



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # DSUP#2025-10011 **Project Name:** PRGS Redevelopment

PROPERTY LOCATION: 1300 N. Royal St. - Block B

TAX MAP REFERENCE: 045.01-01-08 **ZONE:** CDD-30

APPLICANT:

Name: HRP Potomac, LLC

Address: [REDACTED]

PROPERTY OWNER:

Name: HRP Potomac, LLC

Address: [REDACTED]

SUMMARY OF PROPOSAL DSUP request for development of Block B in furtherance of the approved CDD Concept Plan

MODIFICATIONS REQUESTED _____

SUP's REQUESTED CDD SUP for multi-family and commerical uses in CDD-30 and an SUP for a Parking Reduction. See also attached Encroachment application for awnings on Road A.

THE UNDERSIGNED hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Mary Catherine Gibbs, Wire Gill, LLP

Print Name of Applicant or Agent

[REDACTED]

Mailing/Street Address

[REDACTED]

[REDACTED] Zip Code

Signature *Mary Catherine Gibbs*

[REDACTED]

Telephone # _____ Fax _____

[REDACTED]

Email address _____

May 16, 2025 July 3, 2025

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

- The Owner Contract Purchaser Lessee or Other: _____ of
the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than three percent.

See Attached Ownership and Disclosure Statement.

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- Yes.** Provide proof of current City business license.
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. HRP Potomac, LLC		Applicant
2. HRP Potomac Investments, LLC		100% owner of Applicant
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1300 N. Royal St., Alexandria, VA 22314 (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. HRP Potomac, LLC		100% owner of property
2. HRP Potomac Investments LLC		100% owner of property owner
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

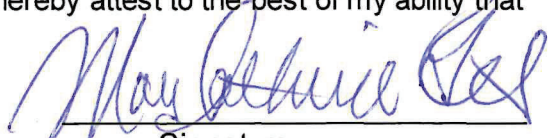
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. HRP Potomac, LLC	None	None
2. HRP Potomac Investments LLC	None	None
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

7/3/25
Date

Mary Catherine Gibbs
Printed Name


Signature

- 2. Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

The Applicant is moving forward with the development of the first three blocks (A, B and C) of the approved CDD Concept Plan (CDD Concept Plan #2021-00004) for the former Potomac River Generating Station (PRGS) site in the Old Town North section of Alexandria. CDD Concept Plan #2021-00004 was approved on July 5, 2022 for mixed-use development of the almost 19 acre site with up to 2.5 million square feet of residential and commercial development, including new arts and cultural uses that extends the Arts District from Old Town North into the site. CDD Concept Plan #2021-00004 also provides for a phased development that provides significant public benefits from the redevelopment over and above the abatement, deconstruction and remediation of the former coal fired power plant site. Among those public benefits is over 10+ acres of new and improved publicly available open space in and around the site as well as a three pronged affordable housing approach including 1) a financial contribution to the Affordable Housing Trust Fund commensurate with the development of each block, 2) dedicated on-site affordable units as part of each phase of the development and 3) a Public Private Partnership (PPP) to create a dedicated affordable housing building (100,000 square feet) subject to future coordination between the City, the Applicant and a third-party affordable housing developer.

Block B is located at the intersection of the extended N. Fairfax Street and the new spine road for the entire site, currently called Road A. It is comprised of two levels of underground parking as well as two levels of a podium with retail spaces, lobbies for the towers above as well as a second level of commercial space that is proposed to be utilized as either retail or other commercial uses, possibly office. Above the two story podium are two residential towers, one condominium with approximately 117 units and one rental with approximately 204 units. The block also provides significant above grade open space with amenity uses on both the top of the podium levels as well as rooftop open space at the top of each tower. Each tower has a height, per the CDD, of approximately 172 feet, within the FAA height restrictions identified as part of the CDD review process. The Applicant will be seeking FAA approval of each of its buildings as part of this redevelopment based on the proximity to Washington Reagan Airport.

Blocks B and C have connected underground parking garages that provide 1043 spaces of parking including tandems (412 for Block B and 631 for Block C). Based on the parking analysis from Gorove Slade found in the Transportation Memo dated May 16, 2025, a parking reduction is being requested and is justified based on existing parking use and demand in the region.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

24/7

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

It will depend on the retail and commercial uses ultimately determined for the site. Each residential tower will also have an management office.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
7 days	24 hours		

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons. Typical noise associated with a mixed use development of this size.

B. How will the noise from patrons be controlled?

Each of the residential towers will be secured and controlled for entry by residents and their guests only. The retail and commercial uses will be open to the public but will be contained within the buildings themselves except for the areas of outdoor dining that may come with restaurant/retail uses.

7. Describe any potential odors emanating from the proposed use and plans to control them:

NA

8. Provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

Typical levels of trash from uses of this size and type.

B. How much trash and garbage will be generated by the use?

Typical amount of trash from uses of this size and type.

C. How often will trash be collected?

At least one to two times per week, maybe more for particular uses that may be determined in the retail/commercial spaces.

D. How will you prevent littering on the property, streets and nearby properties?

On site management will ensure the property is appropriately controlled to keep the area free from litter to the greatest extent possible. In addition, the Applicant will be installing trash and recycling receptacles on the site.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Limited amounts of cleaning products and paint to utilized by management in the upkeep of the property.

11. What methods are proposed to ensure the safety of residents, employees and patrons?

All the building will be secured.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

Yes. **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

Likely future food and beverage uses will serve alcohol and they will be responsible for obtaining their own Va. ABC licenses.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?
463-479 (based on minimum parking requirements depending on retail vs. office mix in podium)

B. How many parking spaces of each type are provided for the proposed use:
205 Standard spaces
165 Compact spaces
17 Handicapped accessible spaces (Standard and Van Accessible)
25 (tandem) Other

412 TOTAL

- C. Where is required parking located? (check one) on-site off-site

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 3
- B. How many loading spaces are available for the use? 3
- C. Where are off-street loading facilities located? Off of Road B.
- D. During what hours of the day do you expect loading/unloading operations to occur? 7a.m. to 11 p.m., Monday through Saturday, or less depending on demand.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Daily and likely multiple times per day.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

A new street grid is being developed as part of this overall development and street access is adequate in the new development.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

Minimum parking required is 487-502, and 412 spaces are provided, including 25 tandem spaces.

2. Provide a statement of justification for the proposed parking reduction.

The Applicant submitted a parking justification within the Transportation memo that was submitted with the DSUP. It is our understanding that the City is supportive if this request.

3. Why is it not feasible to provide the required parking?

The cost of underground parking is excessive, particularly for this site considering the overall cost of remediation of the site and going to a third parking level is cost prohibitive.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

Yes. No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # DSUP#2025-100012 **Project Name:** PRGS Redevelopment

PROPERTY LOCATION: 1300 N. Royal St.- Block C

TAX MAP REFERENCE: 045.01-01-08 **ZONE:** CDD-30

APPLICANT:

Name: HRP Potomac, LLC

Address: [REDACTED]

PROPERTY OWNER:

Name: HRP Potomac, LLC

Address: [REDACTED]

SUMMARY OF PROPOSAL DSUP request for development of Block C in furtherance of the approved CDD Concept Plan

MODIFICATIONS REQUESTED _____

SUP's REQUESTED CDD SUP for multi-family and commercial uses in CDD-30 and an SUP for a Parking Reduction.

THE UNDERSIGNED hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Mary Catherine Gibbs, Wire Gill, LLP

Print Name of Applicant or Agent

[REDACTED]

Mailing/Street Address

[REDACTED]

City and State

Zip Code

Mary Catherine Gibbs
Signature

[REDACTED]

Telephone #

Fax #

[REDACTED]

Email address

July 11, 2025

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

- The Owner Contract Purchaser Lessee or Other: _____ of
the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than three percent.

See Attached Ownership and Disclosure Statement.

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- Yes.** Provide proof of current City business license.
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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Name	Address	Percent of Ownership
1. HRP Potomac, LLC		Applicant
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3.		

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Name	Address	Percent of Ownership
1. HRP Potomac, LLC		100% owner of property
2. HRP Potomac Investments LLC		100% owner of property owner
3.		

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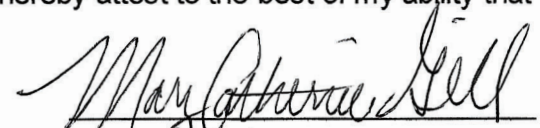
For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. HRP Potomac, LLC	None	None
2. HRP Potomac Investments LLC	None	None
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

7/11/24 Mary Catherine Gibbs
 Date Printed Name


 Signature

- 2. Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

The Applicant is moving forward with the development of the first three blocks (A, B and C) of the approved CDD Concept Plan (CDD Concept Plan #2021-00004) for the former Potomac River Generating Station (PRGS) site in the Old Town North section of Alexandria. CDD Concept Plan #2021-00004 was approved on July 5, 2022 for mixed-use development of the almost 19 acre site with up to 2.5 million square feet of residential and commercial development, including new arts and cultural uses that extends the Arts District from Old Town North into the site. CDD Concept Plan #2021-00004 also provides for a phased development that provides significant public benefits from the redevelopment over and above the abatement, deconstruction and remediation of the former coal fired power plant site. Among those public benefits is over 10+ acres of new and improved publicly available open space in and around the site as well as a three pronged affordable housing approach including 1) a financial contribution to the Affordable Housing Trust Fund commensurate with the development of each block, 2) dedicated on-site affordable units as part of each phase of the development and 3) a Public Private Partnership (PPP) to create a dedicated affordable housing building (100,000 square feet) subject to future coordination between the City, the Applicant and a third-party affordable housing developer.

Block C is located at the intersection of the extended the new spine road for the entire site, currently called Road A, and the extension of N. Royal Street. It is comprised of two levels of underground parking as well as one level of a podium with retail and lobbies for the towers above. Above the one story podium are two residential towers, one condominium with approximately 96 units and one rental with approximately 398 units. The block also provides significant above grade open space with amenity uses on both the top of the podium level as well as rooftop open space at the top of each tower. Each tower has a height, per the CDD, of approximately 172 feet, within the FAA height restrictions identified as part of the CDD review process. The Applicant will be seeking FAA approval of each of its buildings as part of this redevelopment based on the proximity to Washington Reagan Airport.

Blocks B & C have connected underground parking garages that provide 1043 parking spaces (412 in Block B and 631 in Block C). Based on the parking analysis from Gorove Slade found in the Transportation Memo dated May 16, 2025, a parking reduction is being requested and is justified based on existing parking use and demand in the region.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

24/7

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

It will depend on the retail and commercial uses ultimately determined for the site. Each residential tower will also have an management office.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
7 days	24 hours		

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Typical noise associated with a mixed use development of this size.

B. How will the noise from patrons be controlled?

Each of the residential towers will be secured and controlled for entry by residents and their guests only. The retail and commercial uses will be open to the public but will be contained within the buildings themselves except for the areas of outdoor dining that may come with restaurant/retail uses.

7. Describe any potential odors emanating from the proposed use and plans to control them:

NA

8. Provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

Typical levels of trash from uses of this size and type.

B. How much trash and garbage will be generated by the use?

Typical amount of trash from uses of this size and type.

C. How often will trash be collected?

At least one to two times per week, maybe more for particular uses that may be determined in the retail/commercial spaces.

D. How will you prevent littering on the property, streets and nearby properties?

On site management will ensure the property is appropriately controlled to keep the area free from litter to the greatest extent possible. The Applicant will also be installing trash and recycling receptacles around the site.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

Limited amounts of cleaning products and paint to utilized by management in the upkeep of the property.

11. What methods are proposed to ensure the safety of residents, employees and patrons?

All the building will be secured.

ALCOHOL SALES

12. Will the proposed use include the sale of beer, wine or mixed drinks?

Yes. **No.**

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

Likely future food and beverage uses will serve alcohol and they will be responsible for obtaining their own Va. ABC licenses.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availability of off-street parking:

A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

686 (based on minimum parking requirements)

B. How many parking spaces of each type are provided for the proposed use:

354 Standard spaces

154 Compact spaces

12 Handicapped accessible spaces (Standard and Van Accessible)

111 (tandem) Other

631 TOTAL

- C. Where is required parking located? (check one) **on-site** **off-site**

If the required parking will be located off-site, where will it be located?

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 2
- B. How many loading spaces are available for the use? 4
- C. Where are off-street loading facilities located? In the mid-block alley off of Road B.
- D. During what hours of the day do you expect loading/unloading operations to occur? 7a.m. to 11 p.m., Monday through Saturday, or less depending on demand.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Daily and likely multiple times per day.

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

A new street grid is being developed as part of this overall development and street access is adequate in the new development.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

Minimum parking required is 721, and 631 spaces are provided, including 111 tandem spaces.

2. Provide a statement of justification for the proposed parking reduction.

The Applicant submitted a parking justification within the Transportation memo that was submitted with the DSUP. It is our understanding that the City is supportive of this request.

3. Why is it not feasible to provide the required parking?

The cost of underground parking is excessive, particularly for this site considering the overall cost of remediation of the site and going to a third parking level is cost prohibitive.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

Yes. No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a **Parking Management Plan** which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood.



APPLICATION

ENCROACHMENT

PROPERTY LOCATION: 1300 N. Royal St. (Block B)

TAX MAP REFERENCE: 045.01-01-08 **ZONE:** CDD-30

APPLICANT

Name: HRP Potomac, LLC

Address: [REDACTED]

PROPERTY OWNER

Name: HRP Potomac, LLC

Address: [REDACTED]

PROPOSED USE: Encroachment for Canopy over entrance to rental tower on Block B on New Road A. See Encroachment exhibit.

INSURANCE CARRIER (copy attached) to be provided after Road A is dedicated **POLICY #** _____

A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

- THE UNDERSIGNED hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.
- THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.
- THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

Mary Catherine Gibbs, Wire Gill, LLP

Print Name of Applicant or Agent

[REDACTED]

Mailing/Street Address

[REDACTED]

City and State

Zip Code

Mary Catherine Gibbs
Signature

[REDACTED]

Telephone # Fax #

[REDACTED]

Email address

May 16, 2025

Date

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. HRP Potomac, LLC		Applicant
2. HRP Potomac Investments, LLC		100% owner of Applicant
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1300 N. Royal St., Alexandria, VA 22314 (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. HRP Potomac, LLC		100% owner of property
2. HRP Potomac Investments LLC		100% owner of property owner
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose any business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. HRP Potomac, LLC	None	None
2. HRP Potomac Investments LLC	None	None
3.		

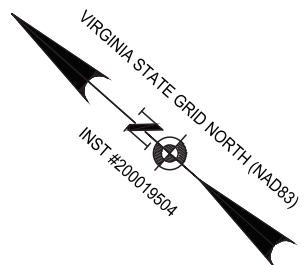
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/16/25
Date

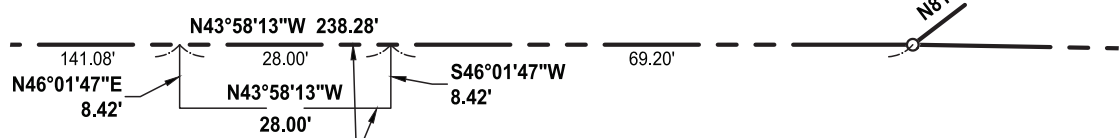
Mary Catherine Gibbs
Printed Name


Signature



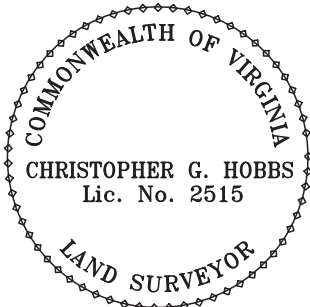
PARCEL ID # _____
 LOT 700
 2ND ADDITION TO LAND
 ASSEMBLAGE AT POTOMAC
 RIVER GENERATING STATION
 INST # _____

PARCEL ID # _____
LOT 702
2ND ADDITION TO LAND
ASSEMBLAGE AT POTOMAC
RIVER GENERATING STATION
 INST # _____



**ENCROACHMENT HEREBY
 GRANTED
 236 SQ. FT.**

ROAD A
 66' PUBLIC RIGHT-OF-WAY
 INST # _____



NOTES

1. THE PROPERTY SHOWN HEREON IS LOCATED IN THE CITY OF ALEXANDRIA AND IDENTIFIED AS PARCEL ID # _____.
2. CURRENT OWNER: HRP POTOMAC, LLC, AS RECORDED IN INSTRUMENT #200019599.
3. A PRELIMINARY PLAT ON LOTS 700, 701, 702 AND 703, 2ND ADDITION TO LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION WAS RECORDED IN INSTRUMENT # _____, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.

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ENCROACHMENT EXHIBIT
LOT 702
2ND ADDITION TO LAND
ASSEMBLAGE AT POTOMAC
RIVER GENERATING STATION
 INSTRUMENT # _____
 CITY OF ALEXANDRIA, VIRGINIA

PROJ NO:	17005.002.00
DRAWN:	EAS
CHECKED:	CGH
DATE:	06/26/2025
DRAWING NO:	114233

SCALE: 1" = 20'
 SHEET:
1 of 1

P:\P\Projects\17005\00200\SURVEYS\Plats\Easement\114233 - Encroachment Plat.dwg, 8.5x14 WCK-FHLS, 7/2/2025 4:37:40 PM



2nd Addition to Land Assemblage at
Potomac River Generating Station
Description of Encroachment Area
Into
Road "A"
Alexandria, Virginia
July 2, 2025

Commencing at a point in the common line of Lot 702 and Road "A", said point also being the southwest corner of Lot 702 and a corner common to Lot 700;

Thence with the said common line of Lot 702 and Road "A" N 43°58'13" W for 69.20 feet to a point, said point being the TRUE POINT OF BEGINNING:

Thence from said TRUE POINT OF BEGINNING, and into Road "A" S 46°01'47" W for 8.42 feet to a point;

Thence N 43°58'13" W for 28.00 feet to a point;

Thence N 46°01'47" E for 8.42 feet to a point in the aforementioned common line of Lot 702 and Road "A";

Thence with the common line of Lot 702 and Road "A" S 43°58'13" E for 28.00 feet to the TRUE POINT OF BEGINNING and containing 236 square feet more or less.



APPLICATION

SUBDIVISION OF PROPERTY

SUB # _____

PROPERTY LOCATION: 1300 N. Royal St.

TAX MAP REFERENCE: 045.01-01-08 **ZONE:** CDD-30

APPLICANT:

Name: HRP POTOMAC LLC

Address: _____

PROPERTY OWNER:

Name: HRP POTOMAC LLC

Address: _____

SUBDIVISION DESCRIPTION

Resubdivision of Parcel (Lot 500) to dedicate a public road and grant certain easements on the PRGS site.

- THE UNDERSIGNED**, hereby applies for Subdivision in accordance with the provisions of Section 11-1700 of the Zoning Ordinance of the City of Alexandria, Virginia.
- THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.
- THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- THE UNDERSIGNED**, also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Mary Catherine Gibbs, Wire Gill, LLP

Print Name of Applicant or Agent

Mailing/Street Address

City and State

Zip Code

Mary Catherine Gibbs

Signature

Telephone #

Fax #

Email address

April 7, 2026

Date

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)

the Owner Contract Purchaser Lessee or Other: _____ of
the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership in which case identify each owner of more than three percent.

See attached Ownership and Disclosure Statement

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?

- Yes.** Provide proof of current City business license.
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. HRP Potomac, LLC		Applicant
2. HRP Potomac Investments, LLC		100% owner of Applicant
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 1300 N. Royal St., Alexandria, VA 22314 (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. HRP Potomac, LLC		100% owner of property
2. HRP Potomac Investments, LLC		100% owner of property owner
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose any business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. HRP Potomac, LLC	None	None
2. HRP Potomac Investments, LLC	None	None
3.		

NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

4/7/20 Mary Catherine Gibbs
Date Printed Name


Signature

WAIVER OF RIGHT TO AUTOMATIC APPROVAL

**SUBMITTED TO
THE DEPARTMENT OF PLANNING & ZONING
CITY OF ALEXANDRIA, VIRGINIA**

PROJECT NAME: Redevelopment of PRGS Site

PROJECT ADDRESS: 1300 N. Royal Street, Alexandria, VA 22314

DESCRIPTION OF REQUEST:

Resubdivision of Parcel (Lot 500) to dedicate a public road and grant certain easements on the PRGS site.

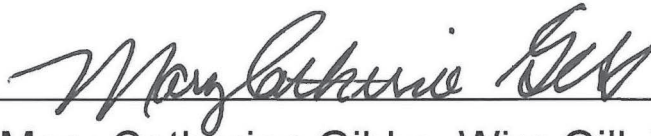
THE UNDERSIGNED, hereby waives the right to the 45 day automatic approval provision of Section 11-1708 (B)(2) of the Zoning Ordinance of the City of Alexandria, Virginia, for the application stated above. Waiver is only effective as to the date of the June 3, 2026 Planning Commission hearing.

Date: April 7, 2026

Applicant

Agent

Signature: _____

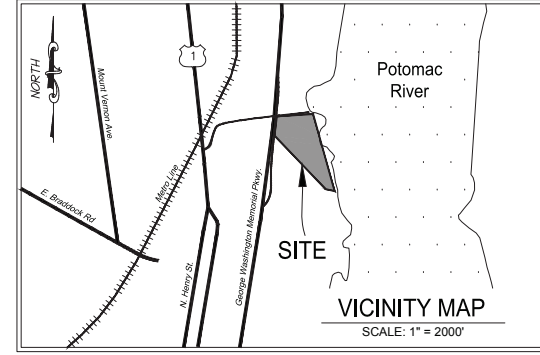


Printed Name: _____

Mary Catherine Gibbs, Wire Gill, LLP

GENERAL NOTES

1. THE PROPERTY SHOWN HEREON IS IDENTIFIED ON THE CITY OF ALEXANDRIA, VIRGINIA GEOGRAPHIC INFORMATION SYSTEM AS MAP #045.01-01-08, AND IS ZONED CDD 30.
2. THE PROPERTY SHOWN HEREON IS NOW IN THE NAME OF HRP POTOMAC, LLC, RECORDED IN INSTRUMENT #200019599 AND INSTRUMENT #230011737, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA. THE OWNER'S ADDRESS IS 5 REVERE DRIVE, SUITE 206 NORTHBROOK, IL, 60062.
3. HORIZONTAL DATUM SHOWN HEREON IS REFERENCED TO VIRGINIA STATE GRID NORTH (NAD83) AS REFERENCED TO A PLAT RECORDED IN INSTRUMENT #200019504 AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
4. A TITLE REPORT WAS FURNISHED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NO. DC1900795 WITH AN EFFECTIVE DATE OF APRIL 3, 2020 AND WAS REVIEWED AND ADDRESSED BY THIS FIRM ON AN ALTA SURVEY TITLED, "POTOMAC ELECTRIC POWER COMPANY", LAST REVISED NOVEMBER 13, 2024.
5. THIS IS A SUBDIVISION AND EASEMENT PLAT ON LOT 500, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION, AS RECORDED IN INSTRUMENT #230011737, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
6. DURING THE PROCESS OF OUR PHYSICAL SURVEY NO INDICATIONS OF A CEMETERY WERE FOUND, NO FURTHER INSPECTION OF THIS PROPERTY HAS BEEN MADE FOR POSSIBLE CEMETERIES.
7. THE PROPERTY SHOWN HEREON IS LOCATED ON THE F.E.M.A. FLOOD INSURANCE RATE MAP (FIRM), NO. 1100010058C WITH A REVISION DATE OF SEPTEMBER 27, 2010 AND NO. 5155190033E, WITH AN EFFECTIVE DATE OF JUNE 16, 2011, DESIGNATED AS:
 - ZONE "X", AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN
 - ZONE "SHADED X", AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD
 - ZONE "AE", AREAS WITH BASE FLOOD ELEVATION (BFE) OR DEPTH.
8. THE SURVEYOR HAS NOT BEEN MADE AWARE OF ANY SOIL CONTAMINATIONS, UNDERGROUND STORAGE TANKS, AREAS WITHIN 1,000 FEET OF A FORMER SANITARY LANDFILL, DUMP, OR DISPOSAL AREA, OR AREAS WITH THE POTENTIAL FOR GENERATING COMBUSTIBLE GASES ON THIS PROPERTY.
9. THE PROPERTY SHALL RETAIN AN UNDISTURBED AND VEGETATED 100-FOOT-WIDE BUFFER AREA, SUBJECT TO APPROVAL OF THE DSUP FOR THE WATERFRONT PARK.
10. PERMITTED DEVELOPMENT IN THE RESOURCE PROTECTION AREA IS LIMITED TO WATER DEPENDENT FACILITIES OR REDEVELOPMENT AS APPROVED THROUGH THE PRGS COORDINATED DEVELOPMENT DISTRICT, INCLUDING THE 100-FOOT-WIDE VEGETATED BUFFER AREA, SUBJECT TO APPROVAL OF THE DSUP FOR THE WATERFRONT PARK.
11. FUTURE PUBLIC STREET EXTENSIONS WITH RIGHT-OF-WAY ARE SUBJECT TO COORDINATION WITH ADJACENT PROPERTY OWNER UNDER SEPARATE COVER. RESERVATION IS SUBJECT TO THE TERMS OF INFRASTRUCTURE DEVELOPMENT SITE PLAN APPROVAL (#2023-00001) CONDITION #38.
12. A FUTURE ROADWAY CONNECTION MAY BE REQUESTED ON LOT 601 (FOR THE POTENTIAL EAST-WEST CONNECTION) CONSISTENT WITH THE CONNECTIONS OF CDD#2021-00004.



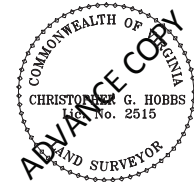
AREA TABULATION

BEFORE SUBDIVISION	
LOT 500	821,848 SQ. FT. OR 18.86704 ACRES
AFTER SUBDIVISION	
RIGHT-OF-WAY DEDICATION	124,805 SQ. FT. OR 2.86513 ACRES
LOT 600	599,334 SQ. FT. OR 13.75882 ACRES
LOT 601	85,490 SQ. FT. OR 1.96258 ACRES
LOT 602	12,219 SQ. FT. OR 0.28051 ACRES
TOTAL	821,848 SQ. FT. OR 18.86704 ACRES

APPROVED DATE _____
CHAIRMAN OF CITY PLANNING COMMISSION
APPROVED DATE _____
DIRECTOR OF PLANNING AND ZONING
APPROVED DATE _____
DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

SURVEYOR'S CERTIFICATION

I, CHRISTOPHER G. HOBBS, A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT I HAVE CAREFULLY SURVEYED THE PROPERTY DELINEATED BY THIS PLAT, AND THAT IT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF. THAT THIS IS A SUBDIVISION OF PART (OR ALL) OF THE LAND CONVEYED BY POTOMAC ELECTRIC POWER COMPANY TO HRP POTOMAC, LLC BY DEED DATED SEPTEMBER 30, 2020 AND RECORDED AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA IN INSTRUMENT #200019599 AND INSTRUMENT #230011737 AND IS WITHIN THOSE BOUNDARIES, AND THAT ALL REQUIRED MONUMENTS HAVE BEEN INSTALLED WHERE INDICATED, EXCEPT THOSE THAT WILL BE INSTALLED AT A LATER DATE BUT BEFORE COMPLETION OF THE PROJECT.



