



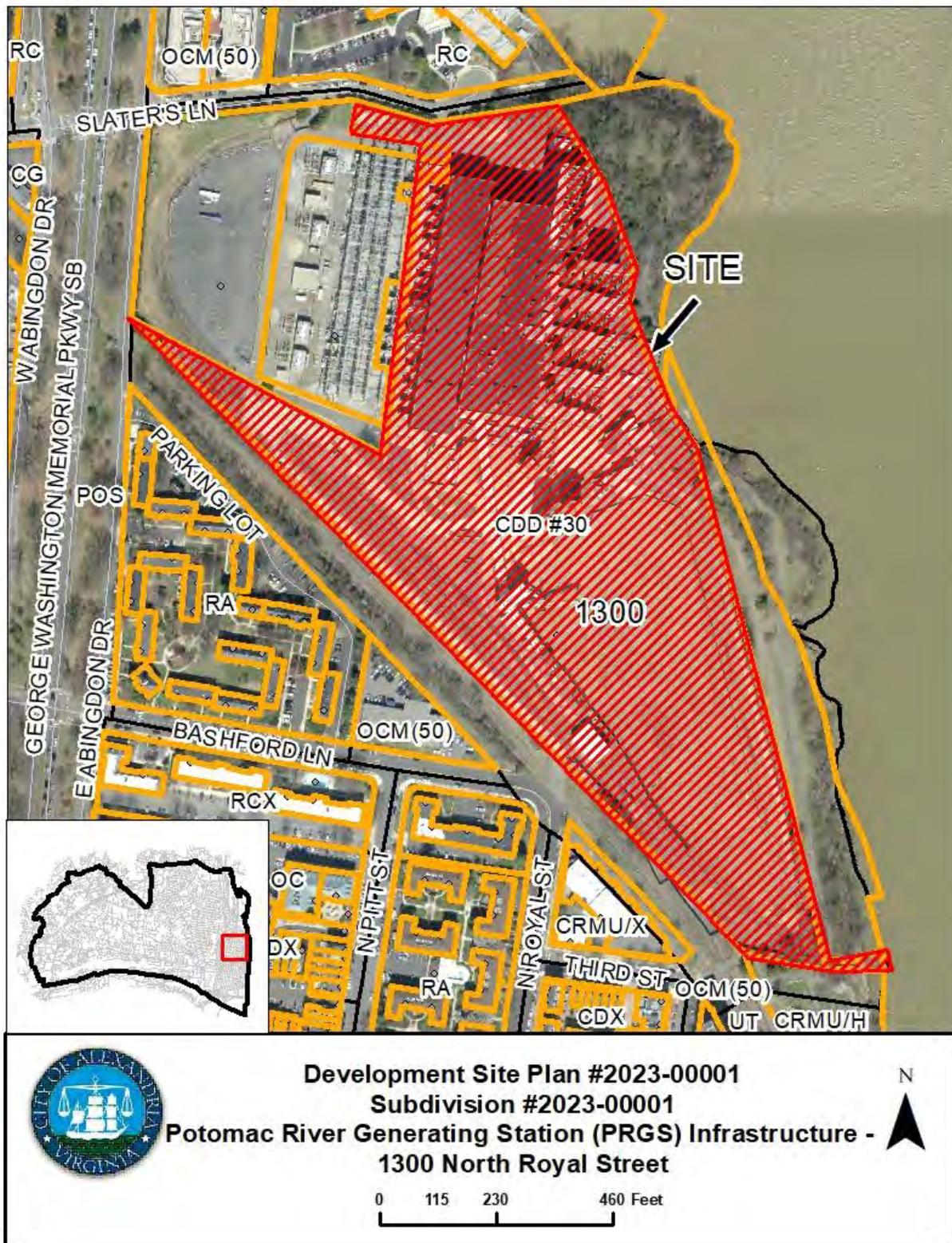
Docket Item #6
Development Site Plan #2023-00001
Subdivision #2023-00001
Potomac River Generation Station (PRGS) Infrastructure DSP
1300 North Royal Street

Application	General Data	
Project Name: Potomac River Generating Station (PRGS) Infrastructure Plan	PC Hearing:	June 6, 2023
	CC Hearing:	N/A
	If approved, expiration:	June 6, 2028 (5 years)
	Plan Acreage:	821,848 SF (18.9 acres)
Location: 1300 North Royal Street	Zone:	CDD #30 / Coordinated Development District #30
	Proposed Use:	Site Infrastructure
Applicant: HRP Potomac, LLC, represented by Mary Catherine Gibbs, attorney	Small Area Plan:	Old Town North

Purpose of Application
Approval of a Development Site Plan with Subdivision and street dedication to construct sitewide infrastructure for the Potomac River Generating Station redevelopment.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Michael Swidrak, AICP, Urban Planner III, michael.swidrak@alexandriava.gov Catherine Miliaras, AICP, Principal Planner, catherine.miliaras@alexandriava.gov Robert Kerns, AICP, Division Chief, robert.kerns@alexandriava.gov

PROJECT LOCATION MAP



I. SUMMARY

A. Recommendation

Staff recommends approval of the requested Infrastructure Development Site Plan (DSP) with a Subdivision, subject to compliance with City codes, ordinances, and Staff recommendations.

B. General Project Description

The Infrastructure DSP and Subdivision is the next step in the development process following the July 2022 approval of the Coordinated Development District (CDD) for the PRGS site. The CDD established the development blocks, open spaces, street network, density, and uses on the site, with the Infrastructure DSP now further engineering the roads, pipes, wires, and stormwater facilities necessitated by the CDD's conceptual road network and development. The applicant team is projecting it will begin to bring forward Development Special Use Permits (DSUPs) for the initial development blocks (A, B and C) and the publicly accessible open spaces later this year.

II. BACKGROUND

A. Site Context and History

General Information

The PRGS site is in the Old Town North neighborhood, bounded by Slaters Lane to the north, the Pepco substation to the west, National Park Service lands including the Mount Vernon Trail and Potomac River to the east, and the Norfolk Southern railroad tracks to the south. The site comprises one lot of record. This lot includes the recent conveyance of a 2,904-square-foot portion of Pepco property after a subdivision was submitted to the City and approved by Planning Commission at the March 30 hearing. The lot area is 821,848 square feet or approximately 18.87 acres. To the north, across Slaters Lane, is Marina Towers, a high-rise residential building; to the west, the Pepco substation and parking lot and E. Abingdon Drive; to the south, south of the rail corridor are a mix of residential and commercial buildings; and to the west, the National Park Service land and Potomac River. The site is 1.0 mile from the Braddock Metro Station and approximately 1 mile from the Potomac Yard Metro Station.

Site Features

The project site is in the Potomac River Watershed with portions of the property along the eastern property line within the Resource Protection Area (RPA). The eastern portion features some topographical grade change in and near the RPA as the site slopes to the Potomac River and includes invasive vegetation. The majority of the site is relatively flat with the exception of a significant depression in the southeastern portion where coal was stored. The site is adjacent to the Norfolk Southern railroad tracks to the south and included a siding into the site.

Site Restrictions

The site development area is restricted by an electric utility transmission line easement that, where buildings are prohibited, pushes the line of development approximately 100 feet inboard of the site along the southern frontage. Additionally, there is a building restriction line along the eastern frontage of the site related to the Waterfront Settlement Agreement in the 1980s. The applicant estimates that 11.9 acres of the total 18.8-acre site is developable with buildings and structures such as underground parking facilities. The transmission line easement and building restriction line have guided the location of the major north-south streets proposed with the CDD conceptual design plan approval – “Road A” to the south and west, and North Fairfax Street to the east.

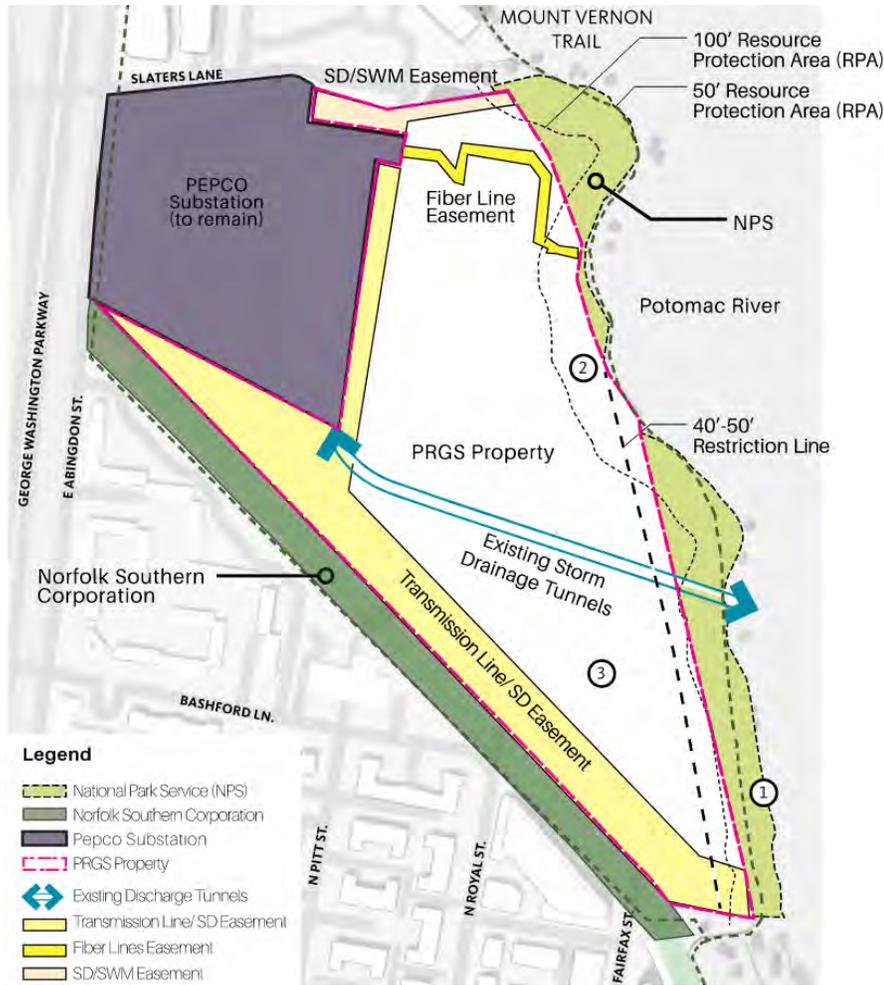


Figure 1: Existing site characteristics and restrictions.

Site History

The PRGS was once part of a 6,000-acre tract, owned by Robert Hanson, who sold it to John Alexander, before being parceled out in the mid-19th century. The site had agrarian uses for much of the 18th and 19th centuries until the arrival of the Alexandria, Loudoun and Hampshire Railroad, constructed prior to the start of the Civil War. With the railroad expansion, the PRGS site, like many parts of Old Town North, developed a strong industrial base. During the early 20th century, the Bryant Fertilizer Company, Potomac River Clay Works, and the American

Chlorophyll Company, occupied portions of the site. As part of the rapid suburbanization and growth of government in the middle of the 20th century, the expansion and modernization of the electrical grid became increasingly important. The Potomac River Generating Station, constructed from 1947 to 1957, was the second of five stations built for Pepco to support the growing power needs of the Washington, D.C. area. Braddock Light & Power, with support from Pepco, hired Stone & Webster Engineering to construct PRGS. PRGS opened in 1949 and when completed in 1957 featured five turbines with the ability to produce 480,000 kilowatts of energy a year. PRGS required 33 tons of coal daily to operate when first opened. The community raised concerns about pollution from the time of construction through its closure in 2012.

Current Uses

There have been no interim uses since the coal-fired power plant closed in 2012, and it has remained inaccessible to the public.

B. Project Evolution and Timeline

Old Town North Small Area Plan and CDD Approval

Redevelopment at this site has been planned since the closure of PRGS in 2012. In September 2017, the City Council adopted the Old Town North Small Area Plan (OTNSAP) after an 18-month community planning process. At the time of the plan adoption, it was unknown who the future owner/developer would be and so an illustrative concept and key principles were developed for the site with a future rezoning to a CDD recommended. Key principles included extending retail, arts and cultural uses into the site, sustainability targets and the creation of significant open space along the waterfront and rail corridor. In 2016, the Pepco substation and parking lot were subdivided from the PRGS site. Hilco Redevelopment Partners (HRP) purchased the property in September 2020.

In July 2022, City Council approved the CDD zoning and conceptual design plan (CDD#2021-00004¹), master plan amendments and text amendments, necessary for the 2.5 million SF mixed-use redevelopment, including a minimum 5 acres of publicly accessible open space. On March 30, 2023, a subdivision (SUB#2022-00008) was approved by Planning Commission that has facilitated the conveyance of a small (2,904 SF) portion of Pepco property to complete the land assemblage for the PRGS site.

Timeline of Related Approvals

The approval of the Infrastructure DSP is the next major public approval needed to further redevelopment of the PRGS site. Approval of the Infrastructure DSP and an administrative grading plan for site demolition and remediation will permit the applicant to initiate site demolition,

¹ The CDD#2021-0004 staff report, conditions of approval and materials can be found on the July 5, 2022 City Council Action Docket:
https://legistar.granicus.com/alexandria/meetings/2022/7/2261_M_City_Council_Public_Hearing_22-07-05_Action_Docket.pdf

grading and initial utility and roadwork. More on the grading plan and associated demolition, remediation and abatement activities are located in the Staff Analysis section below.

Following the approval of the aforementioned plans is the proposed first phase of development and open space development special use permits (DSUPs). The applicant has submitted Concept 1 Phase DSUPs for buildings on blocks A, B and C. The applicant is also coordinating with the City on the public park planning process for the two open spaces on site that require DSUP approval. The applicant submitted a combined initial concept plan for Rail Corridor and Waterfront parks and the adjacent section of the future Old Town North Linear Park in May to the City for review. The applicant has also opened a public open space survey to the community for the month of May and hosted a community meeting for the park planning process on May 24. The DSUPs for Rail Corridor/Old Town North Linear Park and Waterfront Park will likely be docketed for public hearings in early-mid 2024 and implemented over the course of the three phases of site development and in coordination with required federal approvals and pending acquisition of the Linear Park property segment from Norfolk Southern Railway.

C. Zoning

The subject site is zoned CDD #30. The CDD #30 district in the Zoning Ordinance regulates the mix of uses, permitted densities, and building heights in the PRGS site. The proposed site plan does not include any uses and facilitates except for constructing sitewide infrastructure to support redevelopment within the CDD.

III. STAFF ANALYSIS

A. Infrastructure Development Site Plan

The applicant is submitting a preliminary infrastructure site plan for review and approval by the Planning Commission. If approved, the applicant would continue to work with staff to approve the final site plan administratively per the City's established final site plan requirements.

The Infrastructure DSP implements the physical framework of the PRGS site as outlined in the CDD#2021-00004 conceptual design plan approval from July 2022. The infrastructure improvements will be implemented over the course of three phases of development, tied to the construction and occupancy of the buildings on the six blocks. The most foundational conditions related to the development, approval and implementation of the Infrastructure DSP include:

- Conditions 29-32: Construction phasing of site infrastructure and open space over the course of three phases based on the construction of the development blocks. The construction phasing is also outlined on each plan set, including Sheet A900 of the preliminary site plan for the Infrastructure DSP.
- Conditions 33 and 34: Construction of streets in temporary and final form as each blockface is constructed.
- Conditions 35, 36 and 165: Improvements to the George Washington Memorial Parkway (GWMP) intersections with Slaters and Bashford lanes, to be implemented by the end of Phase 2 in coordination with NPS.

- Condition 37: The study of a potential east-west road connection from Road A to the GWMP right-of-way during Phase 2 of development.
- Conditions 41-46: Dedications of Road A as a public street and public access easements for each other street, with subdivision plats to be submitted by the final site plan release of the Infrastructure DSP.
- Conditions 47-51: Infrastructure DSP submission requirements.
- Condition 53: Requirements for City standard and alternative standards for materials and finishes.
- Condition 54: Requirement for a traffic signal design plan.
- Conditions 72-77: Bicycle infrastructure and right-of-way width requirements.
- Conditions 78-80: DASH bus infrastructure conditions.
- Condition 87: Submittal of the Comprehensive Open Space Plan with the Infrastructure DSP.
- Conditions 117-123: Conditions related to site utilities.
- Conditions 124-138: Conditions related to stormwater management.
- Conditions 139-156: Sustainability-related conditions, including the framework for the Coordinated Sustainability Strategy (CSS).

The Infrastructure DSP builds upon the approved CDD Conceptual Design Plan by providing technical details on the implementation of the new street and utility network in final and/or interim condition as the site is constructed over time. The Transportation Improvements section below will outline the planned multimodal improvements to the new and existing rights-of-way through and adjacent to the site, including intersection improvements and phasing of temporary and final improvements and proposed improvements to Slaters Lane and the GWMP. Information on furnishings, fixtures and paving treatments for enhanced streetscape areas (including the Woonerf and Road C) is located in the Common Elements Palette section below. The Infrastructure DSP includes more detailed information on the public and private right-of-way dimensions and shows all of the streets within the site in their temporary condition, with 8-foot-wide sidewalks and grass strips. The final design of these streetscapes will come with each block and open space DSUP submission.

The site plan provides information on the location of both “dry” (i.e. electrical and telecommunication) and “wet” (i.e. water service and sewer) and how these utilities will connect into established City networks. More information on the connection of the site to existing sanitary sewer facilities and the stormwater outfalls to the Potomac River that currently serve the site is located in the Stormwater and Wastewater section below.

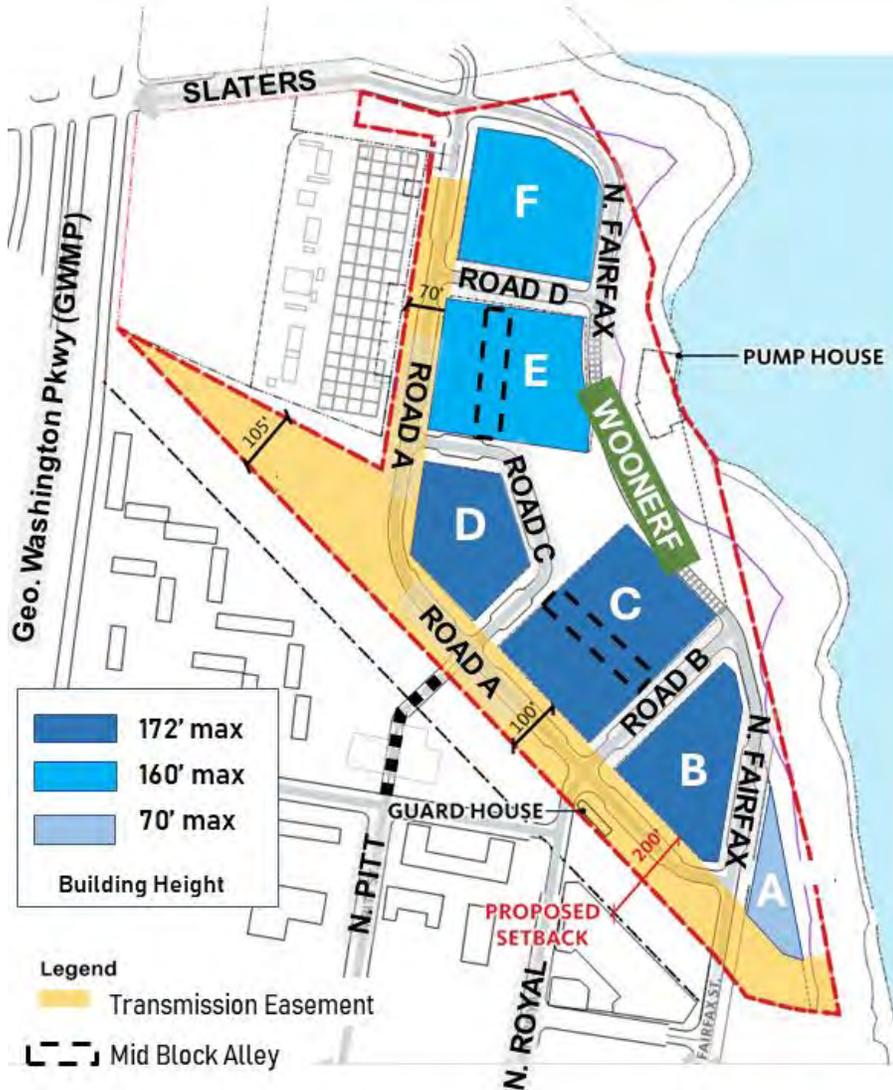


Figure 2: PRGS CDD and Infrastructure DSP site area

B. Subdivision (SUB#2023-00001)

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

Table 1: Lot Area Tabulations

PROPOSED LOTS	LOT AREA		GENERAL DESCRIPTION
Lot 600	13.76 acres	599,334 SF	Primary PRGS parcel containing development blocks, Waterfront Park and Central/Waterfront Plaza

Lot 601	1.96 acres	85,490 SF	Portion of future Rail Corridor Park and Pepco Liner Open Space
Lot 602	0.28 acres	12,219 SF	Portion of future Rail Corridor Park
Future Road A Right-of-Way	2.87 acres	124,805 SF	Future public street right-of-way
TOTAL	18.87 acres	821,848 SF	Current undivided parcel area

The future dedication of Road A² and the street extensions of North Fairfax and North Royal streets into the PRGS site necessitates the requirement of a subdivision approval, which must be approved separately by Planning Commission when combined with a development site plan (DSP). The dedication splits the remainder of the site into three lots. The largest is Lot 600, which contains all of the future development blocks, the Central/Waterfront Plaza and Waterfront Park. Lot 600 will be subdivided into smaller lots for each block and open space (connected by private rights-of-way) with the forthcoming block and open space DSUPs.

Lot 601 will be nearly 2 acres in size and contains the western portion of the Rail Corridor Park and the Pepco Liner Open Space, the latter of which comprises the 6-foot-wide strip of property and rectangular area at the northwest corner of the site. Lot 601 may be subject to future dedications for the potential North Pitt Street connection and the “east-west street connection” to the GWMP right-of-way pending further study and/or implementation. Lot 602 is approximately 12,000 square feet in size and will be the site of the eastern portion of Rail Corridor Park.

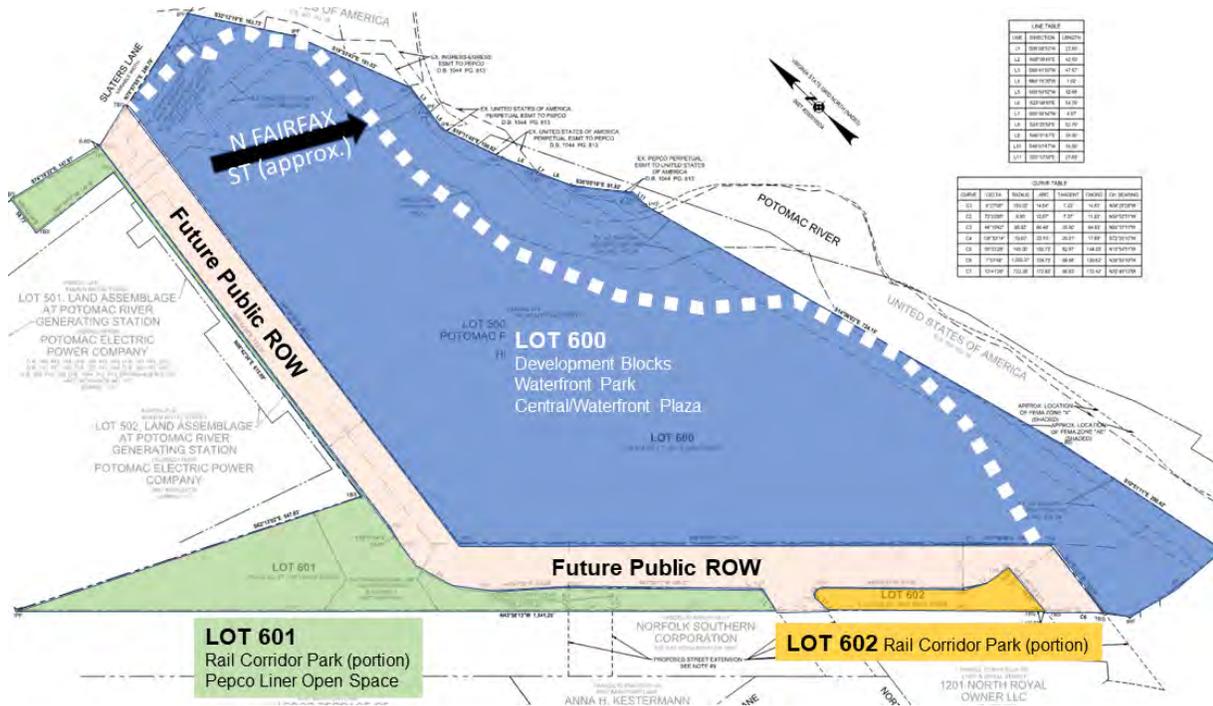


Figure 3: Proposed subdivision

² A street naming case will be approved for Road A prior to site plan release for the first development block DSUPs, per condition 157 of CDD#2021-0004.

C. Transportation Improvements

The Infrastructure DSP is the basis and first approval that facilitates the physical implementation of multimodal transportation improvements outlined in the CDD conceptual design plan conditions of approval. This site plan covers both on-site and off-site improvements in interim and final condition in coordination with the phasing plan (Sheet A900/page 96 of the Infrastructure DSP site plan) included with the conceptual design plan.

