

THE CITY OF ALEXANDRIA TOWNSHIP ASSESSMENT MAP NUMBER FOR THIS SITE IS 045-01-01-05.

THE SITE CONTAINS APPROXIMATELY 18.80 ACRES.

THE BOUNDARY SURVEY WAS PREPARED BY christopher consultants, Ltd. BETWEEN THE DATES OF JUNE 26 AND JULY 3, 2019.

THE TOPOGRAPHIC SURVEY WAS OBTAINED FROM christopher consultants, Ltd. BETWEEN THE DATES OF JUNE 26 AND AUGUST 21, 2019 AND UPDATED ON MAY 20, 2020 AND BETWEEN THE DATES OF JUNE 16 AND JUNE 18, 2020 AND ON JANUARY 27, 2021 AND BETWEEN THE DATES OF SEPTEMBER 14 AND NOVEMBER 17, 2021.

THE SITE IS CURRENTLY DEVELOPED AS POTOMAC RIVER GENERATING STATION. THERE ARE NO NATURAL FEATURES ON THE SITE THAT NEED TO BE PRESERVED OR PROTECTED. THERE IS A RESOURCE PROTECTION AREA (RPA) BUFFER ON SITE. MODIFICATIONS TO THIS AREA WILL BE IN ACCORDANCE WITH CURRENT CITY OF ALEXANDRIA REQUIREMENTS FOR REDEVELOPMENT WITHIN THE RPA. THERE IS A WETLAND OF MINIMAL ECOLOGICAL VALUE ON THE PROPERTY AND ANY PERMITS REQUIRED FROM THE COE WILL BE OBTAINED.

ANY POTENTIAL NEGATIVE IMPACT ON ADJOINING PROPERTIES BY THIS PROPOSED PROJECT WILL BE MITIGATED BY PROVIDING ADEQUATE PUBLIC INFRASTRUCTURE AND MINIMIZING TRAFFIC IMPACTS. FIRST, THE PROPOSED PROJECT INCLUDES A SANITARY SEWER PLAN THAT WILL ADEQUATELY SERVE THE SANITARY SEWER NEEDS OF THE PROJECT, WHILE STILL LEAVING CAPACITY IN THE CITY'S INFRASTRUCTURE SYSTEM TO ACCOMMODATE FUTURE PROJECTS IN OTHER LOCATIONS. LIKEWISE, THE PROPOSED PLAN FOR STORM WATER QUALITY INCLUDES UTILIZING LOW IMPACT PROJECT PRACTICES AND CONVENTIONAL AND CREATIVE TREATMENT PRACTICES. STORM WATER MANAGEMENT AS DEFINED BY THE CITY OF ALEXANDRIA WILL NOT BE REQUIRED FOR THE PROJECT DUE TO ITS PROXIMITY TO THE POTOMAC RIVER AND THE REDUCTION IN IMPERVIOUS AREA FROM PRE-/POST CONDITIONS. SECOND, THE PROJECT PROPOSES A TRAFFIC CIRCULATION PLAN THAT WILL ADEQUATELY ADDRESS TRAFFIC FLOWING TO AND THROUGH THE SITE AND WILL CONNECT THE PROPOSED NEW PUBLIC AND PRIVATE STREETS TO EXISTING NORTH FAIRFAX AND NORTH ROYAL STREETS AND SLATERS LANE. THE PROJECT PROTECTS THE EXISTING RESOURCE PROTECTION AREA ON THE EAST SIDE OF THE PROPERTY. (5-604 -C (4)).

THE MAXIMUM BUILDING HEIGHTS OF EACH BUILDING SHALL BE MEASURED FROM AVERAGE FINISHED GRADE TO THE ROOFLINE OF EACH BUILDING WITH ADDITIONAL HEIGHT PERMITTED ABOVE THE ROOFLINE FOR APPURTENANCES, PARAPETS, ARCHITECTURAL FEATURES AND ROOF DECKING AND GUARDS PER SECTION 6-403 OF THE ZONING ORDINANCE, AS AMENDED. IN ADDITION, THE FOLLOWING REGULATIONS APPLY: (A) ADDITIONAL HEIGHT FOR MECHANICAL PENTHOUSES, SOLAR PHOTOVOLTAIC STRUCTURES AND HORIZONTALLY ADJACENT STRUCTURES FOR COMMON AMENITY SPACES IS PERMITTED UP TO 20 FEET ABOVE MAXIMUM BUILDING HEIGHT UNLESS INCREASED BY SPECIAL USE PERMIT; (B) APPLICANT SHALL OBTAIN APPROVAL(S) FROM THE FEDERAL AVIATION ADMINISTRATION (FAA) AND ALL OTHER APPLICABLE FEDERAL AND/OR STATE AGENCIES FOR ALL BLOCK(S), BUILDING(S) OR PORTIONS THEREOF SUBJECT TO THE APPLICABLE FAA HEIGHT RESTRICTIONS PRIOR TO THE RELEASE OF A BUILDING PERMIT. THE APPLICANT SHALL PROVIDE TO THE DIRECTORS OF P&Z AND T&ES A WRITTEN STATEMENT AND/OR APPROVAL BY ALL APPLICABLE FEDERAL AND/OR STATE AGENCIES THAT ALL BLOCK(S), BUILDING(S), OR PORTIONS THEREOF THAT ARE SUBJECT TO THE APPLICABLE FAA HEIGHT RESTRICTIONS ARE NOT A HAZARD TO AIR NAVIGATION OR THAT THE PROJECT DOES AND IS IN COMPLIANCE WITH ALL OTHER APPLICABLE FAA REQUIREMENTS AND/OR RECOMMENDATIONS. IF THE FAA AND ALL OTHER APPLICABLE FEDERAL AND/OR STATE AGENCIES REQUIRE REVISIONS AND/OR MODIFICATIONS, THE MODIFICATIONS MAY REQUIRE SUBSEQUENT APPROVAL BY THE CITY COUNCIL. IF THE DIRECTOR OF P&Z DETERMINES THAT THE AMENDMENTS ARE SUBSTANTIALLY DIFFERENT THAN WHAT WAS APPROVED BY CITY COUNCIL.

THE GROSS FLOOR AREA WILL BE AS SHOWN ON SHEET C200.

THE MAXIMUM NUMBER OF DWELLING UNITS PROPOSED WILL BE UP TO 2,000. REFER TO SHEET C200 FOR ANTICIPATED UNIT MIX BY TYPE. THE ACTUAL MIX OF RESIDENTIAL UNITS IS SUBJECT TO ADJUSTMENT WITH EACH BLOCK'S DSUP. (5-604-C(7)).

THE PROJECT WILL MEET THE PARKING REQUIREMENTS AS PART OF THE DSUP PROCESS FOR EACH BLOCK. (5-604-C (8)).

SIGNIFICANT GROUND LEVEL PUBLIC OPEN SPACE TO BE CREATED AS PART OF THE PROJECT. SUSTAINABILITY GOALS, STORMWATER MANAGEMENT IMPROVEMENTS AND SPECIFIC AMENITIES FOR EACH BLOCK TO BE DETERMINED AT EACH DSUP SUBMISSION. TRANSPORTATION RELATED IMPROVEMENTS WILL ALSO BE ADDED THROUGH THE EXTENSION OF OLD TOWN NORTH STREETS INTO AND THROUGH THE SITE AND THE POTENTIAL EXPANSION OF LOCAL TRANSIT INFRASTRUCTURE. ADDITIONALLY, THERE IS POTENTIAL TO EXTEND THE ARTS' DISTRICT OF OLD TOWN NORTH INTO THE SITE. (5-604-C (9)), (5-604-C (11)).

THE APPLICANT MAY EXPLORE AN INTERIM USE SUCH AS POP UP RETAIL TO ACTIVATE THE SITE. (5-604-C (10)).

TO THE BEST OF OUR KNOWLEDGE THERE ARE NO MARINE CLAYS ON SITE. (5-604-C (14)).

TO THE BEST OF OUR KNOWLEDGE CONTAMINATED SOIL MAY BE ON SITE. SEE SHEET C102 FOR DETAILS. (5-604-C (15)).

SANITARY SEWER COLLECTION, CONVEYANCE AND TREATMENT WILL BE PROVIDED BY THE CITY OF ALEXANDRIA AND ALEXANDRIA RENEW ENTERPRISES. THE APPLICANT IS PROPOSING TO IMPLEMENT WATER CONSERVATION MEASURES IN EACH BUILDING TO MINIMIZE DOMESTIC WATER USE AND WASTE. IT IS EXPECTED THAT THESE SYSTEMS WILL REDUCE DOMESTIC WATER DEMAND AND THUS WASTE WATER DISPOSAL.

THE APPLICANT SHALL BE PERMITTED TO SUBMIT A DSUP PURSUANT TO SECTION 5-605 OF THE ZONING ORDINANCE, FOR ANY OR ALL BLOCK(S) WITHIN THE PROJECT AND IN ANY ORDER.

UTILITY PROFESSIONALS, INC. PERFORMED AN UNDERGROUND UTILITY INVESTIGATION BETWEEN 07/01/19 AND 08/01/19.

HISTORIC INTERPRETATION OF THE RELEVANT HISTORY OF THE SITE WILL BE COORDINATED ON A SITE-WIDE BASIS AND FURTHER DEFINED IN THE FUTURE DSUP'S FOR THE SITE.

THE MAXIMUM NUMBER OF UNDERGROUND PARKING SPACES WILL BE 3,200. STREET PARKING WILL BE DETERMINED DURING FUTURE DSUPS.

EXACT LOCATION AND CHARACTER OF CONNECTIONS TO NATIONAL PARK SERVICE MOUNT VERNON TRAIL TO BE REFINED AS PART OF SUBSEQUENT DSUPS AND FURTHER COORDINATION WITH NATIONAL PARK SERVICE.

THIS PROJECT WILL COMPLY WITH CDD CONDITIONS APPROVED BY THE PLANNING COMMISSION & CITY COUNCIL.

CONCEPTUAL DESIGN PLAN

SITE

Potomac River Generating Station

Huntingwood Dr
George Washington Memorial Pkwy
Abingdon Dr
Cherry Hill Rd
Morningside Dr
N. East St
N. Royal St
N. Park St
N. Skinker St
N. Washington St
Pottersville Rd
Morningside Dr
Mt Vernon Trail
S. Eastern Ave
Montgomery St

Google Earth

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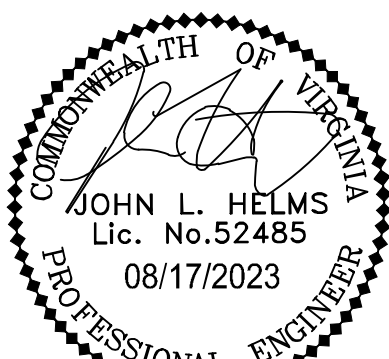
THE APPLICANT IS SEEKING TO IMPLEMENT THE OLD TOWN NORTH SMALL AREA PLAN'S GENERAL GUIDELINES FOR THE FORMER POTOMAC RIVER GENERATING STATION SITE BY CREATING A MIXED-USE PROJECT THAT EXTENDS THE STREETS OF OLD TOWN NORTH INTO THE SITE AND CONNECTS THE PROPERTY TO THE GREATER OLD TOWN NORTH NEIGHBORHOOD, MAKING USE OF THE UNIQUE CHARACTER OF THE PROJECT, INCLUDING MAXIMIZING THE VIEWS OF THE POTOMAC RIVER, AND CREATING A SENSE OF PLACE THAT WAS ENVISIONED IN THE OLD TOWN NORTH SMALL AREA PLAN, WITH SUFFICIENT FLEXIBILITY TO ENSURE THE FINANCIAL VIABILITY OF THE PROJECT.(5-604-C (3))

THE APPLICANT OBTAINED APPROVAL FROM THE CITY COUNCIL ON JULY 5, 2022 OF THE FOLLOWING

MASTER PLAN AMENDMENT #2022-00002
MASTER PLAN AMENDMENT #2022-00001
ZONING TEXT AMENDMENT #2022-00007
ZONING TEXT AMENDMENT #2022-00006
REZONING #2022-00004
REZONING #2022-00003

COORDINATED DEVELOPMENT DISTRICT CONCEPTUAL DESIGN PLAN #2021-00004

C000	COVER SHEET
C001-C006	FINAL CONDITIONS
C100	EXISTING CONDITIONS PLAN
C100A	PROPERTY EXHIBIT
C101	EXISTING IMPERVIOUS AREA WITHIN RPA
C102	AREAS OF POTENTIAL ENVIRONMENTAL IMPACT
C200	LAND USE DIAGRAM AND BUILDING AND HEIGHTS MAP
A200	OPEN SPACE AND CIRCULATION PLAN
C201	GRADING PLAN
C202	STREET CROSS-SECTIONS
C203	STREET CROSS-SECTIONS
C204	OLD TOWN NORTH DESIGN GUIDELINES
C205	TOPOGRAPHY OVERLAY
C206-C208	RIGHT-OF-WAY EXHIBIT
A300	ROADWAY & OPEN SPACE SPECIFIC PHASING PLAN

PROFESSIONAL SEAL AND SIGNATURE	DATE	REVISION
	07-30-2021	FIRST SUBMISSION
	12-08-2021	SECOND SUBMISSION
	02-25-2022	COMPLETION SUBMISSION
	10-07-2022	FINAL CDD SUBMISSION
	07-07-2023	SECOND FINAL CDD SUBMISSION
	08-17-2023	THIRD FINAL CDD SUBMISSION

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christopher consultants, ltd.
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FAIRFAX, VIRGINIA 22030

OJB LANDSCAPE ARCHITECTURE
ONE BOWDOIN SQUARE,
SUITE 801
Boston, MASSACHUSETTS 02114

GOROVE SLADE
225 REINEKERS LANE
SUITE 750
ALEXANDRIA, VIRGINIA 22314

**SUSTAINABLE BUILDING
PARTNERS**
2701 PROSPERITY AVENUE
SUITE 100
FAIRFAX, VIRGINIA 22031

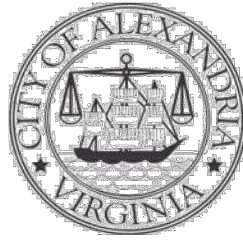
WIRE GILL
700 N FAIRFAX ST
Suite 600
ALEXANDRIA, VA 22314

D

C

B

A



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

Application	General Data
Project Name: PRGS Blocks B and C	PC Hearing: June 2, 2026
	CC Hearing: June 13, 2026
	If approved, DSUP Expiration: June 13, 2031
	Parcel Area: Block B: 46,873 SF (1.08 acres) Block C: 75,379 SF (1.73 acres)
Location: 1300 North Royal Street	Zone: CDD#30
	Proposed Use: Multi-Unit Residential and Commercial
	Dwelling Units: Block B: 321 units Block C: 494 units
	Gross Floor Area: Block B: 453,839 SF Block C: 663,611 SF
Applicant: HRP Potomac, LLC, represented by Kenneth Wire, attorney	Small Area Plan: Old Town North
	Historic District: N/A
	Green Building: Compliance with CDD Conditions

Purpose of Application
The applicant is seeking amendments to the CDD #30 Conceptual Design Plan conditions, two development special use permits with site plans on Blocks B & C of the CDD to construct two mixed-use buildings , encroachment approval for a canopy over Public Road A for Block B and a reappraisal of a subdivision for the dedication of Public Road A.
Special Use Permits and Modifications Requested (for each block unless otherwise stated):
1. CDD Amendments to Conceptual Design Plan conditions of approval
2. Development Special Use Permit and Site Plan for development of multi-unit dwellings in CDD#30
3. Special Use Permit for a parking reduction
4. Encroachment for canopy over future public right-of-way Road A (Block B only)
5. Subdivision approval for Public Road A (Planning Commission only)

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

CDD#2025-00004
DSUP#2025-10011; ENC#2025-00003 (PRGS Block B)
DSUP#2025-10012 (PRGS Block C)

CITY COUNCIL ACTION, JUNE 13, 2026:
City Council closed the public hearing and approved the Planning Commission recommendation with the following amendments:
Conditions 28.1 and 28.2 are proposed to further clarify the sequence of site deconstruction and phasing:
28.1 No certificates of occupancy will be issued for blocks B or C until the above-grade power plant is completely abated and removed.
28.2 If construction mobilization for blocks D, E or F has not begun after the finalization of deconstruction of the above-grade power plant structures, the area east of Road A and north of Block C shall be protected and inaccessible to the public via a fence and the ground will be stabilized to mitigate potential dust and erosion and to ensure that any contaminated surface soils (if applicable) are not accessible.

CDD CONDITIONS 30(b), 30.1(b), 31(b), 31.1(b), and 32(b)
Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the public within 90 days of the issuance of the 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 50 90 percent of residential units, whichever occurs first:

PLANNING COMMISSION ACTION, JUNE 2, 2026:
On a motion by Vice Chair Koenig, seconded by Commissioner Dube, the Planning Commission voted to approve Subdivision #2026-00007. The motion carried on a vote of 7 to 0.

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

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

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

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

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DSUP#2025-10012 (PRGS Block C)

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

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

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

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DSUP#2025-10011; ENC#2025-00003 (PRGS Block B)
DSUP#2025-10012 (PRGS Block C)

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

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

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

- Provide the following improvements prior to the first certificate of occupancy for a residential unit:
 - Construct the Woonerf section from northern edge of Block C to back of curb of the northern edge of the temporary extension of Road C.
 - A Feasibility Study as more particularly described in Condition 37 below.
 - Completion of the streetscape (excluding roadway) improvements in permanent/final condition to Slaters Lane east of the GWMP (east of the NPS right-of-way line) and the intersection with Road A and N. Fairfax Street, and the multimodal trail connection between the Slaters Lane end and the Mount Vernon Trail if NPS approval has been granted. The permanent/final condition of improvements to Slaters Lane may be delayed if potential construction traffic impacts make interim conditions more appropriate subject to the determination and satisfaction of the Director of T&ES.
- Completion of the multimodal operational, physical, and signal improvements at the intersection of Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. Abingdon Drive, in coordination with the City and pending NPS approval.

