vehicular “dead end” and no pedestrian and bike connection to Mt. Vernon Trail
- Only accessible from GWMP

## PROPOSED

- Tie Slaters Lane into overall street network as envisioned by Old Town North Small Area Plan
- Improved connectivity and alternatives routes
- Compact intersection with driveway treatment into Marina Towers
- Pulled roadway to the south to maximize open space to the north and setback from Marina Towers
- Extend bike facilities through intersection at GWMP to Slaters Lane and connect to Mt. Vernon Trail

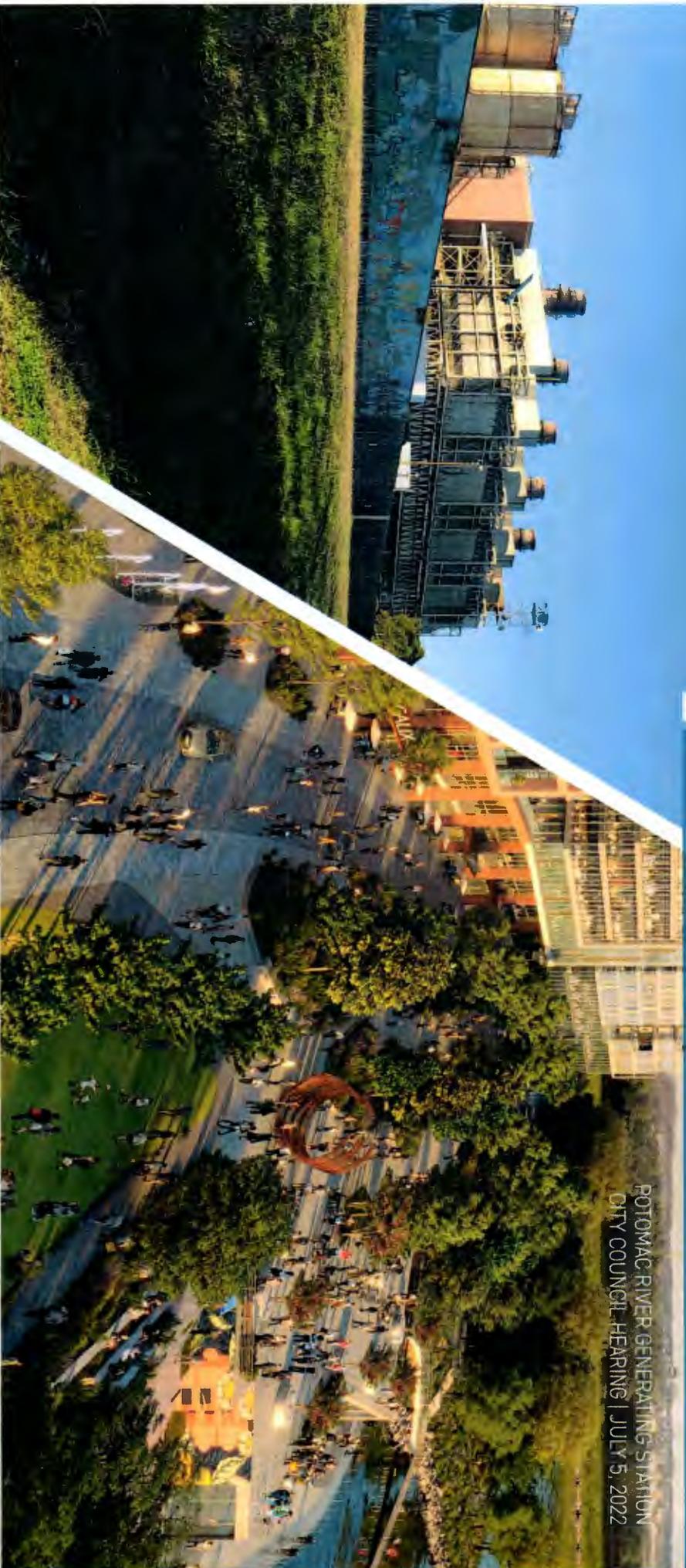
### LEGEND

- PRGS PROPERTY
- PROPERTY LINE (OTHERS)
- RPA
- ← MOUNT VERNON TRAIL  
BIKE & PEDESTRIAN
- BIKE LANE
- EXISTING CURB LINE
- CONCEPTUAL BLDG FOOTPRINT



# THANK YOU!

POTOMAC RIVER GENERATING STATION  
CITY COUNCIL HEARING | JULY 5, 2022



Mr. Mayor, Madam Vice Mayor and City Councilmembers, my name is Kathie Hoekstra and I'm Chair of the Environmental Policy Commission.

