

Coordinated Development District #2025-00004
Development Special Use Permit #2025-10011 (PRGS Block B)
Development Special Use Permit #2025-10012 (PRGS Block C)
Encroachment #2025-00003 (PRGS Block B)
Subdivision #2026-00007

Application	General Data	
Project Name: PRGS Blocks B and C	PC Hearing:	June 2, 2026
	CC Hearing:	June 13, 2026
	If approved, DSUP Expiration:	June 13, 2031
	Parcel Area:	Block B: 46,873 SF (1.08 acres) Block C: 75,379 SF (1.73 acres)
Location: 1300 North Royal Street	Zone:	CDD#30
	Proposed Use:	Multi-Unit Residential and Commercial
	Dwelling Units:	Block B: 321 units Block C: 494 units
	Gross Floor Area:	Block B: 453,839 SF Block C: 663,611 SF
Applicant: HRP Potomac, LLC, represented by Kenneth 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 amendments to the CDD #30 Conceptual Design Plan conditions, two development special use permits with site plans on Blocks B & C of the CDD to construct two mixed-use buildings, encroachment approval for a canopy over Public Road A for Block B and a reapproval of a subdivision for the dedication of Public Road A.

Special Use Permits and Modifications Requested (for each block unless otherwise stated):

1. CDD Amendments to Conceptual Design Plan conditions of approval
2. Development Special Use Permit and Site Plan for development of multi-unit dwellings in CDD#30
3. Special Use Permit for a parking reduction
4. Encroachment for canopy over future public right-of-way Road A (Block B only)
5. Subdivision approval for Public Road A (Planning Commission only)

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Robert M. Kerns, AICP, Development Division Chief (robert.kerns@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 approve Subdivision #2026-00007. The motion carried on a vote of 7 to 0.

On a motion by Vice Chair Koenig, seconded by Commissioner Lennihan, the Planning Commission voted to recommend approval of Coordinated Development District Conceptual Design Plan #2025-00004, with amendments to conditions 30, 30.1, 31, 32 and 32.1. The motion carried on a vote of 7 to 0.

On a motion by Vice Chair Koenig, seconded by Commissioner Dube, the Planning Commission voted to recommend approval of Development Special Use Permits #2025-10011, #2025-10012, #2025-10013 and #2025-10014. The motion carried on a vote of 7 to 0.

On a motion by Vice Chair Koenig, seconded by Commissioner Lennihan, the Planning Commission voted to recommend approval of Encroachment #2025-00003. The motion carried on a vote of 7 to 0.

Reason:

The Planning Commission agreed with the staff analysis. The Commission agreed with staff recommended conditions changes to CDD#2025-00004 in the memo to Planning Commission, dated June 2, 2026 with an additional change to CDD#2025-00004 Condition 30.1 to account for the need for a partial interim connection to the Mount Vernon Trail from Waterfront Park by Block C.

CDD#2025-00004

("Clean" versions of CDD Amendment conditions used to highlight Planning Commission recommended changes.)

Condition 30. **CONDITION AMENDED BY PLANNING COMMISSION:** In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following physical improvements with the completion of Block B or the first building (except for Block A).

- a. Provide the following improvements prior to the first certificate of occupancy for a residential unit:
 - i. Road A constructed in interim condition (including roadway, sidewalks and interim multimodal facilities to the satisfaction of the Director of T&ES) from southern property line to Slaters Lane.
 - ii. The extension of N. Fairfax Street northward into the site from the N. Fairfax Street and Third Street intersection and the extension of N. Royal Street northeastward into the site (Road B) from the N. Royal Street and Bashford Lane intersection shall be constructed in the final condition and fully operational subject to approval of Norfolk Southern.
 - iii. Construct all roads adjacent to the block in final condition and fully operational.
 - iv. Construct streetscape on North Fairfax Street in front of Block A in final condition.

- v. Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD, pending City and NPS approval. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. A contribution of \$180,000 can be provided with the initial Certificates of Occupancy for Block B in lieu of the upgrades consistent with DSP#2023-00001 Condition 41.
- b. Provide substantial completion of the following improvements **(excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines)** and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:
 - i. Implementation of a final design for the southern third of Waterfront Park, as shown on the Amended Phasing Plan, including a Mount Vernon Trail connection, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z. Block A and areas of NPS property directly adjacent to Block A, as shown on the Amended Phasing Plan, can be provided in an interim state.
 - ii. Implementation of a final design for Rail Corridor Park section between North Royal and North Fairfax streets, including the rehabilitation or reconstruction of the Gate House for public restrooms and potential future retail or restaurant use, to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (RP&CA) (PC)

Condition 30.1. **CONDITION AMENDED BY PLANNING COMMISSION:** In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block C.

- a. Provide the following improvements prior to the first certificate of occupancy for a residential unit:
 - i. Installation of permanent bus facilities adjacent to Block C.
 - ii. Construct all roads adjacent to the block in final condition and fully operational except the temporary road connection from the Woonerf to Road C adjacent to Building C.
 - iii. Construct the Woonerf section directly adjacent to Block C in final condition.
- b. Provide substantial completion of the following improvements **(excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines)** and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:
 - i. Implementation of a final design for Waterfront Park to the northern edge of the Great Lawn, with a connection to the Mount Vernon Trail **including an interim condition for a portion of the connection,** pending approval from NPS for off-site connections and to the satisfaction of the Directors of T&ES and P&Z.
 - ii. Implementation of a final design for Rail Corridor Park section between N. Royal Street and Road C, including the Sensory Garden, and the Passive Lawn per the Amended Phasing Plan. (P&Z) (T&ES) (RP&CA) (PC)

Condition 31. **CONDITION AMENDED BY PLANNING COMMISSION**: In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block D:

- a. Provide the following improvements prior to the first certificate of occupancy for a residential unit:
 - i. Construct the Woonerf section from northern edge of Block C to back of curb of the northern edge of the temporary extension of Road C.
 - ii. A Feasibility Study as more particularly described in Condition 37 below.
 - iii. Completion of the streetscape (excluding roadway) improvements in permanent/final condition to Slaters Lane east of the GWMP (east of the NPS right-of-way line) and the intersection with Road A and N. Fairfax Street, and the multimodal trail connection between the Slaters Lane end and the Mount Vernon Trail if NPS approval has been granted. The permanent/final condition of improvements to Slaters Lane may be delayed if potential construction traffic impacts make interim conditions more appropriate subject to the determination and satisfaction of the Director of T&ES.
 - iv. Completion of the multimodal operational, physical, and signal improvements at the intersection of Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. Abingdon Drive, in coordination with the City and pending NPS approval.
 - v. Construct all roads adjacent to the block in final condition and fully operational, including section of the Woonerf adjacent to the Central/Waterfront Plaza and interim roadway on the northern property line of Block D from the Woonerf to Road C.
 - vi. Installation of permanent bus facilities adjacent to Block D.
- b. Provide substantial completion of the following improvements **(excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines)** and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:
 - i. Construct the tot lot and kids play water feature section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan.
 - ii. Construct in final condition the Central/Waterfront Plaza adjacent to Block D. (P&Z) (T&ES) (RP&CA) (PC)

Condition 31.1. **CONDITION AMENDED BY PLANNING COMMISSION**: In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block E or F, whichever comes first.

- a. Provide the following improvements prior to the first certificate of occupancy for a residential unit:
 - i. Construct all roads adjacent to the block(s) in final condition and fully operational, including the section of the Woonerf directly adjacent to Block E.

- ii. Completion of the multimodal operational, physical, and signal improvements at the intersection of Slaters Lane with the GWMP, including within the entirety of the NPS right-of-way lines, identified as part of the CDD MTS and Infrastructure DSP in coordination with the City and pending NPS approval.
- iii. Installation of permanent bus facilities adjacent to Block E. If Block F is constructed first, the applicant shall coordinate with the City on placement of a temporary bus facility by Block E or permanent bus facility on Block F, in coordination with the Infrastructure DSP.
- b. Provide substantial completion of the following improvements **(excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines)** and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:
 - i. Construct improvements in Waterfront Park in final condition, starting north of the Great Lawn, including the Pump House and reconstruction of the caged portion of the Mount Vernon Trail, to the area directly south of the landing area and connection to the proposed kayak launch, pending NPS approval of off-site improvements.
 - ii. Construct the playground, seating grove and multi-use sport court section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan.
 - iii. Construct the portion of the Pepco Liner open space generally adjacent to Block E consistent with the geographical delineation in the Amended Phasing Plan. (P&Z) (T&ES) (RP&CA) (PC)

Condition 32. **CONDITION AMENDED BY PLANNING COMMISSION:** In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block E or F, whichever comes last.

- a. Provide the following improvements prior to the first certificate of occupancy for a residential unit:
 - i. Construct all roads adjacent to the block in final condition and fully operational.
 - ii. Final construction of Slaters Lane roadway east of the GWMP / NPS property.
 - iii. All remaining improvements to the public realm (dedicated public roadway and public access easement) shall be constructed in finalized condition.
 - iv. Construction of an east-west road connection to the GWMP if determined to be feasible and viable by the Feasibility Study described in Condition 37 below and if approved by NPS and other adjacent property owner(s).
- b. Provide substantial completion of the following improvements **(excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines)** and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:
 - i. Construction of the remaining Pepco Liner open space, including “dog leg” area, and Waterfront Park in final condition.
 - ii. Improvements to Rail Corridor Park in final section including the recreational fields and the dog parks unless otherwise impacted by the east-west road

connection described in ~~e~~ **subsection (a)(iv)** above. (P&Z) (T&ES) (RP&CA) (PC)

Condition 32.1. **CONDITION AMENDED BY PLANNING COMMISSION:** In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the first request for a certificate of occupancy of Block A.

- a. Design and construction of the final configuration of the open space adjacent to Block A, in consideration of the use/tenant for Block A and any land transferred to NPS (per the Amended Phasing Plan), **pending NPS approval**. (P&Z) (T&ES) (RP&CA) (PC)

Vice Chair Koenig questioned the status of PRGS Block A and the phasing of arts anchors in the Coordinated Development District (CDD) site. Staff responded that Block A is considered part of phase 1 of the Tax Increment Financing (TIF) plan being considered by City Council. Staff anticipates the applicant will move forward with a plan for Block A when a potential user can be identified.

Vice Chair Koenig asked staff to clarify the CDD conditions (139 and 140) related to sustainability targets, specifically if the 3 percent on-site renewable generation target is binding or optional for buildings or the site. Staff responded that it is an expectation that the applicant will achieve 3 percent sitewide energy generation even if blocks B and C are likely to provide 1 to 1.5 percent and 2 to 2.5 percent, respectively. Commissioner Lennihan noted her concern that the other blocks will not be able to generate enough on-site renewable energy to make the 3 percent sitewide target. Staff responded that additional areas of solar can be found on the blocks and site during and potentially after construction. Regarding a question from Commissioner Lennihan on the use of “industry-standard” in CDD Condition 139 for reductions in embodied carbon, staff noted that the use of the term relates to the accepted materials and process, and a specific LEED credit related to embodied carbon.

Commissioner Lennihan asked staff about CDD Condition 22 regarding the public-private partnership for 100,000 SF of affordable housing and the Affordable Housing Strategy (AHS). Staff explained that the condition was proposed to be amended to give the applicant additional time to update the AHS and identify a partner or funding mechanism.

Commissioner Dube asked for a confirmation that the City received a grant for third-party review of the remediation and abatement-related documents submitted by the applicant as required with the Infrastructure Development Site Plan. It was confirmed that the City received the grant to review the documents, which are located on the City’s [PRGS](#) page.

Chair McMahan noted her support for the overall project and its momentum to move toward construction. The Chair said she likes the architecture and urban design and is confident that the technical processes the City has for remediating sites can be applied to smaller sites or sections. She noted that each step must be done responsibly and sensitively since there are existing residents in the vicinity. She acknowledged the proposed phasing changes and has no issues with the approach. Chair McMahan also added that an updated traffic study (as requested by a speaker from the community) would not change the overall planning and density of the site.

Commissioner Dube noted his support for the overall project. He noted he is comfortable with the submitted hazard mitigation plans and that they are well developed. The Commissioner also noted his support for the connections between Slaters Lane and Old Town North that will be created with the construction of Road A.

Commissioner Harris noted her thanks to staff, the applicant and the community for the ongoing development process. She noted the importance maintaining an active process to find a user for the Block A site.

Commissioner Ramirez noted her support for the overall project with no objections to the proposal. She noted that once remediation is completed on Block A, the block could be made a public space while the right user is found. The Commissioner said that good development outcomes can take a lot of time.

Commissioner Manor thanked staff and the applicant for the efforts on this important project. The Commissioner appreciated that the applicant is working with a wildlife manager to relocate the wildlife on the site.

Speakers:

Melissa Kuennen, Vice President of NOTICE and Gables Old Town North resident, requested that the site better integrate with the Old Town North neighborhood and that a stand-alone affordable housing building should not be sought, and that affordable housing should be dispersed across the site.

Martha Harris, resident of Old Town North, expressed concerns with the proposal. Ms. Harris said that the phasing plan appeared to delay public benefits and reduce expenditures for the applicant.

Bill DePuy, Old Town North resident who lives at the Muse near the site, referred to the requests by NOTICE regarding demolition, deconstruction and remediation and noted concerns about decontamination activities concurrent with new construction and potential increased risks to workers and residents.

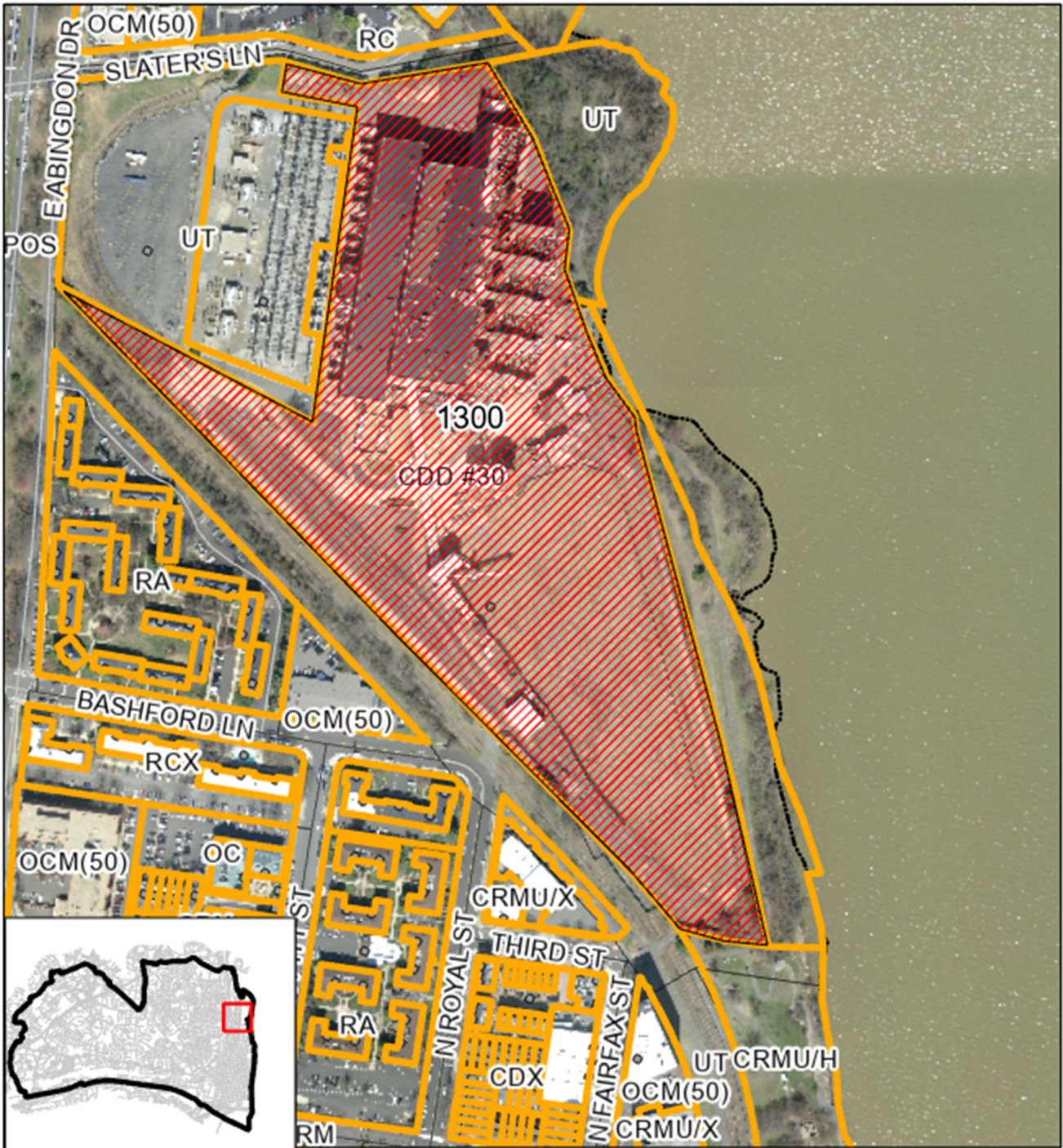
Mary Harris, president of NOTICE, resident of Marina Towers near the site, stated her overall support for redevelopment of the site but seeks limits on concurrent deconstruction and remediation activities with new vertical construction.

William Hamm, economist and resident of Old Town North, expressed concerns about transportation impacts because the applicant used traffic data from 2022. Mr. Hamm requested deferral to allow for updated transportation studies.

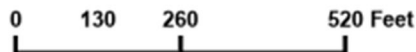
Scott Corzine, resident of Old Town, noted his agreement with comments from NOTICE members about the risks of concurrent deconstruction and construction activities.

Ken Wire, applicant's attorney, provided an overview of the proposals and spoke in support of the project.

Melissa Schrock, Vice President of Mixed-Use Development at HRP Group, introduced the project and spoke in support.



**SUB2025-00007, CDD2025-00004, DSUP2025-10011,
DSUP2025-10012, & ENC2025-00003
1300 North Royal Street**



I. SUMMARY

A. Recommendation

Staff recommend **approval** of the proposal to construct two mixed-use buildings on Blocks B & C of the former Potomac River Generating Station (PRGS) site with up to 823 dwelling units and approximately 90,000 square feet of commercial space combined, subject to compliance with the staff recommendations. The proposal for the first two blocks of development in the PRGS Coordinated Development District (CDD#30) would provide a number of benefits for the City, including:

- Remediation and deconstruction of the former power plant site and its replacement with mixed-use development;
- Construction of a public (Public Road A) connecting Slaters Lane with the Old Town North street grid;
- Delivery of portions of the Waterfront and Rail Corridor parks with each block consistent with the Old Town North Small Area Plan;
- Improved access to the City's Potomac River waterfront;
- Approximately 90,000 SF of new commercial space in OTN;
- New high rise, residential developments with high quality architecture and design;
- Provision of 19 affordable, on site, rental dwelling units and an affordable housing contribution (\$5,385,129) between the two blocks;
- An in-kind contribution of approximately \$150,000 of public art, to be incorporated into overall the development as part the CDD Public Art Plan;
- Capital Bikeshare contribution (\$125,000); and
- Consistency with the targets of the Coordinated Sustainability Strategy (CSS) required by the CDD conditions of approval.

B. General Project Description

The applicant, HRP Potomac, LLC, seeks DSUP approval to construct the first two blocks of the approximately 19-acre PRGS site. Blocks B and C are proposed to each have buildings with two towers of up to 16 stories. There will be 321 dwelling units and over 60,000 square feet of commercial space on Block B, and 494 dwelling units and over 25,000 square feet of commercial space on Block C¹. The blocks are discussed jointly in this staff report but have separate DSUP case numbers. Each block will be served with a two-level underground garage accessed from Road B. Block C will have a midblock alley connected to Road B for parking and loading access.

Each block will be constructed with adjacent open space amenities in the Waterfront Park (DSUP#2025-10013) and the Rail Corridor Park (DSUP#2025-10014) based on the supplemental phasing plan referenced in the conditions of approval. The PRGS parks are discussed in detail in a separate staff report.

¹ See the discussion of commercial square footage numbers in the CDD#30 section in the Staff Analysis chapter.

Key issues to consider that this report addresses include:

- Compliance with the approved PRGS CDD Conceptual Design Plan and Old Town North Small Area Plan
- CDD amendments related to site phasing and delivery of public benefits
- Building design, including PRGS Design Excellence Pre-Requisites and Criteria and review by the Urban Design Advisory Committee (UDAC)
- Design orientation to adjacent open spaces and neighborhoods
- Parking and Site Access
- Parking reduction Special Use Permit (SUP) request
- Streetscape Improvements
- Open space
- Stormwater Management
- Demolition, Remediation and Construction Considerations

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. Blocks B (approximately 1.07 acres) and C (approximately 1.73 acres) are located in the southern portion of the PRGS site. Road A, the public street that runs through the PRGS site runs along the southwest borders of each block and the private section of North Fairfax Street running along the north and east of each block. The blocks are bisected by private (with public access easement) Road B. The site is 1 mile 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 \(DSP#2023-00001\)](#). Blocks B and C are generally flat, with a slight slope downward from the southwestern edge of Block C (34 feet above sea level) to the eastern portions of each block (28 feet above sea level).

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.² Review of blocks B and C based on the CDD#30 and conceptual design requirements, parameters and conditions is located in the Staff Analysis chapter of the report.

In 2023, Planning Commission approved the infrastructure site plan³ and subdivision to establish to blueprint for the road and utility network through the PRGS site and plat the dedication of the future public street currently known as Road A. An administrative stormwater management plan for the entire site has also been reviewed by staff.

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.⁴ The applicant has indicated that initial infrastructure site work will commence after the final site plan for the first block is released.

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 Amendments 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. During this period, it was determined that Block A would not move forward to the Preliminary Site Plan stage to allow for more time to identify potential uses for the block.

The Block B and C DSUPs are to be considered concurrently with the park DSUPs for the site. The Waterfront (DSUP#2025-10013) and Rail Corridor (DSUP#2025-10014) park DSUPs 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 mixed-use buildings on PRGS blocks B and C. Each of the buildings will have ground-floor retail and two residential towers, one for rental units and one for condominium units.

² See [Section 5-602 of the Zoning Ordinance](#).

³ A development site plan (DSP) was required for approval by Planning Commission per Condition 47 of the CDD#2021-00004 approval.

⁴ 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>

Block B

The approximately 454,000 square-foot building proposed for Block B fills a triangular block footprint with two tower elements that rise up to 16 stories each in portions. The southern tower fronting the future Rail Corridor Park and Road A will contain 204 rental apartment units. The tower is designed in a curved shape with a 12-story northwestern wing and 16-story southeastern wing. The tower is primarily glass with blue-gray metal superstructure on the southern façade. The northern tower will contain 117 condominium units and will be clad in white terra cotta or precast panels with metal accents. The tower will have a prominent “prow” as a unique architectural element oriented toward the Waterfront Park and the Potomac River. Above-grade open space is provided for building residents above the second-floor podium and on each tower roof.

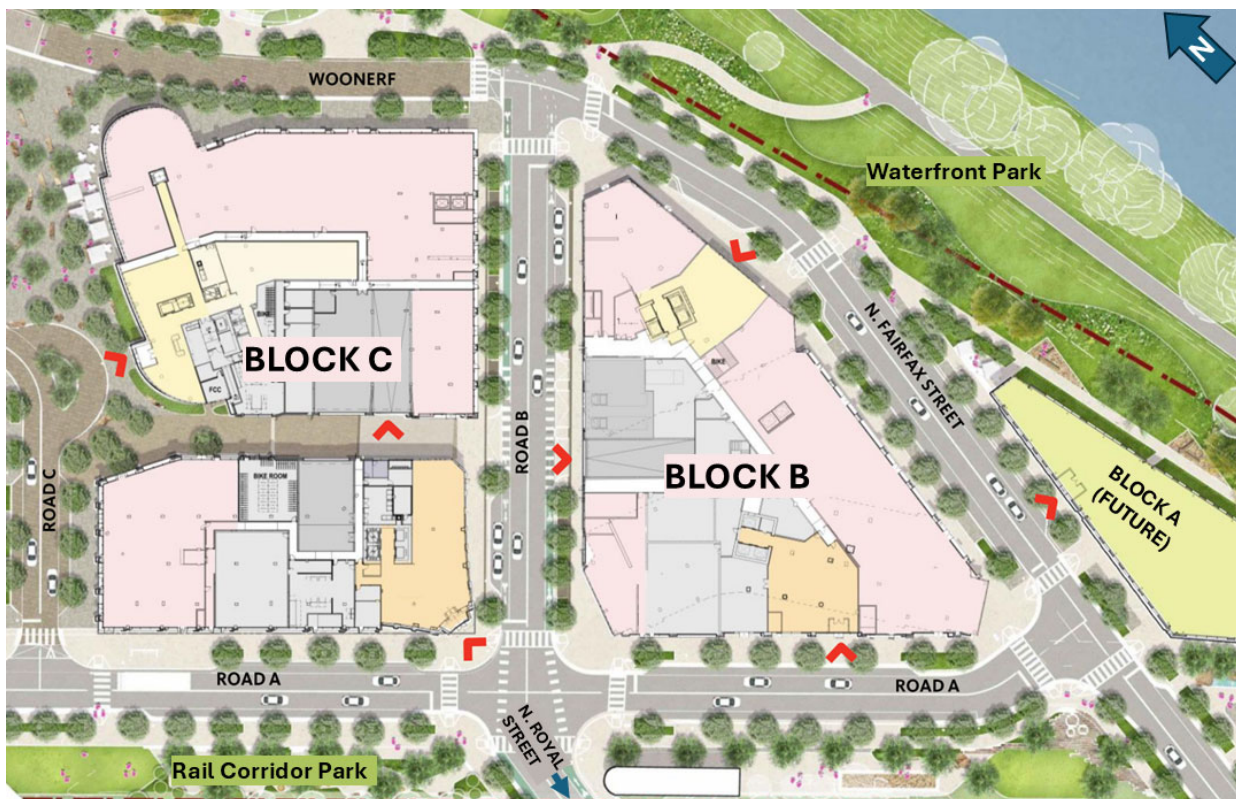


Figure 1: Block B and Block C site plan.

The block has reserved approximately 60,000-plus square feet for non-residential tenant space. This includes approximately 18,000 square feet on the ground floor for retail or restaurant tenants with the remainder of the space reserved on the second floor for a commercial tenant. Parking garage and loading access will be accessed from Road B. Short-term parking and pickup and drop-off areas will be located along each of the three building frontages. The two-level underground parking garage will extend below the block and the private North Fairfax Street and Road B rights-of-way, where it will seamlessly connect to the garage serving Block C. A total of 412 parking spaces (25 of which are inboard tandem parking spaces) are allotted to the uses in Block B. The applicant is requesting a Parking Reduction SUP for Block B based on the minimum requirement of 479 spaces, based on the uses in the delineated commercial portions of the building.



Figure 2: Block B condominium tower with view looking south from North Fairfax Street (left) and looking west from the Waterfront Park (right).



Figure 3: Block B rental apartment tower with view looking northeast near the Road A / Road B intersection (left) and looking northwest near the Road A / North Fairfax Street intersection (right).

In addition to the DSUP and Parking Reduction SUP requests, the applicant is requesting the approval of an encroachment for an entrance canopy over future public street Road A. The canopy will cover approximately 8 by 28 feet over the Road A sidewalk.

