



Master Plan Amendment #2022-00001
Master Plan Amendment #2022-00002
Text Amendment #2022-00006
Text Amendment #2022-00007
Rezoning #2022-00003
Rezoning #2022-00004
CDD Concept Plan #2021-00004
Potomac River Generation Station (PRGS) – 1300 North Royal Street

Application	General Data	
Project Name: Potomac River Generating Station Coordinated Development District	PC Hearing	June 23, 2022
	CC Hearing	July 5, 2022
	If approved, CDD Expiration	July 5, 2047 (25 years)
	Plan Acreage	818,993 SF ¹ (18.8 acres)
Address: 1300 North Royal Street	Existing Zones	UT/Utilities and Transportation
	Proposed Zone	CDD #30 / Coordinated Development District #30
	Proposed Uses	Multifamily and a mix of commercial and nonresidential uses
	Total Floor Area –	2.15 million SF (Gross Floor Area - base) 2.5 million SF (Gross Floor Area - including use of additional density)
Applicant: HRP Potomac, LLC, represented by Mary Catherine Gibbs, attorney City of Alexandria, applicant (for Text Amendments, master plan amendment for the design standards addendums and rezoning for arts and cultural district)	Small Area Plan:	Old Town North
Purpose of Application		

¹ An additional 2,901 square feet is proposed to be zoned as CDD#30, and will be conveyed from the property owner (PEPCO) to the applicant pending a subdivision approval. The site area will be increased to 821,894 square feet.

The applicant requests approval of Master Plan Amendments, Text Amendments, Map Amendments (rezonings), and a CDD Concept Plan to allow for the future redevelopment of a 18.8-acre site with new streets; six blocks of new, mixed use buildings of varying densities and heights; and coordinated open space. The City requests the expansion of the boundaries of the Old Town North Arts and Cultural District Overlay to include the Potomac River Generating Station site.

Applications and Modifications Requested:

1. An amendment to the Old Town North Small Area Plan chapter of the Master Plan to add the Urban Design Standards and Guidelines addendum and the Design Excellence Prerequisites and Criteria for the PRGS site;
2. An amendment to the Old Town North Small Area Plan chapter of the Master Plan to change the Recommended Height District Limits Map in the plan per the heights proposed in the Coordinated Development District conceptual design plan;
3. Initiation of, and a text amendment to, amend the provisions of Section 6-901 to extend the boundaries of the Old Town North Arts and Cultural District Overlay Map;
4. Initiation of, and a text amendment to, the Zoning Ordinance to amend the provisions of Section 5-602(A) to establish Coordinated Development District (CDD) #30;
5. An amendment to the official zoning map to change the zoning designation for 1300 North Royal Street from UT to CDD #30;
6. An amendment to the official zoning map to extend the boundaries of the Old Town North arts and cultural district overlay; and
7. A request for a Coordinated Development District Conceptual Design Plan.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

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CITY COUNCIL ACTION, JULY 5, 2022:

City Council approved the Planning Commission recommendation for Master Plan Amendment #2022-00002; Master Plan Amendment #2022-00001; Zoning Text Amendment #2022-00007; Zoning Text Amendment #2022-00006; Rezoning #2022-00004; and Rezoning #2022-00003.

City Council approved the Coordinated Development District Conceptual Design Plan #2021-00004, with an amendment to condition 13 stating, "The maximum building heights of each building shall be measured from average finished grade to the roofline of each building with additional height permitted above the roofline for appurtenances, parapets, architectural features and roof decking and guards per Section 6-403 of the Zoning Ordinance, as amended. In addition, the following regulations apply: (a) additional height for mechanical penthouses, solar photovoltaic structures and horizontally adjacent structures for common amenity spaces is permitted up to 20 feet above maximum building height unless increased by Special Use Permit; (b) The Applicant shall obtain approval(s) from the Federal Aviation Administration (FAA) and all other applicable Federal and/or State agencies for all block(s), building(s) or portions thereof subject to the applicable FAA height restrictions prior to the release of a building permit. The Applicant shall provide to the Directors of P&Z and T&ES a written statement and/or approval by all applicable Federal and/or State agencies that all block(s), building(s); or portions thereof that are subject to the applicable FAA height restrictions are not a hazard to air navigation or that the project does and is in compliance with all other applicable FAA requirements and/or recommendations. If the FAA and all other applicable Federal and/or State agencies require revisions and/or modifications, the modifications may require subsequent approval by the City Council, if the Director of P&Z determines that the amendments are substantively different than what was approved by City Council. (P&Z);

an amendment to Condition 139, correction of a minor error in the text for Conditions 139a, which is correctly indicated on page 8, but on page 96 does not indicate that the final two sentences are stricken. Condition 139d on page 97 is mislabeled as 139f. The correct condition language is as follows:

The site and each building(s) shall seek to achieve carbon neutrality in compliance with the Old Town North Small Area Plan through application of the targets identified in the Carbon Neutrality Analysis (CNA), dated April 7, 2022, as outlined below:

Site & Building Targets

Target 1

a. Each building(s) shall achieve a minimum 25% reduction in operational carbon emission based on the ASHRAE Standard 90.1-2010 Appendix G – Performance Rating Method baseline established by 2019 Alexandria's Green Building Policy; or achieve an EUI target based the International Energy Conservation Code (IECC) for climate zone 4A based on building type (e.g. table CC103.1 of the 2021 IECC);. Each building shall comply with the Green Building Policy at time of DSUP submission.

Target 2

b. The site shall achieve a minimum 3% annual on-site renewable energy generation

across the CDD area. Prior to the approval of the infrastructure development site plan (DSP), the applicant shall evaluate strategies to increase the targeted 3% on-site energy generation through approaches such as use of public open space, adjoining properties, or other comparable approaches as part of the Coordinated Sustainability Strategy (CSS). These strategies and analysis will be reviewed as part of the infrastructure DSP. As part of each block's Development Special Use Permit (DSUP) review, the applicant will evaluate strategies to increase the on-site energy generation above 3%.

Target 3

c. Each newly constructed building(s) shall achieve a 10% reduction in embodied carbon compared to industry-standard construction practices. With each preliminary DSUP submission, the Applicant shall provide an estimate of the Embodied Carbon Intensity (ECI) [kgCO₂ /m² or lbCO₂/sf], as identified in the CNA, for the proposed redevelopment as part of the development review process. As part of each block's DSUP, the applicant will evaluate reductions in embodied carbon for associated site improvements.

Target 4

d. Each building(s) and all land use(s) permitted herein shall be solely electric with limited exceptions for allowances for natural gas where electric is not feasible. Natural gas shall be prohibited with limited exceptions for: restaurants and retail uses, emergency generators, common area amenities such as common space grilles and common space fireplaces. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuels to electricity in the future. These limited exceptions shall be re-evaluated with each DSUP submission.

Target 5

e. Off-site renewables shall be utilized towards achieving carbon neutrality, to the extent needed in addition to the targets outlined above, by phase. Off-site renewables may include Power Purchase Agreements (PPAs), Renewable Energy Credits (RECs), and/or other comparable approaches as recommended by staff and approved by the City Council. Generally, the Applicant shall design buildings, infrastructure, and open spaces in a manner to maximize on-site carbon reduction targets and minimize the use of off-site renewables, to the extent feasible. (P&Z) (T&ES) (PC)

and an amendment to Condition 144, stating " Prior to the 2nd concept submission of the Infrastructure Development Site Plan (Infrastructure DSP), the Applicant shall develop and submit the Coordinated Sustainability Strategy (CSS) and include the evaluation of approaches for on-site energy generation as part of the review of the Infrastructure DSP. This CSS shall be reviewed and endorsed by City Council prior to

or concurrent with the approval of the Infrastructure DSP and implemented through DSP/DSUP approvals. If the Council does not endorse the CSS, the applicant shall revise and resubmit the CSS to Council for review and endorsement.

PLANNING COMMISSION ACTION, JUNE 23, 2022:

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to initiate Master Plan Amendment #2022-00001. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to adopt resolutions to recommend approval of Master Plan Amendment #2022-00001 and Master Plan Amendment #2022-00002. The motion carried on a vote of 7-0.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to initiate Zoning Text Amendment #2022-00006 and Zoning Text Amendment #2022-00007. The motion carried on a vote of 7-0. On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Zoning Text Amendment #2022-00006 and Zoning Text Amendment #2022-00007. The motion carried on a vote of 7-0.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to initiate Rezoning #2022-00003 and Rezoning #2022-00004. The motion carried on a vote of 7-0.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Rezoning #2022-00003 and Rezoning #2022-00004. The motion carried on a vote of 7-0.

On a motion by Commissioner Lyle, seconded by Vice Chair McMahon, the Planning Commission voted to recommend approval of Coordinated Development District Conceptual Design Plan #2021-00004, subject to all applicable codes and staff recommended conditions amendments in the memo to Planning Commission dated June 23, 2022 and amendments to conditions 139(a)(d) and 143 regarding sustainability. The motion carried on a vote of 6 to 1, with Commissioner Koenig voting no.

Reason: The Planning Commission agreed with the staff analysis and with the applicant's recommended changes to the conditions as shown below:

Condition 15

~~The minimum height of any building within the blocks B, C, D, E and F shall be 110 feet, though the minimum height of commercial/nonresidential buildings can be 100 feet as approved through the DSUP process for each building. (P&Z)~~

Wood frame (stick) construction is prohibited. The use of conventional wood-frame (also known as stick-built, or podium) construction, of any height, is prohibited in the CDD except for Block A. This restriction will remain even if code authorities in the future permit a height greater than the +/- 85' currently allowed. The purpose of this restriction is to ensure that all buildings on this site meet high-quality design standards and will have an indefinite life span. This restriction is not intended, nor does it preclude, the structural systems known as mass timber, steel light-gauge framing, structural steel, reinforced concrete, or precast concrete structural systems. (P&Z) (PC)

Condition 30

In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following physical improvements with the completion of Phase 1. Phase 1 will be considered complete at the first request for a certificate of occupancy for the last building constructed in Phase 1.