You have the EPC's letter to the Planning Commission, so I'm here tonight to highlight the most critical elements by using two of the guiding principles you identified during your retreat

First, let us look at this with an Equity Lens:

A common equity question is:

Do the current policies/projects **help or hinder the equitable distribution of capital** investments for future generations? How can we address this to provide for a more equitable future?

If we are approving buildings with a 50+ year lifespan **that are NOT net zero** – we are **hindering** the equitable investments for **future generations**. With this proposed development, we are placing a burden on future generations that is within our power and authority to change. We are **doubling** the cost of energy for each resident in these affordable housing units unnecessarily, because we have the technology to cut it in half.

So yes, we are going beyond the Green Building Policy (GBP) requirements, but just as we ask for affordable housing in return for increased density or height, we can ask for more here – and unlike with affordable housing – here the developers can recoup any increase in cost.

And no, this is not new, unproven technology, hundreds of buildings across the country and world are using the technology we are advocating for – from 16 to 25 stories and multifamily and multi-use.

And no, waiting to the DSUP stage means we are potentially cutting off alternatives to use District level methods like sharing energy between buildings when demand is high in one, but low in another. The infrastructure to do that will not be there.

Next, let us look at this thru the Environmental justice lens

Sustainability – means meeting our own needs without compromising the ability of future generations to meet their own needs. Anything short of net zero here – **does not meet that definition**. You are **adding** to the causes of the climate crisis **vs. staying the same or reducing the problem**.

96% of Alexandria's Greenhouse gas pollution comes from the Community, with only 4% coming from City

57% of those emissions comes from Buildings

The City itself has made great strides, but now it's time to ask the rest of our community to step up as well. We **MUST** ask Developers to use the **best available, current technology** when they are asking for more density and height. Doing less means higher costs in the future to be borne by all of Alexandria - - in my view an unnecessary cost.

We urge you to require the Developers to use the best available current technology here. Add an EUI of 25 for residential, 40 for commercial and 50 for hotel as a condition of this CDD.

I'm here to answer any questions you might have.



**Statement of Mary Harris of the Marina Towers Condominium Community  
To the Alexandria City Council on July 5, 2022 Regarding Docket No. 9,  
Coordinated Development District Conceptual Design Plan #2021-00004**

Mr. Mayor and Honorable Members of the Alexandria City Council.

My name is Mary Harris. I live at Marina Towers, 501 Slaters Lane Unit 1410. I look directly at the Hilco and PEPCO property across Slaters Lane. I am a 27-year resident of Marina Towers, a condominium community of about 500 residents located about 50 feet north of the Potomac River Generating Station. I am speaking today to support the comments and request of my Condominium Association of over 250 owners and other abutting property owners that our City Council defer action of this CDD docket item for zoning change and Master Plan amendments with over 160 related conditions and new design guidelines released to Planning on June 13th until its next regular meeting.

This short deferral will build public trust and allow sufficient time for our community to review the detailed plans & conditions, assess their impact, and meet with the City and Hilco officials. After numerous high level presentations and site tours (none covering the north end of the property), three weeks (including two 3-day holiday weekends) to review, clarify and assess the details of hundreds of pages of final drawings, designs and conditions is just too short.

Our main concern is the future of Slaters Lane, a short, historically significant and narrow wooded lane ending at a cul de sac entrance into our property and the Mount Vernon Trail along the Potomac River. The lane was made originally by John Slater and shown on the earliest Hopkins maps of rural Alexandria. Our property on Slaters Lane is surrounded on three sides by the National Park Service ( Daingerfield Island to the North, Mount Vernon Trail & Potomac River to the East and the George Washington Memorial Parkway/Alexandria Old & Historic District to the West) and then the power plant site to the south limiting options for access. Also, due to our proximity to the CDD, transportation, demolition and construction conditions loom large for us at Marina Towers.

We support the OTN & Hilco vision for transformation of this property, especially after being in the downwash of the power plant emissions for almost 40 years, and are thankful for the presentations and meetings with Hilco and the City over the past 8 months. Now we need to analyze the details of what is being "set in stone" at this stage that will affect our property and govern the site over the next 25 years. This will enable us to live in harmony as neighbors. Deferring Council action until your next meeting for adequate public review is a vital capstone event for meaningful public engagement.