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DSUP#2025-10012 (PRGS Block C)

- Construct all roads adjacent to the block in final condition and fully operational, including section of the Woonerf adjacent to the Central/Waterfront Plaza and interim roadway on the northern property line of Block D from the Woonerf to Road C.
- Installation of permanent bus facilities adjacent to Block D.
- Provide substantial completion of the following improvements (**excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines**) and open the following areas to the public prior to issuance of any certificates of occupancy past the first 50 percent of residential units:
 - Construct the tot lot and kids play water feature section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan.
 - Construct in final condition the Central/Waterfront Plaza adjacent to Block D. (P&Z) (T&ES) (RP&CA) (PC)

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

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

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CDD#2025-00004
DSUP#2025-10011; ENC#2025-00003 (PRGS Block B)
DSUP#2025-10012 (PRGS Block C)

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

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

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

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

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

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

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DSUP#2025-10012 (PRGS Block C)

in CDD Condition 139 for reductions in embodied carbon, staff noted that the use of the term relates to the accepted materials and process, and a specific LEED credit related to embodied carbon.

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

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

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

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

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

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

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

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

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

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

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

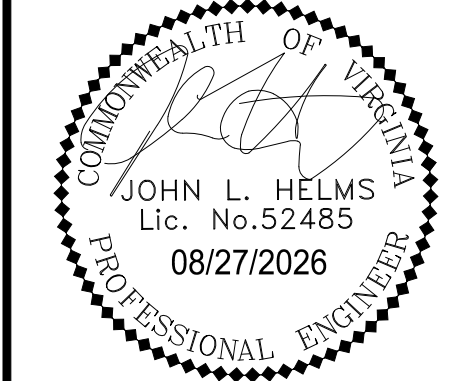
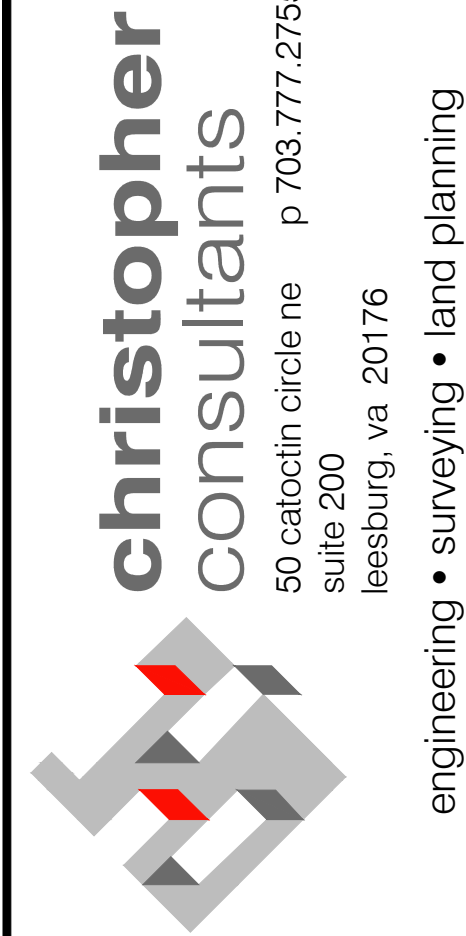
William Hamm, economist and resident of Old Town North, expressed concerns about transportation impacts because the applicant used traffic data from 2022. Mr. Hamm requested deferral to allow for updated transportation studies.

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

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

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

8



POTOMAC RIVER
GENERATING STATION
CONCEPTUAL DEVELOPEMENT PLAN
CITY OF ALEXANDRIA, VIRGINIA

	07-30-2021	12-09-2021	02-25-2022	10-07-2022	07-07-2023	08-17-2023	08-27-2026	MARK	DATE	DESCRIPTION
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PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: NA
DESIGN: JH
DRAWN: MG
CHECKED: KMW

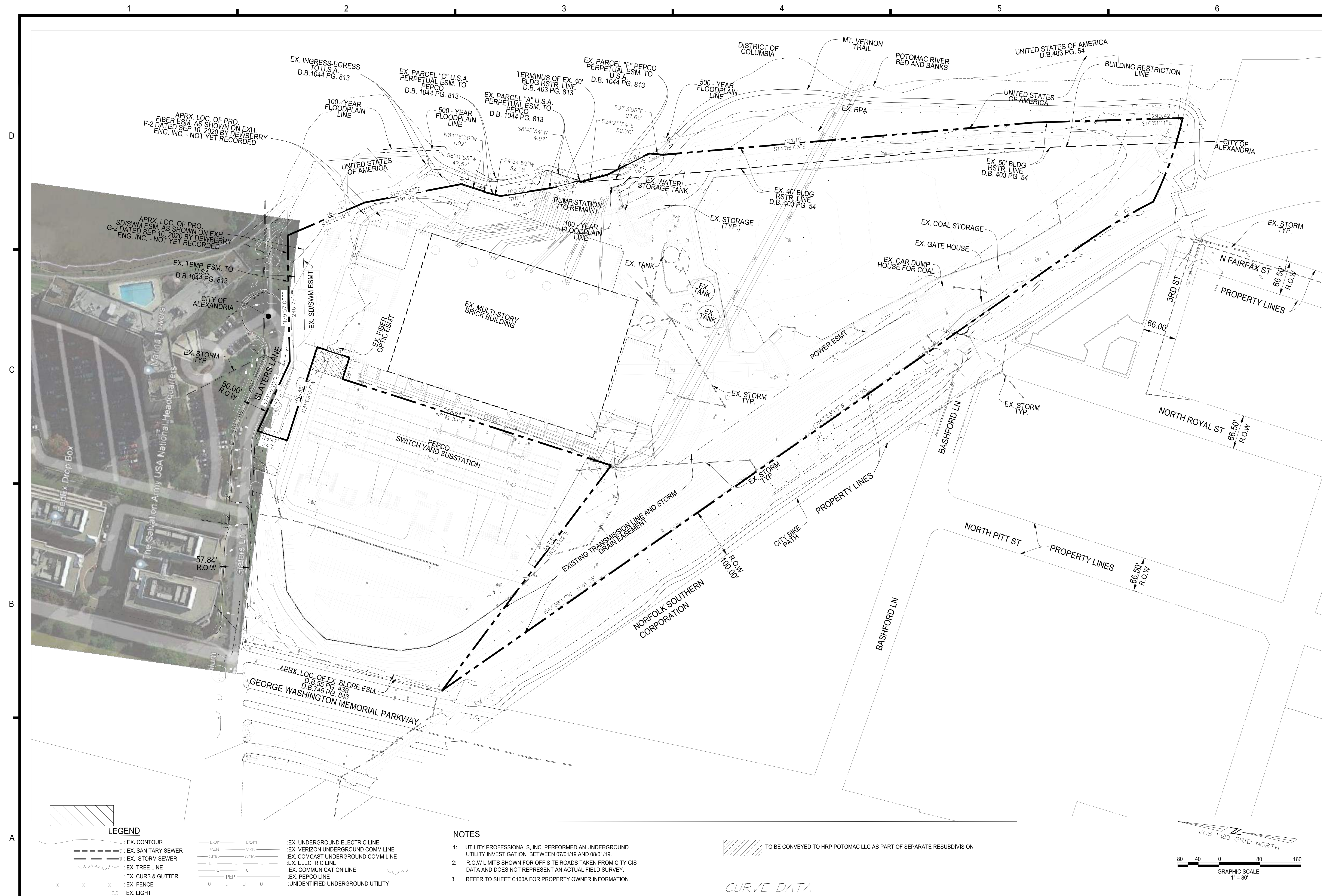
SHEET TITLE:

FINAL
CONDITIONS

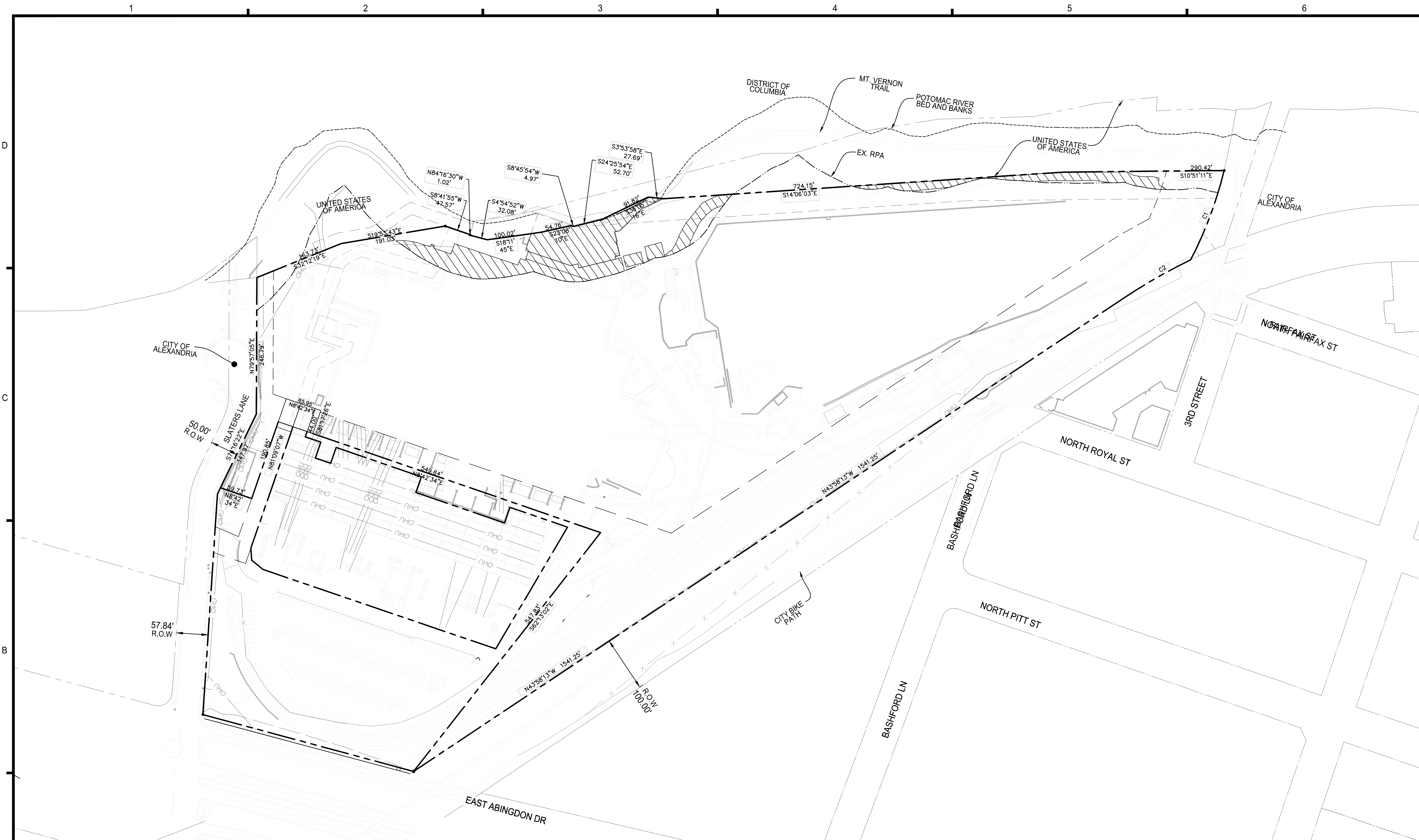
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C001