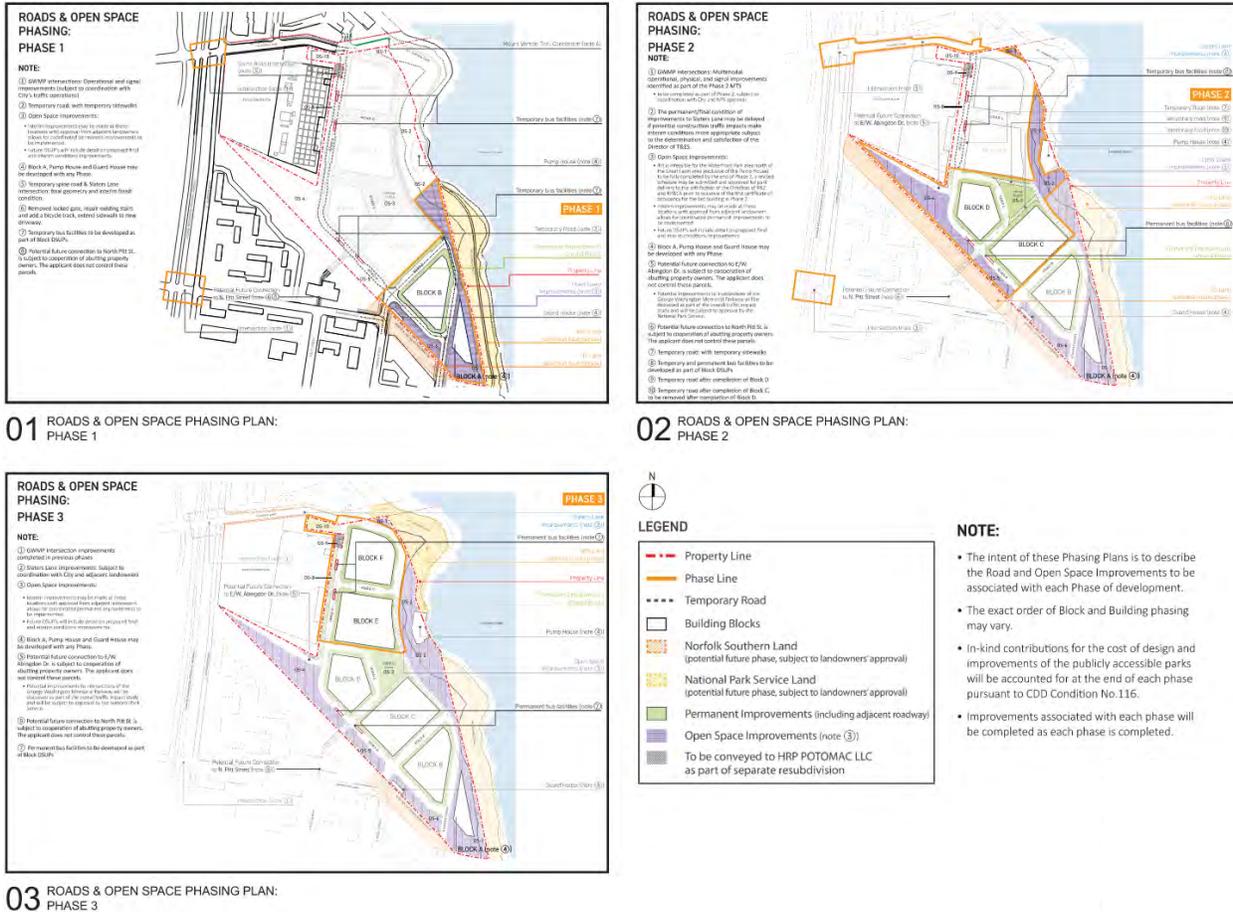


Figure 4: PRGS CDD Phasing Plan

Streets and Streetscapes

Staff and the applicant agreed that the majority of on-site right-of-way improvements would be depicted in an interim condition on the Infrastructure DSP based on the approved phasing plan. The interim streetscape condition for each blockface includes approximately 8-foot-wide asphalt sidewalks and 6-foot-wide green strips between the development blocks and curb and gutter except for small sections of N. Fairfax Street where a sidewalk and/or green strip are not feasible due to topographical constraints. The cartway dimensions for each right-of-way will be in their final condition, with the exception of dimensions for some of the bulb-outs to be finalized with the block and park DSUPs. The final streetscapes and roadway delineations are to be designed and

implemented with the forthcoming block and open space DSUPs for the streetscape adjacency to a given blockface. These streetscapes will be designed based on the CDD conceptual design plan conditions of approval and streetscape dimensions in the Infrastructure DSP carried forward from the conceptual design plan.

Based on the phasing and occupancy of the development blocks and open spaces, many streetscapes (including for the “internal” streets – Road B, Road C and Road D) will first likely be accessible in a final condition when the block or open space is ready for occupancy. Most of Road A and portions of North Fairfax Street, on the other hand, will be accessible in an interim condition for much of the three-phase construction process. For instance, by the close of Phase 1 (likely after the occupancy of Block B or potentially Block C), Road A will be in final condition adjacent to the finished block(s) and interim condition for its remaining length until the adjacent blocks and open spaces are ready for occupancy. The Woonerf (the shared street between blocks C and E) will be constructed in three sections with the aforementioned development blocks in final condition, with small portions potentially opened in interim condition to access Waterfront Park when it is partially or fully finished.

Bicycle lanes will be added to roadway segments in both temporary and final condition. The established bicycle lane route will take riders (from south to north) along North Royal Street into Road B, north along the Woonerf and North Fairfax Street, where riders can take a new path down to the Mount Vernon Trail or continue west on Slaters Lane.

Per the administrative site plan (DSP#2022-00024) approval for a stormwater master plan, the applicant will incorporate both interim and final stormwater retention facilities within the private and public rights-of-way to address state stormwater requirements.

Underground Parking

The underground parking structure will be designed and configured as each development block DSUP is submitted and approved. The block DSUPs will include the final locations of each block curb cut based on the conceptual design plan and Infrastructure DSP, layout and number of spaces, the number of EV charging spaces (based on City policy at time of DSUP approval) and finalized garage extent. Staff has added conditions to the Infrastructure DSP that aim to greatly minimize the extent of the garage footprint into Waterfront Park and related to the CSS, including providing adequate space for future utility corridors for sustainable technology and for solar photovoltaic infrastructure to meet the 3% on-site solar generation target in the CDD. Regarding tree plantings across the site above the garage structure, the applicant has demonstrated (and staff has conditioned) a minimum of 3.5 feet of soil planting depth, which will be met in addition to the soil cubic footage requirements in the Landscape Guidelines.

Intersections

The applicant worked with staff and relevant stakeholders on the design of intersections that provide access to the site. From the south, the site will be accessed via the Road A intersections with North Fairfax and North Royal streets. As shown in the figure below, the applicant adjusted the Road A right-of-way west of North Fairfax Street to better accommodate turning movements for larger vehicles. Regarding the North Royal Street intersections with Bashford Lane and Road

A, staff has added a condition that facilitates additional study to seek how to reduce crossing times and increase safety for bicyclists and pedestrians crossing the future Linear Park and the Mount Vernon Trail spur.

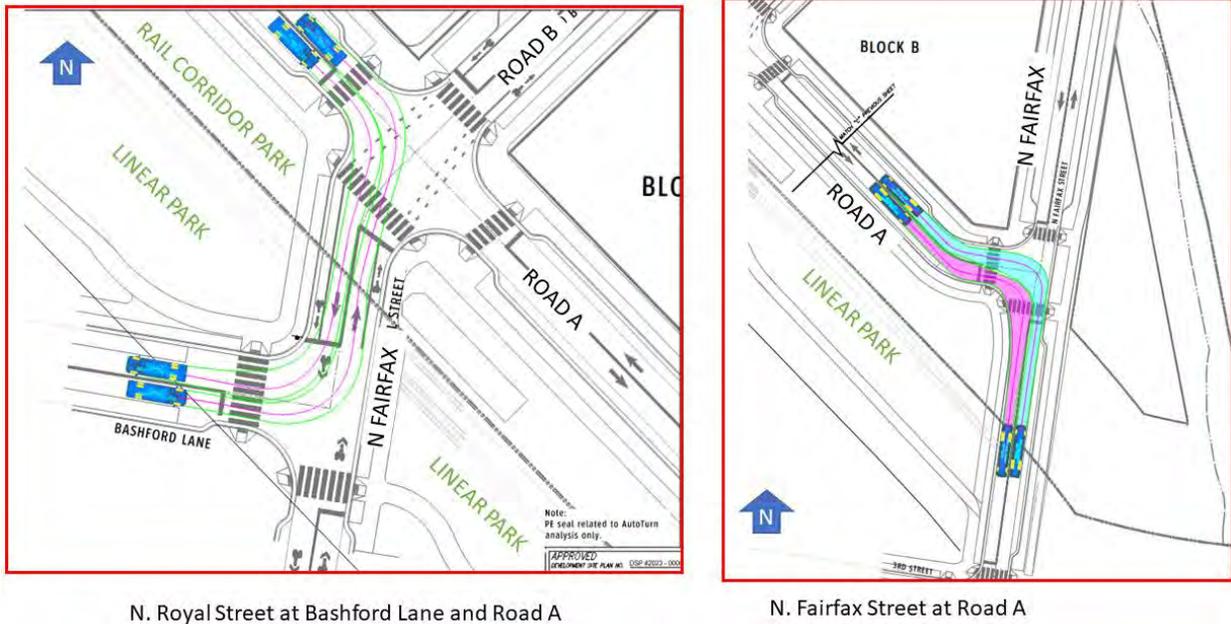


Figure 5: North Fairfax and North Royal Street intersections

The conditions of approval also address the potential North Pitt Street connection with Road A. Condition 38 outlines how and when the connection between and Road A and the Norfolk Southern property (and ultimately through to Bashford Lane) would be constructed, and if more time is needed past the end of Phase 2.

The Infrastructure DSP also provides refinements to the Road A and North Fairfax Street intersection with Slaters Lane and the entrance to Marina Towers Condominium. The applicant worked with staff and Marina Towers residents to redesign the entry area to Marina Towers and connect North Fairfax Street into Slaters Lane. Additional improvements to the entry and frontage of the Marina Towers property will be approved in a future minor site plan amendment to the Marina Towers site plan.



N. Fairfax Street at Slaters Lane and Road A

Figure 6: Access at northern portion of site

Off-Site Improvements

The Infrastructure DSP also includes off-site transportation improvements to Slaters Lane and the GWMP intersections with Bashford Lane and Slaters Lane. Improvements to the Slaters Lane right-of-way segment between the Mount Vernon Trail and the intersection with the GWMP include enhancements and sidewalk widening to the northern sidewalk, planting of new street trees and striping the roadway for bicycle lanes in each direction. Improvements to the streetscape and interim improvements to the roadway will be completed by the end of Phase 2 per the CDD#2021-00004 conditions.

Intersection improvements to the GWMP intersections with Slaters Lane and Bashford Lane aim to enhance pedestrian and bicyclist access and safety while mitigating additional motorized traffic impacts. The improvements to these intersections may include reconstructed and/or new sidewalks and crosswalks, bicycle lanes, restriping portions of the intersections or creating new turn lanes and signal timing adjustments. The Traffic Impact Analysis section below and the conditions of approval outline the proposed changes to the intersections and the timing of their implementation. Staff and the applicant have been coordinating with NPS on a regular basis to review and discuss these proposed changes, which still require formal approval from NPS. Any changes to the roadway (i.e. striping or bicycle lanes), additions or widening of sidewalks and any impacts to the landscape medians are under review with NPS and are subject to change based on NPS approval. For instance, sidewalks and crosswalks along the northern side of Slaters Lane through the GWMP intersection have been recommended by staff and advocated by community members, but still

require NPS approval and an approved design that minimizes impacts to the landscape medians, planted trees and intersection striping.

D. Traffic Impact Analysis (T&ES)

The applicant conducted a Multimodal Transportation Impact Study to present findings of microsimulation (VISSIM) analysis that evaluate numerous conceptual alternatives for the intersection of Slaters Lane and Bashford Lane with the GWMP and identify the preferred alternative improvement that would reduce traffic impacts generated by the site.

The study included an evaluation of existing conditions, future conditions assuming the site was not built, future conditions assuming the site is fully occupied, and future conditions assuming several scenarios in which some mitigation measures are in place when all six blocks have been constructed. All future scenarios assumed conservative development programming and pre-COVID-19 travel patterns and travel behavior, consistent with the CDD Plan.

A total of 13 migration scenarios were analyzed. The mitigation measures were focused on improvements to the areas in which congestion was more prominent in the peak hour and was still consistent with the City's goal and vision of the transportation network. The mitigation measures included modifications to the signal operation, lane reconfiguration and designation, and added directional signs on the GWMP.

The analysis evaluation of the 13 mitigation scenarios were based on how many vehicles were processed through the intersections, vehicular delays, simulated travel times, and vehicle queuing length on each approach of each intersection.

Based on the findings, the analysis showed a complex and challenging traffic situation in all future scenarios. Alternative 10 is the scenario that includes mitigation measures that best manage traffic impacts and will provide conditions that most closely relate to future conditions if the site was not developed.

Alternative 10 includes:

- An additional eastbound receiving lane on Bashford Lane.
- Lane configuration changes on Bashford Lane.
- Turn restrictions at the Slaters Lane and Bashford Lane intersections to consolidate turning movements.
- Signal operation adjustments to the Slaters Lane and Bashford Lane intersection.
- Extending two lanes of vehicle queuing on West Abingdon Drive between Slaters Lane and GWMP.
- Installing additional advanced warning signage along southbound GWMP to inform drivers of the West Abingdon Drive ramp to Slaters Lane and Bashford Lane and reduce late lane changes.
- Reconfiguring the southbound approach of West Abingdon Drive at Slaters Lane to provide one left turn lane, one through lane, and one right turn lane.

Alternative 10 results in the greatest operational improvements by processing more vehicles through the network, and exhibited vehicular delay, queues, and travel time comparable to future conditions assuming the site was not built.

It is important to note that the majority of the improvements listed in Alternative 10 will require NPS and possibly other federal agencies reviewing this plan's approval before proceeding, as they include physical changes to the GWMP and possible changes to the characteristics of the area, including small portions of the landscape medians. The City and the applicant will continue to coordinate and proceed through the NPS process of approval.

The City recommends moving forward through the NPS approval process with improvements included in Alternative 10. Additionally, the City recommends improving pedestrian and bicycle safety and comfort, particularly through the Slaters Lane intersection. These pedestrian and bicycle improvements would include a dedicated bike lane on Slaters Lane in both directions, slight improvements to the existing crosswalk and path through the medians on the south side of the intersection, and a new crosswalk on the north side of the intersection to enhance connectivity through the intersection.

The City has identified improvements that could be implemented without NPS approval, more specifically the improvements to the existing signal operation. For adjustments to the signal operation, the signal requires equipment upgrades. The City will continue to work with the applicant to make these adjustments and upgrades in Phase 1 of the development.

E. Common Elements Palette and Specialty Treatments

The applicant has provided a Common Elements Palette that will serve as the guide for streetscape and common space materials and furnishings. The palette identifies potential furnishing, fixture and materials differences between public and private rights-of-way, with the former likely maintaining City-standard materials while the private rights-of-way will have specialized furnishings and fixtures that are custom for the site and meet and/or exceed City-standard quality.

The Common Elements Palette also delineates between General Streetscapes and Special Streetscapes. All streets but the Woonerf and Road C are General Streetscapes. The street sections with Special Streetscapes will have flush sidewalks and unit pavers across the entire right-of-way width. These sections will have vehicular deterrents such as bollards, street trees, seating areas and elements separating the vehicular realm and pedestrian-only realms that recall the site's history and/or demonstrate sustainable practices. The submitted palette provides high-level thematic design guidance for streetscape elements. The applicant also submitted a more-detailed plan for the Woonerf, which is on sheets L003 and L004 of the Preliminary Plan.

The Urban Design Advisory Committee for Old Town North (UDAC) reviewed the Common Elements Palette (as well as the Infrastructure DSP in general) and voted to support the palette and plan 5-0 at the February 1, 2023 meeting. The Common Elements Palette will be refined with the Infrastructure DSP Final Site Plan and implemented with each DSUP submission. The palette will be updated as needed with specific information. Condition 25 outlines the requirements for the Common Elements Palette moving forward.

SPECIAL STREETSCAPES

Paving Materials



SPECIAL STREETSCAPE:

- WOONERF
- ROAD C

Figure 7: Diagram of a typical Special Streetscape in the Common Elements Palette.

F. Open Space and Landscape

The location and function of the over 5 acres of publicly accessible open space is further refined with the Infrastructure DSP submission with the inclusion of the Comprehensive Open Space Plan (Sheet L001 – also see below). The plan provides a framework for the future Waterfront Park and Rail Corridor Park DSUPs processes and the designs of the Central/Waterfront Plaza and Pepco Liner open spaces with future development block DSUPs.



Figure 8: Comprehensive Open Space Plan

The full extents and dimensions of the open spaces will be refined over the subsequent DSUPs. Street trees will also be added with the block and park DSUP submissions, as the streetscape designs are finalized (and also due to many of the street sections being located above the underground garage). As discussed in the Transportation Improvements section, the Rail Corridor Park and future Old Town North Linear Park may be bifurcated by the potential North Pitt Street extension from Bashford Lane to Road C, subject to the Infrastructure DSP conditions of approval. The potential “east-west street connection” to the GWMP right-of-way and its effect on Rail Corridor Park will be studied likely with the Block D or Block E DSUP submission. Landscape improvements will generally be implemented with the future DSUPs. However, the Infrastructure DSP includes proposed landscape (including street trees) and streetscape improvements to the Slaters Lane right-of-way, to be implemented by the end of Phase 2 of development.

During the Infrastructure DSP review process, the applicant continued to discuss the approval of off-site improvements to the Mount Vernon Trail and Potomac River waterfront with NPS. Improvements include multimodal paths that connect to Waterfront Park, landscaping, improvements to the Pumphouse, improvements to the Mount Vernon Trail path, including replacement of the “caged” portion of the trail and potential docks for personal watercraft. The applicant is working with NPS on the approval path of these proposed improvements and the submission of materials for formal review, including the NPS environmental assessment review. The applicant is also working with the City and NPS on preservation of the tree canopy on NPS-administered land and along the Slaters Lane right-of-way. This includes working with NPS on identifying and removing invasive species and planting new trees in the Mount Vernon Trail area.

G. Stormwater and Wastewater (T&ES)

The Infrastructure DSP will comply with the City’s Eco-City Charter and the relevant conditions of CDD #30 to minimize the negative effects of the development on the sewer infrastructure and the Potomac River waterfront. Below are the specific measures incorporated with the Infrastructure DSP.

Stormwater

Stormwater management for the site is designed through the PRGS Stormwater Management Master Plan (SWMMP) (DSP#2022-00024) and the associated conditions of the PRGS Coordinated Development District (CDD#2021-00004). The PRGS Infrastructure DSP meets the requirements of the Virginia Stormwater Management Program (VSMP) Regulations and the Chesapeake Bay Act in accordance with Article XIII of the Zoning Ordinance for control of stormwater quality and quantity. The Infrastructure DSP uses linear bioretention, grass channels, and one hydrodynamic device for stormwater Best Management Practice (BMPs) treatment for water quality improvements while meeting the OTNSAP and SWMMP requirements by deploying significant stormwater management practices using green infrastructure. The proposed bioretention planters and a stormwater vault serve as the runoff reduction practices that meet Article XIII requirements for post-development stormwater quantity. Overall, the Infrastructure DSP proposes stormwater BMPs that provide a 60% reduction in phosphorus from the pre-development load with 88% of that reduction using non-proprietary devices / green infrastructure. The proposed stormwater BMPs exceed the required phosphorus removal by 46%. The plan’s

proposed infrastructure network is outside of the Resource Protection Area (RPA) but will still require enhanced protective measures during construction due to the proximity of work.

The Infrastructure plan proposes the use of two existing discharge tunnels, their associated outfalls, and existing storm sewer infrastructure located on Slaters Lane. All proposed storm sewer infrastructure that drains on-site runoff into the Potomac River crosses NPS-administered land. City staff, NPS staff, and the applicant have coordinated to ensure the necessary special use and right-of-way permits are secured prior to the release of the Final Site Plan. The CDD conditions of approval required that a condition assessment of the tunnels, outfalls and Slaters Lane storm sewer infrastructure was to be done by a qualified engineer to ensure structural integrity and a 30-year useful lifespan of all storm sewer infrastructure proposed under the plan. Due to the results of the initial condition assessment, further assessment is necessary to determine what steps must be taken to ensure that the storm sewer infrastructure meets the 30-year useful lifespan. Removal of debris within the tunnels and a reassessment will determine next steps to ensure the infrastructure meets the 30-year useful life requirement prior to transferring maintenance responsibilities to the City.

Wastewater

The full build-out of the mixed-use PRGS site will have an estimated peak sanitary flow of 0.65 MGD (million gallons per day), based on an assumption of a build-out of 1,808 multifamily residential units and 547,000 square feet of office/retail. The site is located in the combined sewer system area. While the site is already served by fully separated storm sewers, the existing sanitary sewer that currently serves the site is connected to a combined sewer to the west. As part of the redevelopment project, sanitary sewer separation will also be achieved by conveying sanitary flow to fully separated sanitary sewers located to the south of the site. Sanitary flow will discharge to the Potomac Interceptor, owned by Alexandria Renew Enterprises (AlexRenew).

Staff has worked with the applicant to assess the effect of the redevelopment on the sanitary sewer collection system. As part of the Preliminary Infrastructure Plan submission dated March 10, 2023, the applicant conducted a sanitary sewer adequate outfall analysis per the City's Memo to Industry 06-14 to identify where sewer capacity is exceeded and infrastructure upgrades are required. Based on the analysis, the applicant shall install new sanitary sewer lines onsite along Road A, which connects to the existing offsite sewers at North Fairfax Street. The applicant shall be required to upgrade approximately 2,820 feet of offsite City sewers along North Fairfax Street and the Mount Vernon Trail. The applicant is currently working with staff to analyze other sewer alignments in order to minimize the amount of sewer needing upsizing and to provide for a more efficient design. Any changes to the design will be reviewed and approved as part of the Final Site Plan process.

In order to track sanitary flows, as part of each building DSUP submission the applicant will update the Sanitary Flow Estimate and Sanitary Sewer computation tables in the Infrastructure DSP analysis showing the amount of sewage generated with each DSUP and remaining sewer flow allocated to the project. If the applicant proposes any changes in density that results in additional sewer flow than what is stated above, the applicant shall be required to update the sanitary sewer

adequate outfall analysis as part of the DSUP process to assess the need for additional infrastructure improvements.

H. Construction Management, Remediation, Abatement and Demolition (T&ES)

Due to the PRGS site's historical usage and the known and unknown contamination from the past and the intense community attention on the remediation of the site, contaminated land conditions 102-107 provided needed requirements for the site's demolition, remediation, and redevelopment. All future block DSUPs will also inherit these conditions.

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

Attached with the staff report materials is a memo dated April 18, 2023 provided by Ramboll for HRP Potomac, LLC titled "Summary of Available Soil Data and Forthcoming Remedial Options, Former Potomac River Generating Station (PRGS)" which includes a Figure 1 which shows the location of the 74 borings of the 141 soil samples collected and the two former USTs overlaid on top of the existing building boundary, planned block boundary, planned roadways, and property boundaries. The memo listed the documents that have been and will be submitted for review under the VRP, which includes the Site Characterization Report, the human health risk assessment, the Remedial Action Plan, the additional soil sampling for areas that are currently inaccessible underneath buildings or structures, the Soil Management Plan, and the Site Health and Safety Plan.

In addition to the materials required by CDD#2021-00004 conditions of approval, staff has added several conditions related to the management of contaminated land, soils, noise and air pollution, in addition to construction management conditions. As part of the construction management conditions, staff added Condition 120, requiring the applicant develop a public outreach and communication plan related to abatement, remediation, deconstruction and construction activities prior to the release of the Infrastructure DSP Final Site Plan. The plan requires the applicant to provide neighbors and community members with a plan for community meetings and a process to disseminate ongoing updates during the abatement, remediation and deconstruction processes. This condition builds upon the applicant's recent community meetings that have outlined the process for removing hazardous materials from the site, the piecemeal deconstruction of the power plant structures and additional soil and ground testing. The applicant has stated that it intends to

commence these activities by mid-late 2024 after the required documentation has been reviewed by the City.

I. Coordinated Sustainability Strategy (CSS)

A condition of approval for the PRGS Coordinated Development District is that the applicant must create a Coordinated Sustainability Strategy (CSS) for the planned redevelopment. Per the CDD's conditions, the redevelopment's CSS is to be endorsed by City Council prior to or concurrent with the approval of the Infrastructure DSP. The applicant must meet the following targets per the CDD conditions: each building must achieve an EUI target based on IECC 2021, the site must generate 3% of its energy needs renewably onsite, each building must achieve a 10% reduction in embodied carbon, and each building must be fully electric with limited exceptions. These targets and the strategies outlined in the applicant's CSS set the stage for future DSUPs: the applicant must report on progress toward meeting each of these targets with each DSUP application for the parks and/or buildings.

The applicant submitted their Draft CSS in October 2022 and received feedback from staff and the Environmental Policy Commission (EPC) at that time. The applicant also presented their CSS at work sessions with Planning Commission and City Council in March 2023. There have been no substantial changes to the strategies in the CSS since that time. The applicant has outlined market-ready strategies for how they will design the site and blocks to meet – and report on progress toward meeting – the sustainability requirements of the CDD's conditions of approval. Planning Commission approved a motion to recommend endorsement of the CSS by City Council at their May 2023 meeting. City Council endorsed the redevelopment's CSS at their May 13th Public Hearing.

J. Community

Since the approval of the Conceptual Design Plan in July 2022, the applicant has held several community meetings, including site tours for the public, and elements of the CDD implementation have been discussed at City boards and commissions.

