AGENDA

1. HISTORY AND VISION FOR TRANSFORMATION
2. COMMUNITY ENGAGEMENT & OUTREACH
3. LAND USE
4. OPEN SPACE
5. TRANSPORTATION
6. ENVIRONMENTAL & SUSTAINABILITY
7. NEXT STEPS
For over sixty years, this former coal fired power plant operated in Old Town Alexandria.

It emitted approximately 3.15 million metric tons of CO$_2$ annually and approximately 200 million metric tons of CO$_2$ over the course of its operation.
The plant was closed in 2012 thanks to the advocacy of many Alexandrians.

The vision for reintegrating this site into the neighborhood was established in a two+ year planning process that culminated in the adoption of the Old Town North Small Area Plan (SAP) in 2017.
Hilco Redevelopment Partners (HRP) purchased the site in late 2020 and began the process of transforming this defunct industrial relic into a vibrant, waterfront district within Old Town North.
We transform unsightly blight... ...into sustainable communities.
SITE VISION
Coordinated Development District (CDD) Drivers

1. INTEGRATE THE SITE INTO OLD TOWN NORTH
   CREATE A MIXED-USE, PEOPLE-CENTRIC ENVIRONMENT THOUGHTFULLY CONNECTED TO OTN

2. CONNECT PEOPLE TO THE WATERFRONT
   EXPAND EQUITABLE ACCESS TO ALEXANDRIA’S WATERFRONT

3. PROVIDE MEANINGFUL AND VARIED OPEN SPACE
   CREATE PLACES FOR A VARIETY OF ACTIVITIES SEAMLESSLY CONNECTED TO NEIGHBORING PARKS

ARTIST’S IMPRESSION OF FUTURE POTENTIAL DEVELOPMENT AND SURROUNDING AREAS. ANY CHANGES TO VEGETATION ON ADJACENT PROPERTY SHOWN FOR REFERENCE ONLY.
Site Access: Roadway Connections

**Site Access**

- Three site access points are proposed.

- North Royal and North Fairfax Street connections are planned at the southern side of the site. These will require access over the Norfolk Southern property.

- One connection off of Slaters Lane is proposed at the north side of the site.

- These connections are consistent with the Old Town North Small Area Plan.

**Future Access**

- Two additional potential future connections may be possible. These will require cooperation with abutting property owners.

- To the west, a connection to the GWM Parkway via East Abingdon Street may be possible.

- An additional southern connection at North Pitt Street may be possible.
Connect People to the Waterfront
Optimize Waterfront Views and Access

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

How close do you need to be to see the waterfront?
Wisconsin Avenue in Georgetown

1300'  1000'  700'

Legend
- Buildable Area
- Site Circulation
- Potential Future Site Access
- Site Access
- Proposed View Corridor
- Mount Vernon Trail
- City Bike Trail
- RPA Line
- Property Line
Provide Meaningful Open Space
On-site & Adjacent Open Space

Open Space on PRGS Property
- Waterfront Park: 3 acres
- Linear Park: 1.7 acres
- Central Plaza: 0.7 acres
- Pepco Liner: 0.4 acres
Total: Approximately 5.8 acres

Open Space on Adjacent Property
- National Park Service: 5.3 acres
- Norfolk Southern Land: 3.1 acres
Total: Approximately 8.4 acres

Total Combined Open Space: Approximately 14.2 acres
VIBRANT, FRIENDLY COMMUNITY
Connection to the Neighborhood & Waterfront

THE RIGHT MIX AND AMOUNT OF RETAIL

FREQUENT BUILDING ENTRIES

WATERFRONT CONNECTIONS

INTEGRATED RECREATIONAL SPACES

THE RIGHT MIX AND AMOUNT OF RETAIL

FREQUENT BUILDING ENTRIES
DESIGN CONSIDERATIONS FOR FUTURE BUILDINGS

• Future buildings as part of later Development Special Use Permits (DSUPs) will be reviewed within the context of the Urban Design Standards and Guidelines for the PRGS site.

• Design elements implementing exemplary building design, massing, detailing, materials and energy conservation may be pursued on an alternative Design Excellence path.