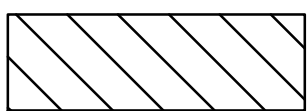
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	CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions	
	27. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Development Right of Way prior to any land disturbing activities. If the CLD changes during demolition and site remediation activities, that change must be noted in a letter to the Division Chief. (T&ES) 28. Prior to commencing demolition, clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to provide an overview of the demolition and remediation actions and review the location of construction worker parking, plan for temporary circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES) 28.1 No certificates of occupancy will be issued for blocks B or C until the above-grade power plant is completely abated and removed. (CC) 28.2 If construction mobilization for blocks D, E or F has not begun after the finalization of deconstruction of the above-grade power plant structures, the area east of Road A and north of Block C shall be protected and inaccessible to the public via a fence and the ground will be stabilized to mitigate potential dust and erosion and to ensure that any contaminated surface soils (if applicable) are not accessible. (CC) E. PHASING 29. The applicant shall construct future development within the CDD Conceptual Design Plan area in phases, with each block as a phase. The following conditions contemplate the phasing, unless revised through a future Supplemental Phasing Plan: a. Improvements to the Waterfront Park and the Rail Corridor Park are anticipated to be delivered on a block-by-block basis in accordance with the Amended Phasing Plan attached hereto (See Sheet 1 of Amended Phasing Plan or Sheet A300 of the amended Conceptual Design Plan). b. Infrastructure improvements are anticipated to be delivered on a block-by-block basis in accordance with the Amended Phasing Plan attached hereto (See Sheets 2-8 of the Amended Phasing Plan or Sheet A300 of the amended Conceptual Design Plan). a. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following physical improvements with the completion of Block B or the first building (except for Block A). Provide the following improvements prior to the first certificate of occupancy for a residential unit: i. Road A constructed in interim condition (including roadway, sidewalks and interim multimodal facilities to the satisfaction of the Director of T&ES) from southern property line to Slaters Lane. ii. The extension of N. Fairfax Street northward into the site from the N. Fairfax Street and Third Street intersection and the extension of N. Royal		ii. Construct all roads adjacent to the block in final condition and fully operational except the temporary road connection from the Woonerf to Road C adjacent to Building C. iii. Construct the Woonerf section directly adjacent to Block C in final condition. b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Implementation of a final design for Waterfront Park to the northern edge of the Great Lawn, with a connection to the Mount Vernon Trail including an interim condition for a portion of the connection, pending approval from NPS for off-site connections and to the satisfaction of the Directors of T&ES and P&Z. ii. Implementation of a final design for Rail Corridor Park section between N. Royal Street and Road C, including the Sensory Garden, and the Passive Lawn per the Amended Phasing Plan. (P&Z) (T&ES) (RP&CA) (PC) (CC) 30. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block D: a. Provide the following improvements prior to the first certificate of occupancy for a residential unit: i. Construct the Woonerf section from northern edge of Block C to back of curb of the northern edge of the temporary extension of Road C. ii. A Feasibility Study as more particularly described in Condition 37 below. iii. Completion of the streetscape (excluding roadway) improvements in permanent/final condition to Slaters Lane east of the GWMP (east of the NPS right-of-way line) and the intersection with Road A and N. Fairfax Street, and the multimodal trail connection between the Slaters Lane end and the Mount Vernon Trail if NPS approval has been granted. The permanent/final condition of improvements to Slaters Lane may be delayed if potential construction traffic impacts make interim conditions more appropriate subject to the determination and satisfaction of the Director of T&ES. iv. Completion of the multimodal operational, physical, and signal improvements at the intersection of Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. Abingdon Drive, in coordination with the City and pending NPS approval. v. Construct all roads adjacent to the block in final condition and fully operational, including section of the Woonerf adjacent to the Central/Waterfront Plaza and interim roadway on the northern property line of Block D from the Woonerf to Road C.		iii. Construct the portion of the Pepco Liner open space generally adjacent to Block E consistent with the geographical delineation in the Amended Phasing Plan. (P&Z) (T&ES) (RP&CA) (PC) (CC) 31. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block E or F, whichever comes last. a. Provide the following improvements prior to the first certificate of occupancy for a residential unit: i. Construct all roads adjacent to the block in final condition and fully operational. ii. Final construction of Slaters Lane roadway east of the GWMP / NPS property. iii. All remaining improvements to the public realm (dedicated public roadway and public access easement) shall be constructed in finalized condition. iv. Construction of an east-west road connection to the GWMP if determined to be feasible and viable by the Feasibility Study described in Condition 37 below and if approved by NPS and other adjacent property owner(s). b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines), and open the following areas to the public within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Construction of the remaining Pepco Liner open space, including "dog leg" area, and Waterfront Park in final condition. ii. Improvements to Rail Corridor Park in final section including the recreational fields and the dog parks unless otherwise impacted by the east-west road connection described in subsection a)(iv) above. (P&Z) (T&ES) (RP&CA) (PC) (CC) 32.1 In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the first request for a certificate of occupancy of Block A: a. Design and construction of the final configuration of the open space adjacent to Block A, in consideration of the use/tenant for Block A and any land transferred to NPS (per the Amended Phasing Plan), pending NPS approval. (P&Z) (T&ES) (RP&CA) (PC) 33. The entire length of the proposed Road A, between Slaters Lane and the N. Fairfax Street extension, shall be constructed in an interim condition with Block B. The interim conditions prior to construction of future buildings and blocks should be designed as follows: a. Temporary streetscapes improvements (asphalt sidewalk and lighting) and base paving for the street may be provided as an interim condition and shall be		a. Signal equipment upgrade to implement appropriate signal timing adjustments, capable of transit priority, and emergency preemption on all approaches. b. Widened crossing within the existing medians on north and south side of the intersection with appropriate separation from travel lanes. c. Dedicated bike facilities through the intersection. d. Relocation or removal of existing signal poles. e. Lane reconfiguration. f. Additional left turn lanes on E. Abingdon Drive and W. Abingdon Drive. 37. As part of the building DSUP that reaches 1.25 million SF (GFA) of development, the applicant shall include a Feasibility Study of limited scope (as defined herein) with their DSUP submission. a. The Feasibility Study will be done to determine if the east-west connection from Road A to E. Abingdon Drive, the GWMP and/or W. Abingdon Drive is viable due to a change in anticipated conditions within the transportation network associated with the development of the CDD Area or an increase in generated trips due to changes in the anticipated land use within the CDD Area. The scope of the Feasibility Study must be reviewed and approved prior to proceeding and shall be to the satisfaction of the Director of T&ES. b. The Feasibility Study can be incorporated into the required Multimodal Transportation Impact Study if applicable. c. The Feasibility Study shall analyze design alternatives that include, but may not be limited to, a signalized intersection to W. Abingdon Drive, stopped condition at E. Abingdon Drive operating as its existing one-way operation, and/or a stopped condition at E. Abingdon Drive operating as two-way from Slaters Lane to the new connection. In addition, the Feasibility Study shall include identification of the existing landowners at the intersection at the time the Feasibility Study is conducted as well as the appropriate process (regulatory or otherwise) to acquire the land and to implement said design alternatives. d. The Feasibility Study's analysis of viability will include a cost benefit analysis related to the any associated benefits to the transportation network in the CDD Area versus the overall cost to implement the design alternatives studied. e. In the event the east-west connection is deemed feasible and viable by the Director of T&ES, the developer shall contribute funds for that portion of the future design and construction of the east-west connection's preferred alternative design as recommended through the Feasibility Study. f. Each plan shall not include any elements or features that would conflict or preclude a potential east-west connection. (T&ES) 38. <i>(condition deleted)</i> 39. <i>(condition deleted)</i> 40. The construction management plan shall provide but is not limited to a circulation plan depicting the temporary pedestrian, bicycle and vehicular circulation during the different construction phases. The plan shall identify temporary sidewalks, fencing around the site		57			
	CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions	
	Street northeastward into the site (Road B) from the N. Royal Street and Bashford Lane intersection shall be constructed in the final condition and fully operational subject to approval of Norfolk Southern. iii. Construct all roads adjacent to the block in final condition and fully operational. iv. Construct streetscape on North Fairfax Street in front of Block A in final condition. v. Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD, pending City and NPS approval. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. A contribution of \$180,000 can be provided with the initial Certificates of Occupancy for Block B in lieu of the upgrades consistent with DSP#2023-00001 Condition 41.) b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the public within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Implementation of a final design for the southern third of Waterfront Park, as shown on the Amended Phasing Plan, including a Mount Vernon Trail connection, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z. Block A and areas of NPS property directly adjacent to Block A, as shown on the Amended Phasing Plan, can be provided in an interim state. ii. Implementation of a final design for Rail Corridor Park section between North Royal and North Fairfax streets, including the rehabilitation or reconstruction of the Gate House for public restrooms and potential future retail or restaurant use, to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (RP&CA) (PC) (CC) 30.1 In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block C: a. Provide the following improvements prior to the first certificate of occupancy for a residential unit: i. Installation of permanent bus facilities adjacent to Block C.		vi. Installation of permanent bus facilities adjacent to Block D. b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the public within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Construct the tot lot and kids play water feature section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan. ii. Construct in final condition the Central/Waterfront Plaza adjacent to Block D. (P&Z) (T&ES) (RP&CA) (PC) (CC) 31.1 In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block E or F, whichever comes first: a. Provide the following improvements prior to the first certificate of occupancy for a residential unit: i. Construct all roads adjacent to the block(s) in final condition and fully operational, including the section of the Woonerf directly adjacent to Block E. ii. Completion of the multimodal operational, physical, and signal improvements at the intersection of Slaters Lane with the GWMP, including within the entirety of the NPS right-of-way lines, identified as part of the CDD MTS and Infrastructure DSP in coordination with the City and pending NPS approval. iii. Installation of permanent bus facilities adjacent to Block E. If Block F is constructed first, the applicant shall coordinate with the City on placement of a temporary bus facility by Block E or permanent bus facility on Block F, in coordination with the Infrastructure DSP. b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the public within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Construct improvements in Waterfront Park in final condition, starting north of the Great Lawn, including the Pump House and reconstruction of the caged portion of the Mount Vernon Trail, to the area directly south of the landing area and connection to the proposed kayak launch, pending NPS approval of off-site improvements. ii. Construct the playground, seating grove and multi-use sport court section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan.		constructed and maintained to the satisfaction of the Director of T&ES. The temporary street design shall be represented in the Infrastructure DSP. i. The temporary sidewalk should be a minimum of 8 feet as shown on the CDD Preliminary Site Plan. ii. The temporary streetscape condition shall be replaced with final streetscape conditions, spanning the entire width of the right of way, adjacent to the construction of each Block fronting Road A with seamless transitions to the temporary portion to the satisfaction of the Director of T&ES prior to obtaining the Certificate of Occupancy for each building. (T&ES) 34. The streets and associated streetscape from the building face to back of sidewalk shall be constructed adjacent and fronting any building prior to the first certificate of occupancy for said building in its permanent/final condition to the satisfaction of the Director of T&ES. a. Temporary streetscapes improvements (asphalt sidewalk and lighting) and base paving shall be acceptable if an adjacent block will start construction within 18 months, in which case the later DSUP development will be responsible for the final condition of the street. b. The temporary sidewalk shall be an asphalt sidewalk consistent with the minimum width as shown in the CDD Conceptual Design Plan. (T&ES) 35. Coordination with the City and the National Park Service (NPS) to improve Slaters Lane's signalized intersection for E. Abingdon Drive, W. Abingdon Drive, and the GWMP shall start prior to approval of the Infrastructure DSP and, if approved by the City and NPS, these improvements shall be implemented and/or constructed by the completion of Block E or Block F, whichever is constructed first, and shall be to the satisfaction of the Director of T&ES. (T&ES) a. If improvement requires NPS review and approval, the developer shall submit required documentation to obtain that approval to NPS prior to the Certificate of Occupancy for the first building DSUP. Issuance of the Certificate of Occupancy is not subject to obtaining that approval from NPS. b. (T&ES) 36. Coordination with the City and the NPS to improve Bashford Lane's signalized intersection for E. Abingdon Drive, W. Abingdon Drive, and the GWMP shall start prior to the approval of the Infrastructure DSP and if approved by the City and the NPS, shall be implemented and/or constructed by the completion of Block D and shall be to the satisfaction of the Director of T&ES. (T&ES) a. If improvement requires NPS review and approval, the developer shall submit required documentation to the NPS prior to the Certificate of Occupancy for the first building DSUP. Issuance of the Certificate of Occupancy is not subject to obtaining that approval from NPS. 36.1 Multimodal operational, physical, and signal improvements to the Slaters Lane and Bashford Lane signalized intersections shall be designed and shown in the Infrastructure DSP Plan to the greatest extent feasible to the satisfaction of the Director of T&ES. These improvements may include, but are not limited to:		and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction and during the phasing of the development, including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project. (T&ES) F. DEDICATIONS 41. Prior to the earlier of the final site plan release of i) the Infrastructure DSP or ii) the first Development Special Use Permit for any development block of the CDD Final Site Plan, as applicable, the applicant shall submit subdivision plans, easement plans, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate to the City, or as otherwise directed by the City in fee simple or by easement, the following minimum land dedications, reservations and easements as shown on the final CDD Conceptual Design Plan, and if applicable, the following minimum land dedications in locations necessary for access to a given block from existing streets: a. Dedication of right-of-way for all required new public streets or portions thereof. b. Dedication of right-of-way for all new public streets or portions thereof deemed optional at the discretion of the applicant. c. <i>Condition deleted by Planning Commission</i> d. Granting of a public park and recreational easement for the areas comprised of OS-4, OS-5, OS-6 (Rail Corridor Park), OS-1, OS-2, OS-7 (Waterfront Park), and OS-8, OS-9 and OS-10 (Pepco Liner), and the portion of the Pump House rooftop within the CDD site on the CDD Conceptual Design Plan. e. Granting of a public access easement for the area comprised of OS-3 (Central Plaza). f. Dedication of public access easement for all private rights-of-way. g. Dedication of all other easements that may be required, including but not limited to public access easements and emergency vehicle easements, including for interim purposes. (P&Z) (T&ES) (RP&CA) (PC) 42. The entire length of Road A from the Slaters Lane intersection to the N. Fairfax Street intersection shall be dedicated to the City as a public right-of-way. (T&ES) 43. Any proposed roadway extensions from existing rights-of-way (N. Pitt Street [if constructed], N. Royal Street and N. Fairfax Street) to Road A that are within the CDD Concept Plan area shall be dedicated to the City as public rights-of-way. (T&ES) 44. Streets within the CDD Conceptual Design Plan area shall be dedicated as public streets except: a. Streets and alleys that are located above underground parking facilities. These private streets and private alleys will be coordinated to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services as part of future Development Special Use Permits for individual blocks. b. If an underground garage is not constructed underneath the roadway and/or right-of-way for any portion of N. Fairfax Street and/or the streets surrounding Block F and Block B, staff can request that the rights-of-way for portions of streets that are		61			
	CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions		CDD Conditions	
	Street northeastward into the site (Road B) from the N. Royal Street and Bashford Lane intersection shall be constructed in the final condition and fully operational subject to approval of Norfolk Southern. iii. Construct all roads adjacent to the block in final condition and fully operational. iv. Construct streetscape on North Fairfax Street in front of Block A in final condition. v. Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD, pending City and NPS approval. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. A contribution of \$180,000 can be provided with the initial Certificates of Occupancy for Block B in lieu of the upgrades consistent with DSP#2023-00001 Condition 41.) b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the public within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Implementation of a final design for the southern third of Waterfront Park, as shown on the Amended Phasing Plan, including a Mount Vernon Trail connection, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z. Block A and areas of NPS property directly adjacent to Block A, as shown on the Amended Phasing Plan, can be provided in an interim state. ii. Implementation of a final design for Rail Corridor Park section between North Royal and North Fairfax streets, including the rehabilitation or reconstruction of the Gate House for public restrooms and potential future retail or restaurant use, to the satisfaction of the Director of P&Z. (P&Z) (T&ES) (RP&CA) (PC) (CC) 30.1 In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block C: a. Provide the following improvements prior to the first certificate of occupancy for a residential unit: i. Installation of permanent bus facilities adjacent to Block C.		vi. Installation of permanent bus facilities adjacent to Block D. b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the public within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Construct the tot lot and kids play water feature section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan. ii. Construct in final condition the Central/Waterfront Plaza adjacent to Block D. (P&Z) (T&ES) (RP&CA) (PC) (CC) 31.1 In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Block E or F, whichever comes first: a. Provide the following improvements prior to the first certificate of occupancy for a residential unit: i. Construct all roads adjacent to the block(s) in final condition and fully operational, including the section of the Woonerf directly adjacent to Block E. ii. Completion of the multimodal operational, physical, and signal improvements at the intersection of Slaters Lane with the GWMP, including within the entirety of the NPS right-of-way lines, identified as part of the CDD MTS and Infrastructure DSP in coordination with the City and pending NPS approval. iii. Installation of permanent bus facilities adjacent to Block E. If Block F is constructed first, the applicant shall coordinate with the City on placement of a temporary bus facility by Block E or permanent bus facility on Block F, in coordination with the Infrastructure DSP. b. Provide substantial completion of the following improvements (excluding limited punch list items to the satisfaction of the Director of P&Z and adhering to the Landscape Guidelines) and open the following areas to the public within 90 days of the issuance of the first 50 percent certificate of occupancy or prior to issuance of any certificates of occupancy past the first 90 percent of residential units, whichever occurs first: i. Construct improvements in Waterfront Park in final condition, starting north of the Great Lawn, including the Pump House and reconstruction of the caged portion of the Mount Vernon Trail, to the area directly south of the landing area and connection to the proposed kayak launch, pending NPS approval of off-site improvements. ii. Construct the playground, seating grove and multi-use sport court section of the Rail Corridor Park in final condition consistent with the geographical delineation in the Amended Phasing Plan.		constructed and maintained to the satisfaction of the Director of T&ES. The temporary street design shall be represented in the Infrastructure DSP. i. The temporary sidewalk should be a minimum of 8 feet as shown on the CDD Preliminary Site Plan. ii. The temporary streetscape condition shall be replaced with final streetscape conditions, spanning the entire width of the right of way, adjacent to the construction of each Block fronting Road A with seamless transitions to the temporary portion to the satisfaction of the Director of T&ES prior to obtaining the Certificate of Occupancy for each building. (T&ES) 34. The streets and associated streetscape from the building face to back of sidewalk shall be constructed adjacent and fronting any building prior to the first certificate of occupancy for said building in its permanent/final condition to the satisfaction of the Director of T&ES. a. Temporary streetscapes improvements (asphalt sidewalk and lighting) and base paving shall be acceptable if an adjacent block will start construction within 18 months, in which case the later DSUP development will be responsible for the final condition of the street. b. The temporary sidewalk shall be an asphalt sidewalk consistent with the minimum width as shown in the CDD Conceptual Design Plan. (T&ES) 35. Coordination with the City and the National Park Service (NPS) to improve Slaters Lane's signalized intersection for E. Abingdon Drive, W. Abingdon Drive, and the GWMP shall start prior to approval of the Infrastructure DSP and, if approved by the City and NPS, these improvements shall be implemented and/or constructed by the completion of Block E or Block F, whichever is constructed first, and shall be to the satisfaction of the Director of T&ES. (T&ES) a. If improvement requires NPS review and approval, the developer shall submit required documentation to obtain that approval to NPS prior to the Certificate of Occupancy for the first building DSUP. Issuance of the Certificate of Occupancy is not subject to obtaining that approval from NPS. b. (T&ES) 36. Coordination with the City and the NPS to improve Bashford Lane's signalized intersection for E. Abingdon Drive, W. Abingdon Drive, and the GWMP shall start prior to the approval of the Infrastructure DSP and if approved by the City and the NPS, shall be implemented and/or constructed by the completion of Block D and shall be to the satisfaction of the Director of T&ES. (T&ES) a. If improvement requires NPS review and approval, the developer shall submit required documentation to the NPS prior to the Certificate of Occupancy for the first building DSUP. Issuance of the Certificate of Occupancy is not subject to obtaining that approval from NPS. 36.1 Multimodal operational, physical, and signal improvements to the Slaters Lane and Bashford Lane signalized intersections shall be designed and shown in the Infrastructure DSP Plan to the greatest extent feasible to the satisfaction of the Director of T&ES. These improvements may include, but are not limited to:		and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction and during the phasing of the development, including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project. (T&ES)					



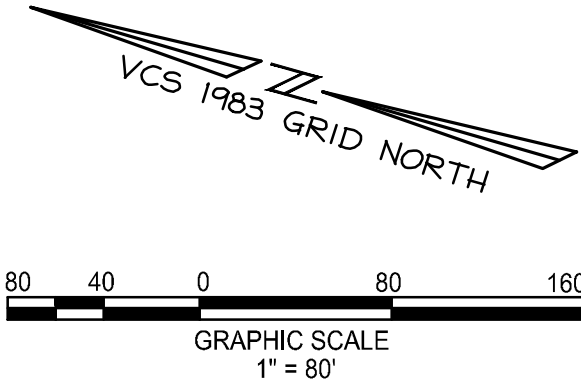
1	07-30-2021	FIRST SUBMISSION
2	12-08-2021	SECOND SUBMISSION
3	02-25-2022	COMPLETION SUBMISSION
4	10-07-2022	FINAL CDD SUBMISSION
5	07-07-2023	SECOND FINAL CDD SUBMISSION
6	08-17-2023	THIRD FINAL CDD SUBMISSION
MARK	DATE	DESCRIPTION

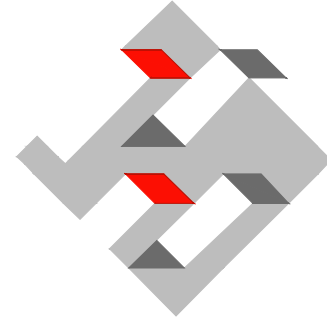


LEGEND:



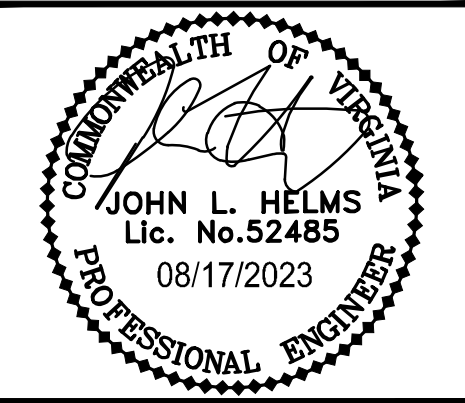
EXISTING IMPERVIOUS AREA WITHIN RPA = 35,873 S.F. (0.8235 Ac)





christopher
consultants

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suite 200
leesburg, va 20176
p 703.777.2755
engineering surveying land planning