As shown in Table 2 below, the meetings have included the applicant's ongoing community meetings, City meetings to review the Infrastructure DSP and the CSS and community-hosted meetings. The applicant-led meetings have covered the Infrastructure DSP— open space planning; transportation improvements and VISSIM analysis; an introduction to the initial Concept 1 plans for blocks A, B and C and abatement, remediation and deconstruction of the site. Community-hosted meetings have focused on the plan for deconstruction, remediation and construction activities and transportation improvements and traffic impacts.

City-hosted meetings have included UDAC meetings related to the Infrastructure DSP, Common Elements Palette, and an introduction to the development block DSUPs; EPC meetings to discuss the iterative process behind the CSS and the work sessions and endorsement hearings with Planning Commission and City Council for the CSS.

Due to the sensitive nature of the deconstruction process and level of community interest, staff has added Condition 120 that requires the applicant submit a public outreach and communication plan

related to abatement, remediation, deconstruction and preconstruction and construction activities. The plan is to be developed prior to the release of the Infrastructure DSP site plan or the release of the grading plan for demolition/deconstruction activities (whichever is first) and requires the applicant to identify a meeting schedule, project contacts and a means of providing ongoing community updates related to the aforementioned activities.

Table 2: Community Engagement

Applicant-Led Meetings	
November 9, 2022	Virtual community meeting on Infrastructure DSP and CSS
January 30, 2023	Community meeting on open space and demolition/remediation at 201 N. Union Street (hybrid)
Community Meetings	
April 18, 2023	Meeting with Marina Towers residents
May 11, 2023	Meeting with The Muse residents
City Meetings³	
November 16, 2022	Urban Design Advisory Committee (UDAC) presentation on Infrastructure DSP
November 21, 2022	CSS applicant presentation at Environmental Policy Commission (EPC)
February 1, 2023	UDAC presentation on Infrastructure DSP and introduction to blocks A, B and C
February 27, 2023	CSS applicant presentation at EPC
March 7, 2023	Planning Commission work session on CSS
March 14, 2023	City Council work session on CSS
May 2, 2023	CSS Endorsement at Planning Commission
May 13, 2023	CSS Endorsement at City Council
June 6, 2023	Planning Commission Hearing

IV. CONCLUSION

Staff recommends approval of the requested Development Site Plan with Subdivision for the construction of sitewide infrastructure, subject to compliance with City codes, ordinances, and Staff recommendations.

³ Not included in this list are meetings in April and May regarding the open space planning process, including the submission of Concept 1 DSUPs for Waterfront Park and Rail Corridor Park in May.

V. ATTACHMENTS

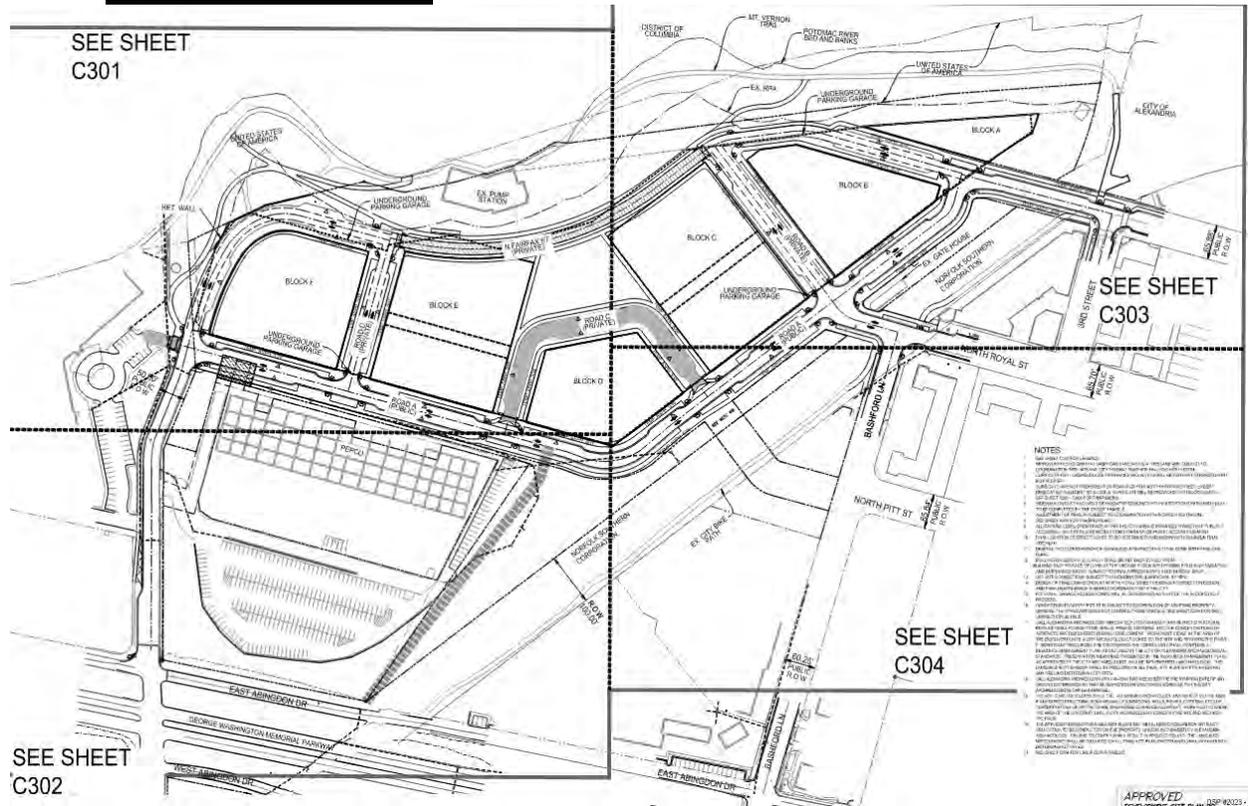


Figure 9: Infrastructure Site Plan

DSP#2023-00001; SUB#2023-00001
 PRGS Infrastructure Development Site Plan

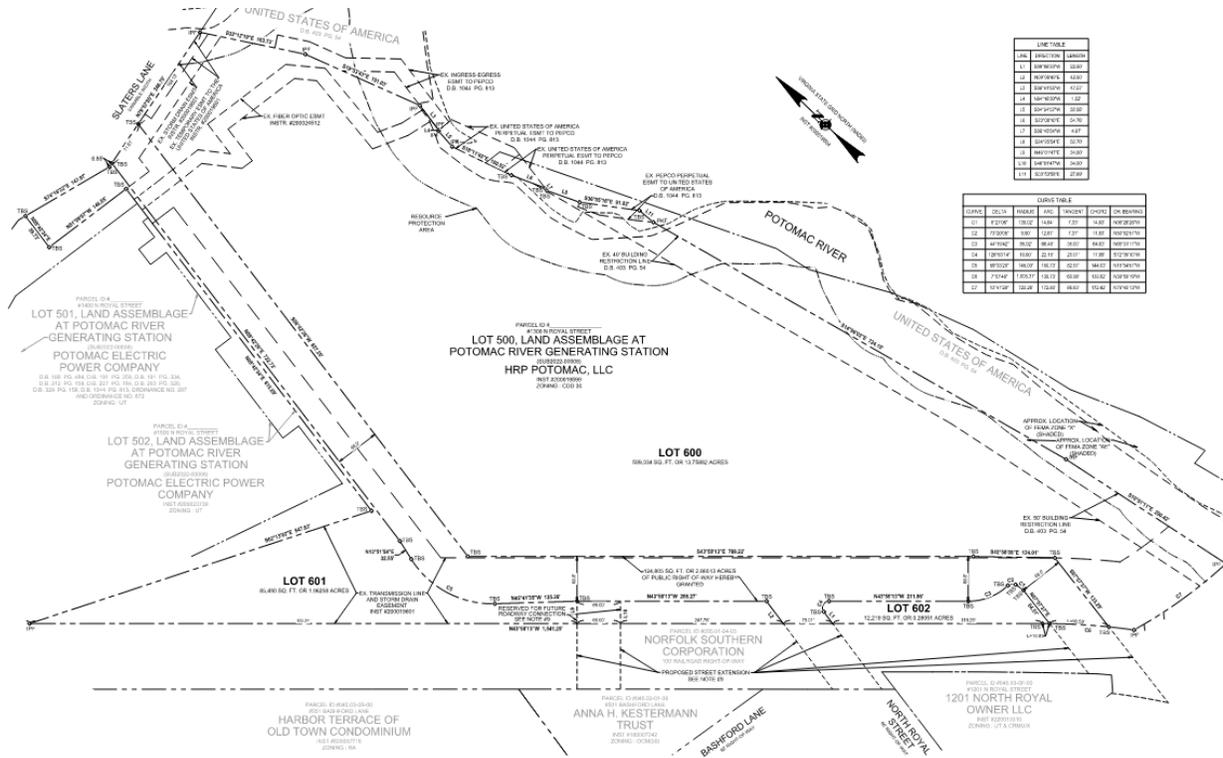


Figure 10: Preliminary Subdivision Plat

VI. STAFF RECOMMENDATIONS

1. The Final Site Plan shall conform substantially with the preliminary plan dated March 10, 2023, and subdivision plat dated April 10, 2023 and comply with the following conditions of approval.

SITE PLAN

A. SITE PLAN

2. Per § 11-418 of the Zoning Ordinance, the development site plan shall expire and become null and void, unless the applicant commences substantial construction of the project within 36 months after initial approval and the applicant thereafter pursues such construction with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the applicable plats and associated deeds for any and all public easements by the second Final Site Plan. The applicant must obtain approval of the plat(s) and deeds prior to or concurrent with Final Site Plan release. (P&Z) (T&ES) (RP&CA)
 - a. Emergency Vehicle Easement(s) (EVEs) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z) (Fire)
4. Submit the applicable final plat and deed for the Subdivision and right-of-way (ROW) Dedication by the second Final Site Plan for approval prior to Final Site Plan release.⁴ (P&Z) (T&ES) *
5. Make all fee simple conveyances to the City with General Warranty of title (unless not available) or provide current ALTA survey and Title Report that includes the areas to be dedicated to City. Include the City as an authorized user of the ALTA survey for any purposes that the City deems necessary, including obtaining title insurance. Submit the ALTA survey and Title Report for review prior to approval of subdivision plat and deed by City. (T&ES) *
6. Record the plat and submit a copy of the recorded plat, dedications, and deeds with the first application for a building permit. (P&Z) (T&ES) **
7. Show site utilities compatibly with other site conditions on the site plan to the satisfaction of the Directors of P&Z and T&ES prior to Final Site Plan release, specifically: (P&Z) (T&ES) *

⁴ Note: Applicant can use 1 plat for Conditions 3 and 4 if desired.

- a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes in coordination with future DSUPs.
 - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.
 - c. Excluding above grade utilities from dedicated open space areas and tree wells.
 - d. Screening all utilities from the public right-of-way.
8. Provide a lighting plan with the Final Site Plan, unless otherwise identified below, to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of P&Z and T&ES in consultation with the Chief of Police and Code administration shall include:
- a. The location of all existing and proposed streetlights and site lights, shading back less relevant information.
 - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
 - c. A photometric plan with lighting calculations encompassing all existing and proposed streetlights and site light fixtures, including any existing streetlights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way.
 - d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
 - e. The numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
 - f. Full cut-off lighting as applicable to prevent light spill onto adjacent properties. Provide a plan distinguishing between the site with all streetlights and other pertinent off-site lighting and the site without streetlights and off-site lighting to demonstrate how the plan complies with light spill regulations.
 - g. Additional lighting to achieve City standards if existing lighting within the City right-of-way adjacent to the site does not meet the minimum standards.
 - h. Basic, approved Dominion LED light fixtures shall be provided for all proposed City rights-of-way. Light fixtures located within Old Town North will be Suburban Colonial LEDs to the satisfaction of the Directors of T&ES and P&Z and in coordination with the Common Elements Palette. Any light fixtures selected for public rights-of-way that are not basic Dominion LED light fixtures will be subject to a maintenance agreement and approval by the Directors of P&Z and T&ES.
 - i. Light fixtures for private rights-of-way in final condition shall be selected based on the approved Common Elements Palette and to be reviewed in the lighting plans of future development special use permits.
 - j. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.

- k. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
 - l. Details indicating proposed light pole and footings relative to the adjacent grade and pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury. (P&Z) (T&ES) (Code) *
9. Provide a georeferenced CAD file in AutoCAD 2018.dwg format prior to Final Site Plan release. The file shall include:
- a. The dimension plan including existing conditions, proposed conditions and grading elements.
 - b. The subdivision plat, including existing and new parcels and neighboring parcels.
 - c. Legal lot numbers for each lot and document the square footages. Show adjacent lots and their Tax Map numbers on the subdivision plat. (P&Z) (DPI) (GIS) *

B. OPEN SPACE/LANDSCAPING

10. Provide these modifications to the landscape plan and supporting drawings with the Final Site Plan: (P&Z) (RP&CA) *
- a. Relocate the Capital Bikeshare stations currently located in the parks. Placement within the ROW or streetscape is preferred.
 - b. Provide a scale on all landscape sheets.
11. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls contained within the Infrastructure DSP prior to Final Site Plan release. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, and Code. (P&Z) (T&ES) (Code) *
12. Develop, provide, install, and maintain an integrated Landscape Plan for any interim BMPs with the Final Site Plan that is coordinated with other associated site conditions and plans to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf (P&Z) *
13. Demonstrate that for all non-BMP site-wide street trees, tree wells, and planters can be installed at grade for all public rights-of-way (including Road A and the extensions of North Fairfax and North Royal streets), to provide a flush condition at the sidewalk level and meet the minimum soil depths, volume, and conditions as established in the City's Landscape Guidelines and to the satisfaction of the Director of P&Z. (P&Z) *

14. The underground garage structure shall be constructed to permit a minimum 3' 6" planting depth for shade and street trees above in coordination with Landscape Guidelines requirements for soil volume for street trees. (P&Z) (RP&CA)
15. The applicant and successors, including a master association or similar entity shall be responsible for ownership and maintenance of privately owned and publicly accessible rights-of-way and open spaces. (P&Z) (RP&CA) (T&ES)

C. TREE PROTECTION AND PRESERVATION

16. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. (P&Z) (RP&CA) *
17. Provide the following refinements to the Tree and Vegetation Protection Plan: (P&Z) (RP&CA) *
 - a. Ensure the tree preservation plan sheets are ordered correctly in the plan set.
 - b. Coordinate with staff to determine if trees #9194 and 9195 by The Muse site can be incorporated into the future streetscape of N. Fairfax Street.

D. ARCHAEOLOGY

18. The applicant has hired EHT Tracerics to work with staff and the landscape designers to develop an overall Historic Interpretation Plan that will incorporate and interpret elements of the historical character into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. The interpretation plan will be submitted before or contemporaneously with the first preliminary DSUP plan submission and is subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)
19. The applicant hired an archaeological consultant who completed a Documentary Study and an Archaeological Evaluation. Based on the degree of prior disturbances within the study area, the consultant recommended that no further archeological work is necessary for the study area. Alexandria Archaeology concurs with this recommendation. (Arch)
20. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards.

Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology). The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Arch)

21. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Arch)

E. PEDESTRIAN/STREETSCAPE

22. Provide the pedestrian improvements listed below to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy for the respective phase as outlined in the Phasing Plan established in CDD#2021-00004 and included in this Preliminary Plan. ***
 - a. Install ADA accessible pedestrian improvements serving the site.
 - b. Construct all temporary asphalt sidewalks to City standards and consistent with CDD requirements. The minimum unobstructed width of temporary asphalt sidewalks shall be 8 feet.
 - c. Sidewalks shall be flush across all driveway crossings.
 - d. All newly constructed curb ramps shall be concrete with detectable warning and shall conform to current VDOT standards.
 - e. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street.
 - f. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development.
 - g. All crosswalks shall be high-visibility crosswalks. Alternative crosswalk treatments must be approved by the Director of T&ES.
 - h. Install audible pedestrian countdown signals in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
 - i. All below grade utilities placed within a City sidewalk shall be integrated with the adjacent paving materials and to minimize any visible impacts.
 - j. When sidewalks are flush with the roadway, provide bollards, other vehicular deterrents of similar vertical separation. These elements shall be spaced no greater than 10 feet apart, with tighter spacing of no greater than 7 feet to be prescribed in specific locations by staff (including but not limited to corners) to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
23. Provide a finalized streetscape with tree plantings for the Slaters Lane right-of-way from West Abingdon Drive east to the Mount Vernon Trail, per National Park Service (NPS) review and approval where applicable.

- a. Coordinate with the City (including the ongoing project to improve the Slaters Lane/GWMP intersection), NPS and Marina Towers condominium on widening the Slaters Lane sidewalk to a minimum of 5 feet in width by the East Abingdon Drive intersection.
 - b. Widen the grass strip to 4 feet where feasible within the existing City right-of-way while maintaining the adjacent 6-foot-wide sidewalks.
 - c. Provide the design for sidewalks and crosswalks along the north side of Slaters Lane through the intersection of the George Washington Memorial Parkway (GWMP) ROW. Final design may be amended as part of NPS, National Capital Planning Commission (NCPC) and/or Army Corps of Engineers (ACOE) approval process and will be reflected in future grading plans if approval provided after release of the Final Site Plan. (P&Z) (T&ES) *
24. The pedestrian and bicycle crossings at North Pitt, and Bashford and North Royal streets shall be coordinated with the Waterfront Park and Rail Corridor Park DSUPs. The crossings and alignment shown on the infrastructure plan may be modified based on the final park and trail design. The crossing shall be safe and efficient for pedestrians, cyclists and vehicles. (P&Z) (T&ES)
25. Provide a finalized Common Elements Palette and Woonerf design as a separate document or plan set addendum to be administratively approved by the release of Final Site Plan. The package shall include the following:
- a. Provide general location and specifications, and details for site furnishings that depict the scale, massing, and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
 - b. Public space and ROW furnishings and streetlights that relate to the site and meet or exceed City standards for materiality and finishes. Site furnishings may include benches, bicycle racks, trash bins, recycling receptacles, and other associated features.
 - c. Continued refinement of unit paver and paving details, ramps, crosswalks and any transition details between general and specialized streetscapes (Road C and the Woonerf).
 - d. More detailed information on the incorporation of sustainable, site specific and historic interpretive elements (in coordination with the historic interpretation plan coming with the first DSUP preliminary plan submission).
 - e. Enhanced design elements for the length of North Fairfax Street through the site that creates a more coherent transition into the Woonerf, to be shown in final condition in the related Block DSUPs. This could include paving and furnishing/fixture treatments.
 - f. The Common Elements Palette and Woonerf design will be updated with the approval of any building or open space DSUPs if further refinements are coordinated with the City. (P&Z) (T&ES) (RP&CA) *

26. Show the locations and approximate dimensions of Capital Bikeshare stations on the Final Site Plan. Stations shall be sited to provide adequate space for maneuvering bikes in and out of docks, to allow access by Capital Bikeshare staff or contractors to rebalance bikes, and to provide adequate sun for solar panels. (T&ES) *

F. PARKING

27. Show all interim proposed parking controls and restrictions on the Final Site Plan. All interim on-street parking controls and restrictions within the project area shall be in coordination with the City. Ultimate on-street parking restrictions shall be determined with each block DSUP within the site. (P&Z) (T&ES) *
28. On-street parking, except for drop-off/pick up zones and rideshare zones identified in the applicable DSUP, on both public and private streets within the site shall be metered and managed by the City. Permanent parking restrictions will be shown on the Final DSUP Plans for adjacent buildings. The Director of T&ES reserves the authority to approve proposed restrictions and to set and adjust meter rates and hours. The applicant for the associated DSUP shall provide a contribution for each multi-space meters required as determined with each block DSUP. (T&ES)
29. The underground parking garage extent shall not encroach to the greatest extent feasible into the Waterfront Park footprint to the satisfaction of the Directors of P&Z and RP&CA.
 - a. Garage footprint area will not extend any further into Waterfront Park than what is shown on the Infrastructure DSP. (P&Z) (RP&CA)

G. SUSTAINABILITY

30. Implement the endorsed Coordinated Sustainability Strategy (CSS) by incorporating the recommendations for infrastructure and sitewide technical improvements to the extent feasible to the satisfaction of the Directors of P&Z and T&ES. The following items are to be incorporated into future DSUP conditions of approval:
 - a. Provide block and underground garage interconnectivity via utility corridors consistent with CDD#2021-00004 conditions 139-156 and the strategies outlined in the CSS endorsed by City Council.
 - b. Provide adequate solar photovoltaic infrastructure to meet the 3% on-site solar generation target outlined in the CDD#2021-00004 conditions of approval.
 - c. EV charging parking space requirements that meet City requirements at the time of DSUP approval.
 - d. The applicant may propose additional strategies to the sustainability conditions outlined below and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)

31. The applicant shall provide on the Final Site Plan the locations and types of infrastructure that are being considered for sustainability measures such as those for solar panels, EV charging that are in the public and private rights-of-way, open spaces or in utility corridors. (P&Z) (T&ES) *
32. Provide a draft LEED-ND scorecard with Final Site Plan, and to be updated with every preliminary plan and final site plan DSUP submission. (P&Z) (T&ES) *

TRANSPORTATION

H. STREETS/TRAFFIC

33. Repair any of the City's existing public infrastructure that is damaged during construction per the most recent version of the T&ES Design and Construction Standards, or to the satisfaction of Director of T&ES, prior to Performance Bond release. (T&ES) ****
34. Conduct a pre-construction walk/survey of the site prior to any land disturbing activities with T&ES Construction & Inspection Staff and Code Administration Staff to document existing conditions prior to Final Site Plan release. (T&ES) (Code) *
35. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets, prior to the issuance of the first Certificate of Occupancy. (T&ES) ***
36. Provide full curb-to-curb restoration for any asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street prior to Performance Bond release. (T&ES) ****
37. Per CDD 2021-00004 Condition 31 through 37, 47 through 54, and 71 through 77, all proposed roads and intersections include the interim condition along with the final condition as part of the Final Site Plan. The interim condition and final conditions plans should note, and not limit to, the material, various element width, signs, pavement marking type, road surface conditions, curb and gutter placement, and inlet locations. The interim and final conditions shall be to the satisfaction of the Director of T&ES. (T&ES)
38. The applicant shall design and construct the segment of the future North Pitt Street extension as generally depicted in Exhibits 1 and 2 at such time as the City acquires the adjoining Norfolk Southern Rail corridor and coordinates the full extent of the connection to the existing North Pitt Street.