- a. 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.
- b. 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.
- c. In the event that Block B is not included in Phase 1, construct all roads adjacent to the Phase 1 block(s) in final condition and fully operational.
- d. Implementation of a final design for the southern half of Waterfront Park **which includes interim improvements up to the Great Lawn area that ends approximately at the northern boundary of Block C** ~~up to the Pump House~~ with interim connections to the Mount Vernon Trail, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z.
- e. Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. (Pending City and NPS approval) (P&Z) (T&ES) (RP&CA) (PC)

Condition 31

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

- a. N. Fairfax Street (including Woonerf section) in final condition (including roadway and sidewalks) from southern property line to ~~northern~~ **southern** parcel line of Block E.
- b. A Feasibility Study as more particularly described in Condition 37 below.
- c. The completion of all improvements in final condition to Waterfront Park and interim improvements to Rail Corridor Park. **If it is infeasible for the Waterfront Park area north of the Great Lawn area (exclusive of the Pump House) to be fully completed by the end of Phase 2, a revised schedule may be submitted and approved for park delivery to the satisfaction of the Directors of P&Z and RP&CA prior to issuance of the first certificate of occupancy for the last building in Phase 2.**
- d. Completion of the improvements in permanent/final condition to Slaters Lane east of the GWMP 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.**
- e. Improvements to Slaters Lane shall include the Slaters Lane and GWMP intersection (including E. and W. Abingdon Drive) in coordination with National Park Service approval. Completion of the multimodal operational, physical, and signal improvements at the intersections of Slaters Lane and Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. Abingdon Drive, in coordination with the City and pending NPS approval. (P&Z) (T&ES) (RP&CA) (P&Z)

Condition 41

Prior to the earlier of the final site plan release of i) the Infrastructure DSP or ii) the first Development Special Use Permit for any development block of the CDD Final Site Plan, as applicable, the applicant shall submit subdivision plats, easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate to the City, or as otherwise directed by the City in fee simple or by easement, the following minimum land dedications, reservations and easements as shown on the final CDD Conceptual Design Plan, and if applicable, the following minimum land dedications in locations necessary for access to a given block from existing streets:

- a. Dedication of right-of-way for all required new public streets or portions thereof.
- b. Dedication of right-of-way for all new public streets or portions thereof deemed optional at the discretion of the applicant.
- c. ~~Dedication to the City as public parks areas comprised of OS 4, OS 5, OS 6 (Rail Corridor Park) and OS 1, OS 2, and OS 7 (Waterfront Park), on the CDD Conceptual Design Plan.~~

- d. ~~Dedication of~~ **Granting of** a public park and recreational easement for the areas comprised of ~~OS-3 (Central Plaza),~~ **OS-4, OS-5, OS-6 (Rail Corridor Park), OS-1, OS-2, OS-7 (Waterfront Park),** 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)

Condition 64

~~All off street parking for each development block shall be located entirely below grade.~~
Off-street parking shall be located below grade unless precluded by documented environmental issues to the satisfaction of the Directors of P&Z and T&ES. Should any above-grade parking be provided, it shall be fully screened by active uses. (P&Z) (PC)

Condition 91

~~The City shall be allowed to hold one or two City sponsored events each month at the Waterfront Plaza, subject to the terms and conditions to be agreed upon between the City and the applicant as to use of the property for future City events to be coordinated with the Applicant or subsequent Master Association. Additional monthly events will be contemplated subject to the mutual agreement of the Master Association and the City.~~ (RP&CA)

Deleted. (PC)

Condition 96

The applicant shall design and provide the following publicly accessible and public open space to the satisfaction of the Directors of Planning and Zoning and Recreation, Parks and Cultural Activities:

- a. Central Plaza (OS-3) shall be a minimum of approximately 0.70 acres. The plaza shall be designed to accommodate large gatherings, such gatherings may include farmers markets, art shows, or special events.
- b. The Rail Corridor Park shall be a minimum of approximately 1.67 acres, comprised of OS-4 (approximately 1.00 acres), OS-5 (approximately 0.30 acres), and OS-6 (approximately 0.37 acres) spanning from E. Abingdon Drive to N. Fairfax Street. The park shall include active and passive uses. The park will include renovation of the existing Gate House to be reused as a comfort station or other public amenity. Pending acquisition/dedication of the Norfolk Southern right-of-way for the Old

Town North Linear Park, the future Rail Corridor Park shall be designed in coordination with the Linear Park to incorporate the Norfolk Southern property in order to provide a unified and integrated park system.

- c. Waterfront Park shall be a minimum of approximately 3.00 acres comprised of OS-1 (approximately 1.01 acres), OS-2 (approximately 1.92 acres) and OS-7 (approximately 007 acres). The park shall ~~be dedicated to the City as a public park~~ **have** primarily passive uses **to include** trails, landscaping, seating areas and trail connections to National Park Service land. The design shall comply with Resource Protection Area (RPA) requirements. The renovated Pump House structure will remain in private ownership and operation.
- d. The Pepco Liner open space shall be a minimum of approximately 0.40 acres, comprised of OS-8 (approximately 0.15 acres), OS-9 (approximately 0.04 acres), and OS-10 (approximately 0.21 acres). The design of the publicly accessible open space may include active and passive uses. (RP&CA) (P&Z) (PC)

Condition 99

Ground-level publicly accessible open space located at the ~~Central/Waterfront Plaza,~~ **Rail Corridor Park,** Pepco Liner, **Waterfront Park,** and on the accessible portion of the Pump House roof shall be required to have one or more **perpetual** public park and recreation easements. **To the satisfaction of the Directors of RP&CA and P&Z,** the easement(s) shall allow the public to access **and use** the open spaces ~~for uses and hours associated with public parks. The easement(s) shall include provisions to close portions of the open space for repairs and maintenance~~ **in the same manner as if it were a public park including the following:**

- a. ~~The public park and recreation easement(s) shall permit the City and applicant to reserve the right within the easement(s) to reprogram the open space by mutual consent so long as reprogramming is consistent with the intent of the open space. (RP&CA)~~
Similar uses associated with public parks in the City shall be permitted, including hours of operation and free speech measures permitted in City parks. Special Events will be subject to the City's Special Event process, as applicable.
- b. **The applicant and/or successors shall maintain the open space as required in Condition 105 of the CDD. The easement(s) shall include provisions allowing the applicant and/or successors to close portions of the open space for repairs and maintenance. Maintenance of the parks shall include regular life-cycle replacement schedules and costs, as well as potential updates to the Comprehensive Open Space Plan required by the CDD (to be reviewed with the City every 10 years after the initial opening of each publicly available open space, through a community process consistent with the City's park planning process). The applicant and/or successors shall implement the recommended changes that result from the planning process outlined above and the updates shall be reflected in the Comprehensive Open Space Plan. Sufficient funds shall be set aside by the applicant and its successors in order to maintain the**

open space subject to these requirements to the satisfaction of the Director of RP&CA.

- c. **The easement(s) shall be recorded prior to the release of the related final site plan for these open spaces.** (RP&CA) (PC)

Condition 105

Ground-level public open spaces ~~to be dedicated to the City~~ shall be maintained in perpetuity by the applicant as agreed to in a Maintenance MOU between the City and the applicant and/or successors. The MOU shall describe in detail the maintenance programs for each publicly accessible ground-level open space **including the requirements listed in Condition 99 above.** The MOU will be reviewed annually or as mutually agreed to by the parties. The MOU shall be executed prior to the landscape pre-installation or construction walk-through meeting for the publicly accessible open space. The MOU will be updated prior to the landscape pre-installation or construction walk-through meeting for subsequently built public open space.

- a. ~~Upon dedication or the opening of Rail Corridor Park and Waterfront Park, responsibility will be coordinated for certain capital improvements as specified in the Maintenance MOU.~~ **Maintenance shall meet or exceed City maintenance standards.**
- b. For all non-city standard materials and site furnishings selected and installed in the public rights-of-way or within the parks, the applicant shall develop and per the MOU described above to establish responsibility for installation and maintenance of site furnishings.
- c. Where public or publicly accessible open space is located adjacent to National Park Service land, the owner/successor shall review and coordinate maintenance responsibilities and schedules with the National Park Service and the Department of Recreation, Parks and Cultural Activities. (RP&CA) (PC)

Condition 139

The site and each building(s) shall seek to achieve carbon neutrality in compliance with the Old Town North Small Area Plan through application of the targets identified in the Carbon Neutrality Analysis (CNA), dated April 7, 2022, as outlined below:

Site & Building Targets

Target 1

- a. Each building(s) shall achieve a minimum **25%** reduction in operational carbon emission based on the ASHRAE Standard 90.1-2010 Appendix G – Performance Rating Method baseline established by 2019 Alexandria’s Green Building Policy; or achieve an EUI target based the International Energy Conservation Code (IECC) for climate zone 4A based on building type (e.g. table CC103.1of the 2021 IECC);. Each building shall comply with the Green Building Policy at time of

~~DSUP submission. If the baseline of these standards increases, flexibility in achieving this target may be considered on a case by case basis. If flexibility is requested, the Director of Planning and Zoning will consider alternate practices the applicant proposes to incorporate into the project to determine if the request is justified.~~

Target 2

- b. The site shall achieve a minimum 3% annual on-site renewable energy generation across the CDD area. Prior to the approval of the infrastructure development site plan (DSP), the applicant shall evaluate strategies to increase the targeted 3% on-site energy generation through approaches such as use of public open space, adjoining properties, or other comparable approaches as part of the Coordinated Sustainability Strategy (CSS). These strategies and analysis will be reviewed as part of the infrastructure DSP. As part of each block's Development Special Use Permit (DSUP) review, the applicant will evaluate strategies to increase the on-site energy generation above 3%.

Target 3

- c. Each newly constructed building(s) shall achieve a 10% reduction in embodied carbon compared to industry-standard construction practices. With each preliminary DSUP submission, the Applicant shall provide an estimate of the Embodied Carbon Intensity (ECI) [kgCO₂ /m² or lbCO₂/sf], as identified in the CNA, for the proposed redevelopment as part of the development review process. As part of each block's DSUP, the applicant will evaluate reductions in embodied carbon for associated site improvements.