JOHN L. HELMS
Lic. No. 52485
08/17/2023
PROFESSIONAL ENGINEER

POTOMAC RIVER
GENERATING STATION
CONCEPTUAL DEVELOPEMENT PLAN

CITY OF ALEXANDRIA, VIRGINIA

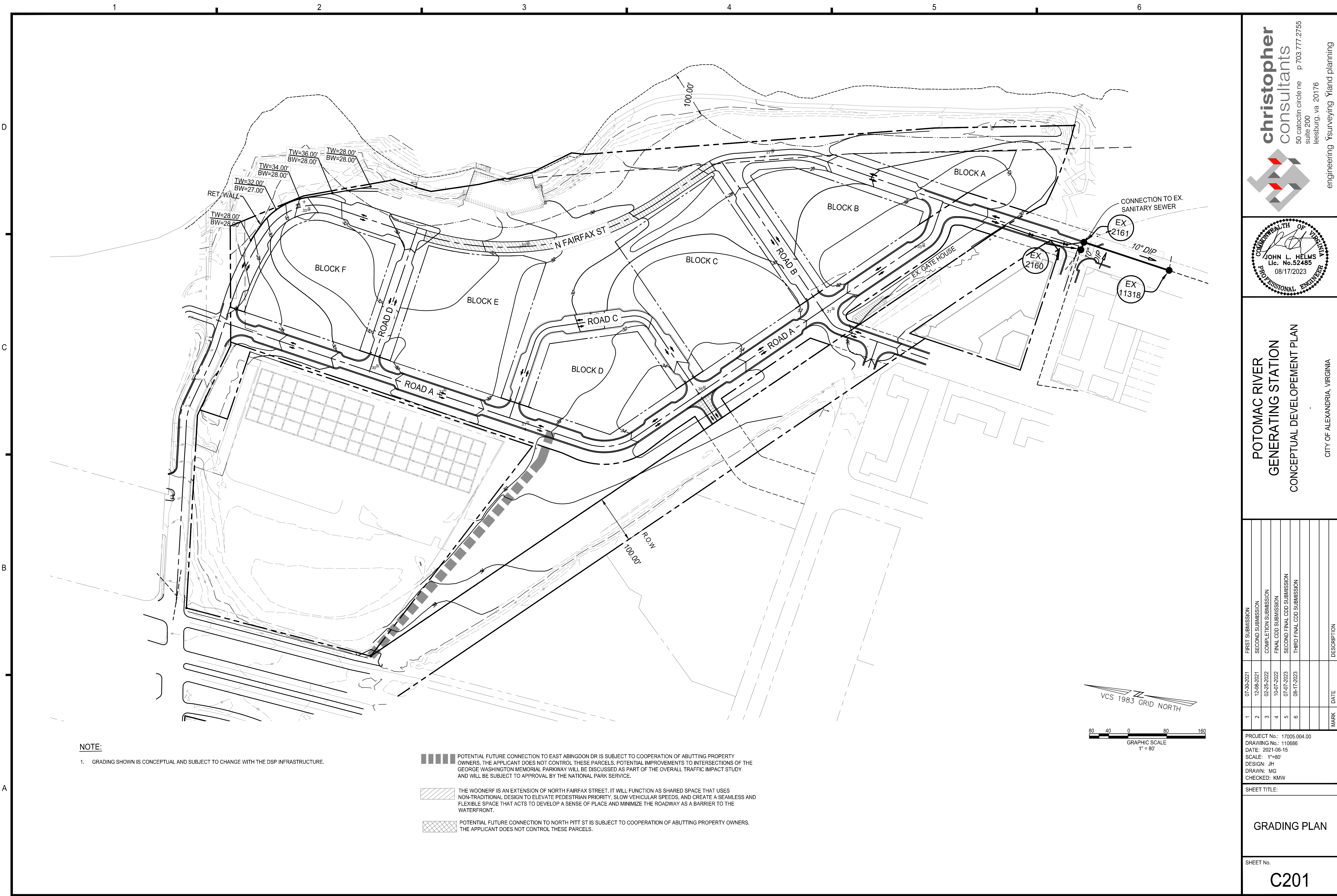
MARK	DATE	DESCRIPTION
1	07-30-2021	FIRST SUBMISSION
2	12-08-2021	SECOND SUBMISSION
3	02-25-2022	COMPLETION SUBMISSION
4	10-07-2022	FINAL CDD SUBMISSION
5	07-07-2023	SECOND FINAL CDD SUBMISSION
6	06-17-2023	THIRD FINAL CDD SUBMISSION

PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: 1"=80'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

SHEET TITLE:

EXISTING
IMERVIOUS AREA
WITHIN RPA

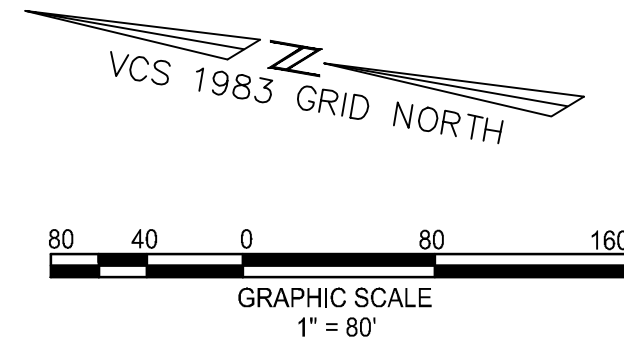
SHEET No.
C101

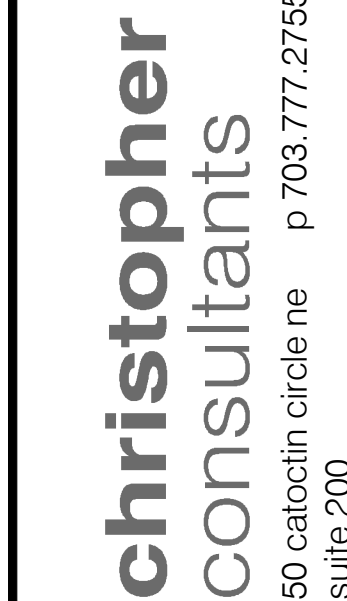


NOTE:

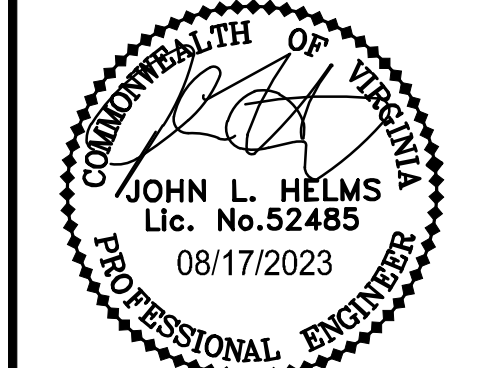
1. GRADING SHOWN IS CONCEPTUAL AND SUBJECT TO CHANGE WITH THE DSP INFRASTRUCTURE.

-  POTENTIAL FUTURE CONNECTION TO EAST ABINGDON DR IS SUBJECT TO COOPERATION OF ABUTTING PROPERTY OWNERS. THE APPLICANT DOES NOT CONTROL THESE PARCELS. POTENTIAL IMPROVEMENTS TO INTERSECTIONS OF THE GEORGE WASHINGTON MEMORIAL PARKWAY WILL BE DISCUSSED AS PART OF THE OVERALL TRAFFIC IMPACT STUDY AND WILL BE SUBJECT TO APPROVAL BY THE NATIONAL PARK SERVICE.
-  THE WOONERF IS AN EXTENSION OF NORTH FAIRFAX STREET. IT WILL FUNCTION AS SHARED SPACE THAT USES NON-TRADITIONAL DESIGN TO ELEVATE PEDESTRIAN PRIORITY, SLOW VEHICULAR SPEEDS, AND CREATE A SEAMLESS AND FLEXIBLE SPACE THAT ACTS TO DEVELOP A SENSE OF PLACE AND MINIMIZE THE ROADWAY AS A BARRIER TO THE WATERFRONT.
-  POTENTIAL FUTURE CONNECTION TO NORTH PITT ST IS SUBJECT TO COOPERATION OF ABUTTING PROPERTY OWNERS. THE APPLICANT DOES NOT CONTROL THESE PARCELS.





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JOHN L. HELMS
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08/17/2023
PROFESSIONAL ENGINEER

POTOMAC RIVER
GENERATING STATION
CONCEPTUAL DEVELOPEMENT PLAN

CITY OF ALEXANDRIA, VIRGINIA

1	2	3	4	5	6	MARK	DATE	DESCRIPTION
07-30-2021	12-08-2021	02-25-2022	10-07-2022	07-07-2023	06-17-2023			
FIRST SUBMISSION	SECOND SUBMISSION	COMPLETION SUBMISSION	FINAL CDD SUBMISSION	SECOND FINAL CDD SUBMISSION	THIRD FINAL CDD SUBMISSION			