- a. If the City determines by the end of Phase 3 that the extension of North Pitt Street is not feasible, the applicant is relieved of its obligation to build the extension.
 - b. The construction of the ROW segments outlined are subject to review by the City and the implementation is subject to the Directors of P&Z and T&ES. (P&Z) (T&ES)
39. Continue to coordinate with T&ES staff to finalize the physical improvements for the Slaters Lane and Bashford Lane intersections with GWMP intersection design. The physical improvements may include, but not limited to, the improvements as indicated in CDD 2021-00004 Conditions 36 and 37 and shall be constructed and operational by the end of Phase II as indicated in CDD 2021-00004 Condition #32(e). The physical improvements deemed appropriate by the Director of T&ES and pending approval from NPS shall be shown in the Final Site Plan. (T&ES)
40. Continue to coordinate with T&ES staff to finalize plans for the Royal Street, Bashford Lane, and Road A intersection design. This design may include, but not limited to, the raised intersection or crosswalk elements, realignment of the Mount Vernon Trail, enhanced pedestrian crossing devices, and/or innovative intersection design. (T&ES)
- a. If approved by the Director of T&ES and deemed appropriate, Phase I could include an interim design and Phase II could include a Final Design. The different design elements in each phase shall be shown in the Final Site Plan. The design for the Final Condition as shown in the Final Site Plan shall be constructed and operational by the end of Phase II as indicated in CDD 2021-00004 Condition #32.
 - b. Otherwise, the final design shall be constructed and operational by the end of Phase I as indicated in CDD 2021-00004 Condition # 31.b.
 - c. The intersection design shall not preclude plans for rails to trails conversion for the Norfolk Southern tracks, nor the City's open space plans along the Norfolk Southern tracks.
41. As part of the Phase I improvements as indicated in the CDD 2021-00004 Condition #31 and in advance of the same adaptive signal control improvements that would have been made in Phase II and will not now be needed in Phase II, the applicant shall contribute \$180,000 for signal equipment upgrades to enable adaptive control signals for both Slaters Lane/GWMP intersection and Bashford Lane intersection. (T&ES).
42. As per CDD 2021-00004 Condition #54, a fully detailed traffic signal design plan for all proposed modified signalized intersection shall be in the Final Site Plan and shall be fully operational prior to the opening of the streets associated with the phasing as indicated in the CDD 2021-00004 Condition #31 and #32. Phase II improvements that may be modified after the release of the Final Site Plan due to the timing of review and approval by NPS or other necessary federal agencies, will

be reflected in a future grading plan or revision to the Final Site Plan as satisfied by the Director of T&ES. (T&ES) *

- a. Due to the signal location along NPS land, the applicant shall continue coordination with NPS or other necessary federal agencies to determine which improvement requires approval and further NPS or other federal agency review through required process.
 - i. The signal design plans shall also include the required Emergency Vehicle Preemption equipment for each approach.
 - b. The Phase II Signal Design Plan shall include all physical improvements, and additional improvements to the signal operation, as approved by NPS and to the satisfaction of Director of T&ES to the Slaters Lane and the Bashford Lane intersection to GWMP.
 - i. The physical improvements may include, but not limited to, the improvements as indicated in CDD 2021-00004 Conditions 36 and 37. Any signal equipment additions or upgrades that are required due to the physical improvement may require structural analysis of the poles to determine if the existing poles can handle the addition or modification. If structural analysis determines the existing poles are not sufficient, new poles and mast arm will be required.
 - ii. Any associated work with physical improvements to the signalized intersection shall include fiber connection through one of the two 3-inch conduits 80 PVC or HDPE, at a depth of 3 feet with a pull wire and tracer cable, connecting to each signal cabinet location along E. Abingdon or W. Abingdon with a junction box (JB-S3) labeled Traffic.
43. The midblock crossing on North Fairfax Street shall not be controlled by stop signs as shown on the preliminary plans. Specific traffic control devices shall be consistent with MUTCD standards and shall be determined at Final Site Plan to the satisfaction of the Director of T&ES. (T&ES)
44. Provide bicycle facilities on the site frontage and through the site per the City's Transportation Master Plan, Pedestrian and Bicycle Mobility Plan, and applicable Small Area Plans and Design Guidelines, as generally shown in the Preliminary DSP. (T&ES)
 - a. Consistent with the Approved Conceptual Design Plan (CDD#2021-00004), provide dedicated bicycle facilities along Road B and North Fairfax Street north of the "Woonerf."
 - b. Bicycle lanes shall be a minimum of 5 feet wide, not including curb and gutter, except along select portions of Slaters Lane.
 - c. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program. (T&ES)
45. Applicant shall coordinate with Owners of existing easements in those areas of proposed ROW to ensure that none such easements will unreasonably interfere with

the full, use of said ROW by the City and the Public, which use may be temporarily interrupted for routine maintenance, upon reasonable notice provided to the City, and in the event of any emergency requiring access to the easement area and utility facilities, subject to applicable permitting requirements, and imposing minimal intrusion upon the ROW where feasible. (T&ES)

46. In conjunction and addition to the preceding condition: prior to site plan release applicant will also provide City with written confirmation from Potomac Electric Power Company that demonstrates their consent to the proposed plan (roadway and utility) improvements within their existing easement (200019601) locations coinciding with the land to be dedicated to City as shown on the site plan and applicable drawings and specifications. This consent must include acknowledgement of typical ROW permit requirements for any work within the ROW, and also include consent for the construction, operation and (public) maintenance of ROW improvements on land to be owned by City and/or operated by City within proposed permanent public easements (if any). (T&ES) (P&Z).
47. Applicant will execute the construction of public street extensions for North Fairfax and North Royal streets after either a) obtaining and dedicating fee simple title (as ROW) to City or b) obtaining any necessary authorizations (easement, crossing agreement, etc.) or any acceptable combination of (a) and (b) and all the issuance of initial certificates of occupancy for Phase 1. The applicant will pay any fees associated with options (a) and/or (b) and all to the satisfaction of TES and P&Z directors. (T&ES) (P&Z)
48. On A900 Legend (on first Final Site Plan), for street extensions across North Fairfax and North Royal streets: exclude the street extensions areas from the hatching that specifies 'Potential future phase, subject to landowner's approval' and/or add a new hatching to the Legend for these (street crossing) areas that specifies 'future phase, public street use and/or fee simple conveyance to be obtained from Landowner.' (T&ES)

I. BUS STOPS AND BUS SHELTERS

49. Show all existing bus stops, bus shelters, and bus stop benches in the vicinity of the site on the Final Site Plan. (T&ES) *
50. Provide four bus stops, two in each direction, along Road A with City standard bus shelters at each. Show all proposed bus stops, shelters, and benches on the Final Site Plan. All facilities shall be ADA compliant, and all bus shelters shall include a bench, illumination, the ability to accommodate future real time bus information LED screens, and electric connections including a conduit connection, conduit stub out, and minimum 20-foot length grounding electrode to the satisfaction of the Director of T&ES. The final bus shelter and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Bus shelters shall require a building permit that are generally connected to the building permits related to

blocks C and E (or adjacent development blocks) and shall be installed in coordination with T&ES and DASH. (T&ES) (Code) (DASH)

51. The four bus stops along Road A shall meet ADA requirements and the following City Standards:
 - a. Install an unobstructed 10-foot wide, parallel to the roadway, by 8-foot wide, perpendicular to the curb, illuminated bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter (if present or if installed) and adjacent sidewalk. The loading pad's cross slope shall be less than two percent and it should be made of concrete or other sturdy, non-slippery materials approved by the Directors of T&ES and DASH. The existing width of the sidewalk may be counted towards the eight-foot-wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. (T&ES)
 - b. A bulb-out for a bus stop shall be at least 35 feet in length parallel to the curb (excluding the taper) and at minimum extend to what is shown on the Preliminary Site Plan into the roadway if installed on the near side of an intersection with on-street parking. If installed on the far side of an intersection, a bulb-out for a transit stop shall be at least 45 feet in length parallel to the curb (excluding the taper area) and at minimum extend to what is shown in the Preliminary Site Plan, with additional bulb-out extension width/depth to be studied and implemented if feasible with the Final Site Plan and future DSUPs. Bulb-out dimensions are inclusive of the 10 by 8-foot pad noted above. (T&ES)
 - c. Submit the bus stop locations and designs for review with the first Final Site Plan submission and approval prior to Final Site Plan release. (T&ES) *

52. Plant and maintain street trees in proximity to bus stop approaches or directly adjacent to travel lanes pursuant to the Landscape Guidelines and to avoid conflict with vehicles, specifically:
 - a. Ensure any trees planted in immediate proximity of bus stops or bus travel lanes have a clearance of at least 15-ft. to the canopy and will not grow branches that protrude into bus stop area or bus travel lane.
 - b. Exclude trees from a 40-foot zone, which represents the length of the bus as it is serving the stop.
 - c. Locate trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) to minimize conflict with vehicles and to allow direct line of sight for approaching buses. (P&Z) (T&ES) *

PUBLIC WORKS

J. WASTEWATER/SANITARY SEWERS

53. The Preliminary Infrastructure Plan dated March 10, 2023 estimates a peak sanitary flow of 0.65 MGD from the project site. This flow is equivalent to 1,808 multifamily residential units and 547,000 square feet of office/retail use. With each building DSUP submission, the applicant shall provide a table to show the remaining sewer flow and the remaining residential units and retail/office space. If the applicant proposes increases to the number of residential units and/or square footages for office/retail uses (or comparable uses) than what is shown above, additional analyses will be required as part of the DSUP process to assess the need for additional infrastructure improvements. (T&ES)
54. Based on the Preliminary Infrastructure Plan dated March 10, 2023, the applicant shall undertake design and construction of approximately 1,685 feet of proposed 10 to 15-inch polyvinyl chloride sanitary sewers onsite and upgrading approximately 2,820 feet of existing sanitary sewers offsite unless otherwise revised to a more efficient design and approved during the Final Site Plan process. (T&ES)

K. UTILITIES

55. If a franchise agreement has not been entered into with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
56. No transformers and switch gears shall be located in public rights-of-way or open spaces. (T&ES) (RP&CA) (P&Z)
57. On first Final Site Plan, add 'private' to the storm sewer easement labels from structures 6A-11 and 31-32 (or remove easement). If private easement remains, please specify the 'grantee' of these easements. Add public storm sewer easement for portion of pipe from structure 2 to structure 1. (T&ES) *
58. All new fire hydrants on public streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative. Hydrants must be installed and functional prior to issuance of the Certificate of Occupancy for the corresponding block. (T&ES) ***
59. All underground utilities within the site boundaries shall be undergrounded. (T&ES) (P&Z)

L. INFORMATION TECHNOLOGY

60. Provide a plan narrative for installation of 5G and other smart technologies in coordination with the below conditions prior to release of the Final Site Plan. (P&Z) (ITS)
61. To the satisfaction of the Director of Planning & Zoning, construct a conduit grid per the specifications listed below that minimizes the need for post-development

excavation and/or right-of-way impacts when installing fiber/cables for high-speed internet access. (ITS) (P&Z)

62. Construct all conduits using schedule 80 PVC or HDPE and install them to a depth of 3-feet. Install a pull line and tracer within each conduit. (ITS)
63. All conduit on private property will be owned and maintained by the property owner. Unless otherwise specified, conduit on public right-of-way will be owned and maintained by the City. (ITS) (T&ES)

ENVIRONMENTAL

M. FLOODPLAIN MANAGEMENT

64. If there is disturbance or grading in the floodplain, demonstrate compliance with Zoning Ordinance flood plain ordinance § 6-300 to § 6-311 of Article VI (Special and Overlay Zones) prior to Final Site Plan release. (T&ES) *
65. All work on the National Park Service (NPS) property will have to be coordinated, permitted and approved by NPS, NCPC, ACOE or other necessary federal agencies. (T&ES)
66. If there is disturbance or grading in the floodplain, provide this minimum required information on the Final Site Plan to comply with the City of Alexandria Floodplain Ordinance:
 - a. The base flood elevation (BFE).
 - b. Topographic information showing existing and proposed ground elevations. (T&ES)
67. Provide detailed computations of the impact of fill in the floodplain on the 100-year Water Surface Elevation (WSE) to the satisfaction of the Director of T&ES. Include backwater calculations starting at a downstream cross section to an upstream cross section. Derive figures from modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. Proposed fill placement shall not raise the 100-year water surface level at any location along the channel reach more than a maximum of 6 inches as permitted under Floodplain Regulations. (T&ES) *

N. STORMWATER MANAGEMENT

68. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: (1) state phosphorus removal requirement and (2) Alexandria Water Quality Volume Default. Complying with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as

determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) *

69. Provide a BMP narrative and complete pre- and post-development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance prior to Final Site Plan release. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES) *
70. Design all stormwater Best Management Practices (BMPs) to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs, including site specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) *
71. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) *
72. Complete construction inspection checklists and associated photographic documentation for each stormwater BMP and detention facility. Submit all documents required by The City of Alexandria As-Built Stormwater Requirements including as-built plans, CAD data, BMP certifications, and completed construction inspection checklists prior to Performance Bond release for the respective adjacent block or park development special use permit. (T&ES) ****
73. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
74. Install descriptive signage for surface-installed stormwater BMPs (e.g., Bio-Retention Filters, Vegetated Swales) prior to the submission of As-Built Plans to the satisfaction of the Director of T&ES. (T&ES) ****

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

79. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) ****
80. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems, including the discharge tunnel and associated outfalls, were not adversely affected by construction operations prior Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, provide a description of the maintenance measures performed. (T&ES) ****
81. The applicant shall meet the requirements set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary Development Special Use Permit. (T&ES)
82. For projects that implement a Stormwater Master Plan (SWMP), each phase of the development must meet the water quality requirements adopted by the City of Alexandria at the time of the submittal of each preliminary Development Site Plan/Development Special Use Permit. This includes the 1) state phosphorus reduction and 2) Alexandria water quality volume default (WQVD) requirements. The SWMP must be updated prior to the release of each individual DSP/DSUP. (T&ES)
83. The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each development special use permit. In addition, all development shall meet the green infrastructure requirements of the Old Town North Small Area Plan. Underground sand filters and proprietary BMPs may be used a case-by-case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the Director of T&ES or their designee. (T&ES)
84. The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)
85. All stormwater treatment facilities (BMPs) and detention facilities shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way. (T&ES)
86. Above ground critical infrastructure must be located outside of the 500-year floodplain. (T&ES)

87. All stormwater must ultimately discharge directly to the Potomac River. No stormwater connections will be allowed to the existing combined sewer system. (T&ES)
88. The applicant shall successfully negotiate the special use permit for construction and right-of-way permit with the National Park Service prior to commencement of any construction activities that utilizes any outfall on NPS-administered land to the satisfaction of the Director of T&ES based on the ongoing NPS review processes. (T&ES)
89. Prior to approval of the Infrastructure DSP, the existing outfall and discharge tunnel must be evaluated for structural integrity and pending the outcome of that evaluation, will be replaced or lined if the existing outfall and discharge tunnel is determined to be compromised or have a remaining useful life of less than 30 years. The assessment must be signed and sealed by a professional engineer and the results reviewed and approved by the Director of T&ES. Ownership and adequate maintenance access must be coordinated and provided by the applicant to allow the applicant access to maintain the portion of the outfall and discharge tunnel located on NPS property prior to the release of the Infrastructure DSP. Ownership and adequate maintenance access must be coordinated and provided by the applicant to allow the City access to maintain the portion of the outfall and discharge tunnel located on NPS property prior to the maintenance bond release of the final block DSP/DSUP and in perpetuity (based on any applicable federal permitting process and reapproval) to the satisfaction of the Director of T&ES. (T&ES)
90. Based on the condition assessment report of the storm sewer infrastructure performed by Moffat & Nichol dated April 13, 2023 and the conditions of approval outlined in the PRGS CDD requiring replacement or relining of the existing outfall infrastructure if it is determined to be compromised or have a remaining useful life of less than 30 years, the applicant shall re-line or replace the storm sewer piping extending from the Slaters Lane catch basin to the Potomac River as identified in the M&N condition assessment report. (T&ES)
91. Based on the condition assessment report of the storm sewer infrastructure performed by Moffat & Nichol dated April 13, 2023 and the conditions of approval outlined in the PRGS CDD requiring replacement or relining of the existing outfall infrastructure if it is determined to be compromised or have a remaining useful life of less than 30 years, the applicant shall remove the debris within the sections of tunnels that will remain to restore the original hydraulic opening and shall reinspect the tunnels following the removal of debris to ensure adequate operation and a useful lifespan of no less than 30 years. (T&ES)
92. The applicant shall be responsible for maintenance of the existing outfall and discharge tunnel until the maintenance bond release of the final block DSP/DSUP. (T&ES)

93. The applicant shall provide a final assessment of the existing outfall and discharge tunnel for structural integrity prior to the maintenance bond release of the final block DSP/DSUP. The final assessment must be signed and sealed by a professional engineer and the results reviewed and approved by the Director of T&ES. (T&ES)

O. WATERSHED, WETLANDS, & RPAs

94. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)
95. For sites that contain marine clays, account for marine clay or highly erodible soils in the construction methodology and erosion and sediment control measures. (T&ES)
96. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site):
 - a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers,
 - b. Highly erodible and highly permeable soils,
 - c. Steep slopes greater than 15 percent in grade,
 - d. Known areas of contamination; springs, seeps, or related features, and
 - e. A listing of all wetlands permits required by law. (T&ES)
97. Provide documentation on the source of onsite wetland delineation and detail actions to minimize and/or mitigate the effect of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES)
98. Prepare a Stormwater Pollution Prevention Plan with enhanced protective measures from site sources to the proximity of the RPA(s) to the project. (T&ES)
99. The RPA adjacent to the Potomac River within the CDD area shall be revegetated in a manner compatible with riparian buffer areas. All impervious surfaces must be removed from the RPA with the exception of the existing Pump House, new or existing retaining walls and new or existing trails and stairs constructed for the purpose of connecting the CDD area to the Mount Vernon Trail. No new impervious surfaces may be placed within the RPA except for allowable uses per the City's Environmental Management Ordinance subject to the approval of the director of T&ES. (T&ES)
100. A landscape management plan must be submitted with the infrastructure DSP for removal of invasive species plantings from the RPA in the CDD area and future maintenance of the RPA buffer plantings in the CDD area. (T&ES)

101. Educational signage and/or creative educational exhibits that provide information about water quality and/or the RPA must be incorporated into the site. (T&ES)

P. CONTAMINATED LAND

102. Indicate where any soil and groundwater contamination are present on site. Submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES) *
103. If environmental site assessments or investigations discover the presence of contamination on site, the final demolition/grading plan shall not be released, and no construction activity shall occur until the below information items have been submitted and approved by the Director of T&ES:
 - a. A Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants to include screening for PCBs, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. A Human Health Risk Assessment indicating any risks associated with the contamination prepared in accordance with Voluntary Remediation Program (VRP) requirements.
 - c. A Remediation Plan detailing for any contaminated soils and/or groundwater, including plans to remediate utility corridors, if warranted based on the conclusions of the Human Health Risk Assessment. Utility corridors shall not be installed in soils or within two feet vertically of soils that pose an unacceptable risk to construction or utility workers based on the conclusions of the Human Health Risk Assessment. The Plan must be prepared in accordance with VRP requirements, including plans for additional sampling, remedy selection, and remedy design to be completed as deconstruction proceeds.
 - d. A Soil and Groundwater Management Plan describing how contaminated soils and/or groundwater will be managed. The Soil and Groundwater Management Plan will include information about soil characterization, requirements for off-site transport of soil, and requirements for on-site handling and reuse of soil, including reuse of landscaped areas or utility corridors. The Soil and Groundwater Management Plan will also describe the process that will be used to document the management of soil during construction and procedures for addressing unanticipated environmental conditions. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered). The Soil and Groundwater Management Plan shall be integrated into the final site plan.
 - e. A Health and Safety Plan (or plans) with measures to take during remediation and/or construction activities to minimize the potential risks to on-site workers and nearby, off-site receptors associated with contaminated environmental media.

- f. Submit a Perimeter Dust Monitoring Plan describing perimeter dust monitoring procedures, action levels, and potential corrective measures. Initial Air Monitoring will be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. Justify the air monitoring determination in the Perimeter Dust Monitoring Plan submitted for review.
 - g. Submit electronic copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *
104. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the applicant must notify T&ES, Office of Environmental Quality immediately. Should unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in 103a. through 103e. above are submitted and approved at the discretion of the Director of T&ES. This shall be included as a note on the Final Site Plan. (T&ES) (Code) *
105. If warranted by a Site Characterization report and Human Health Risk Assessment, design and install vapor intrusion mitigation controls for buildings and parking areas to prevent the migration or accumulation of methane or other gases or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. If a ventilation system is used as a vapor migration control, it must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES) (Code)
106. In non-hardscaped areas of the Infrastructure DSP, the applicant shall provide a site characterization report showing that no contaminated soils are present within the first 2 feet. (T&ES)
107. All required environmental reports must be submitted and reviewed for approval by the City prior to the release of construction plans and commencement of land-disturbing activities for each Grading Plan, Development Site Plan (DSP), and/or DSUP. (T&ES)

Q. SOILS

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

R. NOISE

109. No vehicles, including construction vehicles, associated with this project shall be permitted to idle for more than 10 minutes when parked. Post no idling for greater than 10 minutes signs at construction site entrances and exits and interim parking and loading/unloading areas. (T&ES) ***

S. AIR POLLUTION

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

CONSTRUCTION MANAGEMENT

T. CONSTRUCTION MANAGEMENT

111. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval, and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Zoning Ordinance Article XIII (Environmental Management) for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan must be complied with prior to the partial Final Site Plan release. (T&ES) *
112. Submit a separate construction management plan to the Directors of P&Z, T&ES, and Code Administration prior to Final Site Plan release. The plan shall satisfy these requirements: (P&Z) (T&ES) (Code)
 - a. No streetlights shall be removed without authorization from the City of Alexandria,
 - b. If streetlights are to be removed from the public right-of-way, then temporary lights shall be provided until the installation and commissioning of new lights, *
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed, *
 - d. Provide a detailed sequence of demolition and construction of improvements in the existing public right of way along with an overall proposed schedule for demolition and construction, *
 - e. Include an overall proposed schedule for construction, *
 - f. Include a plan for temporary pedestrian circulation, *
 - g. Include the location and size of proposed construction trailers, if any, *
 - h. Include a preliminary Maintenance of Traffic Plan as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials, and *

- i. Post copies of the plan in the construction trailer and give to each subcontractor before they start work. ***
113. Installation of cranes and other tall equipment used must be coordinated with the appropriate agencies, including the MW Airport Authority and FAA, to complete an obstacle assessment. (T&ES)
114. Provide off-street parking for all construction workers without charge and ensure that all workers use the provided parking. For workers who use Metro, DASH, or another form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall:
 - a. Establish and provide verifiable details and/or agreements on the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit, *
 - b. Post information on transit schedules and routes, *
 - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement, and
 - d. If the off-street construction workers parking plan is found to be violated during construction, a correction notice will be issued to the applicant. If the violation is not corrected within five days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z) (T&ES) *
115. Include a chapter on maintaining pedestrian access within the Construction Management Plan. Sidewalks adjacent to the site shall remain open during construction to the extent feasible based on the limits of construction in a given phase. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) **
116. Include a chapter on maintaining bicycle access within the Construction Management Plan. Bicycle facilities adjacent to the site shall remain open during construction to the extent feasible based on the limits of construction in a given phase. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. (T&ES) **
117. Include a chapter on the waste control program in the Construction Management Plan. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at

the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. Dispose of all wastes offsite per all applicable federal, state, and local laws. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions therein. (T&ES) (Code)

118. Discuss construction staging activities with T&ES prior to the release of any permits for ground disturbing activities. No major construction staging shall be allowed within the public right-of-way. (T&ES) **
119. Identify a Certified Land Disturber (CLD) in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities and include the name on the Phase I Erosion and Sediment Control sheets prior to Final Site Plan release. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. (T&ES) *
120. Develop a public outreach and communication plan related to abatement, remediation, deconstruction and preconstruction and construction activities prior to release of the Final Site Plan or the grading plan for demolition and grading activities per the CDD, whichever is released first, to the satisfaction of the Directors of T&ES (abatement, remediation, deconstruction, and preconstruction) and P&Z (pre-construction and construction). The plan shall address the following:
 - a. Frequency of community meetings in relation to project phasing.
 - b. Identification of project contact(s) to serve as community liaison for all concerns related to such activities.
 - c. Topics to include: abatement and remediation methods; monitoring noise, stormwater runoff, air quality and vibration; construction worker parking and haul routes; plan for temporary pedestrian and vehicular circulation; and hours and overall schedule for all activities on site.
 - d. Process to disseminate ongoing updates during abatement, remediation and deconstruction.
 - e. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. (P&Z) (T&ES) **
121. Hold an in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes (including any tree plantings for temporary or permanent BMPs) with the P&Z project planner prior to starting work. (P&Z) (Code)
122. Identify a community liaison throughout the duration of construction. Provide their name and telephone number, including an emergency contact number, to residents, property managers, and business owners whose property abuts the site, to the satisfaction of the Directors of P&Z and T&ES. Install a temporary informational

sign prior to Final Site Plan release with the community liaison's name and contact information. Display the sign until construction finishes. (P&Z) (T&ES) *, ***

123. Temporary construction and/or on-site sales trailer(s) are permitted and subject to the approval of the Directors of P&Z and Code Administration. Remove the trailer(s) prior to the issuance of the final Certificate of Occupancy. (P&Z) (Code) ***
124. Submit an as-built development site plan survey for any infrastructure or off-site improvements tied to the Infrastructure DSP (and not a specific block or park DSUP), pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the T&ES Site Plan Coordinator prior to applying for a Certificate of Occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note stating that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
125. If outstanding performance, completion, or other bonds for the benefit of the City are in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES) ****

SUBDIVISION

U. SUB#2023-00001 CONDITIONS

126. The final subdivision plat shall comply with the requirements of § 11-1709 of the Zoning Ordinance. (P&Z) *

CITY DEPARTMENT CODE COMMENTS

Legend: C - Code Requirement R - Recommendation S - Suggestion F - Finding

Planning and Zoning (P&Z)

- F - 1. Minor adjustments to the Infrastructure Plan may be approved administratively based on the review of the individual development blocks. Some elements may move to the associated DSUP.

- F - 2. Identify all trees to remove and protect/preserve in the tree conservation and protection plans prior to Final Site Plan release. Detail construction methods to reduce disturbance within driplines. Schedule an on-site inspection of existing conditions with the City Arborist and Natural Resources Division Staff prior to preparing the Tree Conservation and Protection Plan. *
- F - 3. The landscape elements of this development are subject to Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Performance and Maintenance Bond release are subject to inspections by City Staff per City Code requirements. A final inspection for landscaping must occur three years after completion. (P&Z) (T&ES) ****

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

Federal Reviews

- F - 1. The applicant shall continue to coordinate with NPS and seek the relevant federal approvals for the transportation and open space improvements to be completed on NPS-administered lands.
- F - 2. Any project that is defined as a federal undertaking, in accordance with the National Historic Preservation Act of 1966 requires a § 106 review or other National Environmental Policy Act (NEPA) review. Projects that require federal review, approval or permitting, or projects that include federal funding are generally considered a federal undertaking. Coordinate with the Virginia Department of Historic Resources or the appropriate federal or state agency to determine the requirements and process and consult with City Staff.
 - a. Information on the § 106 process is at www.achp.gov or www.dhr.virginia.gov/environmental-review/
 - b. Information on the NEPA process is at www.epa.gov

Archaeology

- C - 1 All archaeological preservation measures shall comply with § 11-411 of the Zoning Ordinance.