Target 4

- d. Each building(s) and all land use(s) permitted herein shall be solely electric with limited exceptions for allowances for natural gas where electric is not feasible. Natural gas shall be prohibited with limited exceptions for: restaurants and retail uses, emergency generators, common area amenities such as common space grilles and common space fireplaces. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuels to electricity in the future. These limited exceptions shall be re-evaluated with each DSUP submission.

Target 5

- e. Off-site renewables shall be utilized towards achieving carbon neutrality, to the extent needed in addition to the targets outlined above, by phase. Off-site renewables may include Power Purchase Agreements (PPAs), Renewable Energy Credits (RECs), and/or other comparable approaches as recommended by staff and

approved by the City Council. Generally, the Applicant shall design buildings, infrastructure, and open spaces in a manner to maximize on-site carbon reduction targets and minimize the use of off-site renewables, to the extent feasible. (P&Z) (T&ES) (PC)

Condition 143

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

Commissioner Koenig asked staff to clarify how the 100,000 SF of additional density would be utilized if a public-private partnership (PPP) for affordable housing could not secure funding. Staff stated that they support AHAAC's recommendation that the density be reserved for the provision of affordable housing (with 33 percent of the square footage reserved for affordable units). Staff noted that this is if the applicant sought to utilize this additional density. Staff also noted that the applicant wanted to retain flexibility to use the bonus density for the provision of either affordable housing or arts and cultural anchors, which the applicant concurred. Vice Chair McMahon stated that the applicant's desire to have flexibility over the use of the additional density was not outlined in the staff update memo to Planning Commission. Commissioners supported staff's position on reserving this additional density for the provision of affordable housing if the PPP is not successful (as stated in the conditions of approval and clarified during the hearing).

Commissioner Manor asked staff if the affordable set-aside units provided through any means by the applicant would be integrated throughout the Coordinated Development District (CDD) site. Staff stated that it is City policy to ensure that affordable units be integrated into each building and throughout a site, though that units secured through the potential PPP could be placed in a cluster of a building based on the timing and nature of the PPP. Vice Chair McMahon acknowledged the applicant's commitment to securing the PPP and affordable units in general for the site. The applicant stated that they anticipate securing the funding and establishing partnerships needed to implement the PPP.

Commissioner Brown asked staff members if they felt that the City was receiving public benefits commensurate with the increased value the applicant was realizing with the rezoning and CDD Conceptual Design Plan. Staff noted that it found that the provision of parks and infrastructure to be provided by the applicant in addition to other benefits appears to be a commensurate benefit for the approval of the CDD plan. Staff also added that the benefits provided by the applicant were based on recommendations in the Old Town North Small Area Plan (OTNSAP) and an economic analysis provided to the City by a consultant as part of the OTNSAP process.

Commissioner Lyle acknowledged the requests for deferral relating to the potential hotel use and amount of affordable housing proposed for the CDD but noted that deferral could delay the ability of the applicant to seek funding for affordable housing for the PPP, as the City and applicant can

only apply for funding at given times within the year. Commissioner Manor concurred, stating that a deferral would push the case to September. Commissioner Lyle stated that the Planning Commission cannot consider what types of businesses and the wages that will be paid to employees as part of the land use approval process. Commissioner Lyle also acknowledged the challenge of reading through the staff report and materials in the 11-day window between staff report release and the hearing but stated that Planning Commission does this with all cases. Commissioner Brown added that the information presented by the applicant was available in similar iterations for months previous and did not think a deferral was warranted. Commissioner Brown stated and Chair Macek concurred that the applicant presentation should be provided to City Council with significant time to review prior to the July 5th Public Hearing.

Vice Chair McMahon asked staff if the City has any strategy for connecting land use, affordable housing and promoting middle-income employment in the City and requested information from the City or AEDP on this. Staff confirmed that the City will try to share information on this subject prior to the City Council hearing. Vice Chair McMahon asked the applicant to provide more detail on the historic interpretative element of the CDD Conceptual Design Plan. Mary Catherine Gibbs responded that forthcoming historic interpretation planning will incorporate the industrial heritage of the site including prior to the opening of the power plant in 1949 and also explore the history of the adjacent waterfront and National Park Service (NPS) property.

Vice Chair McMahon directed the applicant to provide as many canopy trees as possible on the CDD site, noting there are significant portions of the site that will not be located above an underground garage. Commissioner Ramirez noted that the applicant deserves credit for redeveloping a brownfield site into an active area of the city, which is a task few developers would undertake. Commissioner Brown echoed this sentiment, stating confidence in the applicant's record of redeveloping former fossil fuel sites.

Chair Macek noted that the Waterfront Plan was adopted 10 years ago this month around the same time as the power plant closure. The Chair also acknowledged the issues raised regarding affordable housing and sustainability, noting that the City needs to raise the standards for requiring carbon and energy reduction in order to require the higher standards on projects. Commissioner Manor noted that the CDD offered additional waterfront connectivity and activity.

Vice Chair McMahon asked if the future buildings will achieve higher than LEED Silver certification. The applicant responded that it is committing to a minimum LEED Silver for each of the buildings but will seek higher certification levels on a case-by-case basis. The Vice Chair asked the applicant to tell the Planning Commission if there are odd barriers to achieving higher certifications levels and if other tools could be useful in setting green building standards.

Commissioner Koenig stated his support of the overall proposal but noted concerns with how the Conceptual Design Plan does not include specifics for how to achieve carbon neutrality and outlined where specific sustainability conditions could include energy use targets and increase on-site energy generation targets above what is in the conditions. The commissioner outlined his proposed changes to conditions 139 and 143 but noted that he would support the recommended approval except for the CDD Conceptual Design Plan due to its omission of more stringent carbon

reduction standards. The applicant stated their support of changes to conditions 139(d) and 143 but not 139(a), since the language to be removed memorializes the flexibility in the existing Green Building Policy. Commissioner Lyle stated that the sustainability goals and targets outlined in the conditions meet City requirements and that the site will get increasingly sustainable as time and technology progress.

Speakers:

David Croteau, Alexandria resident, spoke in support of the overall project and the improvements to parks, infrastructure and other public benefits.

Tom Murray, Alexandria, noted his support of the project and the need to push forward affordable housing.

Kathie Hoekstra, EPC Chair, stated her concerns with the applicant's ability to achieve carbon neutrality for the site and asked what the mechanisms are to hold developer accountable to City sustainability targets.

Sash Impastato, representing Alex4EAP, stated his excitement about the redevelopment but noted strong concerns about the CDD development achieving carbon neutrality due to no concrete plan provided the applicant regarding how to achieve carbon neutrality.

Lisa Lettieri, Alexandria resident, noted her support for the redevelopment and waterfront improvements.

Scott Barstow, Alexandria resident, noted his concerns are associated with those stated by Ms. Hoekstra and Mr. Impastato, adding that there aspects of the proposal that he supports though that the applicant should be seeking net zero development.

Mace Carpenter, president of NOTICE, thanked the applicant and City staff on the work on the project, though noted concern overall concerns about the implementation of the OTNSAP and the impacts of additional height and density and adding residents above what was envisioned in the plan.

Nora Drausch, Alexandria resident, requested a deferral so that there could be more community input on the project. Ms. Drausch noted her general support of the project but that more time is needed to consider the potential hotel use and the need to support higher paying jobs.

Janet MacIdull, resident of Marina Towers, asked the Planning Commission for a deferral so she and neighbors of the CDD site could have more time to review the staff report and materials.

Ismail Ahmed, resident of Southern Towers, asked the Planning Commission for a deferral to incorporate more affordable housing into the site.

Maria Wasowski, former Planning Commissioner and member of the OTNSAP advisory group, noted her support of the project by outlining the public benefits to be provided, particularly related to public open space and connections to the river and arts and cultural uses. She noted that the OTNSAP advisory studied the intersection of affordable housing and arts use incentives.

Mary Harris, resident of Marina Towers, thanked Vice Chair McMahon and commissioners Manor and Brown for meeting Marina Towers residents at Slaters Lane. She noted her concerns with the amount of time allotted to review the staff report and materials.

Samuel Epps, representing UNITE HERE and local hotel workers, asked the Planning Commission for a deferral so more input and solutions for providing higher wage jobs could be considered.

Wafae Said, resident of Alexandria, noted his concerns with the proposal, including issues with providing adequate affordable housing opportunity on the site and in the City.

Sami Bourma, Southern Towers resident and organizer, asked the Planning Commission to defer the proposal to allow for consideration of more affordable housing and better-paid employment opportunities on site, noting his need to drive out of state to secure employment that will pay for the cost of living in Alexandria.

Rizwan Chaudry, member of the Economic Opportunity Commission, noted concerns with the project, including the need for more affordable housing and the need for community amenities for low and middle-income residents of the City (i.e. child care, healthcare).

Berole Bekele, a community organizer representing African Communities Together, community organizer, asked for deferral of the proposal to consider the need for additional affordable housing on the site.

David Peabody, Alexandria resident, noted his concerns with the applicant's approach to sustainability and asked for a deferral so the applicant could agree to meaningful energy commitments to achieve by 2030.

The following applicant team members spoke in a presentation to the Planning Commission:

Mary Catherine Gibbs, attorney for the applicant, spoke in support of the project.

Melissa Schrock, Hilco Redevelopment Partners, spoke in support of the project.

Michelle Beaman Chang, Hilco Redevelopment Partners, spoke in support of the project.