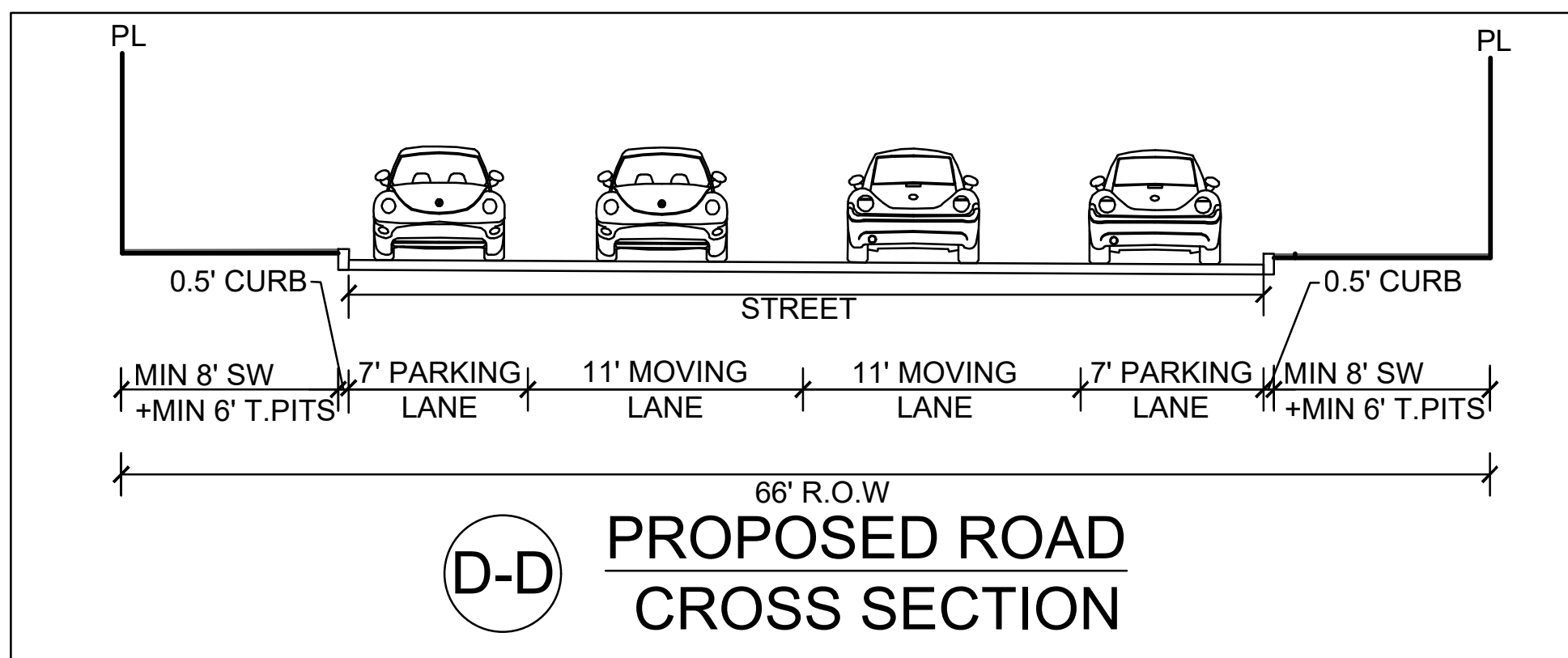
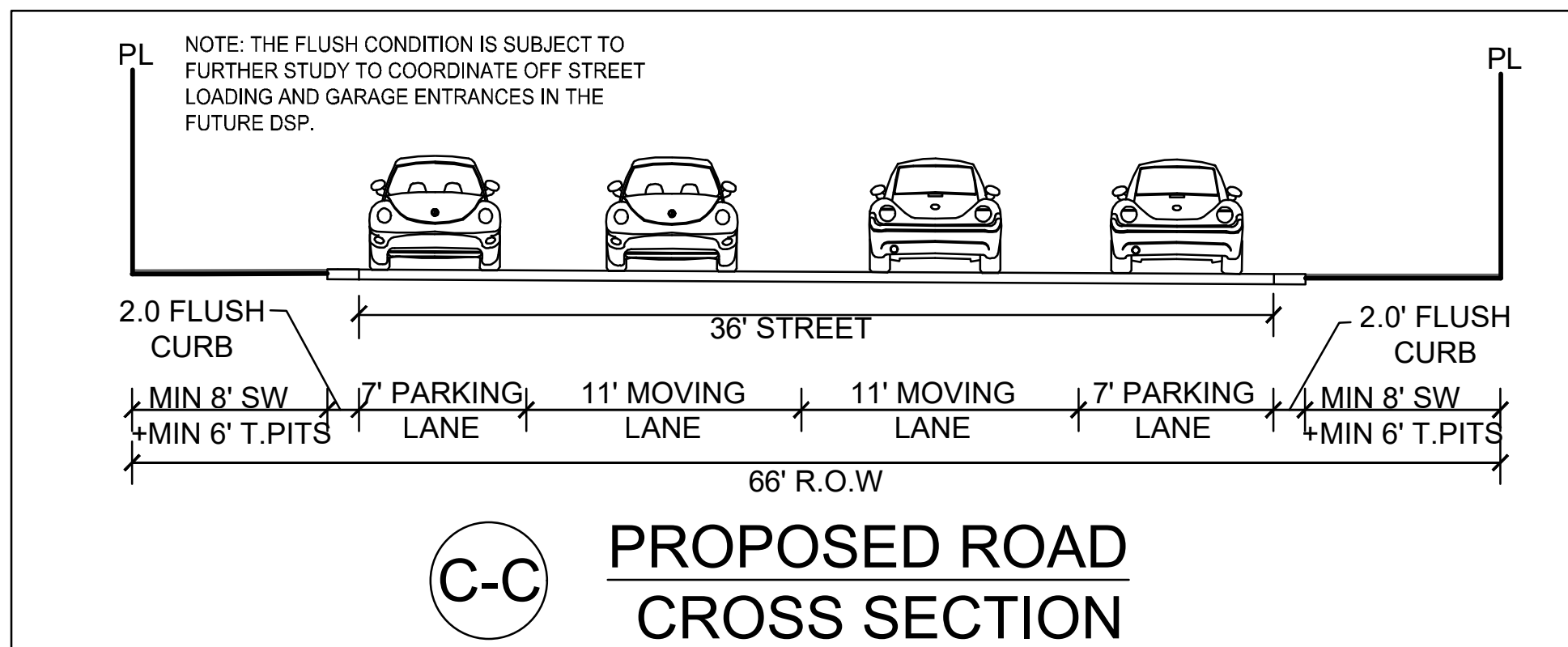
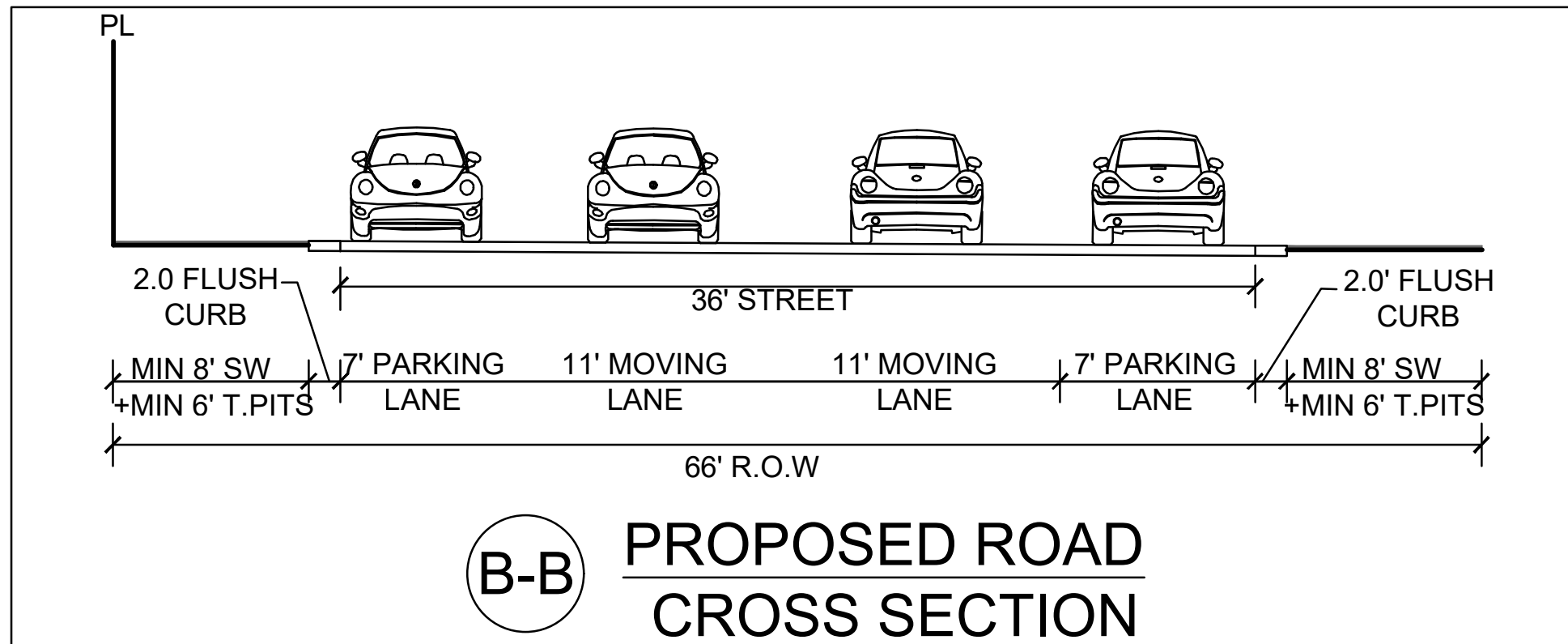
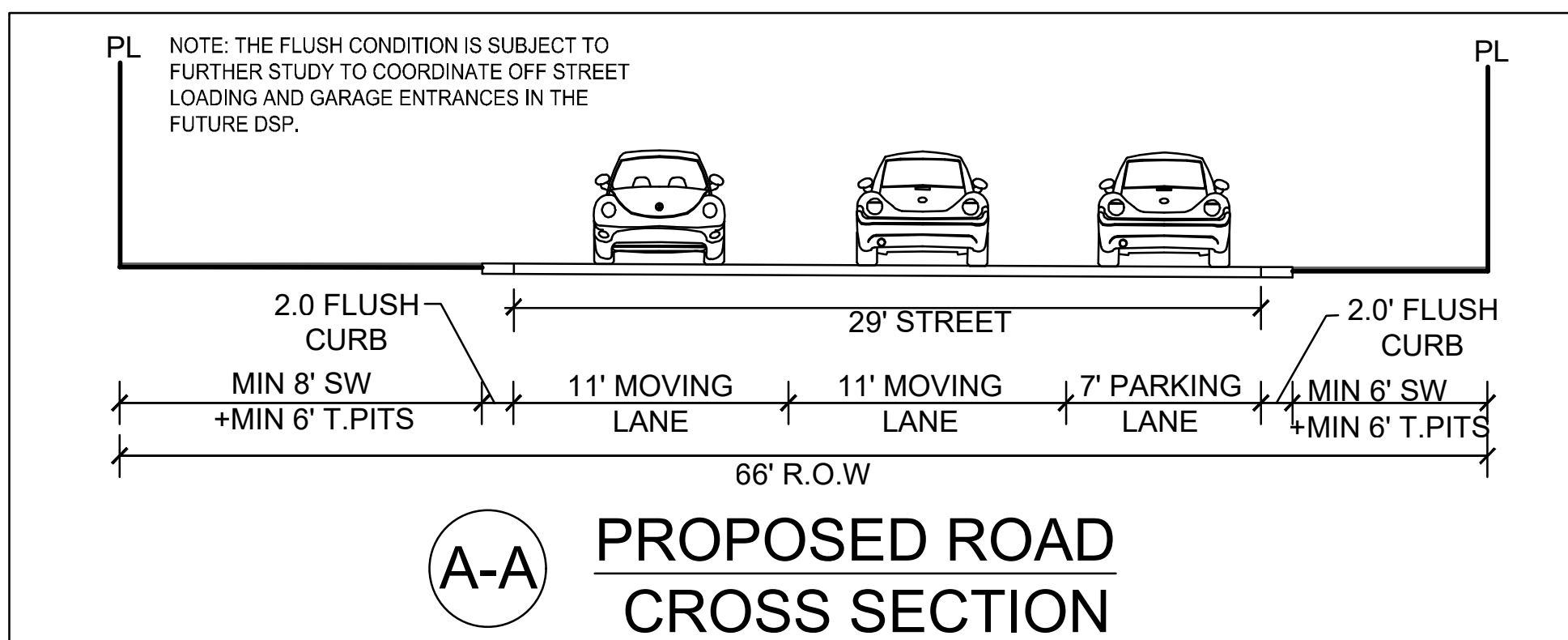
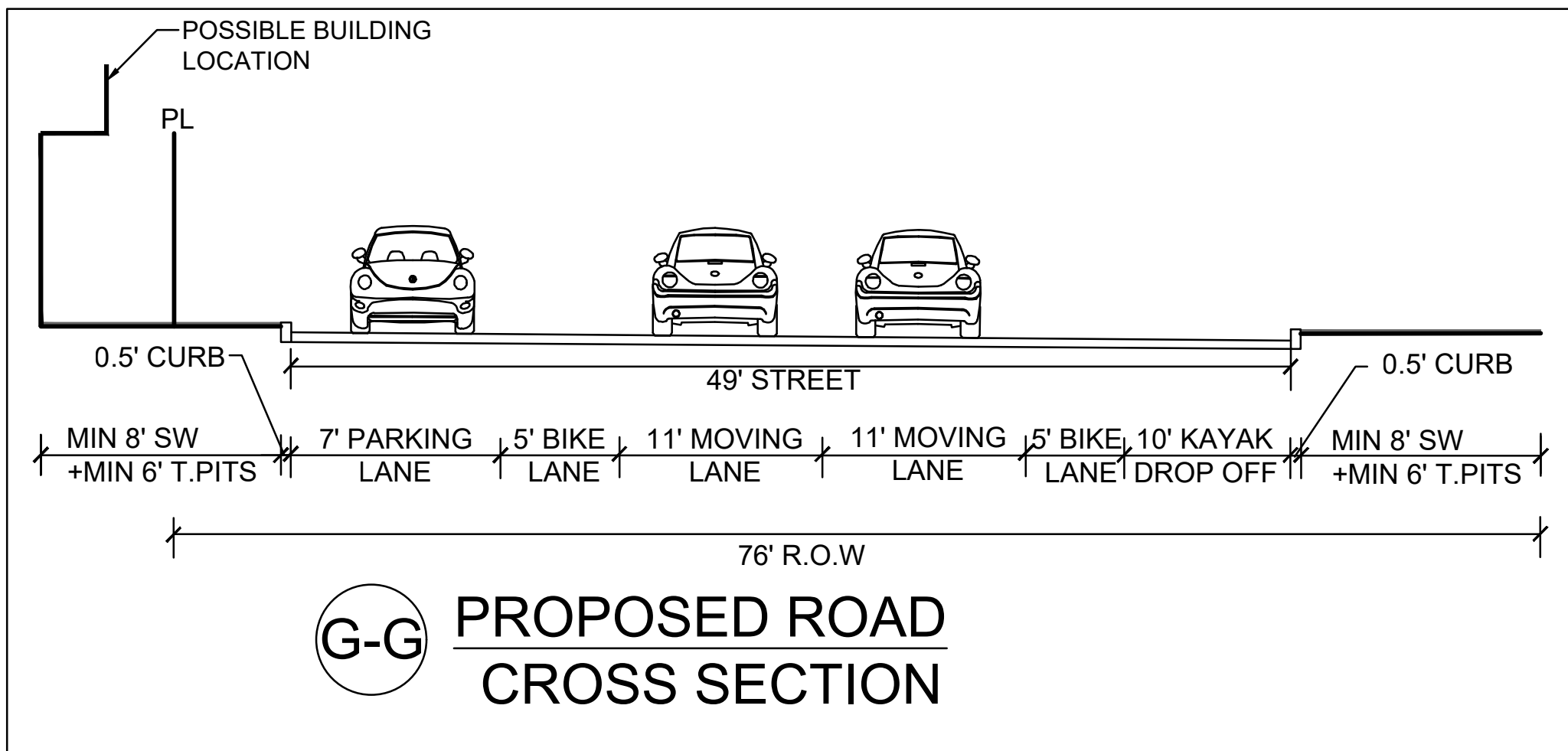
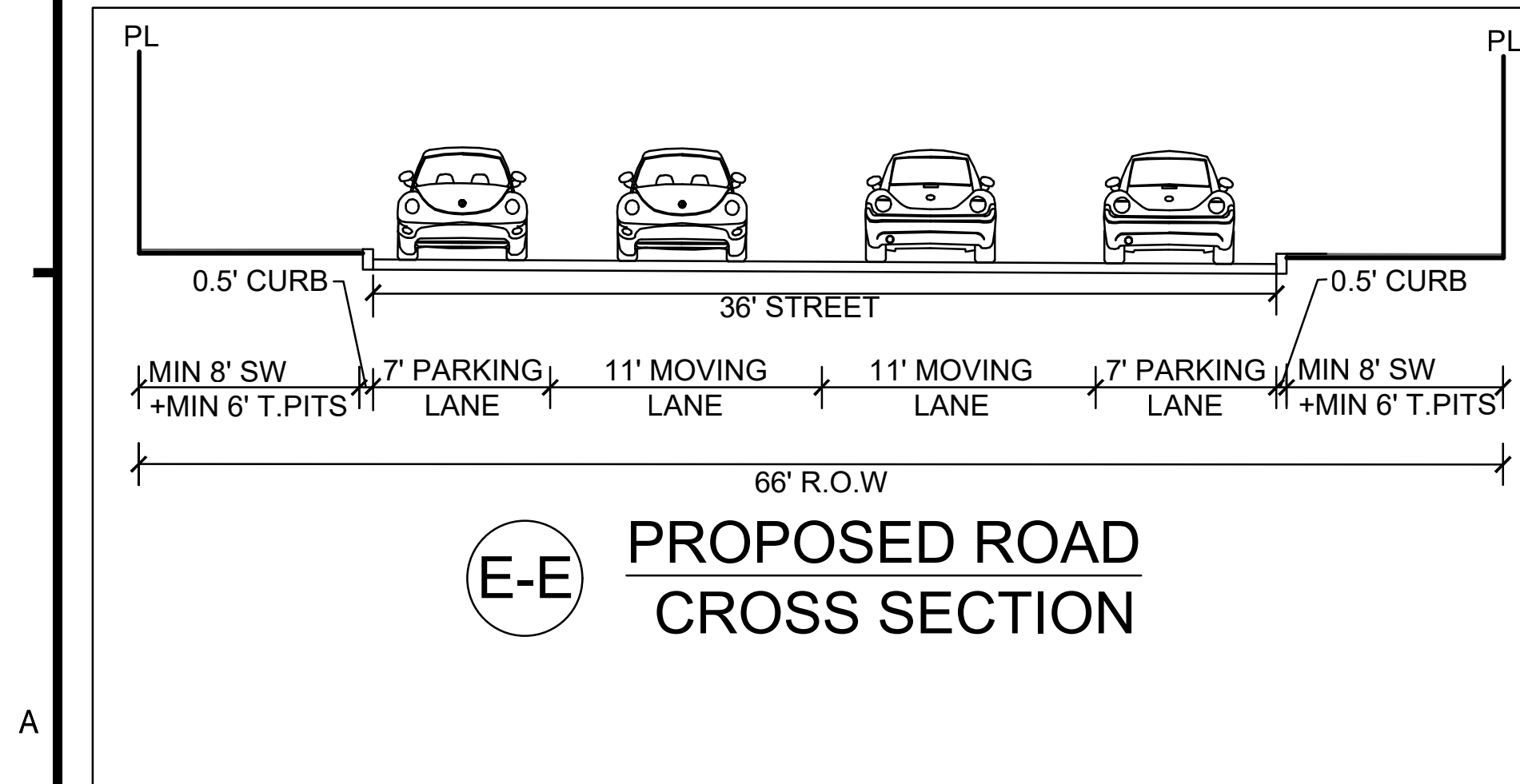
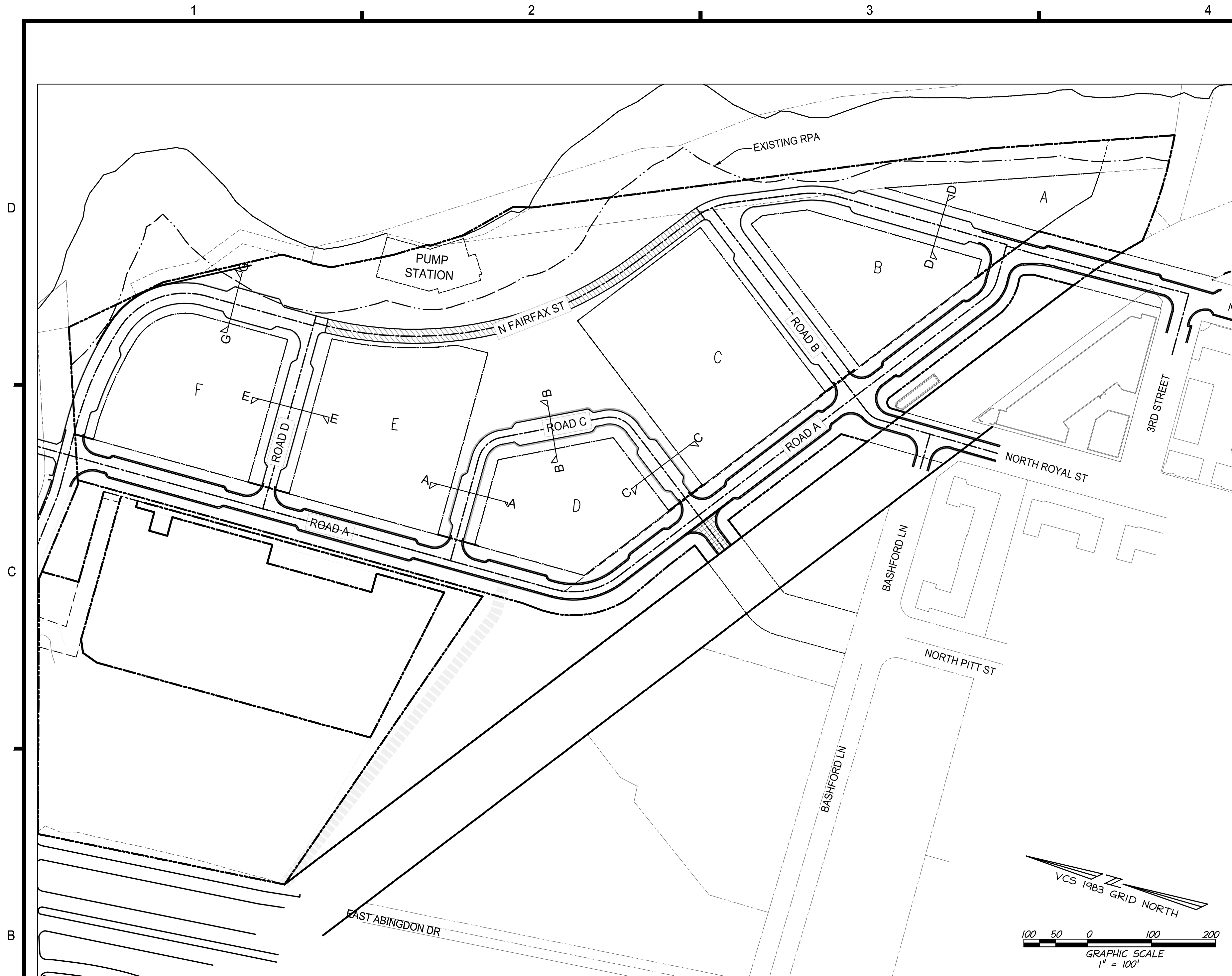
PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: 1"=80'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

SHEET TITLE:

GRADING PLAN

SHEET No.

C201



NOTES:
1. FINAL WIDTH AND CONFIGURATION OF SECTIONS WILL BE DETERMINED AS PART OF THE INFRASTRUCTURE DSP.

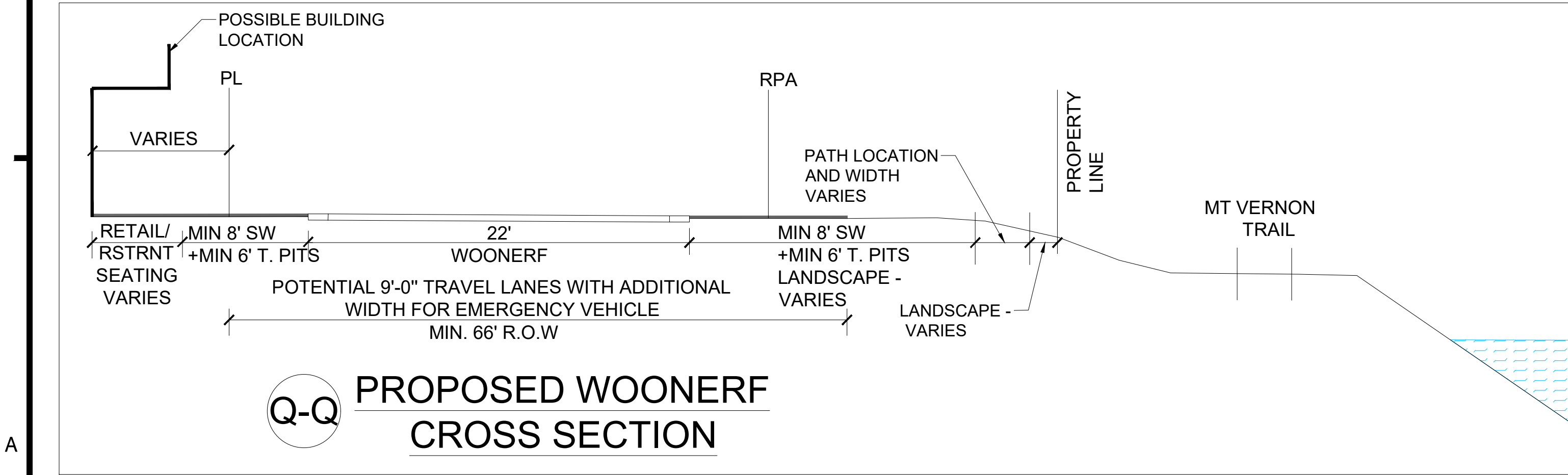
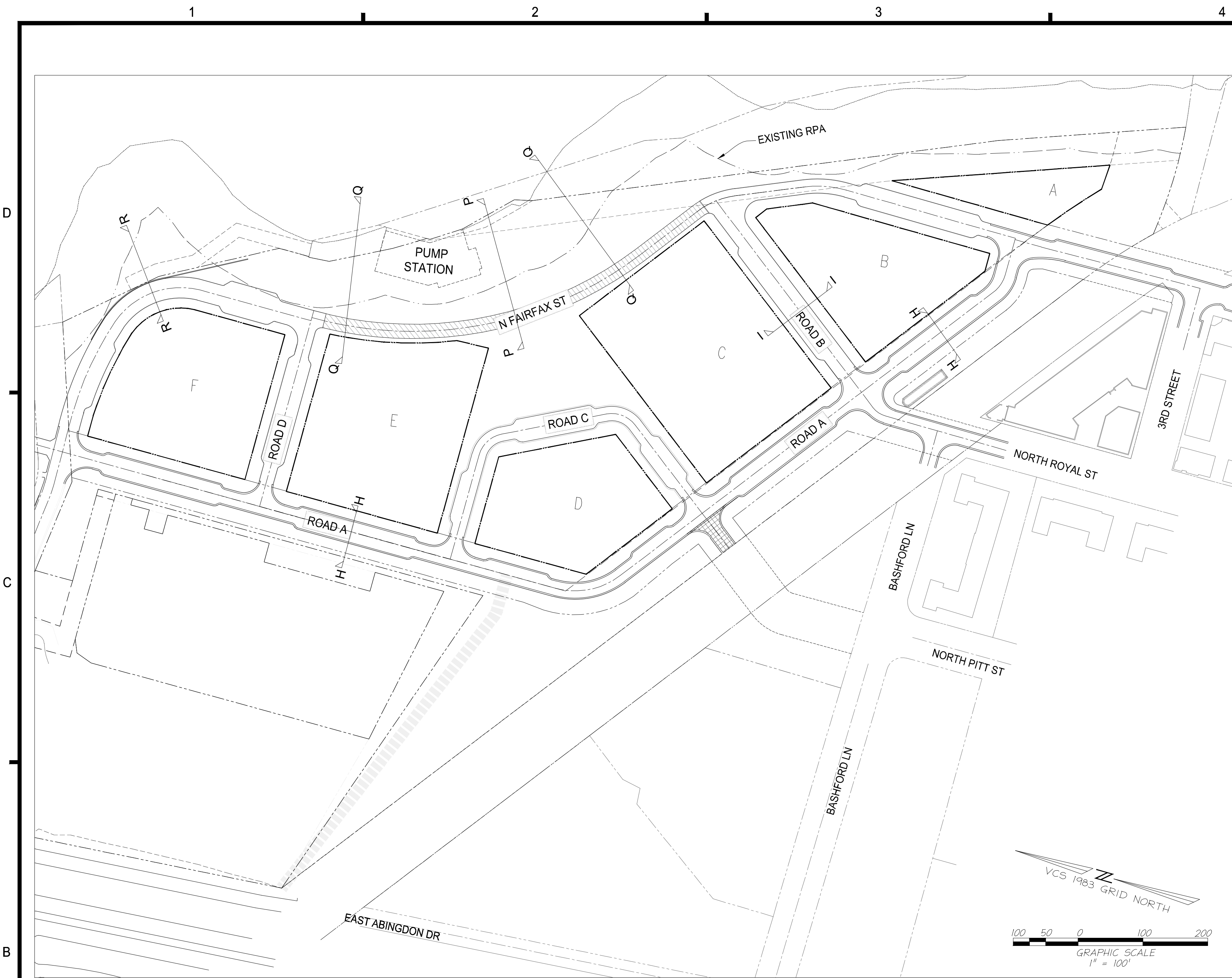
LEGEND:
T.PITS : TREE PITS
R.O.W. : RIGHT OF WAY
SW : SIDEWALK
PL : PARCEL LINE
L : LENGTH