Block C

The proposed building at Block C will be approximately 663,600 square feet and will have 16-story rental and condominium towers similar to the building proposed for Block B. The building will be located on a rectangular block slightly smaller than the average 2-acre block in the Old Town grid, with the shorter ends of the block oriented northeasterly toward the Potomac River and southwesterly toward Old Town North. The building design attempts to maximize views and exposure toward the river, with an L-shaped rental tower opening from the southern corner of the Road A / Road B intersection outward, and an oval-shaped condominium tower located at the northern corner of the site adjacent to the North Fairfax Street “Woonerf,” the Waterfront Park and Central/Waterfront Plaza.

The rental apartment tower will be clad in a precast concrete grid with large window openings – the “superstructure” of the L shape is a lighter white/gray color with sections of brown-rust-colored concrete sections of building projecting from portions of the Road A and Road B facades. The two wings of the rental tower are connected by a spine-like tower element at the corner of Road A and Road B. The oval-shaped condominium tower will be sited between 50-70 feet to the northeast of the rental apartment tower and appear as a separate and unique vertical element. The tower will be in curtain-wall glass with metal accents. Six columns of balconies will break up the oval shape of the tower massing as each column protrudes from the façade.



Figure 4: View northward of southern corner of Block C rental apartment tower.

Connecting the two residential towers will be a one-story podium with lobby space for the rental and condominium buildings, building service areas and approximately 25,000 square feet of ground-floor commercial space. The commercial space for future restaurant and retail tenants will be located on each frontage, with a concentration of the space lining the Woonerf frontage of North Fairfax Street and facing the Waterfront Park. Open space for residents will be located above portions of the podium and on the rooftops of each tower.

In addition to the separate residential towers, the site is bifurcated by a midblock service street that connects Road B with Road C, and an entry plaza that will be shared by pedestrians and vehicles. The service street will be covered for the southern half of the block and open to the north by the entry plaza which will connect to the future Central/Waterfront Plaza to be constructed with Block D. The midblock service street also provides access to the two-level underground parking garage and loading docks from Road B. The northern side of the midblock crossing widens into a pedestrian plaza and pickup and drop-off lane adjacent to the condominium tower entrance off Road C.⁵ The underground parking garage will be part of the shared garage network that will connect each development block and contain 631 spaces (111 of which are inboard tandem spaces) allotted to Block C uses. The applicant is requesting a Parking Reduction SUP for Block C based on the minimum requirement of 723 spaces per the amount of commercial space and residential units proposed.



Figure 5: View southward from the Waterfront Park of condo tower in front of the L-shaped rental tower.

⁵ See Figure 8 in the Building Design section of the Staff Analysis chapter below for a visualization of this area.

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 public benefits, specifically, site open space and infrastructure. 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 evolution of the Block B and Block C designs to the community several times over the last three years as the block designs changed. These meetings included applicant-held community meetings, City-held virtual community updates, and meetings at the Alexandria Housing Affordability Advisory Committee (AHAAC) and Urban Design Advisory for Old Town North (UDAC).

The applicant presented the Block B and Block C 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 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 each block and solicited feedback from committee members. UDAC provided feedback at these meetings that was reviewed by the applicant and had impact on the current proposal. This included increasing the amount of the Block C midblock alley that is open to the sky and refining the south-facing rental apartment tower element on Block B to have a more prominent and inviting retail expression. At the June 2025 UDAC meeting, the applicant asked for endorsement of the project and received the committee's endorsement for both blocks (in addition to the Waterfront and Rail Corridor parks) by a vote of 4-0.

The applicant held at least six community meetings since the beginning of 2023⁶, with three including presentations 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. The May 2026 community meeting was a “refresher” of the block and open space proposals and updates on construction timing and the tax incremental financing proposal⁷ to be considered separately by City Council. Comments from the community included questions over timing and impacts of initial site deconstruction and then block construction; concerns about the proposed height, scale and mass of the buildings; transportation considerations, including pedestrian and bicycle access through the site, and parking and vehicular access.

Committee and participant discussion at the meetings for the AHAAC are highlighted in the Affordable Housing section of the Staff Analysis.

⁶ 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 Waterfront Park and Rail Corridor Park plans. The applicant has an additional community meeting planned for May 26, after the publishing of this report for Planning Commission.

⁷ See <https://www.alexandriava.gov/PRGS> for more information.

It should be noted that copies of presentations and recordings of the meetings are available on the City’s UDAC page⁸ and the applicant’s PRGS project page⁹.

Table 2 – Community and City Board/Commission Presentations

MEETING		DATE	COMMUNITY ATTENDEES
UDAC	Overview, no architecture shown	February 1, 2023	4
UDAC	First presentation of architecture and open space design	October 11, 2023	10
Applicant-led virtual meeting	Aligned with Concept 2 submission	October 19, 2023	88
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
AHAAC	Development Preview	July 30, 2025	26
Planning & Zoning Bi-Monthly Virtual Community Updates		September 2, 2025	51
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 Public Meeting for Improvements to Mount Vernon Trail and George Washington Memorial Parkway		January 12, 2026	n/a
Planning & Zoning Bi-Monthly Virtual Community Updates		March 17, 2026	15
Applicant-led virtual meeting	Prior to public hearings	May 4, 2026	187
AHAAC	Presentation for committee endorsement	May 7, 2026	10
Planning & Zoning Bi-Monthly Virtual Community Updates		May 19, 2026	13

⁸ <https://www.alexandriava.gov/boards-and-commissions/urban-design-advisory-committee-serving-old-town-north>

⁹ <https://www.hrpalx.com/>

III. ZONING

Multi-unit dwellings, the primary proposed use, is a special use in CDD #30 pursuant to Zoning Ordinance Section 5-602. Additional commercial or non-residential uses are permitted in each CDD when located in or immediately adjacent to a building constructed pursuant to a CDD special use permit.

Table 3 – Block B Zoning Tabulations

Property Address	1300 North Royal Street	
Site Area	46,806 SF (1.07 acres)	
Zone	CDD#30 – Coordinated Development District #30	
Current Use	Vacant	
Proposed Use	Multi-unit residential, retail, office (potential) and restaurant	
	Permitted/Required	Proposed
Floor Area	<i>See Table 5 below</i>	
Height	172 Feet	172 Feet
Open Space	7,021 SF (15% of lot per CDD)	23,084 SF (51% of lot)
Canopy Coverage	15,586 SF (25% of lot and adjacent areas of private streets) ¹⁰	20,750 SF (33% of lot and adjacent private streets)
Parking (Total)¹¹	Total: 479 spaces Residential: 463 spaces Nonresidential: 24 - 39 spaces ¹²	Total: 412 spaces (parking reduction SUP requested)
Loading	2 spaces	3 spaces

Consistency with the CDD#30 Zone

Table 5 below breaks down the permitted gross floor area (GFA) for each of the six PRGS development blocks and for the CDD area overall. Per the CDD#2021-00004 approval, each development block has been allocated a portion of the 2.15 million square feet recommended in the OTNSAP approval for the PRGS site (known as the Maximum Base GFA) and a portion of the 2.5 million square feet that was approved with the CDD zoning and conditions and takes into account the provision of affordable housing and arts and cultural anchor space (known as Maximum GFA with Additional Density). See the Staff Analysis chapter for discussion of the community benefits associated with these DSUP proposals.

¹⁰ The street trees located of the adjacent private street frontages (Road B and North Fairfax Street) can be counted toward the canopy coverage requirement.

¹¹ Parking totals shown are based on the minimum required parking per the Zoning Ordinance. The development is parked within the minimum-maximum range of Zoning Ordinance required parking. The requested parking reduction SUP is discussed in the Parking Layout and Reduction SUP section below.

¹² Depending on use of commercial spaces (i.e. restaurant vs. retail and office).

Table 4 – Block C Zoning Tabulations

Property Address	1300 North Royal Street	
Site Area	Total: 75,379 SF (1.73 acres)	
Zone	CDD#30 – Coordinated Development District #30	
Current Use	Vacant	
Proposed Use	Multi-unit residential, retail and restaurant	
	Permitted/Required	Proposed
Floor Area	See Table 5 below	
Height	172 Feet	172 Feet
Open Space	11,305 SF (15% of lot per CDD)	29,585 SF (39% of lot)
Canopy Coverage	22,720 SF (25% of lot and adjacent areas of private streets) ¹³	40,500 SF (45% of lot and adjacent private streets)
Parking (Total)¹⁴	Total: 723 spaces Residential: 704 spaces Nonresidential: 17 spaces	Total: 631 spaces (parking reduction SUP requested)
Loading	2 spaces	4 spaces

Per Condition 9 of CDD#2021-00004, the applicant can adjust the GFA maximum in each block up to 10 percent. The proposals for Block B and Block C exceed the Maximum GFA with Additional Density allotments for each block by approximately 39,000 square feet and 29,000 square feet, respectively, below the 10 percent cap per block. Staff finds it acceptable to permit the applicant to adjust the floor area tabulations with future block DSUPs within the permitted maximum GFA of 2.5 million square feet.

It should be noted that the CDD#30 zone does not have any yard or setback requirements, and the height-to-setback ratio required in Section 6-403(A) of the Zoning Ordinance does not apply for development in the CDD.

¹³ The street trees located of the adjacent private street frontages (Road B and North Fairfax Street) can be counted toward the canopy coverage requirement.

¹⁴ Parking totals shown are based on the minimum required parking per the Zoning Ordinance. The development is parked within the minimum-maximum range of Zoning Ordinance required parking. The requested parking reduction SUP is discussed in the Parking Layout and Reduction SUP section below.

Table 5 – PRGS CDD Floor Area Tabulations

Block	Maximum Base GFA¹⁵	Maximum GFA with Additional Density	Proposed with DSUP Submissions
A	65,000	65,000	<i>Not yet submitted</i>
B	360,000	415,000	453,839
C	520,000	635,000	663,611
D	265,000	325,000	<i>Not yet submitted</i>
E	500,000	580,000	<i>Not yet submitted</i>
F	430,000	470,000	<i>Not yet submitted</i>
Pump House	10,000	10,000	<i>10,000 SF max</i>
Gate House	1,300	1,300	<i>1,300¹⁶</i>
Block B and C subtotal	<i>n/a</i>	1,050,000	1,118,750
Remaining GFA	<i>n/a</i>	1,450,000	1,382,550
Total	2,150,000	2,500,000	2,500,000

IV. STAFF ANALYSIS

A. Compliance with the City Master Plan

Old Town North Small Area Plan (OTNSAP)

The Block B and Block C proposals are consistent with the goals and recommendations of the OTNSAP. This includes the individual contributions of each block and the overall PRGS site development progress that is coming with Block B and Block C development:

- Continuation of the street grid into the site, specifically North Fairfax and North Royal streets (the former of which on the same alignment north into the site) with Block B and Block C construction (Subarea 5 – Principle 1);
- Expansion of Mount Vernon Trail access and initial Rail Corridor and Waterfront park construction (Subarea 5 – Principles 4-7);
- A mix of uses including extensive ground-floor retail space (Subarea 5 – Principle 11);

¹⁵ The Maximum Base GFA relates to the amount of floor area allotted per block based on the 2.15 million square feet permitted for the PRGS site in the OTNSAP. Per the CDD conditions of approval, the applicant is anticipated to seek build-out of up to 2.5 million SF, with on-site affordable housing and the placement of arts and cultural anchors being provided as part of the "Additional Density" increment between 2.15 and 2.5 million square feet of GFA.

¹⁶ The 1,300 square feet for the Gate House is not included in the 2.5 million SF total for the CDD. A future development block will need to be reduced by 1,300 square feet since the applicant intends to retain and reuse the Gate House structure. See the staff report for the Rail Corridor Park (DSUP2025-10014).

- Significant areas of private open space and publicly accessible areas around Block C to complement the proposed public open space network, and the expansion of the tree canopy with street trees around the blocks (Subarea 5 – Principle 7-8);
- A variety of building heights on the block with consideration of views to the Potomac River (Subarea 5 – Principle 15); and
- The prioritization of sustainable building design with the use of long-lasting building materials and compliance with the PRGS CSS (Subarea 5 – Principle 16).

The proposal for Block B is also consistent with the OTNSAP recommendation to attract and retain office uses in Old Town North, as the applicant has reserved the second floor of the building for a potential office user.

B. Block B and C Consistency with the CDD Conceptual Design Plan

The block proposals comply with the Conceptual Design Plan (CDD#2021-00004 with proposed CDD#2025-00004 amendment) conditions of approval. This includes building-related conditions such as minimum 18-foot first-floor retail heights (condition 56), a 20-foot building setback from the North Fairfax Street Woonerf (condition 57) the mid-block alley on Block C (condition 58) and below-grade parking (condition 64).

CDD Conceptual Design Plan Land Use Requirements

The CDD Conceptual Design Plan conditions of approval included requirements for the provision of certain land uses consistent with OTNSAP recommendations. These include requirements for nonresidential uses and arts and cultural anchors (in exchange for additional density). The discussion of affordable housing targets is discussed in the Affordable Housing section (D) below. For tracking purposes, staff has outlined the aforementioned land use requirement conditions, what is provided with blocks B and C, and what will be required with future blocks:

CDD Condition 8: “Provide a minimum of 30,000 square feet (GFA) for arts and cultural anchor(s). The applicant can utilize up to 75,000 square feet (GFA) of additional density for any DSUPs that include arts and cultural anchor spaces.”

- The condition requires a plan to estimate “the size, function and location(s) of the arts and cultural anchor space(s)” with the first DSUP submission. The plan is located in the Staff Report Attachments. More information on the arts and cultural spaces will come with future development blocks.
- The condition requires the inclusion of 15,000 SF of arts and cultural anchor space by the delivery of Block D and the delivery of all 30,000 SF by the delivery of the last development block. The Block B and Block C DSUP submissions do not currently include the provision of any arts and cultural anchor space, and the applicant will be required to provide 15,000 by the development of Block A or Block D.

CDD Condition 63: “Provide at least 20 percent of commercial or compatible nonresidential use(s) within the CDD Conceptual Design Plan area.” “The applicant shall provide a minimum of 215,000 square feet (GFA) of commercial or compatible nonresidential development by the delivery of Block D (former Phase 2), unless a substantial amount of commercial or nonresidential GFA is to be provided with Block E or F, whichever block goes first (former Phase 3).”

- The applicant has provided **64,949 SF** of commercial space on Block B and **28,892 SF** on Block C, for a total of **93,841 SF** between the two blocks. To meet the above condition, the applicant will need to provide approximately **121,159 SF** of commercial or nonresidential space in Block A and/or Block D.¹⁷

C. CDD Amendments (CDD#2025-00004)

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 phasing and delivery of certain infrastructure and park and open space improvements. 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 amendments to the CDD Conceptual Design Plan update 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. The amended open space phasing plan can be seen below.

Additional conditions amendments have been proposed as a clarification or update to conditions, but minimally impact future development in the PRGS CDD. The proposed CDD conditions amendments are highlighted below:

- Change of reference from phases to blocks for delivery of components of CDD approval. Changes are made to conditions throughout document. The phase-to-block changes below are intended to translate the original CDD timing requirements to each block.
- Condition 22: The condition related to the affordable housing strategy (AHS) and public-private partnership (PPP) for a potential of 100,000 SF affordable housing to be placed on site has been amended to require resubmissions of the AHS with the third and fourth block DSUPs to be submitted. This amendment update allows for closer coordination with City staff regarding project updates, development partner identification, and formulation of a funding strategy.
- Condition 29: Phasing conditions have been amended and added to require the following:

¹⁷ It should be noted that staff supports the inclusion of a proportional share between residential and commercial uses of back-of-house (mechanical, parking, loading, etc) gross square footage to count toward each block’s commercial total. For Block B, 14 percent of leasable square footage will be for commercial use, so 60,252 SF of leasable commercial space is increased to 64,949 SF counted toward the CDD Condition 63 requirement. For Block C, 4 percent of leasable square footage for commercial use (total of 25,418 SF) to 28,892 SF of commercial space allocated toward the condition requirement.

- Replacement of previous phasing conditions and exhibits with the new block-by-block delivery timelines and reference to Amended Phasing Plan (see figure below).
- 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.



Figure 6: Amended Phasing Plan for Open Space.

- 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.
- Condition 31.1: Changes to Block E or F (whichever comes first) delivery requirements
 - Completion of physical, operational and signal improvements to the Slaters Lane and George Washington Memorial Parkway (GWMP) intersection. These improvements are being separated from the improvements to the Bashford Lane and GWMP intersection with Block D completion. This is also reflected in Condition 35.
 - 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. Pump House rehabilitation will be pending approval of a land exchange with the National Park Service.
 - Construction of Rail Corridor Park section generally to the east of Block D, including construction of the 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 park 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

Staff acknowledge the significance of the project phasing changes proposed. The CDD#2021-00004 conditions focused on the frontloading of public open space benefits. The conditions outlined that the southern half of the Waterfront Park (south of the Pump House) was to be constructed with Block B and the remainder with Block D. The proposed conditions would secure construction of the vast majority of

the Waterfront Park by the delivery of Block E, or the fourth out of fifth major development blocks. The proposal moves up much of the construction of the Rail Corridor Park with blocks B, C and D (the CDD#2021-00004 conditions required permanent Rail Corridor Park build-out with the last block), though several of the more active elements (playground, sport courts and dog park) are now proposed to be constructed with blocks E and F.

Transportation improvements will generally be delivered with timing similar to the existing CDD conditions, with an exception being the shifting of physical, signal and operational improvements of the Slaters Lane and GWMP intersection from Block D to Block E delivery.

Staff understands the challenges of site remediation, deconstruction and decontamination of the power plant site and that these activities must occur prior to the construction of any mixed-use buildings on site. Staff supports the CDD condition and phasing amendments to allow for park and transportation improvements to be spaced throughout the overall site development timeline, which will help to ensure the ultimate delivery of site and area improvements that will benefit City residents.

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.

D. Building Design 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 each 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. Page 3 of the DEPC describes the approach as permitting a “much greater degree of design flexibility and creativity than” by the UDSG approach “in exchange for implementing exemplary building design, massing, detailing, materials and energy conservation that result in noteworthy landmark buildings and urban spaces that define the development as a premier expression of design excellence and sustainability.”

The applicant has sought design review endorsement with the DEPC and received endorsement from UDAC based on the DEPC in June 2025. The DEPC process includes staff verifying that each of five Design Prerequisites have been met by the proposal before consideration and endorsement of the proposal(s) per the Design Criteria (by which UDAC reviewed the proposals). A brief analysis of each applicable Design Prerequisite (marked by a P) and Criterium (marked by a C) is below:

P1: Superior Urban Form

This prerequisite requires that building(s) “as a composition, create a unique and memorable urban place,” are “planned with a mix of uses” and if in a prominent location “are designed to reflect their contextual importance,” including at the North Fairfax Street gateway. Each of the blocks provides prominent architectural forms that serve as gateways to the PRGS district at North Royal and North Fairfax streets, while high-quality architecture can be seen from every public street view.



Figure 7: View northward from the North Fairfax Street entry into the site.

P2: Environmental Innovation Leader

P2 requires that the blocks “demonstrate an integrated approach to building design, open space and infrastructure to meet or exceed the sustainability goals outlined in the Coordinated Sustainability Strategy (CSS),” and can include “visible environmental measures or educational and demonstrative purposes.” Per the examples shown in the figure below, each block will provide areas reserved for photovoltaic panels on the tower roofs, significant areas of green roof on the podium roofs and bioretention planters along Road B adjacent to each building. These approaches contribute toward the applicant meeting the goals outlined in the CSS. See the City Policies section below for more about green building.



Figure 8: Examples shown to support P2 compliance (Page 6 of the DEPC).

P3: Quality + Durable Building Materials are Specified

Each block meets this prerequisite, which requires that exterior cladding be “limited to natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photo-voltaic panels, glass or materials of equal quality, performance, and longevity.” The blocks are primarily clad with metal, glass, precast concrete and potentially terracotta panels on Block B, with brick cladding at the ground-floor retail spaces where the tower architecture does not vertically “come to the ground.”

P4: Off-Street Parking is Located Below Grade

Off-street parking for each of the blocks is entirely underground. Staff has worked with the applicant since the Infrastructure Site Plan process to confirm adequate soil depth for plantings above the private streets where underground garage is located below.

P5: Exceptional Site Response

This prerequisite requires that the building design creatively responds to its surroundings with open space or the provision of amenities that highlight the surroundings (i.e. waterfront or city views, public open space). The applicant takes advantage of the varying rooftop heights of both blocks for the provision of above-grade open space and amenities. The geometry of each block will create interesting perspectives to the adjacent open spaces and the Potomac River. Additionally, Block C includes significant ground-level space that will connect to the Central/Waterfront Plaza that will be constructed with Block D.

C1: Architectural Excellence

C1A: Landmark/Iconic Structure & C1B: Contextual Character

The blocks have elements of Contextual Character and areas of Landmark/Iconic Structures, or structural elements that become a “place defining element for the site.” Iconic structural elements include the “prow”

at the northern corner of Block B, the curved tower element of the Block B rental apartment tower, and the northern condominium tower and southern “spine” gateway of Block C.

Contextual character is defined as design that “responds to its contextual location to create a meaningful place through its spatial relationships within the site” and a response to area viewsheds. Examples on the blocks include the focus on creating pedestrian-oriented ground-floor retail design, the extension of the Old Town North streetwall and grid into the site, juxtaposition of glass, brick, metal and concrete expressions between the blocks along Road B and the step-back along the southwest frontage of the Block B rental tower.

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

As urban blocks, the buildings are generally designed to support the public open spaces that will be located generally to the east and south of the blocks. The applicant has provided a variety of above-grade open space amenities, including landscaped green roof areas and swimming pools. The geometry of Block C has allowed the applicant to effectively expand the Woonerf and the Central/Waterfront Plaza with adjacent areas of open space within the block boundary.



Figure 9: Northwestern portion of Block C that opens up to Central/Waterfront Plaza.

C3: An Active Public Realm

The applicant has worked with staff and UDAC to refine the public realm around each block and through Block C. The applicant is providing generally 8-foot-wide sidewalks around the site, areas for outdoor dining adjacent to the Woonerf on Block C that connects to seating areas along the Woonerf, and the flexible pedestrian space and plaza adjacent to Road C as shown in the previous image.

C4: Inclusive Design of Buildings and Open Spaces

This criterium requires that “buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.” The blocks have provided areas for seating in locations in each block either for outdoor dining, public benches along Road A and the Woonerf and the pedestrian plaza on Block C adjacent to Road C. Staff worked with the applicant to maintain wide sidewalks around each of the blocks, while the applicant has provided pickup and drop-off areas along North Fairfax Street (in front of Block B) and roads A, B and C.

E. City Policies

Affordable Housing

The approved CDD #30 envisioned a three-pronged approach to affordable housing, which comprises the overall PRGS site’s Affordable Housing Strategy, including:

1. **Voluntary monetary contributions to the Housing Trust Fund (HTF)** estimated at \$8-11 million (2022 \$) depending on the final land use mix—residential and commercial floor area are subject to different contribution tiers;
2. **On-site affordable set-aside units** comprising no less than 58,333 square feet (~60 units across all blocks, including 19 within Blocks B & C), secured through application of Section 7-700-like bonus density; and
3. **Units provided through a Public Private Partnership (P3)** for which the applicant is committed to working with the City on an affordable housing project totaling up to 100,000 square feet (~100 units) within the CDD plan area.

The P3 is not a part of these DSUP applications, but it is noted that the applicant has submitted a draft Affordable Housing Strategy to staff consistent with the CDD conditions. The P3 is anticipated to be part of later phases of development (Blocks D, E, and F) subject to discussion and mutual agreement between the applicant and the City.

Under CDD #30 phasing, each development block is required to provide a portion of the phased 58,333 square foot affordable floor area; Block B is required to provide 8,500 square feet and Block C is required to provide 12,500 square feet as committed affordable floor area. Consistent with City policy, on-site committed affordable units (CAUs) should be provided proportionally by both unit mix and tenure. Since Block B and Block C are mixed-tenure projects with both condominium and rental units planned, the resulting CAUs would proportionally reflect both tenures under the City’s standard affordable housing policies and procedures. The applicant states, however, that the project is unable to support the provision of affordable for-sale units and instead proposes all CAUs be provided as rental units affordable at 60 percent of the Area Median Income (AMI). The City, with a limited exception to the standard affordable

housing policies and procedures, supports the applicant’s proposal for an all-rental tenure within Blocks B & C to facilitate this catalytic project.

Through the project’s use of bonus density, the applicant will provide 19 on-site CAUs within Blocks B & C. Based on the proposed agreement between City and the applicant and the project’s most recent site plans, the project will provide the CAU rental mix below (Table 6).

Table 6: Provision of Committed Affordable Rental Units

Block B Rental Unit Mix			
Unit Type	Unit Mix	% of Project	Proportional Aff. Unit Mix
Studio	52	26%	2
One-bedroom	49	24%	2
One-bedroom + Den*	12	6%	1
Two-bedroom	58	28%	2
Two-bedroom + Den*	29	14%	1
Three-bedroom	4	2%	0
Subtotal Block B Rental	204	100%	8
Block C Rental Unit Mix			
Studio	22	5%	1
One-bedroom	132	33%	4
One-bedroom + Den*	71	18%	2
Two-bedroom	118	30%	3
Two-bedroom + Den*	43	11%	1
Three-bedroom	12	3%	0
Subtotal Block C Rental	398	100%	11
GRAND TOTAL RENTAL	602	100%	19

**Note: non-traditional unit types, including units with dens, will rent at their closest equivalent; one-bedroom + dens will rent at a one-bedroom 60 percent AMI rate and two bedroom + den units will rent at a two-bedroom 60 percent AMI rate.*

Staff have calculated the voluntary monetary HTF contribution for Block B & C to total \$5,385,129 based on the 2025 Tier II and nonresidential contribution rates. Typically, per the City’s standard conditions, voluntary monetary contributions are due prior to receipt of a Certificate of Occupancy (CO). In order to support the financing of the contemplated on-site affordable housing P3 project, the affordable housing contributions provided by the applicant may, at the sole discretion of the City, be used as a source of funding for the P3 project.¹⁸

Subject to the proposed tax increment financing agreement between the applicant and City, the applicant may fulfill Blocks B & C’s \$5,385,129 voluntary monetary Housing Trust Fund contribution at a time later than CO issuance, the City’s standard deadline for payment, to coincide with the affordable housing P3 project but no later than June 30, 2034, a timeline that may be extended by up to 12 months by the City

¹⁸ CDD Conceptual Design Plan condition 20(d).

Manager if the applicant is making good-faith progress on the on-site affordable housing P3 project. If the applicant fulfills its HTF contribution at a date later than CO issuance for Blocks B & C, the \$5,385,129 contribution value will be escalated based on the Consumer Price Index for Housing or 3 percent annually, whichever is greater, up to a maximum of five percent annually.

The Alexandria Housing Affordability Advisory Committee (AHAAC) received a development preview at its June 30, 2025 meeting and reviewed the project's Affordable Housing Plan (AHP) at its May 7, 2026 meeting. Members discussed the availability of affordable accessible units, the proposed tax increment financing agreement and the timing and escalation of Blocks B & C contributions, and the number of on-site units being provided within the project outside of the P3 building. Members reached a general consensus that the proposed AHP was appropriate to ensure the project's viability. Members voted unanimously to approve the proposed AHP with one abstention.