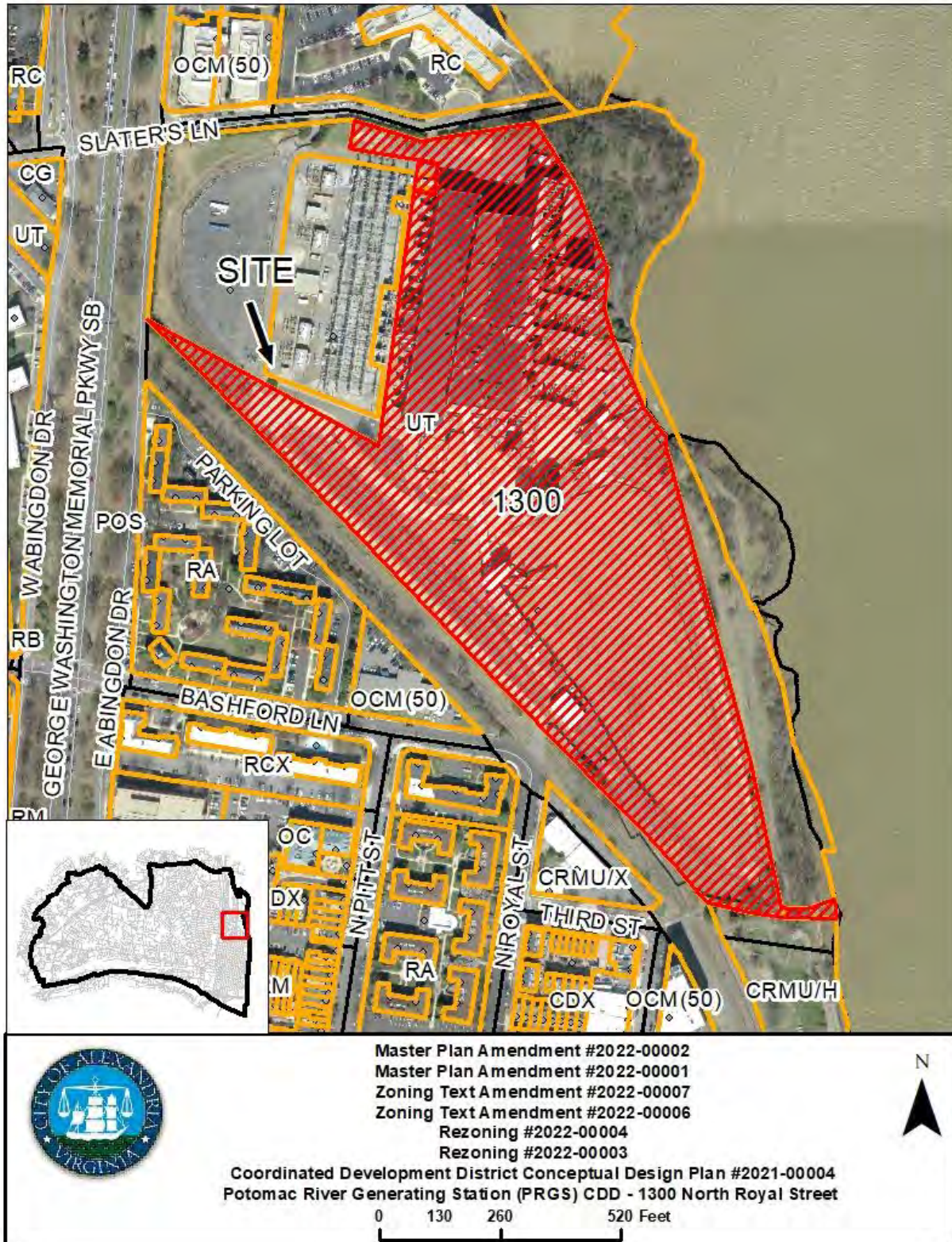
Jared Krieger, principal at Gensler, spoke in support of the project.

Simon Beer, principal and landscape architect at OJB, spoke in support of the project.

Michael Babcock, Sustainable Building Partners, spoke in support of the project.

Daniel Solomon, Gorove Slade, spoke in support of the project.

MPA #2022-00001; MPA #2022-00002; ZTA #2022-00006; ZTA #2022-00007;
REZ #2022-00003; REZ #2022-00004; CDD Concept Plan #2021-00004
Potomac River Generating Station (PRGS) – CDD#30



I. SUMMARY

A. *Recommendation*

Staff recommends **approval** of the proposed amendment to the Old Town North Small Area Plan (OTNSAP), the proposed Coordinated Development District (CDD) Conceptual Design Plan and related rezoning application, and the initiation of a text amendment to the Zoning Ordinance to extend the Old Town North Arts and Cultural District, subject to compliance with the Staff recommendations. Consistent with the vision of the OTNSAP for a vibrant, mixed-use neighborhood as an extension of Old Town North, the proposed amendments and CDD Conceptual Design Plan provide the following:

- Remediation of a defunct, coal-fired power plant occupying 18 acres near the Potomac River;
- Extension of the Old Town street grid onto the site providing a connection between North Fairfax Street, North Royal Street, and Slaters Lane with a new urban street grid with a mix of public and private streets, including a Woonerf or shared street;
- A minimum of 20 percent of non-residential development including retail, office, arts and cultural anchor(s) and a potential hotel;
- A Housing Trust Fund contribution between approximately \$8 and 11 million (in 2022 dollars);
- A minimum of 58,333 square feet of affordable set-aside units, and a potential Public-Private Partnership for an on-site affordable housing project with approximately 100 units;
- Minimum of 30,000 square feet of arts and cultural anchor space(s) and potential arts and cultural tenant spaces;
- Transportation improvements that include streetscape, pedestrian and bicycle improvements on Slaters Lane, bicycle facilities in and around the site, and improvements to the George Washington Memorial Parkway (GWMP) (pending NPS approval)
- Minimum of 5 acres of new public and publicly accessible open space, including:
 - Waterfront public park space connecting to NPS lands along the Potomac River and the adaptive reuse of the existing Pump House;
 - 100-foot-wide public open space in the Rail Corridor on top of the transmission line easement adjacent to the future OTN Linear Park;
 - Acquisition, design and construction of Segment 2 of the Old Town North Linear Park adjacent to the project site; and
 - Other publicly accessible open space including a Central/Waterfront Plaza and open space adjacent to the PEPCO substation.
- Old Town North Developer Contributions of approximately \$21,495,167 (in 2022 dollars) (monetary or in-kind) to acquire, design and build Segment 2 of the Old Town North Linear

Park adjacent to the site and design and construct improvements to the Waterfront Park and adjacent NPS land (pending NPS approval).

- Site-wide stormwater treatment and infrastructure improvements; and
- Comprehensive environmental sustainability measures outlined in a Coordinated Sustainability Strategy beyond the City's Green Building Policy.

B. Project Description

The requests contained in this application are designed to facilitate the coordinated development of the Potomac River Generating Station (PRGS) and meet the goals and objectives of the Old Town North Small Area Plan. The proposed CDD #30 Conceptual Design Plan and CDD zoning table align the proposed PRGS development with the OTNSAP and will deliver a mixed-use development including office, retail, arts and cultural uses and up to 2000 residential units on a site that will be knitted into the Old Town North urban fabric. This vision is consistent with the OTNSAP and aspires to provide a sustainable and vibrant neighborhood between the Potomac River and the George Washington Memorial Parkway. The development is proposed to occur in three phases with public benefits and infrastructure provided in each phase (see the Phasing section of the Staff Analysis and the conditions of approval).

The Planning Commission and City Council are being asked to act on the following specific applications:

- **Master Plan Amendment #2022-00001:** to amend the Old Town North Urban Design Standards and Guidelines to add the Old Town North Urban Standards and Guidelines addendum and the Design Excellence Pre-Requisites and Criteria for the PRGS site.
- **Master Plan Amendment #2022-00001:** to amend the Recommended Height District Limits Map in the OTNSAP per the heights proposed in the Coordinated Development District conceptual design plan.
- **Text Amendment #2022-00006 and Rezoning #2022-00004:** to amend the provisions of Section 6-901 to extend the boundaries of the Old Town North Arts and Cultural District Overlay Map.
- **CDD 2021-0004, Rezoning #2022-00003 and Text Amendment #2022-00007:** to approve the CDD #30 Conceptual Design Plan and CDD zoning table and conditions for consistency with the Small Area Plan and current regulations.

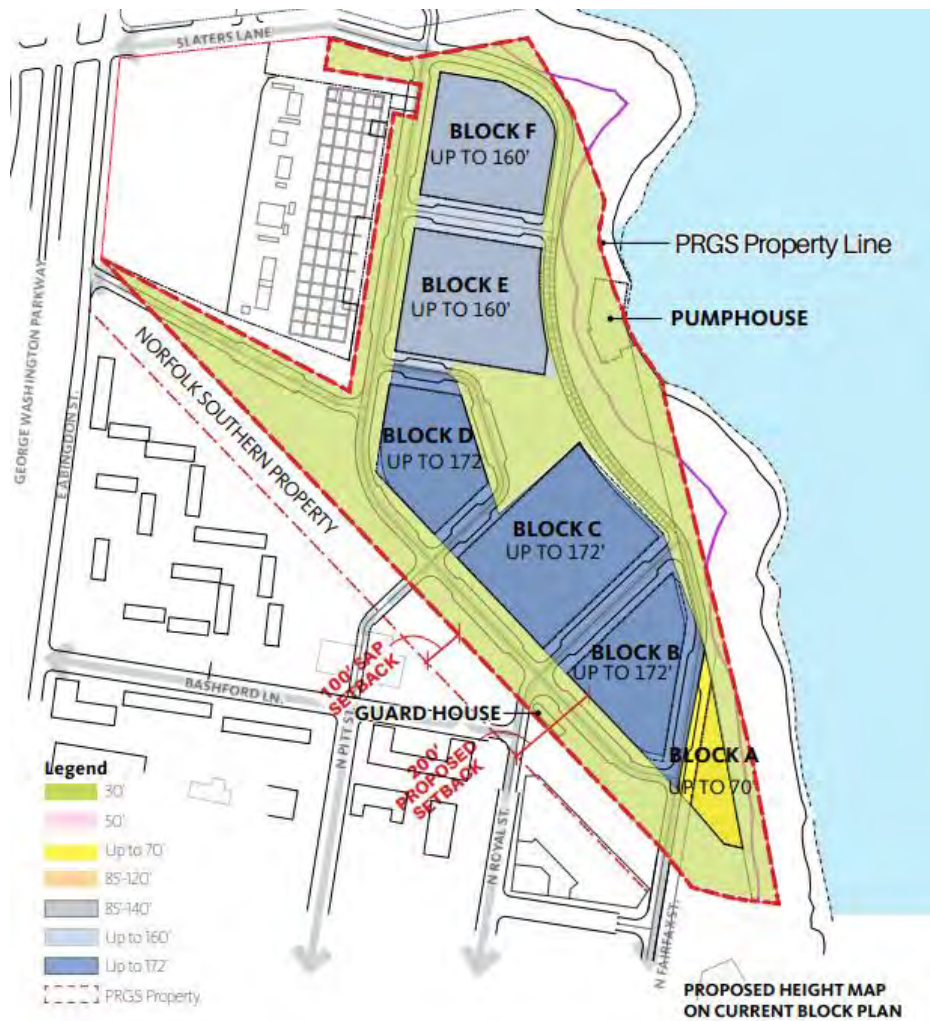


Figure 1: Conceptual Design Plan.