MARK	DATE	DESCRIPTION
1	07-30-2021	FIRST SUBMISSION
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6	08-17-2023	THIRD FINAL CDD SUBMISSION

PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: 1"=100'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

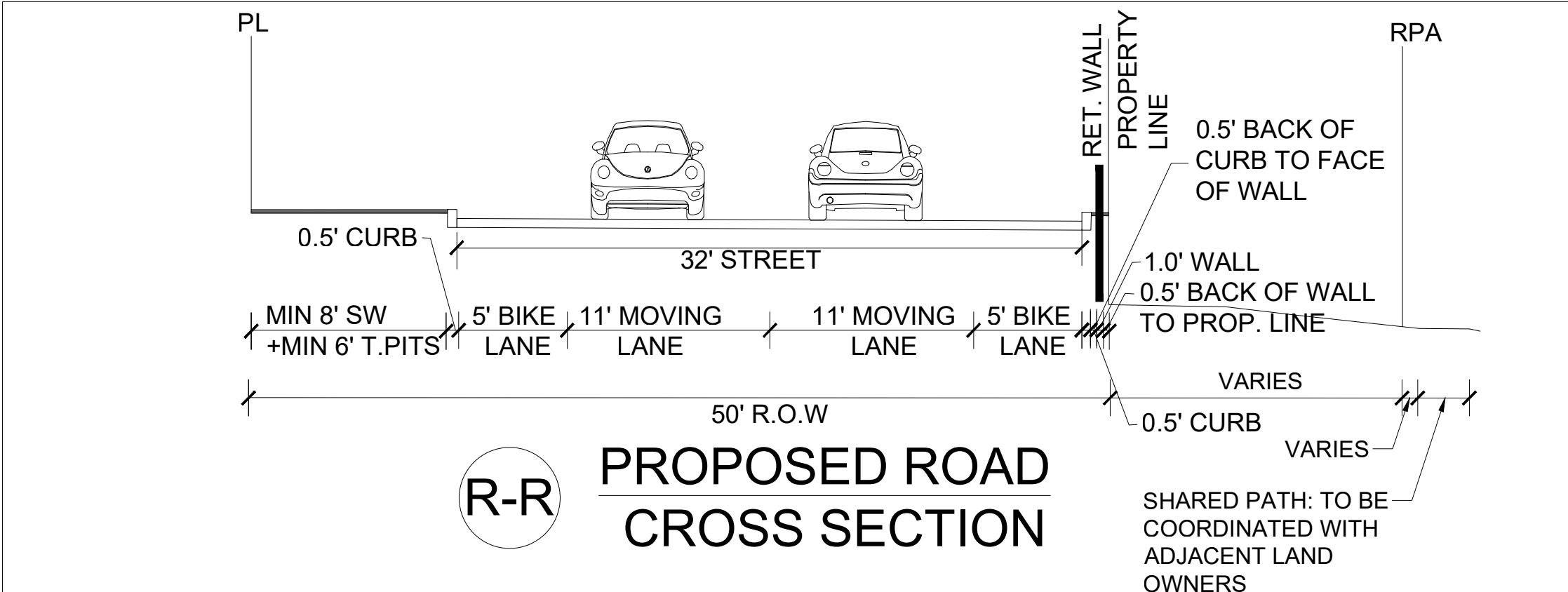
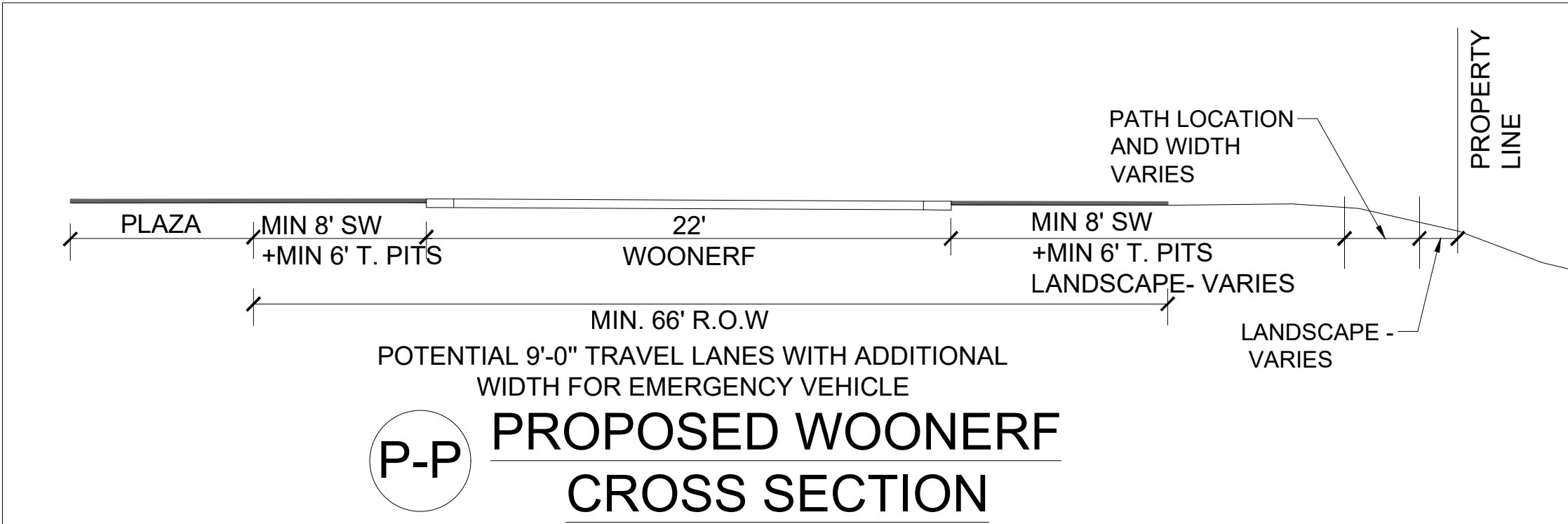
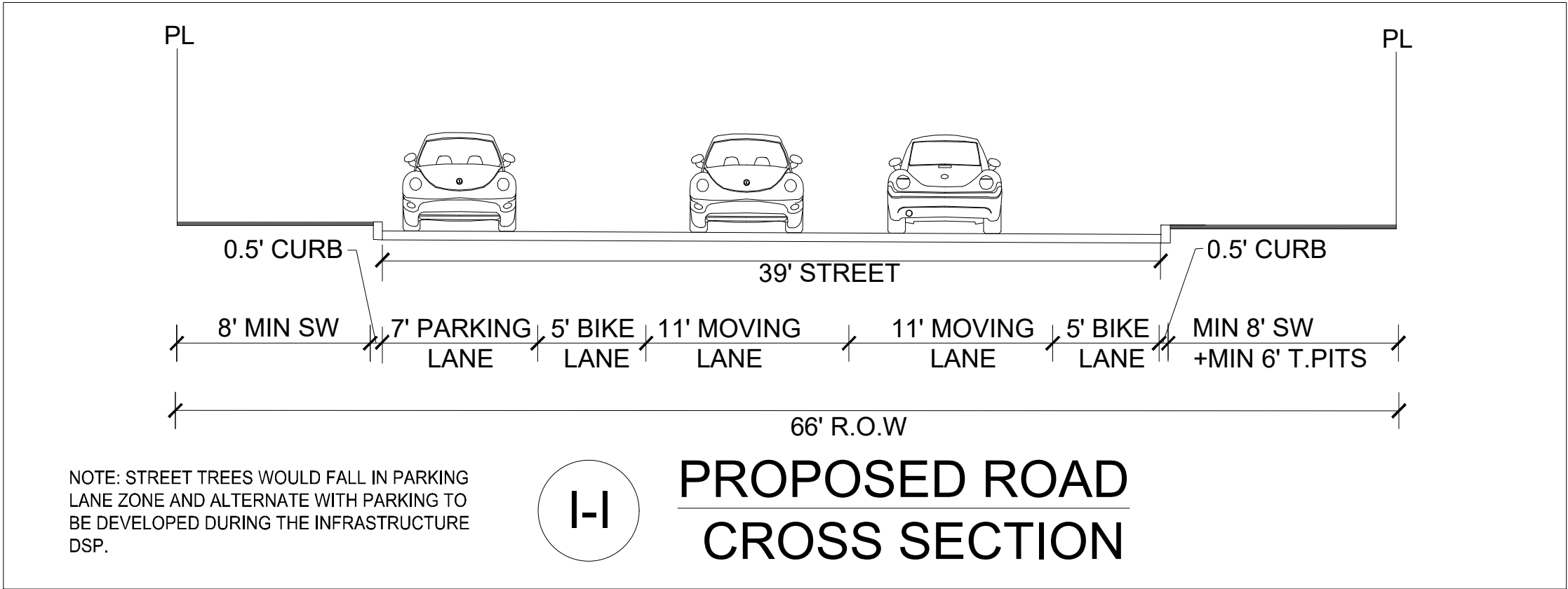
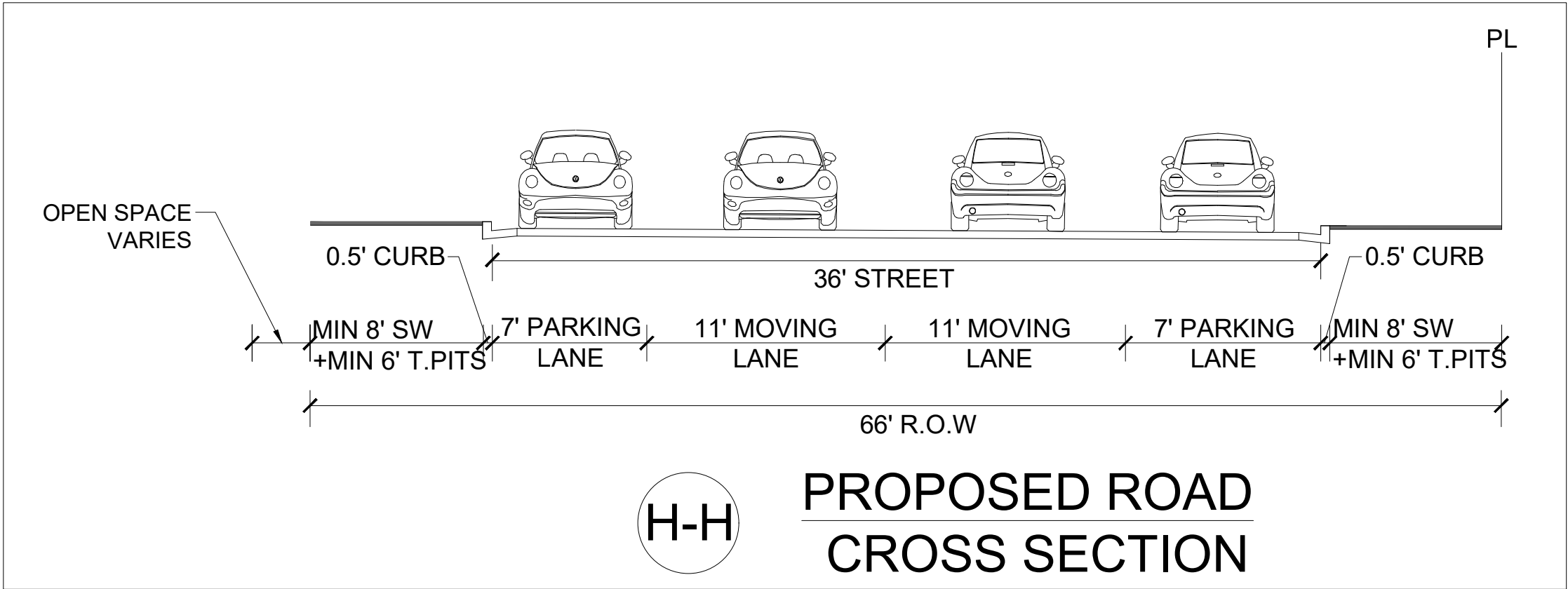
SHEET TITLE:

**STREET
CROSS-SECTIONS**



NOTES:
1. FINAL WIDTH AND CONFIGURATION OF SECTIONS WILL BE DETERMINED AS PART OF THE INFRASTRUCTURE DSP.

LEGEND:
T. PITS : TREE PITS
R.O.W. : RIGHT OF WAY
SW : SIDEWALK
PL : PARCEL LINE
L : LENGTH



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POTOMAC RIVER
GENERATING STATION
CONCEPTUAL DEVELOPEMENT PLAN

CITY OF ALEXANDRIA, VIRGINIA

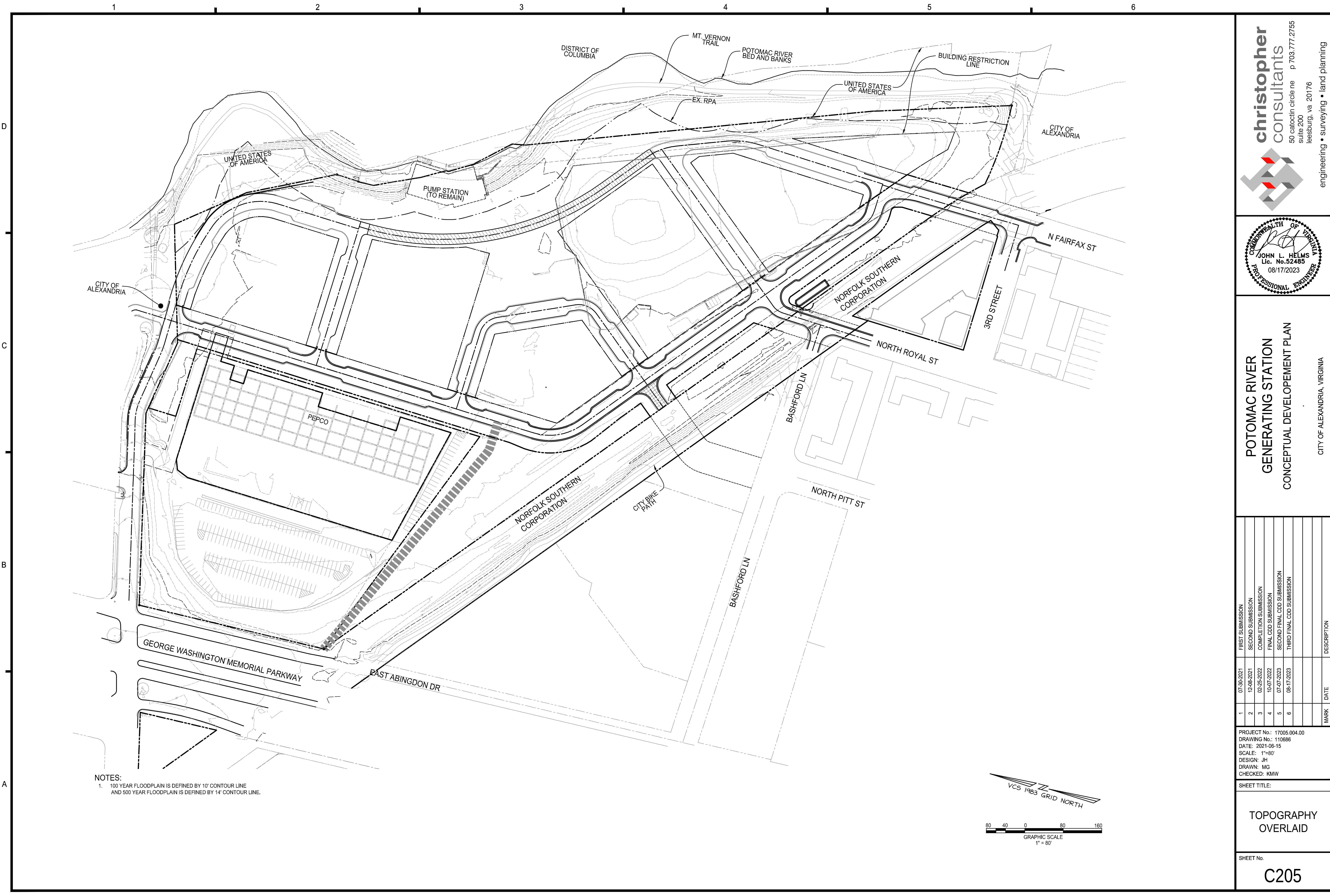
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PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: 1"=100'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

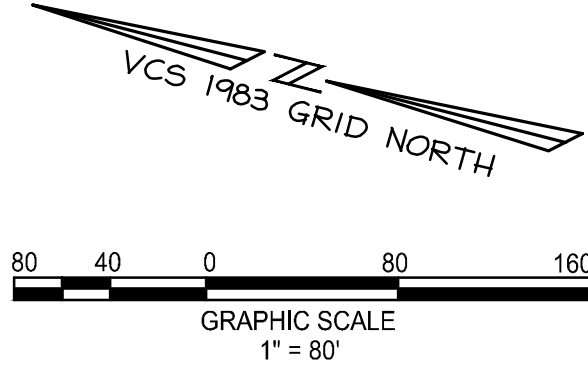
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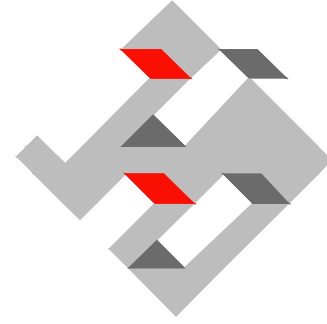
STREET
CROSS-SECTIONS

SHEET No.
C203

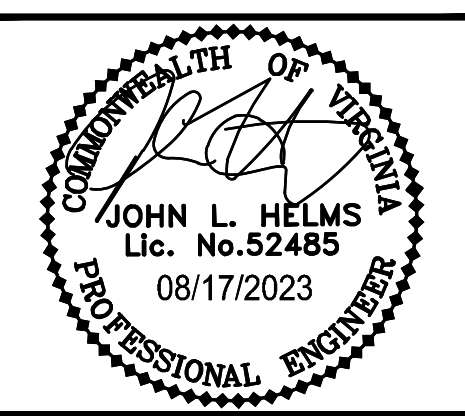


NOTES:
1. 100 YEAR FLOODPLAIN IS DEFINED BY 10' CONTOUR LINE
AND 500 YEAR FLOODPLAIN IS DEFINED BY 14' CONTOUR LINE.