• Building and open space design will incorporate context-sensitive scale and character and quality materials.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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</thead>
<tbody>
<tr>
<td>February 11</td>
<td>Community Meeting #1</td>
</tr>
<tr>
<td>April 28</td>
<td>National Park Service Kickoff Meeting</td>
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<tr>
<td>April 29</td>
<td>Community Meeting #2</td>
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<tr>
<td>June 4 &amp; 5</td>
<td>Public Site Tours/ Community Meeting #3</td>
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<td>June 29</td>
<td>National Park Service Meeting</td>
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<td>July 30</td>
<td>CDD-1 Submission</td>
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<td>September 9</td>
<td>National Park Service Meeting</td>
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<td>September 29</td>
<td>Community Meeting #4</td>
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<tr>
<td>September 30</td>
<td>Taste of Old Town/ NOTICE Tours</td>
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<tr>
<td>October 21</td>
<td>National Park Service Meeting</td>
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<td>October 29</td>
<td>Marina Towers Property Visit</td>
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<td>November 8</td>
<td>NOTICE Meeting</td>
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<td>November 8</td>
<td>Affordable Housing Kickoff Meeting</td>
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<td>November 10</td>
<td>National Park Service Meeting</td>
</tr>
<tr>
<td>November 13</td>
<td>Community Site Tour/ Community Meeting #5</td>
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<tr>
<td>November 15</td>
<td>Marina Towers Board Meeting</td>
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<td>November 18</td>
<td>National Park Service Meeting</td>
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<td>November 29</td>
<td>Community Meeting #6</td>
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<td>December 8</td>
<td>CDD-2 Submission</td>
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<td>January 13</td>
<td>National Park Service Meeting</td>
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<td>January 20</td>
<td>Parks &amp; Recreation Meeting</td>
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<td>January 27</td>
<td>Community Meeting #7</td>
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<tr>
<td>February 1</td>
<td>Planning Commission Work Session</td>
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<td>February 22</td>
<td>City Council Work Session</td>
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<td>February 24</td>
<td>Community Meeting #8</td>
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<td>February 28</td>
<td>Completeness Submission</td>
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<td>March 9</td>
<td>UDAC Meeting</td>
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<td>March 14</td>
<td>NOTICE Meeting</td>
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<td>March 15</td>
<td>Old Town North Alliance Board</td>
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<td>March 16</td>
<td>Transportation Commission Meeting</td>
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<td>March 17</td>
<td>National Park Service Meeting</td>
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<td>March 21</td>
<td>Old Town North Community Partnership Meeting</td>
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<td>March 23</td>
<td>Alexandria House Board Meeting</td>
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<td>March 29</td>
<td>Marina Towers Resident Meeting</td>
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<td>March 31</td>
<td>Community Meeting #9</td>
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<td>April 4</td>
<td>Watergate Townhouses Board Meeting</td>
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<td>April 18</td>
<td>EPC (Environmental Policy Commission)</td>
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<td>April 19</td>
<td>Waterfront Commission</td>
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<td>May 11</td>
<td>UDAC Meeting</td>
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<tr>
<td>May 11</td>
<td>AHAAC (Alexandria Housing Affordability Advisory Commission)</td>
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<td>May 12</td>
<td>Community Meeting #10</td>
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<td>June 10 &amp; 11</td>
<td>Site Tours *</td>
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<tr>
<td>June 23 &amp; July 5</td>
<td>Planning Commission and City Council Public Hearings *</td>
</tr>
</tbody>
</table>

**Key**

- *Future Engagements (in italics)*
- CDD Submissions (in blue)
- Engagements in the next month
DEVELOPMENT REVIEW PROCESS: WHERE WE ARE NOW

CDD
Coordinated Development District

DSP
Development Site Plan

DSUPs
Development Special Use Permits

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

Outlines community benefit framework; Carbon Neutrality Analysis

SITE & INFRASTRUCTURE
- Streetscape, roadways and sidewalks
- Utility routing and approach

Defines public infrastructure; Coordinated Sustainability Strategy

BUILDING FORM & ARCHITECTURE
- Building massing and use
- Architectural definition and character
- Detailed open space associated with blocks