In combination, these requested approvals contain:

- Permitted density of 2.15 million square feet, plus an additional 350,000 square feet of density provided for required affordable housing and arts uses, for a total proposed Gross Floor Area (GFA) of 2.5 million square feet, including:
 - Up to 2000 residential units
 - At least 20 percent of non-residential uses on site (by GFA)
- Additional height, up to a maximum of 160 on blocks E and F and 172 feet on blocks B, C, and D, partially to account for the loss of buildable land area due to the presence of transmission line easements that were unknown during the OTNSAP planning process;
- A range of permitted uses to foster a vibrant mix of commercial uses to support the long-term growth of the neighborhood;
- Phasing and interim requirements for site infrastructure, connectivity and open space; and

- An addendum to the Old Town North Urban Design Standards & Guidelines (OTNUDSG) to create specific PRGS Urban Design Standards & Guidelines and establish an alternate Design Excellence path.

As previously determined this project, including the amendments, conforms to the City's adopted plans, codes, and policies.

Next Steps: Future Development Requests

Given the scope and pace of redevelopment envisioned for PRGS, the applicant and staff have developed a phased approach to review the development proposals. The following reviews will be brought forward to Planning Commission or Planning Commission and City Council for their approval.

- **Infrastructure Development Site Plan (DSP):** to provide the infrastructure framework and comply with other CDD requirements prior to approval of individual block DSUPs. This DSP will be submitted soon after the CDD approval.
- **Coordinated Sustainability Strategy (CSS):** to provide a framework for achieving carbon neutrality by 2040 and guide for long-term sustainable practices, including regular evaluation of how targets are being achieved at the site. The CSS will be developed as part of the Infrastructure DSP and approved by City Council prior to approval of that DSP.
- **Development Special Use Permit (DSUP):** individual block DSUPs are expected to be submitted beginning in the fall/winter of 2022. Each proposed building or block will go through a full development review process. Building design will be reviewed by the Old Town North Urban Design Advisory Committee (UDAC) for consistency with the Design Standards and Guidelines and seek approval from the Planning Commission and City Council.
- **Comprehensive Open Space Plan:** an overarching vision for the design and principles of open space to ensure open space meets the diverse needs of the community and promotes public access.
- **Affordable Housing Strategy:** to develop a committed affordable housing project within the CDD Plan area through a Public Private Partnership (PPP).
- **Coordinated Sign Special Use Permit (SUP):** to develop a comprehensive and coordinated approach to signage across the CDD Plan area.

II. BACKGROUND

A. Site Context and History

General Information

The project site is in the Old Town North neighborhood, bounded by Slaters Lane to the north, the PEPCO substation to the west, National Park Service lands including the Mount Vernon Trail and Potomac River to the east, and the Norfolk Southern railroad tracks to the south. It comprises one lot of record (with two adjacent lots, previously subdivided, under PEPCO ownership and excluded from the CDD). The existing lot area is 818,993 square feet or approximately 18.80 acres, not including a 2,901 square foot portion of PEPCO property that will be conveyed to the applicant pending an approval of a forthcoming subdivision. To the north, across Slaters Lane, is Marina Towers, a high-rise residential building; to the west, the PEPCO substation and parking lot and W. Abingdon Drive; to the south, south of the rail corridor are a mix of residential and commercial buildings; and to the west, the National Park Service land. The site is 1.0 mile from the Braddock Metro Station and approximately 1 mile from the future Potomac Yard Metro Station.

Site Features

The project site is in the Potomac River Watershed with portions of the property along the eastern property line within the Resource Protection Area (RPA). The eastern portion features some topographical grade change in and near the RPA as the site slopes to the Potomac River and includes invasive vegetation. The majority of the site is relatively flat with the exception of a significant depression in the southeastern portion where coal was stored. The site is adjacent to the Norfolk Southern railroad tracks to the south and included a siding into the site.²

Site Restrictions

The site development area is restricted by an electric utility transmission line easement that, where buildings are prohibited, pushes the line of development approximately 100 feet inboard of the site along the southern frontage. Additionally, there is a building restriction line along the eastern frontage of the site related to the Waterfront Settlement Agreement in the 1980s. The applicant estimates that 11.9 acres of the total 18.8-acre site is developable with buildings and structures such as underground parking facilities.

² The siding tracks were removed within the past year as part of an agreement between GenOn and Norfolk Southern requiring their removal once they were no longer in use. Staff coordinated with HRP to salvage pieces of the railroad tracks for future reuse and historic interpretation on the PRGS site.

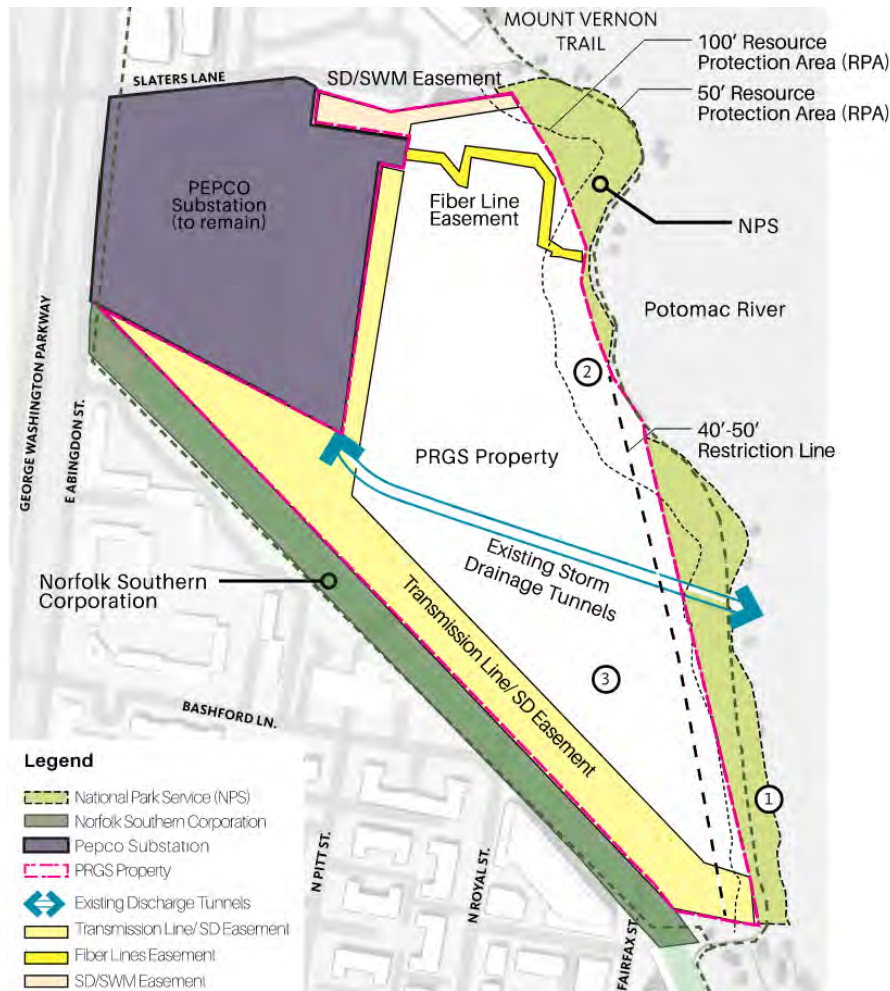


Figure 2. Existing site characteristics and restrictions.

Site History³

The PRGS was once part of a 6,000-acre tract, owned by Robert Hanson, who sold it to John Alexander, before being parceled out in the mid-19th century. The site had agrarian uses for much of the 18th and 19th centuries until the arrival of the Alexandria, Loudoun and Hampshire Railroad, constructed prior to the start of the Civil War. With the railroad expansion, the PRGS site, like many parts of Old Town North, developed a strong industrial base. During the early 20th century, the Bryant Fertilizer Company, Potomac River Clay Works, and the American Chlorophyll Company, occupied portions of the site. As part of the rapid suburbanization and growth of government in the middle of the 20th century, the expansion and modernization of the electrical grid became increasingly important. The Potomac River Generating Station, constructed from 1947 to 1957, was the second of five stations built for PEPCO to support the growing power needs of the Washington, D.C. area. Braddock Light & Power, with support from PEPCO, hired Stone

³ Site history summary based on *Potomac River Generating Station Phase II Evaluation Survey*, Draft Report, April 2022 by EHT Tracerics.

& Webster Engineering to construct PRGS. PRGS opened in 1949 and when completed in 1957 featured five turbines with the ability to produce 480,000 kilowatts of energy a year. PRGS required 33 tons of coal daily to operate when first opened. The community raised concerns about pollution from the time of construction through its closure in 2012.

Current Uses

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

B. Project Evolution/Procedural Background

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

III. STAFF ANALYSIS

The remediation of a defunct coal-fired plant and redevelopment of the site to a mixed-use neighborhood with arts and cultural uses, affordable housing and forward-thinking sustainability targets are fundamental concepts of the Old Town North Small Area Plan and will provide benefits for Old Town North, as well as the city as a whole.