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**POTOMAC RIVER
GENERATING STATION
CONCEPTUAL DEVELOPEMENT PLAN**

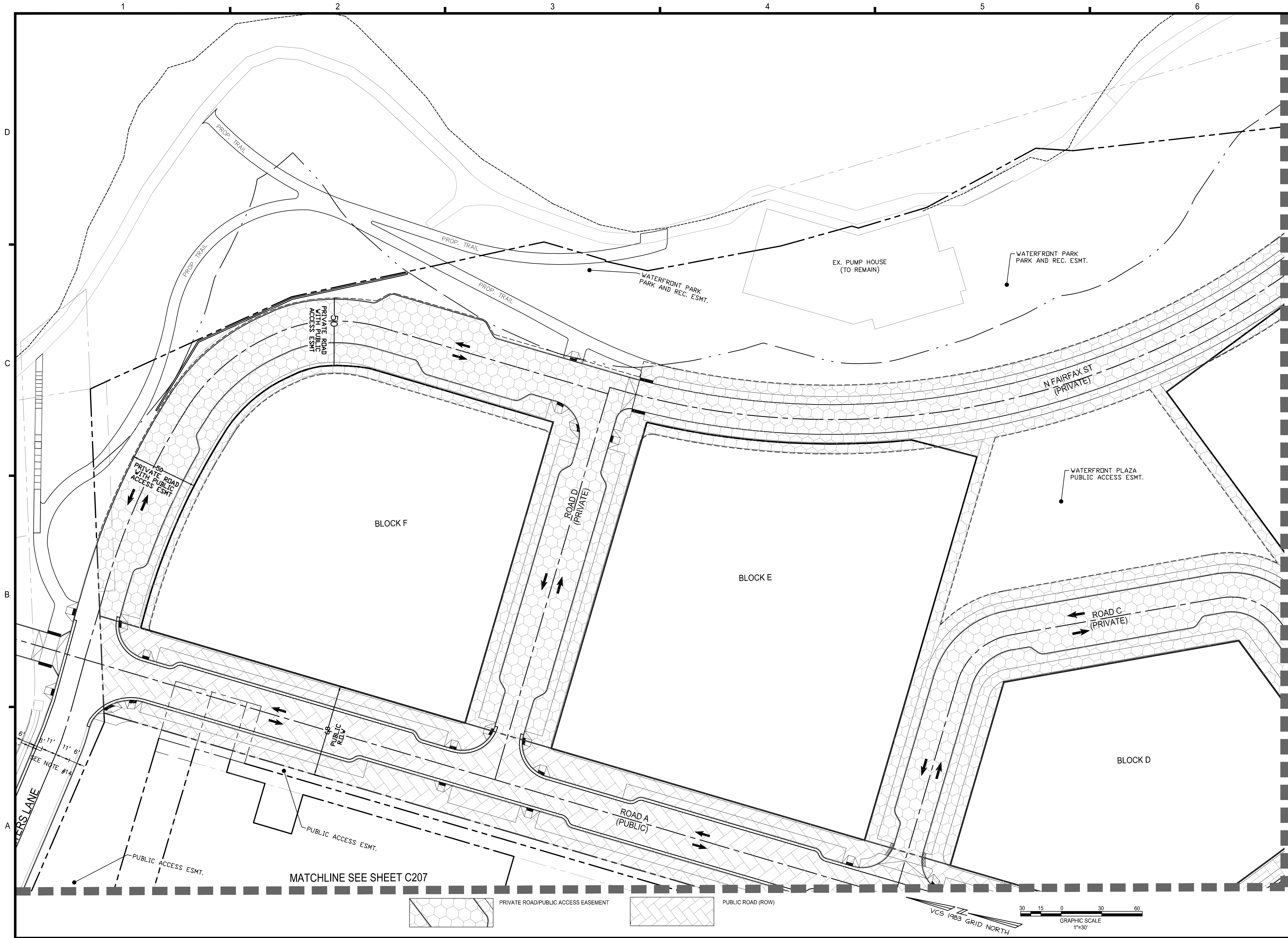
CITY OF ALEXANDRIA, VIRGINIA

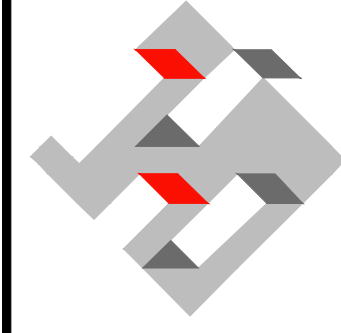
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PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: 1"=80'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

SHEET TITLE:
**TOPOGRAPHY
OVERLAID**

SHEET No.
C205





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**POTOMAC RIVER
GENERATING STATION**
CONCEPTUAL DEVELOPEMENT PLAN

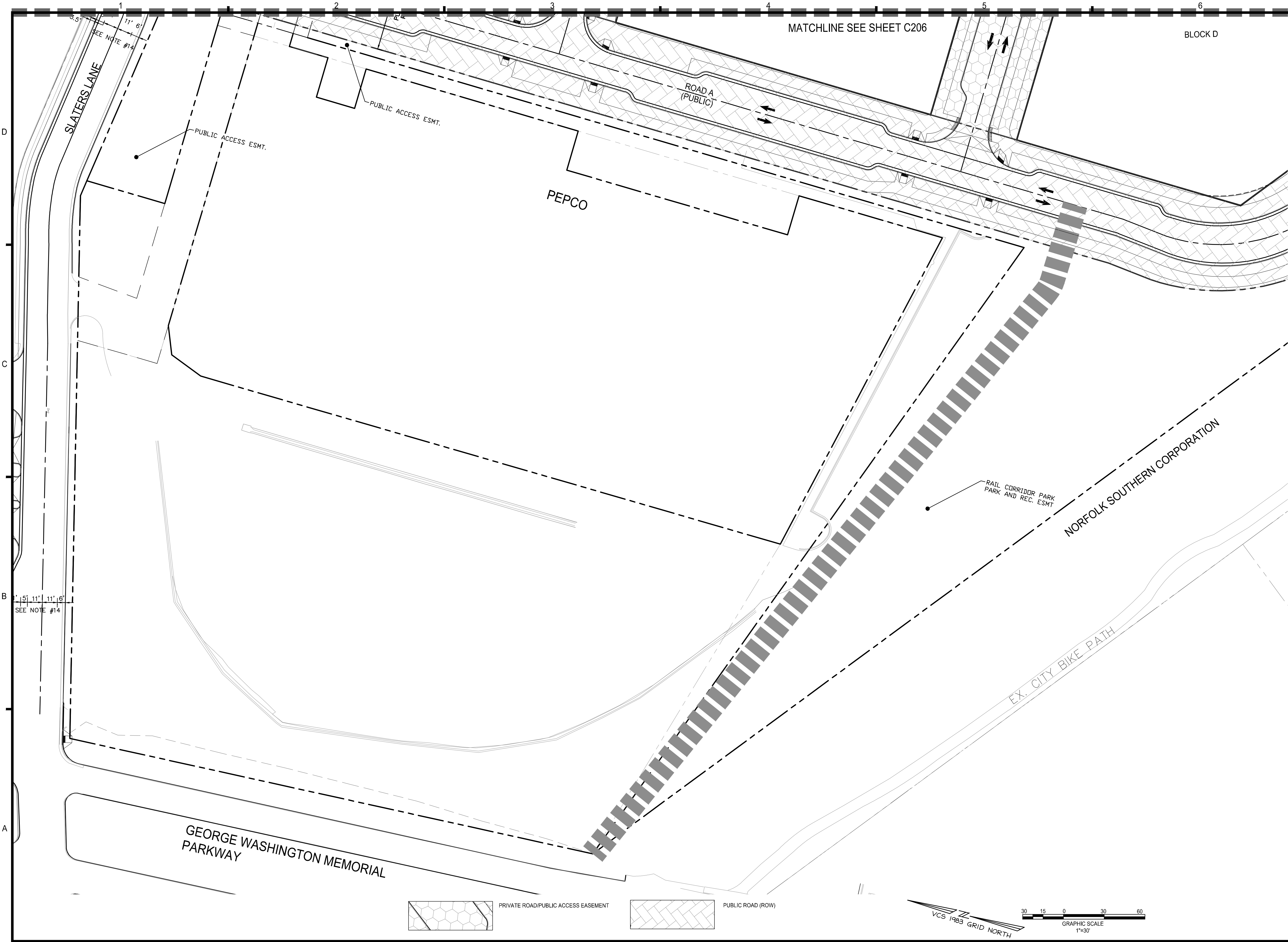
CITY OF ALEXANDRIA, VIRGINIA

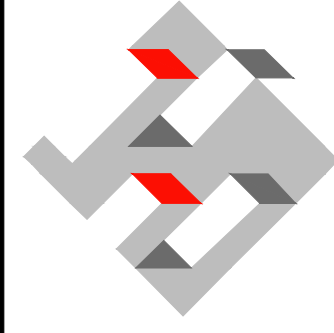
1	2	3	4	5	6	MARK	DATE	DESCRIPTION
07-30-2021	12-08-2021	02-25-2022	10-07-2022	07-07-2023	08-17-2023			
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PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: 1"=30'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

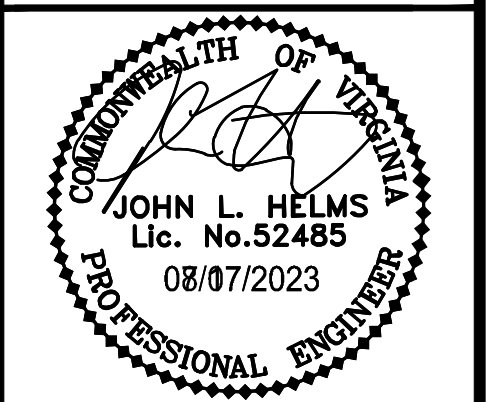
SHEET TITLE:
**PUBLIC VS.
PRIVATE ROAD &
EASEMENT
EXHIBIT**

SHEET No.
C206





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CONCEPTUAL DEVELOPEMENT PLAN

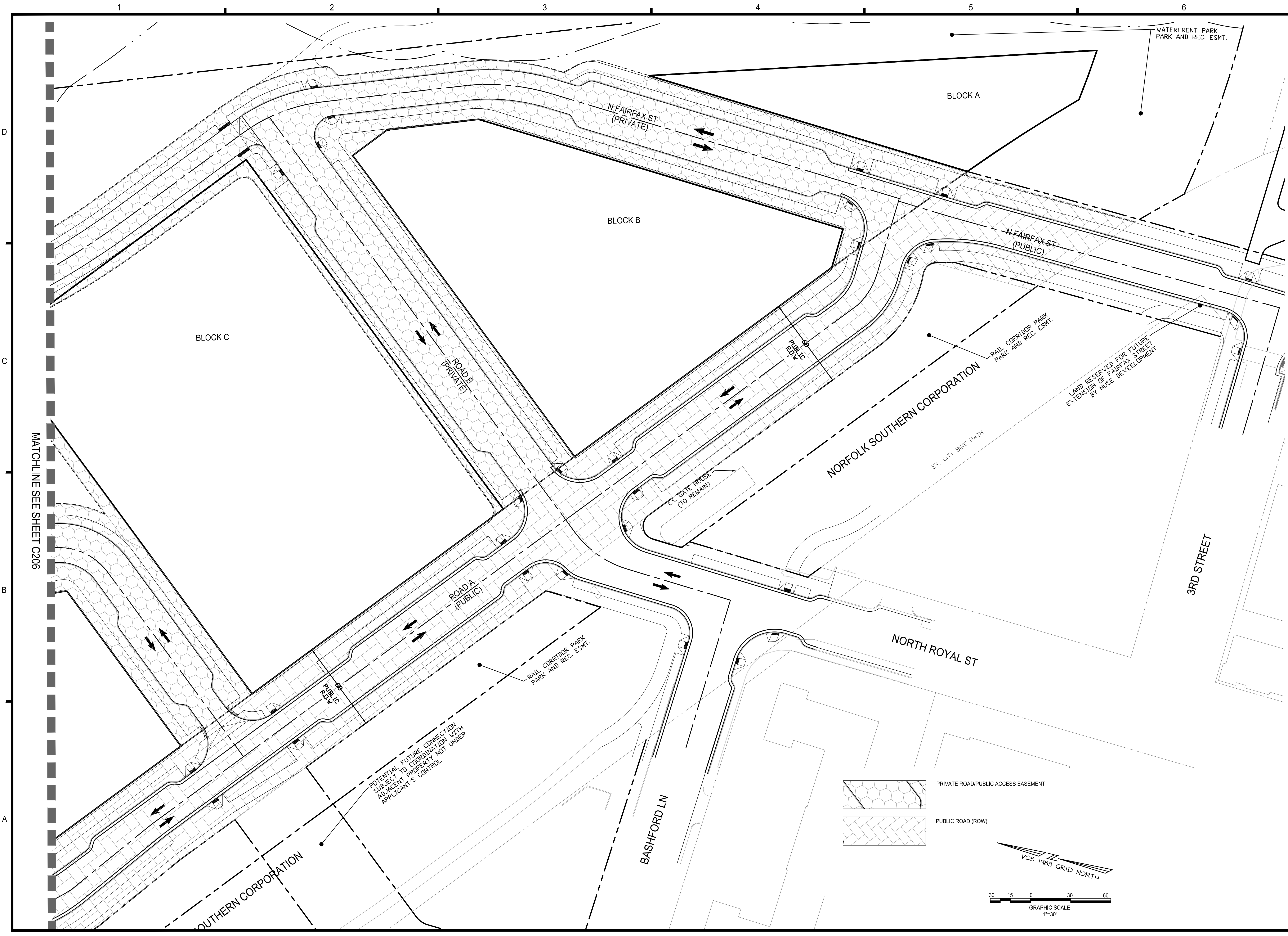
CITY OF ALEXANDRIA, VIRGINIA

1	07-30-2021	FIRST SUBMISSION	
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MARK	DATE	DESCRIPTION	

PROJECT No.: 17005.004.00
DRAWING No.: 110686
DATE: 2021-06-15
SCALE: 1"=30'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

SHEET TITLE:
**PUBLIC VS.
PRIVATE ROAD &
EASEMENT
EXHIBIT**

SHEET No.
C207



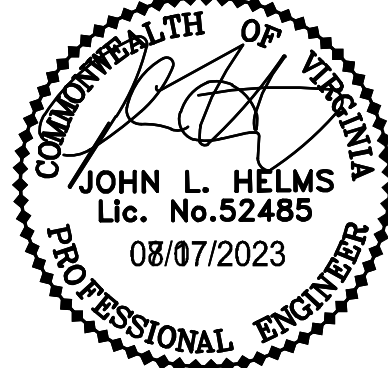


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POTOMAC RIVER
GENERATING STATION
CONCEPTUAL DEVELOPEMENT PLAN

CITY OF ALEXANDRIA, VIRGINIA

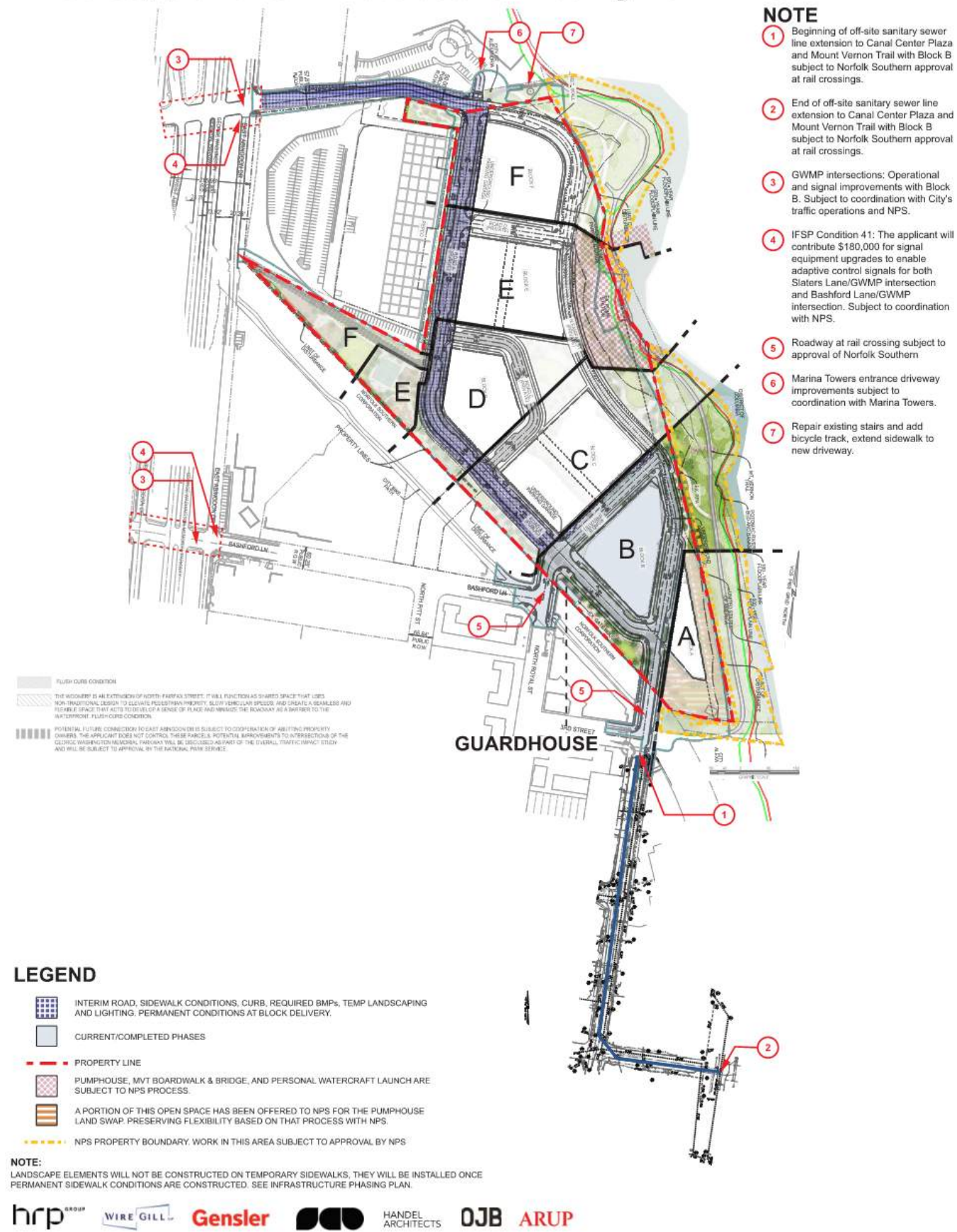
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PROJECT No.: 17005.004.00
DRAWING No.: 110686
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SCALE: 1"=30'
DESIGN: JH
DRAWN: MG
CHECKED: KMW