Green Building

The blocks will each meet the City's 2019 Green Building Policy in addition to the Coordinated Development Conditions specific to sustainability for the overall PRGS property. Each block will earn LEED Silver. Documentation of the applicant's strategies for meeting the CDD conditions is provided on sheet C106: Coordinated Sustainability Strategy (CSS) of each Block's site plan materials.

CDD Condition 139, Target 1: The applicant's materials indicate that each project is progressing to meet this target. The blocks will achieve an EUI target based on the International Energy Conservation Code (IECC) for climate zone 4A based on building type (e.g. table CC103.1 of the 2021 IECC). A space type break-down has been provided by square footage and percentage of square footages for each block. For Block B, the building's EUI target will be 54.2 kBTU/sf/yr¹⁹ and final design EUI is expected to be between 35 and 40 kBTU/sf/yr. For Block C, the building's EUI target will be 56.5 kBTU/sf/yr²⁰ and final design EUI is expected to be between 35 and 40 kBTU/sf/yr. Both final design EUIs will meet the required IECC EUI targets. Energy modeling reports confirming the anticipated design-EUI performances will be provided to staff at with the applicant's submission of their Final Site Plan and updated with their Building Permit materials. Building-level energy consumption will be reported to staff after occupancy per CDD condition 154 for each block.

CDD Condition 139, Target 2: The applicant's materials demonstrate that these two blocks are contributing to achieving this site-wide target. The preliminary PV design for each block expects onsite PV to offset between 1 and 1.5 percent of the Block B's energy consumption and between 2 and 2.5 percent of Block C's energy consumption. The CDD condition requires 3 percent of the overall CDD area's energy needs to be met onsite with renewable energy.

CDD Condition 139, Target 3: Each newly constructed building(s) shall achieve a 10 percent reduction in embodied carbon compared to industry standard construction practices. The applicant is in process of meeting and is expected to meet this target.

¹⁹ Per the CDD referenced [Table CC103.1 of the 2021 IECC](#), climate zone 4A, and the anticipated use areas (square footage) of the building.

CDD Condition 139, Target 4: Each newly constructed building shall be solely electric with limited exceptions for allowances for natural gas where electric is not feasible. The applicant is in process of meeting and is expected to meet this target.

CDD Condition 139, Target 5: Off-site renewables shall be utilized towards achieving carbon neutrality, to the extent needed, by phase. The applicant is in progress to meet this target. Renewable energy certificates (RECs) and/or power purchase agreements (PPAs) will be evaluated during the construction phase before occupancy.

Blocks B and C are on track to meet all the other CDD conditions related to sustainability including at least 2 percent of parking spaces in the connected garages will have EV chargers. Reference sheet C106: CSS of each Block's site plan materials for additional detail.

Public Art

In December 2014, the City Council adopted the Public Art Policy which established a monetary contribution requirement from development projects to go towards public art. The contribution can be used for public art on the site or a contribution to further the City's public arts efforts in the neighborhood. The applicant has agreed to provide an in-kind public art contribution approximately \$150,000, or \$75,000 per building in line with the Public Art Policy.

The locations for public art on the PRGS site are shown in the Public Art Plan, which the applicant submitted per CDD condition 115. The applicant is proposing on-site public art on the adjacent portions of Rail Corridor Park southwest of Road A (see locations 6 and 7 in the Public Art Plan below). 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.

F. Proposed Parking and Parking Reduction SUPs

Each proposed development block is served by a two-level underground garage. The applicant has planned for a single garage to link blocks B to F to be built and connected with subsequent approved blocks. Blocks B and C will be connected underground by the first phase of this larger garage, which will extend under the applicant-owned and maintained sections of North Fairfax Street (and the Woonerf) and Road B.

Each block will have separate entrances to the underground garage – the Block B entrance will be accessed directly from Road B, and the Block C entrance will be accessed via the midblock alley. Block C vehicle traffic to the parking ramp and loading dock entrance in the midblock alley will be restricted to the intersection with Road B, as bollards will separate the north and south ends of the alley to enhance pedestrian safety. The spaces apportioned to Block B are generally located under the block footprint and private Road B right-of-way southward toward the future Block A footprint, while the spaces for Block C are located under the block footprint, the Woonerf section of North Fairfax Street, Road C and a portion of the future Central/Waterfront Plaza. The P1 parking level is shown in Figure 11.



- ① Pepco Screen
- ② Central Plaza Sculpture
- ③ Pumphouse Mural
- ④ Stone Water Feature
- ⑤ Kid's Play Entry Gate
- ⑥ Industrial Artifacts
- ⑦ Gateway Sculpture
- ⑧ Entry Water Feature

Figure 10: Applicant Public Art Plan. Sites 6 and 7 are likely to be installed with blocks B and C.

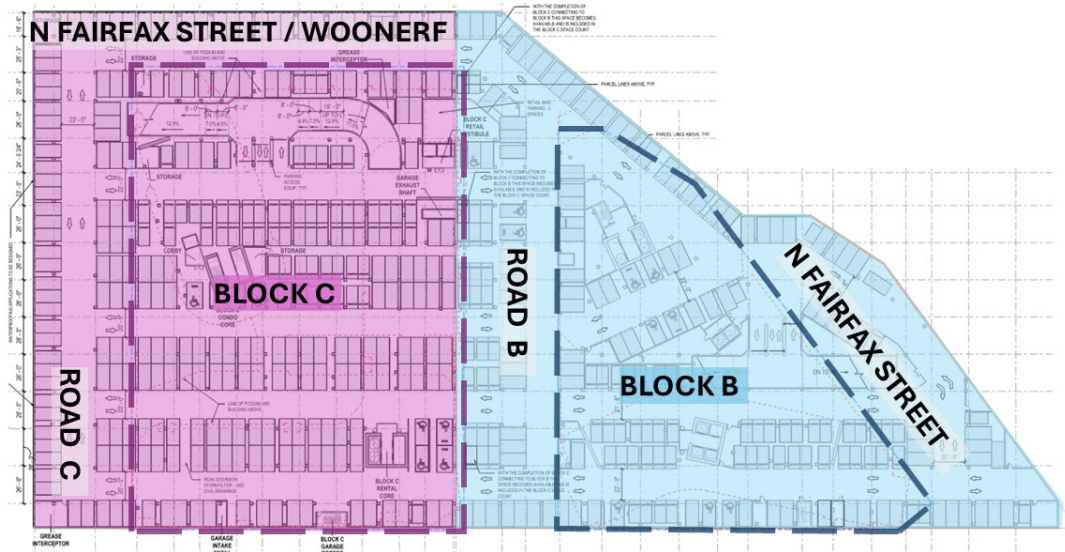


Figure 11: P1 level of Block B and C garages with block footprints above marked with dotted lines.



Figure 12: Block C midblock alley access from Road B.

The Block B garage section will hold 387 parking spaces that meet Zoning Ordinance requirements and an additional 25 parking spaces that are tandem spaces (accessed only from other parking spaces). These tandem spaces do not count toward the Zoning Ordinance requirement but can serve residents with multiple vehicles. The Block C garage section will hold 520 Zoning Ordinance-compliant parking spaces, with an additional 111 tandem parking spaces available.

Parking Reduction SUP

Parking reduction SUPs are requested for both blocks B and C. Though the proposal includes a two-level garage for each block, the number of dwelling units with at least two bedrooms increased the parking requirement above what a two-level garage could accommodate. The applicant requests a 91-space parking reduction for Block B and a 203-space reduction for Block C. See the tables below for the breakdown of required and provided parking for each block.

Staff supports the Parking Reduction SUP request based on the reasonable nature of the request, the amount of tandem parking available and the proximity to bus routes and other transportation options. The gap in required parking vs provided parking is reduced by the presence of 136 tandem parking spaces between the two blocks, which will satisfy the demand of residents who may own multiple vehicles. Per Condition 66 of CDD#2021-00004, the applicant shall provide a parking management plan with Final Site Plan review for each block. The parking management plans will cover strategies for potential shared parking between uses, wayfinding and signage, and on-street parking and loading.

Table 7 – Block B Parking

	Market Rate	Affordable	
Number of Units / Bedrooms	313 units / 481 bedrooms	8 units	
Minimum Parking Ratio ²⁰	0.90 spaces / bedroom	0.68 spaces / unit	
Minimum Market Rate and Affordable Spaces	433 spaces	6 spaces	
Minimum Residential Parking Requirement	439 spaces		
	SF proposed	Min. Ratio	Required Spaces
Retail / Office Parking Requirement	30,126 SF	0.25 spaces / 1,000 SF	8 spaces
Restaurant Parking Requirement	30,126 SF	1 space / 1,000 SF	31 spaces
Minimum Commercial Parking Requirement	39 spaces		
Overall Minimum Parking Requirement	478 spaces		
Provided Parking (Zoning-Compliant)	387 spaces		
Additional Inboard Tandem Parking Spaces (do not count Zoning Ordinance Parking Requirement)	25 spaces		
Parking Reduction Requested	91 spaces		

²⁰ [Section 8-200\(A\)\(2\)](#) of the Zoning Ordinance outlines the minimum and maximum parking ratios for market-rate and affordable multi-unit dwellings. Market-rate units are parked based on number of bedrooms, and affordable units based on unit count. The market-rate base ratio has been reduced from 1.0 to 0.90 spaces per bedroom with a deduction for a walkability score of 80-89 (see Sheet C100 of each plan set for the walkability table) and for 20 percent of units as studio units. The affordable unit base ratio has been reduced from 0.75 spaces per unit to 0.68 spaces per unit based on the aforementioned deduction.

Table 8 – Block C Parking

	Market Rate	Affordable	
Number of Units / Bedrooms	486 units / 734 bedrooms	11 units	
Base Ratio	0.95 spaces / bedroom	0.71 spaces / unit	
Minimum Market Rate and Affordable Spaces	698 spaces	8 spaces	
Minimum Residential Parking Requirement	706 spaces		
	SF proposed	Min. Ratio	Required Spaces
Retail / Office Parking Requirement	12,709 SF	0.25 spaces / 1,000 SF	4 spaces
Restaurant Parking Requirement	12,709 SF	1 space / 1,000 SF	13 spaces
Minimum Commercial Parking Requirement	17 spaces		
Overall Minimum Parking Requirement	723 spaces		
Provided Parking (Zoning-Compliant)	520 spaces		
Additional Inboard Tandem Parking Spaces (do not count Zoning Ordinance Parking Requirement)	111 spaces		
Parking Reduction Requested	203 spaces		

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.

Elements will likely be located in the adjacent sections of Waterfront and Rail Corridor parks constructed with blocks B and C. Staff placed conditions in the DSUP 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 paving, structures or other elements on the site blocks and park spaces.

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

Figure 13: Applicant proposed Historic Interpretation Plan.

H. Open Space

The PRGS CDD Conceptual Design Plan and conditions of approval provided a framework for the amount, location and continuum of open space from ground-level, publicly accessible open space and parks to above-grade private open space for building residents. CDD#30 (and CDD Condition 66) requires that 15 percent of the land area of each development block be reserved for open space, either at ground-level or above-grade. The applicant will be providing more than 25 percent of the overall CDD site area (5 acres) as publicly accessible open space per the CDD conditions and is proposing on-site open space for blocks B and C at nearly 50 percent and 40 percent of the lot areas, respectively.

Block B

Due to the triangular shape of the block and a building footprint that will generally follow the lot line, Block B open space is located above grade on the third-floor podium and on each tower roof. The majority of the on-site open space will be located on the podium (approximately 16,000 SF). The podium open space will include meandering walkways around landscaped areas and “flexible lawns”, with seating and

lounge areas, and some private unit patios. The rooftops of each tower will feature communal lawn and seating areas, with a pool on the rental tower deck.

Sidewalk areas within the property line are located by the western corner (approximately 350 SF) and southern corner (approximately 300 SF) of the block, though the applicant is reserving these areas for potential future outdoor dining locations and are not counted toward the open space requirement. The northern corner will feature an approximately 400 SF partially covered retail or restaurant patio facing Waterfront Park.

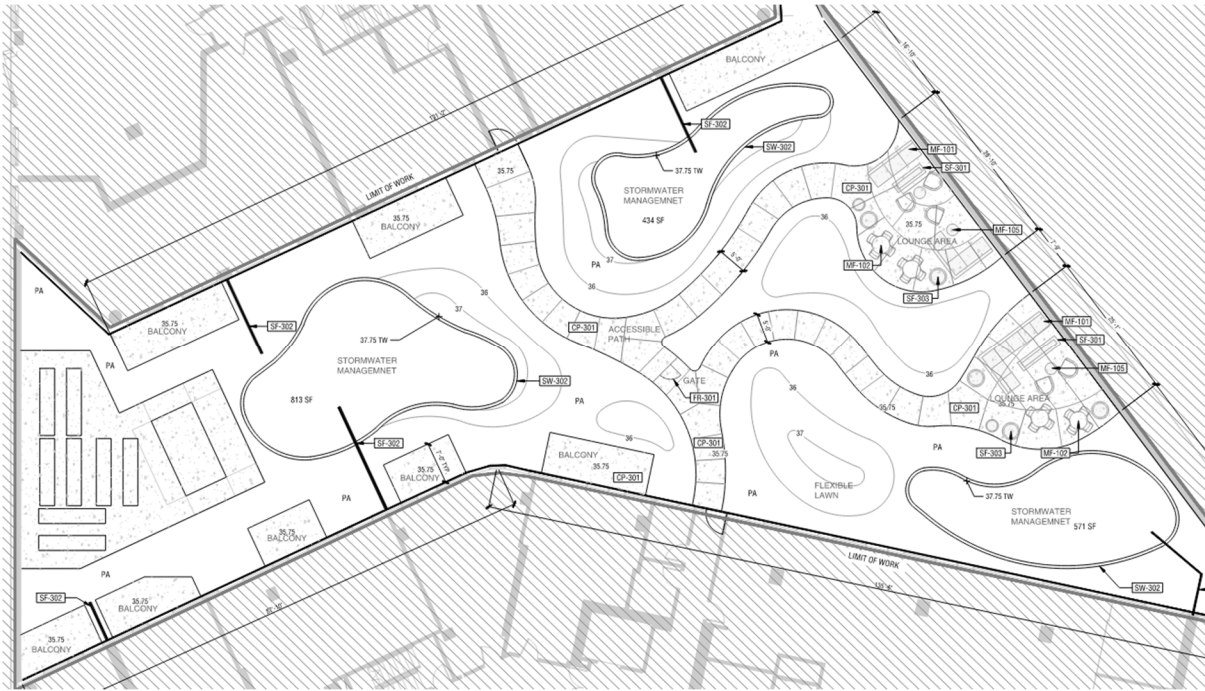


Figure 14: Third-floor open space terrace on Block B.

Per the Amended Phasing Plan proposed with the CDD Amendments, approximately 13,000 SF of open space will be constructed within the PRGS site with Block B in the Rail Corridor and Waterfront parks, in addition to improvements to National Park Service property and Mount Vernon Trail.

Block C

Similar to Block B, the applicant proposes utilizing above-grade open space to meet the zoning requirement for Block C. The majority of the open and usable space for the block is accessible from the second story roof. The approximately 21,000 SF podium rooftop open space shared between condominium and rental tower residents will feature walkways, lawn and stormwater management areas, and lounge and fire pit areas, and is lined with private unit patios along the exterior. The remainder of open space will be located on the rooftop of each tower, where pools, and lounge and grill areas will serve residents.

The Block C proposal includes open plaza areas on the Block C site, though they are not included in the applicant's open space calculations for flexibility in future use, such as outdoor dining. The northern and

eastern portions of the site will have open areas for pedestrian circulation and outdoor dining²¹. Per the CDD Conceptual Design Plan, a midblock break has been provided between roads B and C which will be accessible to pedestrians via a 22-foot-wide public access easement. Approximately 47 percent of the midblock break is open to the sky and the break is not open to through vehicular traffic from one end to the other.

Per the Amended Phasing Plan proposed with the CDD Amendments, approximately 28,000 SF of open space will be constructed within the PRGS site with Block C in the Rail Corridor and Waterfront parks, in addition to improvements to National Park Service property and Mount Vernon Trail.

Table 9 – Open Space

	Requirement		Proposed	
Open Space	Block B	Block C	Block B	Block C
TOTAL	7,021 SF (15% of lot)	11,306 SF (15% of lot)	23,084 SF (49% of lot)	29,585 SF (39% of lot)
Ground-Level ²²			0 SF	0 SF
Above-Grade			23,084 SF	29,585 SF
Resident Amenity			20,900 SF approx.	27,400 SF approx.
Private patios			2,200 SF approx.	2,100 SF approx.

I. Canopy Cover and Tree Preservation

The proposed developments meet the required 25-percent canopy coverage requirement in the City Landscape Guidelines and Zoning Ordinance through new plantings at-grade and above-grade and within the block property lines and as street trees in the adjacent private streets. No trees are currently located within the extent of the blocks and therefore would need to be removed.

The shape and building design proposed for Block B limits at-grade planting within the property line, so any ground-level tree plantings are located along the site perimeter as street trees. This includes 19 trees planted within the Road B and North Fairfax Street private rights-of-way that count toward the block crown coverage requirement (the 9 street trees to be planted along public Road A will not count). Above grade, the applicant will be planting several trees on both the rental apartment and condominium tower roof decks and over 30 trees on the second-floor podium deck.

Table 10 - Canopy Cover and Tree Preservation

Existing Trees (Both Blocks B and C)	0%
Block B Proposed Canopy Cover	20,750 SF (33% of lot and adjacent private streets)
Block C Proposed Canopy Cover	40,500 SF (45% of lot and adjacent private streets)

²¹ See Figure 8 in the PRGS Design Excellence subsection above for a rendering of the outdoor dining plaza areas that open up to the Waterfront Plaza at the northern portion of the block by the parking court.

²² As discussed above, each block has areas of open ground-level space that are proposed to be reserved for outdoor dining or vehicular access and will not be counted toward the open space requirement.

The building design of Block C has allowed for areas of ground-level tree plantings within the property line. In addition to the over 30 trees to be planted around the adjacent public and private street frontages, clusters of 13 medium and large shade trees will be planted at the north end of the block by the Road C frontage and drop-off area by the condominium building entrance. Additional street trees are proposed along the block's northern frontage by the future Central/Waterfront Plaza. Staff will work with the applicant on the final location of those plantings based on the need for an emergency vehicle easement to serve this area. Block C will include tree plantings on the rental apartment and condominium tower roof decks and approximately 60 trees on the second-floor podium open space.

In addition to the tree canopy provided within the development blocks and adjacent streets, the adjacent sections of Rail Corridor and Waterfront parks will feature new shade tree plantings.

J. Pedestrian, Streetscape and Transportation Improvements

The development of these blocks will commence the process of creating a new pedestrian-focused neighborhood in Old Town North and will include the connection of Slaters Lane with the remainder of Old Town North with the construction of Road A in an interim condition. The construction of Block B specifically will include the delivery of interim Road A, including an interim sidewalk along the eastern side of the street, and the final concrete-sidewalk streetscape adjacent to Block B and then Block C when it is constructed. Per the approved Infrastructure Site Plan, a bus stop shelter for the future DASH Route 34 realignment will be located along Road A in front of Block C.



Figure 15: Streetscape illustration of Road B facing northeast.

The streetscape in front of the proposed buildings will vary based on location. General information on the streetscape layout and materials is located within the Common Elements Design Guidelines submitted by the applicant (in addition to the plan sets). Road A streetscapes will be designed to City standards with concrete sidewalks that will be a minimum 8 feet in width, tree wells with granite blocks in the tree wells and Dominion Energy standard light fixtures. Private streets Road B and North Fairfax Street (adjacent to Block B) will have the same minimum 8-foot-wide concrete sidewalks but will have specialty elements in the “amenity zone” between the main sidewalk area and curb. These elements (which will be maintained by the applicant) include specialty pavers along North Fairfax Street and metal grating integrated into the bioretention planters along Road B. Bicycle lanes are also planned along the Road B right-of-way as it connects North Royal Street to the waterfront and PRGS site.

Road C and the Woonerf (section of North Fairfax Street between blocks C and E) will be designed with a flush curb condition to facilitate the mix of slow-moving vehicle traffic and pedestrian activity and multi-modal transportation. These flush streets will be lined with different paver materials to demarcate pedestrian-only and mixed-traffic area and include benches, plantings and bollards or other vehicular deterrents. At the north end of Block C, Road C will connect to a midblock pedestrian plaza and the midblock service street that will facilitate a pedestrian connection to Road B. These improvements will be provided with Block C and will span only the areas adjacent to the block – Road C will be fully constructed with Block D and the Woonerf will be finalized with Block E.

SPECIAL STREETSCAPES

Woonerf Paving Zones

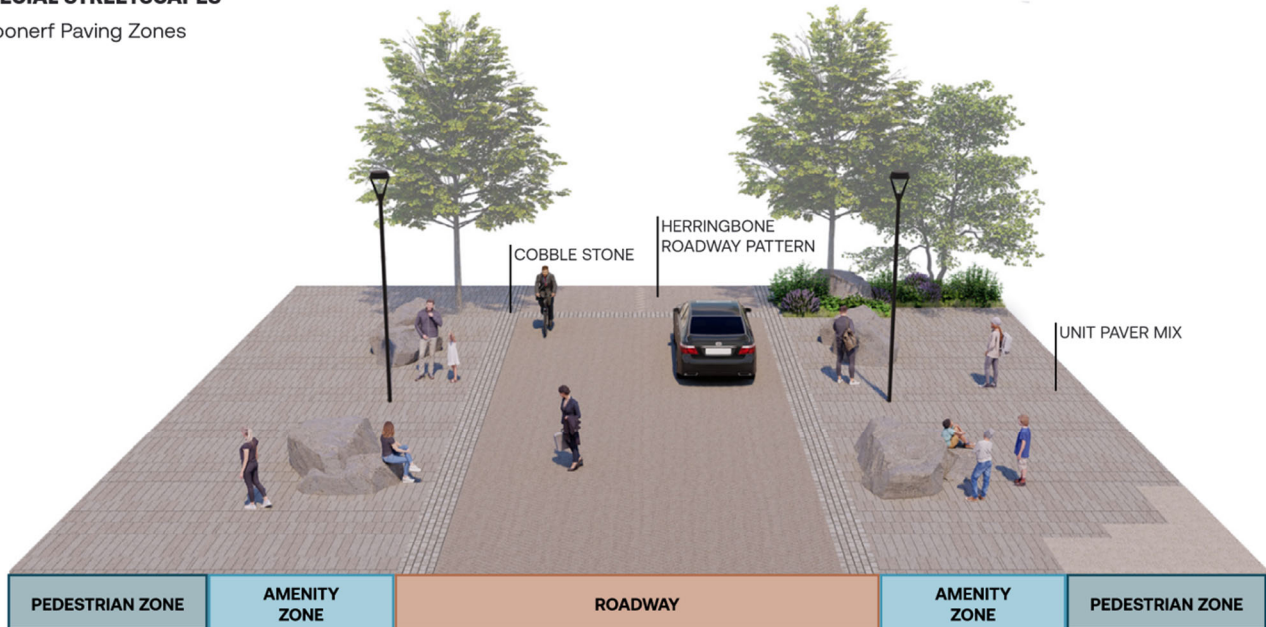


Figure 16: Woonerf cross section.

K. Transportation

Trip Generation

Gorove Slade prepared transportation memos for each block (dated July 11, 2025) to evaluate impacts to the existing transportation network to support the proposed development of each block and as updates to the Multimodal Transportation Study (MTS) submitted with the 2022 CDD approval. The 2025 memos concluded that full transportation study resubmissions were not required since the transportation impacts with the DSUP proposals are less than what was envisioned for each block in the 2022 MTS.

The peak hour and daily estimated automobile trips are located in the Table 11 below. The counts are based on the currently proposed uses and dwelling unit count in each block. The counts are compared to what was anticipated for each block in the 2022 MTS, where the number of dwelling units and amount and type of commercial uses were anticipated. For Block C, the assumption in the 2022 MTS that a grocery store would locate on the block accounts for the significant decrease in automobile traffic to the block with the current DSUP proposal. Additionally, the number of residential units envisioned for the blocks decreased since the 2022 MTS. Please see Table 12 which compares the assumptions the 2022 MTS made regarding the land use mix and intensity for each block and what has been proposed with each DSUP.

Table 11 – Trip Generation

		AM Peak Trips	PM Peak Trips	Daily Trips
Block B	2022 MTS	66 vehicles/hour	73 vehicles/hour	995 vehicles
	Current DSUP Proposal	61 vehicles/hour	71 vehicles/hour	955 vehicles
	Differential	- 5 vehicles/hour	- 2 vehicles/hour	- 40 vehicles
Block C	2022 MTS	98 vehicles/hour	191 vehicles/hour	2,219 vehicles
	Current DSUP Proposal	67 vehicles/hour	82 vehicles/hour	1,081 vehicles
	Differential	- 31 vehicles/hour	- 109 vehicles/hour	- 1,138 vehicles

Table 12 – Trip Generation Assumptions

	2022 MTS	Current DSUP Proposals
Block B		
Dwelling Units	336 units	321 units
Non-Residential	50,000 SF Office	60,250 SF Retail/Restaurant
	9,000 SF Retail/Restaurant	
Block C		
Dwelling Units	497 units	494 units
Non-Residential	20,000 SF Grocery	25,400 SF Retail/Restaurant
	17,000 SF Retail/Restaurant	

Staff has added conditions of approval that outline the applicant’s (and future Master Associations’) participation in the City-run Transportation Management Plan (TMP).

Public Transportation and Mobility

DASH Route 34 bus between Potomac Yard and the Lee Center will be routed northward along Road A once the street is constructed and the site is operational. Residents and visitors will have access to WMATA F19 commuter bus to Downtown Washington, DC along North Washington Street and East and West Abingdon drives, and the DASH 30 and 31 buses (which serve as Old Town Circulators and connectors to the West End) to the south on Montgomery and Madison streets. A Capital Bikeshare station will be constructed in the section of the Rail Corridor Park adjacent to blocks B and C. The bicycle network will also be enhanced by connections to the Mount Vernon Trail to be constructed with blocks B and C (per the CDD Amended Phasing Plan).

L. Encroachment for Entrance Canopy on Block B

The applicant is proposing an entrance canopy for the rental multi-unit apartment tower on Block B fronting future public street Road A. The canopy spans the width of a retail-sized window bay and will project 8 feet, 5 inches from the property line for a width of 28 feet. Since Road A will be dedicated as a public street once it is fully constructed²³, the request requires an encroachment ordinance be passed by City Council per City Code section 5-2-29. The City Code permits a canopy encroachment of up to 4 feet so this request is to extend an additional 4 feet, 5 inches into the Road A right-of-way.

Staff supports the encroaching canopy as it will be a defining feature of the southwestern façade of Block B, and a visible feature from the Rail Corridor Park and is in general proportion with the scale of the building façade. The encroachment will not limit the function of the sidewalk below and will provide extra cover for pedestrians. Information on the location and context of the encroaching canopy is in the figures directly below.



Figure 17: Location of encroaching entrance canopy along Road A facade.

²³ As approved with SUB#2023-00001.