A. Consistency with Master Plan

The proposal is largely consistent with the Old Town North Small Area Plan (OTNSAP) and achieves many of the goals and objectives for the site as well as the greater plan area. The plan is divided into different subareas with specific principles for each. The PRGS site falls under Subarea 5 which is a 25-acre area envisioned as a Mixed-Use/Innovation District. The proposed Conceptual Design Plan meets the Principles for Subarea 5 in the OTNSAP including:

- Improve connectivity to, from and within the site, including extension of the existing street grid and establishing urban-scale blocks;
- Expand the waterfront public open space (2-4 acres);

- Create an east/west linear park within the rail corridor;
- Provide a 1-2 acre public park on the southwest portion of the site;
- Expand and improve Mount Vernon Trail access and safety;
- Create a network of open spaces within the site;
- Expand the tree canopy;
- Retain and adaptively reuse portions of the railroad tracks and other industrial elements;
- Identify retail focus area;
- Establish minimum building heights and provide a variety of building heights with consideration to views from the Potomac River and the neighborhood; and
- Prioritize environmental sustainability in building and infrastructure design.

The Illustrative Concept Plan in the OTNSAP shows many of these principles in a conceptual plan. The analysis of the Conceptual Design Plan further discusses how the goals and objectives of the OTNSAP are achieved.



Figure 3. Illustrative Concept Plan for PRGS site in the OTNSAP, Figure 2.20.

1. Master Plan Amendment for Building Height

The applicant is requesting a master plan amendment (MPA) for an increase in maximum building height to accommodate the development proposed in the CDD Conceptual Design Plan. The applicant is requesting an increase in maximum height for blocks B, C and D to 172 feet and blocks E and F to 160 feet. The maximum heights for these blocks would be increased from 120 and 140 feet. As part of the MPA request, the maximum height of Block A would be reduced from 120 feet to 70 feet.

Figure 4 shows the proposed CDD site layout with the maximum building heights currently in the OTNSAP on the left, and the proposed height map amendments on the right.

The applicant has proposed the OTNSAP height map amendment partially as a means to “transfer” portions of density from building-restriction areas at the southern portion of the site into blocks B-F and to allow for flexibility in site and building design, such as providing a central plaza space. With the exception of the southern portion of blocks B-D that currently have a height limit of 50 feet, the remainder of blocks B-F would have a maximum building height increase of between 20-40 feet for blocks E and F and 32-52 feet for blocks B, C and D. Per the conditions of approval and the additional density program established with this CDD, the applicant cannot seek bonus density or bonus height through the use of Section 7-700 (affordable housing) and Section 6-904 (arts and cultural anchors) and therefore is not eligible to seek building height above what is requested in the MPA. All DSUP requests will also to be subject to review by the Federal Aviation Administration (FAA) of over 160 feet at the top of the smokestacks.



Figure 4: The proposed street and block layout with the existing OTNSAP building heights (left) and the proposed MPA building heights (right).

Staff supports the proposed MPA for amendments to the OTNSAP height map as it provides design flexibility for the future development of the site while establishing firm parameters for building height at the CDD level by removing the use of bonus height from future development. As part of the MPA request, staff is conditioning the applicant to provide 30,000 square feet (GFA) of space for arts and cultural anchor space(s) on the site. Additionally, staff has added a condition that requires a minimum building height of 110 feet for each building to discourage the use of wood-frame construction. It should also be noted that the existing OTNSAP height map shows two heights for portions of the PRGS site – 85-120 feet and 85-140 feet. The OTNSAP height map includes a note stating that the “height ranges shown on the former power plant site are intended to provide a variety of building heights for each building and within each block” (p. 43). The design review process, including the application of the Old Town North Urban Design Standards and Guidelines addendum and/or the Design Excellence Pre-Requisites and Criteria (see Design Review Approach below), will ensure that each development block will have a variety of heights and will be developed consistent with the intent of the OTNSAP.

Staff finds the proposal for increased height is acceptable based on the placement of building height on the site and building heights of comparable structures in Old Town North. Blocks B, C and D will be set back at least 200 feet back from the nearest structures to the south and west based on the location of the future Old Town North Linear Park and transmission line easement, while the northern edge of Block F will be located at least 100 feet from the nearest portion of Marina Towers to the north. The Old Town North neighborhood has several examples of buildings with comparable height including the office building at 1199 North Fairfax Street (approximately 110 feet or 125 feet with penthouse enclosure), Marina Towers (approximately 135 feet), Alexandria House (approximately 210 feet), Port Royal Condominiums (approximately 160 feet) and the recently approved buildings at Tidlock (106 feet).⁴ The existing power plant structure has a height Final building heights and massing will be regulated through the design review process with the application of the Old Town North Urban Design Standards & Guidelines (OTNUDSG) addendum and/or the Design Excellence Prerequisites and Criteria (see Design Review Approach below) and reviews by the Urban Design Advisory Committee (UDAC) for each building DSUP. The aforementioned design review materials require a variety of building heights on each building and block.

B. Zoning and Text Amendments

1. Expansion of the Old Town North Arts and Cultural District Overlay (ZTA#2022-00007 and REZ#2022-00004) (Richard)

The establishment of the Old Town North Arts and Cultural District was a key recommendation of the OTNSAP, serving as a tool to strengthen the existing arts presence within the community and add to the North Fairfax Arts corridor’s vitality to the creative economy. The OTNSAP strongly encouraged the extension of the corridor into the PRGS site as depicted in Figure 2.05 of

⁴ The building heights at 1199 North Fairfax Street, Marina Towers, Alexandria House and Port Royal were measured using Pictometry and are estimates that exclude the areas of mechanical penthouses.

the Plan (Figure 6) to reinforce the sense of place along the North Fairfax Street Corridor and promote opportunities for arts and cultural uses within the PRGS site.

Staff supports the proposed amendment to Arts and Cultural District Overlay, which requires a Zoning Ordinance text amendment (for Section 6-900) and rezoning approval. The amendment implements the recommendation of the approved Old Town North Small Area Plan to extend the Arts and Cultural District in Old Town North into the PRGS site as highlighted in Figure 5.

The provisions of Section 6-900 require arts and cultural anchors and tenants to have frontage on the streets within the boundary highlighted in Figure 5 below; North Washington Street, North Saint Asaph Street, Montgomery Street, North Fairfax Street, Canal Center Plaza and Third Street. As North Fairfax Street is proposed to be extended into the PRGS site, as envisioned in the OTNSAP, the newly created blocks within the PRGS site will comply with the boundaries as defined in Section 6-900.

The expansion of the Arts and Cultural District boundary to encompass the PRGS site allows the applicant to provide arts and cultural tenant and anchor space. As shown in the CDD Zoning Table in the CDD Text Amendment section below as well as the Arts and Cultural Uses section below, the applicant can utilize Section 6-903 for the provision of smaller arts and cultural tenants but cannot utilize the bonus density provisions for arts and cultural anchors in Section 6-904. The applicant will be providing arts and cultural anchor space through the conditions of approval but is limited in seeking bonus density as outlined in this portion of the Zoning Ordinance.

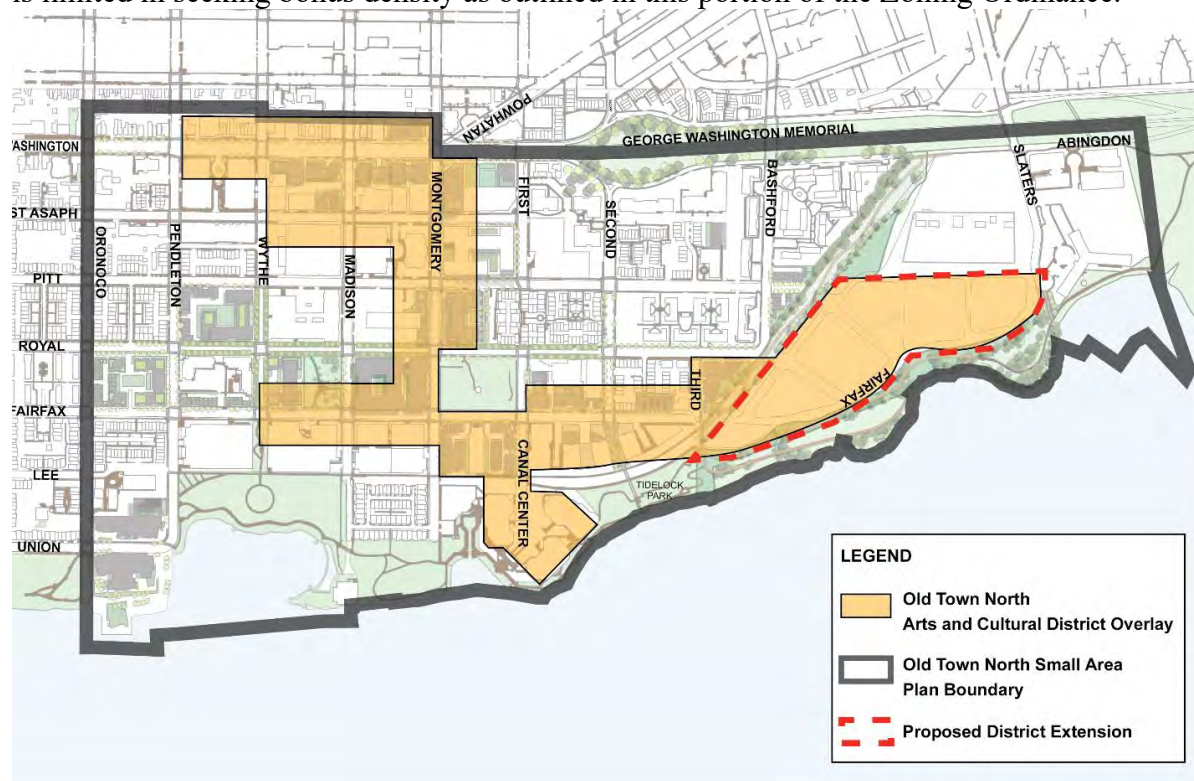


Figure 5: Proposed Old Town North Arts and Cultural District Overlay Map



Figure 6: North Fairfax Street Arts Corridor

Arts and Cultural District Background

At the time of adoption of the Arts District in 2018, the specifics for the redevelopment of the former power plant site was unclear and to alleviate some concerns raised by AHAAC related to the use of the arts incentives, the initial boundary of the Arts and Cultural District did not include the PRGS site. It was contemplated that as redevelopment of the power plant site became viable, the extension of the Arts District would be extended to implement the OTNSAP.