Transportation & Environmental Services (T&ES)

- F - 3. Prepare the Final Site Plan per the Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at: <http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf> (T&ES) *
- F - 4. Show and label the sanitary and storm sewer and water line in plan and profile in the first Final Site Plan, cross referencing sheets if plan and profile cannot be on the same sheet. Provide existing and proposed grade elevations plus the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES) *
- F - 5. Provide a dimension plan with all proposed features, the final property lines, and associated property line annotation. When possible, show all annotation pertaining to the final property line configuration on the site layout sheet (also referred to as the site plan sheet). (T&ES) *
- F - 6. Construct all storm sewers to the City of Alexandria standards and specifications. The minimum diameter for storm sewers is 18-inches in the public right-of-way and the minimum size storm sewer catch basin lead is 15-inches Acceptable pipe materials are Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, the Director of T&ES may approve AWWA C-151 (ANSI A21.51) Class 52. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes are acceptable. The minimum and maximum velocities are 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public right-of-way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public right-of-way shall be owned and maintained privately). (T&ES) *, ****
- F - 7. Construct all sanitary sewers to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers is 10-inches in the public right-of-way and sanitary lateral 6-inches for all commercial and institutional developments; however, a 4-inch sanitary lateral is acceptable for single family residences. Acceptable pipe materials are Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12-inches or larger diameters); Class III may be acceptable on private properties. Minimum and maximum velocities are 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES) *, ****
- F - 8. Provide a horizontal separation of 10-feet (edge to edge) between a storm or sanitary sewer and a water line. However, if this horizontal separation cannot be achieved, then install the

sewer and water main in separate trenches and set the bottom of the water main at least 18-inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for the sewer pipe material and pressure test it in place without leakage prior to install. (T&ES) *, ****

- F - 9. Provide at least 18-inches of vertical separation for sanitary sewer and 12-inches for storm sewer when a water main over crosses or under crosses a sanitary/storm sewer. However, if this cannot be achieved, then construct both the water main and the sanitary/storm sewer using Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10-feet on each side of the point of crossing. Center a section of water main pipe at the point of crossing and pressure test the pipes in place without leakage prior to installation. Provide adequate structural support for sewers crossing over the water main (i.e., concrete pier support and/or concrete encasement) to prevent damage to the water main. Encase in concrete sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance. (T&ES) *, ****
- F - 10. No water main pipe shall pass through or touch any part of sanitary/storm sewer manhole. Place manholes at least 10-feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, ensure that the manhole is watertight and tested in place. (T&ES) *, ****
- F - 11. Maintain at least 12-inches of separation or clearance from water main, sanitary, or storm sewers when crossing underground telephone, cable TV, gas, and electrical duct banks. If this separation cannot be achieved, then use Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 material for the sewer pipe for a distance of 10-feet on each side of the point of crossing and pressure test it in place without leakage prior to installation. Provide adequate structural support for sanitary/storm sewers and water main crossing over the utilities (i.e., pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES) *, ****
- F - 12. Design any rip rap per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) *, ****
- F - 13. Provide the dimensions of parking spaces, aisle widths, etc. within the parking garage on the Final Site Plan. Exclude column widths from the dimensions. (T&ES) *, ****
- F - 14. Show the drainage divide areas on the grading plan or on a sheet that includes topography and structures where each sub-area drains. (T&ES) *
- F - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES) * Show all existing and proposed public and private utilities and easements on the Final Site Plan with a narrative. (T&ES) *
- F - 16. Provide a Maintenance of Traffic Plan with the Construction Management Plan prior to Final Site Plan release that replicates the existing vehicular, pedestrian, and bicycle routes as closely as practical. Maintain pedestrian and bike access adjacent to the site per Memo to Industry #04-18. (T&ES) *

- F - 17. Include these notes on all Maintenance of Traffic Plan Sheets (MOT): (T&ES)
- a. Include the statement: “FOR INFORMATION ONLY” on all MOT Sheets.
*
 - b. No sidewalks can remain closed for the duration of the project. Temporary sidewalk closures are subject to separate approval from T&ES at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City right-of-way and shall submit MOT Plans with the T&ES Application for final approval at that time.
- F - 18. Add complete streets tabulation to the cover sheet with the Final Site Plan submission. (T&ES) *
- F - 19. Parking for the residential and commercial uses shall match the Zoning Ordinance requirements in effect at approval by the City Council and/or Planning Commission. (P&Z) (T&ES) *
- F - 20. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES) *
- F - 21. Maintain a minimum separation of 30 feet on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES) *
- C - 2 Complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site, per Article XI of the Zoning Ordinance. If the existing storm system is inadequate, design and build on-site or off-site improvements to discharge to an adequate outfall, even if post development stormwater flow from the site is less than pre-development flow. Demonstrate that a non-erosive stormwater outfall is present to the satisfaction of the Director of T&ES. (T&ES) *
- C - 3 Comply with the stormwater quality requirements and provide channel and flood protection per the Article XIII of the Zoning Ordinance. Meet the peak flow requirements of the Zoning Ordinance if the development proposes combined uncontrolled and controlled stormwater outfall. If the project site is within the Braddock-West watershed or a known flooding area, provide an additional 10 percent storage of the pre-development flows in the watershed to meet detention requirements. (T&ES) *
- C - 4 Design stormwater facilities that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems according to Article XIII of the Zoning Ordinance, § 13-114(F), as signed and sealed by a professional engineer registered in Virginia. Include the adequate outfall, inlet, and hydraulic grade line analyses to the satisfaction of the Director of T&ES. Provide the references and/or sources used to complete these analyses. (T&ES) *

- C - 5 The proposed development shall conform to all requirements and restrictions set forth in § 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES) *
- C - 6 Provide additional improvements to adjust lighting levels if the site does not comply with § 13-1-3 of the City Code, to the satisfaction of the Director of T&ES to comply with the Code. (T&ES) *
- C - 7 The location of customer utility services and installing transmission, distribution, and main lines in the public rights-of-way by any public service company shall be governed by franchise agreement with the City per Title 5, Ch. 3, § 5-3-2 and § 5-3-3, respectively. The transformers, switch gears, and boxes shall be outside of the public right-of-way. (T&ES)
 - a. All new customer utility services, extensions of existing customer utility services, and existing overhead customer utility services supplied by any existing overhead facilities must be installed underground below the surface of the ground unless exempted by City Code § 5-3-2, to the satisfaction of the Director of T&ES. *, ****
 - b. Install all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to transmit or distribute any service (electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam, or petroleum) whether or not on streets, alleys, or other public places of the City must be installed underground or below the surface of bridges and elevated highways unless exempted by City Code § 5-3-3, to the satisfaction of the Director of T&ES. *, ****
- C - 8 Discharge flow from downspouts, foundation drains, and sump pumps to the storm sewer per the requirements of Memorandum to Industry 05-14. Pipe discharges from downspouts and sump pump to the storm sewer outfall, where applicable after treating for water quality per Article XIII of the Zoning Ordinance. (T&ES) *, ****
- C - 9 Provide a total turning radius of 25-feet and show turning movements of standard vehicles in the parking lot per the latest AASHTO vehicular guidance per the requirements of Title 4, Ch. 2, Article B, § 4-2-21, Appendix A, § A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access to the satisfaction of the Directors of T&ES, Office of Building, and Fire Code Administration. (T&ES) *
- C - 10 Satisfy the City's Minimum Standards for Private Streets and Alleys prior to Final Site Plan Release. (T&ES) *
- C - 11 Post the bond for the public improvements before Final Site Plan release. (T&ES) *
- C - 12 Provide plans and profiles of utilities and roads in public easements and/or public right-of-way for review and approval prior to Final Site Plan release. (T&ES) *
- C - 13 Provide a phased erosion and sediment control plan consistent with the grading and construction plan prior to Final Site Plan release. (T&ES) *

- C - 14 Provide as-built sewer data with the final as-built process per the Memorandum to Industry, dated July 20, 2005 prior to release of the Performance Bond. Prepare initial site survey work and plans using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Reference the control points/benchmarks used to establish these coordinates. (T&ES) ****
- C - 15 Design the thickness of sub-base, base, and wearing course using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Determine the values of California Bearing Ratios used in the design by field and/or laboratory tests. Using an alternate pavement section for Emergency Vehicle Easements to support H-20 loading designed using California Bearing Ratio determined through geotechnical investigation and using VDOT method (Vaswani Method) and standard material specifications is acceptable to the satisfaction of the Director of T&ES. (T&ES) *, ****
- C - 16 Provide all pedestrian, traffic, and wayfinding signage per the Manual of Uniform Traffic Control Devices, latest edition to the satisfaction of the Director of T&ES. (T&ES) *
- C - 17 Design all driveway entrances, curbing, etc. in or abutting public right-of-way per City standards. (T&ES) *
- C - 18 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 19 Comply with the City of Alexandria’s Noise Control Code, Title 11, Ch. 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 20 Comply with the Alexandria Noise Control Code Title 11, Ch. 5, § 11-5-4(b)(15), which permits construction activities to occur during these hours: (T&ES)
- i. Monday Through Friday from 7 AM to 6 PM
 - ii. Saturdays from 9 AM to 6 PM
 - iii. No construction activities allowed on Sundays and holidays
- a. § 11-5-4(b)(19) further restricts pile driving to these hours:
- iv. Monday through Friday from 9 AM to 6 PM
 - v. Saturdays from 10 AM to 4 PM
 - vi. No pile driving is allowed Sundays and holidays
- b. § 11-5-109 restricts excavating work in the right-of-way to:
- vii. Monday through Saturday 7 AM to 5 PM
 - viii. No excavation in the right-of-way allowed on Sundays, New Year’s Day, Independence Day, Thanksgiving, and Christmas.
- C - 21 Comply with the stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default, and stormwater quantity management per Article XIII of the Zoning Ordinance. (T&ES) *

- C - 22 Comply with the City of Alexandria, Erosion, and Sediment Control Code, Title 5, Ch. 4. (T&ES) *
- C - 23 Obtain all necessary permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources for all project construction and mitigation work prior to Final Site Plan release. This condition includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan for land disturbing activities equal to or greater than one acre. Refer to the Memo to Industry 08-14: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 24 Provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final Site Plan. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, provide an electronic copy of the SWPPP Book with the Signature Set submission and a copy of the coverage letter must be added to the plan sheet containing the stormwater management calculations. Include an electronic copy of the SWPPP Binder Book in the released site plans and include a hardcopy of the SWPPP Binder Book with the on-site construction drawings. Separate parcel owners must seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES) *

AlexRenew Comments

No comments provided.

VAWC Comments

No comments provided.

Fire Department

- C - 1 Show the location of Fire Department Connections (FDC) prior to Final Site Plan release. (P&Z) (Code) *

R - 1. Consider letting the Alexandria Fire Department use buildings that will be razed for training exercises. The Fire Department will formulate conditions of use between the parties and provide a hold harmless agreement to the owner or their representative.

Police Department

- R - 1. Plant shrubbery that achieves a natural growth height of no more than 2.5 to 3 feet with a maximum height of 3 feet when it matures to avoid obstructing the view of patrolling law enforcement officers.

Asterisks denote:

- * Condition must be fulfilled prior to release of the Final Site Plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to issuance of the Certificate of Occupancy
- **** Condition must be fulfilled prior to release of the bond

EXHIBIT 1

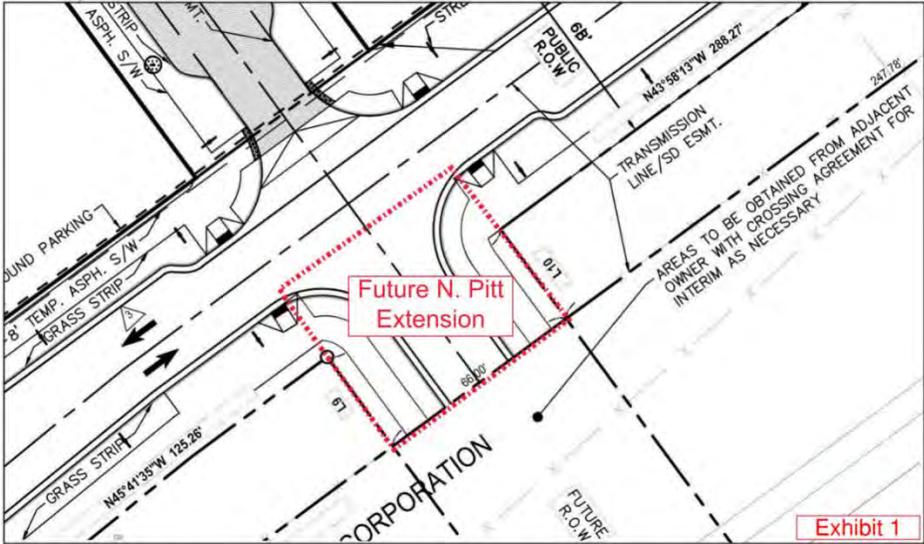
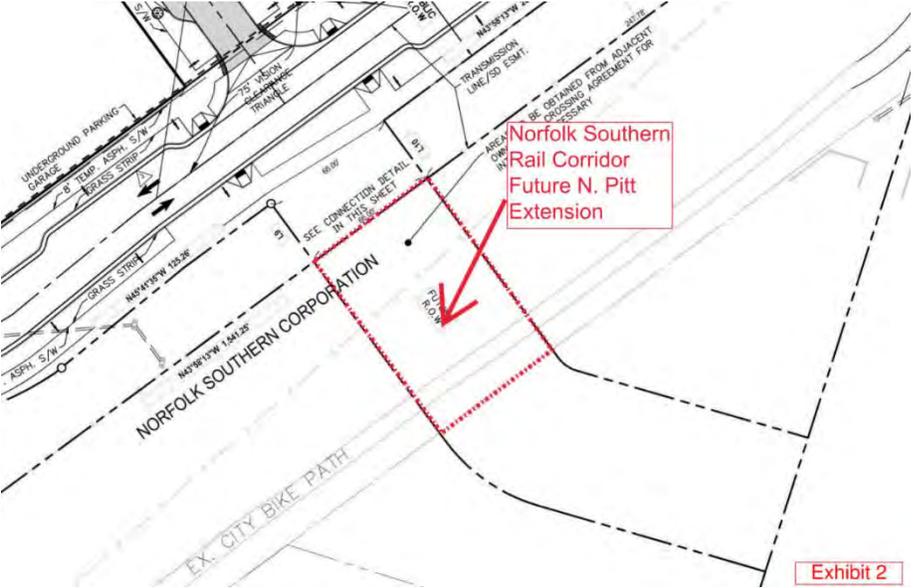


EXHIBIT 2





APPLICATION

DEVELOPMENT SITE PLAN

DSP # DSP #2022-00024

Project Name: PRGS Infrastructure

PROPERTY LOCATION: 1300 N. Royal St., Alexandria, VA 22314

TAX MAP REFERENCE: 045.01-01-05 **ZONE:** CDD-30

APPLICANT

Name: HRP Potomac, LLC

Address: 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

PROPERTY OWNER

Name: HRP Potomac, LLC

Address: 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

PROPOSED USE: The Applicant is seeking approval of a development site plan for the infrastructure included in the redevelopment of the Potomac River Generating Site.

THE UNDERSIGNED hereby applies for Development Site Plan 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

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Mary Catherine Gibbs
Signature

703-836-5757 703-548-5443

Telephone #

Fax #

mcgibbs@wiregill.com

Email address

1/13/2023

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: _____

Development Site Plan (DSP) # _____

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.

HRP Potomac, LLC, 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

HRP Potomac Investments, LLC - 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062
- 100% owner of Applicant/Owner

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	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	Applicant
2. HRP Potomac Investment, LLC	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	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	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	100% owner of property
2. HRP Potomac Investment, LLC	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	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).**

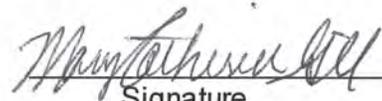
For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

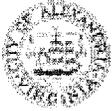
Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. HRP Potomac, LLC	None	None
2. HRP Potomac Investment, LLC	None	None
3.		

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.

1/13/23 Mary Catherine Gibbs
Date Printed Name


Signature



APPLICATION

SUBDIVISION OF PROPERTY

SUB # _____

PROPERTY LOCATION: 1300 N. Royal St., Alexandria, VA 22314

TAX MAP REFERENCE: 045.01-01-05 **ZONE:** CDD-30

APPLICANT:

Name: HRP Potomac, LLC

Address: 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

PROPERTY OWNER:

Name: HRP Potomac, LLC

Address: 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

SUBDIVISION DESCRIPTION

Request to resubdivide parcel to dedicate new public road.

- 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

700 N. Fairfax St., Suite 600

Mailing/Street Address

Alexandria, VA 22314

City and State

Zip Code

Mary Catherine Gibbs
Signature

703-836-5757 703-548-5443

Telephone #

Fax #

mcgibbs@wiregill.com

Email address

1/13/23
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.

HRP Potomac, LLC, 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

HRP Potomac Investments, LLC - 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062 -
100% owner of Applicant/Owner

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	5 REVERE DRIVE SUITE 208 NORTHBROOK IL 60062	Applicant
2. HRP Potomac Investment, LLC	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	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	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	100% owner of property
2. HRP Potomac Investment, LLC	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	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 indicate each person or entity and "None" in the corresponding fields).**

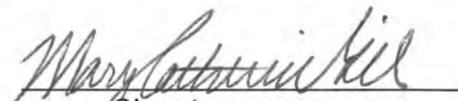
For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

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 Investment, 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.

11/13/23 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: Potomac River Generating Station

PROJECT ADDRESS: 1300 Royal St., Alexandria, VA 22314

DESCRIPTION OF REQUEST:

Request to resubdivide parcel to dedicate new public road.

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.

Date: 1/13/23

Applicant

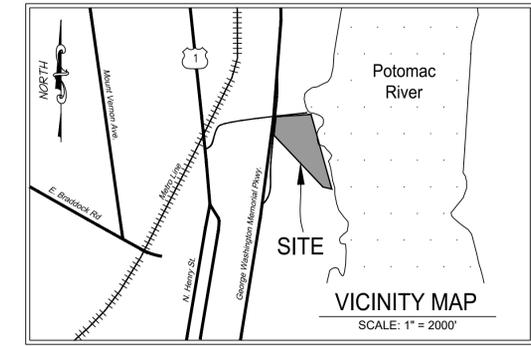
Agent

Signature: 

Printed Name: Mary Catherine Gibbs

GENERAL NOTES

1. THE PROPERTY SHOWN HEREON IS IDENTIFIED ON THE CITY OF ALEXANDRIA, VIRGINIA GEOGRAPHIC INFORMATION SYSTEM AS MAP # _____ AND IS ZONED CDD 39.
2. THE PROPERTY SHOWN HEREON IS NOW IN THE NAME OF HRP POTOMAC, LLC, RECORDED IN INSTRUMENT #200019599, 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 SEPTEMBER 27, 2021.
5. THIS PLAT IS A SUBDIVISION OF LOT 500, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION, AS RECORDED IN INSTRUMENT # _____ AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA, AND GRANTS RIGHT-OF-WAY AREA THROUGH LOT 500.
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;
 - ZONE "AE", AREAS AREAS OF 1% ANNUAL CHANCE FLOOD WITH BASE FLOOD ELEVATIONS DETERMINED.
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. FUTURE PUBLIC STREET EXTENSIONS WITH RIGHT-OF-WAY ARE SUBJECT TO COORDINATION WITH ADJACENT PROPERTY OWNER UNDER SEPARATE COVER.
10. THE PROPERTY SHALL RETAIN AN UNDISTURBED AND VEGETATED 100-FOOT-WIDE BUFFER AREA, SUBJECT TO APPROVAL OF THE DSUP FOR THE WATERFRONT PARK.
11. 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.



christopher consultants now **IMEG**
 9301 Innovation Dr., Suite 150
 Manassas, VA 20110 P 703.393.9887
 engineering • surveying • land planning

PRELIMINARY PLAT
 SHOWING RIGHT-OF-WAY DEDICATION 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
(SUB2022-00008)
 CITY OF ALEXANDRIA, VIRGINIA

**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

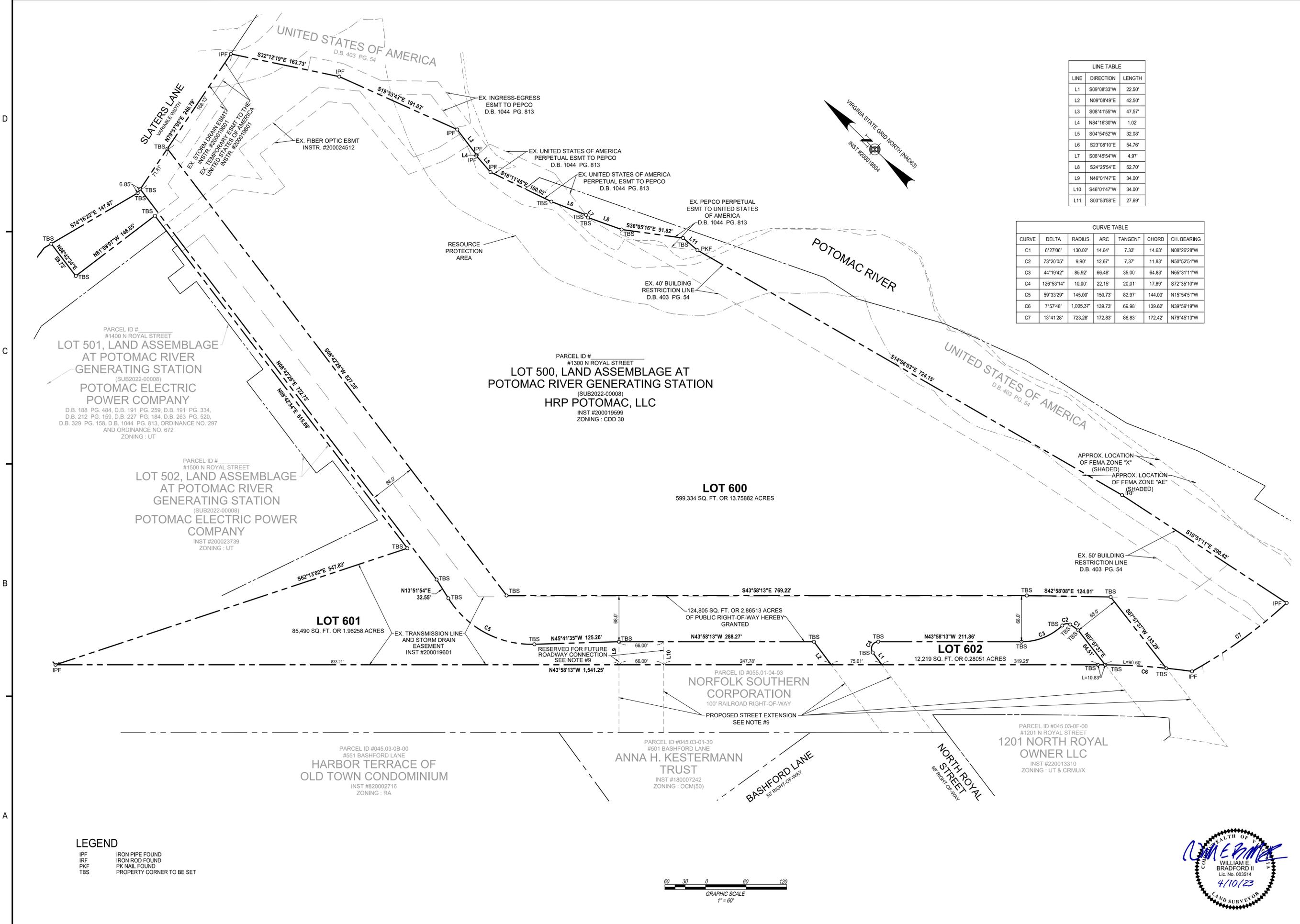
SURVEYOR'S CERTIFICATION

I, WILLIAM E. BRADFORD II, 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 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
1	12/14/2022	ATTORNEY COMMENTS
2	03/08/2023	SECOND COMPLETENESS SUBMISSION
3	04/10/2023	CITY COMMENTS

SUB2023-00001
 PROJECT: 17005.002.00
 DRAWING NO.: 112348
 SCALE: N/A
 DATE: 12/05/2022
 DRAWN: EAS
 CHECKED: MB/WEB
 SHEET No.