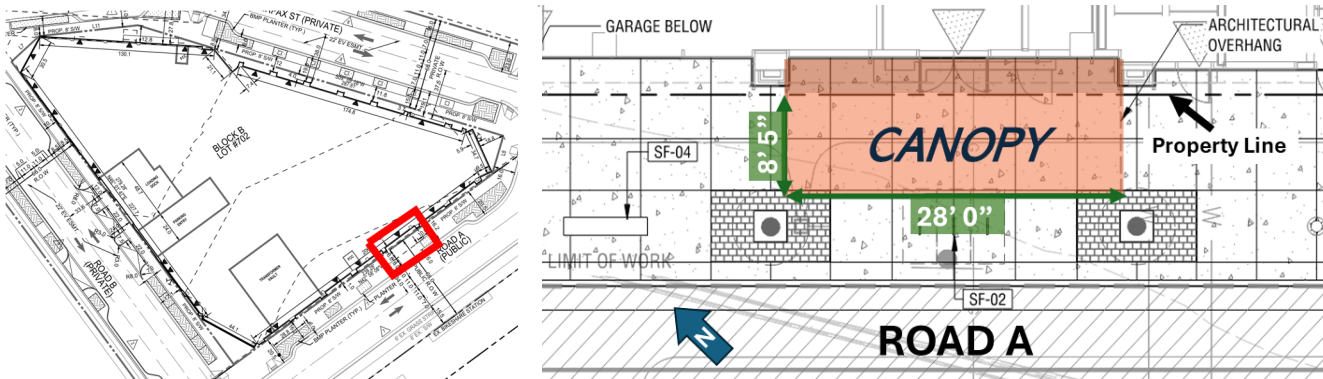


Figure 18: Encroaching entrance canopy with dimensions and location within the block (in red on the right).

M. Stormwater

Stormwater management for the site is designed through the PRGS Stormwater Management Master Plan (SWMMP) (DSP#2022-00024) and the associated conditions of the PRGS Coordinated Development District (CDD#2021-00004). The PRGS Block B and Block C DSUPs meet the requirements of the Virginia Erosion and Stormwater Management Program (VESMP) regulations and the Chesapeake Bay Act in accordance with Article XIII of the Zoning Ordinance for control of stormwater quality and quantity. The Block B DSUP and the Block C DSUP meet the 65-percent green infrastructure requirements with the use of vegetated green roofs and bioretention areas, and both add manufactured treatment filtering devices stormwater Best Management Practice (BMPs) for water quality improvements while meeting the OTNSAP and SWMMP requirements by deploying significant stormwater management practices using green infrastructure. The proposed multiple bioretention areas, vegetated green roofs and a stormwater vault for Block B and C serve as the runoff reduction practices that meet Article XIII requirements for post-development stormwater quantity.

Overall, the Block B DSUP proposes stormwater BMPs that provide a 70-percent reduction in phosphorus from the pre-development load with 58 percent of the reduction accomplished through green infrastructure. The proposed BMPs exceed the required phosphorus reduction by about 14 percent. Additionally, the Block C DSUP proposes stormwater BMPs that provide a 80-percent reduction in phosphorus from the pre-development load with 53% of that reduction using non-proprietary devices / green infrastructure. The proposed stormwater BMPs exceed the required phosphorus removal by 20 percent. The plan's proposed work is outside of the Resource Protection Area (RPA) but will still require enhanced protective measures during construction due to the proximity of work.

N. School Impacts

The applicant proposes to construct up to 815 high-rise apartments of which 19 units will be affordable. The student generation rate for new high-rise apartments is 0.03 students per unit, or 23.9 for the 796 market-rate apartments. The student generation rate for income-restricted housing is 0.62 per unit, which, if applied to the 19 affordable housing units, would be 11.8 students. The total student generation for both blocks is rounded up to 36 students. The PRGS site is located in the Jefferson-Houston elementary school attendance area.

O. Subdivision (SUB#2026-00007)

The applicant is asking for reapproval of an expired subdivision plat for the overall PRGS site. The previous subdivision (SUB#2023-00001) was approved by Planning Commission alongside the PRGS Infrastructure Plan (DSP#2023-00001) in June 2023. The final subdivision plat was reviewed by staff but was not recorded within 18 months of approval per Section 11-1714 of the Zoning Ordinance.²⁴

The proposal is to subdivide 1300 North Royal Street, creating three new lots and the right-of-way for the future public street (Road A) and right-of-way connections for North Royal and North Fairfax streets to the south. The subdivision approval is required, as the dedication of the Road A right-of-way creates non-contiguous portions of the site that will become new lots. See Table 1 below for the sizes and descriptions for the new parcels created from the subdivision.

Table 13 – Lot Area Tabulations

PROPOSED LOTS	LOT AREA		GENERAL DESCRIPTION
Lot 600	13.76 acres	599,334 SF	Primary PRGS parcel containing development blocks, Waterfront Park and Central/Waterfront Plaza
Lot 601	1.96 acres	85,490 SF	Portion of future Rail Corridor Park and Pepco Liner Open Space
Lot 602	0.28 acres	12,219 SF	Portion of future Rail Corridor Park
Future Road A Right-of-Way	2.87 acres	124,805 SF	Future public street right-of-way
TOTAL	18.87 acres	821,848 SF	Current undivided parcel area

The future dedication of Road A²⁵ and the street extensions of North Fairfax and North Royal streets into the PRGS site necessitates the requirement of a subdivision approval, which must be approved separately by Planning Commission since the extent of the subdivision exceeds the areas of any of the block or park DSUPs also being considered.

The dedication splits the remainder of the site into three lots. The largest is Lot 600, which contains all of the future development blocks, the Central/Waterfront Plaza and Waterfront Park. Lot 600 will be subdivided into smaller lots for each block and open space (connected by private rights-of-way) with the forthcoming block and open space DSUPs. Lot 601 will be nearly 2 acres in size and contains the western portion of the Rail Corridor Park and the Pepco Liner Open Space, the latter of which comprises the strip of property and rectangular area at the northwest corner of the site. Lot 602 is approximately 12,000 square feet in size and will be the site of the eastern portion of Rail Corridor Park.

²⁴ https://library.municode.com/va/alexandria/codes/zoning?nodeId=ARTXIDEAPPR_DIVESURE_11-1714TIVA

²⁵ A street naming case will be approved for Road A prior to site plan release for the first development block DSUP (either Block B or Block C), per condition 157 of CDD#2021-00004 (to be amended as CDD#2025-00004).

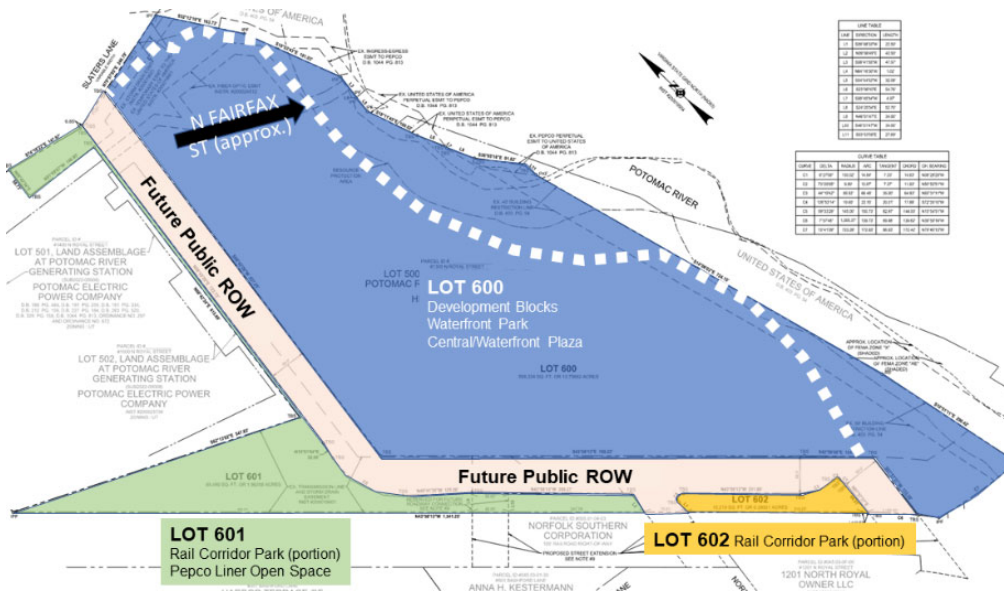


Figure 19: Subdivision request for reapproval.

P. Deconstruction, Remediation and Construction

The applicant has continued outreach and contact with the community regarding future remediation, deconstruction and construction activities on the PRGS site. The applicant provided a Public Outreach and Communication Plan (Plan) to the City with the final site plan of the PRGS Infrastructure Plan (DSP#2023-00001) per condition 120 of that approval. The plan outlines the frequency of community meetings, which will commence two months prior to the start of deconstruction and occur at a minimum two-to-three times per year during construction activities. The Plan also contains project contacts for the community and discussion items to discuss at meetings and with the community. The Plan has been added as an attachment to this staff report.²⁶

The applicant has indicated that construction activities may commence in late 2027 pending approval of the DSUPs under current consideration. Construction activities would move south to north, with construction of the underground garage under blocks B and C occurring only after the area has been remediated.

Due to the PRGS site’s known and unknown contamination and community attention on the remediation of the site, conditions were added to the Infrastructure DSP (conditions 102-107)²⁷ requiring plans and documentation for the remediation, deconstruction and decontamination work to occur on the site. The documents required by these conditions have been submitted and reviewed by the City and can be found in the “Studies and Other Information” section of the City’s PRGS information page: <https://www.alexandriava.gov/neighborhood-development/potomac-river-generating-station-prgs-power-plant-redevelopment-old-town>.

²⁶ Additional information from the applicant can be accessed on the applicant project website: hrpalx.com.

²⁷ Infrastructure DSP materials can be with Docket Item 6 on the June 6, 2023 Planning Commission Action Docket: https://legistar.granicus.com/alexandria/meetings/2023/6/2417_M_Planning_Commission_23-06-06_Action_Docket.pdf

The following is an excerpt of the PRGS DSP (DSP#2023-00001) staff report provided for reference:

The applicant provided materials with the CDD#2021-00004 preliminary submission that stated the likelihood of asbestos containing materials and lead-based paint present within various sections of the power generating plant and associated structures. Additional investigations may be necessary prior to finalizing demolition, remediation, and redevelopment plans for the site. As requested by City staff and outlined in the CDD#2021-00004 conceptual design plan conditions 25 and 26, demolition will not begin before the Infrastructure DSP is approved. Per these conceptual design plan conditions, the applicant shall submit to the City for approval a comprehensive demolition plan prior to the issuance of any grading plan for demolition and site preparation. The comprehensive demolition plan will include items that cover fugitive dust, health and safety, removal, recovery, packaging, transport and recycling of environmental contaminants, PCBs, Lead, Asbestos, and others. Please note all the documents submitted to the Virginia Department of Environmental Quality (VDEQ) Voluntary Remediation Program (VRP) will be reviewed and approved by both the VDEQ and the City.

Documents that have been and will be submitted for review under the VRP, which includes the Site Characterization Report, the human health risk assessment, the Remedial Action Plan, the additional soil sampling for areas that are currently inaccessible underneath buildings or structures, the Soil Management Plan, and the Site Health and Safety Plan.²⁸

V. CONCLUSION

Staff recommends approval of the development special use permit with site plan and other associated applications, subject to compliance with all applicable codes and the following staff recommendations.

²⁸ Note that these documents can be found on the City's PRGS information page as referenced and linked above.

CDD2025-00004 CONDITIONS

STAFF RECOMMENDATIONS

A. GENERAL

1. The applicant shall comply with the Coordinated Development District (CDD) Conceptual Design Plan, accompanying this application and dated April 7, 2022 and as it may be revised, all conditions contained herein, and with the zoning requirements of CDD #30. (P&Z)
2. The conditions of this approval are binding upon the applicant, its successors and/or assigns. (P&Z)
3. The applicant shall obtain approval of a Development Special Use Permit for each block(s) and/or **new** building(s), and any other applicable approvals (including Special Use Permit approval for bonus density as applicable) prior to construction. The applicant may seek approval of a Development Site Plan in lieu of a Development Special Use Permit (DSUP) for the construction of certain infrastructure items (roads, utilities, etc.) with the approval of the Directors of Planning & Zoning and Transportation & Environmental Services. DSUPs and Development Site Plans (DSPs) may be submitted for a portion of a block or infrastructure item when an applicant can provide sufficient information regarding the location, approximate size, type, uses, open space, parking, loading access and additional information as needed for the remainder of the block and adjoining blocks, streets and open space to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
4. At least 120 days prior to submitting a preliminary DSUP application, unless otherwise waived by the Director of P&Z, the applicant shall submit a DSUP Concept Plan for review by the City for each proposed block(s), building(s) and/or open spaces(s) within the CDD Conceptual Design Plan area. (P&Z)
5. Each building and the entirety of the site will be measured in gross floor area (GFA) per the recommendations of the Old Town North Small Area Plan. GFA is defined as the sum of all gross horizontal areas under roof on a lot. These areas shall be measured from the exterior faces of walls or any extended area under roof and are to be measured from the shared lot line in the case of party walls. This space shall be based on permanent construction whether or not provided with a finished floor or ceiling.
 - a. Excluded from gross floor area shall be:
 - i. Areas under a roof or ceiling that is less than 4 feet above average finished grade for a building or structure.
 - ii. Limited areas under projected building massing as approved as part of the DSUP review process for façade articulation, provided such areas are used to encourage building massing and material articulation and not intended for occupied interior space or any future conversion to interior space.

- iii. ~~Areas shall be areas~~ intended as shade structures to support accessible park and open space programming. (P&Z)
- 6. The GFA and building heights defined for each block within CDD#30 are maximum GFA and maximum building heights for said blocks subject to compliance with the CDD conditions listed herein and applicable requirements of the Zoning Ordinance. (P&Z)
- 7. The maximum base GFA for the CDD#30 site is 2.15 million SF and each block and existing structure has a maximum base GFA per the table below. Additional floor area up to 350,000 sq. ft. of GFA may be requested for blocks B, C, D, E and F pursuant to the provision of affordable housing and arts and cultural anchors.
 - a. For any DSUP submission that does not include an entire development block, the apportionment of GFA shall be pro-rated based on the land area included in the Development Special Use Permit in relation to the land area of the entire development block.
 - b. This CDD approval does not preclude the use of Section 6-903 of the Zoning Ordinance for the inclusion of arts and cultural tenants for each block. (P&Z).
 - c. Arts and cultural anchor or tenant space shall count toward the minimum commercial GFA percentage requirement. (P&Z)

Block	Maximum Base GFA	Maximum GFA with Additional Density
A	65,000 SF	65,000 SF
B	360,000 SF	415,000 SF
C	520,000 SF	635,000 SF
D	265,000 SF	325,000 SF
E	500,000 SF	580,000 SF
F	430,000 SF	470,000 SF
Pump House	10,000 SF	10,000 SF
Gate House	<i>approx. 1,300 SF*</i>	<i>approx. 1,300 SF*</i>
TOTAL	2,150,000 SF	2,500,000 SF

** Square footage from Gate House will be deducted from the total GFA pending adaptive reuse of the structure.*

- 8. Provide a minimum of 30,000 square feet (GFA) for arts and cultural anchor(s). The applicant can utilize up to 75,000 square feet (GFA) of additional density for any DSUPs that include arts and cultural anchor spaces.
 - a. An arts and cultural anchor is defined in the Uses section below.
 - b. A minimum of 15,000 square feet (GFA) of arts and cultural anchor space shall be provided to applicable tenants/user with deeply subsidized or no rental and/or

- c. conveyance costs, to be determined as part of an MOU to be required as part of a related DSUP approval.
- c. The arts and cultural anchor space(s) are eligible to be included as part of the minimum nonresidential square footage requirement if the spaces are included in the maximum site and/or additional density square footage calculations.
- d. The arts and cultural anchor spaces shall be delivered based on the development triggers outlined in the Development Phasing section of the conditions and the table below. The deliverable below shall be provided by the first certificates of occupancy for the last buildings to be constructed in each phase. (P&Z)

PHASE/BLOCK/TIMING	DELIVERABLE
By the preliminary plan DSUP for the second development block	A detailed plan that estimates the size, function and location(s) of the arts and cultural anchor space(s) that total a minimum 30,000 square feet (GFA).
<u>Phase 2</u> By Completion of Block D	Construction of at least 15,000 square feet (GFA) of arts and cultural anchor space(s).
<u>Phase 3</u> Final Block DSUP Construction Completion	A constructed <u>sitewide</u> total of at least 30,000 square feet (GFA) of arts and cultural anchor space. (including Phase 2).

- 9. The applicant may transfer up to 10 percent of the allowable building square footage depicted in Condition 7 above from one block to another block within the CDD Conceptual Design Plan area or change the use to another use, subject to administrative approval by the Director of Planning & Zoning, and the following provisions:
 - a. In no case may any administrative approval of such a transfer result in an increase in the overall total square footage of the buildings within the CDD Conceptual Design Plan area.
 - b. In no case may any administrative approval of such a transfer allow for the following for any block within the CDD Concept Plan area:
 - i. An increase in the maximum allowable building height.
 - ii. ~~A decrease in the minimum required building height(s) for each block.~~
 - iii. A decrease in the required open space.
 - iv. A decrease in the sitewide required 20 percent commercial/non-residential uses.
 - c. The applicant shall submit an updated CDD Conceptual Design Plan, depicting the revised building square footage proposed for all blocks in the CDD Concept Plan area for administrative approval by the Director of Planning & Zoning prior to the approval of any such transfer request. (P&Z)
- 10. A preliminary subdivision plat to facilitate the incorporation of a portion of Road A and OS-9 into the site shall be approved by the Planning Commission prior to or concurrent with the Planning Commission approval of Infrastructure DSP. (P&Z) (T&ES)
- 11. No DSUP preliminary plan requests may be submitted later than 25 years from City Council approval of the CDD Conceptual Design Plan. (P&Z)

12. The Directors of P&Z and T&ES may require that infrastructure, open space, land uses and other matters adjacent to the subject site deemed necessary as context to review a preliminary Development Special Use Permit application also be shown in the preliminary Development Special Use Permit application. (P&Z) (T&ES)
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. 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 ~~that~~ than what was approved by City Council. (P&Z) (CC)
14. The maximum height for structures on the site located outside of the proposed lot line of a designated development block (blocks A-F) is 50 feet. (P&Z)
15. Wood frame (stick) construction is prohibited. The use of conventional wood-frame (also known as stick-built, or podium) construction, of any height, is prohibited in the CDD except for Block A. This restriction will remain even if code authorities in the future permit a height greater than the +/- 85' currently allowed. The purpose of this restriction is to ensure that all buildings on this site meet high-quality design standards and will have an indefinite life span. This restriction is not intended, nor does it preclude, the structural systems known as mass timber, steel light-gauge framing, structural steel, reinforced concrete, or precast concrete structural systems. (P&Z) (PC)
16. The applicant shall coordinate, to the extent necessary, with other property owners and future applicant(s) within CDD #30 on the design of streets, parks-open spaces, sewer systems and other related infrastructure and construction. (P&Z) (T&ES)
17. The applicant shall submit a final CDD Conceptual Design Plan within 120 days from approval of the CDD Conceptual Design Plan by the City Council for administrative

review and approval by the Director of Planning & Zoning. The final CDD Conceptual Design Plan shall be revised to meet all applicable conditions. (P&Z) (T&ES)

18. No more than one development block may be included in a single DSUP request. (P&Z)
19. Provide with each DSUP submission a cover sheet with running tabulations of floor area, affordable housing and other benefits delivery. (P&Z)

B. HOUSING

20. Monetary Housing Contribution:

Each DSUP applicant within the CDD Plan area shall provide contributions to the Housing Trust Fund (HTF) consistent with the City's affordable housing contribution policies and procedures in effect at the time of each DSUP application and subject to these conditions:

- a. For the purposes of calculating the affordable housing monetary contribution, all residential development, subject to a contribution, shall be subject to the Tier 2 residential contribution rate unless a different contribution rate is in effect at the time of each DSUP application.
- b. Additional density associated with the provision of affordable housing shall be exempt from contributions to the HTF.
- c. Each DSUP applicant within the CDD Plan area may convert monetary contributions to the HTF into additional on-site affordable set-aside units and/or into on-site affordable set-aside units at deeper levels of affordability of an equivalent value, subject to the mutual agreement of the Director of Housing and the applicant.
- d. Each DSUP applicant within the CDD Plan area may direct all or a portion of the contributions to the HTF into a potential Public Private Partnership (PPP) that may be formed to leverage such contributions with Low Income Housing Tax Credits (LIHTC) and/or other funding to create on-site affordable housing, subject to the mutual agreement of the Director of Housing and the applicant. The applicant may elect to provide its HTF contributions earlier than the normally prescribed payment schedule in order to fund a potential PPP project. (Housing)

21. Committed Affordable Set-Aside Units:

The applicant shall provide a total of at least 58,333 square feet (GFA) of committed affordable housing within the CDD Plan area in the form of on-site affordable set-aside units located within market-rate residential developments subject to b. below. In exchange, the applicant will receive up to a total of 175,000 square feet (GFA) of additional density, inclusive of the 58,333 square feet (GFA), within the CDD Plan area.

- a. Subject to the Phasing conditions, the affordable housing will be phased as follows:
 - i. Provide a minimum of 8,500 square feet (GFA) of affordable housing in ~~Phase 1~~ **Block B** unless more than 75% of the ~~Phase 1~~ **Block B** development is non-residential, in which case, the minimum shall be provided in Phase 2.
 - ii. Provide a minimum of 25,000 square feet (GFA) of affordable housing in ~~Phase 2~~ **Block C and D (or next block following C)** (in addition to any committed affordable GFA not already provided as part of ~~Phase 1~~ **Block**

- B)** unless more than 85% of ~~Phase 2~~ **these** development **blocks** are non-residential, in which case, the minimum shall be provided in **the final two blocks.**
- iii. Provide the balance of the affordable housing **with Block E & F (or last development block, excluding Block A)** ~~in Phase 3~~ until the total of at least 58,333 square feet (GFA) of affordable housing has been provided.
 - b. If actions by the City reduce the total GFA requested by the applicant, of any given DSUP, the reduction in GFA shall apply to the available additional density in that block or phase (as mutually agreed upon between the Director of Housing and the applicant) and to its associated affordable housing. The reduction in the affordable housing shall equal no more than one third of the related reduction in GFA. Conversely, if some or all of the reduction in the requested GFA is regained in a future block or phase, the affordable housing GFA will be increased proportionately. (Housing)
 - c. The tenure and unit mix of affordable set-aside units shall be determined at the time of each DSUP, if applicable.
 - d. Affordable rental set-aside units shall be affordable to households with incomes at 60% of the area median income (AMI), inclusive of utilities, for no less than 40 years.
 - e. Affordable homeownership set-aside units shall be consistent with the affordable housing policies and procedures in effect at the time of each DSUP application; such units shall have covenants restricting future resale to ensure long term affordability.
 - f. Affordable set-aside units shall be subject to the City's published standard set-aside conditions, policies, and procedures in effect at that time of each DSUP application. (Housing)
22. Public Private Partnership Project:
- a. ~~Within three years of approval of the CDD Concept Plan by City Council or by the initial Preliminary Plan submission for the fourth DSUP in the CDD Plan area, whichever happens sooner, the applicant shall submit an Affordable Housing Strategy (AHS), prepared in consultation with the Office of Housing, to develop a committed affordable housing project within the CDD Plan area through a Public Private Partnership (PPP). The AHS shall identify potential location(s), a timeline, a phasing plan (if applicable), and a general funding plan (to include LIHTC and/or any other funding) and be presented to the Alexandria Housing Affordability Advisory Committee (AHAAC), or its successor, for feedback prior to its consideration by City Council no later than the first DSUP application submitted after the AHS is created. The approval of the AHS shall be separate and distinct from the approval of that DSUP application and the approval of the AHS shall not delay the approval of that DSUP application. **Within three years of approval of the CDD Concept Plan by City Council, the applicant shall submit a draft Affordable Housing Strategy (AHS), prepared in consultation with the Office of Housing, to develop a committed affordable housing project within the CDD Plan area through a Public Private Partnership (PPP). The draft AHS shall identify potential location(s), a timeline, a phasing plan (if applicable), and a**~~

general funding plan (to include LIHTC and/or any other funding). With each initial block DSUP Completeness submission or concurrent DSUP Completeness submissions following the development of the initial draft AHS, the applicant, in consultation with the Office of Housing, should update the AHS. A final AHS should be submitted no later than the fourth block DSUP application and be presented to the Alexandria Housing Affordability Advisory Committee (AHAAC), or its successor, for feedback.

- b. Such a PPP project may be designed as one or more stand-alone affordable buildings or as affordable housing co-located with non-residential or residential market-rate development or other uses, to the satisfaction of the Director of Housing.
 - c. The resulting PPP project shall be excluded from the base density authorized for the CDD Plan area and may utilize up to 100,000 square feet (GFA) of the additional density in the CDD Plan area.
 - d. Following the AHS approval, the applicant shall work cooperatively with one or more development partners, identified in consultation with the City and subject to its approval, to apply for LIHTC funding for the PPP project. The applicant, the City, and the development partner (if applicable) shall collaborate to secure LIHTC funding over no less than three funding cycles to finance and develop the PPP project within the CDD Plan area. If such a PPP project fails to obtain LIHTC or other public funding necessary for the PPP project after three LIHTC funding cycles, the applicant is relieved of any obligation to pursue or provide such a PPP project. If it is relieved of the obligation to provide such a PPP project, the applicant may utilize the 100,000 square feet (GFA) as additional density by providing no less than one third (33,333 square feet [GFA]) of that density as on-site committed affordable set-aside units consistent with the provisions in Condition 21. (Housing)
23. Standard Affordable Housing Plans for each DSUP:
Each DSUP applicant proposing residential development within the CDD area shall submit an Affordable Housing Plan consistent with published procedures. (Housing)

C. CDD CONCEPTUAL DESIGN PLAN REVISIONS

24. Provide the following changes to the plan sheets in the Final CDD Conceptual Design Plan:
- a. Update the General Notes on the Cover Sheet to comply with the conditions of this approval.
 - b. Land Use Diagram and Building Heights Map (Sheet C200):
 - i. Change “potential primary” retail to “required” retail and “potential secondary” retail to “optional” retail. Required primary retail areas may include lobbies, entrances, arts uses and limited amenity space.
 - ii. The majority of Block D fronting the Central/Waterfront Plaza shall be required retail.
 - iii. Add note re: location of mid-block alleys to be determined during DSUP for that block.