REV#	DATE	REVISION



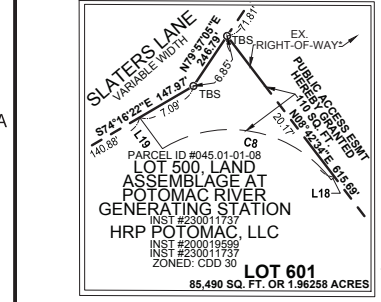
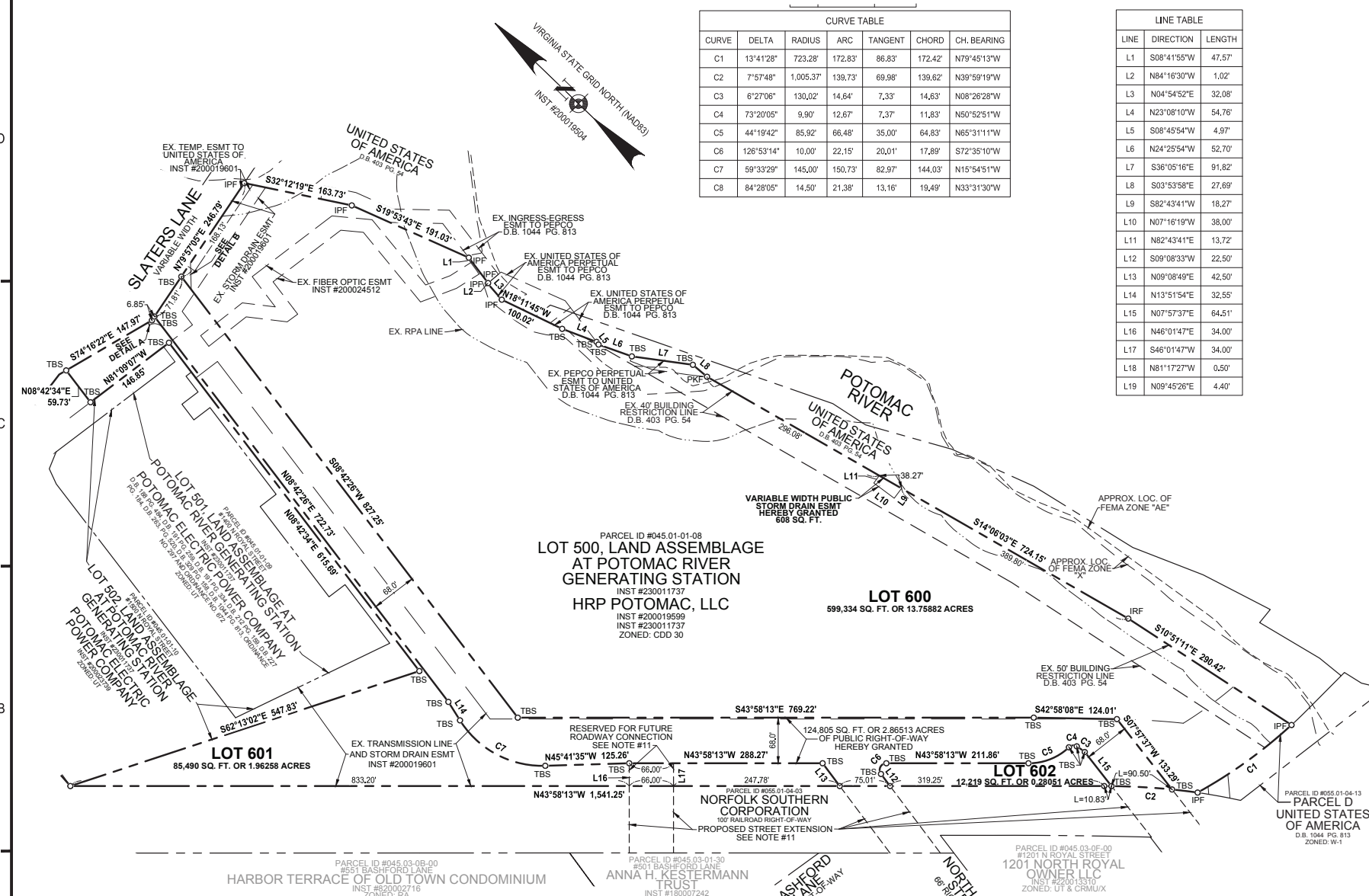
9501 INNOVATION DRIVE
SUITE 200
MANASSAS, VA 20110
PH: 703.393.9887
www.imegcorp.com
christopher consultants, ltd. now IMEG Corp.

FINAL PLAT
 SHOWING RIGHT-OF-WAY DEDICATION, CREATION OF VARIOUS EASEMENTS AND LOTS 600, 601 AND 602, 1ST ADDITION TO LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
 BEING A SUBDIVISION OF LOT 500, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
 INSTRUMENT #230011737
 CITY OF ALEXANDRIA, VIRGINIA

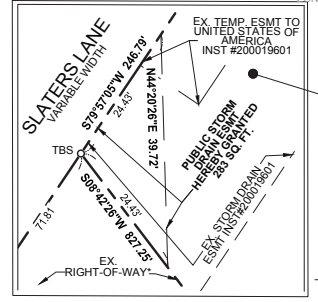
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DRAWING NO.: 114584
SCALE: N/A
DATE: 03/10/2026
DRAWN: EAS CHECKED: MB/CGH
SHEET No. 1 of 2

CURVE TABLE						
CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD	CH. BEARING
C1	13°41'28"	723.28'	172.83'	86.83'	172.42'	N79°45'13"W
C2	7°57'48"	1,005.37'	139.73'	69.98'	139.62'	N39°59'19"W
C3	6°27'06"	130.02'	14.64'	7.33'	14.63'	N08°26'28"W
C4	73°20'05"	9.90'	12.67'	7.37'	11.83'	N50°52'51"W
C5	44°19'42"	85.92'	66.48'	35.00'	64.83'	N65°31'11"W
C6	126°53'14"	10.00'	22.15'	20.01'	17.89'	S72°35'10"W
C7	59°33'29"	145.00'	150.73'	82.97'	144.03'	N15°54'51"W
C8	84°28'05"	14.50'	21.38'	13.16'	10.49'	N33°31'30"W

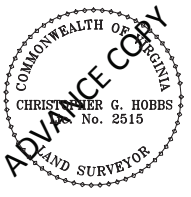
LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S08°41'55"W	47.57'
L2	N84°16'30"W	1.02'
L3	N04°54'52"E	32.08'
L4	N23°08'10"W	54.76'
L5	S08°45'54"W	4.97'
L6	N24°25'54"W	52.70'
L7	S36°05'16"E	91.82'
L8	S03°53'58"E	27.89'
L9	S82°43'41"W	18.27'
L10	N07°16'19"W	38.00'
L11	N82°43'41"E	13.72'
L12	S09°08'33"W	22.50'
L13	N09°08'49"E	42.50'
L14	N13°51'54"E	32.55'
L15	N07°57'37"E	64.51'
L16	N46°01'47"E	34.00'
L17	S46°01'47"W	34.00'
L18	N81°17'27"W	0.50'
L19	N09°45'26"E	4.40'



DETAIL A
SCALE: 1" = 10'



DETAIL B
SCALE: 1" = 10'



FINAL PLAN
 SHOWING RIGHT-OF-WAY DEDICATION, CREATION OF VARIOUS EASEMENTS AND
 LOTS 600, 601 AND 602, 1ST ADDITION TO LAND ASSEMBLAGE AT
 POTOMAC RIVER GENERATING STATION
 BEING A SUBDIVISION OF
 LOT 500, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
 INSTRUMENT #230011737
 CITY OF ALEXANDRIA, VIRGINIA

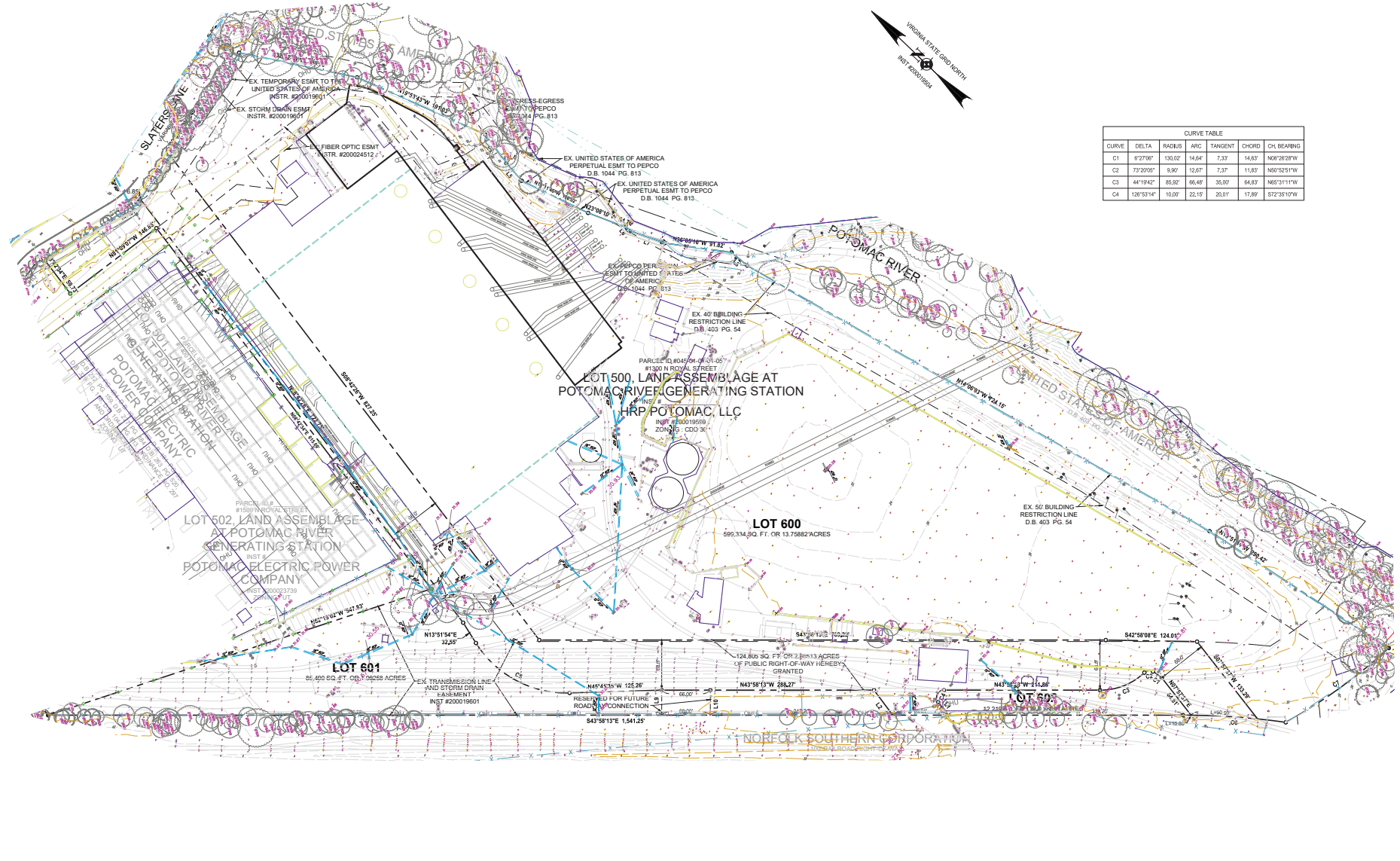
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DRAWING NO.:	114584
SCALE:	1" = 100'
DATE:	03/10/2026
DRAWN BY:	EAS
CHECKED BY:	MB/CGH
SHEET NO.:	



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 christopher consultants, ltd. now IMEG Corp.

1 2 3 4 5 6

D
C
B
A



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S09°08'37"W	22.60'

CURVE TABLE						
CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD	CH BEARING
C1	8°27'00"	135.02'	14.64'	7.33'	14.63'	N08°02'00"W
C2	73°20'00"	8.80'	12.67'	7.37'	11.83'	S69°52'51"W
C3	44°19'42"	85.92'	46.48'	35.00'	64.83'	S63°51'11"W
C4	128°53'14"	10.00'	22.15'	20.81'	17.69'	S72°38'10"W

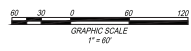
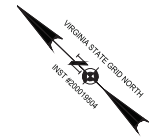






EXHIBIT
 SHOWING RIGHT-OF-WAY DEDICATION AND
**LOTS 600, 601, AND 602, LAND ASSEMBLAGE AT
 POTOMAC RIVER GENERATING STATION
 OVERLAY WITH EXISTING TOPOGRAPHY**
 CITY OF ALEXANDRIA, VIRGINIA

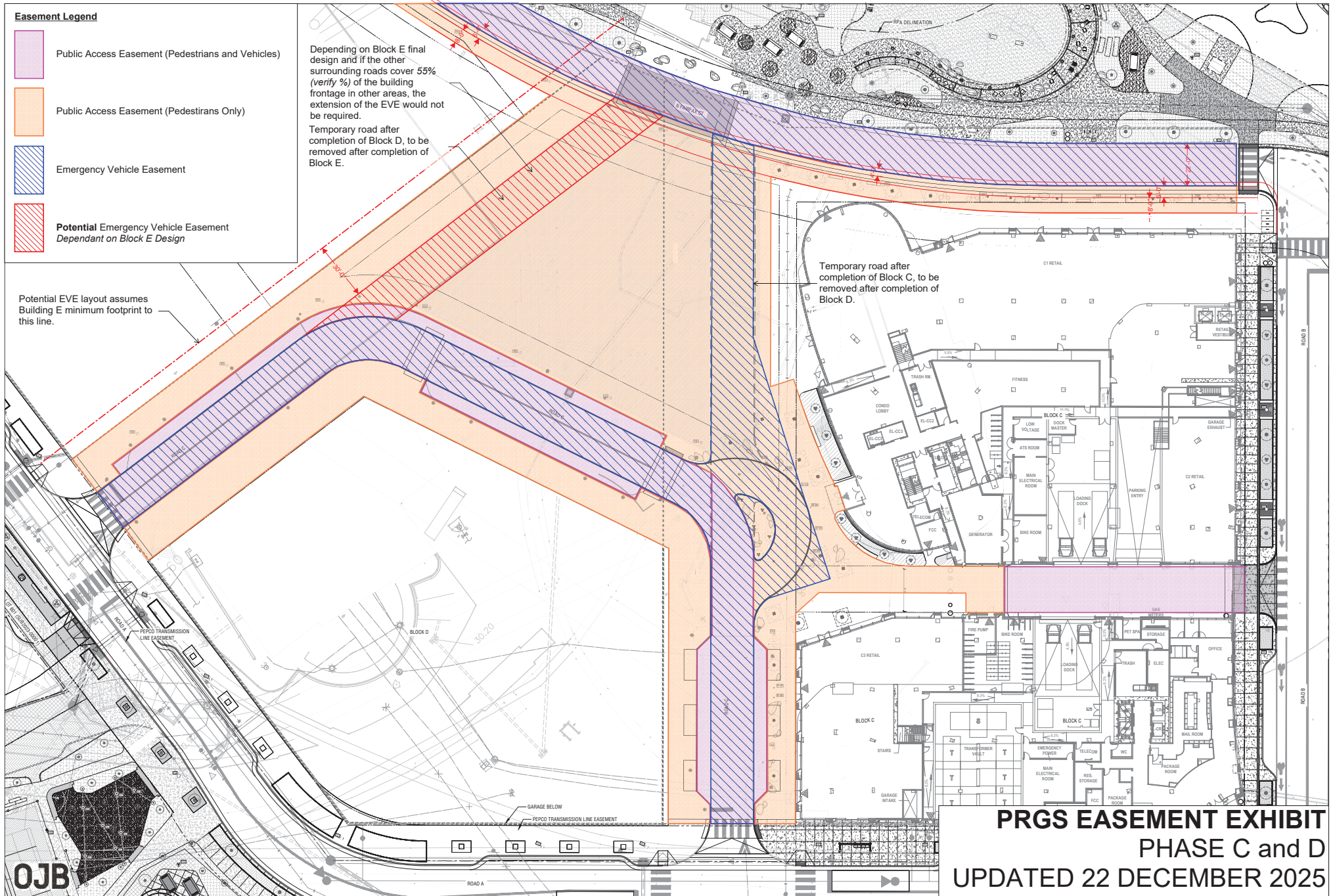
PROJECT: 17005.002.00
DRAWING NO.: 112348
SCALE: 1" = 60'
DATE: 01/12/2023
DRAWN: KMM
CHECKED: KMM
SHEET No.

Easement Legend

-  Public Access Easement (Pedestrians and Vehicles)
-  Public Access Easement (Pedestrians Only)
-  Emergency Vehicle Easement
-  Potential Emergency Vehicle Easement
Dependant on Block E Design

Depending on Block E final design and if the other surrounding roads cover 55% (verify %) of the building frontage in other areas, the extension of the EVE would not be required.
Temporary road after completion of Block D, to be removed after completion of Block E.

Potential EVE layout assumes Building E minimum footprint to this line.



PRGS EASEMENT EXHIBIT
PHASE C and D
UPDATED 22 DECEMBER 2025

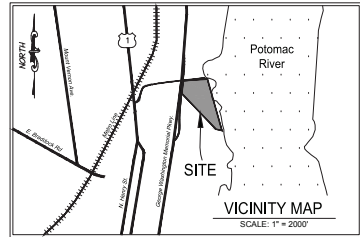
1 2 3 4 5 6

D
C
B
A



CURVE TABLE						CURVE TABLE							
CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD	CH BEARING	CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD	CH BEARING
C1	13°47'28"	723.28	172.83	86.83	172.42	N78°45'13"W	C16	51°54'31"	4.07	4.08	2.19	3.94	S11°51'13"W
C2	2°11'20"	1,066.37	38.41	18.21	38.40	N03°06'00"W	C16	24°37'57"	179.03	76.90	39.08	76.30	S01°47'54"E
C3	19°05'07"	576.00	152.87	97.33	191.58	S34°25'50"E	C17	34°44'17"	30.21	18.31	9.49	18.63	S17°42'20"E
C4	29°52'10"	125.00	65.17	33.34	64.43	S29°02'06"E							
C7	29°14'52"	161.00	65.33	33.12	64.88	S02°28'37"E							
C8	6°30'21"	684.50	68.04	34.38	68.00	N08°08'12"W							
C12	19°05'11"	553.50	184.38	93.08	183.53	S34°25'50"E							
C13	30°29'34"	151.00	54.01	27.30	53.72	S24°20'50"E							
C14	51°54'31"	5.50	4.88	2.88	4.81	S11°51'13"W							

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S98°41'55"W	47.87
L2	N84°16'32"W	1.02
L3	S04°54'32"W	32.08
L4	S23°08'10"E	54.70
L5	S98°42'54"W	4.97
L6	S24°22'54"E	52.70
L7	S00°22'54"E	27.81
L8	N81°22'02"W	29.80
L9	S03°53'59"E	27.89
L10	N46°01'47"E	273.28
L11	S10°52'39"E	73.87



GENERAL NOTES

1. THE PROPERTY SHOWN HEREOF IS IDENTIFIED ON THE CITY OF ALEXANDRIA, VIRGINIA GEOGRAPHIC INFORMATION SYSTEM AS MAP # _____ AND IS ZONED CDD 30.
2. THE PROPERTY SHOWN HEREOF IS NOW IN THE NAME OF HRP POTOMAC, LLC, RECORDED IN INSTRUMENT #20010599, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA, THE OWNER'S ADDRESS IS 5 REVERE DRIVE, SUITE 200 NORTHBROOK, IL, 60062.
3. HORIZONTAL DATUM SHOWN HEREOF IS REFERENCED TO VIRGINIA STATE GRID NORTH (NAD83) AS REFERENCED TO A PLAT RECORDED IN INSTRUMENT #20010504 AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
4. A TITLE REPORT WAS FURNISHED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY, COMMITMENT NO. DC190276 WITH AN EFFECTIVE DATE OF APRIL 3, 2020 AND WAS REVIEWED AND APPROVED BY THIS FIRM ON AN ALTA SURVEY TITLED, "POTOMAC ELECTRIC POWER COMPANY", LAST REVISED SEPTEMBER 27, 2021.
5. THIS PLAT IS A SUBDIVISION OF LOT 600, 1ST ADDITION TO LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION, AS RECORDED IN INSTRUMENT # _____ AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
6. DURING THE PROCESS OF OUR PHYSICAL SURVEY NO INDICATIONS OF A CEMETERY WERE FOUND, NO FURTHER INSPECTION OF THIS PROPERTY HAS BEEN MADE FOR POSSIBLE CEMETERIES.
7. THE PROPERTY SHOWN HEREOF IS LOCATED ON THE F.E.M.A. FLOOD INSURANCE RATE MAP (FIRM), NO. 1100010050 WITH A REVISION DATE OF SEPTEMBER 27, 2010 AND NO. 515010035, WITH AN EFFECTIVE DATE OF JUNE 16, 2011, DESIGNATED AS:
 - ZONE "X", AN AREA DETERMINED TO BE OUTSIDE THE 1% ANNUAL CHANCE FLOODPLAIN.
 - ZONE "SHADED X", AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVES FROM 1% ANNUAL CHANCE FLOOD.
 - ZONE "AE", AREAS WITH BASE FLOOD ELEVATION (BFE) OR DEPTH.
8. CONTAMINATION IS KNOWN TO BE ON THE PROPERTY. SEE DSUP #2005-10011 SHEET C105 AND DSUP #2005-10012 SHEET C105 FOR AREAS OF POTENTIAL ENVIRONMENTAL IMPACT.
9. THE PROPERTY SHALL RETAIN AN UNDISTURBED AND VEGETATED 100-FOOT-WIDE BUFFER AREA, SUBJECT TO APPROVAL OF THE DSUP FOR THE WATERFRONT PARK.
10. PERMITTED DEVELOPMENT IN THE RESOURCE PROTECTION AREA IS LIMITED TO WATER DEPENDENT FACILITIES OR REDEVELOPMENT, INCLUDING THE 100-FOOT-WIDE VEGETATED BUFFER AREA, SUBJECT TO APPROVAL OF THE DSUP FOR THE WATERFRONT PARK.

APPROVED DATE _____

CHAIRMAN OF CITY PLANNING COMMISSION

APPROVED DATE _____

DIRECTOR OF PLANNING AND ZONING

APPROVED DATE _____

DIRECTOR OF TRANSPORTATION AND ENVIRONMENTAL SERVICES

AREA TABULATION BEFORE SUBDIVISION

LOT 600 599,334 SQ. FT. OR 13,758.82 ACRES

AFTER SUBDIVISION

LOT 700 447,081 SQ. FT. OR 10,262.28 ACRES
 LOT 701 46,874 SQ. FT. OR 1,076.68 ACRES
 LOT 702 75,379 SQ. FT. OR 1,730.66 ACRES
 TOTAL 599,334 SQ. FT. OR 13,758.82 ACRES

VERTICAL SUBDIVISION NOTE

LOTS 700-702 WILL BE FURTHER DIVIDED AT FUTURE ELEVATIONS TO BE DETERMINED TO CREATE SEPARATE LOTS FOR UNDERGROUND GARAGE AND BUILDINGS ABOVE.

LEGEND

- IPF IRON PIPE FOUND
- IRF IRON ROD FOUND
- TBS TO BE SET
- PRF PFWAL FOUND



SURVEYOR'S CERTIFICATION

I, _____ A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT I HAVE CAREFULLY SURVEYED THE PROPERTY DELINEATED BY THIS PLAT AND THAT IT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THIS IS A SUBDIVISION OF PART OR ALL OF THE LAND CONVEYED BY POTOMAC ELECTRIC POWER COMPANY TO HRP POTOMAC, LLC BY DEED DATED SEPTEMBER 30, 2020 AND RECORDED AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA IN INSTRUMENT #20010599 AND IS WITHIN THOSE BOUNDARIES, AND THAT ALL REQUIRED MONUMENTS HAVE BEEN INSTALLED WHERE NECESSARY EXCEPT THOSE THAT WILL BE INSTALLED AT A LATER DATE BUT BEFORE COMPLETION OF THE PROJECT.

REV#	DATE	REVISION



PRELIMINARY PLAT
 LOTS 700, 701, AND 702, 2ND ADDITION TO LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION BEING A SUBDIVISION OF LOT 600, 1ST ADDITION TO LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION (SUBJECT #20010599)
 CITY OF ALEXANDRIA, VIRGINIA

PROJECT: 17055.002.00
 DRAWING NO.: 112479
 SCALE: 1" = 40'
 DATE: 05/06/2025
 DRAWN: EAS
 CHECKED: M/BCGH
 SHEET NO.