Since the adoption of the bonus density for the provision of arts and cultural uses, five sites within the OTNSAP area have or are in the process of utilizing this provision. These projects in review and in process or construction or occupancy will have provided approximately 45,300 square feet for the provision of arts and cultural uses. The OTNSAP limited the total additional floor area for arts and cultural uses resulting from this incentive in the plan area would not exceed 250,000 square feet and would not exceed 100,000 square feet for arts and cultural anchors per Section 6-904 of the Zoning Ordinance.

With the submission of the CDD Conceptual Design Plan for the PRGS site, the incorporation of arts uses within the project site was discussed to implement the OTNSAP and provide a vibrant mix of residential, commercial, arts and cultural uses. Extension of the district would ensure that the redevelopment can incorporate arts & cultural uses and provide community benefits associated with the Arts District Overlay.

Concerns were raised by the community and AHAAC related to the application of affordable housing and arts bonus densities within the site. The Applicant and staff conveyed that the application of the additional density for the provision of arts and cultural uses as well as affordable housing within the PRGS would be balanced to implement the goals of the OTNSAP.

Outreach

Department of Planning and Zoning staff met with the Alexandria Housing Affordability Advisory Committee (AHAAC) at their March Meeting to discuss the utilization of the density bonus incentives within the PRGS Concept Plan. During the meeting, AHAAC expressed concern over the utilization of the density bonus incentives for the creation of arts space in conflict with the provision of affordable housing within the PRGS site. Staff discussed that the OTNSAP anticipated the extension of the arts corridor into the PRGS to create a unified arts corridor along North Fairfax Street. Additionally, staff discussed that the exclusion of the former power plant site from the initial Old Town North Arts and Cultural District boundary was due to the lack of information about the redevelopment of the PRGS site as well as the concerns raised by AHAAC at the time. Staff conveyed that the application of the density bonuses within the PRGS would be balanced to meet the goals of the OTNSAP for the provision of arts and cultural uses as well as affordable housing.

During the May Arts Commission Meeting, staff provided an update to the commission related to the extension of the district boundary into the PRGS Site. The Arts Commission expressed overall support of the extension.

2. Rezoning (REZ#2022-00003) and CDD Text Amendment (TA#2022-00006)

The applicant has requested a Map Amendment (rezoning) of the project site from UT/Utilities and Transportation, to a Coordinated Development District (CDD). If approved, the proposed CDD zone would be CDD #30 and allow for a maximum gross floor area (GFA) of 2.15 million square feet, with an additional 350,000 square feet reserved as “bonus” density for the provision of arts and cultural anchors and affordable housing, and a maximum height of 172 feet. The new zone would allow a variety of uses, including multifamily residential, office and commercial, retail, restaurant, and arts and cultural anchors and tenants.

Staff supports the request to rezone the project site to CDD #30 since it is consistent with the recommendations of the OTNSAP to rezone the site as a CDD and implements the plan. Rezoning and creating a new CDD, if approved, would add language to the Zoning Ordinance, which requires a text amendment, TA #2022-00006. The text amendment would amend the CDD section of the Zoning Ordinance (Section 5-602) to add Table 1.

The CDD #30 language also has additional development-related provisions. The zone would not have minimum lot or specific yard requirements. The zone transition setbacks listed in Section 7-

900 and the height-to-setback ratio from Section 6-403(A) of the Zoning Ordinance would not apply to this zone. Staff recommends excluding the latter provision to ensure buildings are located closer to the street in line with good urban design and to promote safe and active streetscapes.

Table 1 – CDD#30 Zoning Table

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
30	Potomac River Generating Station	UT regulations shall apply	<p>Maximum floor area: 2.15 million sq. ft. of gross floor area (GFA), excluding floors below-grade and limited areas under projected building massing. Additional floor area up to 350,000 sq. ft. of GFA may be requested pursuant to the provision of affordable housing and arts and cultural anchors. Floor area will be excluded for arts and cultural tenants if requested pursuant to Section 6-903 of the Zoning Ordinance. Properties in this zone are ineligible to request Special Use Permit approval for the affordable housing bonus density provisions of Section 7-700 or the arts and cultural anchors bonus density provisions of Section 6-904 of the Zoning Ordinance.</p> <p>Minimum sitewide non-residential uses: 20% of total GFA.</p> <p>Open Space: minimum 15% per development block containing residential uses and a minimum 5 acres of</p>	<p>The minimum and maximum heights shall conform to the heights in the Old Town North Small Area Plan as amended.</p> <p>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</p>	<p>Active recreational uses; animal care facility; any use with live entertainment; apartment hotel; arts and cultural anchors and tenants; business and professional office; child care home; church; congregate housing facility; congregate recreational facility; continuum of care facility; day care center; dwelling, multifamily; dwelling, townhouse; dwelling, co-living; elder care home; food or beverage production exceeding 5,000 sq. ft., which includes a retail component; fraternal or private club; health and athletic club or fitness studio; health profession office; helistop; hospice; hospital; hotel; interim surface parking lots for non-construction uses on</p>

			<p>publicly accessible open space adjacent to the Mount Vernon Trail and the Old Town North Linear Park.</p> <p>Minimum yards: None. The supplemental yard and setback regulations of Section 7-1000 do not apply.</p> <p>Area Requirements: There are no lot area or frontage requirements.</p> <p>The height-to-setback ratio required in Section 6-403(A) of the Zoning Ordinance and the zone transition requirements of Section 7-900 do not apply.</p>	Special Use Permit.	<p>undeveloped blocks; light assembly, service, and crafts; medical care facility; medical laboratory; nursing or convalescent home or hospice; outdoor dining; outdoor market; passive recreational use; personal service establishment; public park; private school, academic; private school, commercial; public building; public school; radio or television broadcasting office and studio; recreation and entertainment use; restaurant; retail shopping establishment; social service use; valet parking; and veterinary/animal hospital</p>
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Note: This list does not preclude any by-right or administrative special use permits for uses authorized by Section 5-602(E) and Section 5-602(F), respectively.

C. CDD Conceptual Design Plan

1. Street and Block Network

The site layout and street network in the proposed CDD Conceptual Design Plan align with the vision set forth in the OTNSAP. The proposal extends North Fairfax Street to Slaters Lane along expanded waterfront open space and extends North Royal Street into the site, two key framework elements from the OTNSAP Illustrative Concept Plan for this site. Additionally, the CDD plan shows a potential street extension from North Pitt Street into the site and a potential new east-west connection to West Abingdon Drive, pending future coordination with adjacent property owners.

Since the adoption of the OTNSAP, the presence of a 100-foot-wide transmission easement along the southern property line adjacent to the Norfolk Southern right-of-way was discovered (Figure 7). No buildings may be constructed on this transmission line easement though roads may cross it and parks and plantings are permitted. Therefore, the site layout and street network respond to this condition and the easement area will be added to the open space adjacent to the future OTN Linear Park. The proposal features six blocks of differing sizes sited between North Fairfax Street extended and the new Road A. The blocks are canted toward the riverfront and oriented around a Central/Waterfront Plaza. Blocks A and B are triangular in form, Block D is hexagonal and fronts the plaza, with the remaining Blocks C, E and F more typical Old Town block sizes and forms. The two largest blocks, C and E, will have mid-block alleys that will further contribute to the street network and provide for loading and parking access. Open space is appropriately spread across the site consistent with the OTNSAP; including along the waterfront, an area adjacent to the OTN linear park, and along Road A beside the PEPCO substation (see Figure 9 in the Parks, Open Space and Amenities section).



Figure 7. Proposed site layout and street network, including area of easement (in yellow).

The Conceptual Design Plan proposes one public and four private streets. Road A, the extension of North Royal Street into the site and connecting to Slaters Lane, will be the only public street. The extension of North Fairfax Street into the site, including the Woonerf, Roads B, C, and D will all be private with a public access easement. Roads B, C, and D are each one block and connect Road A to North Fairfax Street and will all most likely be roads over the below-grade garage. North Fairfax Street will include a three-block section known as a Woonerf—a shared street with specialty paving to prioritize non-vehicular movement through the space. The private streets will feature similar rights-of-way and streetscape elements as the public street.

2. Uses and Density

The PRGS site is designed as a mixed-use neighborhood that will accommodate a mix of urban-compatible residential and nonresidential uses. The proposal includes flexibility in the placement of multifamily residential and a mix of commercial uses within each of the development blocks. The applicant has requested construction of up to 2,000 multifamily dwelling units on the site, which can be rental and/or condominium units. The buildout of the PRGS site will be greatly shaped, however, by the placement of a variety of commercial and compatible nonresidential uses on the site. The OTNSAP recommended that a range of 20-to-50-percent of square footage on the site be occupied by nonresidential uses. The conditions of approval (Uses section) require that the applicant provides a minimum 20 percent of commercial or “compatible nonresidential” uses on site and that 215,000 square feet (GFA) is provided when the site is approximately half built-out (by the end of Phase 2 – see Phasing section below).

The CDD#30 table includes a list of permitted nonresidential uses with a CDD special use permit. The applicant has indicated its focus is on attracting office uses (compatible with office uses to the south on North Fairfax Street), hotel(s) of up to 300-rooms, ground floor retail and restaurant uses and arts and cultural uses. For more on the placement of arts uses on the site, see the Arts and Cultural Uses subsection below. The applicant has outlined areas of primary retail frontage in the Conceptual Design Plan, including along North Fairfax Street and fronting the Central Plaza. Staff has added a condition to delineate these as “required retail” areas where the vast majority of the building frontage will serve retail, restaurant and compatible active uses (see the figure below). Other frontages are secondary or optional retail to allow for flexibility in response to market conditions.