- iv. Add a note stating that any portion of the Conceptual Design Plan site not part of a development block will have a maximum height of 50 feet unless increased by Special Use Permit.
- c. Gross Floor Area table on Sheet C200:
 - i. Amend the table to include the GFA breakdown by block shown in Condition 7 in the General section.
 - ii. Note 1: remove the word “occupied.”
 - iii. Amend Note 2 to reflect what is in Condition 7b. in the General section.
 - iv. Note 1 at the bottom of the sheet – the language shall be consistent with Condition 13a. in the General section.
- d. Provide an exhibit that delineates and labels areas of private right-of-way and public right-of-way with dimensions.
- e. Open Space & Circulation Plan (Sheet A200):
 - i. Delineate areas that are to have a (1) public access easement and (2) land to be dedicated to the City per these conditions of approval.
 - ii. Remove “potential” from “Potential on site public open space (Waterfront Park and Linear Park)” label in the legend.
 - iii. Update the naming conventions for each park/open space pursuant to these conditions of approval.
 - iv. Change “Potential” to “Identify” in Note 2.
- f. Remove DSUP Block Specific Phasing Plan (Sheet C300) from the plan set.
- g. Update Sheet A301 to reflect the approved phasing conditions.
- h. Label all existing property lines that extend into the proposed right-of-way areas as “to be vacated.”
- i. Ensure that all property annotation (for existing lines) is consistent with existing and recorded subdivisions.
- j. Provide an exhibit confirming that underground parking will be constructed below the development blocks including an approximate extent of the garage and maximum number of parking spaces. Layout and points of access will be delineated on the Infrastructure DSP and finalized in subsequent DSUP submissions. (P&Z) (T&ES) (RP&CA)

D. SITE DEMOLITION

- 25. A grading plan showing any site preparation and demolition associated with any demolition permit for the existing structures on the subject property will be considered for issuance once the Infrastructure DSP has received approval from the Planning Commission and City Council (if required), provided all necessary and required information is submitted to the City for review and approval. (T&ES)
- 26. Prior to the issuance of any grading plan for demolition, the applicant shall submit to the City for approval, a comprehensive demolition plan that includes, but is not limited to, the following:
 - a. Removal plan for asbestos and lead paint and other structures contaminated with PCBs according to local, state and federal regulations, including results from prior completed ACM/LBP/PCB or other environmental assessments,

- b. Schedule and detailed methodology used for demolition of key structures such as the stacks, boilers, air pollution control equipment,
 - c. Plan for recovery, packaging, transport, and recycling of scrap metals, to include mitigation for migration of lead-based paint or PCB contamination (particulate, aerosols, smoke, vapor, etc.) if metal sizing or cutting will occur on site
 - d. Fugitive dust control plan including mitigation and monitoring system to minimize impacts to neighboring properties, including proposed monitoring equipment, action levels, and frequency of monitoring,
 - e. Mold abatement plan, if applicable,
 - f. A plan to address noise control mechanisms to minimize impacts to neighboring residences, including anticipated work hours and anticipated peak and 8-hour decibel levels; and
 - g. A Site-Specific Health and Safety Plan to protect workers, visitors, and residents. (T&ES)
27. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Development Right of Way prior to any land disturbing activities. If the CLD changes during demolition and site remediation activities, that change must be noted in a letter to the Division Chief. (T&ES)
28. Prior to commencing demolition, clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to provide an overview of the demolition and remediation actions and review the location of construction worker parking, plan for temporary circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

E. PHASING

29. ~~The applicant shall construct future development within the CDD Conceptual Design Plan area in the phases. The phases may be revised at the election of the applicant through a future submission of a Supplemental Phasing Plan to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services. Each building DSUP is placed in the phases below based on their order of approval. Each phase is considered completed when the first certificates of occupancy are sought for the last building in a given phase.~~ The applicant shall construct future development within the CDD Conceptual Design Plan area in phases, **with each block as a phase.** The following conditions contemplate the phasing, unless revised through a future Supplemental Phasing Plan:
- Phase 1—~~Approval of 400,000 square feet of GFA across the CDD site.~~
- Phase 2—~~Blocks C and D or approval of 1.25 million square feet of GFA across the CDD site.~~
- Phase 3—~~Blocks E and F or approval of up to 2.5 million square feet of GFA (on the last block to be developed) across the CDD site. (P&Z, T&ES)~~
- a. **Improvements to the Waterfront Park and the Rail Corridor Park are anticipated to be delivered on a block-by-block basis in accordance with the**

- Amended Phasing Plan attached hereto (See Sheet 1 of Amended Phasing Plan or Sheet A300 of the amended Conceptual Design Plan).**
- b. **Infrastructure improvements are anticipated to be delivered on a block-by-block basis in accordance with the Amended Phasing Plan attached hereto (See Sheets 2-8 of the Amended Phasing Plan or Sheet A300 of the amended Conceptual Design Plan).**
30. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following physical improvements with the completion of ~~Phase 1~~ **Block B or the first building (except for Block A).** ~~Phase 1 will be considered complete at the first request for a certificate of occupancy for the last building constructed in Phase 1.~~
- a. **Provide the following improvements prior to the first certificate of occupancy for a residential unit:**
- i. Road A constructed in interim condition (including roadway, sidewalks and interim multimodal facilities to the satisfaction of the Director of T&ES) from southern property line to Slaters Lane.
 - ii. The extension of N. Fairfax Street northward into the site from the N. Fairfax Street and Third Street intersection and the extension of N. Royal Street northeastward into the site (Road B) from the N. Royal Street and Bashford Lane intersection shall be constructed in the final condition and fully operational **subject to approval of Norfolk Southern.**
 - iii. ~~In the event that Block B is not included in Phase 1, construct~~ **Construct** all roads adjacent to the ~~Phase 1~~ block(s) in final condition and fully operational.
 - iv. **Construct streetscape on North Fairfax Street in front of Block A in final condition.**
 - v. **Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD, pending City and NPS approval. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. A contribution of \$180,000 can be provided with the initial Certificates of Occupancy for Block B in lieu of the upgrades consistent with DSP#2023-00001 Condition 41.¹**
- b. **Provide substantial completion of the following improvements and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:**
- i. Implementation of a final design for the southern ~~half~~ **third** of Waterfront Park, **as shown on the Amended Phasing Plan, including a Mount Vernon Trail connection,** which includes interim improvements up to the

¹ **DSP#2023-00001 (PRGS Infrastructure Plan) Condition 41: As part of the Phase I improvements as indicated in the CDD 2021-00004 Condition #31 and in advance of the same adaptive signal control improvements that would have been made in Phase II and will not now be needed in Phase II, the applicant shall contribute \$180,000 for signal equipment upgrades to enable adaptive control signals for both Slaters Lane/GWMP intersection and Bashford Lane intersection.**

Great Lawn area that ends approximately at the northern boundary of Block C with interim connections to the Mount Vernon Trail, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z. **Block A and areas of NPS property directly adjacent to Block A, as shown on the Amended Phasing Plan, can be provided in an interim state.**

- b. ~~Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades.~~
 - ii. **Implementation of a final design for Rail Corridor Park section between North Royal and North Fairfax streets, including the rehabilitation or reconstruction of the Gate House for public restrooms and potential future retail or restaurant use, to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (RP&CA) (PC)**

30.1 **In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block C.**

- a. **Provide the following improvements prior to the first certificate of occupancy for a residential unit:**
 - i. **Installation of permanent bus facilities adjacent to Block C.**
 - ii. **Construct all roads adjacent to the block in final condition and fully operational except the temporary road connection from the Woonerf to Road C adjacent to Building C.**
 - iii. **Construct the Woonerf section directly adjacent to Block C in final condition.**
- b. **Provide substantial completion of the following improvements and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:**
 - i. **Implementation of a final design for Waterfront Park to the northern edge of the Great Lawn, with a connection to the Mount Vernon Trail, pending approval from NPS for off-site connections and to the satisfaction of the Directors of T&ES and P&Z.**
 - ii. **Implementation of a final design for Rail Corridor Park section between N. Royal Street and Road C, including the Sensory Garden, and the Passive Lawn per the Amended Phasing Plan. (P&Z) (T&ES) (RP&CA)**

31. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of **Block D**: ~~Phase 2 of the CDD Phase 2 will be considered complete with the first request for a certificate of occupancy for the last building in Phase 2:~~

- a. **Provide the following improvements prior to the first certificate of occupancy for a residential unit:**

- i. ~~N. Fairfax Street (including Woonerf section) in final condition (including roadway and sidewalks) from southern property line to southern parcel line of Block E~~ **Construct the Woonerf section from northern edge of Block C to back of curb of the northern edge of the temporary extension of Road C.**
- ii. A Feasibility Study as more particularly described in Condition 37 below. ~~The completion of all improvements in final condition to Waterfront Park and interim improvements to Rail Corridor Park. If it is infeasible for the Waterfront Park area north of the Great Lawn area (exclusive of the Pump House) to be fully completed by the end of Phase 2, a revised schedule may be submitted and approved for park delivery to the satisfaction of the Directors of P&Z and RP&CA prior to issuance of the first certificate of occupancy for the last building in Phase 2.~~
- iii. Completion of the **streetscape (excluding roadway)** improvements in permanent/final condition to Slaters Lane east of the GWMP (**east of the NPS right-of-way line**) and the intersection with Road A and N. Fairfax Street, and the multimodal trail connection between the Slaters Lane end and the Mount Vernon Trail if NPS approval has been granted. The permanent/final condition of improvements to Slaters Lane may be delayed if potential construction traffic impacts make interim conditions more appropriate subject to the determination and satisfaction of the Director of T&ES.
- iv. ~~Improvements to Slaters Lane shall include the Slaters Lane and GWMP intersection (including E. and W. Abingdon Drive) in coordination with National Park Service approval. Completion of the multimodal operational, physical, and signal improvements at the intersection of Slaters Lane and Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. Abingdon Drive, in coordination with the City and pending NPS approval.~~
- v. **Construct all roads adjacent to the block in final condition and fully operational, including section of the Woonerf adjacent to the Central/Waterfront Plaza and interim roadway on the northern property line of Block D from the Woonerf to Road C.**
- vi. **Installation of permanent bus facilities adjacent to Block D.**
- b. **Provide substantial completion of the following improvements and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:**
 - i. **Construct the tot lot and kids play water feature section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan.**
 - ii. **Construct in final condition the Central/Waterfront Plaza adjacent to Block D. (P&Z) (T&ES) (RP&CA) (PC)**

31.1 In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block E or F, whichever comes first.

- a. **Provide the following improvements prior to the first certificate of occupancy for a residential unit:**
- i. **Construct all roads adjacent to the block(s) in final condition and fully operational, including the section of the Woonerf directly adjacent to Block E.**
 - ii. **Completion of the multimodal operational, physical, and signal improvements at the intersection of Slaters Lane with the GWMP, including within the entirety of the NPS right-of-way lines, identified as part of the CDD MTS and Infrastructure DSP in coordination with the City and pending NPS approval.**
 - iii. **Installation of permanent bus facilities adjacent to Block E. If Block F is constructed first, the applicant shall coordinate with the City on placement of a temporary bus facility by Block E or permanent bus facility on Block F, in coordination with the Infrastructure DSP.**
- b. **Provide substantial completion of the following improvements and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:**
- i. **Construct improvements in Waterfront Park in final condition, starting north of the Great Lawn, including the Pump House and reconstruction of the caged portion of the Mount Vernon Trail, to the area directly south of the landing area and connection to the proposed kayak launch, pending NPS approval of off-site improvements.**
 - ii. **Construct the playground, seating grove and multi-use sport court section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan.**
 - iii. **Construct the portion of the Pepco Liner open space generally adjacent to Block E consistent with the geographical delineation in the Amended Phasing Plan. (P&Z) (T&ES) (RP&CA)**
32. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of ~~Phase 3~~ **Block E or F, whichever comes last.** ~~Phase 3 will be considered complete with the first request for a certificate of occupancy for the last building in Phase 3:~~
- a. **Provide the following improvements prior to the first certificate of occupancy for a residential unit:**
- i. **Construct all roads adjacent to the block in final condition and fully operational.**
 - ii. **Final construction of Slaters Lane roadway east of the GWMP / NPS property.**
 - iii. All **remaining** improvements to the public realm (dedicated public **roadway** and public access easement) shall be constructed in finalized condition.
 - iv. **Construction of an east-west road connection to the GWMP if determined to be feasible and viable by the Feasibility Study described in Condition 37 below and if approved by NPS and other adjacent property owner(s).**

- b. **Provide substantial completion of the following improvements and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:**
 - i. Construction of the **remaining** Pepco Liner open space, **including “dog leg” area, and Waterfront Park** and Rail Corridor Park in final condition.
 - e. ~~Construction of an east west road connection to the GWMP if determined to be feasible and viable by the Feasibility Study described in Condition 37 below and if approved by NPS and other adjacent property owner(s).~~
 - i. Improvements to Rail Corridor Park in final **section including the recreational fields and the dog parks unless otherwise impacted by the east-west road connection described in c. above.** ~~condition and improvements to the Old Town North Linear Park consistent with the Contributions section below (P&Z) (T&ES) (RP&CA)~~
- 32.1 **In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the first request for a certificate of occupancy of Block A.**
- a. **Design and construction of the final configuration of the open space adjacent to Block A, in consideration of the use/tenant for Block A and any land transferred to NPS (per the Amended Phasing Plan). (P&Z) (T&ES) (RP&CA)**
33. The entire length of the proposed Road A, between Slaters Lane and the N. Fairfax Street extension, shall be constructed in an interim condition with **Block B** Phase 1. The interim conditions prior to construction of future buildings and blocks should be designed as follows:
- a. Temporary streetscapes improvements (asphalt sidewalk and lighting) and base paving for the street may be provided as an interim condition and shall be constructed and maintained to the satisfaction of the Director of T&ES. The temporary street design shall be represented in the Infrastructure DSP.
 - i. The temporary sidewalk should be a minimum of 8 feet as shown on the CDD Preliminary Site Plan.
 - ii. The temporary streetscape condition shall be replaced with final streetscape conditions, spanning the entire width of the right of way, adjacent to the construction of each Block fronting Road A with seamless transitions to the temporary portion to the satisfaction of the Director of T&ES prior to obtaining the Certificate of Occupancy for each building. (T&ES)
34. The streets and associated streetscape from the building face to back of sidewalk shall be constructed adjacent and fronting any building prior to the first certificate of occupancy for said building in its permanent/final condition to the satisfaction of the Director of T&ES.
- a. Temporary streetscapes improvements (asphalt sidewalk and lighting) and base paving shall be acceptable if an adjacent block will start construction within 18 months, in which case the later DSUP development will be responsible for the final condition of the street.
 - b. The temporary sidewalk shall be an asphalt sidewalk consistent with the minimum width as shown in the CDD Conceptual Design Plan. (T&ES)

35. Coordination with the City and the National Park Service (NPS) to improve **Slaters Lane's** signalized intersection for E. Abingdon Drive, W. Abingdon Drive, and the GWMP shall start prior to approval of the Infrastructure DSP and, if approved by the City and NPS, **these improvements** shall be implemented and/or constructed by the completion of ~~Phase 2~~ **Block E or Block F, whichever is constructed first**, and shall be to the satisfaction of the Director of T&ES. (T&ES)
- ~~a. Multimodal operational, physical, and signal improvements to the Slaters Lane signalized intersection shall be designed and shown in the Infrastructure DSP Plan to the greatest extent feasible to the satisfaction of the Director of T&ES. These improvements may include, but are not limited to:~~
- ~~i. Signal equipment upgrade to implement appropriate signal timing adjustments, capable of transit priority, and emergency preemption on all approaches.~~
 - ~~ii. Widened crossing within the existing medians on north and south side of the intersection with appropriate separation from travel lanes.~~
 - ~~iii. Dedicated bike facilities through the intersection.~~
 - ~~iv. Relocation or removal of existing signal poles.~~
 - ~~v. Lane reconfiguration.~~
 - ~~vi. Additional left turn lanes on E. Abingdon Drive and W. Abingdon Drive.~~
- ~~a. If improvement requires NPS review and approval, the developer shall submit required documentation to obtain that approval to NPS prior to the Certificate of Occupancy for the first building DSUP. Issuance of the Certificate of Occupancy is not subject to obtaining that approval from NPS.~~
- ~~b. If improvements include adjustments to the signal timing plan that requires upgrades to the signal equipment to the satisfaction of the Director of T&ES, installation and implementation shall be made prior to the Certificate of Occupancy of the last building DSUP in Phase 2, pending NPS approval. (T&ES)~~
36. Coordination with the City and the NPS to improve **Bashford Lane's** signalized intersection for E. Abingdon Drive, W. Abingdon Drive, and the GWMP shall start prior to the approval of the Infrastructure DSP and if approved by the City and the NPS, shall be implemented and/or constructed by the completion of ~~Phase 2~~ **Block D** and shall be to the satisfaction of the Director of T&ES. (T&ES)
- ~~a. Multimodal operational, physical, and signal improvements to the Bashford Lane signalized intersection shall be designed and shown in the Infrastructure DSP Plan to the greatest extent feasible to the satisfaction of the Director of T&ES. These improvements may include, but are not limited to:~~
- ~~i. Signal equipment upgrade to implement appropriate signal timing adjustments, capable of transit priority, and emergency preemption on all approaches.~~
 - ~~ii. Widened crossing within the existing medians on north and south side of the intersection with appropriate separation from travel lanes.~~
 - ~~iii. Dedicated bike facilities through the intersection.~~
 - ~~iv. Relocation or removal of existing signal poles.~~
 - ~~v. Lane reconfiguration.~~

- f. In the event the east-west connection is deemed feasible and viable by the Director of T&ES, the developer shall contribute funds for that portion of the future design and construction of the east-west connection's preferred alternative design as recommended through the Feasibility Study.
 - g. Each plan shall not include any elements or features that would conflict or preclude a potential east-west connection. (T&ES)
38. ~~Starting with the second DSUP submittal, the applicant shall submit a Supplemental Phasing with each subsequent Development Special Use Permit submission within the CDD Conceptual Design Plan area. A separate Construction Management Plan shall be submitted with each DSUP approval.~~
39. ~~The Supplemental Phasing Plan shall include the following items to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:~~
- a. ~~Provide, for the entire CDD Conceptual Design Plan area, a general outline of the site and the applicant's most up to date projection of the dates when construction of the different land uses for each block shall commence;~~
 - b. ~~Provide the following information regarding the street layout, the sanitary sewer system, the stormwater management system, and utility systems, and the off-site improvements connected with this project:~~
 - c. ~~The general location and layout of the major infrastructure components; and~~
 - d. ~~The dates when construction of the infrastructure shall commence, provided that the projected dates for the commencement of construction of these components shall be consistent with the triggers noted herein.~~
 - e. ~~Depict and label for each park/open space area required by the conditions herein:~~
 - f. ~~The proposed size and location of the park/open space; and~~
 - g. ~~The timeframe when construction of the improvements to the park/open space is expected and/or projected to commence in relation to the above Development Phasing conditions.~~
 - h. ~~Notwithstanding the above, the applicant, at its discretion, may submit an updated Supplemental Phasing Plan from time to time for administrative review by the Directors of Planning & Zoning and Transportation & Environmental Services provided that no such submission shall relieve the applicant of the requirement that it submit an updated Supplemental Phasing Plan with each Development Special Use Permit application that seeks approval of one or more buildings or structures within the CDD Conceptual Design Plan Area.~~
 - i. ~~Provide updated tabulations for the following items on each DSUP plan, indicating both what is proposed and what has been approved cumulatively to date: GFA for each use and for each block/building; open space square footage; and parking spaces. (P&Z) (T&ES)~~
40. The construction management plan shall provide but is not limited to a circulation plan depicting the temporary pedestrian, bicycle and vehicular circulation during the different construction phases. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction and during the phasing of the development, including methods for

constructing the underground parking garages without disturbing pedestrian access from completed portions of the project. (T&ES)

F. DEDICATIONS

41. Prior to the earlier of the final site plan release of i) the Infrastructure DSP or ii) the first Development Special Use Permit for any development block of the CDD Final Site Plan, as applicable, the applicant shall submit subdivision plats, easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate to the City, or as otherwise directed by the City in fee simple or by easement, the following minimum land dedications, reservations and easements as shown on the final CDD Conceptual Design Plan, and if applicable, the following minimum land dedications in locations necessary for access to a given block from existing streets:
 - a. Dedication of right-of-way for all required new public streets or portions thereof.
 - b. Dedication of right-of-way for all new public streets or portions thereof deemed optional at the discretion of the applicant.
 - c. *Condition deleted by Planning Commission*
 - d. Granting of a public park and recreational easement for the areas comprised of OS-4, OS-5, OS-6 (Rail Corridor Park), OS-1, OS-2, OS-7 (Waterfront Park), and OS-8, OS-9 and OS-10 (Pepco Liner), and the portion of the Pump House rooftop within the CDD site on the CDD Conceptual Design Plan.
 - e. Granting of a public access easement for the area comprised of OS-3 (Central Plaza).
 - f. Dedication of public access easement for all private rights-of-way.
 - g. Dedication of all other easements that may be required, including but not limited to public access easements and emergency vehicle easements, including for interim purposes. (P&Z) (T&ES) (RP&CA) (PC)
42. The entire length of Road A from the Slaters Lane intersection to the N. Fairfax Street intersection shall be dedicated to the City as a public right-of-way. (T&ES)
43. Any proposed roadway extensions from existing rights-of-way (N. Pitt Street [if constructed], N. Royal Street and N. Fairfax Street) to Road A that are within the CDD Concept Plan area shall be dedicated to the City as public rights-of-way. (T&ES)
44. Streets within the CDD Conceptual Design Plan area shall be dedicated as public streets except:
 - a. Streets and alleys that are located above underground parking facilities. These private streets and private alleys will be coordinated to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services as part of future Development Special Use Permits for individual blocks.
 - b. If an underground garage is not constructed underneath the roadway and/or right-of-way for any portion of N. Fairfax Street and/or the streets surrounding Block F and Block B, staff can request that the rights-of-way for portions of streets that are not above underground garages be dedicated to the City with 60-days' notice to the

- applicant which may be extended if more time is needed to obtain necessary approvals for same.
- c. The Directors of Planning & Zoning and Transportation & Environmental Services may delay City acceptance of public rights-of-way within the CDD Conceptual Design Plan area until prior to the release of the final Development Special Use Permit within the CDD Conceptual Design Plan. Should the City delay acceptance of any streets, the applicant must maintain said street(s) as private, publicly accessible street(s) in good condition from the time said street(s) are constructed until such time that the Directors choose to accept them as public right-of-way. (P&Z) (T&ES)
45. In instances where the Directors of Planning & Zoning, Recreation, Parks and Cultural Activities, and Transportation & Environmental Services require public access easements or public park and recreational easements for open space, plazas, streets, and/or sidewalks, the easement(s) shall be perpetual public access and use easements. The easements shall allow the public to access parks, at a minimum, for all uses and hours associated with public parks. ~~The City and the applicant reserve the right within the easement to reprogram the park by mutual agreement so long as the reprogramming is consistent with the intent of the park.~~
- a. **The City and the applicant reserve the right within the Open Spaces subject to Park and Recreation Easements to reprogram the park by mutual agreement so long as the City is solely responsible for the cost of any reprograming (design/procurement/installation) and reprogramming is consistent with the intent of the park and City open space priorities and plans.** ~~The City and the applicant reserve the right within the easement(s) to reprogram the park by mutual agreement so long as the reprogramming is consistent with the intent of the park and City open space priorities and plans.~~ (P&Z) (T&ES) (RP&CA)
46. Requests for future dedications of private right-of-way or property to the City will not be considered if any transformers serving private property are located directly underneath. (T&ES) (RP&CA) (P&Z)

G. INFRASTRUCTURE

47. The Infrastructure Development Site Plan (DSP) for the entire CDD plan area shall be approved by the Planning Commission prior to the first preliminary Development Special Use Permit approval for any block with the CDD plan area. The final infrastructure site plan shall be approved prior to the release of the first final site plan for any development block for the site. The infrastructure plan shall at a minimum include the following and additional information deemed necessary for review of the infrastructure plan to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:
- a. The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for all required new streets or portions thereof, including connections to existing streets;

- b. Curbs and gutters for all streets;
 - c. ADA-compliant curb ramps;
 - d. Any revised traffic signs, traffic signals, or roadway markings that may be necessary, as determined by the Directors of Planning & Zoning and Transportation & Environmental Services, along existing streets adjacent to the CDD Conceptual Design Plan area;
 - e. The approved streetscape dimensions as generally shown on the CDD Final Site Plan;
 - f. All grading, topography, and spot elevation necessary to review the proposed infrastructure;
 - g. All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connection; and
 - h. Any necessary temporary facilities related to transit facilities. (P&Z) (T&ES)
48. The entire length of the proposed Road A, between Slaters Lane and the N. Fairfax Street extension, shall be designed and shown on the Infrastructure DSP. (T&ES)
49. Improvements to Slaters Lane between E. Abingdon Drive and the intersection to Road A as well as the trail connection between Slaters Lane and the Mount Vernon Trail shall be designed and shown in the Infrastructure DSP Plan to the satisfaction of the Director of T&ES.
- a. Any improvements located within NPS property are subject to NPS approval and absence of that approval will not delay approval of the Infrastructure DSP. (T&ES)
50. The N. Fairfax Street and N. Royal Street extension intersecting Road A shall be designed and shown on the Infrastructure DSP to the satisfaction of the Director of T&ES. (T&ES)
51. The Infrastructure DSP shall include interim as well as proposed final conditions and operations of each roadway improvement and new intersection. (T&ES)
52. Hydrants on public streets are the responsibility of the city. Hydrants on private streets shall be included within public easements and are the responsibility of the City. (Fire)
53. All infrastructure within future public rights-of-way shall be designed and constructed to City Standards while materials used within private streets may be alternate materials to the satisfaction of the Directors of T&ES and P&Z and determined during the Infrastructure DSP and amended as applicable in related development block Development Special Use Permits to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)
54. A fully detailed traffic signal design plan for all proposed and/or modified signalized intersections shall be included in the Infrastructure DSP final site plan submission and shall be fully operational prior to opening the streets associated with the Infrastructure DSP subject to the phasing of those streets as indicated herein. All associated equipment, devices, and features of each signalized intersection that would optimize the performance of the signal, provide safe pedestrian and bicycle crossing, and prioritize transit and

emergency vehicle throughput shall be included to the satisfaction of the Director of T&ES.

- a. Any work associated with the construction of new or modification of existing signals shall include two 3-inch conduits of schedule 80 PVC or HDPE, at a depth of 3 feet with a pull wire and tracer cable, connecting to each signal cabinet location along E. Abingdon Drive, W. Abingdon Drive, and the GWMP pending approval from the National Park Service.
- b. Due to the signals' location along NPS land, the applicant shall coordinate with the NPS on all required processes and complete the required documentation. Any required submission shall be reviewed and to the satisfaction of the Director of T&ES, prior to submission to NPS. (T&ES)

H. BUILDING DESIGN AND STREETSCAPE

55. All building-related DSUPs shall be subject to review under the Old Town North Urban Design Standards and Guidelines (OTNUDSG) addendum for PRGS or the Design Excellence Prerequisites and Criteria. (P&Z)
56. The first floor of each building shall have a minimum of 18 feet of floor-to-floor height for any building that is submitted in a DSUP that includes a required or optional retail use unless determined infeasible due to site constraints as determined during the DSUP review process to the satisfaction of the Director of P&Z. (P&Z)
57. Buildings on blocks B, C, E and F shall be set back a minimum of 20 feet from building face to curb fronting N. Fairfax Street (including the Woonerf) or to the satisfaction of the Director of P&Z based on individual DSUP reviews. (P&Z)
58. The applicant shall provide through-block alleys for Block C and Block E generally consistent with the Conceptual Design Plan to accommodate pedestrians and vehicles, including loading activities.
 - a. The alleys shall be a minimum of 22 feet wide and be open to the sky except for limited areas limited areas to be determined during the DSUP process. (P&Z)

I. COORDINATED SIGNAGE

59. The applicant shall develop a Coordinated Wayfinding Sign Program for signs within the CDD Conceptual Design Plan area, including wayfinding and parking signage prior to the release of the first final site plan for a building within CDD#30. The Coordinated Wayfinding Sign Program shall provide guidance for signage in the CDD Conceptual Design Plan Area including:
 - a. Signage at the entrances to the parking garage(s) with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (P&Z) (T&ES)
 - b. Any changes to the Coordinated Sign Program may be approved administratively by the Directors of P&Z and T&ES.