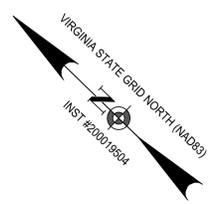


LINE TABLE

LINE	DIRECTION	LENGTH
L1	S09°08'33"W	22.50'
L2	N09°08'49"E	42.50'
L3	S08°41'55"W	47.57'
L4	N84°16'30"W	1.02'
L5	S04°54'52"W	32.08'
L6	S23°08'10"E	54.76'
L7	S08°45'54"W	4.97'
L8	S24°25'54"E	52.70'
L9	N46°01'47"E	34.00'
L10	S46°01'47"W	34.00'
L11	S03°53'58"E	27.69'

CURVE TABLE

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



PARCEL ID #
#1400 N ROYAL STREET
LOT 501, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
(SUB2022-00008)
POTOMAC ELECTRIC POWER COMPANY
D.B. 188 PG. 484, D.B. 191 PG. 259, D.B. 191 PG. 334, D.B. 212 PG. 159, D.B. 227 PG. 184, D.B. 263 PG. 520, D.B. 329 PG. 158, D.B. 1044 PG. 813, ORDINANCE NO. 297 AND ORDINANCE NO. 672
ZONING : UT

PARCEL ID #
#1300 N ROYAL STREET
LOT 500, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
(SUB2022-00008)
HRP POTOMAC, LLC
INST #200019599
ZONING : CDD 30

PARCEL ID #
#1500 N ROYAL STREET
LOT 502, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
(SUB2022-00008)
POTOMAC ELECTRIC POWER COMPANY
INST #200023739
ZONING : UT

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

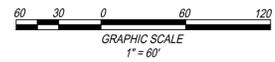
PARCEL ID #055 01-04-03
NORFOLK SOUTHERN CORPORATION
100' RAILROAD RIGHT-OF-WAY

PARCEL ID #045 03-0F-00
#1201 N ROYAL STREET
1201 NORTH ROYAL OWNER LLC
INST #220013310
ZONING : UT & CRMU/X

PARCEL ID #045 03-0B-00
#551 BASHFORD LANE
HARBOR TERRACE OF OLD TOWN CONDOMINIUM
INST #820002716
ZONING : RA

PARCEL ID #045 03-01-30
#501 BASHFORD LANE
ANNA H. KESTERMANN TRUST
INST #180007242
ZONING : OCM(50)

- LEGEND**
- IPF IRON PIPE FOUND
 - IRF IRON ROD FOUND
 - PKF PK NAIL FOUND
 - TBS PROPERTY CORNER TO BE SET

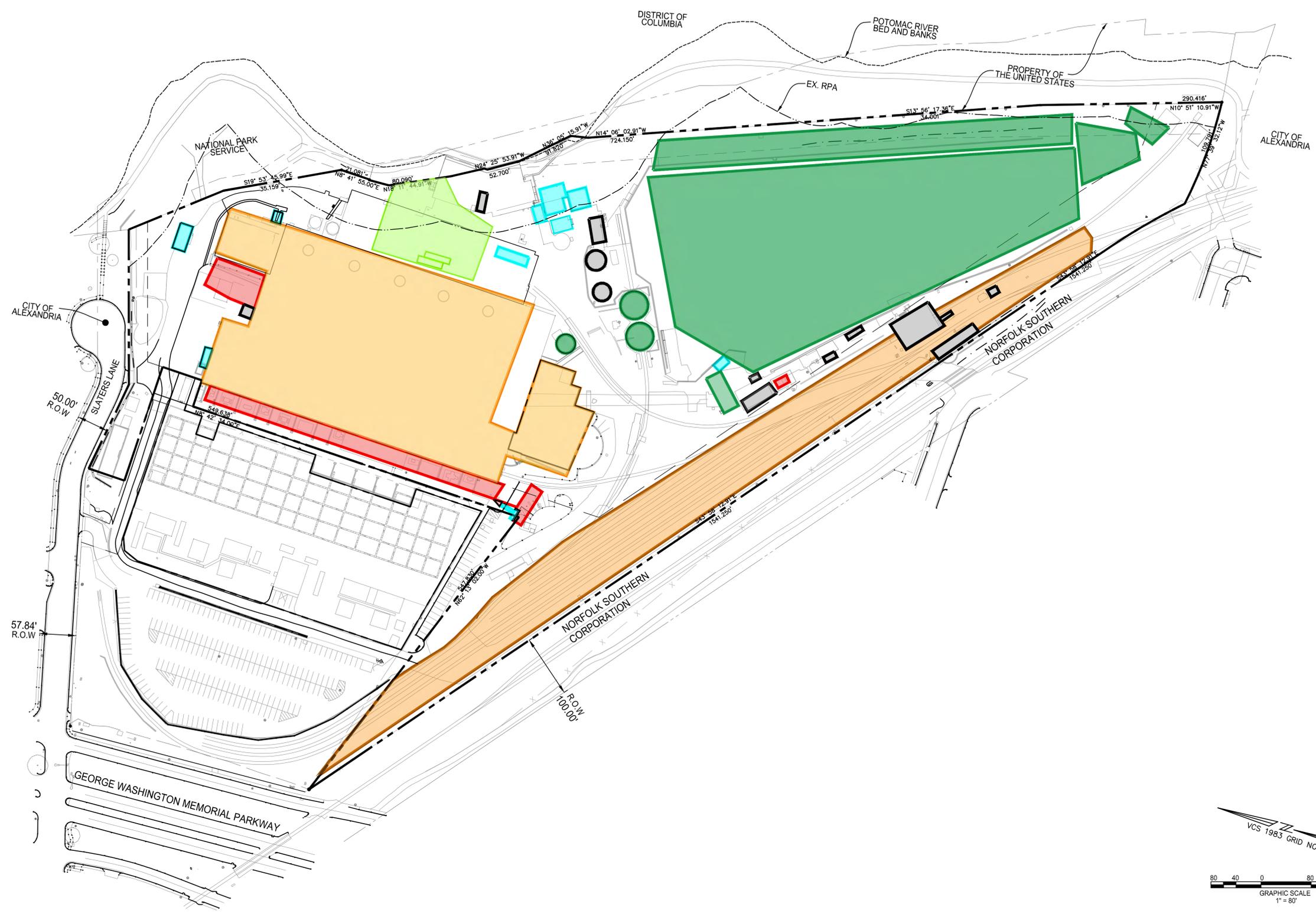


PRELIMINARY PLAT
SHOWING RIGHT-OF-WAY DEDICATION AND
LOTS 600, 601, AND 602, 1ST ADDITION TO LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
BEING A SUBDIVISION OF
LOT 500, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
(SUB2022-00008)
CITY OF ALEXANDRIA, VIRGINIA

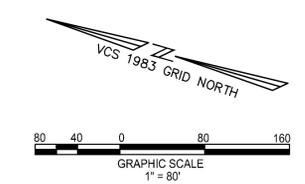
SUB2023-00001

PROJECT:	17005.002.00
DRAWING NO.:	112348
SCALE:	1" = 60'
DATE:	12/05/2022
DRAWN:	EM
CHECKED:	MB/WEB
SHEET NO.:	

P:\PW\Projects\17005\002001\SURVEY\5\Plat\Record\112348- Preliminary Plat.dwg, 4/10/2023 2:41:29 PM, Emily A. Smith, 1:1



- : KNOWN HEATING OIL RELEASE
- : POTENTIAL HISTORICAL RELEASES FROM CHEMICAL STORAGE AREAS AND USE
- : POWER PLANT AND LABORATORY BUILDING (CURRENTLY INACCESSIBLE)
- : FORMER COAL AND ASH STORAGE AREAS
- : TRANSFORMERS/ELECTRICAL EQUIPMENT
- : RAIL YARD
- : OTHER POTENTIAL AREAS OF IMPACT (BASED ON HISTORICAL USE)



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 suite 601
 fairfax, va 22030
 engineering • surveying • land planning

PRGS-REDEVELOPMENT

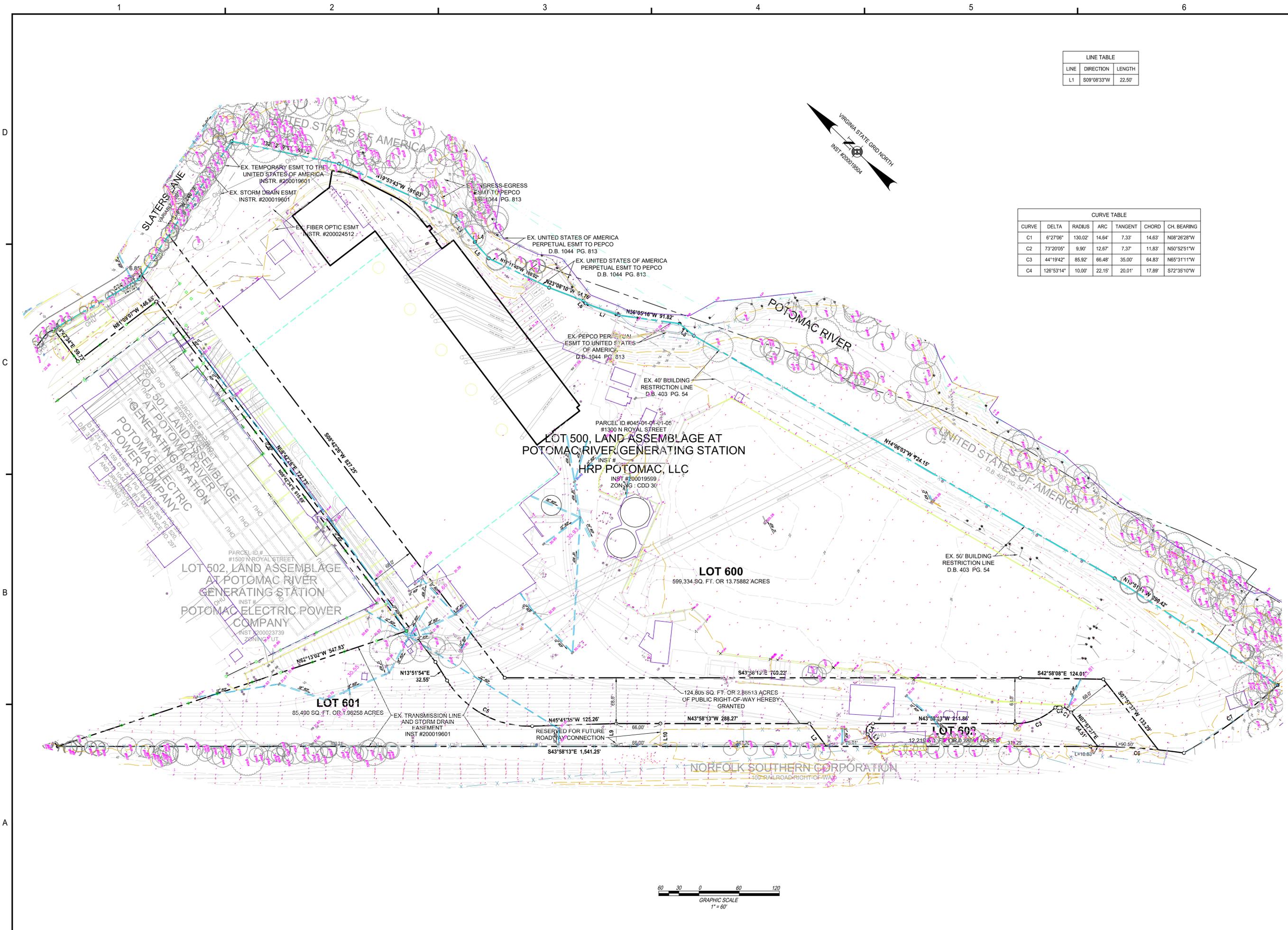
CITY OF ALEXANDRIA

MARK	DATE	DESCRIPTION

PROJECT No.:
 DRAWING No.:
 DATE:
 DESIGN:
 DRAWN:
 CHECKED:

AREAS OF POTENTIAL ENVIRONMENTAL IMPACT

SHEET No.
C100



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S09°08'33"W	22.50'

CURVE TABLE						
CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD	CH. BEARING
C1	6°27'06"	130.02'	14.64'	7.33'	14.63'	N08°26'28"W
C2	73°20'05"	9.90'	12.67'	7.37'	11.83'	N50°52'51"W
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C4	126°53'14"	10.00'	22.15'	20.01'	17.89'	S72°35'10"W

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

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



EXISTING TREE SCHEDULE
 REVER TO SHEET C200
 FOR TREE LOCATIONS

8238	DT SZ17/10	8285	DT SZ14/7	8448	DT SZ11/7	8808	CT SZ8/14	8864	CT SZ10/9
8239	DT SZ10/6	8286	DT SZ17/13	8449	DT SZ14/12	8809	CT SZ8/18 SPLIT	8865	CT SZ6/10
8240	DT SZ23/9	8287	DT SZ16/7	8450	DT SZ13/14	8810	CT SZ8/14 SPLIT	8866	CT SZ6/7
8241	DT SZ14/7	8288	DT SZ11/6	8451	DT SZ10/8	8811	CT SZ6/10	8867	CT SZ8/9
8242	DT SZ8/9	8289	DT SZ10/8	8452	DT SZ18/20	8812	CT SZ8/16 SPLIT	8868	CT SZ10/7
8243	DT SZ12/11	8290	DT SZ10/6	8453	DT SZ16/18	8813	CT SZ11/14	8869	CT SZ7/6
8244	DT SZ19/11	8291	DT SZ23/14	8454	DT SZ11/13	8814	CT SZ9/9	8870	CT SZ10/11
8245	DT SZ15/22 SPLIT	8292	DT SZ15/30 SPLIT	8455	DT SZ17/15	8815	DT SZ14/12	8871	CT SZ8/11
8246	DT SZ20/12	8293	DT SZ19/17	8456	DT SZ14/9	8816	CT SZ10/18	8872	CT SZ6/6
8247	DT SZ12/7	8294	DT SZ17/6	8457	DT SZ8/9	8817	CT SZ12/18 SPLIT	8873	CT SZ8/10
8248	DT SZ11/9	8295	DT SZ16/16	8458	DT SZ5/9	8818	CT SZ11/9	8874	CT SZ6/1
8249	DT SZ30/21	8296	DT SZ14/6	8459	DT SZ26/12	8819	CT SZ10/7	8875	CT SZ8/8
8250	DT SZ18/14	8297	DT SZ11/6	8460	DT SZ28/19	8820	CT SZ13/12	8876	CT SZ7/8
8251	DT SZ17/8	8298	DT SZ8/11	8461	DT SZ21/16	8821	CT SZ9/11	8877	CT SZ8/10
8252	DT SZ20/9	8299	DT SZ25/12	8462	DT SZ13/10	8822	CT SZ6/15	8878	CT SZ10/15
8253	DT SZ10/8	8300	DT SZ11/7	8463	DT SZ24/13	8823	DT SZ8/14	8880	DT SZ21/18
8254	DT SZ22/11	8401	DT SZ12/12	8464	DT SZ22/14 LAYING DOWN ALIVE	8824	DT SZ43/28	8881	DT SZ23/20
8255	DT SZ25/20 SPLIT	8402	DT SZ13/15	8465	DT SZ24/12 LAYING DOWN ALIVE	8825	DT SZ19/17	8882	DT SZ19/25 SPLIT
8256	DT SZ12/7	8404	DT SZ11/12	8466	DT SZ11/9	8826	DT SZ20/22	8883	CT SZ12/8
8257	DT SZ9/7	8405	DT SZ8/12	8467	DT SZ18/40 SPLIT	8827	DT SZ9/6	8884	CT SZ14/8
8258	DT SZ10/6	8406	DT SZ23/16	8468	DT SZ22/14	8828	DT SZ25/24	8885	DT SZ26/25
8259	DT SZ19/8	8407	DT SZ18/16	8469	DT SZ19/15 SPLIT	8829	DT SZ19/17	8886	DT SZ30/25
8260	DT SZ28/25 4 WAY SPLIT	8408	DT SZ20/15	8470	DT SZ19/12	8830	DT SZ16/16	8887	DT SZ28/27
8261	DT SZ12/14 SPLIT	8409	DT SZ16/19	8471	DT SZ9/9	8831	DT SZ34/24	8888	DT SZ21/18
8262	DT SZ13/16	8410	DT SZ17/11	8472	DT SZ13/8	8832	DT SZ14/11	8889	DT SZ16/21
8263	DT SZ14/16 SPLIT	8411	DT SZ24/22 TRIPLE SPLIT	8473	DT SZ23/20 SPLIT	8833	DT SZ24/15	8890	DT SZ23/14
8264	DT SZ14/11	8412	DT SZ21/19	8474	DT SZ20/18	8834	DT SZ23/27 SPLIT	8891	DT SZ16/14
8265	DT SZ8/6	8413	DT SZ20/10 TRIPLE SPLIT	8475	DT SZ15/30 SPLIT	8835	CT SZ8/23 SPLIT	8892	DT SZ40/32
8266	DT SZ23/16	8414	DT SZ14/9	8476	DT SZ24/22	8836	CT SZ8/13	8893	DT SZ24/18
8267	DT SZ11/7	8415	DT SZ13/9	8477	DT SZ21/17	8837	CT SZ9/6	8894	DT SZ20/15
8268	DT SZ23/19	8416	DT SZ18/13	8478	DT SZ30/15	8838	CT SZ10/11 SPLIT	8895	DT SZ8/7
8269	DT SZ20/12	8417	DT SZ20/12	8479	DT SZ15/14	8839	CT SZ11/8	8896	DT SZ15/15 SPLIT
8270	DT SZ17/11	8418	DT SZ12/12 SPLIT	8480	DT SZ7/16	8840	CT SZ11/10	8897	DT SZ14/12
8271	DT SZ26/14	8419	DT SZ20/14 SPLIT	8481	DT SZ24/19	8841	CT SZ10/6	8898	CT SZ20/25 SPLIT
8272	DT SZ11/7	8420	DT SZ20/12	8482	DT SZ6/12	8842	CT SZ12/10	8899	DT SZ13/14
8273	DT SZ11/7	8421	DT SZ17/11	8483	DT SZ14/13	8843	CT SZ10/9	8900	DT SZ19/14
8274	DT SZ7/9	8422	DT SZ10/7	8484	DT SZ8/10	8844	CT SZ11/9	8901	DT SZ25/23
8275	DT SZ7/7	8424	DT SZ16/10	8485	DT SZ11/9	8845	CT SZ12/10	8902	DT SZ34/29
8276	DT SZ16/15	8425	DT SZ30/22 TRIPLE SPLIT	8486	DT SZ12/12	8846	CT SZ10/10	8903	DT SZ25/20
8277	DT SZ20/8	8426	DT SZ16/26 TRIPLE SPLIT	8487	DT SZ14/13	8847	CT SZ10/6	8904	DT SZ17/21
8278	DT SZ13/8	8427	DT SZ25/26 TRIPLE SPLIT	8488	DT SZ10/15	8848	CT SZ10/10	8905	DT SZ10/12
8279	DT SZ10/8	8428	DT SZ22/16 TRIPLE SPLIT	8489	DT SZ20/18	8849	CT SZ8/10	8906	DT SZ15/15
8280	DT SZ9/8	8429	DT SZ14/8	8490	DT SZ11/12	8850	CT SZ6/8	8907	DT SZ19/18
8281	DT SZ8/6	8430	DT SZ19/11	8491	DT SZ9/14	8851	CT SZ8/8	8908	DT SZ15/18
8282	DT SZ12/10	8431	DT SZ18/30 5 SPLIT	8492	DT SZ19/18	8852	CT SZ8/8	8909	DT SZ32/24
8283	DT SZ24/16	8432	DT SZ12/8 SPLIT	8493	DT SZ19/14	8853	CT SZ8/7	8910	DT SZ32/27
8284	DT SZ11/9			8494	DT SZ14/18	8854	CT SZ8/8	8911	DT SZ11/9
				8495	DT SZ10/20	8855	CT SZ8/6	8912	DT SZ16/8
				8496	DT SZ22/21 SPLIT	8856	CT SZ10/10	8913	DT SZ14/10
				8497	DT SZ13/18	8857	CT SZ8/7	8914	DT SZ9/12
				8498	DT SZ13/12	8858	CT SZ6/9	8915	DT SZ19/21
				8499	DT SZ11/17	8859	CT SZ8/8	8916	DT SZ23/19
				8500	DT SZ16/15 SPLIT	8860	CT SZ8/10	8917	DT SZ10/7
						8861	CT SZ10/8	8918	DT SZ9/7
						8862	CT SZ10/10	8919	DT SZ18/12
						8863	CT SZ8/9	8920	DT SZ11/19 SPLIT
								8921	DT SZ11/19 MULTI SPLIT
								8922	CT SZ10/10

MEMO

Project name **Former Potomac River Generating Station (PRGS)**
Project no. **1690022371**
Client **HRP Potomac, LLC**
To **Julianna Connolly**
From **Sarah Stoneking, PG**
Copy to **Laura Pasquine**
Prepared by **Sarah Ostertag**
Checked by **Sarah Stoneking**
Approved by **Sarah Stoneking**

Summary of Available Soil Data and Forthcoming Remedial Options, Former Potomac River Generating Station (PRGS), Alexandria, Virginia

On behalf of HRP Potomac, LLC (HRP), Ramboll US Consulting, Inc. (Ramboll) has prepared this memorandum summarizing soil sampling activities completed to-date and an overview of anticipated future remedial activities for the former Potomac River Generating Station (PRGS) located at 1400 North Royal Street in Alexandria, Virginia (the "Site").

Site conditions are being evaluated under two programs with oversight by the Virginia Department of Environmental Quality (VDEQ). An historical release of petroleum (Pollution Complaint No. 2013-3154) from two former 25,000-gallon fuel oil underground storage tanks (USTs) is being addressed pursuant to the VDEQ Petroleum Storage Tank Program. The USTs were closed in place by the prior owner, and remediation activities were conducted in this area between 2016 and 2019. A separate evaluation of site-wide conditions is being performed pursuant to the Virginia Voluntary Remediation Program (VRP). Preliminary VRP site characterization activities were conducted in October 2021, and a Preliminary Site Characterization Report was submitted to VDEQ and the City of Alexandria in the Spring of 2022. Certain areas of the site, which are not currently accessible due to the locations of site buildings and structures, will be investigated concurrent with or subsequent to demolition of the structures.

Soil samples have been analyzed for chemical constituents based on historical operations in each area of the Site¹. Soil boring locations are depicted on Figure 1 along with the planned development layout. A total of 141 soil samples from 74 soil borings have been collected from the Site and submitted for laboratory analysis. Typically, soil samples were collected from more than one depth within an individual boring. Many of the soil samples in the UST area were collected prior to remedy implementation between 2016 and 2019. These sample locations are identified by a white border around the sample location on Figure 1. Currently, soil concentrations at these locations are likely lower than the pre-

¹ Soil samples have been analyzed for volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), metals, cyanide, and petroleum hydrocarbons.

remediation sample results indicated on Figure 1. As part of the redevelopment of the Site, soil will be removed to allow for construction of subgrade building levels. Accordingly, some of the soil data shown on Figure 1 will not be characteristic of conditions at the Site after redevelopment and remediation are complete.

As shown on Figure 1, soil concentrations at much of the Site are between VDEQ Screening Levels for Commercial/Industrial Use and VDEQ Screening Levels for Residential Use; these locations are shown in orange on Figure 1. At some locations (shown in purple on Figure 1), soil concentrations exceed VDEQ Screening Levels for Commercial/Industrial Use. Screening Levels are conservative risk-based concentrations developed to be protective of human health and the environment and are based on numerous conservative assumptions. An exceedance of these criteria does not necessarily indicate that remediation is required, but rather that further evaluation is warranted.

Using the soil and groundwater data for the Site, a human health risk assessment will be performed, including an evaluation of naturally occurring, "background" concentrations. Based on an initial review, certain metals may be present at concentrations consistent with naturally occurring conditions. The risk assessment process focuses on evaluating whether there are complete exposure pathways (e.g., direct contact with soil) and whether an unacceptable exposure or risk is posed by a complete exposure pathway. The risk assessment will consider current and future uses of the Site, including residential use. The results of the risk assessment will be used to identify areas warranting remediation and/or engineering and institutional controls.

Considering the results of the risk assessment, a Remedial Action Plan (RAP) will be prepared. The RAP will present the results of the risk assessment, summarize the evaluation of remedial options, and present the proposed remediation activities for the site. Future remediation activities associated with the release of fuel oil from the former USTs is expected to include excavation or stabilization of residual petroleum impacted soils combined with institutional and engineering controls. Additional remedial excavation may be performed in other areas of the site, as needed to address risk to human health and the environment.

Additional soil sampling is anticipated in areas of the site that are currently inaccessible (e.g., beneath site buildings or structures). Additional soil sampling may also be performed to further delineate impacts identified during initial VRP Site Characterization Sampling and/or to characterize soils requiring excavation as part of the redevelopment. The Site Characterization Report, Risk Assessment, and RAP may be updated or amended as needed based on the results of these additional sampling activities.

A soil management plan (SMP) will be developed to guide the segregation of soils requiring off-site disposal and those soils that may be safely re-used on-site. The SMP will include requirements that the upper two to three feet of soils exposed at the surface meet residential use criteria and that soils in utility corridors meet concentrations protective of construction and utility workers. The SMP will also include dust control and monitoring requirements and procedures for handling and temporary stockpiling of soils. Site construction activities will be conducted in accordance with a construction stormwater pollution prevention plan (including an erosion & sediment control plan) developed in accordance with the Virginia Stormwater Management Program Regulation (9 VAC 25-870). To ensure protection of construction workers and surrounding area residents and workers, future construction activities will be conducted in accordance with a site health and safety plan developed to be protective of construction workers and the surrounding community.



Notes

Sample locations with a white border were collected prior to remedy implementation between 2016 and 2019.