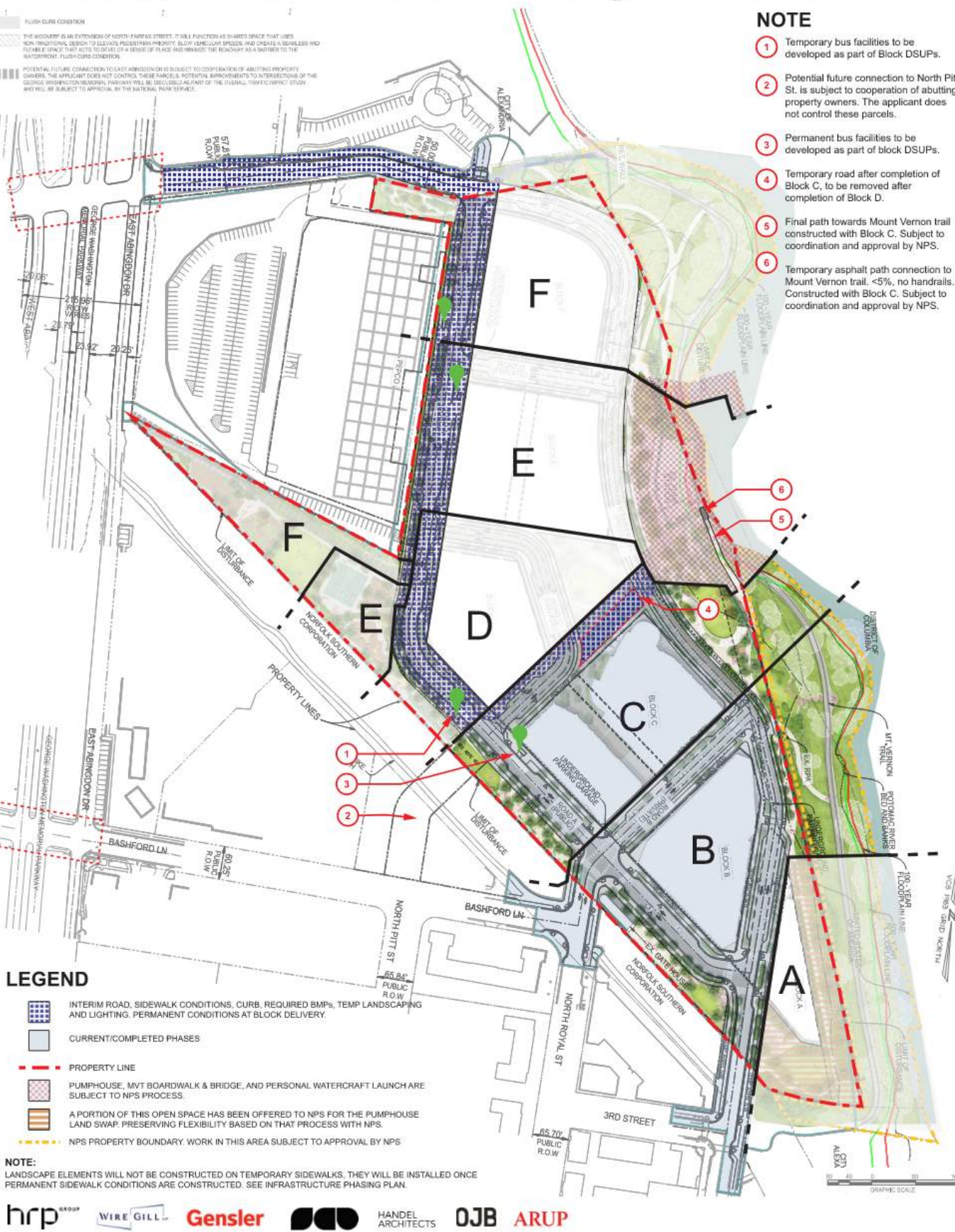
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**PUBLIC VS.
PRIVATE ROAD &
EASEMENT
EXHIBIT**

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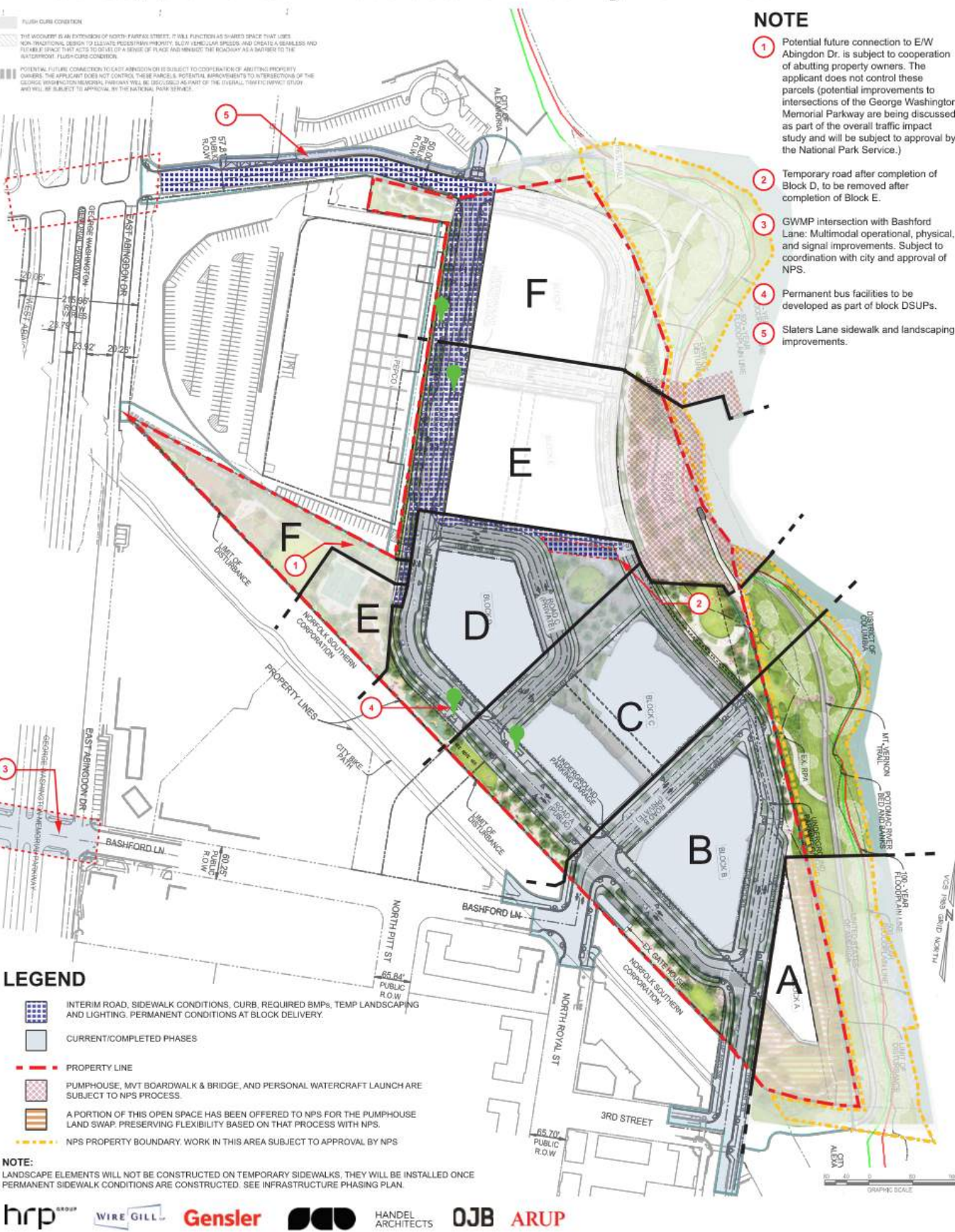
PRGS Supplemental Infrastructure Phasing Plan - Block B



PRGS Supplemental Infrastructure Phasing Plan -Block C



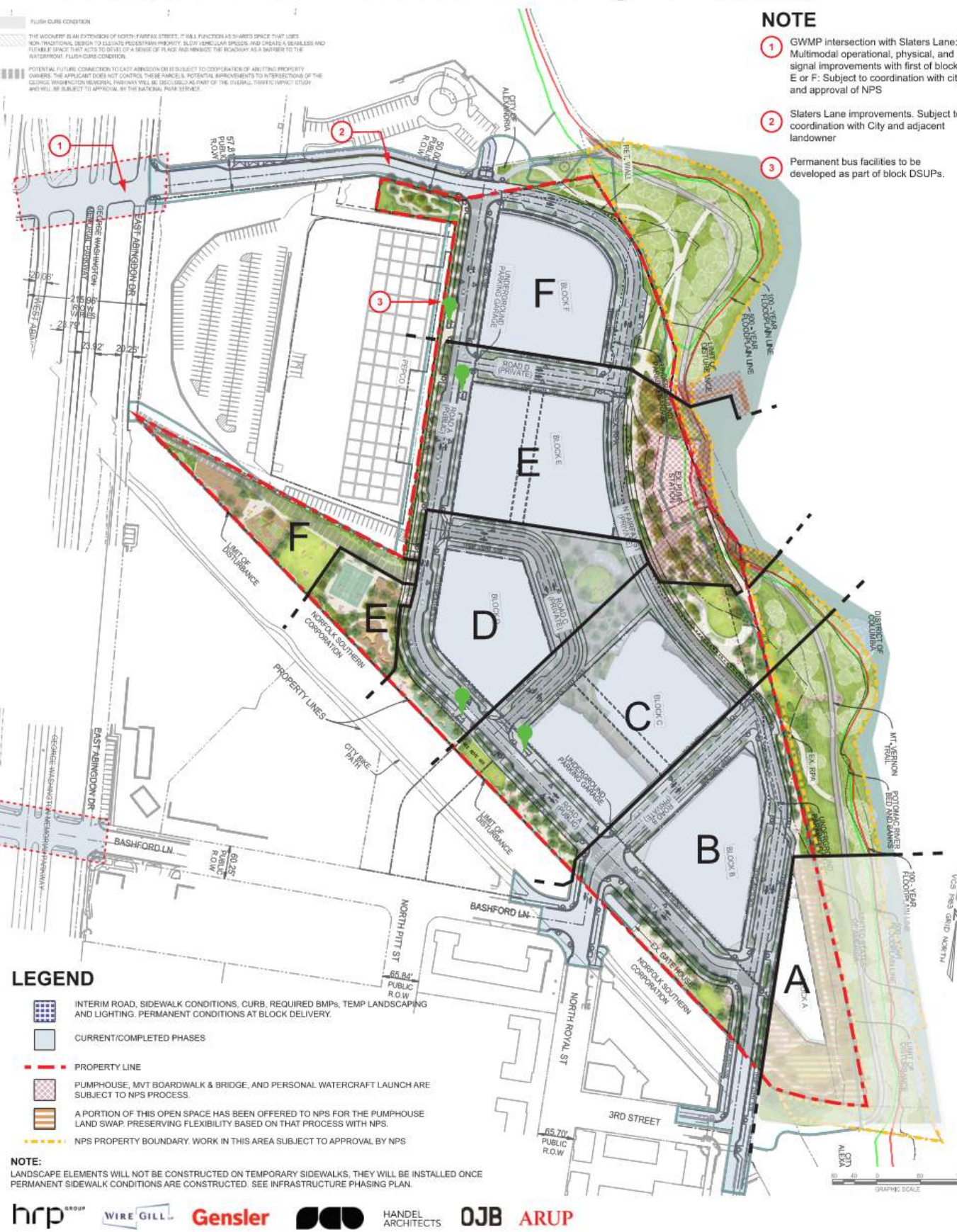
PRGS Supplemental Infrastructure Phasing Plan -Block D



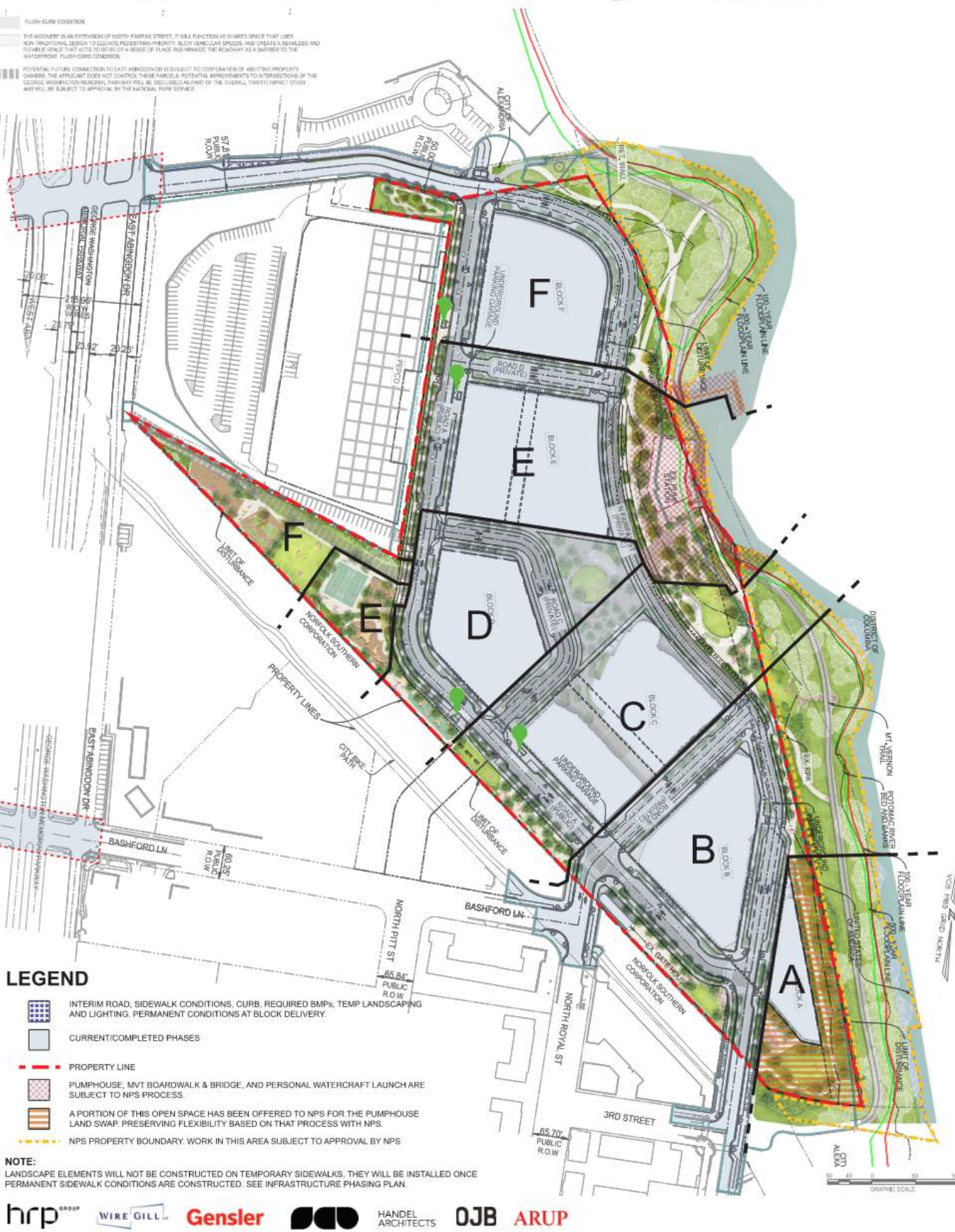
PRGS Supplemental Infrastructure Phasing Plan -Block E



PRGS Supplemental Infrastructure Phasing Plan -Block F



PRGS Supplemental Infrastructure Phasing Plan -Block A



PRGS Overall Supplemental Open Space Phasing Plan



PRGS Redevelopment

CONCEPTUAL DEVELOPMENT PLAN

1300 North Royal Street
Alexandria VA 22314



HRP Potomac, LLC
1199 N Fairfax St, Suite 808
Alexandria, VA 22314

Tel 312.796.6564
Fax xxx.xxx.xxxx

Gensler

2020 K Street NW
Suite 200
Washington, DC 20006
United States

Tel 202.721.5200
Fax 202.872.8587

Date	Description
10-07-2022	Final CDD Submission
07-07-2023	Second Final CDD Submission
08-17-2023	Third Final CDD Submission
04-17-2026	Final Updated Phasing Plan

Seal / Signature



Project Name

PRGS Redevelopment

Project Number

09.9145.000

Scale

Description

ROADWAY & OPEN SPACE SPECIFIC
PHASING PLAN

A300