J. USES

60. Any proposed land uses shall be subject to the development levels (GFA), requirements and locations set in the final CDD Conceptual Design Plan, the conditions contained herein, and the CDD#30 zone requirements. (P&Z)
61. Per the CDD#30 Zoning Table, arts and cultural uses are permitted with a CDD Special Use Permit.
- a. An arts and cultural anchor within CDD#30 is defined as a larger destination use or venue where visual or performing arts and where historical, scientific, artistic or cultural works are explored, taught, created, and made available to the public by various means including live performances of theater, dance, music, or other imaginative work or producing or exhibiting of physical works created by or under the direction of one or more artists and intended for unique production or limited reproduction. Museums of art, history, natural science and the environment, industry, sociology, anthropology and related subjects; science centers and buildings for the public exhibition of live aquatic animals or plants; and art schools including, but not limited to, culinary arts schools, instructional art, music, dance, performance art or drama academy may also qualify as arts and cultural anchor.
 - b. Arts and cultural anchors and tenants are regulated subject to Section 6-900 of the Zoning Ordinance and these conditions of approval. (P&Z)
62. Commercial, retail and compatible active uses shall be requested, typically on the ground level of future buildings, in future Development Special Use Permit requests and in the general locations shown on the final CDD Conceptual Design Plan to the satisfaction of the Director of Planning & Zoning. (P&Z)
63. Provide at least 20 percent of commercial or compatible nonresidential use(s) within the CDD Conceptual Design Plan area, to the satisfaction of the Director of Planning & Zoning, as recommended in the Old Town North Small Area Plan.
- a. The applicant shall provide a minimum of 215,000 square feet (GFA) of commercial or compatible nonresidential development by the ~~end of Phase 2~~ **delivery of Block D**, unless a substantial amount of commercial or nonresidential GFA is to be provided ~~early in Phase 3~~ **with Block E or F, whichever block goes first**, to the satisfaction of the Director of P&Z. (P&Z)

K. PARKING

64. Off-street parking shall be located below grade unless precluded by documented environmental issues to the satisfaction of the Directors of P&Z and T&ES. Should any above-grade parking be provided, it shall be fully screened by active uses. (P&Z) (PC)
65. The number of required parking spaces for the development depicted in the CDD Conceptual Design Plan shall be provided according to Zoning Ordinance requirements

in effect at the time of Development Special Use Permit approval unless otherwise approved as part of each DSUP. (P&Z) (T&ES)

66. The applicant shall submit a Parking Management Plan (“the Plan”) for approval by the Director of P&Z and T&ES as part of the first final DSUP for each development block within the CDD Conceptual Design Plan area. The parking management plan shall be updated and approved with each subsequent block(s), building(s) and/or DSUP submittal. At a minimum, the Plan shall include:
- a. The applicant shall provide a shared parking plan with the DSUP that summarizes all proposed uses and parking requirements within the CDD and indicates locations of parking to satisfy these requirements. This plan shall be updated with subsequent DSUPs that will also use shared parking.
 - b. The Plan shall address parking for community facilities, movie theaters and arts and cultural anchors and tenants if such uses area provided in that DSUP. Parking for these uses may be provided by adjacent uses through a shared parking program, unless the facility has considerable parking needs above and beyond what can be accommodated exclusively through shared parking.
 - c. Valet Parking: The Plan shall outline provisions and strategies for valet parking, if the applicant determines to its discretion that valet parking is desired, to ensure efficient use of parking resources. These shall include loading and unloading locations and management, pricing, marketing strategies and wayfinding.
 - d. Unbundled Parking: All multifamily residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to lease or purchase the residential unit). Unbundled parking for all other uses is encouraged and shall be explored as part of the Plan.
 - e. On-Street Parking: The Plan shall include all proposed on-street parking spaces for that block’s DSUP within the CDD area
 - f. Priority Parking: Priority spaces for carpool/vanpool use shall be provided within all structured parking for the commercial uses.
 - g. Parking wayfinding, performance parking and advanced parking management systems. The Plan shall include a parking wayfinding plan which shall include illuminated wayfinding.
 - h. The applicant shall be responsible for the implementation of the Parking Management Plan. The Applicant shall be responsible for the installation of all infrastructure required to support the implementation of the Plan including, but not limited to, parking wayfinding signs, advanced parking management technologies and performance parking metering systems. (P&Z) (T&ES)
67. All required parking in the underground garage(s) for office and daytime-operating commercial uses shall be available for use by site visitors after normal business hours on weekdays and holidays and all-day Saturday and Sunday. (P&Z) (T&ES)
68. All on-street parking controls and restrictions within the project area shall be determined by the City in coordination with the applicant. Any such controls and restrictions which the applicant desires shall be shown on the final site plan for each block. Within the project area, any parking meters which are placed on private streets with public access

easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)

L. TRANSPORTATION/TRAFFIC

69. Any DSUP amendment or application that generates 50 vehicle trips or more in either peak hour but does not create more than 10 percent of what was proposed in the CDD Multimodal Transportation Study, has consistent land use, and is submitted less than five years from the CDD Multimodal Transportation Study can submit a Transportation Memorandum instead of a formal Multimodal Transportation Impact Study. The memorandum shall include:
 - a. Justification statement explaining why a formal Multimodal Transportation Impact Study is not required.
 - b. The proposed trip generation for the corresponding block as presented in page 63 through 65 of the CDD Multimodal Transportation Impact Study.
 - c. As well as any information regarding any proposed changes or deviation from the CDD's Multimodal Transportation Impact Study. (T&ES)
70. Any DSUP amendment or application that generates 50 vehicle trips or more in either peak hour and submitted five years or more shall be subject to the required Multimodal Transportation Impact Study and adhere to the most recent guidance. (T&ES)
71. Further analysis to determine what additional improvements and/or changes to the signal operations along E. Abingdon Drive, W. Abingdon Drive, and the GWMP may be appropriate shall be submitted and to the satisfaction of the Director of T&ES, prior to deeming the Infrastructure DSP plans Complete. (T&ES)
 - a. The analysis shall include a microscopic traffic microsimulation model, VISSIM.
 - b. The City's Transportation Engineering Staff must review, sign, and approve the Scoping Document prior to starting analysis.
 - c. Analysis including alternative design/ scenarios and/or operations to determine the preferred alternative shall be included.
 - d. Any improvement recommended through this analysis shall be reflected in the final site plan of the Infrastructure DSP. (T&ES)
72. The applicant will be required to provide dedicated bicycle facilities on Road B and N. Fairfax Street north of the Woonerf, to be discussed with City staff. (T&ES)
73. Provide bicycle infrastructure with the Slaters Lane connection with the Mount Vernon Trail subject to NPS approval. Details shall be provided with the Infrastructure DSP in coordination with NPS. (T&ES)
74. A minimum of two (2) Capital Bikeshare stations shall be located on the site to the satisfaction of the Director of T&ES. The first station shall be provided ~~in Phase 1~~ **with Block B** and the second shall be provided ~~in Phase 3~~ **with Block E**. (T&ES)

75. Additional on or off-street bicycle facilities may be added to Road B and/or the Pepco Liner open space (OS-8, OS-9 and OS-10) to the satisfaction of the Directors of T&ES, RP&CA and P&Z during the Infrastructure DSP and/or the DSUP tied to the Pepco Liner plan. (T&ES) (P&Z) (RP&CA)
76. N. Fairfax Street north of the Woonerf shall have a minimum 50-foot right-of-way width. (T&ES) (P&Z)
77. The applicant shall remove the gate and fencing within the Slaters Lane public right-of-way leading to the Mount Vernon Trail prior to the certificate of occupancy for the first building subject to approval of appropriate permits by the City. The applicant shall also provide temporary or permanent bicycle infrastructure within the right-of-way to connect Slaters Lane with the Mount Vernon Trail until the permanent infrastructure is installed per the conditions of approval. (P&Z) (T&ES)

M. TRANSIT

78. Provide a total of four transit stops along Road A, two in each direction. Bus bulb-outs should be included at all four transit stops given the width of Road A (H-H). (T&ES/DASH)
79. Bus bulb-outs should extend out into the street beyond any adjacent on-street parallel parking spaces, so buses are able to pull up to the bulb-out curb even when all parking spaces are occupied. (T&ES/DASH)
80. To the satisfaction of the Director of T&ES, bus shelters and other amenities may be required by the applicant and are expected to be identified with the Infrastructure DSP. (T&ES/DASH)

N. PARKS AND OPEN SPACE

81. A minimum of 15 percent of the land area within each block of the CDD area shall be provided as at-grade or above grade, useable open space. Public rights-of-way shall not be counted as open space. (RP&CA) (P&Z) (T&ES)
82. Useable rooftop open space/amenity spaces shall also be provided, as part of future Development Special Use Permit submissions for majority-residential buildings. Such spaces shall be designed as high-quality open space with active and passive uses for residents and building tenants. Rooftop open space on buildings may be accessible to the public if compatible with the building use as determined by the Directors of RP&CA and P&Z in consultation with the applicant as part of the Development Special Use Permit process. Rooftop open space shall be physically accessible to the satisfaction of the Director of RP&CA. (P&Z) (RP&CA)

83. All at-grade open space, including courtyards, plazas, and private internal courtyards shall be designed as high-quality open space for residents, building tenants and the public, where appropriate. (P&Z) (RP&CA)
84. For any proposed playspaces within the CDD plan area, the applicant shall follow the City of Alexandria Playspace Policy in effect at the time of the approval of future Development Special Use Permits to improve the health and well-being of all youth through design and provision of quality playspaces. Children's playspaces shall be designed to accommodate all ages and abilities. The playspaces shall at minimum include play equipment, safety surfacing, tables, seating, and water, and shall have shade. (P&Z) (RP&CA)
85. Operating hours for publicly accessible parks and open spaces in the CDD Conceptual Design Plan area shall be at a minimum consistent with standard City park hours or as otherwise approved in future individual Development Special Use Permits to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks & Cultural Activities. (P&Z) (RPCA).
86. Signage for all parks and publicly accessible open space shall be posted at each site. Signage shall display hours and information such as rules or regulations consistent with City parks. Sign design shall be coordinated as part of the Design Criteria taking into consideration guidance from the City's Wayfinding system. As part of the Development Special Use Permit process, coordinate sign locations and design to the satisfaction of the Directors of P&Z and the Department of RP&CA. (P&Z) (RP&CA)
87. With the initial Concept-level Infrastructure DSP submission, the applicant shall submit a Comprehensive Open Space Plan, identifying the open space use types for each publicly accessible open space anticipated throughout the CDD plan area. At the request of the Director of RP&CA, this plan shall be amended, if necessary, with subsequent DSUP applications. The open space plan shall provide a mix of active and passive recreation amenities and event/festival space to serve the proposed development subject to the following:
 - a. Active recreation amenities may include volleyball courts, tennis courts, basketball courts, playgrounds, climbing walls/gyms, splash grounds, ice skating rinks, pools, and dog exercise areas.
 - b. An event space/festival area for small concerts or community events, play areas, and dog exercise areas shall be provided at grade, along with other active amenities determined through the DSUP plans.
 - c. Passive recreation amenities may include trails, promenades, plazas, fountains, restrooms, overlooks, open lawn areas, seating, public art, and gardens.
 - d. All publicly accessible open space shall be designed with high quality special paving, furnishings, lighting, electrical service, and irrigation, active and passive amenities to achieve their design intent.
 - e. Interim open space conditions and programming for each space.
 - f. CDD#30 shall incorporate a network of private and public open space that is integrated with adjacent park property and the regional park system.

- g. The design of the open spaces shall be coordinated with approved plans for the adjacent portion of the future Old Town North Linear Park and improvements to the Mount Vernon Trail (in coordination with the National Park Service). (RP&CA) (P&Z)
88. Furnish publicly accessible open spaces with park furniture including moveable furniture, shade structures, water fountains, picnic tables, trash and recycling receptacles, bottle fillers, water dog bowls. (RP&CA)
89. Support infrastructure for events and park and open space maintenance shall be provided. Include utilities such as power and water, storage, maintenance access and other accommodations to ensure long-term maintenance. (RP&CA)
90. Infrastructure to allow for Wi-Fi and the City fiber optics may be incorporated with each appropriate open space plan to the satisfaction of the Director of RPCA. (RP&CA)
91. *Condition deleted by Planning Commission.*
92. Coordinate with NPS to design waterfront-adjacent open space areas (both on- and off-site) that enhance physical and visual access to the Potomac River for all user groups. This may include piers, decks, small boat launches or transport, and/or other ways to improve and maximize utilization and public access to rivers and waterways. (RP&CA) (P&Z)
93. Incorporate sustainability into the design of open spaces, taking into consideration ways to reduce existing heat island through open space. Open spaces should be designed to have renewable and/or recycled materials and tree canopy to the extent feasible (as determined through the development review process). (RP&CA) (P&Z)
94. At least one set of publicly accessible restrooms shall be provided in the CDD plan area in proximity (within 500') to the Waterfront Plaza and/or one set in proximity to the Rail Corridor Park to the satisfaction of the Director of RP&CA. Restrooms may be freestanding or located within a private building/structure. Restrooms shall be signed. (RP&CA)
95. A minimum of 5 acres of publicly accessible open space shall be provided that satisfies the requirements of the North Old Town Small Area Plan. Outdoor dining areas, or other uses that privatize public open space shall not be calculated in open space acreage. The potential additional east-west street connection to the GWMP and the potential connection at N. Pitt Street may be deducted from the required minimum 5 acres per the finalized design of the streets and to the satisfaction of the Directors of RP&CA and P&Z. (RP&CA) (P&Z)
96. The applicant shall design and provide the following publicly accessible and public open space to the satisfaction of the Directors of Planning and Zoning and Recreation, Parks and Cultural Activities:

- a. Central Plaza (OS-3) shall be a minimum of approximately 0.70 acres, **inclusive of any required emergency vehicle easements that will be fully integrated into the plaza design.** The plaza shall be designed to accommodate large gatherings, such gatherings may include farmers markets, art shows, or special events.
 - b. The Rail Corridor Park shall be a minimum of approximately 1.67 acres, comprised of OS-4 (approximately 1.00 acres), OS-5 (approximately 0.30 acres), and OS-6 (approximately 0.37 acres) spanning from E. Abingdon Drive to N. Fairfax Street. The park shall include active and passive uses. The park will include renovation of the existing Gate House to be reused as a comfort station or other public amenity. Pending acquisition/dedication of the Norfolk Southern right-of-way for the Old Town North Linear Park, the future Rail Corridor Park shall be designed ~~in~~ **in coordination with the Linear Park to to accommodate future incorporation with** the Norfolk Southern property / **Linear Park** in order to provide a unified and integrated park system.
 - c. Waterfront Park shall be a minimum of approximately 3.00 acres comprised of OS-1 (approximately 1.01 acres), OS-2 (approximately 1.92 acres) and OS-7 (approximately 007 acres). The park shall have primarily passive uses to include trails, landscaping, seating areas and trail connections to National Park Service land. The design shall comply with Resource Protection Area (RPA) requirements. The renovated Pump House structure will remain in private ownership and operation.
 - d. The Pepco Liner open space shall be a minimum of approximately 0.40 acres. ~~comprised of OS-8 (approximately 0.15 acres), OS-9 (approximately 0.04 acres), and OS-10 (approximately 0.21 acres).~~ The design of the publicly accessible open space may include active and passive uses. (RP&CA) (P&Z) (PC)
97. When feasible, existing and future utilities shall not be located in the public and publicly accessible open space because of the limitations they may pose on the design and programming of the open spaces, recognizing that a significant amount of the open spaces planned are located in areas that contain existing utilities and infrastructure in existing easements to remain. Utilities in these open spaces shall be coordinated with the Infrastructure DSP. (RP&CA) (P&Z)
98. Open space shall comply with the American with Disabilities Act, 2010 ADA Standards for Accessible Design. (RP&CA)
99. Ground-level publicly accessible open space located at the Rail Corridor Park, Pepco Liner, Waterfront Park, and on the accessible portion of the Pump House roof shall be required to have one or more perpetual public park and recreation easements. To the satisfaction of the Directors of RP&CA and P&Z, the easement(s) shall allow the public to access and use the open spaces in the same manner as if it were a public park including the following:
- a. Similar uses associated with public parks in the City shall be permitted, including hours of operation and free speech measures permitted in City parks. Special Events will be subject to the City's Special Event process, as applicable.

- b. The applicant and/or successors shall maintain the open space as required in Condition 105 of the CDD. The easement(s) shall include provisions allowing the applicant and/or successors to close portions of the open space for repairs and maintenance. Maintenance of the parks shall include regular life-cycle replacement schedules and costs, as well as potential updates to the Comprehensive Open Space Plan required by the CDD (to be reviewed with the City every 10 years after the initial opening of each publicly available open space, through a community process consistent with the City's park planning process). The applicant and/or successors shall implement the recommended changes that result from the planning process outlined above and the updates shall be reflected in the Comprehensive Open Space Plan. Sufficient funds shall be set aside by the applicant and its successors in order to maintain the open space subject to these requirements to the satisfaction of the Director of RP&CA.
- c. The easement(s) shall be recorded prior to the release of the related final site plan for these open spaces. (RP&CA) (PC)
100. The applicant shall file a Development Special Use Permit for the Waterfront Park and Rail Corridor Park. Each of these DSUPs shall include phasing plans and as applicable, an interim park design.
- a. The applicant's off-site improvements to adjacent NPS land shall not preclude construction of Waterfront Park. The design of Waterfront Park shall include phasing plans, allowing public use of open space ~~in Phases 1 and 2~~ **per each block in the Amended Phasing Plan.**
- b. ~~The applicant shall construct the Phase 1 Waterfront Park from N. Fairfax Street to the Pump House, prior to the issuance of the first Certificate of Occupancy for the last building within Phase 1.~~
- c. ~~The applicant shall construct the Phase 2 Waterfront Park from the Pump House to Slaters Lane in Phase 2. Improvements to the Pump House shall be completed by the end of Phase 2, in conjunction with roadway phasing.~~
- d. The applicant shall construct the **Waterfront and Rail Corridor Park** ~~from N. Fairfax Street to E. Abingdon Drive in Phase 3.~~ **per the Amended Phasing Plan and Phasing Conditions 29 through 32.1 above.**
- i. The **Later phases of the** Rail Corridor Park shall **may** include an interim **solution (i.e. lawn)** ~~park design plan~~ that is constructed ~~as part of Phase 2~~ **by the construction of Block D.** Interim design may include landscaping, useable turf or pavement, pathways, seating, moveable furnishings, and other features/uses. The design shall assume an interim condition that may last five or more years.
- e. ~~Any design and construction of the off-site portion of Norfolk Southern Railway right-of-way anticipated as the location of the future Old Town North Linear Park directly adjacent to the Rail Corridor Park is contingent upon acquisition of the right-of-way by the City or its partners.~~
- f. **Provide an administrative plan revision to the Waterfront Park site plan to update the final design for the open space around Block A. The plan revision shall be submitted prior to the initial Preliminary Site Plan submission for Block A.** (RP&CA) (P&Z)

101. The applicant shall design and implement the Central/Waterfront Plaza with the DSUP that constructs the garage under the Central/Waterfront Plaza, or a building on Block D (whichever is first). (RP&CA) (P&Z)
102. ~~The plan for the Pepco Liner open spaces shall be approved with the first DSUP for Block D, Block E or Block F that does not also include the Central/Waterfront Plaza. The Pepco Liner shall be delivered by Phase 3. (RP&CA) (T&ES) (P&Z)~~
103. The applicant shall **grant park and recreation easements for** ~~subdivide and dedicate to the City as individual parcels~~ the Waterfront Park and Rail Corridor Park. ~~Dedication to the City shall occur when all phases of construction, including remediation, for each park are completed and released from maintenance bond.~~
- a. The Pump House shall be subdivided into its own parcel with a park and recreation easement for at least portions of the rooftop within the site. (RP&CA)
104. Waterfront Park and Rail Corridor Park are informal names and may be formally named through the City's Park and Recreational Facility Naming Policy in coordination with the applicant. (RP&CA)
105. Ground-level public and publicly accessible open spaces shall be programmed and maintained in perpetuity by the applicant as agreed to in a Maintenance MOU between the City and the applicant/successors. The MOU shall describe in detail the maintenance programs for each publicly accessible ground-level open space including the requirements listed in Condition 99 above. The MOU will be reviewed annually or as mutually agreed to by the parties. The MOU shall be executed prior to the landscape pre-installation or construction walk-through meeting for the publicly accessible open space. The MOU will be updated prior to the landscape pre-installation or construction walk-through meeting for subsequently built public open space.
- a. Maintenance shall meet or exceed City maintenance standards.
- b. For all non-city standard materials and site furnishings selected and installed in the public rights-of-way or within the park, the applicant shall develop and per the MOU described above to establish responsibility for installation and maintenance of site furnishings.
- c. Where public or publicly accessible open space is located adjacent to National Park Service land, the owner/successor shall review and coordinate maintenance responsibilities and schedules with the National Park Service and the Department of Recreation, Parks and Cultural Activities.
- d. **The owners or their designees shall review maintenance, programming and operations every 10 years with the City.** (RP&CA) (PC)
106. As part of the Development Special Use Permit process, the applicant shall provide a community engagement process, and schedule and present the open space designs to the Park and Recreation Commission (PRC). PRC meetings shall be coordinated with RPCA. (RP&CA)

O. ARCHAEOLOGY AND HISTORIC INTERPRETATION

107. Alexandria’s Archaeology Protection Code may apply to projects in this Coordinated Development District (CDD) on a case-by-case basis. See the City of Alexandria Archaeological Standards (2021) or contact Alexandria Archaeology with questions. (Archaeology)
108. Based on the documentary study and archaeological evaluation, the applicant should provide a historic interpretation plan (per the OTNSAP) (“the Plan”) at a CDD-wide level which will provide guidance for future DSUP submissions.
 - a. A professional historic preservation consultant shall be hired to work with staff and the landscape designers to incorporate and interpret the elements of the historical character and archaeological findings into the site design. The Plan shall identify themes to interpret on site in consultation with staff and the OTN Historic Interpretation Guide.
 - b. The Plan shall be submitted by the preliminary plan submission for the first development special use permit.
 - c. The publicly accessible open spaces will include areas where the industrial heritage of the site is incorporated through the restoration/preservation of industrial artifacts and interpretive elements. The Plan shall identify physical remnants and elements of the site to be adaptively reused, which can include railroad tracks, the weighted car, structural pieces of the power plant and character defining elements of the Pump House.
 - d. Explore the potential to incorporate environmental interpretation as part of the Plan for the CDD site.
 - e. The Plan shall include a strategy for community outreach.
 - f. Interpretive elements can be provided in phases or with individual DSUPs and will be determined with the Plan. (P&Z) (Archaeology)
109. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
110. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology. (Archaeology)
111. Any permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been

completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. (Archaeology)

112. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
113. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
114. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. (Archaeology)

P. PUBLIC ART

115. With the first Development Special Use Permit submission in CDD #30, the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout CDD#30. The preliminary public art plan shall be consistent with the following requirements and shall be approved by the Directors of RPCA and P&Z prior to the release of the first final site plan in the CDD #30 area:
 - a. On-site public art, consistent with the Public Art Policy in effect at the time of the approval of the first Development Special Use Permit in the CDD Conceptual Design Plan area, shall be depicted on the plan to the satisfaction of the Directors of RP&CA and P&Z.
 - b. The plan shall note all instances in which the value of on-site public art is the result of contributions from multiple development blocks within the CDD area.
 - c. All on-site public art shall be located on private property and accessible to the public.
 - d. If approved by the Directors of RP&CA and P&Z, an equivalent monetary contribution to be used toward public art within the applicable Small Area Plan area in lieu of on-site public art may be provided and said contribution shall be noted in the coordinated public art plan.
 - e. The plan shall specify at what point in the development process each piece of on-site public art shall be installed or at what point each in-lieu monetary contribution shall be provided to the City for each development block or combination of development blocks. (RPCA) (P&Z)

Q. CONTRIBUTIONS

116. **Pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy, a developer contribution shall be provided by the Applicant**

to the Old Town North Implementation Fund. The total developer contribution amount was calculated based on a contribution rate of \$11.05 (2022\$)² for the total amount of 2,150,000 base GFA for the site, minus a credit for the 204,736 GFA that is available under the existing UT zoning and not including the additional GFA (maximum of 350,000) used for the provision of affordable housing and arts and cultural uses, totaling \$21,495,167 (2022\$). In lieu of a monetary contribution, the Applicant will fulfill the requirement through the in-kind delivery of the Waterfront Park and Rail Corridor Park. The in-kind delivery of the two parks shall be subject to the following:

- a. **The Waterfront Park and Rail Corridor Park designs and delivery thereof shall be in substantial conformance with the plans as approved with the Waterfront Park and Rail Corridor Park DSUPs, including any and all supplementary materials that are provided to clarify the scope of individual elements, segments, or work product within the park(s).**
- b. **The in-kind developer contributions pertain to the design and construction of any and all improvements to the publicly accessible parks in the CDD Concept Plan area that are on land (i) owned or administered by The National Park Service (NPS) or the City of Alexandria or (ii) that will be subject to one or more future Parks and Recreation Easement(s) including the area of the Pumphouse that is publicly accessible. The design and construction of all other publicly accessible areas shown within the CDD Concept Plan, including the Waterfront Plaza, Pumphouse roof sections intended for private ownership and use, PEPCO screening and park, and other open space on the individual development blocks are to be constructed by the Applicant as conditions of their approval(s), and are not specifically considered as a portion of the in-kind contribution.**

~~116. Pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy, a developer contribution shall be provided by the Applicant to the Old Town North Implementation Fund. The developer contribution amount shall be subject to the following:-~~

- ~~e. A total developer contribution amount of \$21,495,167 (2022\$) shall be provided for the site based on a developer contribution rate of \$11.05 (2022\$) for the total amount of 2,150,000 base GFA for the site, which includes a credit for the 204,736 GFA that is available under the existing UT zoning and which excludes the additional GFA (maximum of 350,000) used for the provision of affordable housing and arts and cultural uses.~~
- ~~d. The developer contributions shall be used for the following:-~~
- ~~e. The Linear Park Norfolk Southern Railroad Corridor (Segment 2 in OTN Plan) and OS 4 as generally depicted in Exhibit 1.-~~
 - ~~i. Waterfront Park As generally depicted in the CDD Concept Plan submission as parcels OS 1, OS 2, and OS 7, as well as improvements made to the adjacent Waterfront Park land controlled by National Park Service (NPS), if approved by the National Park Service (NPS).~~

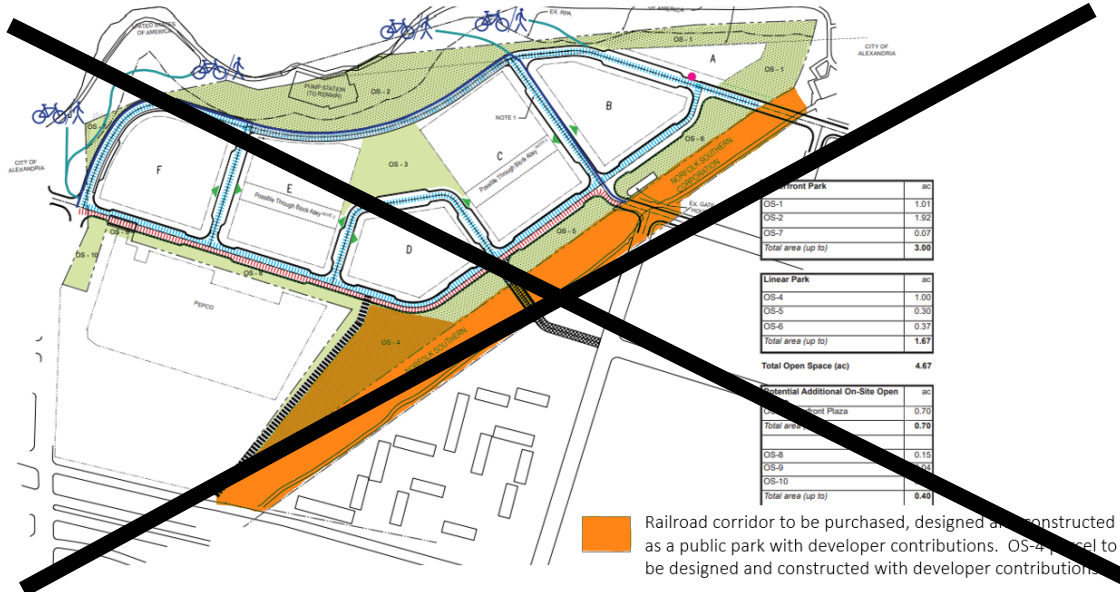
² Contribution rate has escalated to \$12.60 in 2026\$.