HRP ALX

Design Excellence Matrix Block B



PREREQUISITE	TEXT	Y/N	APPLICANT COMMENTS	STAFF COMMENTS
P1: Superior Urban Form	<p>Within an individual DSUP application, a building or group of two or more buildings, which, as a composition, create a unique and memorable urban place, through a combination of their spatial relationships, public spaces, exterior design, materiality, and massing. Blocks are planned with a mix of uses and developed and designed with site-wide consideration of individual buildings and spaces. Buildings or spaces in a prominent location or with a prominent use are designed to reflect their contextual importance, including key locations such as the North Fairfax and Slater's Lane gateways, and the central plaza.</p> <p>Examples include – Interplay of uses between levels; forms that frame water views; controlled relationships between ground plane & upper levels; and architecture & landscape designed holistically.</p>		<p>Block B's two residential towers are complimentary in massing and employ height variety to create distinct viewsheds of the Potomac River and Washington, D.C. and Maryland skylines, both through the block and in relationship to Blocks A and C.</p> <p>The condominium tower provides a sense of place closest to the waterfront with a strong diagonal gesture, which reaches from the ground floor to the penthouse, emphasizing a connection to the water with balconies at every level. The materiality proposed is a refined and contemporary take on traditional masonry proportions.</p> <p>The apartment tower faces Old Town North and responds to the scale of the existing context by setting back above a two-story masonry podium, and one wing of the building peels off at a lower height. The scale of the tower is further broken down through the use of opaque panels in a rich color palette. At the southern corner the tower massing reaches to the ground, creating the key gateway at North Fairfax and Road A.</p>	
P2: Environmental Innovation Leader	<p>Environmental Sustainability is integrated into the design of infrastructure, open spaces, and buildings. The Applicant will demonstrate an integrated approach to building design, open space and infrastructure to meet or exceed the sustainability goals as outlined in the Coordinated Sustainability Strategy. A building or group of buildings and site design must demonstrate a high level of commitment to environmental stewardship and responsibility using innovative technology and a holistic environmental response. This may include visible environmental measures for educational and demonstrative purposes. The project will demonstrate, implement or meet the goals and targets established by the site's Coordinated Sustainability Strategy, OTNSAP, and voluntary Carbon Neutrality Analysis (CNA).</p> <p>Examples include – Green roofs; integrated stormwater strategies at street level; on-site photovoltaic; and balanced hardscape & landscape.</p>		<p>The building enclosure and systems will support the overall energy performance goals of the block. Block B's rooftop will include photovoltaic panels to generate on-site energy and a portion will be reserved for a green roof to support on-site stormwater management.</p> <p>The street level design balances hardscape to encourage pedestrian activation and landscaping to support 100% on-site stormwater treatment. The introduction of new tree canopy will create a comfortable walking experience and reduce heat island effect.</p>	
P3: Quality + Durable Building Materials are Specified	<p>Exterior building materials will be limited to natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photovoltaic panels, glass or materials of equal quality, performance, and longevity.</p> <p>Examples include – Glass/aluminum; wood/glass; metal/glass; brick; and glass/metal panel/terra cotta.</p>		<p>The design team is working through building materiality and has a keen interest in durable and sustainable materials that could include glass, masonry, metal panel, terracotta, and other innovative materials.</p>	
P4: Off-Street Parking is Located Below Grade	<p>Off-street parking will be provided entirely below grade. Adequate soil depth above the below-grade parking must be provided to support canopy trees, surface paving materials, and innovative water management strategies at key locations. These features will be integrated into the site design and will be provided at grade. Creative integration of parking and service functions enhances the public realm (e.g., combined parking and loading across the site with no on- street maneuvering, etc.).</p> <p>Examples include – Attractive service & pedestrian alleyways; shared approach to pedestrian & vehicle movement; and clear & distinguishable parking wayfinding.</p>		<p>Off-street parking will be provided in a shared, underground garage accessible to pedestrians at all blocks. A parking entry will be accessible to Block B from Road B. Wayfinding to and through the garage will be provided.</p>	

<p>P5: Exceptional Site Response</p>	<p>A building or group of buildings that captures or enhances its setting in creative ways. This could include the integration of waterfront and city views with circulation, the relationship and engagement with public open space, and the creation of unique amenities within or on top of a structure, or subsurface structure with usable roof (such as the Pump House or other infrastructure).</p> <p>Examples include – Activation of building roofs as a “fifth elevation”; building forms that frame open space & waterfront views; framing waterfront views; enhanced amenities at roof level; and green space at many heights.</p>		<p>Block B towers are oriented to maximize waterfront views towards the Potomac River while simultaneously creating a dynamic form within the block through a variety of heights that engage the existing neighborhood form.</p> <p>The tower buildings engage with the ground level at key locations and a predominance of retail around the perimeter of the block reinforces street level vitality and movement, providing a gateway to the waterfront and other site open spaces. In addition, the residential lobby program is woven into the podium to create an elevated residential experience.</p>	
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CRITERIA	TEXT	Y/N	APPLICANT COMMENTS	STAFF COMMENTS
<p>C1: Architectural Excellence</p>			<p>Block B Condo: C1A: Landmark/Iconic Structure Block B Rental: C1B: Contextual Character</p>	
<p>C1A: Landmark/Iconic Structure (where identified)</p>	<p>A single building that, through its architectural expression, unique massing, strong roof form or other element, solar response, or exterior cladding of exceptional quality, becomes a place-defining element for the site.</p> <p>Examples include – Interesting and responsive forms; dynamic integrated signage; and jewel-box elements at ground level.</p>		<p>The Block B Condo building has a dynamic facade, with sloped piers that anchor the prominent corner of the triangular site. The unique massing provides visual interest, as seen from the Potomac River, Washington, D.C., and Maryland shorelines, as well as from the air. The architectural expression of the building connects to the public realm at the ground pedestrian level on all sides of the condo building.</p>	
<p>C1B: Contextual Character</p>	<p>A building or group of buildings whose design responds to its contextual location to create a meaningful place through its spatial relationships within the site and response to aerial views, waterfront views, and views from and to Old Town North.</p> <p>Examples include – Façade variation with varied character; site responsive massing; façades that respond to interior uses; and well-proportioned, contemporary façades.</p>		<p>The Block B apartment building’s dynamic massing pulls back from Road A, to reinforce a human-scale experience at the pedestrian level and offer a deferential gesture to the existing neighborhood context. One wing of the curved building peels off at a lower height. The building’s corners engage the public realm, enhance the retail experience, and create a gateway experience at both N Fairfax and N Royal Streets. The tonality and regularized grid of opaque panels in a rich color palette relates the facade to the existing neighborhood context.</p> <p>At the base, the podium architecture recognizes the rhythm of the tower architecture while being inspired by the streetscapes of Old Town. Those proportions and textures are re-invented through articulated bays clad in modern brick patterning. Retail storefronts are scaled to optimize program ensuring a vibrant and active ground plane. Additionally, the podium bays are strategically recessed to add both physical and visual depth to the ground plane, enlivening the facades throughout the day with shadow play.</p>	
<p>C2: A Variety of Open Spaces/High Quality Open Spaces</p>	<p>A variety of open spaces on, within, or adjacent to the site which contribute to the regional open space network, are provided. The site includes public and/ or private open spaces that support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.</p> <p>Examples include – Intimately-scaled public spaces; multi-use public green spaces; moveable furniture; flexible outdoor areas; and varied connections to the water.</p>		<p>Block B’s dynamic massing creates new viewsheds from publicly accessible open space at the ground level and from private podium and rooftop spaces. The retail program is designed to engage the extensive open space provided as part of this redevelopment, specifically with the more passive, riverfront nature along the eastern facade and the more actively programmed western facade.</p>	

<p>C3: An Active Public Realm</p>	<p>The public realm dynamically engages the pedestrian experience and ground floors of buildings include active uses, interior- exterior visibility, and high- quality architecture. A dynamic public realm will create street- level vibrancy through the design of differentiated and unique storefronts with a higher level of design detailing and quality of materials, innovative lighting, high quality sign design, frequent building entries, and the potential integration of art into building façades.</p> <p>Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit. Site design incorporates high quality paving materials, site furnishings, and lighting. Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.</p> <p>Examples include – Areas for shared movement; connected retail & open space; spaces planned for multiple uses; and distinctive & fluid streetscapes.</p>		<p>Each of Block B's three sides include retail opportunity and storefronts interspersed with residential lobbies to create a vibrant and walkable pedestrian experience. Activation will include outdoor dining, publicly accessible trails that connect to the Mount Vernon Trail, and a sidewalk purposefully planned to link pedestrians to the waterfront and extensive open space network. Block B's building entries are designed to create connections between the waterfront, open space, and redevelopment. Lighting, signage, and materiality will support this sidewalk connectivity to the waterfront, the woonerf, and publicly accessible open space.</p>	
<p>C4: Inclusive Design of Buildings and Open Spaces</p>	<p>Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act. Across the site, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.</p> <p>Examples include – Accessible open space & features; an accessible urban realm designed for all abilities; and shared streetscapes.</p>		<p>All buildings and open spaces will meet or exceed the requirements of the American Disabilities Act. Programmed interior and exterior elements will be designed to be inclusive and welcoming to varied user groups.</p>	

TECHNICAL MEMORANDUM

To: Ryan Knight
City of Alexandria

From: Aedan Klaverkamp
Sasha Ksanznak-Redmon, PE
Daniel Solomon, AICP

Date: July 11, 2025

Subject: PRGS Block B - Transportation Memorandum

Introduction

This document presents a transportation overview for the proposed development at Potomac River Generating Station (PRGS) Block B located in the Old Town North neighborhood of Alexandria, Virginia. The proposed development at Block B is part of a larger Coordinated Development District (CDD) for PRGS.

Per Condition 69 of the approved CDD, “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.”

As detailed in this memorandum, the proposed development program as part of the DSUP application generates more than 50 vehicles trips in at least one peak hour, 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. Therefore, a Transportation Memorandum can be submitted and a formal Multimodal Transportation Study is not required.

Consistent with the requirements of CDD Condition 69, this memorandum includes the following:

- A justification statement explaining why a formal Multimodal Transportation Impact Study is not required;
- The proposed trip generation for the corresponding block as presented in page 63 through 65 of the CDD Multimodal Transportation Impact Study; and
- Any information regarding any proposed changes or deviation from the CDD’s Multimodal Transportation Impact Study.

This memorandum also provides justification for the proposed parking reduction Special Use Permit (SUP), which includes a discussion of the nearby off-street parking supply, on-street parking, and nearby multimodal transportation facilities.

Project Description

The site is bounded by N Fairfax Street to the east, Road B to the northwest, and Road A to the southwest, as shown in Figure 1. The site is located within the City of Alexandria Enhanced Transit Area, and is accessible by multiple transportation modes including walking, bicycle, scooter, bus, Metrorail, water taxi, and auto. The proposed development will include 204 apartment units, 117 condominium units, and approximately 60,252 square feet of commercial space. In order to maintain flexibility in the future tenants for the commercial space, this memorandum presents two potential program options:

- **All Retail Option:** Approximately 60,252 square feet of retail/restaurant space

- **Office/Retail Option:** Approximately 40,446 square feet of office space and 19,806 square feet of retail/restaurant space

Table 1 presents the latest development program as of the time of this DSUP Completeness submission and the development program analyzed in the CDD MTS.

Table 1: DSUP and CDD Development Programs – Block B

Proposed Development Programs - Block B				
Use	DSUP - Block B All Retail	DSUP - Block B Office/Retail	CDD MTS Block B	Units
Office	0	40,446	50,000	Square Feet
Multifamily Residential	321	321	336	Dwelling Units
Retail	60,252	19,806	8,615	Square Feet

Trip Generation Comparison

The trip generation calculations for PRGS Block B were performed using the same methodology that was employed in the PRGS CDD MTS. Consistent with the previous study, the trip generation calculations include a modal split of 60 percent auto, 30 percent transit, 5 percent bicycle, and 5 percent walking for the office uses; 50 percent auto, 35 percent transit, 5 percent bicycle, and 10 percent walking for the residential uses; and 20 percent auto, 15 percent transit, 25 percent bicycle, and 40 percent walking for the retail uses. Internal capture reductions were applied to account for the mixed-use nature of the proposed development, consistent with the PRGS CDD MTS methodology.

Based on ITE Trip Generation Manual 11th Edition, under the 'All Retail' scenario, the proposed development is expected to generate the following peak hour trips under each development option, as shown in the multimodal trip generation summary provided in Table 2 and Table 3 below:

- **All Retail Option:** 42 vehicle trips in the AM peak hour, 70 vehicle trips in the PM peak hour, and 827 daily vehicle trips
- **Office/Retail Option:** 61 vehicle trips in the AM peak hour, 71 vehicle trips in the PM peak hour, and 955 daily vehicle trips

Table 4 and Table 5 present a summary of the trips generated by the DSUP and CDD MTS programs, demonstrating that the DSUP program generates fewer vehicle trips and a formal Multimodal Transportation Study is not required. For the 'All Retail' Option, Block B is expected to generate approximately 38% less trips in the AM peak hour and 7% less trips in the PM peak hour, as compared to the CDD MTS. For the 'Office/Retail' Option, Block B is expected to generate approximately 9% less trips in the AM peak hour and 4% less trips in the PM peak hour. The detailed multimodal trip generation calculations are provided in the Technical Attachments.

Table 2: Multimodal Trip Generation Summary - All Retail Option

Mode	Mode Split	AM Peak Hour			PM Peak Hour			Daily Total
		In	Out	Total	In	Out	Total	
Multifamily Residential (321 du)								
Auto [veh/hr]	50%	13	28	41	25	17	42	591
Transit [ppl/hr]	35%	10	23	33	20	14	34	488
Bike [ppl/hr]	5%	1	4	5	3	2	5	70
Walk [ppl/hr]	10%	3	7	10	6	4	10	139
Retail (60,252 sf)								
Auto [veh/hr]	20%	1	0	1	13	15	28	236
Transit [ppl/hr]	15%	1	0	1	18	20	38	322
Bike [ppl/hr]	25%	2	0	2	30	33	63	536
Walk [ppl/hr]	40%	3	0	3	48	53	101	858
Total Proposed								
Auto [veh/hr]	-	14	28	42	38	32	70	827
Transit [ppl/hr]	-	11	23	34	38	34	72	810
Bike [ppl/hr]	-	3	4	7	33	35	68	606
Walk [ppl/hr]	-	6	7	13	54	57	111	997

Table 3: Multimodal Trip Generation Summary - Office/Retail Option

Mode	Mode Split	AM Peak Hour			PM Peak Hour			Daily Total
		In	Out	Total	In	Out	Total	
Office (40,446 sf)								
Auto [veh/hr]	60%	17	2	19	3	16	19	269
Transit [ppl/hr]	30%	10	1	11	2	10	12	158
Bike [ppl/hr]	5%	2	0	2	0	2	2	26
Walk [ppl/hr]	5%	2	0	2	0	2	2	26
Multifamily Residential (321 du)								
Auto [veh/hr]	50%	13	28	41	25	17	42	591
Transit [ppl/hr]	35%	10	24	34	20	14	3	488
Bike [ppl/hr]	5%	1	4	5	3	2	5	70
Walk [ppl/hr]	10%	3	1	4	18	20	38	348
Retail (19,806 sf)								
Auto [veh/hr]	20%	1	0	1	5	5	10	95
Transit [ppl/hr]	15%	1	1	2	7	7	14	130
Bike [ppl/hr]	25%	2	1	3	12	12	24	217
Walk [ppl/hr]	40%	3	1	4	18	20	38	347
Total Proposed								
Auto [veh/hr]	-	31	30	61	33	38	71	955
Transit [ppl/hr]	-	21	26	47	29	31	60	776
Bike [ppl/hr]	-	5	5	10	15	16	31	313
Walk [ppl/hr]	-	8	8	16	24	26	50	512

Table 4: Trip Generation Comparison to CDD MTS (with Mode Split Reductions) – Block B – All Retail

PRGS Traffic Generation Table						
Trip Generation Analysis - Proposed Block – All Retail (with Mode Split Reductions)						
Use	ITE Land Use Code	Amount	Units	AM Peak Hour	PM Peak Hour	ADT
Residential	222	321	Square Feet	41	42	591
Retail	820	60,252	Square Feet	1	28	236
			DSUP Total	42	70	827
			<i>CDD MTS Total</i>	66	73	995
			Net Trips	-24	-3	-168
			Net %	-36.4%	-4.1%	

Table 5: Trip Generation Comparison to CDD MTS (with Mode Split Reductions) – Block B – Office/Retail

PRGS Traffic Generation Table						
Trip Generation Analysis - Proposed Block B – Office/Retail (with Mode Split Reductions)						
Use	ITE Land Use Code	Amount	Units	AM Peak Hour	PM Peak Hour	ADT
Office	710	40,446	Square Feet	19	19	269
Residential	222	321	Dwelling Units	41	42	591
Retail	820	19,806	Square Feet	1	10	95
			Total	61	71	955
			<i>CDD MTS Total</i>	66	73	995
			Net Trips	-5	-2	-40
			Net %	-7.6%	-2.7%	

Site Access and Circulation

Pedestrian Access

Pedestrian access points will be provided along all site frontages for the residential and retail portions of the development. Primary access points to the residential lobbies will be located on Road A and N Fairfax Street, with retail primarily accessed along N Fairfax Street.

Bicycle Access

Secure long-term bicycle parking spaces will be located in a bicycle room within the below-grade parking garage.

Vehicular Access

Vehicular access for the block will be provided along Road B via one (1) curb cut. This access point will lead to a shared, below-grade parking garage that will accommodate the variety of uses for the PRGS site.

Loading facilities will be accessed via a separate curb cut on Road B, located adjacent to the garage access point.

A summary of the proposed access points for all users of Block B is shown on Figure 1.

Loading

Per the Zoning Ordinance, the following outlines the loading facility requirements for the proposed development:

- **Retail:** At least one (1) off-street space for each 20,000 square feet or fraction thereof; No spaces are required for building containing less than 2,500 square feet.

Per these requirements, the proposed development is required to provide three (3) loading spaces under the 'All Retail' Option or one (1) loading space under the 'Office/Retail' Option. The proposed development will provide three (3) loading berths, meeting the zoning requirements of either option. The number of on-site loading facilities will accommodate the practical needs of the site.

Parking

City of Alexandria Zoning Requirements

Per the Zoning Ordinance, Table 7, Table 8, Table 9, and Table 10 outline the minimum and maximum vehicular parking requirements for the proposed development. Voluntary credits are available to reduce residential parking requirements depending on certain characteristics of the development. The proposed development may be eligible for the following allowable credits on the residential parking ratio:

- Walkability Index Score Credit: The City of Alexandria Walkability Index is based on the proposed development's proximity to neighborhood services, civic and community facilities, retail, and community anchors. The completed score sheet for the proposed development that outlines the categories, eligible uses, and allowable points is included in the Technical Attachments.

The proposed development is eligible for a 5% walkability credit to the residential parking ratios on account of scoring between 80 and 89 on the City's walkability index.

- Transit Routes Credits: The City of Alexandria allows a credit of five (5) percent to the residential parking ratios if four (4) or more bus routes have stops within a quarter mile of the proposed development entrance. Additionally, if a development is within the 0.5-mile walkshed of a Metrorail station or the 0.5-mile walkshed of a Bus Rapid Transit (BRT) stop, then the parking ratios for affordable units are eligible for a 10 percent credit.

There are four (4) or more bus routes within a quarter-mile of the site and the project site does not fall within both the Metrorail and BRT 0.5-mile walksheds. Therefore, the site is eligible for a 5% transit reduction.

Per the Zoning Ordinance, the proposed development is required to provide at least 479 parking spaces under the 'All Retail' Option or 463 spaces under the 'Office/Retail' Option for Block B.

Proposed Vehicular Parking

The proposed PRGS Block B development will provide 387 spaces in a below-grade parking garage. This is a reduction in the minimum zoning requirement by 76 to 92 spaces, depending on the development option. 25 additional tandem parking spaces will be provided in the garage, however, per the City of Alexandria Zoning Ordinance, these parking spaces are not included for comparison to the zoning requirements. Due to the variety and convenience of non-auto transportation options near the site (as shown in Figure 2) and available off-street, public parking in the vicinity of the site, the parking supply is expected to be sufficient to meet the practical needs of the site. In addition to the parking supply provided in the below-grade parking garage, 19 on-street parking spaces will be provided along the perimeter of the site.

A preliminary PMP for Block B will be provided per the CDD Condition 66 at the first Final Site Plan submission for the block. The PMP will be updated as future phases of the project progress.

Nearby Off-Street Parking Supply

There are three (3) off-street parking facilities located within ½-mile of the proposed development, as shown on Figure 3. The 530 First Street Garage, the Canal Center Garage, and the 209 Madison Parking Garage are located approximately ½-mile

south of the site. The Canal Center garage allows monthly parking for a fee. These off-street parking locations provide a total of 1,591 parking spaces available within a 15-minute walk from the proposed PRGS Block B development.

Table 6: Off-Street Parking Facilities within ½-mile of Site

Facility	Distance from Site (ft)	Supply (spaces)	Monthly Parking Available?
530 First Street	1,950	240	No
Canal Center	2,050	1,203	Yes
209 Madison Parking Garage	2,580	148	No

Conclusions

This document presented the findings of a transportation memorandum for the proposed development at Potomac River Generating Station (PRGS) Block B located in the Old Town North neighborhood of Alexandria, Virginia. The proposed development at Block B is part of a larger Coordinated Development District (CDD) for PRGS. The proposed development will include 203 apartment units, 117 condominium units, and approximately 60,252 square feet of commercial space. In order to maintain flexibility in the future tenants for the commercial space, this memorandum presents two potential program options:

- **All Retail Option:** Approximately 60,252 square feet of retail/restaurant space
- **Office/Retail Option:** Approximately 40,446 square feet of office space and 19,806 square feet of retail/restaurant space

Per Condition 69 of the approved CDD, “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.”

As detailed in this memorandum, the proposed development program as part of the DSUP application generates more than 50 vehicles trips in at least one peak hour, 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. Therefore, a Transportation Memorandum can be submitted and a formal Multimodal Transportation Study is not required.

The project proposes a parking reduction from 479 or 463 parking spaces (minimum required) to 387 vehicular parking spaces, a reduction of 76 to 92 spaces, depending on the development option. The considerations that would support the parking reduction proposed for the site are as follows:

- The site is located in a walkable, urban neighborhood and within walking distance from retail, restaurants, cultural venues, and other amenities;
- A number of transportation amenities and options are available in close proximity to the site including transit, bicycle, scooter, and pedestrian facilities.
- The project will provide on-site bicycle parking facilities that meet the minimum required by the City of Alexandria Bicycle Parking Requirements in order to accommodate the needs of bicycle users and promote cycling as a primary transportation mode for residents and visitors of the site.
- In addition to the on-street parking located near the site, there are off-street parking facilities located within ½-mile of the site that allow monthly parking for a fee. These facilities include three (3) parking facilities located within a few blocks of the site.

Table 7: Zoning Parking Requirements – Minimums – All Retail Option

	Baseline Zoning Ratio ¹	Total Credits	Final Zoning Ratio		Development Size ⁵	Bedrooms		Minimum Spaces
Residential (Apartment)								
ADUs - 60% AMI	0.75 /unit	10%	0.68 /unit ²	x	9 units		=	7
1 Bedroom	1.00 /bdrm	10%	0.90 /bdrm ³	x	108 units	108 bdrms	=	98
2+ Bedroom ⁴	1.00 /bdrm	10%	0.90 /bdrm ³	x	87 units	174 bdrms	=	157
Residential (Condo)								
1 Bedroom	1.00 /bdrm	10%	0.90 /bdrm ³	x	37 units	37 bdrms	=	34
2+ Bedroom ⁴	1.00 /bdrm	10%	0.90 /bdrm ³	x	80 units	160 bdrms	=	144
Residential Subtotal					321 units			440
Allowable Residential Credits (Voluntary):								
Metro Station / BRT walkshed (10%)								0%
<i>Market-Rate: Located <u>outside</u> 0.5 mile Metro Station walkshed <u>but</u> within 0.5 mile BRT stop walkshed (10%)</i>								0%
<i>ADU: Located <u>within</u> 0.5 mile Metro Station walkshed <u>OR</u> the 0.5 mile BRT stop walkshed (10%)</i>								0%
Walkability Index score is between 90-100 (10%)								0%
Walkability Index score is between 80-89 (5%)								5%
Four or more bus routes stop within 0.25 mile of development entrance (5%) ⁸								5%
Development project has 20% or more studio units (5%)								0%
Non-Residential								
Specific Commercial (Retail) ⁶			0.25 /ksf	x	30.126 ksf		=	8
Restaurant ⁷			1.00 /ksf	x	30.126 ksf		=	31
Non-Residential Subtotal								39
Total with Zoning Requirements								479

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.
2. The ratio shown above includes a reduction to the 0.75 space per unit rate for affordable housing based on units at 60% AMI and walkability credit.
3. The ratio shown above includes a reduction to the 1.0 space per bedroom rate based on walkability credit.
4. Units with 2 bedrooms or more counted as 2-bedroom units.
5. BOH/MECH areas excluded from development size.
6. Parking ratio for specific commercial uses is 0.25 spaces per 1,000 sf for a project located inside the Enhanced Transit Area per the City of Alexandria's Parking Code dated September 29, 2022.
7. Parking ratio for restaurant uses is 1.0 spaces per 1,000 sf for a project located inside the Enhanced Transit Area per the City of Alexandria's Parking Code dated September 29, 2022.
8. Credit for bus routes consolidated into DASH route 34.

Table 8: Zoning Parking Requirements – Minimums – Office/Retail Option

	Baseline Zoning Ratio ¹	Total Credits	Final Zoning Ratio		Development Size ⁵	Bedrooms	Minimum Spaces
Residential (Apartment)							
ADUs - 60% AMI	0.75 /unit	10%	0.68 /unit ²	x	9 units	=	7
1 Bedroom	1.00 /bdrm	10%	0.90 /bdrm ³	x	107 units	107 bdrms	= 97
2+ Bedroom ⁴	1.00 /bdrm	10%	0.90 /bdrm ³	x	87 units	174 bdrms	= 157
Residential (Condo)							
1 Bedroom	1.00 /bdrm	10%	0.90 /bdrm ³	x	37 units	37 bdrms	= 34
2+ Bedroom ⁴	1.00 /bdrm	10%	0.90 /bdrm ³	x	80 units	160 bdrms	= 144
Residential Subtotal					320 units		439
Allowable Residential Credits (Voluntary):							
Metro Station / BRT walkshed (10%)							0%
<i>Market-Rate: Located <u>outside</u> 0.5 mile Metro Station walkshed <u>but</u> within 0.5 mile BRT stop walkshed (10%)</i>							0%
<i>ADU: Located <u>within</u> 0.5 mile Metro Station walkshed <u>OR</u> the 0.5 mile BRT stop walkshed (10%)</i>							0%
Walkability Index score is between 90-100 (10%)							0%
Walkability Index score is between 80-89 (5%)							5%
Four or more bus routes stop within 0.25 mile of development entrance (5%) ⁹							5%
Development project has 20% or more studio units (5%)							0%
Non-Residential							
Office ⁶			0.25 /ksf	x	40 ksf	=	11
Specific Commercial (Retail) ⁷			0.25 /ksf	x	10 ksf	=	3
Restaurant ⁸			1.00 /ksf	x	10 ksf	=	10
Non-Residential Subtotal							24
Total with Zoning Requirements							463

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.
2. The ratio shown above includes a reduction to the 0.75 space per unit rate for affordable housing based on units at 60% AMI and walkability credit.
3. The ratio shown above includes a reduction to the 1.0 space per bedroom rate based on walkability credit.
4. Units with 2 bedrooms or more counted as 2-bedroom units.
5. BOH/MECH areas excluded from development size.
6. Parking ratio for office uses is 0.25 spaces per 1,000 sf for a project located inside the Enhanced Transit Area per the City of Alexandria's Parking Code dated September 29, 2022.
7. Parking ratio for specific commercial uses is 0.25 spaces per 1,000 sf for a project located inside the Enhanced Transit Area per the City of Alexandria's Parking Code dated September 29, 2022.
8. Parking ratio for restaurant uses is 1.0 spaces per 1,000 sf for a project located inside the Enhanced Transit Area per the City of Alexandria's Parking Code dated September 29, 2022.
9. Credit for bus routes consolidated into DASH route 34.

Table 9: Zoning Parking Requirements – Maximums – All Retail Option

	Baseline Zoning Ratio ¹	Total Credits	Final Zoning Ratio		Development Size ⁴	Bedrooms		Maximum Spaces
Residential (Apartment)²								
1 Bedroom	1.00 /bdrm	0%	1.00 /bdrm	x	113 units	113 bdrms	=	113
2+ Bedroom ³	1.00 /bdrm	0%	1.00 /bdrm	x	91 units	182 bdrms	=	182
Residential (Condo)²								
1 Bedroom	1.00 /bdrm	0%	1.00 /bdrm	x	37 units	37 bdrms	=	37
2+ Bedroom ³	1.00 /bdrm	0%	1.00 /bdrm	x	80 units	160 bdrms	=	160
Residential Subtotal					321 units			492
Non-Residential								
Specific Commercial (Retail) ⁵			3.00 /ksf	x	30.126 ksf		=	90
Restaurant ⁵			3.00 /ksf	x	30.126 ksf		=	90
Non-Residential Subtotal								181
Total with Zoning Requirements								673

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.

2. Use of income-restricted affordable housing parking ratios is voluntary.

3. Units with 2 bedrooms or more counted as 2-bedroom units.

4. BOH/MECH areas excluded from development size.

5. Parking ratio for specific commercial and restaurant uses is 3 spaces per 1,000 sf for a project located inside the Enhanced Transit Area, per City of Alexandria's Parking Code dated September 29, 2022.