PROPOSED REDEVELOPMENT PLAN WITH SOIL SAMPLE LOCATIONS

FIGURE 1



OJB

POTOMAC RIVER GENERATING STATION

EXHIBIT #1: COMMON ELEMENTS DESIGN GUIDELINES

JANUARY 13, 2023

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- BENCHES PRELIMINARY PROPOSED LOCATION

PREPARED BY

OJB LANDSCAPE ARCHITECTURE

One Bowdoin Square
 Suite 801
 Boston, Massachusetts 02114
 617.426.1300

HILCO REDEVELOPMENT PARTNERS

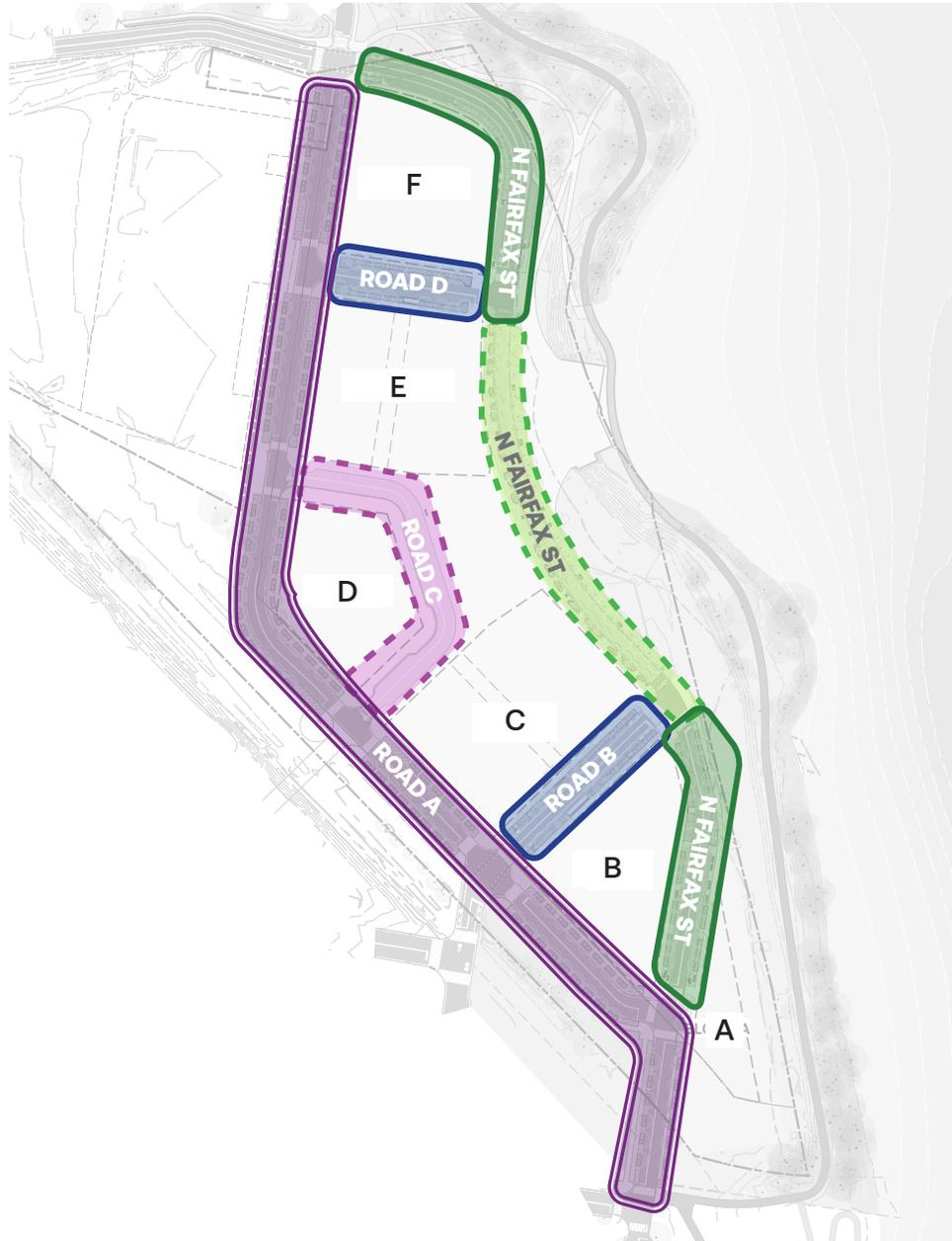
1199 N Fairfax St.,
 Suite 808
 Alexandria, VA 22314
 312.796.6564

VERSION	ISSUE DATE
CONCEPT 3 SUBMISSION	01/13/2023

General Streetscapes

STREETSCAPES

Typologies



SPINE ROAD
Mixed-Use Boulevard
(Public Street)



WATER CONNECTORS
Neighborhood Connector
(Private Street)



FAIRFAX EXTENTION
Parkways
(Private Street)



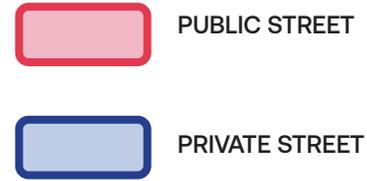
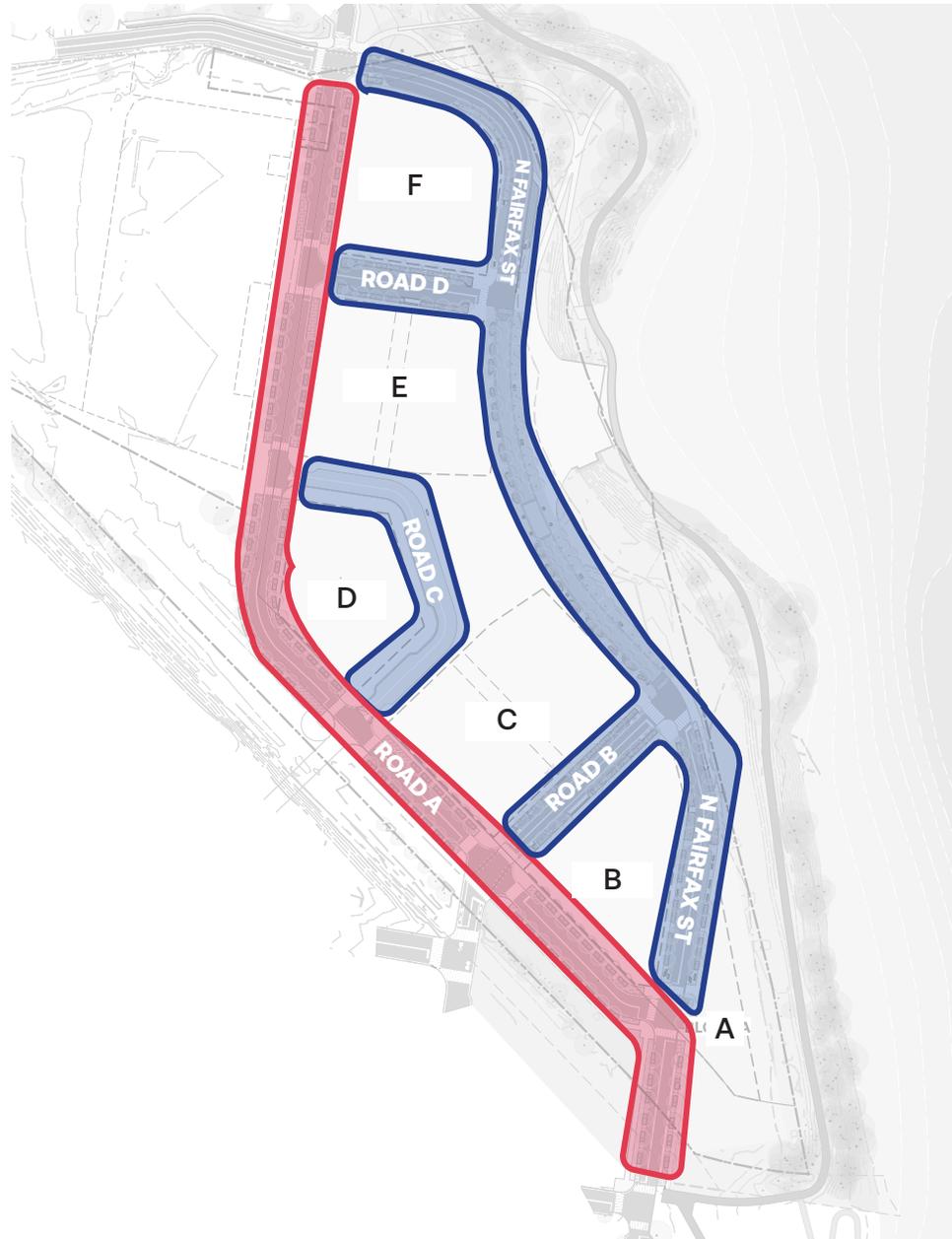
SPECIAL RETAIL & DROP-OFF
Shared Street
(Private Street)



WOONERF
Shared Street
(Private Street)

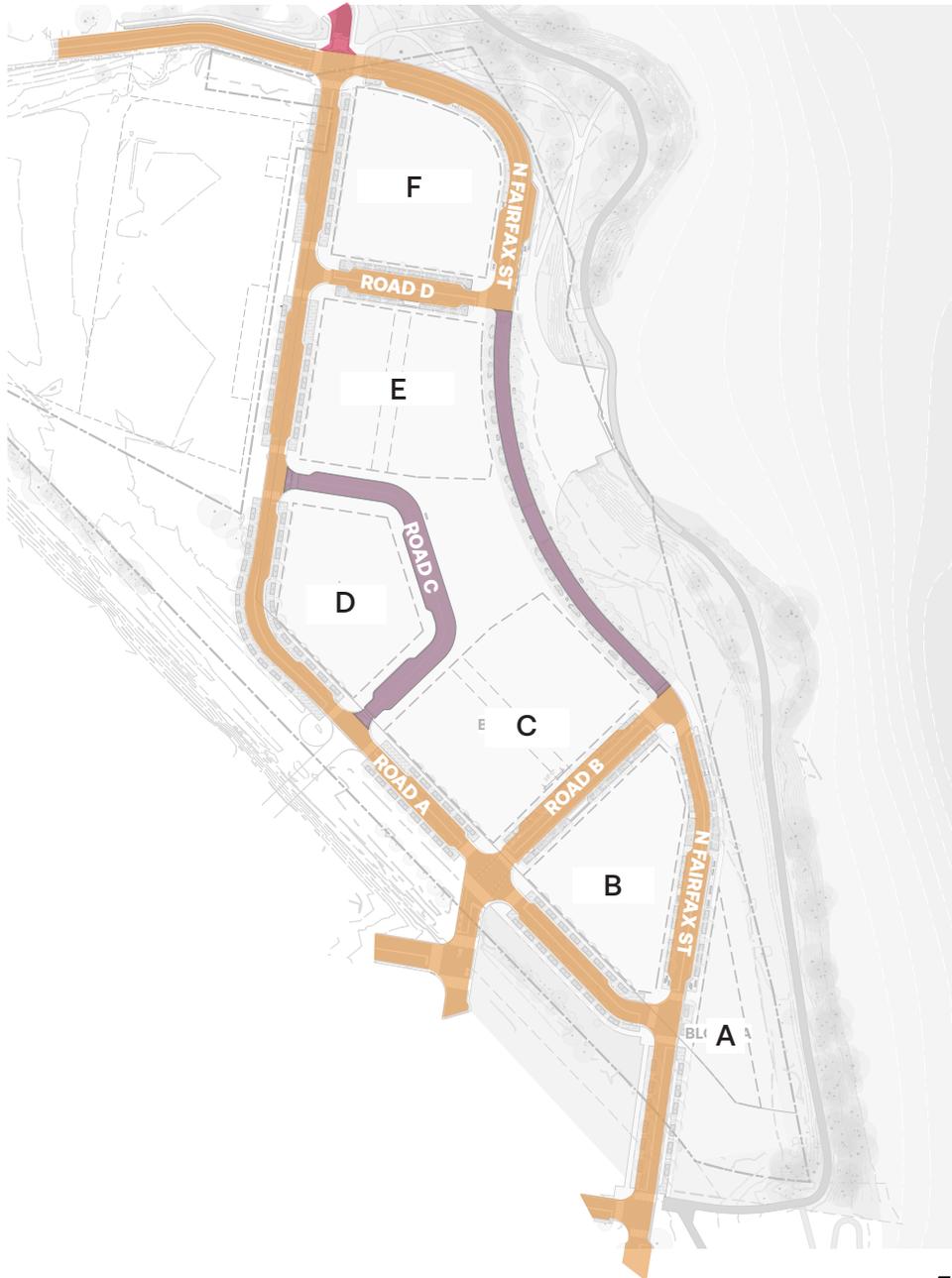
STREETSCAPES

Public vs Private



STREETSCAPES

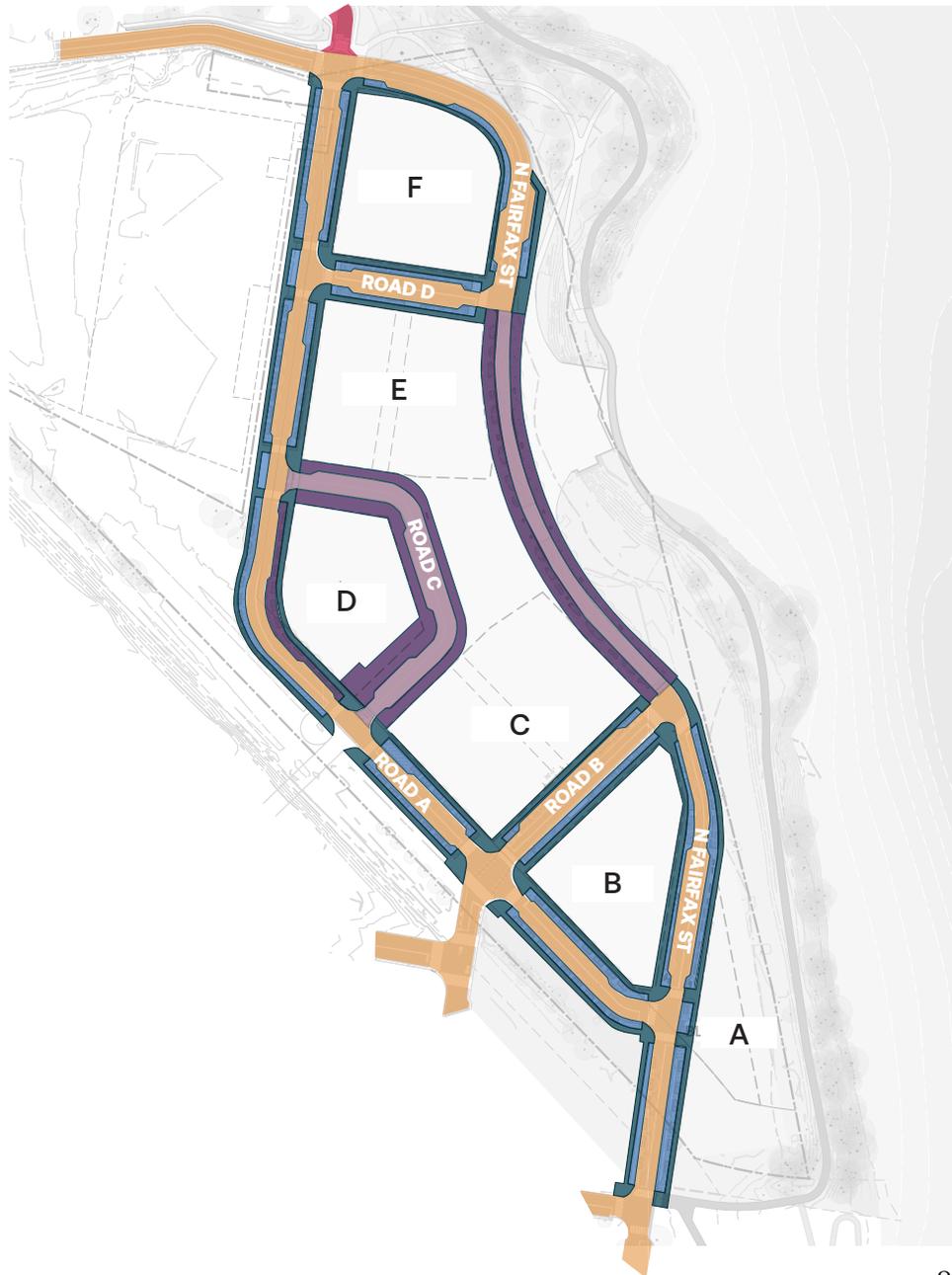
Roadway



-  CONCRETE
-  ASPHALT
-  UNIT PAVERS

STREETSCAPES

Public Realm



Roadway

CONCRETE

ASPHALT

UNIT PAVERS

Public Realm

PEDESTRIAN ZONE

AMENITY ZONE

UNIT PAVERS (PEDESTRIAN-RATED)

GENERAL STREETSCAPES

Paving Materials



GENERAL STREETSCAPE:

- ROAD A
- ROAD B
- ROAD D
- N FAIRFAX ST EXTENSIONS

PEDESTRIAN ZONE

CIP CONCRETE



AMENITY ZONE

CIP CONCRETE OR UNIT PAVERS (PEDESTRIAN RATED)

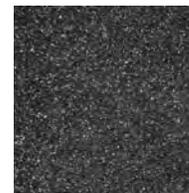


OR



ROADWAY

ASPHALT



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

Special Streetscapes

SPECIAL STREETSCAPES

Paving Materials



SPECIAL STREETSCAPE:

- WOONERF
- ROAD C

**PEDESTRIAN/
AMENITY
ZONE**

UNIT PAVERS
(PEDESTRIAN RATED)



CURB

ROADWAY DELINEATION



**SHARED
ROADWAY**

UNIT PAVERS
(VEHICULAR RATED)



CROSSWALK

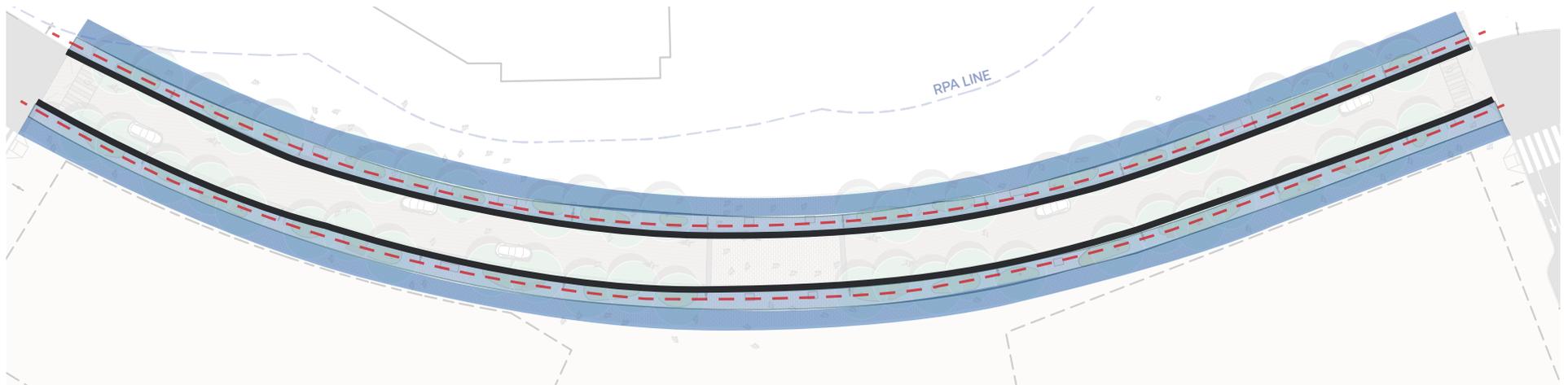
UNIT PAVERS
(VEHICULAR RATED)



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

WOONERF

Zones



ROADWAY DELINEATION

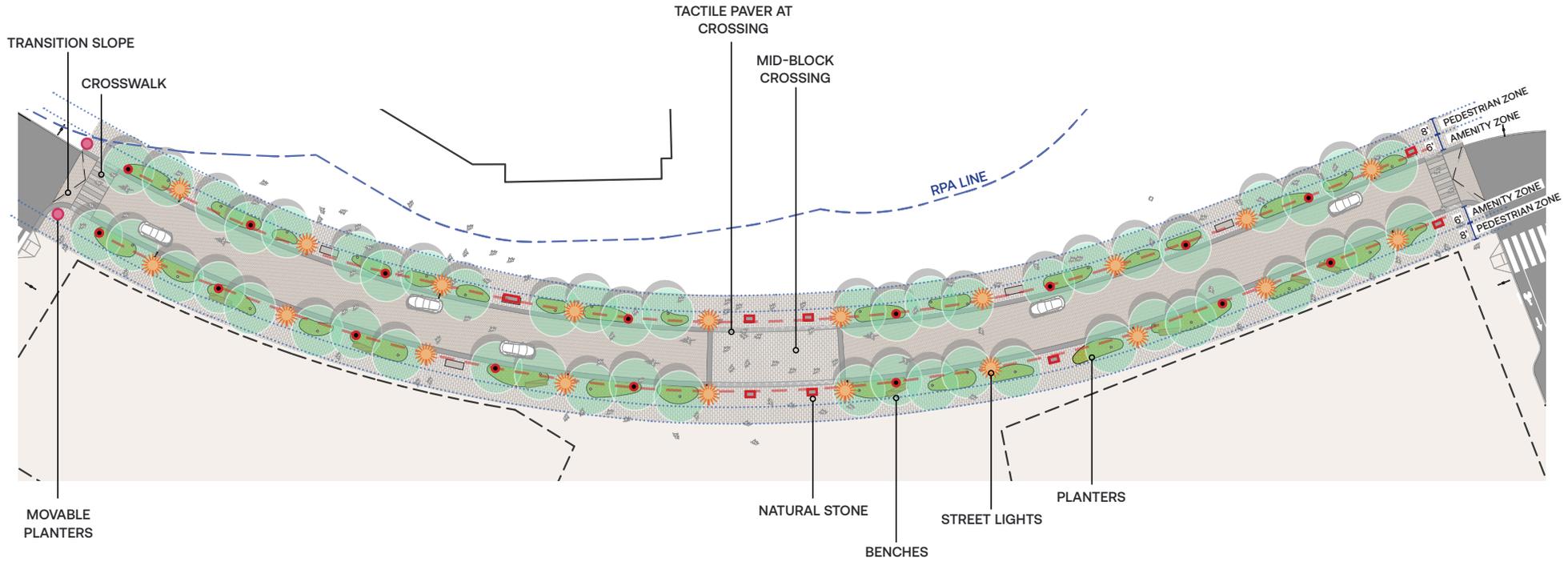
6' AMENITY ZONE

8' PEDESTRIAN ZONE

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

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

WOONERF
Concept Plan



TREES (16' - 20' O.C.)



GROUND PLANTING



STREET LIGHTS (~60 O.C.)



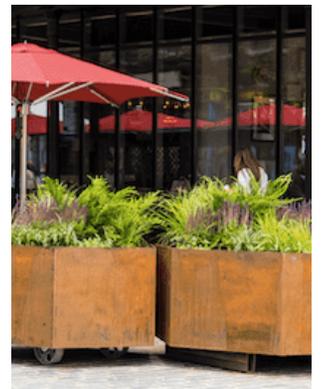
NATURAL STONE



BENCHES



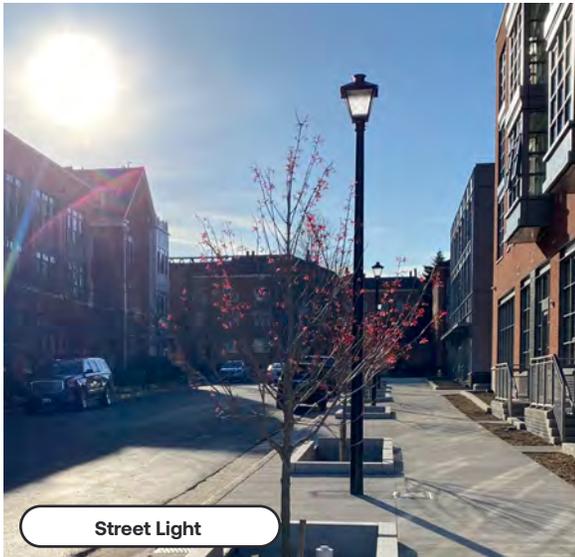
MOVABLE PLANTERS



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

Site Furnishings

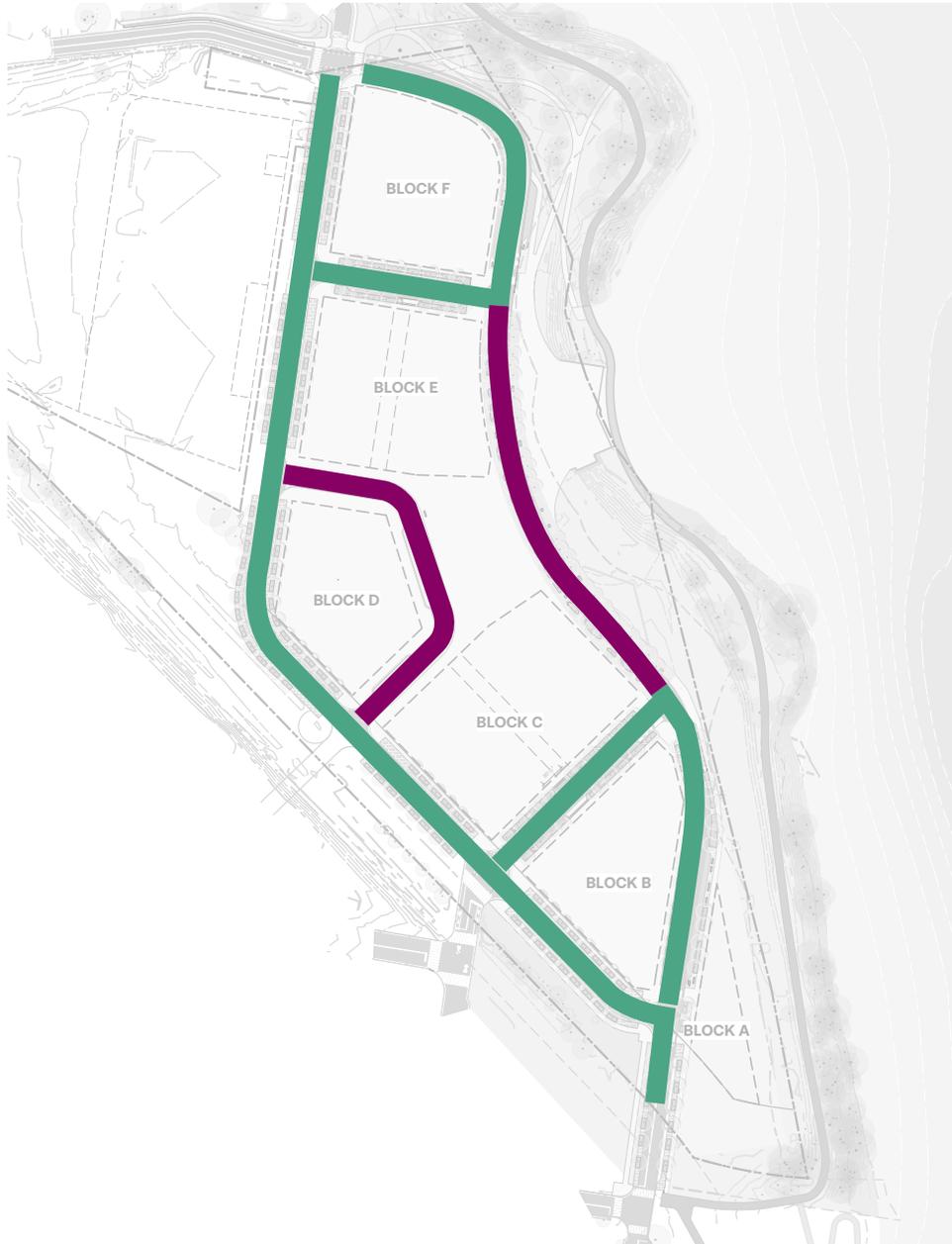
CITY STANDARD SITE FURNISHINGS



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

ROADWAY LIGHTING

Preliminary Layout



STREET LIGHTING TYPE:

 ROADWAY LIGHTS (20' HT)

 PEDESTRIAN LIGHTS (16' HT)



GARAGE EXHIBIT

LEVEL P1

Parking layout shown is conceptual and will vary, along with number of garage levels, based on the future land use program determined and submitted with each block DSUP to include future design considerations including vertical circulation, MEP systems, and structural grid.