Building sustainability features
WHAT WE HEARD

THOUGHTFUL APPROACHES TO CYCLING AND TRANSIT INFRASTRUCTURE THAT CONNECTS TO EXISTING INFRASTRUCTURE

SEPARATION OF VEHICULAR, CYCLIST, AND PEDESTRIAN TRAFFIC IS KEY

SUPPORT FOR ENVIRONMENTAL REMEDIATION AND TRANSFORMATION OF THE SITE

DESIRE FOR BETTER WATERFRONT ACCESS AND OPPORTUNITIES FOR WATERFRONT ACTIVITIES

EMBRACE THE WOONERF, OR “LIVING STREET” CONCEPT

SUPPORT FOR ENVIRONMENTAL REMEDIATION AND TRANSFORMATION OF THE SITE

THOUGHTFUL APPROACHES TO CYCLING AND TRANSIT INFRASTRUCTURE THAT CONNECTS TO EXISTING INFRASTRUCTURE

SUPPORT FOR CARBON FOOTPRINT REDUCTION AND ENVIRONMENTALLY SUSTAINABLE MEASURES

REQUESTS FOR ARTS AND INNOVATION SPACE

OVER 40 ENGAGEMENT EVENTS IN 15 MONTHS

DESIRE FOR BETTER WATERFRONT ACCESS AND OPPORTUNITIES FOR WATERFRONT ACTIVITIES

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SUPPORT FOR CARBON FOOTPRINT REDUCTION AND ENVIRONMENTALLY SUSTAINABLE MEASURES

REQUESTS FOR ARTS AND INNOVATION SPACE

OVER 40 ENGAGEMENT EVENTS IN 15 MONTHS
A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

Community Benefits

Environmental Remediation

The abatement and deconstruction of a former coal-fired power plant left vacant for a decade

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

Economic Benefit

Estimated 1,100 construction-related jobs and estimated +/- 2,000 permanent jobs at full build

Estimated $35 million in total net taxes to Alexandria over anticipated 11-year construction and initial occupancy period

Estimated $12-15 million net annual taxes after full completion

Affordable Housing & Subsized Arts Uses

Affordable Housing:
- Voluntary Monetary Contributions
- Approx. 60 on-site units through use of bonus density
- Approx. 100 on-site units through potential Public-Private Partnership

Arts:
- Approx. 15,000 SF of subsidized arts space through use of bonus density

$60 Million

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

$48-111 Million / $16 Million

* Early estimates of costs and values in 2021/2022 figures
A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

Community Benefits

Open Space & Activation

A combined 14.2 acres of publicly accessible open space will be created or improved. Coordination with the City of Alexandria and NPS to provide recreation areas and improved cyclist and pedestrian connectivity. Mix of active & passive open spaces, including community gathering space at woonerf and central plaza. Potential reuse of former pump house for waterside dining.

Environmental Sustainability

Comprehensive approach to environmental sustainability including reduced energy usage, renewable energy, storm water management, and decreased reliance on vehicles. Aggressive carbon reduction targets that exceed city policies and requirements.

Transportation & Connectivity

Reconnection to Old Town North neighborhood at N. Fairfax, N. Royal Streets & Slaters Lane. Bike infrastructure connects to regional network including Mount Vernon Trail. Woonerf provides pedestrian and cyclist priority at center of new district. Below-grade parking garage improves pedestrian experience.

$30-$35 Million

$65 Million

$177 Million

* Early estimates of costs and values in 2021/2022 figures
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SITE CONTEXT + CONSTRAINTS

Existing Easements & Setbacks

- Overall site is **18.8 acres**

- Only **11.9 acres** is available for building development (excluding easements and setback zones)

- Only **7-8 acres (approximately 40%)** is available for actual building construction once roads, sidewalks and open space are factored in
LAND USE APPROACH
Square Footage Transferred from Easement Area

• The portion of the easement area shown in orange was unknown at the time the Old Town North Small Area Plan was completed. The Small Area Plan assumed buildings could be located in those areas.

• The current proposed plan does not show any building development in those easement areas.

• The easement area could house at least 350,000 sf of development, if it were buildable.

• The southern easement area increases distance between existing adjacent uses and new construction to 200'.
LAND USE APPROACH

Distribution of Uses

- Development is across 6 blocks, not including the existing Pump House or Guard House locations.
- A mix of commercial and residential uses is proposed on site. Commercial uses may include office, arts, innovation, hotel and retail.
- Flexibility to allow for phasing over time

FLEXIBLE DISTRIBUTION OF USES ACROSS SITE
2,500,000 GSF

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

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Commercial Uses</th>
<th>Office</th>
<th>Arts / Innovation</th>
<th>Hotel</th>
<th>Retail</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLOCK A</td>
<td>65,000 GSF</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>BLOCK B</td>
<td>415,000 GSF</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>BLOCK C</td>
<td>635,000 GSF</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>BLOCK D</td>
<td>325,000 GSF</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<td>✓</td>
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<tr>
<td>BLOCK E</td>
<td>580,000 GSF</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<td>✓</td>
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<tr>
<td>BLOCK F</td>
<td>470,000 GSF</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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</tbody>
</table>

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

- Maximum areas shown in each block.