Table 10: Zoning Parking Requirements – Maximums – Office/Retail Option

	Baseline Zoning Ratio ¹	Total Credits	Final Zoning Ratio		Development Size ⁴	Bedrooms	=	Maximum Spaces
Residential (Apartment)²								
1 Bedroom	1.00 /bdrm	0%	1.00 /bdrm	x	112 units	112 bdrms	=	112
2+ Bedroom ³	1.00 /bdrm	0%	1.00 /bdrm	x	91 units	182 bdrms	=	182
Residential (Condo)²								
1 Bedroom	1.00 /bdrm	0%	1.00 /bdrm	x	37 units	37 bdrms	=	37
2+ Bedroom ³	1.00 /bdrm	0%	1.00 /bdrm	x	80 units	160 bdrms	=	160
Residential Subtotal					320 units			491
Non-Residential								
Office ⁵			1.50 /ksf	x	40 ksf		=	61
Specific Commercial (Retail) ⁶			3.00 /ksf	x	10 ksf		=	30
Restaurant ⁶			3.00 /ksf	x	10 ksf		=	30
Non-Residential Subtotal								120
Total with Zoning Requirements								611

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.
2. Use of income-restricted affordable housing parking ratios is voluntary.
3. Units with 2 bedrooms or more counted as 2-bedroom units.
4. BOH/MECH areas excluded from development size.
5. Parking ratio for office uses is 1.5 spaces per 1,000 sf for a project located inside the Enhanced Transit Area, per the City of Alexandria's Parking Code dated September 29, 2022.
6. Parking ratio for specific commercial and restaurant uses is 3 spaces per 1,000 sf for a project located inside the Enhanced Transit Area, per City of Alexandria's Parking Code dated September 29, 2022.

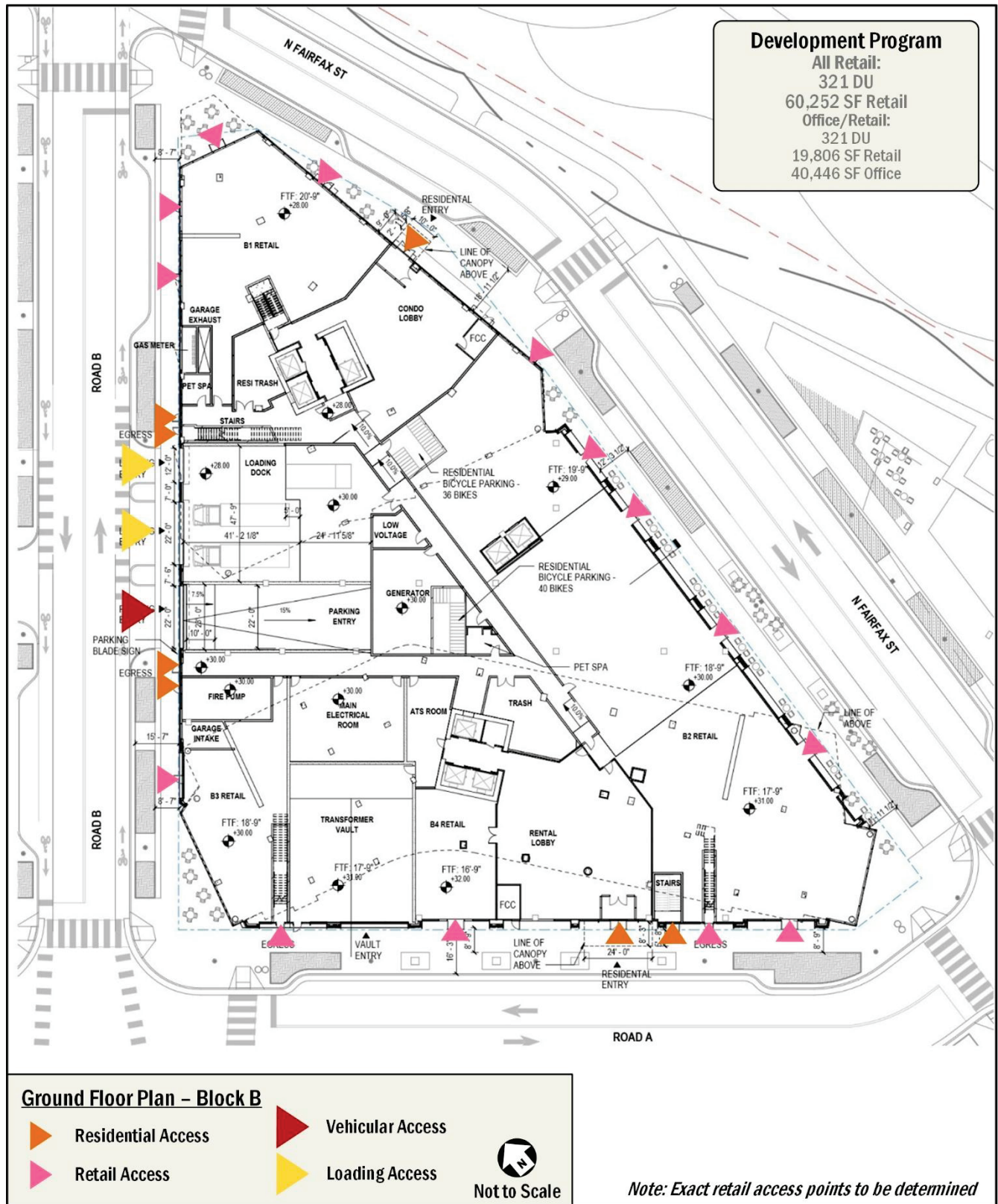


Figure 1: Ground Floor Plan and Site Access

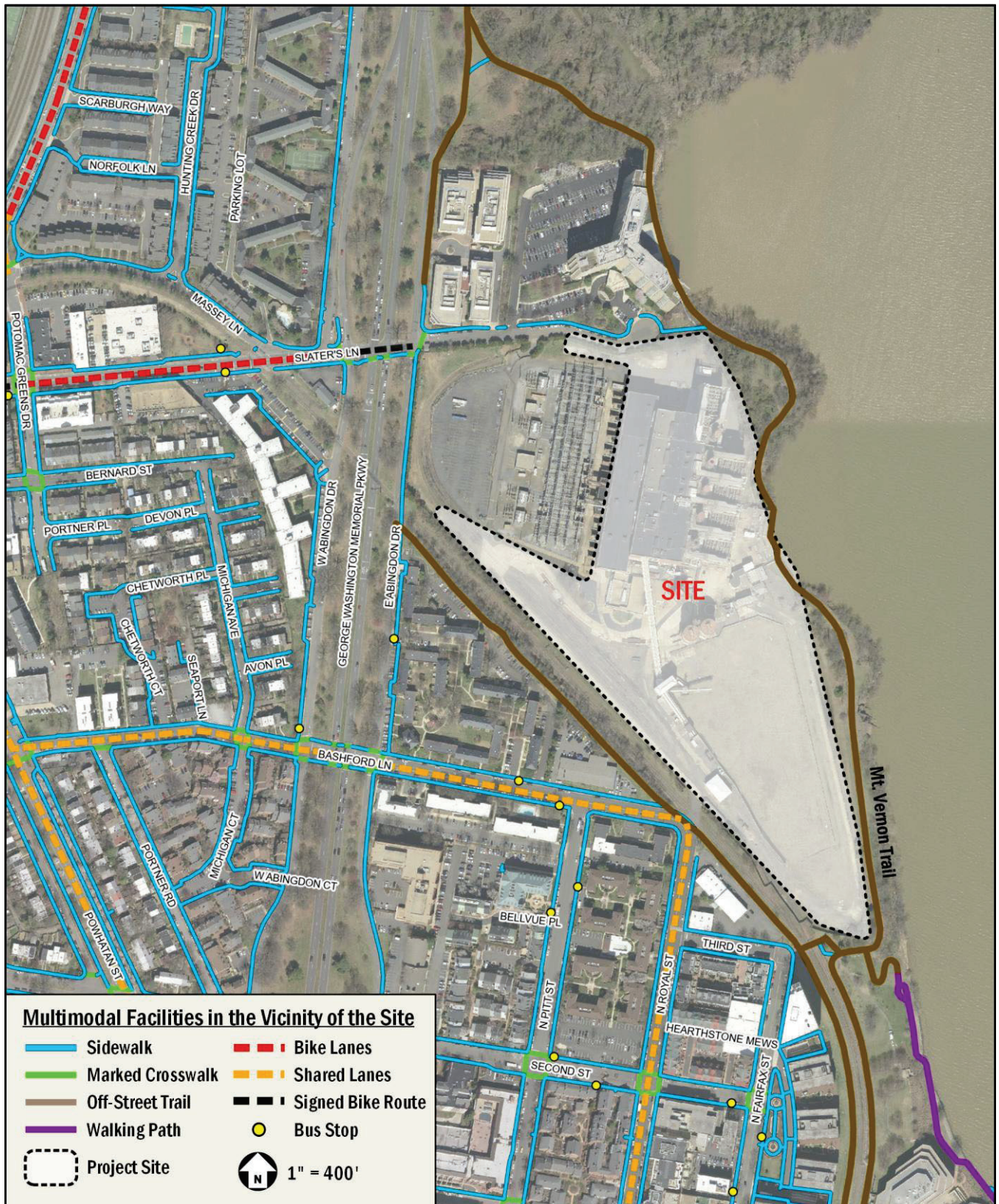


Figure 2: Transportation Options and Amenities Near the Site



Figure 3: Off-Street Parking Facilities

TECHNICAL ATTACHMENTS

Attachment A: Site Trip Generation

Proposed Trip Generation - Block B
PRGS Redevelopment

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	710	0 sf	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh
		Calculation Details:	87%	13%	=0.84(X/1000)	16%	84%	=0.87(X/1000)	=13.68(X/1000)/1.18
Residential	222	321 du	30 veh/hr	57 veh/hr	87 veh/hr	58 veh/hr	45 veh/hr	103 veh/hr	1,457 veh
		Calculation Details:	34%	66%	=0.27X	56%	44%	=0.32X	=4.54X
Retail	820	60,252 sf	35 veh/hr	22 veh/hr	57 veh/hr	110 veh/hr	120 veh/hr	230 veh/hr	2,275 veh
		Calculation Details:	62%	38%	=0.94(X/1000)	48%	52%	=3.81(X/1000)	=37.75(X/1000)

Notes:

- (1) Vehicular rates based on ITEs' *Trip Generation* 10th Edition for Retail (LU 820 Shopping Center)
- (2) Setting used for trip generation above is General Urban/Suburban for the following uses: Residential and Retail
- (3) Setting used for trip generation above is Dense Multi-Use Urban for the following uses: Office

Step 2a: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl
Residential	1.18 ppl/veh	35 ppl/hr	68 ppl/hr	103 ppl/hr	68 ppl/hr	54 ppl/hr	122 ppl/hr	1,719 ppl
Retail	1.82 ppl/veh	64 ppl/hr	40 ppl/hr	104 ppl/hr	200 ppl/hr	219 ppl/hr	419 ppl/hr	4,141 ppl

Step 2b: Apply internal capture

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday	
		In	Out	Total	In	Out	Total	Total	
Office		<i>Internal Capture Reduction</i>	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	
		Person trips (with reduction)	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	
Residential		<i>Internal Capture Reduction</i>	-6 ppl/hr	-2 ppl/hr	-8 ppl/hr	-11 ppl/hr	-13 ppl/hr	-24 ppl/hr	-325 ppl
		Person trips (with reduction)	29 ppl/hr	66 ppl/hr	95 ppl/hr	57 ppl/hr	41 ppl/hr	98 ppl/hr	1,394 ppl
Retail		<i>Internal Capture Reduction</i>	-57 ppl/hr	-39 ppl/hr	-96 ppl/hr	-81 ppl/hr	-85 ppl/hr	-166 ppl/hr	-1,997 ppl
		Person trips (with reduction)	7 ppl/hr	1 ppl/hr	8 ppl/hr	119 ppl/hr	134 ppl/hr	253 ppl/hr	2,144 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	Auto	60%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	
Office	Transit	30%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	
Office	Bike	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	
Office	Walk	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl	
Residential	Auto	50%	15 ppl/hr	33 ppl/hr	48 ppl/hr	29 ppl/hr	20 ppl/hr	49 ppl/hr	697 ppl
Residential	Transit	35%	10 ppl/hr	23 ppl/hr	33 ppl/hr	20 ppl/hr	14 ppl/hr	34 ppl/hr	488 ppl
Residential	Bike	5%	1 ppl/hr	4 ppl/hr	5 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	70 ppl
Residential	Walk	10%	3 ppl/hr	7 ppl/hr	10 ppl/hr	6 ppl/hr	4 ppl/hr	10 ppl/hr	139 ppl
Retail	Auto	20%	1 ppl/hr	1 ppl/hr	2 ppl/hr	24 ppl/hr	27 ppl/hr	51 ppl/hr	429 ppl
Retail	Transit	15%	1 ppl/hr	0 ppl/hr	1 ppl/hr	18 ppl/hr	20 ppl/hr	38 ppl/hr	322 ppl
Retail	Bike	25%	2 ppl/hr	0 ppl/hr	2 ppl/hr	30 ppl/hr	33 ppl/hr	63 ppl/hr	536 ppl
Retail	Walk	40%	3 ppl/hr	0 ppl/hr	3 ppl/hr	48 ppl/hr	53 ppl/hr	101 ppl/hr	858 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh/hr	0 veh	
Residential	1.18 ppl/veh	13 veh/hr	28 veh/hr	41 veh/hr	25 veh/hr	17 veh/hr	42 veh/hr	591 veh
Retail	1.82 ppl/veh	1 veh/hr	0 veh/hr	1 veh/hr	13 veh/hr	15 veh/hr	28 veh/hr	236 veh

Trip Gen Summary for Proposed Land Uses

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	14 veh/hr	28 veh/hr	42 veh/hr	38 veh/hr	32 veh/hr	70 veh/hr	827 veh
Transit	11 ppl/hr	23 ppl/hr	34 ppl/hr	38 ppl/hr	34 ppl/hr	72 ppl/hr	810 ppl
Bike	3 ppl/hr	4 ppl/hr	7 ppl/hr	33 ppl/hr	35 ppl/hr	68 ppl/hr	606 ppl
Walk	6 ppl/hr	7 ppl/hr	13 ppl/hr	54 ppl/hr	57 ppl/hr	111 ppl/hr	997 ppl

Proposed Trip Generation - Block B
PRGS Redevelopment

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	710	40,446 sf	30 veh/hr	4 veh/hr	34 veh/hr	6 veh/hr	29 veh/hr	35 veh/hr	469 veh
		Calculation Details:	87%	13%	=0.84(X/1000)	16%	84%	=0.87(X/1000)	=13.68(X/1000)/1.18
Residential	222	321 du	30 veh/hr	57 veh/hr	87 veh/hr	58 veh/hr	45 veh/hr	103 veh/hr	1,457 veh
		Calculation Details:	34%	66%	=0.27X	56%	44%	=0.32X	=4.54X
Retail	820	19,806 sf	12 veh/hr	7 veh/hr	19 veh/hr	36 veh/hr	39 veh/hr	75 veh/hr	748 veh
		Calculation Details:	62%	38%	=0.94(X/1000)	48%	52%	=3.81(X/1000)	=37.75(X/1000)

Notes:

- (1) Vehicular rates based on ITEs' *Trip Generation* 10th Edition for Retail (LU 820 Shopping Center)
- (2) Setting used for trip generation above is General Urban/Suburban for the following uses: Residential and Retail
- (3) Setting used for trip generation above is Dense Multi-Use Urban for the following uses: Office

Step 2a: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	35 ppl/hr	5 ppl/hr	40 ppl/hr	7 ppl/hr	34 ppl/hr	41 ppl/hr	553 ppl
Residential	1.18 ppl/veh	35 ppl/hr	68 ppl/hr	103 ppl/hr	68 ppl/hr	54 ppl/hr	122 ppl/hr	1,719 ppl
Retail	1.82 ppl/veh	22 ppl/hr	13 ppl/hr	35 ppl/hr	66 ppl/hr	71 ppl/hr	137 ppl/hr	1,361 ppl

Step 2b: Apply internal capture

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday	
		In	Out	Total	In	Out	Total	Total	
Office		<i>Internal Capture Reduction</i>	-1 ppl/hr	-3 ppl/hr	-4 ppl/hr	-1 ppl/hr	-1 ppl/hr	-2 ppl/hr	-25 ppl
		Person trips (with reduction)	34 ppl/hr	2 ppl/hr	36 ppl/hr	6 ppl/hr	33 ppl/hr	39 ppl/hr	528 ppl
Residential		<i>Internal Capture Reduction</i>	-6 ppl/hr	-1 ppl/hr	-7 ppl/hr	-11 ppl/hr	-13 ppl/hr	-24 ppl/hr	-326 ppl
		Person trips (with reduction)	29 ppl/hr	67 ppl/hr	96 ppl/hr	57 ppl/hr	41 ppl/hr	98 ppl/hr	1,393 ppl
Retail		<i>Internal Capture Reduction</i>	-15 ppl/hr	-9 ppl/hr	-24 ppl/hr	-20 ppl/hr	-22 ppl/hr	-42 ppl/hr	-494 ppl
		Person trips (with reduction)	7 ppl/hr	4 ppl/hr	11 ppl/hr	46 ppl/hr	49 ppl/hr	95 ppl/hr	867 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	Auto	60%	20 ppl/hr	2 ppl/hr	22 ppl/hr	4 ppl/hr	19 ppl/hr	23 ppl/hr	317 ppl
Office	Transit	30%	10 ppl/hr	1 ppl/hr	11 ppl/hr	2 ppl/hr	10 ppl/hr	12 ppl/hr	158 ppl
Office	Bike	5%	2 ppl/hr	0 ppl/hr	2 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	26 ppl
Office	Walk	5%	2 ppl/hr	0 ppl/hr	2 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	26 ppl
Residential	Auto	50%	15 ppl/hr	33 ppl/hr	48 ppl/hr	29 ppl/hr	20 ppl/hr	49 ppl/hr	697 ppl
Residential	Transit	35%	10 ppl/hr	24 ppl/hr	34 ppl/hr	20 ppl/hr	14 ppl/hr	34 ppl/hr	488 ppl
Residential	Bike	5%	1 ppl/hr	4 ppl/hr	5 ppl/hr	3 ppl/hr	2 ppl/hr	5 ppl/hr	70 ppl
Residential	Walk	10%	3 ppl/hr	7 ppl/hr	10 ppl/hr	6 ppl/hr	4 ppl/hr	10 ppl/hr	139 ppl
Retail	Auto	20%	1 ppl/hr	1 ppl/hr	2 ppl/hr	9 ppl/hr	10 ppl/hr	19 ppl/hr	173 ppl
Retail	Transit	15%	1 ppl/hr	1 ppl/hr	2 ppl/hr	7 ppl/hr	7 ppl/hr	14 ppl/hr	130 ppl
Retail	Bike	25%	2 ppl/hr	1 ppl/hr	3 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr	217 ppl
Retail	Walk	40%	3 ppl/hr	1 ppl/hr	4 ppl/hr	18 ppl/hr	20 ppl/hr	38 ppl/hr	347 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	17 veh/hr	2 veh/hr	19 veh/hr	3 veh/hr	16 veh/hr	19 veh/hr	269 veh
Residential	1.18 ppl/veh	13 veh/hr	28 veh/hr	41 veh/hr	25 veh/hr	17 veh/hr	42 veh/hr	591 veh
Retail	1.82 ppl/veh	1 veh/hr	0 veh/hr	1 veh/hr	5 veh/hr	5 veh/hr	10 veh/hr	95 veh

Trip Gen Summary for Proposed Land Uses

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	31 veh/hr	30 veh/hr	61 veh/hr	33 veh/hr	38 veh/hr	71 veh/hr	955 veh
Transit	21 ppl/hr	26 ppl/hr	47 ppl/hr	29 ppl/hr	31 ppl/hr	60 ppl/hr	776 ppl
Bike	5 ppl/hr	5 ppl/hr	10 ppl/hr	15 ppl/hr	16 ppl/hr	31 ppl/hr	313 ppl
Walk	8 ppl/hr	8 ppl/hr	16 ppl/hr	24 ppl/hr	26 ppl/hr	50 ppl/hr	512 ppl

Attachment B: Approved CDD MTS Trip Generation

City of Alexandria
Transportation Scoping Intake Form

Proposed Trip Generation

PRGS Redevelopment

865,235 sf office, 1,106 multifamily du, 20,000 sf grocer, 67,755 sf retail, 296 hotel rooms, 19,900 sf arts

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	710	865,235 sf	632 veh/hr	95 veh/hr	727 veh/hr	120 veh/hr	633 veh/hr	753 veh/hr	10,031 veh
<i>Calculation Details:</i>			0.87	0.13	=0.84(X/1000)	0.16	0.84	=0.87(X/1000)	=13.68(X/1000)/1.18
Residential	222	1,106 du	102 veh/hr	197 veh/hr	299 veh/hr	198 veh/hr	156 veh/hr	354 veh/hr	5,021 veh
<i>Calculation Details:</i>			0.34	0.66	=0.27X	0.56	0.44	=0.32X	=4.54X
Grocer	850	20,000 sf	34 veh/hr	23 veh/hr	57 veh/hr	90 veh/hr	89 veh/hr	179 veh/hr	1,877 veh
<i>Calculation Details:</i>			0.59	0.41	=2.86(X/1000)	0.5	0.5	=8.95(X/1000)	=93.84(X/1000)
Retail	820	67,755 sf	40 veh/hr	24 veh/hr	64 veh/hr	124 veh/hr	134 veh/hr	258 veh/hr	2,558 veh
<i>Calculation Details:</i>			0.62	0.38	=0.94(X/1000)	0.48	0.52	=3.81(X/1000)	=37.75(X/1000)
Hotel	310	296 rooms	76 veh/hr	60 veh/hr	136 veh/hr	89 veh/hr	86 veh/hr	175 veh/hr	2,365 veh
<i>Calculation Details:</i>			0.56	0.44	=0.46X	0.51	0.49	=0.59X	=7.99X
Arts	580	19,900 sf	5 veh/hr	1 veh/hr	6 veh/hr	1 veh/hr	3 veh/hr	4 veh/hr	70 veh
<i>Calculation Details:</i>			86%	14%	=0.28(X/1000)	16%	84%	=0.18(X/1000)	=0.35(X/1000)*10

Notes:

(1) Limited data is available in ITEs' *Trip Generation* 11th Edition for the neighborhood-serving, ground-floor nature of the retail proposed with the development. To better reflect the trips expected to be generated by this type of retail use, vehicular rates based on ITEs' *Trip Generation* 10th Edition are used for the proposed retail trip generation calculations (LU 820 Shopping Center).

(2) Setting used for trip generation above is General Urban/Suburban for the following uses: Residential, Grocer, Retail, Hotel, and Arts

(3) Setting used for trip generation above is Dense Multi-Use Urban for the following uses: Office

Step 2a: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	746 ppl/hr	112 ppl/hr	858 ppl/hr	142 ppl/hr	747 ppl/hr	889 ppl/hr	11,836 ppl
Residential	1.18 ppl/veh	120 ppl/hr	233 ppl/hr	353 ppl/hr	234 ppl/hr	184 ppl/hr	418 ppl/hr	5,925 ppl
Grocer	1.82 ppl/veh	62 ppl/hr	42 ppl/hr	104 ppl/hr	164 ppl/hr	162 ppl/hr	326 ppl/hr	3,416 ppl
Retail	1.82 ppl/veh	73 ppl/hr	43 ppl/hr	116 ppl/hr	226 ppl/hr	244 ppl/hr	470 ppl/hr	4,656 ppl
Hotel	2.10 ppl/veh	160 ppl/hr	126 ppl/hr	286 ppl/hr	187 ppl/hr	181 ppl/hr	368 ppl/hr	4,967 ppl
Arts	1.82 ppl/veh	9 ppl/hr	2 ppl/hr	11 ppl/hr	2 ppl/hr	5 ppl/hr	7 ppl/hr	127 ppl

Step 2a: Apply internal capture

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	<i>Internal Capture Reduction</i>	-25 ppl/hr	-56 ppl/hr	-81 ppl/hr	-26 ppl/hr	-18 ppl/hr	-44 ppl/hr	-505 ppl
	Person trips (with reduction)	721 ppl/hr	56 ppl/hr	777 ppl/hr	116 ppl/hr	729 ppl/hr	845 ppl/hr	11331 ppl/hr
Residential	<i>Internal Capture Reduction</i>	-19 ppl/hr	-6 ppl/hr	-25 ppl/hr	-36 ppl/hr	-46 ppl/hr	-82 ppl/hr	-1,125 ppl
	Person trips (with reduction)	101 ppl/hr	227 ppl/hr	328 ppl/hr	198 ppl/hr	138 ppl/hr	336 ppl/hr	4,800 ppl
Grocer	<i>Internal Capture Reduction</i>	-12 ppl/hr	-8 ppl/hr	-20 ppl/hr	-14 ppl/hr	-13 ppl/hr	-26 ppl/hr	-331 ppl
	Person trips (with reduction)	50 ppl/hr	34 ppl/hr	84 ppl/hr	150 ppl/hr	149 ppl/hr	300 ppl/hr	3,085 ppl
Retail	<i>Internal Capture Reduction</i>	-14 ppl/hr	-8 ppl/hr	-22 ppl/hr	-19 ppl/hr	-19 ppl/hr	-38 ppl/hr	-451 ppl
	Person trips (with reduction)	59 ppl/hr	35 ppl/hr	94 ppl/hr	207 ppl/hr	225 ppl/hr	432 ppl/hr	4,205 ppl
Hotel	<i>Internal Capture Reduction</i>	-31 ppl/hr	-24 ppl/hr	-54 ppl/hr	-16 ppl/hr	-14 ppl/hr	-30 ppl/hr	-481 ppl
	Person trips (with reduction)	129 ppl/hr	102 ppl/hr	232 ppl/hr	171 ppl/hr	167 ppl/hr	338 ppl/hr	4,486 ppl
Arts	<i>Internal Capture Reduction</i>	-2 ppl/hr	0 ppl/hr	-2 ppl/hr	0 ppl/hr	0 ppl/hr	-1 ppl/hr	-12 ppl
	Person trips (with reduction)	7 ppl/hr	2 ppl/hr	9 ppl/hr	2 ppl/hr	5 ppl/hr	6 ppl/hr	115 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Office	Auto	60%	433 ppl/hr	33 ppl/hr	466 ppl/hr	70 ppl/hr	437 ppl/hr	507 ppl/hr	6,799 ppl
Office	Transit	30%	216 ppl/hr	17 ppl/hr	233 ppl/hr	35 ppl/hr	219 ppl/hr	254 ppl/hr	3,399 ppl
Office	Bike	5%	36 ppl/hr	3 ppl/hr	39 ppl/hr	6 ppl/hr	36 ppl/hr	42 ppl/hr	567 ppl