Finally, because some issues of concern will be further detailed in the Infrastructure Site Plan, we also request that the City Council adopt a condition that the CDD Infrastructure Plan DSP and all subsequent DSUPs or Plan revisions be available for public review and comment for a minimum of 60 days before their consideration and action.

Thank you so much for your attention and the opportunity to address the City Council on this matter.

End



# City of Alexandria, Virginia

## MEMORANDUM

DATE: JULY 5, 2022

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: KARL W. MORITZ, DIRECTOR, DEPARTMENT OF PLANNING & ZONING

SUBJECT: UPDATE MEMO FOR THE JULY 5, 2022 CITY COUNCIL PUBLIC HEARING DOCKET

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The following recommended conditions changes related to Docket Item #9, CDD #2021-00004.

*To further clarify coordination among the applicant, the Federal Aviation Administration (FAA) and the Metropolitan Washington Airports Authority (MWAA), staff has proposed the following revised condition language.*

### CONDITION 13

13. The maximum building heights of each building shall be measured from average finished grade to the roofline of each building with additional height permitted above the roofline for appurtenances, parapets, architectural features and roof decking and guards per Section 6-403 of the Zoning Ordinance, as amended. In addition, the following regulations apply:

a. Additional height for mechanical penthouses, solar photovoltaic structures and horizontally adjacent structures for common amenity spaces is permitted up to 20 feet above maximum building height unless increased by Special Use Permit.

b. ~~Each Development Special Use Permit related to a development block is subject to review by the Federal Aviation Administration for compliance with building height regulations within flight paths for Ronald Reagan Washington National Airport. The~~ **Applicant shall obtain approval(s) from the Federal Aviation Administration (FAA) and all other applicable Federal and/or State agencies for all block(s), building(s) or portions thereof subject to the applicable FAA height restrictions prior to the release of a building permit. The Applicant shall provide to the Directors of P&Z and T&ES a written statement and/or approval by all applicable Federal and/or State agencies that the all block(s), building(s) or portions thereof that are subject to the applicable FAA height restrictions are not a hazard to air navigation or that the project does and is in compliance with all other applicable FAA requirements and/or recommendations. If the FAA and all other applicable Federal and/or State agencies require revisions and/or modifications, the modifications may require subsequent approval by the City Council, if the Director of P&Z determines that the amendments are substantively different than what was approved by City Council.**

(P&Z)

## CONDITION 139

*In the City Council staff report, which includes the Planning Commission's revised language for Condition 139 related to sustainability, there is a minor error in the text for Conditions 139.a. which is correctly indicated on page 8, but on page 96 does not indicate that the final two sentences are stricken. Condition 139.d on page 97 is mislabeled as 139.f.*

The correct condition language is as follows:

The site and each building(s) shall seek to achieve carbon neutrality in compliance with the Old Town North Small Area Plan through application of the targets identified in the Carbon Neutrality Analysis (CNA), dated April 7, 2022, as outlined below:

### Site & Building Targets

#### Target 1

- a. Each building(s) shall achieve a minimum **25%** reduction in operational carbon emission based on the ASHRAE Standard 90.1-2010 Appendix G – Performance Rating Method baseline established by 2019 Alexandria's Green Building Policy; or achieve an EUI target based the International Energy Conservation Code (IECC) for climate zone 4A based on building type (e.g. table CC103.1of the 2021 IECC);. Each building shall comply with the Green Building Policy at time of DSUP submission. ~~If the baseline of these standards increases, flexibility in achieving this target may be considered on a case by case basis. If flexibility is requested, the Director of Planning and Zoning will consider alternate practices the applicant proposes to incorporate into the project to determine if the request is justified.~~

#### Target 2

- b. The site shall achieve a minimum 3% annual on-site renewable energy generation across the CDD area. Prior to the approval of the infrastructure development site plan (DSP), the applicant shall evaluate strategies to increase the targeted 3% on-site energy generation through approaches such as use of public open space, adjoining properties, or other comparable approaches as part of the Coordinated Sustainability Strategy (CSS). These strategies and analysis will be reviewed as part of the infrastructure DSP. As part of each block's Development Special Use Permit (DSUP) review, the applicant will evaluate strategies to increase the on-site energy generation above 3%.