**USES WILL BE MIXED ACROSS THE SITE.**

20-60% 500,000 - 1,500,000 GSF

40-80% 1,000,000 - 2,000,000 GSF

Development is across 6 blocks, not including the existing Pump House or Guard House locations.

A mix of commercial and residential uses is proposed on site. Commercial uses may include office, arts, innovation, hotel and retail.

Flexibility to allow for phasing over time
**PROPOSED HEIGHTS**

- Each block will have a variety of heights up to the maximum shown. Specific building heights will be determined in the DSUP phase.

- Proposed heights are a modest change to OTN SAP heights.

- Proposed plan has doubled the setback area along the west portion of the site.

<table>
<thead>
<tr>
<th>Block</th>
<th>Approximate number of floors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block A</td>
<td>5 Floors</td>
</tr>
<tr>
<td>Block B</td>
<td>16 Floors</td>
</tr>
<tr>
<td>Block C</td>
<td>16 Floors</td>
</tr>
<tr>
<td>Block D</td>
<td>16 Floors</td>
</tr>
<tr>
<td>Block E</td>
<td>15 Floors</td>
</tr>
<tr>
<td>Block F</td>
<td>12 Floors</td>
</tr>
</tbody>
</table>
GROUND PLANE RETAIL ACTIVATION
Retail Connectivity with Old Town North & the Waterfront

Key
- Possible Primary Retail Concentration
- Possible Secondary Retail Concentration
- Potential Entries
- "Optional Retail Corridor" outlined in the OTN SAP

CONCENTRATED, CONTINUOUS RETAIL
STREET-FOCUSED AND TRANSPARENT
A MIX OF WATER-FRONT- AND OLD TOWN NORTH-FACING
PHASING
SITE, INFRASTRUCTURE AND BUILDINGS

• The master plan anticipates development may occur from south to north

• Phasing considerations include:
  • Abatement and deconstruction of existing structures
  • Site remediation
  • Infrastructure development
  • Open space development
  • Individual block and building construction

• Phasing will also address off-site improvements

Note: Specifics regarding phasing of parks and roads subject to future review(s).
AFFORDABLE HOUSING + ARTS BONUS DENSITY

- Voluntary monetary contribution of **$7.5 - 11.4 million** for affordable housing

- **350,000 SF** of potential bonus density
  - Split 50/50 between Affordable Housing and Arts
  - To be delivered in phases as project achieves bonus density

- **175,000 SF of Affordable Housing bonus** density with 1/3 delivered as Affordable Housing set aside on-site units (in market rate buildings) at 60% AMI (**estimated cost $40 million**)
  - Potential Public-Private Partnership to leverage voluntary contribution with tax credits and/or City funds to create additional on-site affordable housing (**estimated cost $60 million**) *

- **175,000 SF of Arts bonus** density with associated arts anchors

* PPP would utilize a portion of the Arts Bonus Density
Note: The usage and amount of bonus density is subject to further discussion with AHAAC and staff.
EXTENSION OF THE ARTS AND CULTURAL DISTRICT

- The Old Town North Arts District will be extended into the PRGS site.
- This will include planning for arts uses and potentially repurposing existing site elements for new, creative uses.
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OPEN SPACE POLL RESULTS
NOVEMBER - DECEMBER 2021

215 PARTICIPANTS
5 QUESTIONS
INTEGRATED OPEN SPACE NETWORK
PRGS & Adjacent Properties

- **Passive Active**
  - A Boardwalks
  - B Native Meadow
  - C Kids Play
  - D Central Plaza
  - E Fitness Loop
  - F Flexible Lawns
  - G Overlook

Legend:
- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- City Bike Trail
- PRGS Property
- Adjacent Properties