City of Alexandria
Transportation Scoping Intake Form

Office	Walk	5%	36 ppl/hr	3 ppl/hr	39 ppl/hr	6 ppl/hr	36 ppl/hr	42 ppl/hr	567 ppl
Residential	Auto	50%	51 ppl/hr	113 ppl/hr	164 ppl/hr	99 ppl/hr	69 ppl/hr	168 ppl/hr	2,400 ppl
Residential	Transit	35%	35 ppl/hr	80 ppl/hr	115 ppl/hr	69 ppl/hr	49 ppl/hr	118 ppl/hr	1,680 ppl
Residential	Bike	5%	5 ppl/hr	11 ppl/hr	16 ppl/hr	10 ppl/hr	7 ppl/hr	17 ppl/hr	240 ppl
Residential	Walk	10%	10 ppl/hr	23 ppl/hr	33 ppl/hr	20 ppl/hr	14 ppl/hr	34 ppl/hr	480 ppl
Grocer	Auto	70%	35 ppl/hr	24 ppl/hr	59 ppl/hr	105 ppl/hr	105 ppl/hr	210 ppl/hr	2,160 ppl
Grocer	Transit	5%	3 ppl/hr	1 ppl/hr	4 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr	154 ppl
Grocer	Bike	5%	3 ppl/hr	1 ppl/hr	4 ppl/hr	8 ppl/hr	7 ppl/hr	15 ppl/hr	154 ppl
Grocer	Walk	20%	10 ppl/hr	7 ppl/hr	17 ppl/hr	30 ppl/hr	30 ppl/hr	60 ppl/hr	617 ppl
Retail	Auto	20%	12 ppl/hr	7 ppl/hr	19 ppl/hr	41 ppl/hr	45 ppl/hr	86 ppl/hr	841 ppl
Retail	Transit	15%	9 ppl/hr	5 ppl/hr	14 ppl/hr	31 ppl/hr	34 ppl/hr	65 ppl/hr	631 ppl
Retail	Bike	25%	15 ppl/hr	9 ppl/hr	24 ppl/hr	52 ppl/hr	56 ppl/hr	108 ppl/hr	1,051 ppl
Retail	Walk	40%	24 ppl/hr	14 ppl/hr	38 ppl/hr	83 ppl/hr	90 ppl/hr	173 ppl/hr	1,682 ppl
Hotel	Auto	50%	65 ppl/hr	51 ppl/hr	116 ppl/hr	86 ppl/hr	83 ppl/hr	169 ppl/hr	2,243 ppl
Hotel	Transit	25%	32 ppl/hr	26 ppl/hr	58 ppl/hr	43 ppl/hr	42 ppl/hr	85 ppl/hr	1,122 ppl
Hotel	Bike	5%	6 ppl/hr	6 ppl/hr	12 ppl/hr	9 ppl/hr	8 ppl/hr	17 ppl/hr	224 ppl
Hotel	Walk	20%	26 ppl/hr	20 ppl/hr	46 ppl/hr	34 ppl/hr	34 ppl/hr	68 ppl/hr	897 ppl
Arts	Auto	60%	4 ppl/hr	1 ppl/hr	5 ppl/hr	1 ppl/hr	3 ppl/hr	4 ppl/hr	69 ppl
Arts	Transit	20%	1 ppl/hr	1 ppl/hr	2 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	23 ppl
Arts	Bike	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	6 ppl
Arts	Walk	15%	1 ppl/hr	0 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	17 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Office	1.18 ppl/veh	367 veh/hr	28 veh/hr	395 veh/hr	59 veh/hr	371 veh/hr	430 veh/hr	5,762 veh
Residential	1.18 ppl/veh	43 veh/hr	96 veh/hr	139 veh/hr	84 veh/hr	58 veh/hr	142 veh/hr	2,034 veh
Grocer	1.82 ppl/veh	19 veh/hr	13 veh/hr	32 veh/hr	58 veh/hr	57 veh/hr	115 veh/hr	1,187 veh
Retail	1.82 ppl/veh	7 veh/hr	3 veh/hr	10 veh/hr	23 veh/hr	24 veh/hr	47 veh/hr	462 veh
Hotel	2.10 ppl/veh	31 veh/hr	24 veh/hr	55 veh/hr	41 veh/hr	39 veh/hr	80 veh/hr	1,068 veh
Arts	1.82 ppl/veh	2 veh/hr	1 veh/hr	3 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	38 veh

Step 5: Pass-by trip reduction

Land Use	AM/Daily Reduction	PM Reduction	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Grocer	20%	20%	15 veh/hr	11 veh/hr	26 veh/hr	46 veh/hr	46 veh/hr	92 veh/hr	950 veh
Auto Pass-By Trips			4 veh/hr	2 veh/hr	6 veh/hr	12 veh/hr	11 veh/hr	23 veh/hr	237 veh

Trip Gen Summary for Proposed Land Uses

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	465 veh/hr	163 veh/hr	628 veh/hr	254 veh/hr	539 veh/hr	793 veh/hr	10,314 veh
Auto (Pass-By Trips)	4 veh/hr	2 veh/hr	6 veh/hr	12 veh/hr	11 veh/hr	23 veh/hr	237 veh
Transit	296 ppl/hr	130 ppl/hr	426 ppl/hr	186 ppl/hr	352 ppl/hr	538 ppl/hr	7,009 ppl
Bike	65 ppl/hr	30 ppl/hr	95 ppl/hr	85 ppl/hr	114 ppl/hr	199 ppl/hr	2,242 ppl
Walk	107 ppl/hr	67 ppl/hr	174 ppl/hr	173 ppl/hr	205 ppl/hr	378 ppl/hr	4,260 ppl

City of Alexandria
Transportation Scoping Intake Form

Table 1: Multimodal Trip Generation Summary by Development Block

Land Use	ITE Code	Size	Mode Split	AM Peak Hour			PM Peak Hour				
				In	Out	Total	In	Out	Total		
Block A											
Office	710	20	ksf	Auto (veh/hr)	60%	8	1	9	2	7	9
				Transit (ppl/hr)	30%	5	0	5	1	5	6
				Bike (ppl/hr)	5%	1	0	1	0	1	1
				Walk (ppl/hr)	5%	1	0	1	0	1	1
Arts	580	20	ksf	Auto (veh/hr)	60%	2	1	3	1	1	2
				Transit (ppl/hr)	20%	1	1	2	0	1	1
				Bike (ppl/hr)	5%	0	0	0	0	0	0
				Walk (ppl/hr)	15%	1	0	1	0	1	1
Block A Auto Trips						10 veh/hr	2 veh/hr	12 veh/hr	3 veh/hr	8 veh/hr	11 veh/hr
Block A Non-Auto Trips						9 veh/hr	1 veh/hr	10 veh/hr	1 veh/hr	9 veh/hr	10 veh/hr
Block B											
Office	710	50	ksf	Auto (veh/hr)	60%	22	1	23	3	22	25
				Transit (ppl/hr)	30%	13	1	14	2	13	15
				Bike (ppl/hr)	5%	2	0	2	0	2	2
				Walk (ppl/hr)	5%	2	0	2	0	2	2
Residential	222	336	du	Auto (veh/hr)	50%	14	28	42	25	18	43
				Transit (ppl/hr)	35%	11	24	35	21	15	36
				Bike (ppl/hr)	5%	2	3	5	3	2	5
				Walk (ppl/hr)	10%	3	7	10	6	4	10
Retail	820	9	ksf	Auto (veh/hr)	20%	1	0	1	2	3	5
				Transit (ppl/hr)	15%	0	1	1	3	4	7
				Bike (ppl/hr)	25%	1	1	2	5	6	11
				Walk (ppl/hr)	40%	1	1	2	8	10	18
Block B Auto Trips						37 veh/hr	29 veh/hr	66 veh/hr	30 veh/hr	43 veh/hr	73 veh/hr
Block B Non-Auto Trips						35 veh/hr	38 veh/hr	73 veh/hr	48 veh/hr	58 veh/hr	106 veh/hr
Block C											
Residential	222	497	du	Auto (veh/hr)	50%	19	44	63	38	26	64
				Transit (ppl/hr)	35%	16	35	51	31	22	53
				Bike (ppl/hr)	5%	2	5	7	4	4	8
				Walk (ppl/hr)	10%	5	10	15	9	6	15
Grocer	850	20	ksf	Auto (veh/hr)	70%	15	11	26	46	46	92
				Auto Pass-By (veh/hr)		4	4	2	6	12	11
				Transit (ppl/hr)	5%	3	1	4	8	7	15
				Bike (ppl/hr)	5%	3	1	4	8	7	15
				Walk (ppl/hr)	20%	10	7	17	30	30	60
Retail	820	17	ksf	Auto (veh/hr)	20%	2	1	3	6	6	12
				Transit (ppl/hr)	15%	2	1	3	8	9	17
				Bike (ppl/hr)	25%	4	2	6	13	15	28
				Walk (ppl/hr)	40%	6	3	9	21	23	44
Block C Auto Trips						40 veh/hr	58 veh/hr	98 veh/hr	102 veh/hr	89 veh/hr	191 veh/hr
Block C Non-Auto Trips						51 veh/hr	65 veh/hr	116 veh/hr	132 veh/hr	123 veh/hr	255 veh/hr
Block D											
Residential	222	273	du	Auto (veh/hr)	50%	11	24	35	21	15	36
				Transit (ppl/hr)	35%	9	19	28	17	12	29
				Bike (ppl/hr)	5%	1	3	4	2	2	4
				Walk (ppl/hr)	10%	3	5	8	5	3	8
Retail	820	11	ksf	Auto (veh/hr)	20%	1	1	2	3	4	7
				Transit (ppl/hr)	15%	1	1	2	5	5	10

City of Alexandria
Transportation Scoping Intake Form

Land Use	ITE Code	Size	Mode Split	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
			Bike (ppl/hr) 25%	2	2	4	8	9	17	
			Walk (ppl/hr) 40%	4	2	6	13	14	27	
			Block D Auto Trips	12 veh/hr	25 veh/hr	37 veh/hr	24 veh/hr	19 veh/hr	43 veh/hr	
			Block D Non-Auto Trips	20 veh/hr	32 veh/hr	52 veh/hr	50 veh/hr	45 veh/hr	95 veh/hr	
Block E										
Office	710	499	ksf	Auto (veh/hr) 60%	212	15	227	34	213	247
				Transit (ppl/hr) 30%	125	9	134	20	126	146
				Bike (ppl/hr) 5%	21	1	22	3	21	24
				Walk (ppl/hr) 5%	21	1	22	3	21	24
Retail	820	19	ksf	Auto (veh/hr) 20%	2	1	3	7	6	13
				Transit (ppl/hr) 15%	2	2	4	9	9	18
				Bike (ppl/hr) 25%	4	3	7	15	15	30
				Walk (ppl/hr) 40%	6	5	11	24	24	48
			Block E Auto Trips	214 veh/hr	16 veh/hr	230 veh/hr	41 veh/hr	219 veh/hr	260 veh/hr	
			Block E Non-Auto Trips	179 veh/hr	21 veh/hr	200 veh/hr	74 veh/hr	216 veh/hr	290 veh/hr	
Block F										
Office	710	62	ksf	Auto (veh/hr) 60%	26	2	28	4	27	31
				Transit (ppl/hr) 30%	15	2	17	3	15	18
				Bike (ppl/hr) 5%	3	0	3	0	3	3
				Walk (ppl/hr) 5%	3	0	3	0	3	3
Hotel	710	296	rooms	Auto (veh/hr) 50%	31	24	55	41	39	80
				Transit (ppl/hr) 25%	32	26	58	43	42	85
				Bike (ppl/hr) 5%	6	6	12	9	8	17
				Walk (ppl/hr) 20%	26	20	46	34	34	68
Retail	820	8	ksf	Auto (veh/hr) 20%	1	0	1	3	2	5
				Transit (ppl/hr) 15%	1	1	2	4	4	8
				Bike (ppl/hr) 25%	2	1	3	6	7	13
				Walk (ppl/hr) 40%	3	2	5	10	10	20
			Block F Auto Trips	58 veh/hr	26 veh/hr	84 veh/hr	48 veh/hr	68 veh/hr	116 veh/hr	
			Block F Non-Auto Trips	91 veh/hr	58 veh/hr	149 veh/hr	109 veh/hr	126 veh/hr	235 veh/hr	
Block G										
Office	710	234	ksf	Auto (veh/hr) 60%	99	7	106	16	100	116
				Transit (ppl/hr) 30%	59	4	63	9	59	68
				Bike (ppl/hr) 5%	10	0	10	2	9	11
				Walk (ppl/hr) 5%	10	0	10	2	9	11
Retail	820	4	ksf	Auto (veh/hr) 20%	1	0	1	2	1	3
				Transit (ppl/hr) 15%	0	1	1	2	2	4
				Bike (ppl/hr) 25%	1	1	2	4	3	7
				Walk (ppl/hr) 40%	1	1	2	6	6	12
			Block G Auto Trips	100 veh/hr	7 veh/hr	107 veh/hr	18 veh/hr	101 veh/hr	119 veh/hr	
			Block G Non-Auto Trips	81 veh/hr	7 veh/hr	88 veh/hr	25 veh/hr	88 veh/hr	113 veh/hr	
Overall Site										
Office	710	815	ksf	Auto (veh/hr) 60%	367	26	393	59	369	428
				Transit (ppl/hr) 30%	217	16	233	35	218	253
				Bike (ppl/hr) 5%	37	1	38	5	36	41
				Walk (ppl/hr) 5%	37	1	38	5	36	41
Residential	222	1,106	du	Auto (veh/hr) 50%	78	121	199	127	102	229
				Transit (ppl/hr) 35%	64	99	163	104	85	189
				Bike (ppl/hr) 5%	9	14	23	14	13	27
				Walk (ppl/hr) 10%	19	28	47	30	23	53

City of Alexandria
Transportation Scoping Intake Form

Land Use	ITE Code	Size	Mode Split	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Grocer	850	20	ksf	Auto (veh/hr) 70%	15	11	26	46	46	92
				Auto Pass-By (veh/hr)	4	2	6	12	11	23
				Transit (ppl/hr) 5%	3	1	4	8	7	15
				Bike (ppl/hr) 5%	3	1	4	8	7	15
				Walk (ppl/hr) 20%	10	7	17	30	30	60
Retail	820	68	ksf	Auto (veh/hr) 20%	8	3	11	23	22	45
				Transit (ppl/hr) 15%	6	7	13	31	33	64
				Bike (ppl/hr) 25%	14	10	24	51	55	106
				Walk (ppl/hr) 40%	21	14	35	82	87	169
Hotel	820	296	rooms	Auto (veh/hr) 50%	31	24	55	41	39	80
				Transit (ppl/hr) 25%	32	26	58	43	42	85
				Bike (ppl/hr) 5%	6	6	12	9	8	17
				Walk (ppl/hr) 20%	26	20	46	34	34	68
Arts	580	20	ksf	Auto (veh/hr) 60%	2	1	3	1	1	2
				Transit (ppl/hr) 20%	1	1	2	0	1	1
				Bike (ppl/hr) 5%	0	0	0	0	0	0
				Walk (ppl/hr) 15%	1	0	1	0	1	1
Overall Site Auto Trips				465 veh/hr	163 veh/hr	628 veh/hr	254 veh/hr	539 veh/hr	793 veh/hr	
Overall Site Pass-By Trips				4 veh/hr	2 veh/hr	6 veh/hr	12 veh/hr	11 veh/hr	23 veh/hr	
Overall Site Non-Auto Trips				468 veh/hr	227 veh/hr	695 veh/hr	444 veh/hr	671 veh/hr	1,115 veh/hr	

Attachment C: Walkability Score Sheet

Project Name: PRGS Block A, B & C
 Address: _____
 DSUP/SUP #: _____

Category	Use or Service Type	0.25 mile or less	0.25 - 0.5 mile	Score	Details (business name, address, etc.)	Max Points	Total Points	
Food Retail	Supermarket or grocery with produce section (min 5,000 gross sf)	15	5	5	Harris Teeter. 735 N St Asaph St, Alexandria, VA 22314	15	5	
Community-serving retail	Convenience Store	7	3			20	17	
	Farmers Market (min. 9 months per year)	5		5	Old Town North Farmers Market. N. Royal Street and, Montgomery St, Alexandria, VA 22314			
	Hardware Store	5						
	Pharmacy	5						
	Other Retail		3		3			Studio Snaidero DC Metro Cabinet Store. 1130 N Fairfax St, Alexandria, VA 22314
				3	Woodstock Café. 99 Canal Center Plaza # G1, Alexandria, VA 22314			
		3		Alpha Graphics. 1001 N Fairfax St Suite 100A, Alexandria, VA 22314				
Services	Bank (not ATM)	5				20	20	
	Family entertainment venue (e.g. theater, sports)	5		5	MetroStage Theater. 1201 N Royal St, Alexandria, VA 22314			
	Gym, health club, exercise studio	5		5	Body Shop Fitness. 1199 N Fairfax St Suite 150, Alexandria, VA 22314			
	Hair care	5		5	Kate Spa & Salon. 826 N Fairfax St, Alexandria, VA 22314			
	Laundry, dry cleaner	5						
	Restaurant, café, diner (excluding those with only drive-thru only service)	5	5	5	The Perfect Pita. 951 N Fairfax St, Alexandria, VA 22314			
Civic and community facilities	Adult or senior care (licensed)	3				35	35	
	Child care (licensed)	3		3	St Anthony School. 321 First St, Alexandria, VA 22314			
	Cultural arts facility (museum, performing arts)	5		5	MetroStage Theater. 1201 N Royal St, Alexandria, VA 22314			
	Education facility (e.g. K-12 school)	10	5	10	Vinci School. 1001 N Fairfax St, Alexandria, VA 22314			
	Education facility (e.g. university, adult education center, vocational school, community college)	5		5	Public School Proud. 1250 N Pitt St, Alexandria, VA 22314			
	Government office that serves public on-site	3						
	Medical clinic or office that treats patients	3		3	PTNow. 1111 N Fairfax St, Alexandria, VA 22314			
	Place of worship	5						
	Police or fire station	3						
	Post Office	5						
	Public library	5						
	Public park	10	5	10	Tidelock Park. 1 Canal Center Plaza, Alexandria, VA 22314			
	Community recreation center	3						
Social services center	3		3	Community Health Charities. 1199 N Fairfax St #600, Alexandria, VA 22314				
Community anchor uses	Business office (100 or more FTE)	10	5	10	Trans Potomac Plaza. 1033 N Fairfax St, Alexandria, VA 22314	10	10	

Total	100	87
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OJB

POTOMAC RIVER GENERATING STATION

EXHIBIT #3: COMMON ELEMENTS DESIGN GUIDELINES

JUL 11ST, 2025

TABLE OF CONTENTS

GENERAL STREETSCAPES3

- STREETSCAPES TYPOLOGIES
- STREETSCAPES: PRIVATE VS PUBLIC
- STREETSCAPES: ROADWAY
- STREETSCAPES: PUBLIC REALM
- PAVING MATERIALS

SPECIAL STREETSCAPES14

- WOONERF: ZONES
- WOONERF: CONCEPT PLAN
- WOONERF: PAVING ZONES
- WOONERF: PAVING MATERIALS
- ROAD C: PAVING ZONES
- ROAD C: PAVING MATERIALS
- WATER STREET: PAVING ZONES
- WATER STREET: PAVING MATERIALS

SITE FURNISHINGS.....25

- PROPOSED SITE FURNISHINGS
- ROADWAY LIGHTING PRELIMINARY LAYOUT
- BENCHES PRELIMINARY PROPOSED TYPES
- BENCHES PRELIMINARY PROPOSED LOCATION

PREPARED BY

OJB LANDSCAPE ARCHITECTURE

One Bowdoin Square
Suite 801
Boston, Massachusetts 02114
617.426.1300

HRP GROUP

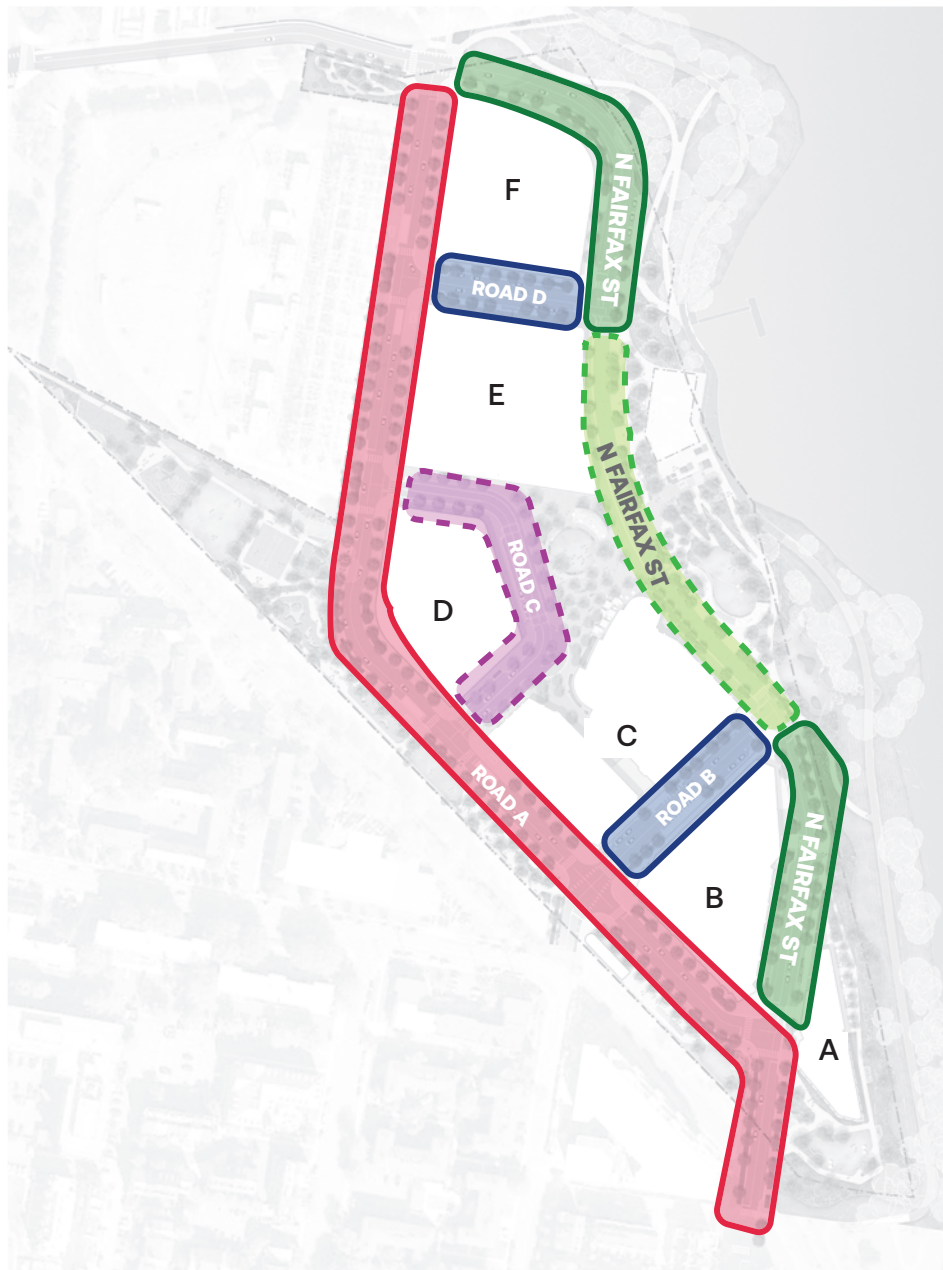
1199 N Fairfax St.,
Suite 808
Alexandria, VA 22314
312.796.6564

VERSION	ISSUE DATE
CONCEPT 3 SUBMISSION	01/13/2023
BLOCK B+C COMPLETENESS SUBMISSION	05/16/2025
BLOCK B+C VERIFICATION SUBMISSION	07/11/2025

General Streetscapes

GENERAL STREETSCAPES

Typologies



SPINE ROAD
Mixed-Use Boulevard
(Public Street)



WATER CONNECTORS
Neighborhood Connector
(Private Street)



FAIRFAX EXTENSION
Parkways
(Private Street)



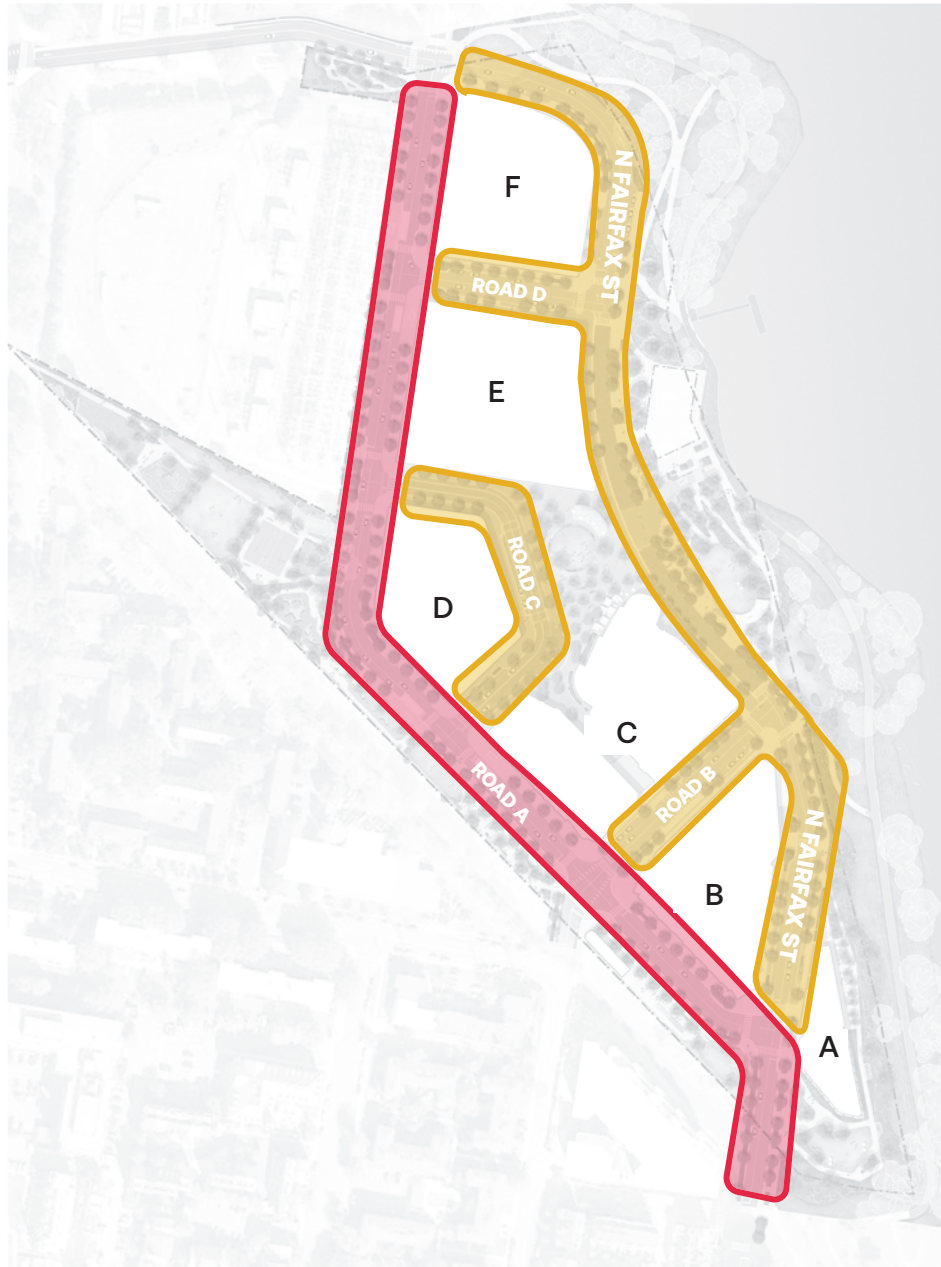
SPECIAL RETAIL & DROP-OFF
Shared Street
(Private Street)