~~Improvements to the Pumphouse not related to open space improvements will not count towards the contribution.~~

- ~~f. The developer contributions as required herein shall be paid prior to the release of the first certificate of occupancy permit for each building(s) unless contributions are being made subject to paragraph d below.~~
- ~~g. In lieu of the monetary contributions required herein, the condition may be fulfilled by the applicant through an in-kind contribution for the acquisition (as it relates to Norfolk Southern Segment 2), design and construction of any and all improvements to the publicly available open spaces in the CDD Concept Plan area that are on land (i) owned by NPS or the City of Alexandria or (ii) that will be subject to one or more future Parks and Recreation Easement(s). design and construction of the Linear Park and Waterfront Park as defined herein in a manner consistent with the intent of the OTNSAP. The applicant shall submit an agreed upon scope of work and cost estimate to the City prior to the release of the final site plan for the Waterfront Park and/or the Linear Park (approval process pending). The final costs for each phase of these improvements will be finalized at the time of final inspection of each phase of these improvements. The work shall be completed in accordance with the CDD phasing requirements in the conditions of approval. The Linear Park improvements shall be completed prior to the end of Phase 3, pending acquisition of the Norfolk Southern Segment 2 by the City. If the in-lieu work costs less than the contribution amount, as demonstrated by the confirmed final costs provided at the completion of each of the phased improvements, the remainder shall be provided to the City as a monetary contribution, prior to approval of final certificate of occupancy for Phase 3. For purposes of clarity, the value of the developer contribution will be calculated at the then current rates at the time the in-kind phased improvements are delivered. The City and the Applicant will continue to work together to coordinate and fund acquisition of the NS corridor.~~
- ~~h. The contribution rate(s) outlined herein are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates will be recalculated January of each year. The final contribution amount shall be calculated and verified by the Neighborhood Planning and Community Development Division of the Department of Planning and Zoning at the time of Certificate of Occupancy.~~
- ~~i. All contributions shall be made via wire transfer to the City of Alexandria or other approach as required by the City. Instructions will be provided by the Planning and Zoning Department prior to the time of deposit. Wire transfer documentation must include the source name, receiving department name (Planning & Zoning), applicable fund reference code and the condition number being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy permit.~~

~~The applicant will provide an inception to date summary on the amount of Developer Contributions received and status of improvements as required herein, as part of each preliminary Development Special Use Permit process within the CDD Conceptual Design Plan area. (P&Z)~~

Exhibit 1 – PRGS Developer Contribution Condition



R. UTILITIES

- 117. All proposed storm sewers located within private roads and or land shall be privately owned and maintained. All proposed storm sewers located within public roads or land shall be publicly owned and maintained. (T&ES)
- 118. All proposed sanitary sewer mains shall be public owned and maintained. All sanitary mains located within private roads and land shall have a public sanitary sewer easement. (T&ES)
- 119. All electrical transformers and associated utilities shall be provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets - public right-of-way, or shall be provided with inlaid paving materials equivalent to those in the surrounding field paving according to Dominion Virginia Power standards and to the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the preliminary Development Special Use Permit review for each building/block.
 - a. No building transformers shall be located within any proposed or future public right-of-way. (P&Z) (T&ES) (RP&CA)
- 120. The project site is located in the combined sewer system area and shall be in compliance with the Combined Sewer System Management Policy set forth in the Memo to Industry 07-14. Stormwater and sanitary flows from the project site shall be discharged to fully separated sewer systems. Sanitary flow shall be discharged to a separate sanitary sewer system which connects to the Potomac Interceptor.

121. As part of the Development Special Use Permit process, the applicant shall submit a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14. The applicant may be required to provide infrastructure improvements related to existing city-owned sanitary collector sewers to mitigate impacts from sanitary flows generated from development projects in this CDD. (T&ES)
122. All new utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground at the cost of applicant. All utilities with the exception of those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)
123. A connected underground conduit grid shall be installed in preparation of fiber and cable installation to provide high-speed communication and connectivity to all buildings and traffic signals within the site. The conduits shall be the satisfaction of the Director of T&ES. This shall either be shown as part of Development Special Use Permits for individual buildings or within the Infrastructure DSP. (T&ES)

S. STORMWATER

124. The applicant shall meet the requirements set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary Development Special Use Permit. (T&ES)
125. 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)
126. The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each Development Special Use Permit. In addition, all development shall meet the green infrastructure requirements of the Old Town North Small Area Plan. Underground sand filters and proprietary BMPs may be used a case-by-case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the director of T&ES or his or her designee. (T&ES)
127. The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)

128. All stormwater treatment facilities (BMPs) and detention facilities shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way. (T&ES)
129. The RPA adjacent to the Potomac River within the CDD area shall be revegetated in a manner compatible with riparian buffer areas. All impervious surfaces must be removed from the RPA with the exception of the existing Pump House, new or existing retaining walls and new or existing trails and stairs constructed for the purpose of connecting the CDD area to the Mount Vernon Trail. No new impervious surfaces may be placed within the RPA except for allowable uses per the City's Environmental Management Ordinance subject to the approval of the director of T&ES. (T&ES)
130. A landscape management plan must be submitted with the infrastructure DSP for removal of invasive species plantings from the RPA in the CDD area and future maintenance of the RPA buffer plantings in the CDD area. (T&ES)
131. A minimum of approximately 75 percent of the total surface area of the building roofs after deducting amenity space and any rooftop mechanical equipment including elevator overruns/air handlers, etc. in each phase shall be used for sustainable practices. Unless otherwise approved by the Director of T&ES, approximately half of that available building roof area after deducting amenity space and any rooftop mechanical equipment including elevator overruns/air handlers, etc. shall be vegetated green roof where feasible and approximately half shall be used for solar energy, or a combination of these practices. Per the Old Town North Small Area Plan, all buildings with flat rooftops must have some portion of vegetated green roof where feasible. Artistic/Visually appealing designs when viewed from overhead are encouraged due to the site's location within the DCA flight path. (T&ES)
132. Any vegetated green roof area may be counted as private open space if it is ADA accessible to the users of the building, at least 8 feet in width and has an accessible pathway through and/or around the green roof. Shade structures and seating must be provided in an adjacent or proximate location. (T&ES)
133. Any vegetated green roof area may be counted as public open space if it is ADA-accessible to the public, open standard park hours, has a public access easement, is at least 8 feet in width and has an accessible pathway through and/or around the green roof. Shade structures and seating must be provided in an adjacent or proximate location. (T&ES)
134. Above ground critical infrastructure must be located outside of the 500-year floodplain. (T&ES)
135. All stormwater must ultimately discharge directly to the Potomac River. No stormwater connections will be allowed to the existing combined sewer system. (T&ES)

136. Prior to approval of the Infrastructure DSP, the existing outfall must be evaluated for structural integrity and pending the outcome of that evaluation, will be replaced or lined only if the existing outfall is determined to be compromised or have a remaining useful life of less than 30 years. The assessment must be signed and sealed by a professional engineer and the results reviewed and approved by the Director of T&ES. Ownership and adequate maintenance access must be coordinated and provided by the applicant to allow the City access to maintain the portion of the outfall located on National Park Service property in perpetuity to the satisfaction of the Director of T&ES. (T&ES)
137. Educational signage and/or creative educational exhibits that provide information about water quality and/or the RPA must be incorporated into the site. (T&ES)
138. All required environmental reports must be submitted and reviewed for approval by the City prior to the release of construction plans and commencement of land-disturbing activities for each Grading Plan, Development Site Plan (DSP), and/or DSUP. (T&ES)

T. SUSTAINABILITY

District Carbon Neutrality:

139. 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.

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) [kgCO₂ /m² or lbCO₂/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)
140. The applicant shall make all good faith efforts to document and achieve the targets outlined above. The efforts to achieve these targets shall be documented by the applicant and evaluated by staff as part of the development review process. If determined that good faith and reasonable efforts have been made by the applicant to achieve these targets, including consideration of technical and financial feasibility, modifications to these targets may be approved by Planning Commission and City Council as part of the development review process. (P&Z) (T&ES)
141. The applicant, property management entity, BID, or comparable entity shall oversee tracking the targets outlined above. The tools, strategies, and techniques to achieve the targets outlined above shall be submitted with each development special use permit (DSUP) application for each park(s) and/or building(s). (P&Z) (T&ES)

LEED Certification:

142. Achieve LEED for Neighborhood Development (LEED-ND) Silver Certification or comparable certification for the neighborhood. (P&Z) (T&ES)

Green Building:

143. Comply with the City’s Green Building Policy in effect at the time of DSUP submission. Applicants may use LEED, or equivalent rating systems as identified in the Green Building Policy. (PC)

Coordinated Sustainability Strategy (Sustainability Master Plan):

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.
145. The CSS shall outline short-, mid-, and long-term strategies to achieve the five Site and Building performance targets outlined above in addition to other sustainability considerations including:
- a. Energy & Resilience Planning/Carbon Reduction strategies as identified in the CNA, including:
 - i. District systems
 - ii. Building efficiency through energy reduction/EUI targets
 - iii. Embodied carbon reduction targets
 - iv. On-site/adjoining site energy generation
 - v. Electrification strategy
 - vi. Off-site renewable/offsets
 - b. Indoor Environmental Quality
 - i. Health
 - ii. Ventilation treatment
 - iii. Materials
 - c. Site
 - i. Open Space
 - ii. Stormwater Management
 - d. Public Realm/Streetscapes
 - e. Water Use Management
 - f. Waste Management
 - g. Resilience
 - h. Reporting & Tracking
146. With each conceptual DSUP submission, the applicant shall demonstrate how the building(s) and site area(s) within that DSUP submission are consistent with the CSS. With each phase, the CSS may be updated to confirm best practices and strategies to achieve the targets to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)
147. Prior to the release of the Final Site Plan, the applicant shall provide a draft sustainability strategy scorecard for each DSP/DSUP. The scorecard will demonstrate how the building(s) and site area(s) within that DSP/DSUP submission is consistent with the CSS. (P&Z) (T&ES)

148. Prior to issuance of a building permit for each permitted DSUP, the Applicant shall provide a scorecard reflecting the final design of the building(s) and site area(s) within that permitted DSUP demonstrating consistency with the CSS. A final scorecard of the as-built building(s) and site area(s) within that permitted DSUP shall be provided within the first year from the date of issuance of the certificate of occupancy and shall include information verifying any off-site renewable strategies used.

Electrification:

149. The CSS shall demonstrate consistency with the Environmental Action Plan 2040 targets, goals, and actions to show how electrification is being implemented 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.
150. All new off-street parking shall provide EV (Level II) stations or consistent with City policies which shall be identified and determined during the time of each DSUP submission. (P&Z) (T&ES)

On-site Energy Generation:

151. Rooftops and/or the building facades for each newly constructed building(s) shall be utilized to provide on-site energy generation to the extent feasible and in alignment with the performance targets as outlined above. All buildings shall be designed to be solar ready to be able to handle the equipment after construction. Pull-wire ready conduit shall be provided for potential future rooftop photovoltaic systems. Space shall be provided for solar related electric panel in or near a building electrical closet. Future installation of solar panels and associated infrastructure, beyond the conduit described in this condition, shall be at the sole discretion of the owner. (P&Z) (T&ES)

Recycling/Construction Waste:

152. With each final site plan in the CDD Conceptual Design Plan area, provide information in the plan drawings for the regional construction recycling guidance and certified resources to the extent possible, <https://www.mwcog.org/environment/planning-areas/recycling-and-solid-waste/builders-recycling-guide/builders-recycling/> and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)

Report & Monitoring:

153. The applicant, owner, property management entity, master HOA, BID or comparable entity shall be responsible for tracking and reporting site-wide sustainability performance as developed and outlined in the Coordinated Sustainability Strategy. The responsible party shall aggregate and verify individual building data annually to demonstrate sitewide performance for the CDD Conceptual Design Plan area as outlined in the Coordinated Sustainability Strategy as buildings within the CDP are constructed.
- a. Reporting shall include:

- i. Annual LEED scorecards for each building for the first five years of occupancy;
 - ii. An aggregate summary demonstrating the combined building achievements that contribute to achieving the goal of carbon neutrality for the site;
 - iii. Sitewide progress towards achieving carbon neutrality by 2040 for buildings and site targets as identified in the CNA and CSS; and
 - iv. Any additional updates on sitewide sustainability efforts identified in the CSS. (P&Z) (T&ES)
154. Public benchmarking results for each new building(s) within the CDD plan area will be made available to the City through the ENERGY STAR® Portfolio Manager® platform (or other equivalent systems. This shall be submitted to the satisfaction of the Directors of PZ and T&ES.
155. Monitor the energy usage, report sustainability target performance as outlined in the CSS, and provide tracking documentation following the occupancy of each building(s) system for the first 5 years of occupancy. (P&Z) (T&ES).
156. The applicant may propose additional strategies to the sustainability conditions outlined and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)

U. STREET NAMES

157. All new streets shall be named and public street names require City Council approval through a Street Name Case request before assignment. Street Name Case requests for new street names within a CDD phase must be approved by Planning Commission prior to the release of the first Final Site Plan for the respective CDD phase in which the public streets are located. (P&Z)

V. INTERIM USES AND INTERIM CONDITIONS

158. The applicant shall provide interim infrastructure improvements in the CDD Conceptual Design Plan area to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services when necessary in order to access to a given block from existing public right-of-way. (P&Z) (T&ES)
159. Interim retail uses as defined herein and in the CDD#30 Zoning Table shall be permitted for all the undeveloped blocks or portion thereof for the site. In the event the City has programming or events for undeveloped portions of the site, the sites shall be made available at no cost to the City. (P&Z)

160. Temporary screening shall be provided to conceal exposed construction and incomplete areas of the project to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services consistent with the following guidelines:
- a. Treatment of visible portions of structures intended to be covered by future constructed features shall include one or both of the following:
 - a. Installing building or structure-mounted fabric scrims and/or vinyl banners to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction.
 - b. Installing plantings that are coordinated with and are compatible with the overall design character of adjacent areas in future development zones.
 - b. Plantings can be used to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction. Plant materials shall be fast growing species, primarily evergreen, and appropriate for short-term use. Planting / landscape interim conditions shall be to the approval of the Directors of P&Z, T&ES and RP&CA along the following guidelines:
 - a. Plantings shall be consistent with the Alexandria Landscape Design Guidelines.
 - b. Undeveloped parcels shall be enhanced with temporary landscape treatments and/or site improvements, including:
 - a. Temporary sidewalks, walkways or staircases/ramps shall be constructed around undeveloped parcels. Walkways shall be constructed of asphalt or other approved material and be minimum 6 feet in width.
 - b. Site shall be graded with gentle slopes and even transitions to offer a safe condition.
 - c. Site shall be seeded with turf type grasses and maintained in a neat, mowed condition.
 - d. Except for screen planting defined above in “Treatment of visible portions of structures” and tree planting associated with streetscapes, the site shall remain as an open lawn area for public use (where possible). (P&Z) (T&ES) (RP&CA)
161. All interim uses and temporary conditions which are considered by the Directors of P&Z and/or T&ES to require screening shall apply the minimum screening and interim improvements listed in Condition 160 above. (P&Z) (T&ES)
162. Interim parking/loading areas, entrances and ramps may require a higher quality of screening material to the satisfaction of the Director of P&Z
- a. Interim surface parking lots of more than five (5) parking spaces on undeveloped blocks shall be subject to Special Use Permit approval unless used solely for construction purposes as outlined in a construction management plan.
 - b. Surface parking at highly visible locations may require screening material and installation to an equivalent standard of adjacent buildings and/or extensive landscape screening.
163. No interim uses shall be approved which preclude the layout or function of the approved CDD Conceptual Design Plan. (P&Z)

164. Interim art installations are permitted subject to the approval of the Directors of RP&CA and P&Z. (RP&CA) (P&Z)

W. COORDINATION FOR OFF-SITE IMPROVEMENTS

165. As the applicant works through the National Park Service approval process for improvements or modifications to the GWMP within the Slaters Lane and Bashford Lane intersections, the applicant shall coordinate with T&ES staff prior to any submission to the National Park Service:
- a. At the concept 1 submission of the Infrastructure DSP, the applicant shall designate a point of contact to manage communication and ensure all requirements are met throughout the process.
 - b. At the concept 2 submission of the Infrastructure DSP, the applicant shall submit scope, design plans, supportive documents, and any other required documentation to the City thirty (30) business days prior to National Park Service submission for City's review and comments.
 - c. By the preliminary plan submission of the Infrastructure DSP, the applicant shall begin coordination with the National Park Service pertaining to improvements associated with this site.
 - d. The applicant shall share and/or include the City in any correspondence with the National Park Service.
 - e. In the event the improvements are approved by the National Park Service, the developer shall continue coordination with the City for implementation/construction prior to the ~~first building~~ **Block D** Development Special Use Permit ~~of Phase II~~ as shown in the CDD Site Plan. (T&ES)
166. The applicant shall provide with each Waterfront Park Open Space DSUP submission a plan for proposed off-site improvements relating to grading and site implementation to the Mount Vernon Trail/National Park Service property adjacent to the Potomac River and Waterfront Park and an update on the design and National Park Service approval status.
- a. These improvements should include landscaping, trails and structures related to visual and physical waterfront access.
 - b. Submission updates shall also be provided with the Waterfront Park DSUP and as needed for site development coordination purposes
 - c. The off-site improvements shall be provided to the City for review prior to approval from the National Park Service. (P&Z) (T&ES) (RP&CA)

**PRGS BLOCK B (DSUP2025-10011 & ENC2025-00003) +
BLOCK C (DSUP2025-10012) JOINT CONDITIONS**

STAFF RECOMMENDATIONS¹

1. The Final Site Plan shall conform substantially with the Preliminary Site Plan dated August 5, 2025, amended May 11, 2026, 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. The applicant shall provide a written status report to Staff 36 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 August 5, 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) *, **
 - a. Provide public access easements at Block C including the following as shown on the Preliminary Site Plan and the Easement Exhibit Attachment to the satisfaction of the Directors of P&Z and T&ES (DSUP#2025-10012 only):
 - i. Easements related to the Block C and adjacent Road C private right-of-way. The crescent-shaped drop-off area adjacent to the Block C condominium tower entrance shall have at least a public access easement for pedestrians.
 - ii. An area with a minimum of 6 feet in width between the Woonerf / North Fairfax Street and the east façade of the building, with accommodations for potential outdoor dining outside of the easement area.
 - b. Outdoor dining in public access easement areas which are located within the blocks and in the private rights-of-way is subject to review by the Director of P&Z. The minimum clear pedestrian width adjacent to outdoor dining shall be a minimum of 6 feet.

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) as the same may be amended from time to time.

PRGS BLOCKS B & C JOINT CONDITIONS

4. 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)
5. 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.
 - 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.
6. 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 from proposed building face(s) to property line and from property line to 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. A minimum of 5.0-foot candle-maintained lighting for underground/structured parking garages. When unoccupied, the lighting may turn off and on using motion sensors. Without motion sensor lighting, unoccupied lighting levels may be no less than 1.5-foot candles. **
 - e. Light fixtures for the open canopies and underground/structured parking garages for any areas visible from the public right-of-way shall be recessed into the ceiling or meet code minimum clearance requirements to the satisfaction of the Director of T&ES and/or Code Administration.
 - f. Streetlight fixtures proposed for Road A (public street) shall be Dominion LED, basic-style luminaires, unless a maintenance agreement for non-standard materials is approved between the City and applicant subject to the discretion and to the satisfaction of the Director of T&ES. **
7. 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. BUILDING

8. Provide a building code analysis with these building code data prior to Final Site Plan release: (1) use group, (2) number of stories, (3) type of construction, (4) total floor area per floor, (5) height of structure, (6) non-separated or separated mixed use, (7) fire protection system requirements, and (8) accessible routes. (P&Z) (Code) *
9. Provide a unit numbering plan for each floor of a multi-unit building prior to Final Site Plan release. The unit numbers shall comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and continue in this scheme for the remaining floors. Indicate the use of each unit (i.e., residential, retail, office). (GIS) *
10. The total number of residential units may be adjusted higher or lower so long as the new unit count does not increase the building envelope, parking is provided per the Zoning Ordinance and Parking reduction SUP, and the building is in substantial conformance with the Preliminary Site Plan to the satisfaction of the Director of P&Z. (P&Z) *
 - a. Minor changes to the façade fenestration and details will be permissible, including but not limited to, window count and alignment, to be coordinated with sustainability envelope attributes and energy performance submission.
 - b. The Sanitary Adequate Outfall Analysis must reflect the actual number of units.
 - c. The unit count must be finalized prior to Final Site Plan release. (P&Z) *
11. The building design, including the appearance, color, and quality of materials; final detailing; three-dimensional expression; and depth of all plane changes, shall be substantially consistent with the elevations dated July 11, 2025 and the following conditions. Provide this information regarding materials and design to the satisfaction of the Director of P&Z prior to Final Site Plan release: (P&Z) (Code) (OCA) *
 - a. The underside of all balconies shall be finished, to include finished concrete slabs, and present a visually cohesive appearance.
 - b. Coordinate the design, color, and materials of all penthouses, rooftop mechanical areas, and rooftop screening with the overall architecture of the building, as regards massing, materials, and detailing/expression. Roof surfaces must be light-colored with green roofs encouraged as an alternative.
 - c. Where provided, the recessed or projecting depth of brick rustication must be a minimum of 3/4 inches.
 - d. Where plane changes in facades are proposed, they shall generally not be less than two feet.

PRGS BLOCKS B & C JOINT CONDITIONS

- e. Where dissimilar materials meet, they must typically meet at an interior corner; where that is not possible, such transitions shall occur at a significant plane change or reveal.
12. Provide detailed drawings in realistic colors to permit evaluation of key building elements such as the building base, entrances, entry canopy, stoops, windows, balconies, railings, cornices, and other ornamental elements, and material details including the final detailing, finish, and color of these elements prior to Final Site Plan release. (P&Z) *
- a. The drawings shall be enlarged and coordinated plan-section-elevation studies, typically at ¼" = 1'-0" scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections.
 - b. Separate design drawings shall be submitted for each primary building typology, different wall, or bay type.
 - c. When warranted by the three-dimensional complexity of the design, the applicant shall provide isometric vignettes of special conditions or building areas to the satisfaction of the Director of P&Z.
13. Provide the items listed below to allow Staff to review the materials, finishes, and architectural details. These materials shall conform substantially to the Preliminary Site Plan and the current *Guidelines for Preparation of Mock-Up Panels*, Memo to Industry effective at application submission. (P&Z) (Code)
- a. Samples of actual window glazing, frame, and sash components proposed for each area of the building in the color and material that will be provided (may reduce sample sizes for ease in handling). *
 - i. Window sizes and types.
 - ii. Window mullion dimensions and projection in front of face of glass.
 - iii. Window frame, sash, and mullion materials.
 - b. Before ordering final building materials, provide a materials board that includes all proposed materials and finishes prior to Final Site Plan release. The materials board shall remain with P&Z until the issuance of the final Certificate of Occupancy, when Staff will return all samples to the applicant. (P&Z) *, ***
 - c. Staff may request more detailed/extensive materials relating to the proposed fenestration, such as samples of the glazing, frame, and sash components, and including whether the windows will be double-or-triple glazed and have simulated divided lights.
 - d. Materials may be modified or substituted only if in substantial conformance with the Preliminary Site Plan approval and to the satisfaction of the Director of P&Z. *
 - e. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the Final Site Plan. *
 - f. An on-site mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials.

PRGS BLOCKS B & C JOINT CONDITIONS

Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. **

- g. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. ***

B. OPEN SPACE/LANDSCAPING

- 14. Implement the palette of site furnishings included in the PRGS Common Elements Design Guidelines unless otherwise approved by the Directors of P&Z and T&ES. (P&Z) (T&ES) *
- 15. 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.
- 16. Site furnishings may include benches, bicycle racks, trash bins, recycling receptacles, and other associated features. City standard materials are mandatory in all furnishings in the public right-of-way, unless a maintenance agreement for non-standard materials is approved between the City and applicant subject to the discretion and to the satisfaction of the Director of T&ES.
- 17. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release. 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) *

C. ARCHAEOLOGY

- 18. Update the Historic Interpretation Plan by the second Final Site Plan submission to incorporate the following changes: (P&Z) (Archaeology) *
 - a. 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.
 - b. Provide more details on how existing site elements will be reused, including metal, brick and/or glass structural elements of the power plant structure in site design, landscape, interpretive pieces or public art.
 - c. Identify which elements on the Historic Interpretation Opportunities slide will be delivered with which blocks and coordinate with the updated Supplemental Phasing Exhibit.

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- d. Provide additional information about community meeting(s) and outreach to source additional ideas for implementation. A community outreach meeting should be held with the second Final Site Plan submission. Community feedback should be incorporated where feasible and desirable into the final Historic Interpretation Plan, prior to release of the Final Site Plan.
19. 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) *
20. 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) *

D. PEDESTRIAN/STREETSCAPE

21. Provide the pedestrian improvements listed below to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) *, ***
 - a. Construct all concrete sidewalks on public street Road A to City standards.
 - b. The minimum unobstructed width of all newly constructed sidewalks fronting the block shall be 7 feet with a preference for 8 feet in width, except for sections of Road C where bollards and other vertical separation are proposed near the pickup and drop-off area. (DSUP#2025-10012 only)
 - c. Sidewalks must comply with the City's Green Streets and Sidewalks guidance.
 - d. The tree wells along the Woonerf / North Fairfax Street directly adjacent to Block C can be reduced to approximately 6 feet in length to better accommodate pedestrian traffic and potential outdoor dining per the Easement Exhibit Attachment. (DSUP#2025-10012 only)
22. Provide sidewalks, crosswalks, and curb ramps per the City's Memo to Industry 23-01, Design and Construction Standards, the City's Complete Streets Design Guidelines, and these requirements: (P&Z) (T&ES) *, ***
 - a. Sidewalks shall be flush across all driveway crossings.
 - b. Where a pedestrian path is provided across a stop-controlled driveway, detectable warning surfaces shall be installed at the threshold of the driveway on both sides of the driveway apron.
 - c. All required audible pedestrian countdown signals shall be ADA accessible and installed with pedestrian activated pushbuttons in accordance with City

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Standards, ADA Accessibility Guidelines, and Public Right of Way Accessibility Guidelines (“PROWAG”).