Total Open Space within PRGS Property + Abutters:
14.2 acres

POTOMAC RIVER GENERATING STATION | COMMUNITY MEETING #10 | MAY 12, 2022
INTEGRATED OPEN SPACE NETWORK
Waterfront Zone A

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

Key Map

A Woodland Walk
B Boardwalk
C Native Meadow / Ecological Education
D Integrated Seating
E Social Pods

Existing Pump House
Improved Mount Vernon Trail
PRGS Property Line

1.9 acres

POTOMAC RIVER GENERATING STATION | COMMUNITY MEETING #10 | MAY 12, 2022
INTEGRATED OPEN SPACE NETWORK
Central Plaza & Waterfront Zone B

Legend
- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- Woonerf

Key Map

PRGS Property
National Park Service Land
Potomac River

Gensler OJB Hilco Redevelopment Partners

POTOMAC RIVER GENERATING STATION | COMMUNITY MEETING #10 | MAY 12, 2022
INTEGRATED OPEN SPACE NETWORK
Waterfront Zone C

Legend
- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- Sinuous Path

Key Map
- PRGS Property
- National Park Service Land
- Potomac River

Flexible Lawn
National Park Service Land
Ecological Education
Native Meadow
Integrated Seating
Overlook
Sinuous Paths
Shade Structure & Seating Opportunities
Flexible Lawn

4.4 acres
INTEGRATED OPEN SPACE NETWORK

PEPCO Liner

Legend
- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- PEPCO Liner

Key Map

ACTIVE
- Dog Run
- PEPCO Screening
- Seating Opportunities
- Bocci Courts
- Fitness Station

PASSIVE

ACTIVE

0.4 acres

POTOMAC RIVER GENERATING STATION | COMMUNITY MEETING #10 | MAY 12, 2022 35
INTEGRATED OPEN SPACE NETWORK
Linear Park

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

Key Map
- Game Courts
- Kids Play
- Flexible Lawn
- Passive Lawn
- 4.8 acres

A Kids Play
B Flexible Game Courts
C Potential Re-purposing of Rail Infrastructure
D Flexible Lawn
E Storm Water
F Shade Structure & Seating Opportunities
G Fitness Loop

POTOMAC RIVER GENERATING STATION | COMMUNITY MEETING #10 | MAY 12, 2022
OVERVIEW

- Separate flows of cars/trucks/buses and pedestrians/cyclists for safety and comfort
- A multimodal “spine” street along the west is used for vehicles and buses
- A people-focused street along the water facilitates pedestrian and bicycle movement, and allows for vehicle movement
- Geometry of road network discourages cut through traffic
SITE CIRCULATION NETWORK

- The site circulation network considers delivery vehicles, private vehicles, bicycles and pedestrians
- Facilities have been designed to accommodate people of all ages and abilities
- Deliberate connections have been made to existing surrounding trails and green space
PEDESTRIAN CIRCULATION & CONNECTIVITY

- Pedestrian routes through and around site
- Pedestrian-friendly strategies:
  - Controlled crosswalks
  - Curb extensions
  - Woonerf
  - Multi-use paths
  - Ample sidewalks
  - Activation of building frontages
  - Open spaces
- Mode prioritized as part of recommendations and mitigations
BICYCLE CIRCULATION & CONNECTIVITY

LEGEND

PRGS PROPERTY

LEISURELY ROUTE

MOUNT VERNON TRAIL
BIKE & PEDESTRIAN

COMMUTER ROUTE

MULTI-USE TRAIL
BIKE & PEDESTRIAN

TRAIL IMPROVEMENT PLANNED BY CITY
BIKE & PEDESTRIAN

LOCAL ROUTE

BIKE FACILITY

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

CONNECTIONS
BIKE & PEDESTRIAN (5% SLOPE OR LESS)
VEHICULAR ACCESS & CURBSIDE MANAGEMENT

• New connections and completion of existing street network
  • Slaters Lane
  • N Royal Street
  • N Fairfax Street

• Parking, loading, and pick-up/drop-off

• Strategies:
  • Provision of alleys to for back-of-house operations
  • Locating access controls to minimize conflicts and queuing
  • Timing/phasing strategies to balance prioritization of modes
  • Prioritization of local versus commuter traffic
  • Traffic calming to discourage cut-through
  • Promotion of safety and Vision Zero strategies

• Potential connections to be further studied and coordinated with City and NPS
  • Results of MTS show these connections as nice-to-have, not necessary to have

• Continued coordination with City and DASH to improve frequency of planned service
THE WOONERF
Planned site features

**CHANGE IN PAVING**
- Clear contrast in pavement to differentiate Woonerf.
- Edges of Woonerf would be delineated to differentiate between pedestrian and vehicular zones.