WOONERF
Shared Street
(Private Street)

GENERAL STREETSCAPES

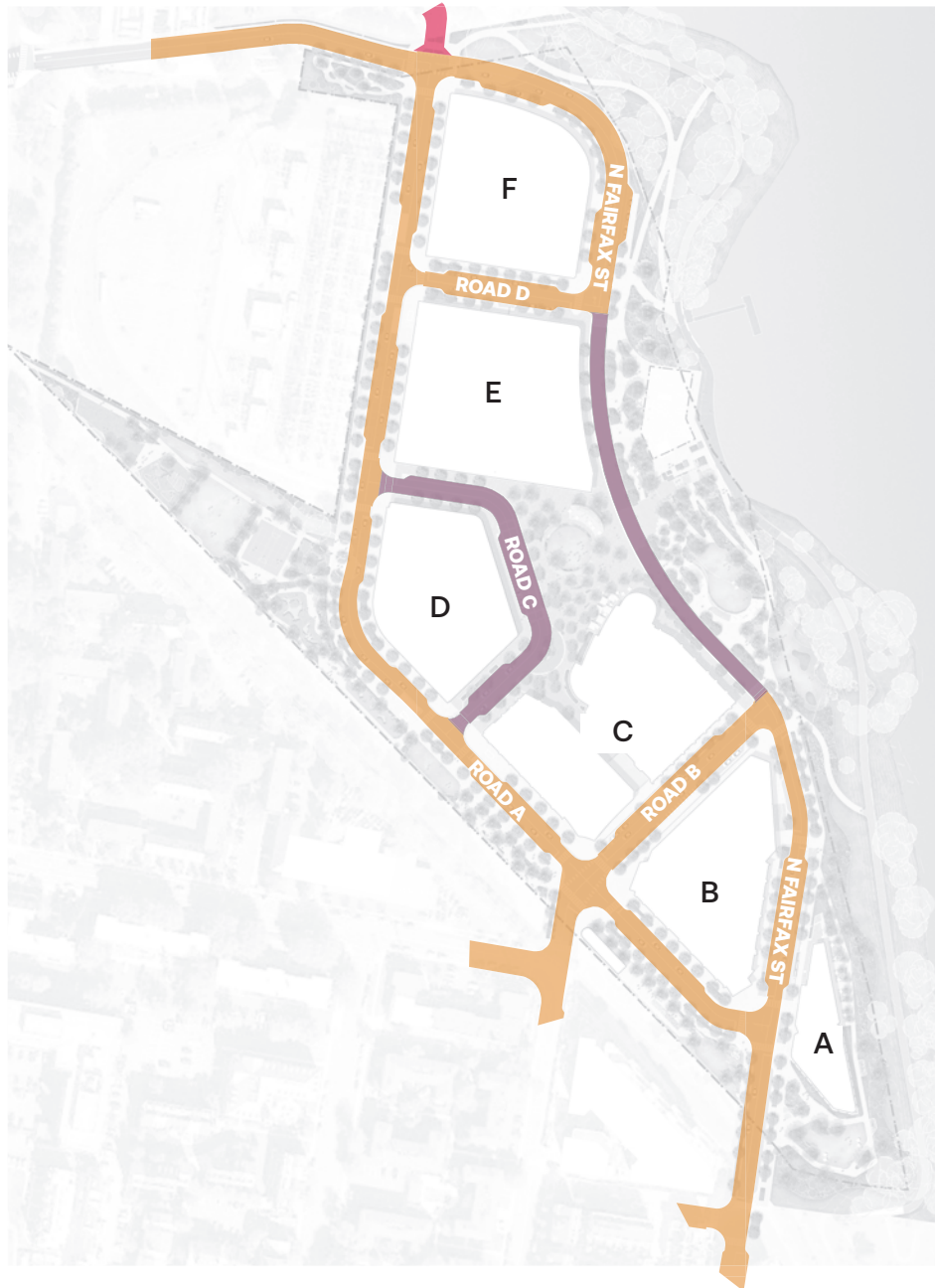
Public vs Private






-  PUBLIC STREET
-  PRIVATE STREET

GENERAL STREETSCAPES

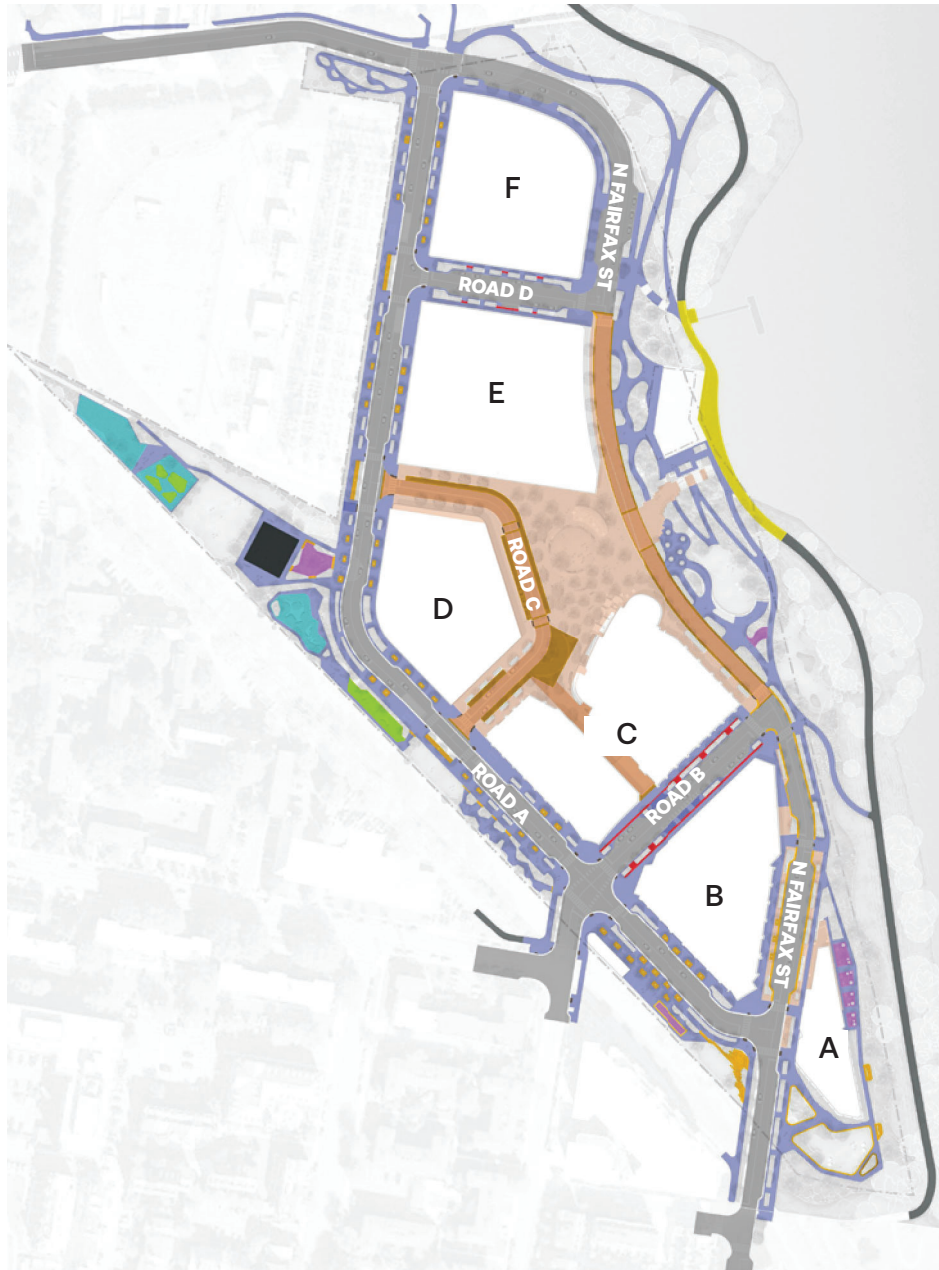
Roadway













-  CONCRETE
-  ASPHALT
-  UNIT PAVERS

GENERAL STREETSCAPES

Public Realm (Overall)


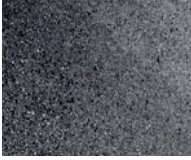







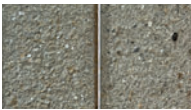

















	AP-01 ASPHALT (VEHICULAR)	
	AP-02 ASPHALT (TRAIL) <i>trail improvement by NPS</i>	
	AP-03 ASPHALT (PAINTED)	
	AS-01 & 02 ARTIFICIAL TURF	
	CP-01 CONCRETE (PEDESTRIAN) <i>4" thick decorative color concrete paving</i>	
	CP-02 CONCRETE (VEHICULAR) <i>6" thick decorative color concrete paving</i>	
	UP-01 UNIT PAVER (PEDESTRIAN) <i>4" thick concrete unit paver Hanover Prest Plankstone: Antietam & B91171 mix, Tudor finish, 3 sizes: 3"x9", 3"x18", 3x24", Running bond</i>	
	UP-02 UNIT PAVER (VEHICULAR) <i>4" thick concrete unit paver Hanover Prest Plankstone: B91764 + B91983 Tudor finish, 1 size: 3"x9", Herringbone</i>	
	UP-03 TACTILE PAVER <i>4" thick concrete unit paver ALT 1: cast iron ALT 2: granite</i>	
	UP-04 COBBLE STONE (PEDESTRIAN) <i>6"x8"x2" thick granite cobble</i>	
	UP-05 COBBLE STONE (VEHICULAR) <i>6"x8"x4" thick granite cobble, tumble finish</i>	
	UP-06 METAL GRATING <i>Jamison trench grate, rust conditioner finish</i>	
	WD-01 WOOD DECKING <i>scoped in redevelopment</i>	
	LS-01 DECOMPOSED GRANITE <i>3/8" stabilized stone fines</i>	
	LS-02 ENGINEERED MULCH	

GENERAL STREETSCAPES

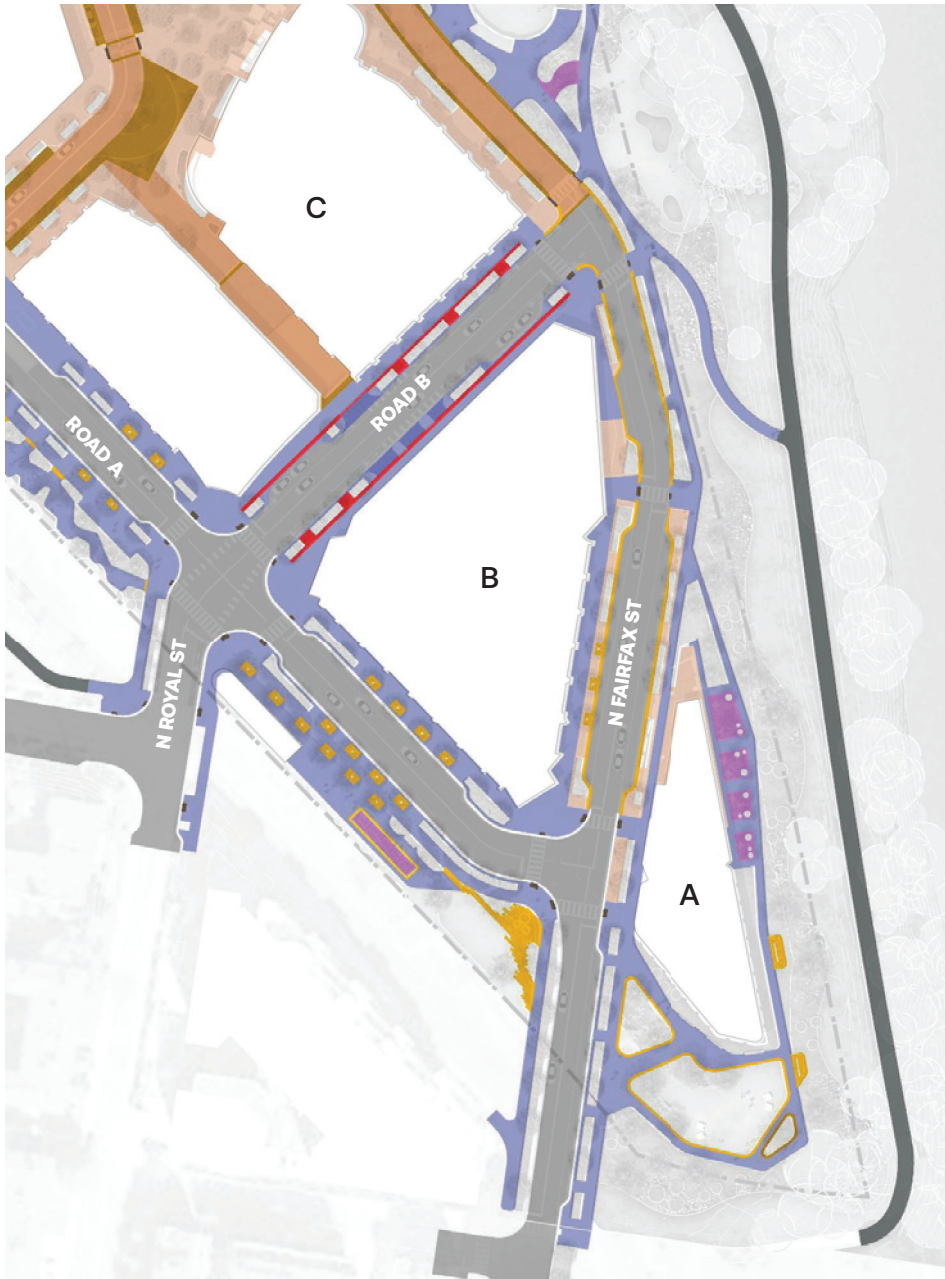
Public Realm (Enlargements)










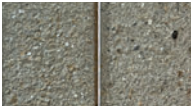

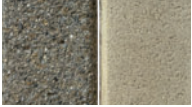

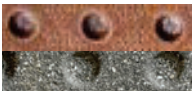













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GENERAL STREETSCAPES

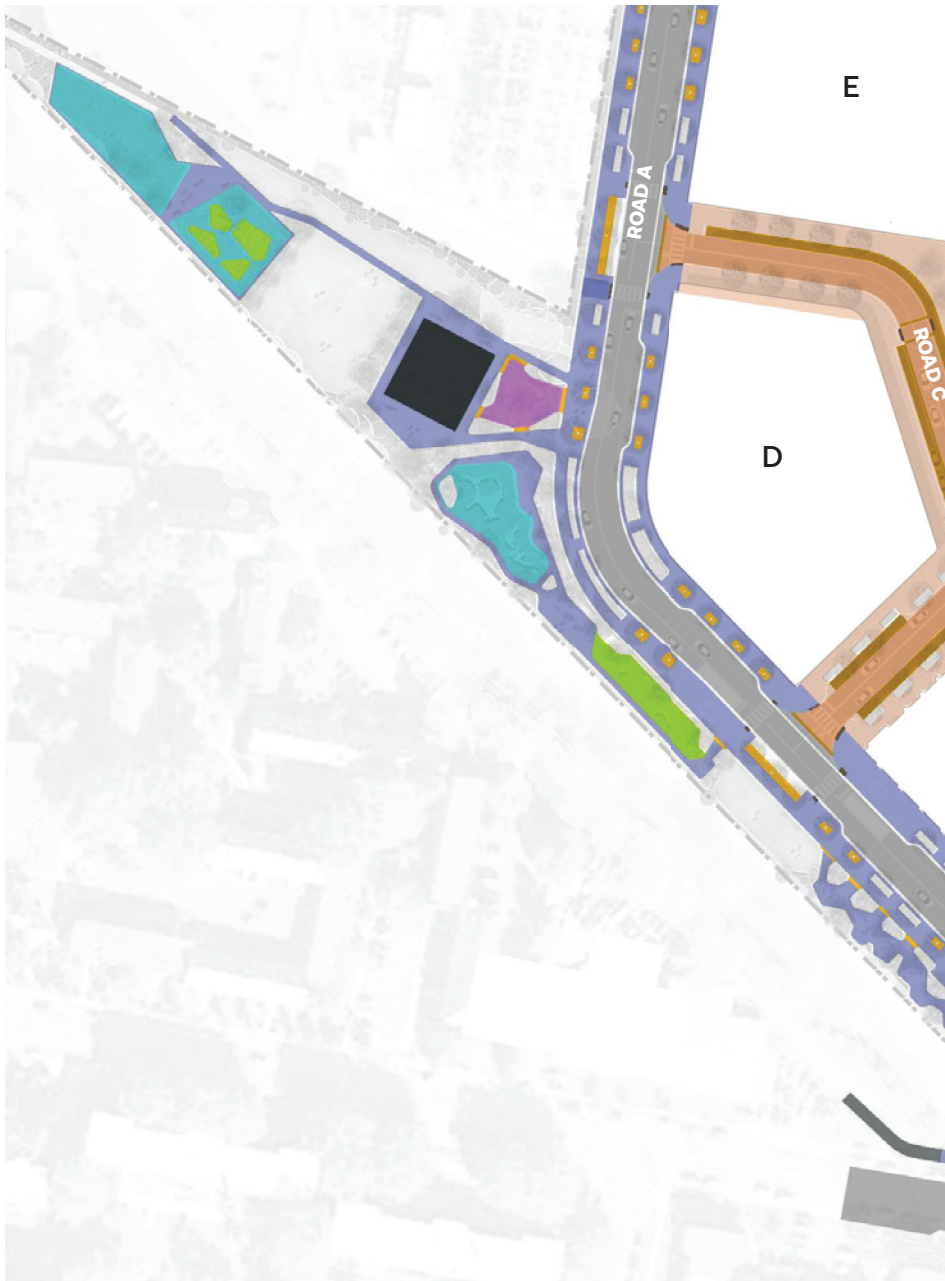
Public Realm (Enlargements)















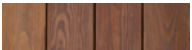






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	LS-01 DECOMPOSED GRANITE <i>3/8" stabilized stone fines</i>	
	LS-02 ENGINEERED MULCH	

GENERAL STREETSCAPES

Public Realm (Enlargements)



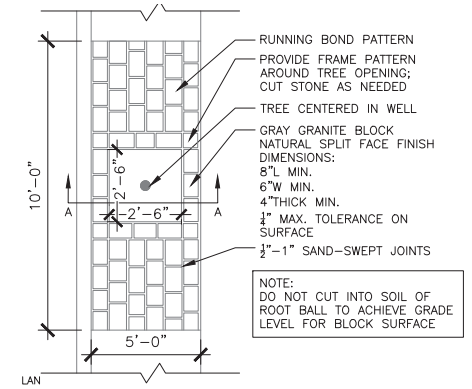
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	AP-02 ASPHALT (TRAIL) <i>trail improvement by NPS</i>	
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	LS-02 ENGINEERED MULCH	

GENERAL STREETSCAPES

Paving Materials

Condition 1 - Public (Road A)

Condition 2 - Private (Fairfax Extension)



CITY OF ALEXANDRIA STANDARD LANDSCAPE DETAILS

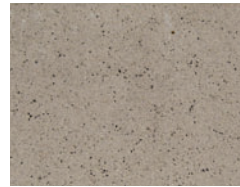
CONCRETE PAVING PEDESTRIAN
CP-01

COBBLE STONE PEDESTRIAN
UP-04

CONCRETE PAVING (PEDESTRIAN)

COBBLE STONE PEDESTRIAN
UP-04

UNIT PAVER PEDESTRIAN
UP-01



GENERAL STREETSCAPES







General Paving Zones



GENERAL STREETSCAPE

- Road A
- Road B
- Road D
- N Fairfax St. Extensions

ZONE MATERIALS

PEDESTRIAN ZONE						
	<i>CIP Concrete</i>					
AMENITY ZONE		or				
			+			
	<i>CIP Concrete</i>			<i>Unit Paver Mix</i>		<i>Cobble Stone</i>
ROADWAY						
	<i>Asphalt</i>					

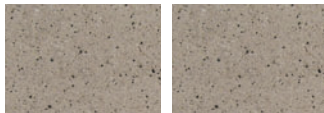
*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

GENERAL STREETSCAPES

General Paving Materials



MATERIALS



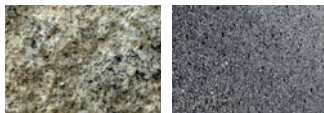
Concrete

Concrete Curb



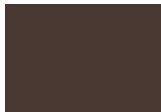
Unit Paver Mix

Unit Paver Mix

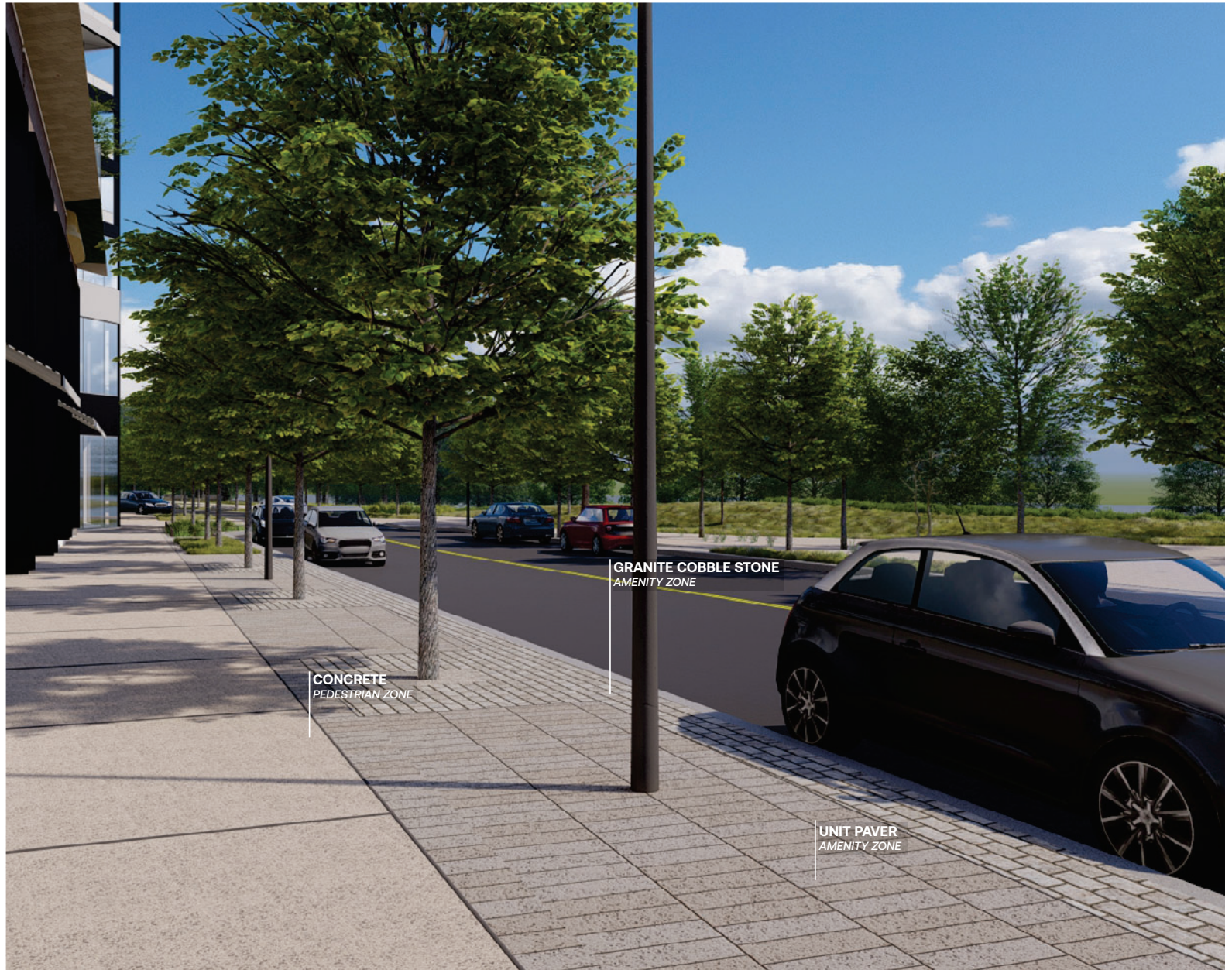


Granite Cobble

Asphalt



Fixture Metal

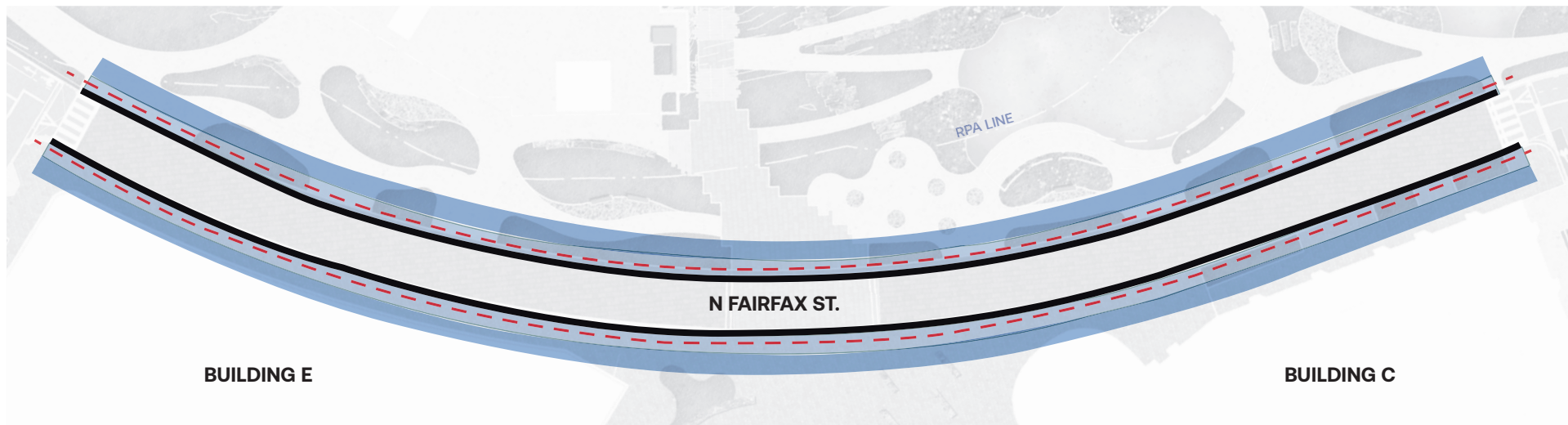


*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

Special Streetscapes

SPECIAL STREETSCAPES

Woonerf Zones



ROADWAY DELINEATION

6' AMENITY ZONE

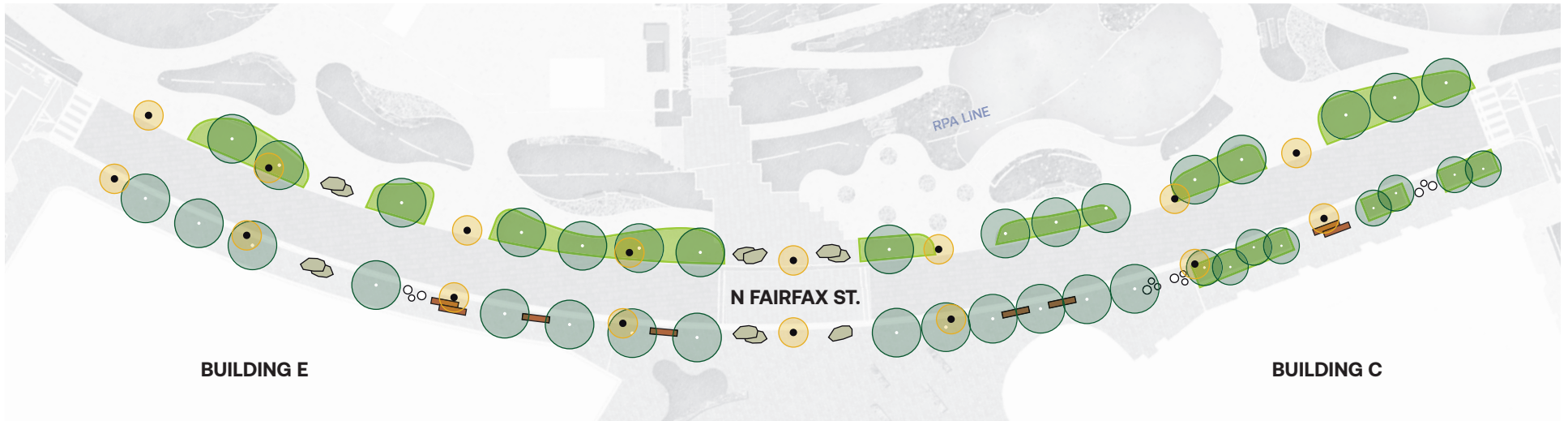
8' PEDESTRIAN ZONE

VEHICULAR DETERRENT LINE
(MAX 4' FROM FACE OF CURB)