EXHIBIT 2

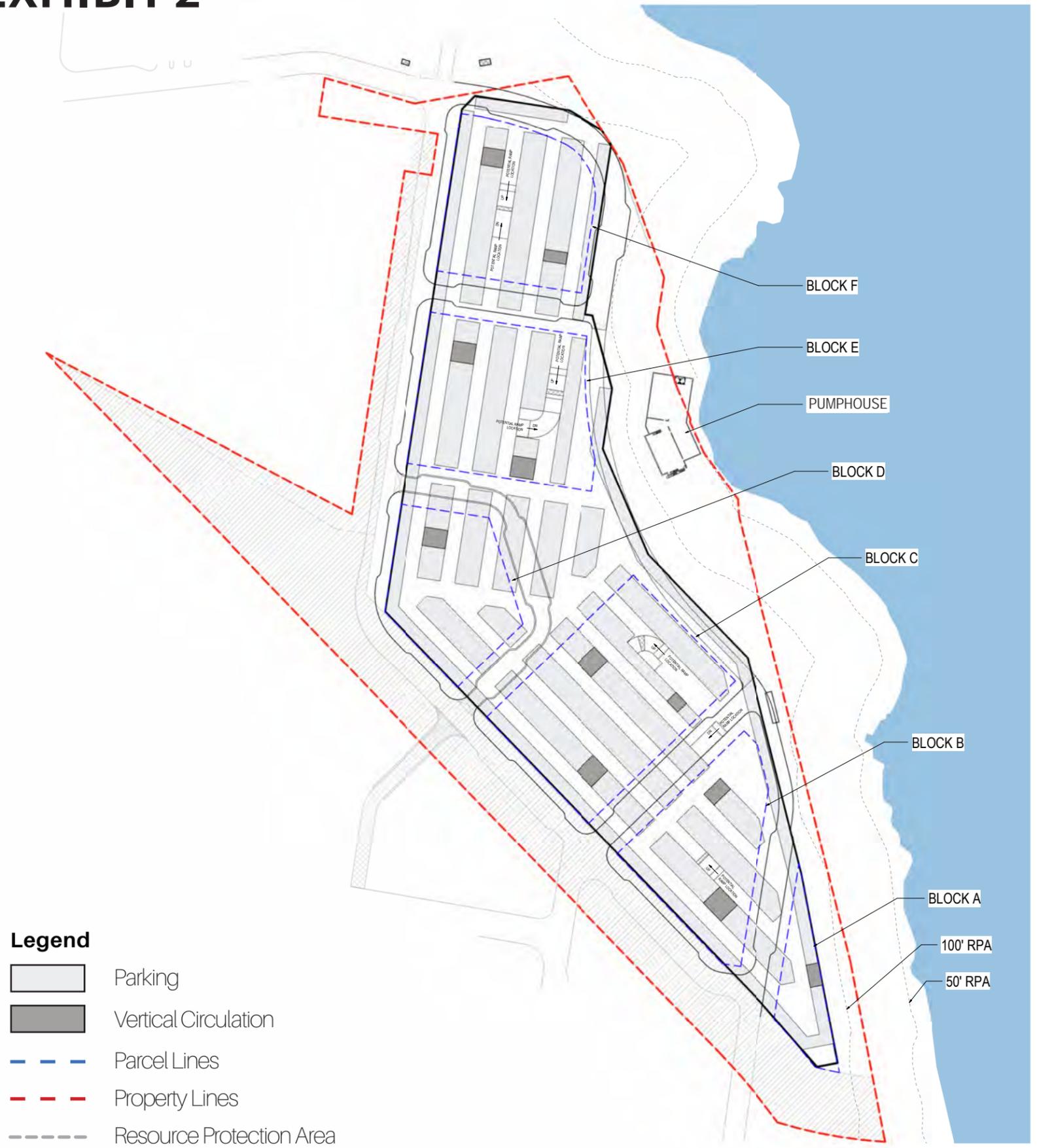
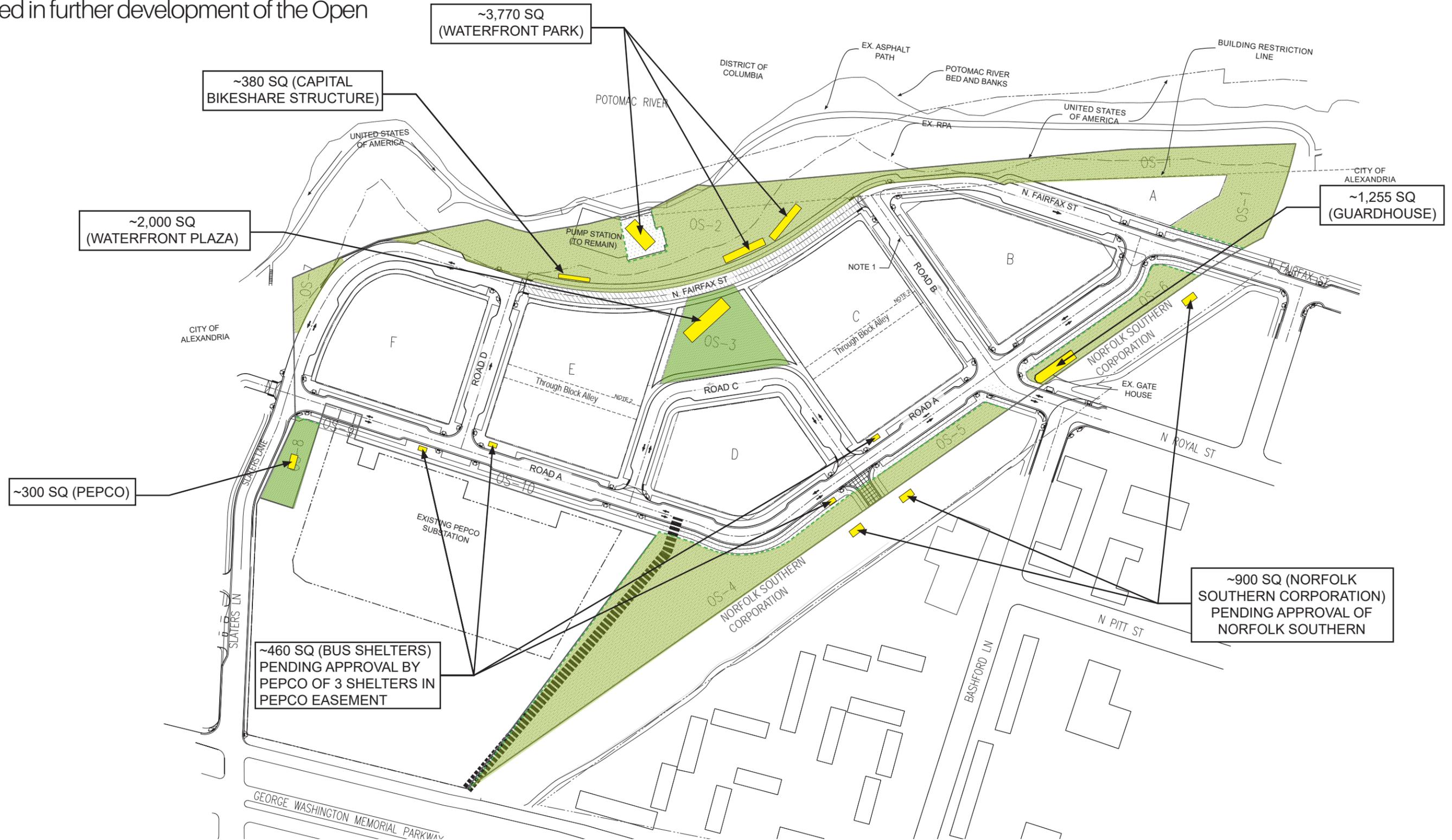


EXHIBIT 3

SITE PV EXHIBIT

PV shown are approximate in size and location and may vary based on the design of the applicable open spaces that will be refined in further development of the Open Space DSUPS



**IDSP: Design Excellence Prerequisites
PRGS Site**

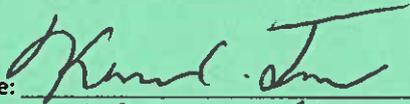
Category	Summary / Examples	PRGS Response
P1: Superior Urban Form	<p>Within an individual DSUP application, a building or group of two or more buildings, which, as a composition, create a unique and memorable urban place, through a combination of their spatial relationships, public spaces, exterior design, 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. 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>The IDSP provides a framework that will support development of superior architectural urban form (to be demonstrated in subsequent building DSUP submissions). Specifically, the roadway network on the PRGS site ties into the block pattern of Old Town North and the configuration of on-site roadways frames and maximizes views and access to the water. Design of the woonerf prioritizes pedestrian and cycle access to the water, providing continuity across different types of ground level open space. The block layout provides opportunities for maximization of building orientation, which will be further illustrated in future DSUP submissions for the buildings.</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). Examples include – Green roofs; integrated stormwater strategies at street level; on-site photovoltaic; and balanced hardscape & landscape.</p>	<p>The PRGS site has been the subject of significant study as it relates to green sitewide infrastructure, demonstrated in the Coordinated Sustainability Strategy (CSS) completed for the site. The IDSP provides more detail around implementation of a number of environmental sustainability elements. Development coordinates temporary as well as permanent stormwater infrastructure including BMPs. Dark Sky compliant site lighting fixtures will be used (as specified in the Common Elements Package). PV blocking diagrams have also been included as part of the IDSP approach. Additional site elements are planned and will be illustrated in future DSUP submissions for the waterfront and railway corridor park.</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. Examples include – Glass/aluminum; wood/glass; metal/glass; brick; and glass/metal panel/terra cotta.</p>	<p>As part of the IDSP submission, the Common Elements package identifies quality and durable materials that will be used as part of infrastructure approach. General street sections will feature an Amenity Zone that will employ a combination of concrete pavers and cast-in-place concrete. Special streetscapes, such as those employed for the Woonerf and Street C will rely more heavily upon unit pavers in both pedestrian and vehicular areas to provide a blended transition across zones. The Woonerf will also feature tactile pavers at the mid-block crossing and will include a coordinated approach to planters.</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.). Examples include – Attractive service & pedestrian alleyways; shared approach to pedestrian & vehicle movement; and clear & distinguishable parking wayfinding.</p>	<p>All off-street parking will be provided below grade and the overall extent of the garage will extend entirely across the site to maximum efficiencies through a shared parking approach. Final details on extent of garage and shared parking will be determined in individual block DSUPs. Parking access will occur on the shorter streets connecting to the waterfront, which will help create a more seamless pedestrian experience with no curb cuts or vehicle crossings along Road A. The IDSP submission indicates anticipated locations for interior alleyways, which will be further designed in block DSUP submissions. Where possible, tree wells of a sufficient depth above below-grade parking will support development of canopy/shade trees.</p>
P5: Exceptional Site Response	<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). 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>The block layout of the PRGS site has been designed to frame views to the water. Open spaces have been designed in coordination with the adjacent Norfolk Southern and National Park Service properties, providing a contiguous and green urban fabric at the ground level. The PV diagrams submitted as part of the IDSP also indicate opportunities for open space on rooftops at multiple levels.</p>

**IDSP: Design Excellence Criteria
PRGS Site**

Category	Summary / Examples	PRGS Response
C1: Architectural Excellence	Architectural excellence should be achieved using one of the two following paths: Landmark/Iconic Structure; or Contextual Character.	Not applicable
C1A: Landmark/Iconic Structure (where identified)	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.	Not applicable. Architectural approach will be identified in block DSUPs.
C1B: Contextual Character	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.	Not applicable. Architectural approach will be identified in block DSUPs.
C2: A Variety of Open Spaces/ High Quality Open Spaces	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.	Four different types of ground-level open spaces have been identified in the IDSP. These spaces include the Old Town North Rail Corridor Park (which will span both the PRGS site and the Norfolk Southern property), Waterfront Plaza, Waterfront Park and the Pepco Liner. In addition to these ground-level open spaces, rooftop open spaces will be provided ; detail of these will be provided in future DSUPs. Active, social and passive uses have been identified in the comprehensive Open Space Plan (refer to sheet L001), which are intended to complete and complement Alexandria's waterfront network.
C3: An Active Public Realm	The public realm dynamically engages the pedestrian experience and ground floors of buildings included 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 facades. Streetscape design incorporate 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. Services areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	In order to prioritize human experience throughout the PRGS site, building servicing has been consolidated off-street to the largest extent possible. Curb cuts have been eliminated along Road A to support an active, people-focused urban realm and to prioritize access to public transit with four bus stops (two northbound, two southbound) and two new bike share locations . Enhanced connections to the Mount Vernon Trail will be provided for pedestrians and cyclists. Complete Streets standards will be used for the green street extension along N. Royal Street and the Fairfax extension to Road A. The Common Elements Plan for the site will reinforce physical planning of the urban realm, including coordinated and appropriate materials, lighting, and street furnishings.
C4: Inclusive Design of Buildings and Open Spaces	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.	All open spaces and infrastructure elements depicted in the IDSP will comply with the requirements of ADA . In addition, the plan will consider universal design tenets , specifically in providing options for multi-generational users in design of both passive and active open space. Further coordination of final design of open spaces will occur in the open space DSUPs.

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will create or improve over 14 acres of public open space. I'm most excited about:

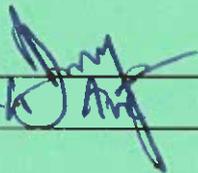
As envisioned by the community in the Old Town North Small Area Plan, nearly 6 acres of new public open space will be created on the former power plant site, almost double what's required under the SAP. Additionally, over 8 acres of neighboring public open space will be improved by HRP in partnership with the National Park Service and the City of Alexandria, opening this section of the waterfront for all to enjoy for the first time in over 70 years!

Name: Kevin C. Turner Signature: 
Address: 2500 North VAN Doan St APT 307, Alexandria VA 22302

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will create or improve over 14 acres of public open space. I'm most excited about:

Proactive efforts to integrate environmental conservation, mitigation & public health & wellbeing concerns in to the project.

As envisioned by the community in the Old Town North Small Area Plan, nearly 6 acres of new public open space will be created on the former power plant site, almost double what's required under the SAP. Additionally, over 8 acres of neighboring public open space will be improved by HRP in partnership with the National Park Service and the City of Alexandria, opening this section of the waterfront for all to enjoy for the first time in over 70 years!

Name: CHANNA DAMSARADENNA Signature:  channab@globalinc.com
Address: GLOBAL, Inc. 1818 New York Ave NE, WDC 20002

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Name:

P. ROLANA

Signature:



Address:

400 MADISON ST #2107 ALE 22314

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housing expansion

As envisioned by the community in the Old Town North Small Area Plan, nearly 6 acres of new public open space will be created on the former power plant site, almost double what's required under the SAP. Additionally, over 8 acres of neighboring public open space will be improved by HRP in partnership with the National Park Service and the City of Alexandria, opening this section of the waterfront for all to enjoy for the first time in over 70 years!

Name: David Anspach Signature: David Anspach
Address: 131 Seneca Ave #313 Alex.

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's sustainability plan goes above and beyond Alexandria's Green Building Policy. I'm most excited about:

Urban housing expansion

HRP is proposing significant advancements on the sustainability front. They are targeting 25% energy savings, approximately double what is required in the GBP, and 10% embodied carbon savings, a new metric not previously contemplated in the GBP. They are also minimizing on-site combustion, targeting 3% on-site power generation, incentivizing the use of alternative transportation, and making significant on-site stormwater improvements.

Name: David Anspach Signature: Paul Angel
Address: 731 Seaton Ave #313 Alex

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP envisions a district that is both pedestrian-friendly and cycling-friendly. I'm most excited about:

housing exposure

HRP is proposing significant new cycling infrastructure throughout the site plus improvements to the Mount Vernon Trail, including transforming the dangerous area near the Pump House. Their idea of incorporating a living street or "woonerf" into the waterfront will provide a great place for neighbors to stroll and for the community to come together for events and celebrations.

Name:

David Anspach

Signature:

David Anspach

Address:

731 Stanton Ave #313 Alex

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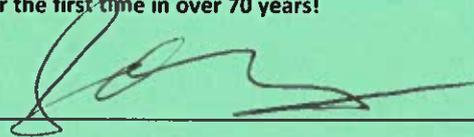
- Increasing attractions + recreation. Improving uses in the neighborhood.

As envisioned by the community in the Old Town North Small Area Plan, nearly 6 acres of new public open space will be created on the former power plant site, almost double what's required under the SAP. Additionally, over 8 acres of neighboring public open space will be improved by HRP in partnership with the National Park Service and the City of Alexandria, opening this section of the waterfront for all to enjoy for the first time in over 70 years!

Name:

JOHN MICKLEY

Signature:



Address:

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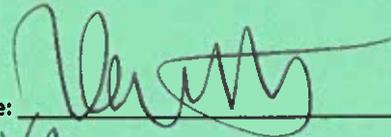
Creating Open space for community

HRP is proposing significant new cycling infrastructure throughout the site plus improvements to the Mount Vernon Trail, including transforming the dangerous area near the Pump House. Their idea of incorporating a living street or "woonerf" into the waterfront will provide a great place for neighbors to stroll and for the community to come together for events and celebrations.

Name:

Vanessa Diaz

Signature:



Address:

1114 N Pitt St. Alexandria, VA

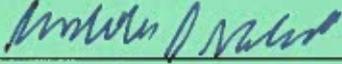
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Name: LORRAINE CARTER Signature: Lorraine Carter
Address: PO Box 26321, Alexandria Va. 22313

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's sustainability plan goes above and beyond Alexandria's Green Building Policy. I'm most excited about:

HRP is proposing significant advancements on the sustainability front. They are targeting 25% energy savings, approximately double what is required in the GBP, and 10% embodied carbon savings, a new metric not previously contemplated in the GBP. They are also minimizing on-site combustion, targeting 3% on-site power generation, incentivizing the use of alternative transportation, and making significant on-site stormwater improvements.

Name: Nick Slaginski Signature: 
Address: ~~3457~~ 3479 S. Stafford St A-1 Arlington, VA 22206

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP envisions a district that is both pedestrian-friendly and cycling-friendly. I'm most excited about:

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Name:

Nick Slobin

Signature:

Nick Slobin

Address:

3479 S. Stafford St A-1 Arlington, VA 22206

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will create or improve over 14 acres of public open space. I'm most excited about:

I hope the open space plan comes fully to life. Very important

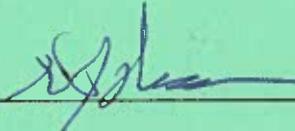
As envisioned by the community in the Old Town North Small Area Plan, nearly 6 acres of new public open space will be created on the former power plant site, almost double what's required under the SAP. Additionally, over 8 acres of neighboring public open space will be improved by HRP in partnership with the National Park Service and the City of Alexandria, opening this section of the waterfront for all to enjoy for the first time in over 70 years!

Name: James Wind Signature: James P. Wind
Address: 635 Slaters Lane

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's sustainability plan goes above and beyond Alexandria's Green Building Policy. I'm most excited about:

writing for more detail

HRP is proposing significant advancements on the sustainability front. They are targeting 25% energy savings, approximately double what is required in the GBP, and 10% embodied carbon savings, a new metric not previously contemplated in the GBP. They are also minimizing on-site combustion, targeting 3% on-site power generation, incentivizing the use of alternative transportation, and making significant on-site stormwater improvements.

Name: Nicholas Nuss Signature: 
Address: 501 Slaters Lane

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP envisions a district that is both pedestrian-friendly and cycling-friendly. I'm most ~~excited~~ about:

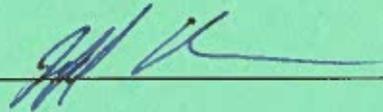
WORRIED

RESIDENTS & VISITORS SPILLING FROM THE OUTDOOR SPACE
AND OVER CROWDING THE MT. VERNON TRAIL

HRP is proposing significant new cycling infrastructure throughout the site plus improvements to the Mount Vernon Trail, including transforming the dangerous area near the Pump House. Their idea of incorporating a living street or "woonerf" into the waterfront will provide a great place for neighbors to stroll and for the community to come together for events and celebrations.

Name: JEFF ANDERSON

Signature: _____



Address: _____

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

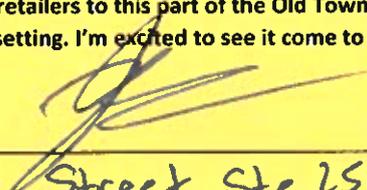
The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name: Kevin C. Turner Signature: Kevin C. Turner
Address: 2500 North VanDorn St APT 309, Alexandria VA 22302

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

Everything, I love opportunity to work locally w/ ~~Hilco~~ Redevelopment

The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name: Dung Nguyen Signature: 
Address: 950 North Washington Street Ste 251 Alexandria
VA 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

the opportunity of new housing and retail space in a space that isn't currently providing any benefit. The potential spaces and plans sound exciting

The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name: Karen Garcia

Signature: _____

Address: 2005 Richmond Hwy

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

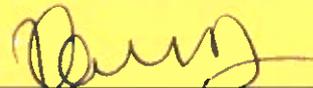
More opportunities to support
local business

The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name:

Vanessa D'Amico

Signature:



Address:

1114 N Pitt St. Alexandria, VA

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name: Austin Berg Signature: [Handwritten Signature]
Address: 108 N Payne St, Alexandria VA

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

housing expansion

The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name: David Anspach Signature: Paul Anspach
Address: 731 Seaton Ave # 313 Alex.

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name: Nick Slacanski Signature: Andrew D. Nunn
Address: 3479 S. Stafford St NW Arlington, VA 22206

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP embraces the active restaurant and retail scene that makes Old Town North unique. I'm most excited about:

Waiting for more details

The redevelopment is an opportunity to attract new restaurants and retailers to this part of the Old Town North, providing amenities to the surrounding community in an attractive waterfront setting. I'm excited to see it come to life!

Name: *Nicholas Nune* Signature: *Nicholas Nune*
Address: *501 Bladen Lane*

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

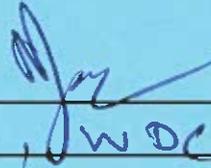
Sustainable recreation opportunities

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the woonerf along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name:

Charma Bambardega

Signature:



Address:

1811 NY Avenue NE, 217, WDC 20002

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the woonerf along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name: Kevin C. Turner Signature: Kevin C. Turner
Address: 2500 North Vandorn St. APT 307, Alexandria VA 22304

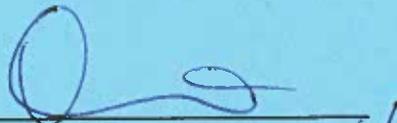
I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the woonerf along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name:

RUSSELL MCGONMACK

Signature:



Address:

2101 JAMIESON AVENUE 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

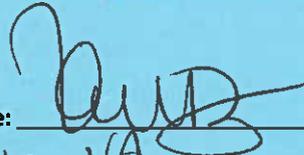
Enjoying the water sports in
the Potomac River

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the woonerf along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name:

Vanessa Dier

Signature:



Address:

1114 N Pitt St
Alex, VA

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

housing expansion

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the woonerf along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name: David Anspach Signature: [Signature]
Address: 731 Seaton Ave #313 Alex.

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

More Residential + Restaurant =
with view of the river

THE GREEN SPACE ON THE RIVERFRONT BE
BEING A PART OF URBAN LANDSCAPE

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the waterfront along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name: _____

JOHN SULLIVAN

Signature: _____

[Handwritten Signature]

Address: _____

407 FRANKLIN ST ALEXANDRIA 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

Seeing more of the Potomac from
our condo.

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the woonerf along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name:

Kathleen Wind

Signature:

Kathleen Wind

Address:

635 Slaters Ln, #401

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because the site will unlock physical access to the Potomac River. I'm most excited about:

waiting for more details

The redevelopment will open great viewsheds to the river for more people as an extension of Alexandria's walkable waterfront. This area of the waterfront has been closed to community members for over 70 years. Opening this space up will allow pedestrians to walk the woonerf along the top of the bluff, use the kayak launch, or take a potential water taxi with direct access to DC and Maryland.

Name: Nicholas Moon Signature: [Signature]
Address: 501 Slaters Ln

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

Name: Kevin C. Turner Signature: 
Address: 2500 North Van Dorn St APT 307, Alexandria VA 22302

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

housing expansion

Name: David Anspach Signature: David Anspach
Address: 131 Seaton Ave #313 Alex

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

Can't believe it's never here!

Name: SAM DRIGGERS Signature: [Signature]
Address: 525 Montgomery St. #342, Alex. VA 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

The power plant is an eye sore & this is a great opportunity to do exactly what this project does... Bravo! I strongly urge

- 1) All electric appliances to reach net zero
- 2) EV charging stations for residents & visitors
- 3) As much Net Zero goals as possible. Let's take carbon power & bury it!!!

Name: Jerry Hartz

Signature: Jerry Hartz

Address: 1722 Carpenter Road, Alexandria VA 2231

5/15/23

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

I hope that the affordable housing opportunities are given great thought + care the time today are excellent

Name: Phyllis O'Toole Signature: Phyllis O'Toole
Address: 501 Slaters Lane #622
Alex 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

At this point, the vision for the redevelopment is positive for me. I hope you continue to value opinions/ideas from local residents.

Name: Anne Anderson Signature: A/Anderson
Address: 1320 Chetworth Ct

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

A NICE OUTDOOR SPACE WOULD BE A WELCOME ADDITION.

Name: JEFF ANDERSON

Signature: _____



Address: 1300 CHESTNUT CT.

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

Excited to finally see the plans for the redevelopment of the site to include water & public space connections. Appreciate efforts for low cost housing to include all our neighbors.

Name: TONI MATTOCH

Signature: Toni Mattoch

Address: _____

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

They showed us how carefully they are considering the apatement, deconstruction and remediation of the site!

Name: KEVIN MATTOCH Signature: Kevin Mattoch

Address: _____

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

I am concerned about the impact on wild life.
I live at 501 Sisters Lane. I have seen many
animals living + building dens at the power plant.
Specifically, ~~traces~~, foxes, cats, raccoons. + one
time I saw a bobcat. I would welcome an opportunity
to discuss further w/ a representative

Respectfully,

Name: Eileen O'Neill

Signature: 

Eileen O'Neill

Address: 501 Sisters Lane Alexandria Va 22314

~~97~~ (917) 674-1870