23. Provide signage at the crescent-shaped drop-off area by the Block C condominium tower entrance stating that the area has a public access easement for pedestrians to the satisfaction of the Director of P&Z. (P&Z) *** (DSUP#2025-10012 only)

E. PARKING / CURB MANAGEMENT

24. Unbundle all residential parking (i.e., the cost to purchase or rent a parking space is separate from the cost to purchase or rent the residential unit). (T&ES)
25. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than 7 feet from the curb. (T&ES).
26. Wall-mounted obstructions at the wall end of a parking space shall be no more than 24 inches extended from the wall and at least 48 inches from the garage floor. Areas with obstructions that exceed this requirement will not count as parking spaces. (T&ES) ***
27. Provide a Parking Management Plan with the Final Site Plan submission that complies with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES) *
28. Share hourly parking occupancy, and if available, counts of entries and exits for parking facilities for weekdays and weekends (including hourly occupancy) with the City upon request but no more than one time per year unless more requests are agreed upon between the City and parking or property management. (T&ES)
29. The applicant may make garage parking spaces, which are required to comply with zoning requirements, available for public/off-site users if the applicant can demonstrate excess parking to the satisfaction of the Directors of P&Z and T&ES. If parking is available to the public, then the applicant shall provide signage visible from the entrance directing motorists to those spaces. (P&Z) (T&ES)
30. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. The Traffic and Parking Board must approve any on-street parking changes after Signature Set approval. (P&Z) (T&ES) *
31. Provide bicycle parking per current Bicycle Parking Standards, available at: www.alexandriava.gov/bicycleparking. (T&ES) *, ***
 - a. Include details on the locations and types of bicycle parking prior to Final Site Plan release. Install bicycle parking prior to the issuance of the first Certificate of Occupancy.
 - b. Provide signage, striping, or other means to direct people to indoor and covered bicycle parking areas within the private property. Show the

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proposed signage, etc. prior to release of the Final Site Plan and install the signage, etc. prior to issuance of the Final Certificate of Occupancy.

32. Update parking counts on the cover sheet to state the number of electric vehicle chargers and electric vehicle charger ready parking spaces, show the location of these spaces, and detail the signage, striping, or similar used to direct people to these spaces prior to Final Site Plan release. Install the signage, etc. prior to release of the final Certificate of Occupancy. (OCA) *, ***
33. Provide electric vehicle chargers for at least 5 percent of the required parking spaces, consisting of Level 2, Level 3 DC Fast Chargers, or a combination thereof, rounded up to the next whole number parking space. (OCA) *, ***²
34. At least 15 percent of the required parking spaces shall be electric vehicle charger ready per these requirements: (OCA) *, ***
 - a. Size and install the conduit correctly based on the number and location of future chargers. A combination of Level 1, Level 2, and DCFCs may be used; based on the estimated demand for charging and planned usage.
 - b. Label parking space location junction box for the future electric vehicle charger.
 - c. Provide available physical space within the utility closet for future cabinetry required to add vehicle chargers to the electrical panel.
 - d. Additional conduit does not need to account for transformer sizing.
 - e. EV chargers may encroach in the required parking space dimension.

F. SUSTAINABILITY

35. The project shall comply with the requirements of the 2019 City of Alexandria Green Building Policy that was in effect at the time of DSUP submission. (OCA) *, **, ***, ****
36. The applicant shall provide these items to comply with the Green Building Policy at Final Site Plan: (OCA) *
 - a. Evidence of the project's registration with LEED, Green Globes, EarthCraft, NGBS, or equivalent.
 - b. A copy of the draft certification scorecard which indicates the project will meet the required performance points as outlined in the Green Building Policy for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
37. The applicant shall provide these items to comply with the Green Building Policy with the Building Permit: (OCA) **
 - a. An updated copy of the draft certification scorecard/checklist prior to building permit release for above-grade construction for LEED, Green Globes, EarthCraft, NGBS, or equivalent.

² This and the following condition relate to CDD#2021-00004 Condition #150: *All new off-street parking shall provide EV (Level II) stations or consistent with City policies which shall be identified and determined during the time of each DSUP submission. (P&Z) (T&ES)*

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- b. A draft commissioning plan and verification, if required by the Green Building Rating System and the building code, from a certified third-party reviewer that includes items “i” through “iii” below, prior to receiving building permits for above-grade construction.
 - i. A narrative describing the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances, or systems to be tested and a description of the tests to be performed, to include, but are not limited to, calibrations and economizer controls, conditions under which the test will be performed. The testing shall affirm winter and summer design conditions and full outside air conditions.
 - iii. Measurable criteria for performance; the plan should match the project’s submitted plans and sustainability certification scorecard, which can include reference to the CSS matrix and/or LEED scorecard.
 - c. Water efficiency and indoor environmental quality documentation for the priority performance points in the Green Building Policy prior to building permit release for above-grade construction for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
38. The applicant shall provide these items to comply with the Green Building Policy at with requests for first Certificates of Occupancy: (OCA) ***
- a. Evidence that design phase credits (for the certifying party) have been submitted by Temporary Certificate of Occupancy for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
 - b. A commissioning report verified by a certified third-party reviewer, including issues log, completed pre-function checklists, and any completed functional performance tests to match scorecard and approved permit plans prior to issuance of the final Certificate of Occupancy.
 - c. Evidence showing that the project meets the priority performance points for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality for Design Phase credits for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
 - d. If the project fails to achieve the required certification level and priority performance points, then demonstrate a good faith, reasonable, and documented effort to achieve the certification level to the satisfaction of the Climate Action Officer.
39. The applicant shall provide the following to comply with the Green Building Policy at Release of Performance Bond: (OCA) ****
- a. Submission of documentation of applicable green building certification showing that the project meets the priority performance points for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality for LEED, Green Globes, EarthCraft, NGBS, or equivalent unless the applicant has already satisfied the “good faith effort” described in paragraph d. of the above condition.

- 40. Demonstrate how the building will contribute to the target outlined in CDD Condition 139 b regarding 3% renewable energy generation site wide at Building Permit. (OCA) **³
- 41. Demonstrate how the building meets Target 4 of CDD Condition 139.b. regarding building electrification at Building Permit. (OCA) **⁴

II. TRANSPORTATION

A. STREETS/TRAFFIC

- 42. Provide a design for the temporary road (as noted on Sheet C301 and shown on the Easement Exhibit Attachment) north of Block C and how it connects to Road C and the Woonerf, including materiality and areas for pedestrians and vehicles. (DSUP#2025-10012 only)
 - a. The temporary road will be used as an EVE and should be a minimum 22-foot-wide and paved with fire-truck-rated pavers, which would be compatible in design with the future Central/Waterfront Plaza pavers. The Final Site Plan should note that the EVE will remain in its planned location with the final construction of the Central/Waterfront Plaza. (T&ES) (P&Z)
*
- 43. 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. (T&ES) ****
- 44. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets, prior to the issuance of the first Certificate of Occupancy. (T&ES) ***
- 45. Slopes on parking ramps to garage entrances and exits shall not exceed 15 percent. For slopes 10 percent or greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 10 percent and greater, provide a minimum of 10 feet in length transition slopes at the top and bottom of the ramp. The transition slope shall be half the difference in slope between two adjacent sections. Provide final design prior to Final Site Plan release subject to the satisfaction of the Director of T&ES. (T&ES) *

³ See CDD#2021-00004 conditions #139b and 151.

⁴ See CDD#2021-00004 conditions #139d and 149.

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46. The ramp at the parking garage controlled access shall include intersection controls that would minimize conflicts between the vehicle exiting within the center lane and opposing vehicles entering the garage. Provide final design prior to Final Site Plan release subject to the satisfaction of the Director of T&ES. (T&ES)
47. Furnish and install two 2-inch Schedule 80 PVC conduits with pull wires, under the sidewalks to a depth of 3 feet on Road A (public street) adjacent to the block. Terminate these conduits in an underground junction box meeting VDOT standards and with a tier 22 or higher lid labeled "COA", at each end of the conduit line. Provide a fiber optic installation plan that includes the required specifications prior to the Final Site Plan release. Submit a digital as-built plan in CAD or GIS, which includes information on the fiber conduit installation prior to the issuance of a Certificate of Occupancy. (T&ES) (ITS) *, ***
48. 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) ****
49. Finalize street names and addresses for mail delivery (addressed per the front door); for loading docks and entrances (addressed per the loading dock/loading entrance) and for emergency services (addressed per street access), prior to Final Site Plan release. (P&Z) (T&ES) (GIS) *
50. Provide a Coordinated Wayfinding Sign Program prior to site plan release for Block B or Block C, whichever is first, per CDD Condition 59. (P&Z) (T&ES) *

B. TRANSPORTATION MANAGEMENT PLAN

51. Contribute to the Citywide Transportation Management Plan (TMP) at the rate specified by the current (2023) TMP policy. Unless the upfront payment or partial upfront payment option is chosen as described below, payments are due once per year no later than September 30 for 30 years with rates adjusted annually for inflation based on the April-to-March Consumer Price Index change reported by the Bureau of Labor Statistics. (T&ES) ***
 - a. Projects that obtain their first Certificate of Occupancy prior to July 1, will have their first year of assessment in the current calendar year. Projects that obtain their first Certificate of Occupancy on July 1 or later will have their first year of assessment in the next calendar year. ***
 - b. A development block may receive a 35% discount for paying the entire 30-year amount (unadjusted for inflation) prior to receipt of the first Certificate of Occupancy. Under this option, no further TMP payments are required. ***
 - c. A development block may receive a 25% discount for paying one quarter of the entire 30-year amount (unadjusted for inflation) before receipt of the final Certificate of Occupancy and subsequently five equal subsequent

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payments over the next five years. The five annual payments will be made no later than September 30 each year. After these payments are made, no further TMP payments are required. ***

- 52. The applicant/owner of each development block may request permission to manage its own TMP fund subject to the approval of the Director of T&ES. The property must have achieved specific single occupancy vehicle targets for at least three years in a row, as specified in the current TMP policy, and have provided the City with detailed information about how the applicant/owner will manage the TMP for the development. Development blocks would retain the annual TMP contributions and must spend it exclusively on transportation-related activities approved by the Director of T&ES or designee. (T&ES)
- 53. Designate an on-site TMP Coordinator prior to the issuance of the first Certificate of Occupancy. Provide the name, address, email, and telephone number of the coordinator to the City's Mobility Services Division, updating this information annually or as needed. This person will be the City's point of contact for the development and will be responsible for paying invoices and coordinating with staff on TMP-related activities as needed. (T&ES) ***

C. ENCROACHMENT FOR BLOCK B CANOPY (ENC2025-00003)

- 54. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance, or replacement of any utilities that may exist within the area of the proposed encroachment. (T&ES)
- 55. If the City in the future needs the encroachment area, then the applicant shall remove any structure that encroached into the public right-of-way within 60 days upon notification by the City. (T&ES)
- 56. The applicant is responsible for replacement and repairs to any elements of the adjacent public right-of-way that are damaged during construction of the encroaching element. (T&ES)
- 57. Within the encroachment areas identified in the metes and bounds exhibit and plat or plan of encroachment, the applicant may not erect any additional equipment or structures or enlarge or intensify any existing equipment or structures without prior approval of the Directors of P&Z and T&ES. No administrative changes may be made after approval of the encroachment ordinance. (P&Z)
- 58. The applicant shall bear all costs associated with the removal of any of the applicant's infrastructure installed within the encroachment. (T&ES)
- 59. The applicant shall obtain City Council approval of the encroachment ordinance prior to Final Site Plan release. (P&Z) (T&ES) *

60. Sheeting and shoring, support of excavation shall not extend beyond the property line, except when the applicant has obtained a written release or encroachment from adjacent property owners which has been reviewed prior to Final Site Plan release and recorded in the Land Records. (P&Z) (Code) *

III. PUBLIC WORKS

A. WASTEWATER/SANITARY SEWERS

61. Connect discharge from pool(s) to the sanitary sewer. (T&ES)

B. UTILITIES

62. 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)
63. Do not locate transformers and switch gears in the public right-of-way. (T&ES)
64. The City shall own and maintain all new fire hydrants on public streets. The applicant or their representative shall own, inspect, test, and maintain all hydrants on private streets. Install hydrants prior to issuance of the first Certificate of Occupancy. (T&ES) ***

C. SOLID WASTE

65. Purchase and install one (1) trash and one (1) recycling container beside the proposed bus shelter by Block C. Note/show this on Final Site Plan drawings and coordinate with City staff as necessary. (T&ES) *

IV. ENVIRONMENTAL

A. STORMWATER MANAGEMENT

66. The City of Alexandria's stormwater management regulations for water quality are: (1) state phosphorus removal requirement and (2) Alexandria Water Quality Volume Default. Complying with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. Treat the Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area, in a Best Management Practice (BMP) facility. (T&ES) *
67. Provide a BMP narrative and complete pre- and post-development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRRM) worksheet showing project compliance prior to Final Site Plan release. The project must use

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hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES) *

68. Design all stormwater (BMPs to comply with the most recent standards in the Virginia Stormwater Management Handbook. Provide complete design details for all BMPs, including site specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) *
69. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) *
70. All BMP’s must be accessible for regular maintenance and inspections. The final building design must include access points and maintenance accessibility for the green roof and any other BMPs. Access to green roofs may be by a door on the same level as the green roof, an interior elevator, interior stairway with door through a penthouse, or by an alternating tread device with a roof hatch or trap door not less than 16 square feet in area and with a minimum dimension of 24 inches. Access to any portion of the green roof of other BMP shall not be solely through a private residence unless access is otherwise included as a term of a lease to applicable rental apartment units. (T&ES) (OCA)
71. Complete construction inspection checklists and associated photographic documentation for each stormwater BMP and detention facility. Submit all documents required by the City of Alexandria As-Built Stormwater Requirements including as-built plans, CAD data, BMP certifications, and completed construction inspection checklists prior to Performance Bond release. (T&ES) *****
72. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying that the BMPs are: (T&ES) *****
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.
73. Install descriptive signage for surface-installed stormwater BMPs (e.g., Bio-Retention Filters, Vegetated Swales) prior to the submission of As-Built Plans to the satisfaction of the Director of T&ES. (T&ES) *****

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74. Submit the stormwater quality BMP and/or Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) *
75. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/or owner, the applicant shall: (T&ES) ****
 - a. Execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA, master association, and/or owner.
 - b. Include a copy of the contract in the BMP Operation and Maintenance Manual.
 - c. Submit a copy of the maintenance contract to T&ES prior to Performance Bond release.
76. Provide an Owner's Operation and Maintenance Manual for all BMPs to the owner/master association
77. The manual shall include at a minimum: (T&ES)
 - a. An explanation of the functions and operations of the BMP(s),
 - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
 - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment,
 - d. Manufacturer contact names and phone numbers,
 - e. A copy of the executed maintenance service contract, and
 - f. A copy of the maintenance agreement with the City.
78. The applicant/owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three years and develop an Owner's Operation and Maintenance Manual for all BMPs on the project. The manual shall include at a minimum: (T&ES) ****
 - a. An explanation of the functions and operations of the BMP(s),
 - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
 - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names, and phone numbers,
 - d. A copy of the executed maintenance service contract, and
 - e. A copy of the maintenance agreement with the City. Include a copy of the contract in the BMP Operation and Maintenance Manual. Submit a copy of the maintenance agreement to the City prior to Performance Bond release.
79. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) ****

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80. 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) ****
81. 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)
82. The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each development special use permit. In addition, all development shall meet the green infrastructure requirements of the Old Town North Small Area Plan. Underground sand filters and proprietary BMPs may be used a case-by-case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the Director of T&ES or their designee. (T&ES)
83. The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)
84. All stormwater treatment facilities (BMPs) and detention facilities shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way. (T&ES)
85. All stormwater must ultimately discharge directly to the Potomac River. No stormwater connections will be allowed to the existing combined sewer system. (T&ES)
86. 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

87. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)

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88. 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)
89. 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.
90. If applicable, provide documentation on the source of onsite wetland delineation and detail actions to minimize and/or mitigate the effect of the development on existing wetlands as required by Article XIII of the Zoning Ordinance. (T&ES)
91. 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

92. Conditions for Contaminated Lands related items are found in the PRGS Infrastructure Plan, DSP#2023-00001. (T&ES)
93. 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

94. 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

95. Submit a noise study identifying the noise levels that residents will be exposed to initially and as analytically expected 10 years into the future per the Noise Guidance Book used by the Department of Housing and Urban Development prior to the Final Site Plan release. (T&ES) *

96. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to Final Site Plan release. (P&Z) (T&ES) *
97. 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) ***
98. Submit a noise mitigation plan for the fitness center (if proposed) to address noise impacts from the use on other residents or businesses within the building. To the satisfaction of the Director of T&ES, the plan shall aim to achieve an interior noise level below 45dBA, consistent with the Noise Guidance Book used by the U.S. Department of Housing and Urban Development. Provide a commitment letter stating the applicant's commitment to implementing the mitigation measures specified in the plan. Submit the mitigation plan and commitment letter for review and approval by T&ES Office of Environmental Quality Staff prior to Final Site Plan release. (T&ES) *

F. AIR POLLUTION

99. During construction, control odors and any other air pollution sources resulting from operations 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. (T&ES)
100. Provide an electrical plug and related equipment within loading docks that will have refrigerator vehicle deliveries to limit emissions and noise from idling. Show the plug location prior to Final Site Plan release and install prior to the issuance of the Certificate of Occupancy. (T&ES) *, ***

V. CONSTRUCTION MANAGEMENT

101. 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, *

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- 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. ***
102. 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.
103. 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,

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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.

104. 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.

105. 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.

106. Applicant shall provide proof of submittal of materials to the Federal Aviation Administration (FAA) for review of crane construction, height and swing areas and any necessary building or site plan information prior to release of Final Site Plan. Construction equipment above the penthouse height may require FAA approval. (P&Z) (Code) *

107. Submit a stamped electronic copy of a wall check survey completed by a licensed, certified public land surveyor or professional engineer when below-grade construction reaches the proposed finished grade. Ensure the wall check shows: (P&Z) **
 - a. Key dimensions of the building as shown on the approved Final Site Plan,
 - b. Key dimensions from the future face of finished wall above to the property line and any adjacent structures on the property,
 - c. Extent of any below-grade structures,

- d. Foundation wall in place, and
 - e. Future face of finished wall above.
108. 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) ***
109. 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 or applicant-related entity, 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) ****

VI. CONTRIBUTIONS

110. Contribute \$60,000 (Block B, DSUP#2025-10011) and \$65,000 (Block C, DSUP#2025-10012) to the City prior to the first Certificate of Occupancy for a Capital Bikeshare Station, for additional bicycles, and/or systems operations. Make all payments to the City of Alexandria and submit them to the Department of Transportation & Environmental Services with a cover letter to include the project name, case number, and explanation of the contribution amount in the payment submittal. (T&ES) *
111. Contribute \$5,385,129, comprising \$2,143,035 for Block B / DSUP#2025-10011 and \$3,242,094 for Block C / DSUP#2025-10012, to the City's Housing Trust Fund prior to approval of a Certificate of Occupancy unless otherwise agreed to by the City to apply the funds to the potential future PPP per CDD Condition 22 within the CDD area, subject to any agreement(s) between the applicant and the City. Make all payments to the City of Alexandria and submit them to the Office of Housing with a cover letter to include the project name, case number, and explanation of the contribution amount, if phased. (Housing) ***
112. The applicant shall provide in-kind contributions based on the rate of \$12.60 (2026\$) per gross square foot of development 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 (pending CDD#2025-00004 amendment) Condition #116. (P&Z) ***
- a. Provide in-kind open space improvements to the Rail Corridor Park, Waterfront Park and National Park Service property as depicted in the forthcoming/approved open space Preliminary Site Plans per the CDD Amended Phasing Plan.⁵

⁵ DSUP#2025-10013 (Waterfront Park) and DSUP#2025-10014 (Rail Corridor Park).

VII. HOUSING

113. Provide two (2) studio, two (2) one-bedroom, one (1) one-bedroom plus den, two (2) two-bedroom, and one (1) two-bedroom plus den affordable set-aside rental units. If the project's total unit count and mix at the time of Final Site Plan are different than those approved at the time of the Preliminary Site Plan, the final set-aside count and mix will be evaluated for proportionality and equivalency in value prior to Final Site Plan release to the satisfaction of the Director of Housing. (Housing)* (DSUP#2025-10011 only)
114. Provide one (1) studio, four (4) one bedroom, two (2) one bedroom + den, three (3) two-bedroom, and one (1) two-bedroom + den affordable set-aside rental units. For the purposes of the set-aside units, dens are defined as being enclosed with a door, having a minimum of 70 square feet of floor area, being no less than seven feet in any horizontal dimension, and not housing any substantial mechanical equipment. If the project's total unit count and mix at the time of Final Site Plan are different than those approved at the time of the Preliminary Site Plan, the final set-aside count and mix will be evaluated for proportionality and equivalency in value prior to Final Site Plan release to the satisfaction of the Director of Housing. (Housing)* (DSUP#2025-10012 only)
115. Rents for set-aside units shall not exceed the maximum amounts allowed under the Federal Low Income Housing Tax Credit (LIHTC) program for households with incomes at 60 percent of the Washington D.C. Metropolitan Area Median Family Income (including utility allowances and any parking charges) for a 40-year period from the date of initial occupancy of each affordable unit. For unit types not addressed by the LIHTC program, a junior one-bedroom shall rent at an efficiency rent; a one bedroom plus den shall rent at a one-bedroom rent; and a two-bedroom plus den shall rent at a two-bedroom rent. (Housing)
116. If at the time of lease up or lease renewal, the differential between the market rent and set-aside rent (as adjusted for utility allowances) for a comparable unit is less than 15 percent of the market rent, then the set-aside rent shall be reduced to maintain a differential of 15 percent for the term of the new lease or lease renewal. (Housing)
117. Total non-refundable fees, excluding application and pet fees, shall not exceed 15 percent of gross affordable rent. (Housing)
118. Residents of the set-aside units may be charged a monthly parking fee of up to \$50 (in 2026 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces shall be subject to standard fees. (Housing)
119. Recertify the incomes of set-aside resident households annually. (Housing)
120. Once an income-eligible household moves into a set-aside unit, that unit shall count as an affordable unit until the household's income increases to more than

140 percent of the then-current income limit. Provide one additional one-year lease term at the affordable rent but notify the household that at the end of one year the household shall not be eligible to continue at the affordable rent. (Housing)

121. Provide residents of set-aside units with access to all amenities offered within the entire development. (Housing)
122. Set-aside units shall be comparable in size and floor plan and have the same finishes as similar units in the development. Clustering of set-aside units shall be avoided. The allocation of ANSI and Type A units to the set-aside units shall be based on proportionality unless otherwise approved by the Director of Housing at the time of Final Site Plan. (Housing)
123. Notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing no less than 90 days prior to leasing. Provide the City with marketing information no less than 45 days prior to leasing, which shall include the affordable rents, fees, property amenities, and contact information for applications. The City shall notify interested parties of the availability of set-aside units. The applicant shall not accept applications for set-aside units until 45 days after providing written notification to the Office of Housing or until the Office of Housing advises the applicant that the information has been distributed and posted, whichever occurs first. (Housing)
124. List all set-aside units at www.VirginiaHousingSearch.com, or an alternative website as identified by the Office of Housing at the time of lease up. (Housing)
125. Provide the City with the records and information necessary for annual compliance monitoring with the Housing conditions for the 40-year affordability period. (Housing)
126. Set-aside units shall comply with the City’s Rent Guidelines Policy. (Housing)

VIII. PUBLIC ART

127. 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.
 - a. 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)
128. 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) *

129. Install the art 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, to the satisfaction of the Directors of P&Z and/or RP&CA. (P&Z) (RP&CA) ***
130. 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. USES

131. Provide these conditions for the retail/commercial areas, to the satisfaction of the Director of P&Z: (P&Z)
 - a. Maintain operable entrances along the primary frontage of the retail space to the satisfaction of the Director of P&Z. Include this requirement in each tenant's lease.
 - b. All ground floor windows shall remain transparent. Do not block windows with walls, film, storage cabinets, shelving, boxes, coat racks, storage bins, closets, or similar except as otherwise approved by the Director of the Planning & Zoning. Retailers may have display cases that face the street.
132. The applicant/owner may designate a limited number of apartments for short-term rentals, as defined by Section 3-2-152 of the Code of Ordinances, provided that the number of short-term rental apartments or individuals renting those apartments does not meet the definition of a hotel per §2-161 of the Zoning Ordinance, which would require a change of use application. (P&Z)

X. DISCLOSURE REQUIREMENTS

133. The following disclosure conditions apply to the condominium portion of the block. (P&Z) (T&ES)
134. Incorporate these elements in the any master association, condominium association or homeowner's association ("Association") documents to retain trees proposed to be saved: (P&Z)
 - a. Provide a disclosure statement to property owners 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.
135. Submit all Association disclosure covenants for review and approval by the Director of P&Z and the City Attorney prior to applying for the first Certificate of Occupancy. Include the conditions listed below in a dedicated section of the association covenants. The language shall establish and state that these conditions

PRGS BLOCKS B & C JOINT CONDITIONS

cannot be changed except by an amendment to this DSUP approved by the City Council. (P&Z) (T&ES) (City Attorney) ***

- a. The principal use of the underground garage and parking spaces reserved for residents shall be for passenger vehicles garaged at the address; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. All landscaping and open space areas within the development block shall be maintained by the Association.
 - c. Obtain approval for any exterior building improvements or changes from the City, as determined by the Director of P&Z.
 - d. Inspect and maintain stormwater facility BMPs to ensure proper functioning.
 - e. Road B, Road C, the mid-block alley and North Fairfax Street (north of Road A) are private streets or alleys with public access easement with maintenance performed by the Condominium/Homeowner's Association including maintenance for the sanitary and storm sewers located within the site.
 - f. That residents of this development are ineligible for Residential Parking Permits ("RPP"). (T&ES) ***
136. Furnish each prospective buyer with a statement disclosing the prior history of the Potomac River Generating Station site, including previous environmental conditions and on-going remediation measures. Disclose this information to the satisfaction of the Director of T&ES. (T&ES)
137. 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 block is located within the larger Potomac River Generating Station Coordination Development District. Deconstruction, remediation and construction of the six-block, approximately 19-acre site may be ongoing for the next several years, specifically in the northern half of the site.
 - b. Road B, Road C and North Fairfax Street (north of Road A) are private streets with public access easements with maintenance performed by the Association including maintenance for the sanitary and storm sewers located within the site.
 - c. 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.
 - d. The site is located near the flight path of Ronald Reagan Washington National Airport and noise from departing and arriving aircraft is common throughout the day.
 - e. The site is located 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.

PRGS BLOCKS B & C JOINT CONDITIONS

- f. The major north-south arterial in the neighborhood, the George Washington Memorial Parkway, will see potentially increased traffic based on future conditions.

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 issuance of the Certificate of Occupancy
- **** Condition must be fulfilled prior to release of the bond