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Woonerf Concept Plan



TREES



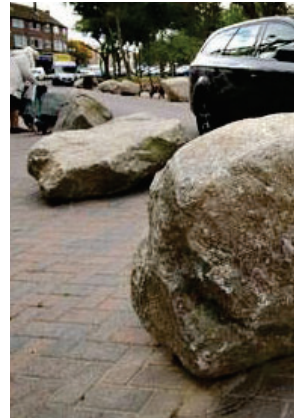
GROUND PLANTING



STREET LIGHTS



NATURAL STONE



BENCHES



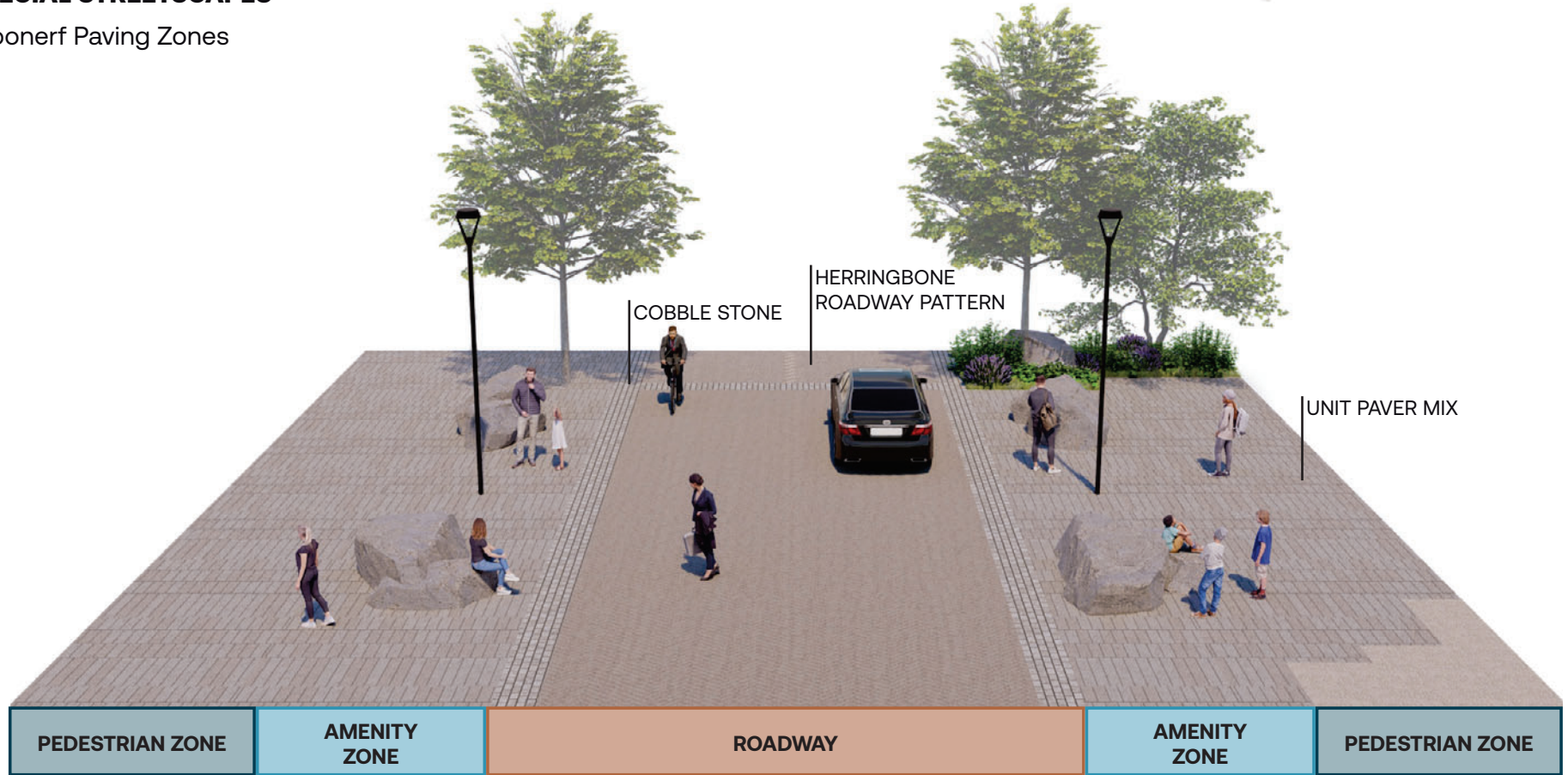
MOVEABLE PLANTERS



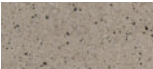


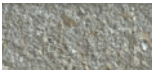

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Woonerf Paving Zones



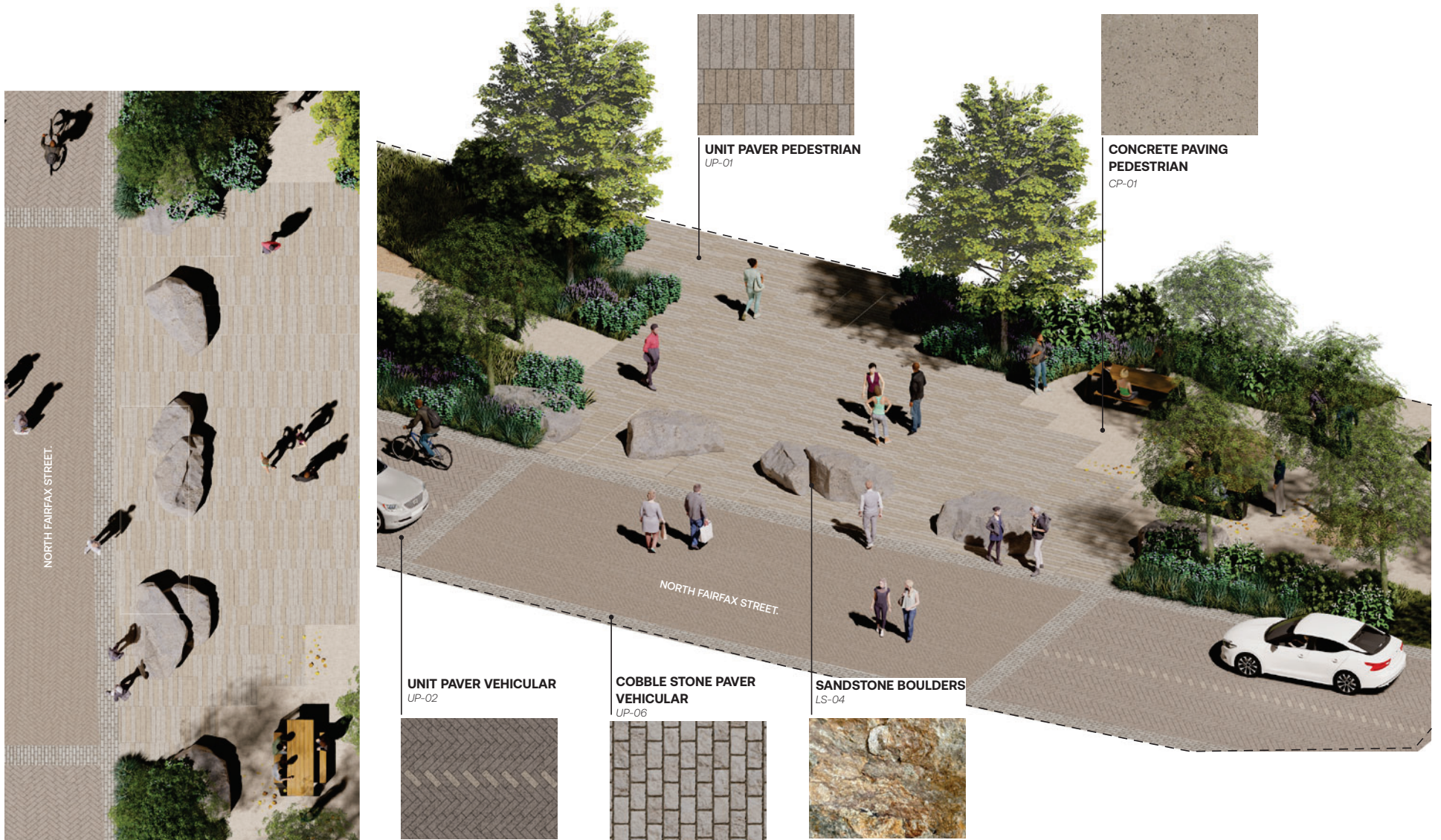
ZONE MATERIALS

PEDESTRIAN ZONE		+		
	<i>CIP Concrete</i>		<i>Unit Paver Mix</i>	
AMENITY ZONE				
	<i>Unit Paver Mix</i>			
ROADWAY			+	
	<i>Unit Paver Mix (Vehicular)</i>			<i>Cobble Stone</i>

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Woonerf Paving Materials Transition



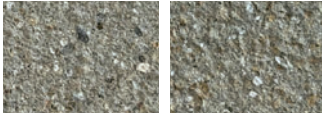
*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPPS

SPECIAL STREETSCAPES

Woonerf Paving Materials

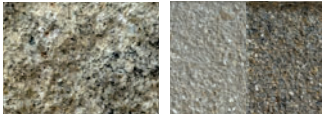


MATERIALS



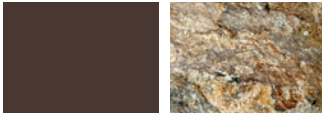
Unit Paver Mix

Unit Paver Mix



Granite Cobble

Unit Paver Mix (Vehicular)



Fixture Metal

Boulder



LANDSCAPE BOULDER
AMENITY ZONE

UNIT PAVER MIX
(VEHICULAR)
ROADWAY

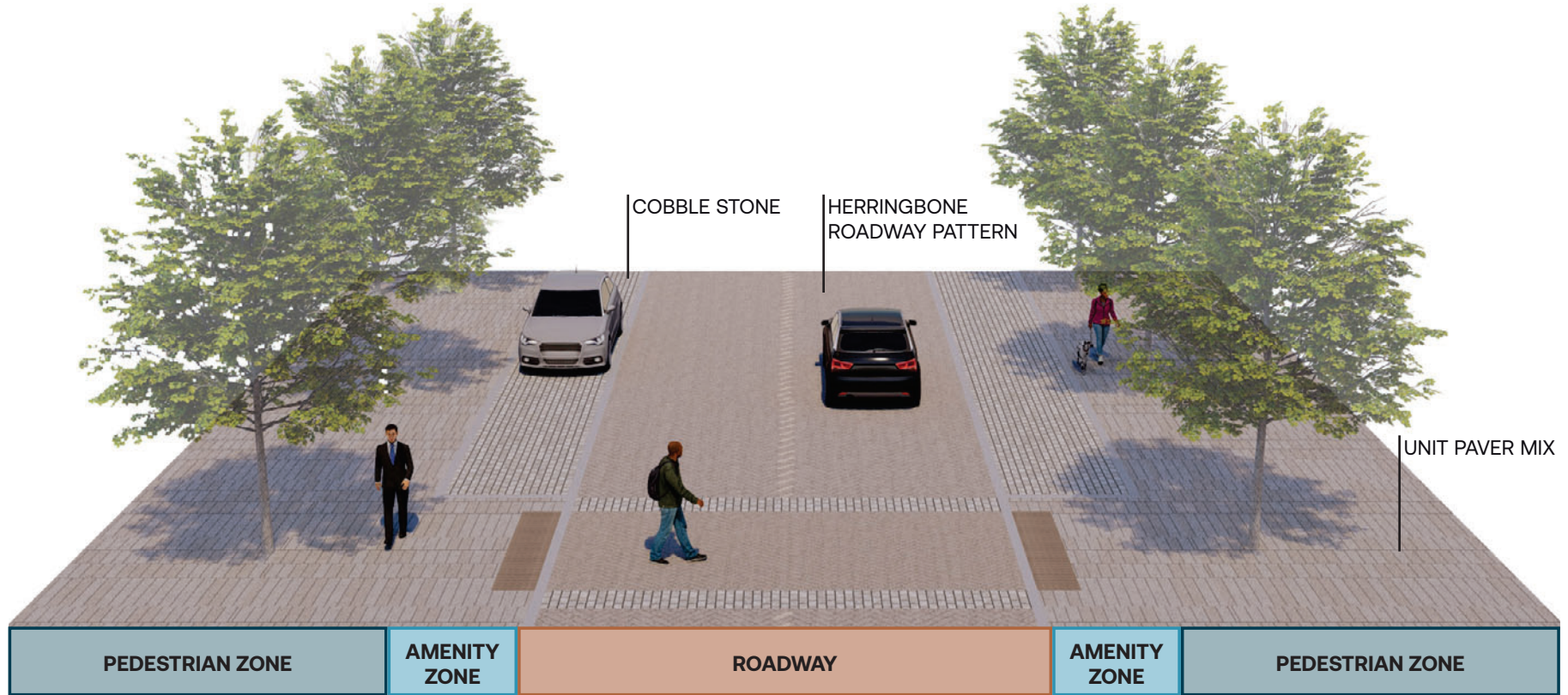
GRANITE COBBLE STONE
(VEHICULAR)
ROADWAY

UNIT PAVER MIX
AMENITY ZONE

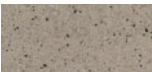







*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Road C Paving Zones



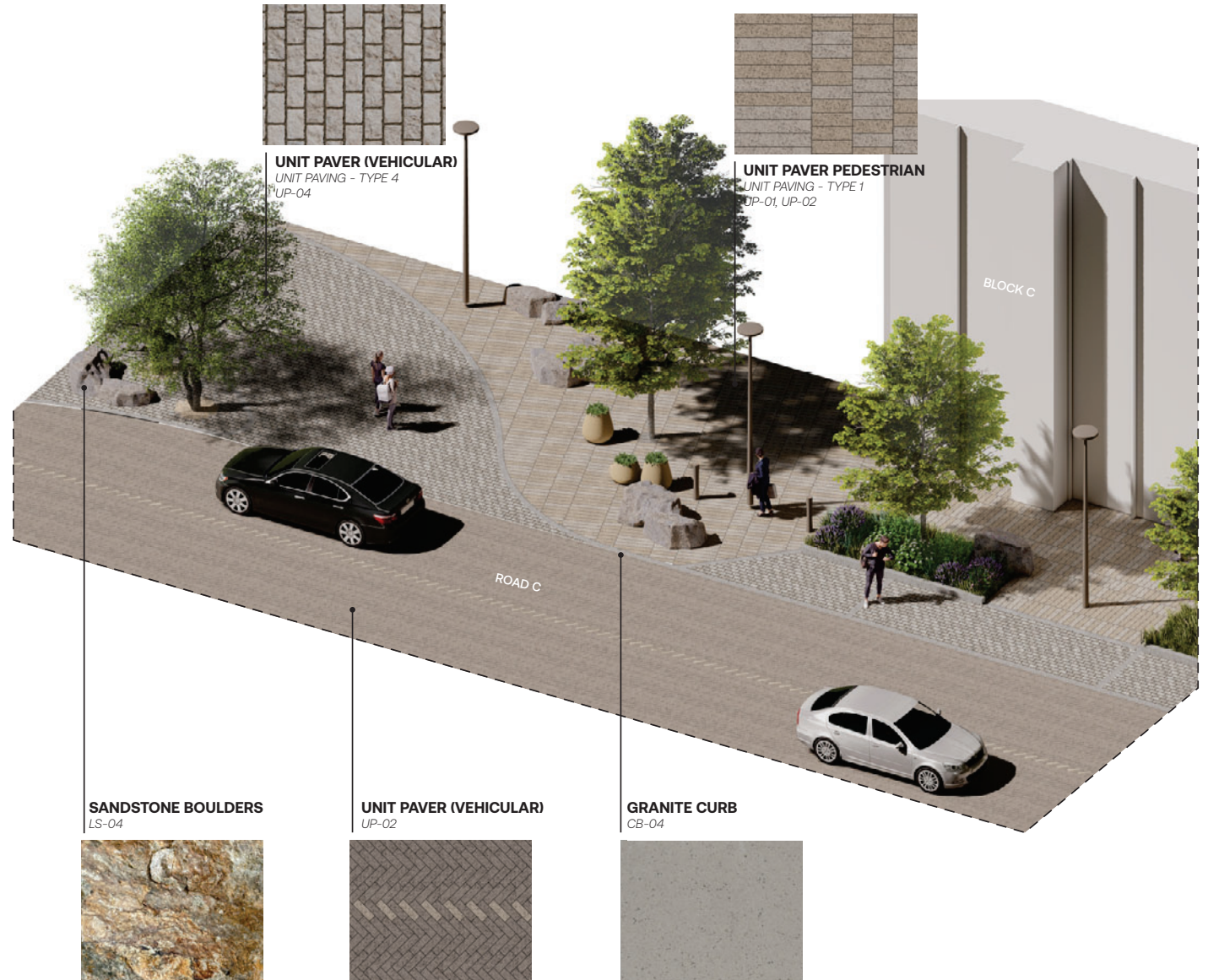
ZONE MATERIALS

PEDESTRIAN ZONE		+	
	<i>CIP Concrete</i>		<i>Unit Paver Mix</i>
AMENITY ZONE			
	<i>Unit Paver Mix</i>		<i>Tactile Paver</i>
ROADWAY			+
	<i>Unit Paver Mix (Vehicular)</i>		
			<i>Cobble Stone</i>

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Road C / Block C Dropoff Paving Materials Transition



*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Road C / Block C Dropoff Paving Materials



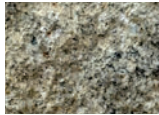
MATERIALS



Unit Paver Mix



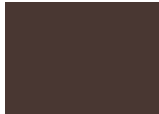
Unit Paver Mix



Granite Cobble



Unit Paver Mix (Vehicular)



Fixture Metal



Boulder



LANDSCAPE BOULDER
AMENITY ZONE

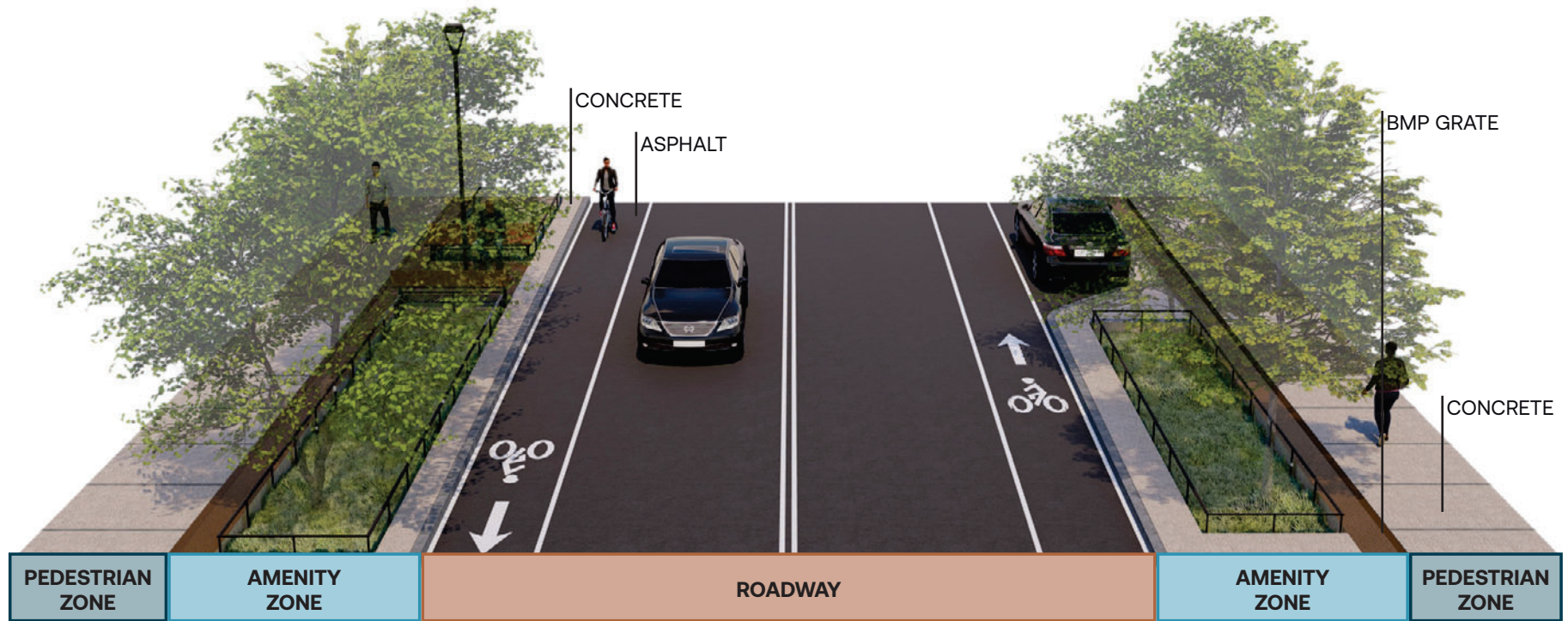
UNIT PAVER MIX
AMENITY ZONE

UNIT PAVER MIX
(VEHICULAR)
ROADWAY

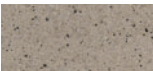




*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Water Street Paving Zones



ZONE MATERIALS

PEDESTRIAN ZONE	 + 
	<p><i>CIP Concrete</i> <i>BMP Grate</i></p>
AMENITY ZONE	 
	<p><i>Unit Paver Mix</i></p>
ROADWAY	
	<p><i>Asphalt</i></p>

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SPECIAL STREETSCAPES

Woonerf Paving Materials Transition



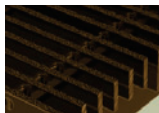
MATERIALS



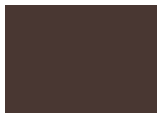
Concrete



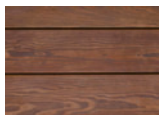
Concrete Curb



BMP Grate



Fixture Metal



Bench Top



Asphalt



*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

Site Furnishings

SITE FURNISHINGS

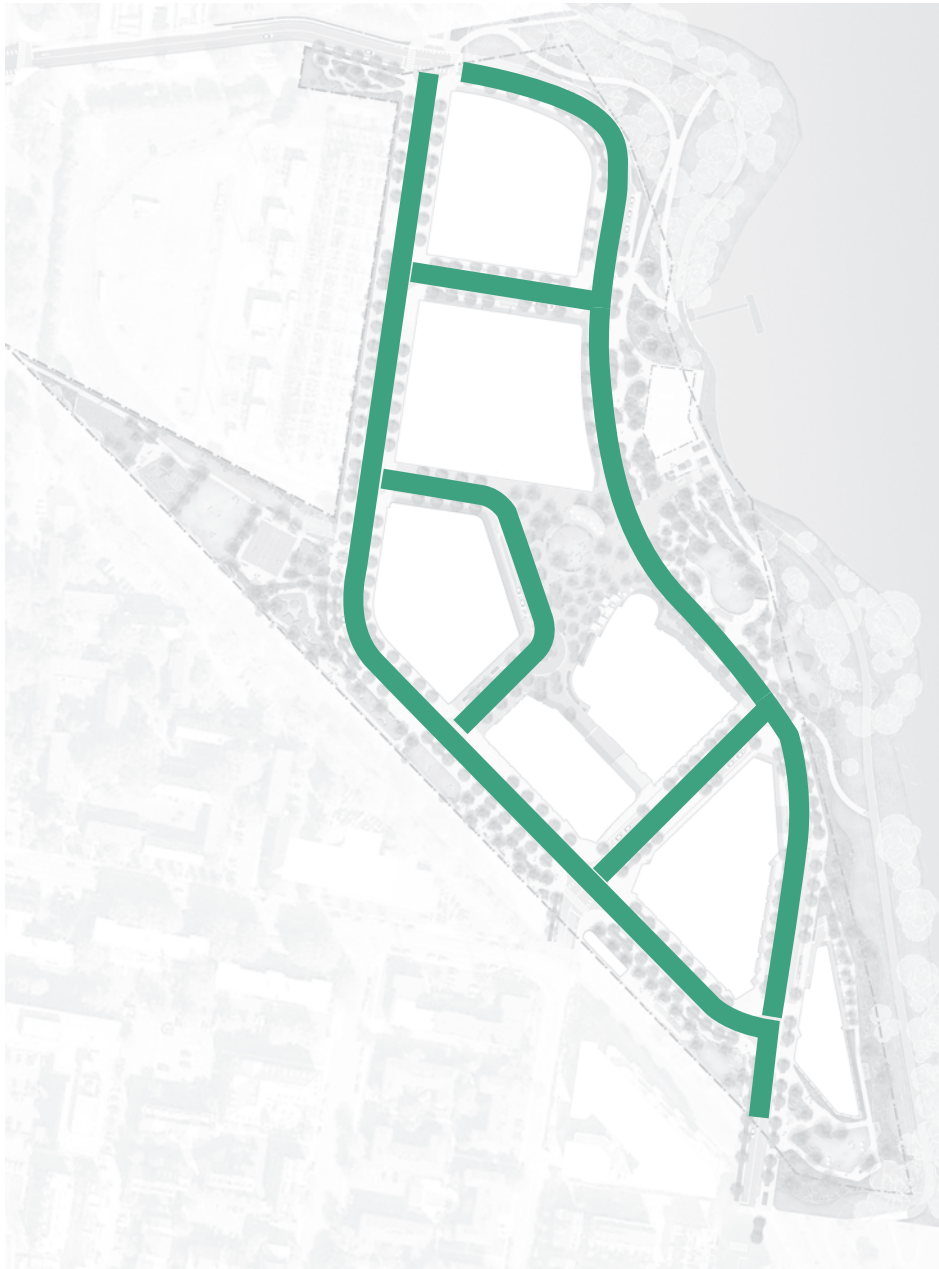
Proposed Site Furnishings



*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SITE FURNISHINGS

Roadway Lighting Layout



STREET LIGHTING TYPE



ROADWAY LIGHTS (18' HT)
Luminis Clermont

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SITE FURNISHINGS

Benches Preliminary Proposed Types

OFF-THE-SHELF BENCHES FOR STREETSCAPES



Wood Slat Bench Integrated with BMP Planter Rail
BMP BENCH



Grijsen Eco
DISTRICT BENCH

CUSTOM BENCHES FOR OPEN SPACE



Wood Block Bench w/ Metal Support @ Seating Nooks
BENCH TYPE -02A (SF-20)