#### Target 3

- c. Each newly constructed building(s) shall achieve a 10% reduction in embodied carbon compared to industry-standard construction practices. With each preliminary DSUP submission, the Applicant shall provide an estimate of the

Embodied Carbon Intensity (ECI) [ $\text{kgCO}_2/\text{m}^2$  or  $\text{lbCO}_2/\text{sf}$ ], as identified in the CNA, for the proposed redevelopment as part of the development review process. As part of each block's DSUP, the applicant will evaluate reductions in embodied carbon for associated site improvements.

*Target 4*

- d. Each building(s) and all land use(s) permitted herein shall be solely electric with limited exceptions for allowances for natural gas where electric is not feasible. Natural gas shall be prohibited with limited exceptions for: restaurants and retail uses, emergency generators, common area amenities such as common space grilles and common space fireplaces. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuels to electricity in the future. **These limited exceptions shall be re-evaluated with each DSUP submission.**

*Target 5*

- e. Off-site renewables shall be utilized towards achieving carbon neutrality, to the extent needed in addition to the targets outlined above, by phase. Off-site renewables may include Power Purchase Agreements (PPAs), Renewable Energy Credits (RECs), and/or other comparable approaches as recommended by staff and approved by the City Council. Generally, the Applicant shall design buildings, infrastructure, and open spaces in a manner to maximize on-site carbon reduction targets and minimize the use of off-site renewables, to the extent feasible. (P&Z) (T&ES) (PC)



Submitted by

Janet Macidull

501 Slaters Lane #411

Alexandria, VA 22314

703-489-6899

jamacidull@gmail.com

Good evening. My name is Jan Macidull. I live in Marina Towers, at the end of Slaters Lane, on the north end of the proposed development. About 15 years ago, our condo members worked with NOTICe, and many others to shut down this power plant.

Today, we look forward to joining an exciting, vibrant, and innovative new neighborhood just across the street.

Tonight, Council is being asked to approve the CDD plan submitted by HRP HILCO. This became available to the public about 3 weeks ago. Approval tonight by Council would establish basic groundwork for subsequent DSP and DSUP decisions that will define in greater detail how this development will be implemented.

Marina Towers and Slaters Lane are among the neighboring properties most impacted by this project. Slaters Lane is proposed as the northern access and egress road to and from the new development via the GW Parkway and Route 1.



Today the two blocks east of Slaters between the GW Parkway and River have very little traffic. This is a quiet, historic roadway that ends in a cul-de-sac by the river. The CDD proposes a very busy 4 lane road, designed to service 2000+ new development residents, tourists and local visitors, businesses and their employees, commercial vehicles, city and tourist buses, bikes and pedestrians. All are expected to use this roadway at one time or another.

How will Marina Towers property be effected? Landscape we have planted and maintained for over 40 years would be taken away to enable public access across our side yard to the Mount Vernon Trail as well as the new development. Included is a children's playground.

Two new street intersections are proposed in front of our entry parking lot. We wonder how to ensure and protect access and egress to and from our property by our residents, visitors and vendors during and after construction, and, importantly by emergency fire and rescue personnel. Our large surface parking lot will surely be a target for those visiting or working at the new development. We foresee more security staff and equipment being needed.

And this is just the beginning of our worries. We have not had time to thoroughly go through this large application. We have yet to have back and forth discussions with the developer, National Park Service and City staff and to clarify what particulars of an approved CDD application would convey to



subsequent DSP and DSUP decisions around the issues mentioned and, no doubt, many more.

Importantly, because of the short review time permitted, our Association's Board has not had time to determine what and how to communicate with Marina Towers' condo owners. They will have questions.

For these reasons, we respectfully request that Council delay action tonight on the HRP HILCO CDD application until at least its September meeting, to enable good faith discussions among key players after reasonable time for digesting the contents and implications of this application.



144. Prior to the 2nd concept submission of the Infrastructure Development Site Plan (Infrastructure DSP), the Applicant shall develop and submit the Coordinated Sustainability Strategy (CSS) and include the evaluation of approaches for on-site energy generation as part of the review of the Infrastructure DSP. This CSS shall be reviewed and endorsed by City Council prior to or concurrent with the approval of the Infrastructure DSP and implemented through DSP/DSUP approvals. If the Council does not endorse the CSS, the applicant shall revise and resubmit the CSS to Council for review and endorsement. ~~The Infrastructure DSP may not be approved prior to endorsement of a CSS.~~