**VEHICLE DETERRENCES**
- Traffic calming installations such as planters to close off streets for special events.

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

EXISTING

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

PROPOSED

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

- Potential New East-West Connection to GWMP/Abingdon Drive
- Rail Corridor Linear Park
- Slaters Lane @ GWMP
- Potential Connection to N Pitt Street
- N Royal Street Connection
- E Abingdon Drive Trail
- Improved Wayfinding for Mt Vernon Trail
- Slaters Lane Improvements
- Completion of Multimodal Facilities on Slaters Lane
- Mt Vernon Trail Improvements
- Overall Site Improvements
- Fairfax Street Connection
- Improved Wayfinding for Mt Vernon Trail

Legend
- Anticipated Improvements
- Potential Improvements
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PRIOR TO DECONSTRUCTION START

- HRP will hold public informational meetings in advance of deconstruction start.

- Planning for deconstruction includes the following:
  
  o Construction Management Plan (CMP) will be coordinated per the City’s requirements.
  
  o Hauling Routes will be established.
  
  o Rodent Control Plan will be established.
  
  o Noise and Vibration Control Plans will be established.
  
  o Dust Monitoring Plan will be established.
  
  o Worker Parking Plan will be established.
  
  o Existing Conditions Survey for immediately adjacent abutting properties.
• Results from the Fall 2021 sampling were documented in a Preliminary Site Characterization Report, which was submitted to Virginia Department of Environmental Quality (VDEQ) in April.

• Additional sampling will be conducted in currently inaccessible areas (beneath buildings, near active utilities) and documented in a Site Characterization Report.

• After additional sampling is complete, locations where concentrations exceed VDEQ Screening Levels will be evaluated in a Human Health Risk Assessment.

• Results of the Human Health Risk Assessment will be used to identify areas where remediation is warranted.

• Remedial actions will be selected, designed, and implemented in coordination with deconstruction and redevelopment.
SUSTAINABILITY FRAMEWORK

- Existing sustainability guidance for development on the PRGS site includes:
  - Old Town North Small Area Plan (2017)
  - City of Alexandria Green Building Policy (2019)
APPLICABLE LEED FRAMEWORKS

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

- Each building will also be LEED Silver certified, at minimum. This is a building certification.
• District Wide Systems Under Analysis:
  • Heating & cooling
  • Stormwater management
  • Cycling, pedestrian and public transportation
    • Renewables
WHAT IS CARBON NEUTRALITY?

WHAT DOES THAT MEAN? WHERE DO WE START? HOW DO WE GET THERE?

TO NEUTRALIZE THE LIFE-CYCLE CARBON EMISSIONS ASSOCIATED WITH THE DESIGN, CONSTRUCTION, AND OPERATIONS OF THE PROJECT
Exploring site-wide and building-specific strategies to increase energy efficiency

Exploring material selection and source to reduce embodied carbon

Emphasizing appropriate Electrification and relationship to the grid

Incorporation of onsite renewable energy generation

Exploring the potential for off-site renewable (PPAs, RECs, Offsets) energy generation

Details will be refined as part of future infrastructure DSP and future phase DSUPs
Voluntary Carbon Neutrality Analysis (CNA) outlines path to Carbon Neutrality

25% Energy Efficiency Target
• Exceeds the current Green Building Policy
• Studying district-wide HVAC systems

Double the targets in ALX Green Building Policy of:

14% Residential
11% Commercial

10% Reduced Embodied Carbon Target
Expanded scope of Carbon Neutrality beyond energy

Electrification
Minimization of on-site combustion

3% Onsite Renewable Energy Target + Off-Site Renewables

Transportation and transit improvements encourage the use of alternative modes of transportation
1. HISTORY AND VISION FOR TRANSFORMATION
2. COMMUNITY ENGAGEMENT & OUTREACH
3. LAND USE
4. OPEN SPACE
5. TRANSPORTATION
6. ENVIRONMENTAL & SUSTAINABILITY
7. NEXT STEPS
SITE TOURS
JUNE 10TH & 11TH
REGISTRATION INFORMATION COMING SOON

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THANK YOU!

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