Wood Block Bench w/ Metal Support @ Seating Nooks
BENCH TYPE -02B (SF-20)



Stone Block Bench w/ Wood Top @ High Use Lawn and Plaza
BENCH TYPE -03 (SF-21)



Wood Slat Bench w/ Metal Support @ Gateway
BENCH TYPE -04 (SF-22)



Reclaimed Log Stacked Bench @ Sports Court and Kids Play
BENCH TYPE -05 (SF-23)

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

SITE FURNISHINGS

Benches Preliminary Proposed Location



BENCH TYPE



Wood Block Bench w/ Metal Support @ Seating Nooks
BENCH TYPE -02A (SF-20)



Wood Block Bench w/ Metal Support @ Seating Nooks
BENCH TYPE -02B (SF-20)



Stone Block Bench w/ Wood Top @ High Use Lawn and Plaza
BENCH TYPE -03 (SF-21)



Wood Slat Bench w/ Metal Support @ Gateway
BENCH TYPE -04 (SF-22)



Reclaimed Log Stacked Bench @ Sports Court and Kids Play
BENCH TYPE -05 (SF-23)

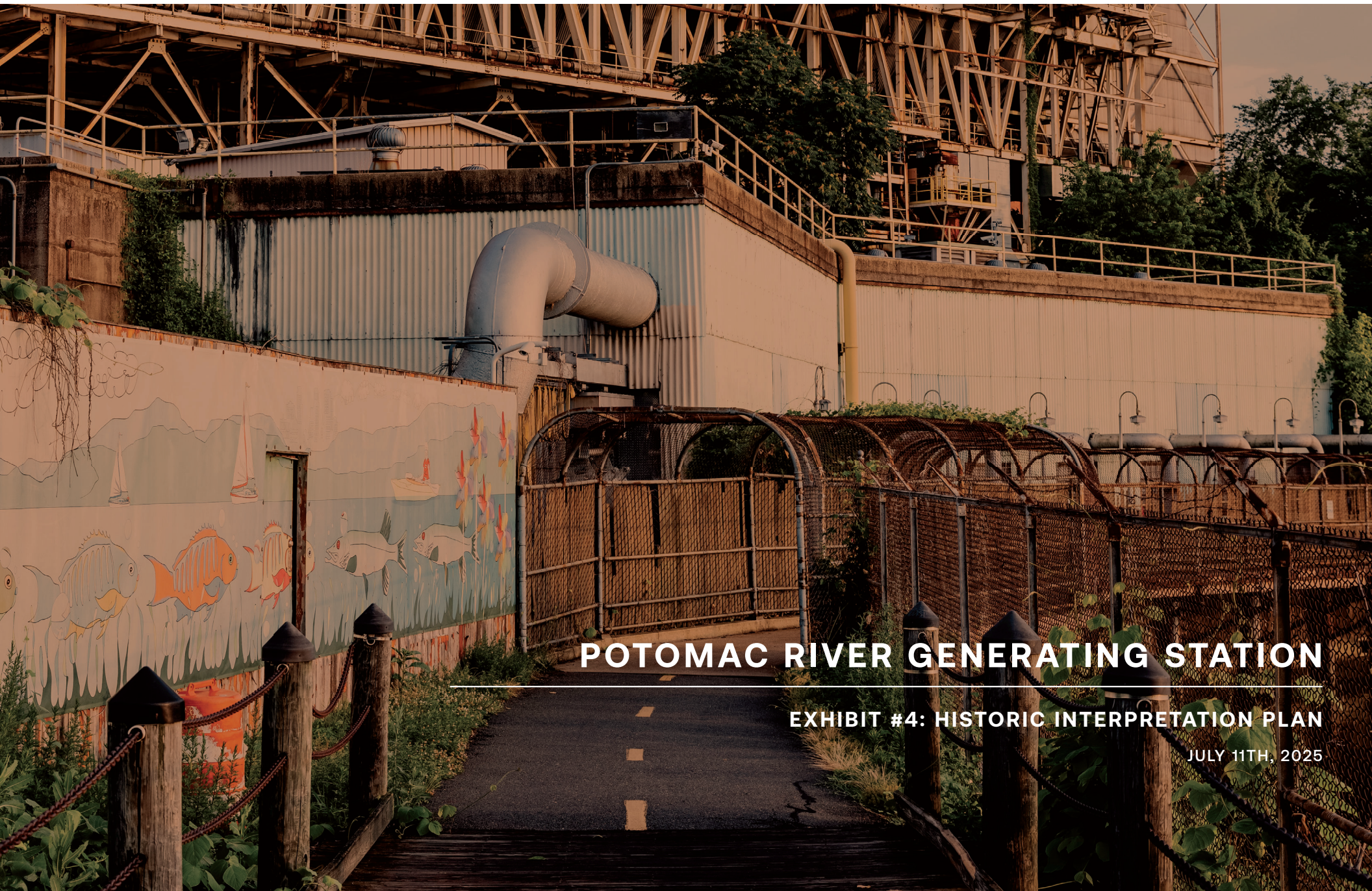


Wood Slat Bench Integrated with BMP Planter Rail
BMP BENCH



Grijzen Eco
DISTRICT BENCH

*NOTE: FINAL DESIGN TO BE COORDINATED AND FURTHER REFINED WITH SUBSEQUENT BLOCK & OPEN SPACE DSUPS AND FSPS

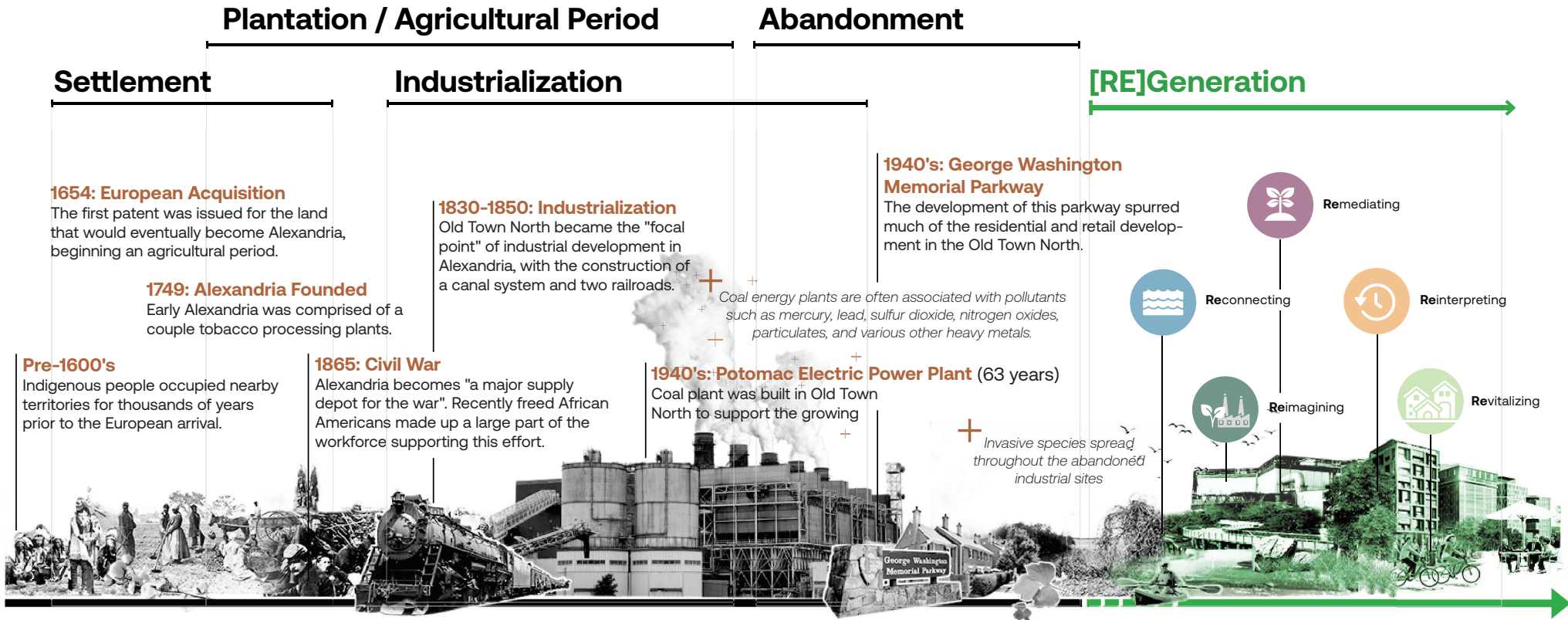


POTOMAC RIVER GENERATING STATION

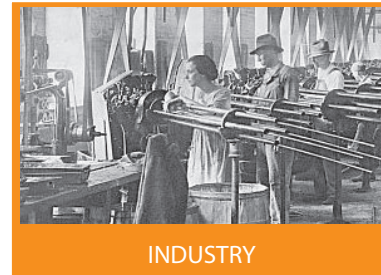
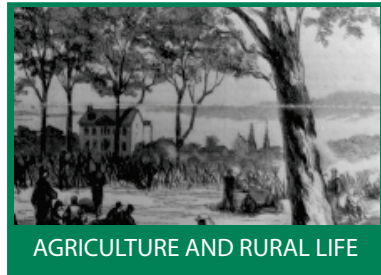
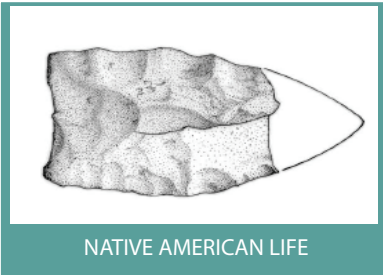
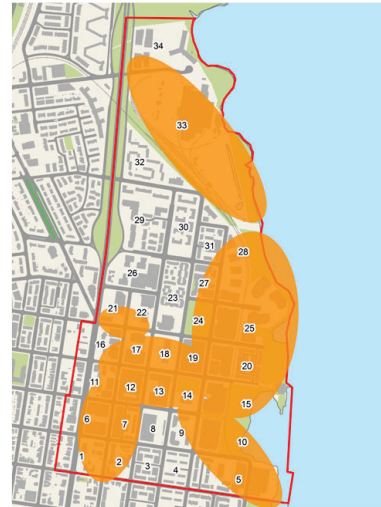
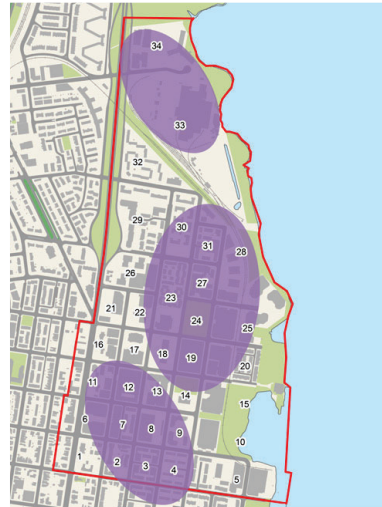
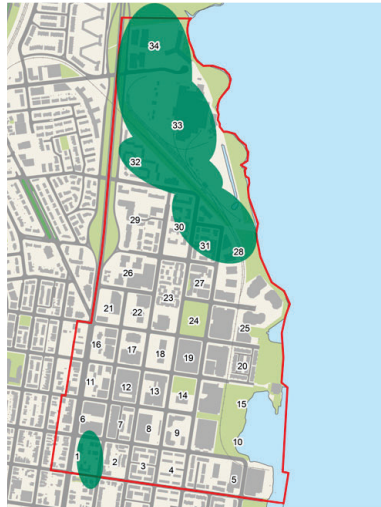
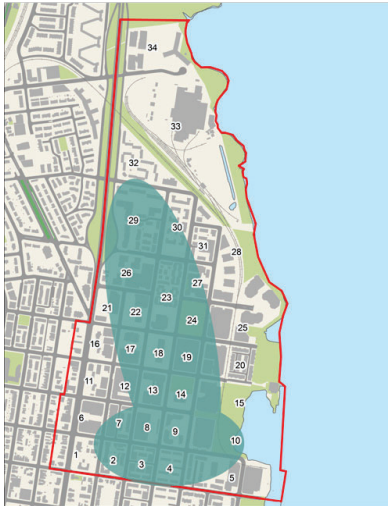
EXHIBIT #4: HISTORIC INTERPRETATION PLAN

JULY 11TH, 2025

Site Historic Timeline



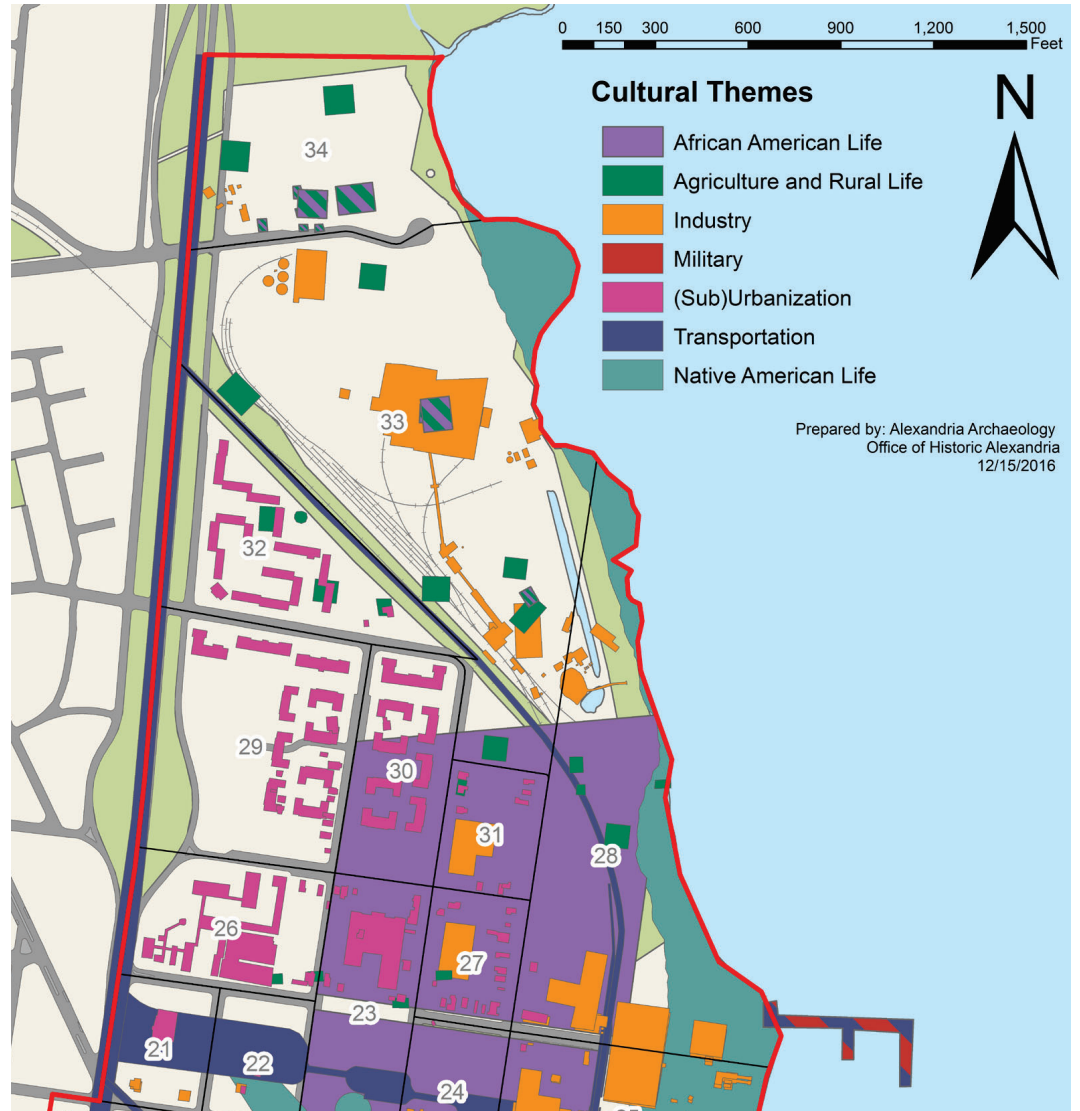
Site History Theme



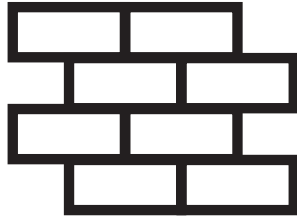
Site History



1842 Agrarian map

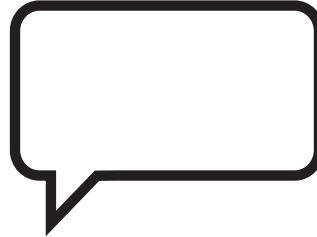


Interpretive Palette



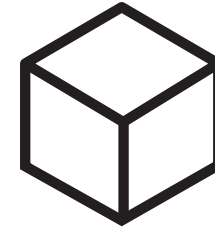
Textures

The texture of the theme is formed through the tangible and tactile aspects of that theme, such as materials, products, and objects.



Words

Words include those keywords, phrases, and names that best relate to the theme.




Forms

Forms are less tactile aspects of physical character that convey a sense of place. This could include architectural forms or styles, spatial patterns, or treatments.

Historic Interpretation Opportunities



Textures

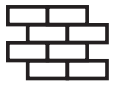
 Materials

Words

 Signage

Forms

 Adaptive Reuse



Material

Interpretation Precedents



INDUSTRIAL AESTHETIC



RECYCLED BRICK



REFERENCE OLD TOWN NORTH'S MATERIAL HISTORY



SALVAGED/ RECYCLED MATERIALS



METAL/ WEATHERED STEEL



INTERPRETATIVE WATER FEATURE



NATIVE PLANTINGS



REFERENCE GEOLOGIC HISTORY



REFERENCE GEOLOGIC HISTORY



Signage

Interpretation Precedents



INTERPRETIVE SIGNAGE



INSCRIPTION / PAVING



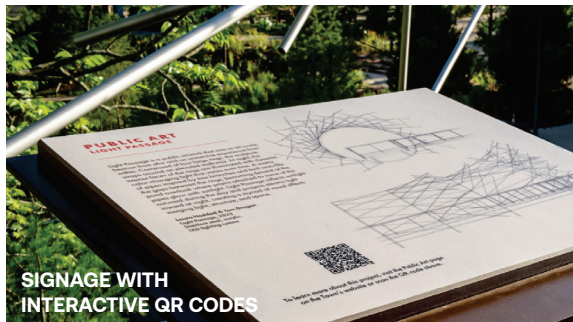
PHYSICAL TIMELINE / INTERPRETATIVE TRAIL



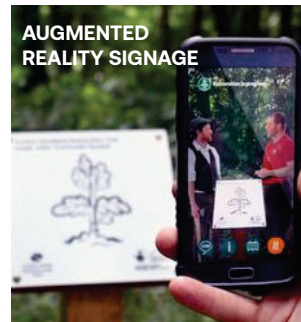
PHYSICAL TIMELINE / INTERPRETATIVE TRAIL



INTERPRETIVE SIGNAGE



SIGNAGE WITH INTERACTIVE QR CODES



AUGMENTED REALITY SIGNAGE

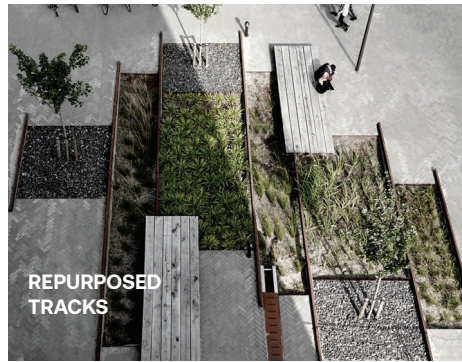


FRAMED-VIEW SIGNAGE



Adaptive Reuse

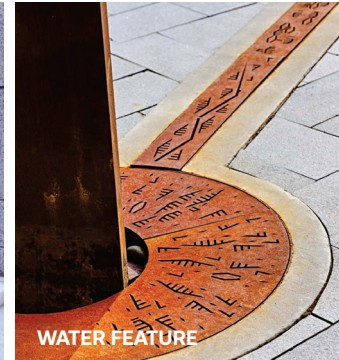
Interpretation Precedents





Additional Opportunities: Art

Interpretation Precedents



OJB

POTOMAC RIVER GENERATING STATION

EXHIBIT #5: ART PLAN

MAY 11TH, 2025

ART PLAN

LAYOUT + CONCEPT IMAGERY



- 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

DATED 7/11/25

EXHIBIT SIX

SUMMARY OF DEVELOPER CONTRIBUTION CALCULATIONS
FOR POTOMAC RIVER GENERATING STATION PROJECT BY
BLOCKS A, B & C AND OPEN SPACE DSUPS

1. Old Town North Developer Contribution (In-Kind): approximately \$ 10,664,912
 - a. Based on Base GFA x \$12.26 (2025 dollars).
 - b. Block A: approximately \$155,295
 - c. Block B: approximately \$ 4,424,133
 - d. Block C: approximately \$ 6,085,483
 - e. See Open Space Contribution Calculation spreadsheet attached hereto broken down by block.

2. Affordable Housing Contribution: approximately \$5,469,537.54
 - a. Based on CDD Condition # 20.
 - b. Block A: approximately \$36,309.00
 - c. Block B: approximately \$2,143,713.04
 - d. Block C: approximately \$3,289,515.51
 - e. See Affordable Housing Contribution Calculation spreadsheets attached hereto for Blocks A, B & C.

Open Space Contribution Calculation By Block

Dated 7/11/25

	BLOCK	DSUP VERIFICATION SETS GFA (SF)	BONUS GFA EXCLUDED (SF)	VERIFICATION GFA MINUS BONUS GFA (SF)	NETTING FACTOR*	NET GFA (SF)	2025 FEE	OPEN SPACE CONTRIBUTION
INITIAL PHASE	A	14,000	-	14,000	9.5%	12,667	\$ 12.26	\$ 155,295
	B	453,839	55,000	398,839	9.5%	360,859	\$ 12.26	\$ 4,424,133
	C	663,611	115,000	548,611	9.5%	496,369	\$ 12.26	\$ 6,085,483
	Subtotal:	1,131,450	170,000	961,450	9.5%	869,895	\$ 12.26	\$ 10,664,912
FUTURE PHASES	D	TBD	60,000	TBD	9.5%	TBD	TBD	TBD
	E	TBD	80,000	TBD	9.5%	TBD	TBD	TBD
	F	TBD	40,000	TBD	9.5%	TBD	TBD	TBD
	Subtotal: (assuming all GFA acheived)	1,368,550	180,000	1,188,550	9.5%	1,075,369	\$ 12.26	\$ 13,184,025
* NETTING FACTOR EXCLUDES PERMITTED GFA IN UT ZONE								\$ 23,848,937

TOTAL GFA WITH BONUS (SF) 2,500,000
 TOTAL BASE GFA (SF) 2,150,000
 PERMITTED GFA IN UT ZONE (.25FAR) (SF) 204,736
 NET NEW GFA (SF) 1,945,264

OPEN SPACE CONTRIBUTION BASED ON
 NET NEW GFA EXCLUDING BONUS DENSITY \$ 23,848,937 \$12.26

Affordable Housing Calculation based on Completeness program in 2025 dollars

CDD Zoning Levels

Base Density	2,150,000
Max Density	2,500,000

	GSF	Floor Area	\$/SF (2025)	Contribution	
Block A					
Non-residential	14,000	13,300	\$ 2.73	\$ 36,309.00	
Tier 2 Residential	0		\$ 7.29	\$ -	
Total for Block	14,000			\$ 36,309.00	
Block B					
Non-residential	71,217	59,110	\$ 2.73	\$ 161,370.60	83%
Tier 2 Residential	327,622	271,926	\$ 7.29	\$ 1,982,342.44	
Bonus Density Excluded	55,000				
Total for Block	453,839			\$ 2,143,713.04	
Block C					
Non-residential	38,236	32,883	\$ 2.73	\$ 89,770.48	86%
Tier 2 residential	510,375	438,923	\$ 7.29	\$ 3,199,745.03	
Bonus Density Excluded	115,000				
Total for Block	663,611			\$ 3,289,515.51	
Total Base Density Used in Blocks A-C	961,450				
Total Bonus Density Used in Blocks A-C	170,000				
Total GFA in Blocks A-C	1,131,450			\$ 5,469,537.54	

CDD Land Use by Block DSUP

	BLOCK	MAXIMUM BASE GFA (SF)	MAXIMUM GFA WITH ADDITIONAL DENSITY (SF)	MAXIMUM ALLOWABLE WITH 10% INCREASE PER BLOCK (SF)	DSUP VERIFICATION SETS (SF)	VARIANCE (SF)	INCREASE %	GFA TRANSFERRED	COMMERCIAL SF	COMMERCIAL %	RESIDENTIAL SF	RESIDENTIAL %	REQUIRED ON-SITE AFFORDABLE BY PHASE (SF)	PROVIDED ON-SITE AFFORDABLE BY BLOCK (SF)
INITIAL PHASE	A	65,000	65,000	71,500	14,000	(51,000)		38,839 SF to Block B / 12,161 SF to Block C	14,000	100%	-	0%	8,500	
	B	360,000	415,000	456,500	453,839	38,839	9%	38,839 SF from Block A	71,217	16%	382,622	84%		8,500
	C	520,000	635,000	698,500	663,611	28,611	5%	12,161 SF from Block A / 16,450 SF from Block F	38,236	6%	625,375	94%		12,500
	Subtotal:	945,000	1,115,000		1,131,450	16,450			123,453	11%	1,007,997	89%	25,000	
FUTURE	D	265,000	325,000	357,500										12,500
	E	500,000	580,000	638,000										TBD
	F	430,000	470,000	517,000				16,450 SF to Block C						TBD
	Pumphouse	10,000	10,000	10,000										N/A
	Subtotal:	1,205,000	1,385,000											
	Gatehouse	1,300	1,300	1,300										N/A
ALL PHASES	Total	2,150,000	2,500,000	2,500,000	1,131,450									

APPLICANT RESERVES FLEXIBILITY TO ADJUST GFA IN ALL OTHER BLOCKS, AS THEY ARE SUBMITTED, AS LONG AS TOTAL SITE GFA DOES NOT EXCEED THE CDD MAXIMUM.