The OTNSAP permits a maximum of 2.15 million square feet on the PRGS site and designates the square footage to be measured in gross floor area (GFA). The OTNSAP states that the definition of GFA will be established as part of the CDD approval process. Staff and the applicant have agreed that GFA shall include all areas under a roof where the roof is more than 4 feet above the average finished grade for the building. Exceptions for open air architectural expression under a roof can be removed from the GFA calculations. The definition for GFA is in the conditions of approval.

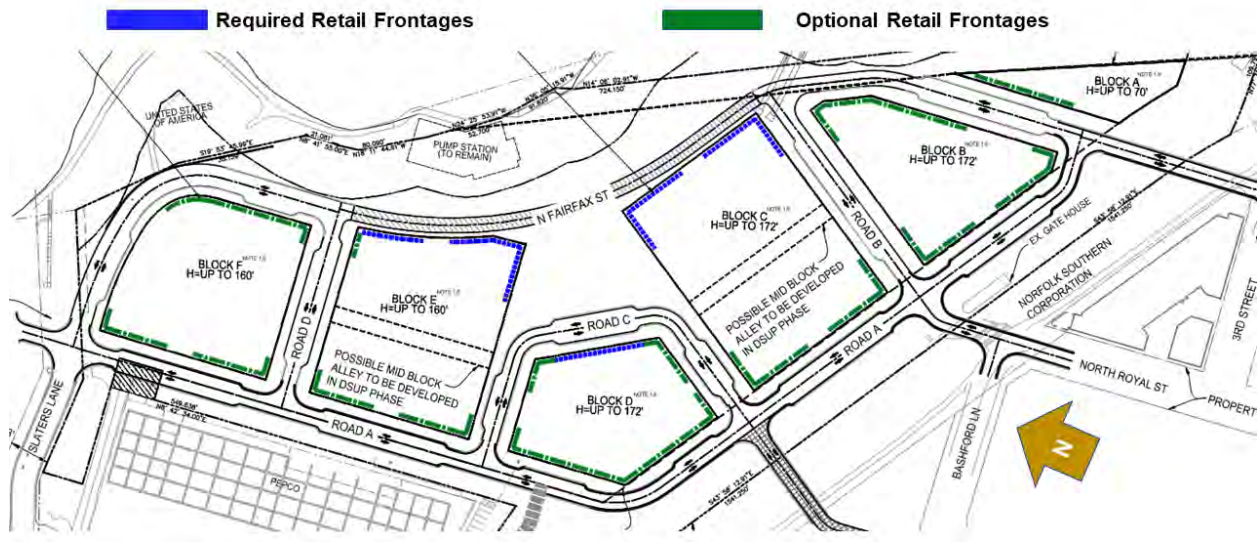


Figure 8: Required and optional retail frontages.

Table 2 – Use Breakdown

Use Type	Percentage of Site	Notes
Residential Multifamily	40% (anticipated minimum) to 80% (maximum permitted)	Up to 2,000 dwelling units permitted
Commercial	20% (minimum permitted) to 60% (anticipated maximum)	See CDD Zoning Table for uses permitted with CDD Special Use Permit

i. Approach for Additional Density and Public Benefits related to Affordable Housing and Arts and Cultural Uses

The applicant can utilize up to 350,000 square feet of additional density (for a total of 2.5 million square feet) for providing affordable housing and arts and cultural anchor benefits (to be explained in more detail below). The table connected to Condition 7 outlines how the additional density may be applied to blocks B through F.

The requests for additional density are aligned generally with Section 6-900 (for provision of arts and cultural anchors) and Section 7-700 (for provision of affordable housing) of the Zoning Ordinance; however, in the spirit of the coordinated development approach the total amount of additional density is determined at the CDD level and incorporated into the overall density, phasing and public benefits.⁵ Staff and the applicant have agreed to a coordinated application of the

⁵ The applicant is ineligible to request bonus density and height for affordable housing (Section 7-700) and arts and cultural anchors (Section 6-900) per the CDD#30 zoning table.

350,000 square feet of additional density as part of the CDD and note that this provides more clarity for the community as the maximum site density is established with the CDD, rather than variable with subsequent DSUPs. The use of additional density is defined in the General and Housing sections of the conditions of approval.

The 350,000 square feet (GFA) of additional density is separated into three categories:

- The first category of additional density relates to the provision of affordable housing modeled on Section 7-700 of the Zoning Ordinance and includes **175,000 square feet** (GFA). As discussed in greater detail in the Affordable Housing section below, the applicant is required to provide 58,333 square feet (GFA), one-third of this additional density, in the form of on-site affordable set-aside units.
- The second category of additional density is up to **100,000 square feet** (GFA) to be utilized for a Public-Private Partnership (PPP) for a potential on-site affordable housing project. This is addressed in the conditions of approval and enables a future PPP to tap into this density once an Affordable Housing Strategy is developed for the site. If the PPP project fails to obtain necessary funding after no fewer than three Low Income Housing Tax Credit (LIHTC) funding cycles, the applicant will be relieved of the obligation to pursue the PPP and may utilize the remaining additional density by providing one-third of the 100,000 square feet as on-site affordable set-aside units.
- The third category of **75,000 square feet** (GFA) relates to the provision of arts and cultural anchor space(s) and is discussed in the Arts and Cultural Uses subsection below.

To mitigate future CDD amendments and provide flexibility, staff recommends transfer of allowable building square footage up to 10 percent among development blocks within the CDD Plan Area with administrative approval. Per Condition 9, administrative approval may occur as long as the transfer does not result in an increase in the overall total square footage or allowable maximum heights within the approved CDD or a decrease in required open space or the 20-percent minimum nonresidential use requirement.

ii. Arts and Cultural Uses and Public Art

As discussed in the Zoning and Text Amendments subsection above and consistent with the OTNSAP vision, the Old Town North Arts and Cultural District Overlay is expanding to encompass the PRGS CDD site:

- The applicant will be providing a minimum of **30,000 square feet** of arts and cultural anchor space on the CDD site per the conditions of approval.
- The applicant can utilize additional density modeled on Section 6-900 of the Zoning Ordinance for the provision of arts and cultural anchors for up to **75,000 square feet** (GFA) of additional density.
- The conditions of approval require that a minimum 15,000 square feet of the arts anchor space shall be provided at a deeply subsidized or no cost to the future tenant(s).

- The applicant can also provide smaller arts and cultural tenant spaces (per Section 6-903 of the Zoning Ordinance) up to 15,000 square feet per development block.

To further promote arts and cultural uses staff is providing an expanded definition of arts and cultural anchors in Section 6-902(B) of the Zoning Ordinance. This new definition will incorporate a broader range of uses including museums and scientific-educational uses that are consistent with the arts and cultural anchor definition as a “larger destination use or venue.” The applicant has been working with the Alexandria Economic Development Partnership (AEDP) on securing a potential larger arts and cultural anchor use on the site though no specific users have been identified yet. As noted in the Arts and Cultural Overlay text amendment and rezoning subsection above, the applicant is not utilizing the bonus density program outlined in Section 6-904 of the Zoning Ordinance to provide arts and cultural anchors but will be providing anchor space per the conditions of approval as outlined in the above bullet points.

The applicant has noted its plans to incorporate art installations (both temporary and permanent) and public art throughout the site as part of the Arts and Cultural District Overlay expansion. Staff has added a condition requiring the applicant to provide a public art plan with the first preliminary plan DSUP submission.

3. Affordable Housing

The project’s contributions to inclusivity and housing equity and opportunity were informed by and evaluated through the lenses of the OTNSAP vision, the Housing Master Plan and Regional Housing Initiative’s respective goals, and the ALL Alexandria Resolution.

The OTNSAP envisions a variety of housing choices and building types that are affordable and accessible to a diverse range of ages, incomes, abilities, and household sizes, including households who wish to live and work in OTN, families with children, persons with fixed incomes and seniors who desire to age-in-place. Several of these objectives are accomplished through the provision of on-site set aside units through the use of additional density and the commitment to foster a future leveraged affordable housing development through a public-private partnership.

The project also supports the housing production goals established by the Metropolitan Washington Council of Governments’ Regional Housing Initiative endorsed by the City and implements two Housing Master Plan goals:

- Providing long-term affordable and workforce rental housing through strategic new development and redevelopment; and
- Supporting potential affordable and workforce home purchase opportunities.

In addition, the project’s commitment to providing a monetary contribution to the Housing Trust Fund and pursuing the leveraged partnership to expand the types and levels of housing affordability on site will help to advance the implementation of the 2021 ALL Alexandria Resolution to address racial and socio-economic inequities.

To meet these commitments, the applicant has proposed a three-pronged approach to incorporating housing affordability within the CDD Plan area.

i. Monetary contributions to the Housing Trust Fund

Consistent with the City's Procedures Regarding Affordable Housing Contributions, the applicant has agreed to provide monetary contributions on the 2.15 million square feet (GFA) permitted under the project's base development. In 2022 dollars, the total Housing Trust Fund contribution is estimated to yield a contribution of between approximately \$8 and \$11 million over the life of the project. The final contribution will be a function of the final land use mix and the affordable housing contribution rates that are in effect at the time of future DSUP applications. It is noted that:

- Contributions will not be applied to any additional density (above the base development) associated with the provision of affordable set-aside units;
- Residential development constructed as part of the base development will be subject to a Tier 2 Residential Contribution rate (or to its equivalent if the Tier 2 rate is updated) since the underlying UT Zone does not permit residential uses; and
- Contributions will be calculated based on the City's floor area definition in the Zoning Ordinance.

Subject to the mutual agreement of the Director of Housing and the applicant and as part of the review of future DSUPs and associated Affordable Housing Plans, monetary contributions may be:

- Converted into additional affordable set-aside units or set-aside units at deeper levels of affordability of an equivalent value; and/or
- Invested in a potential public-private partnership (discussed below) to leverage Low Income Housing Tax Credit (LIHTC) equity and/or other funding sources to create an on-site affordable housing project. It is noted that the applicant may elect, at its discretion, to provide HTF contributions earlier than the prescribed time to help facilitate such a project (contributions are typically paid at the time of certificate of occupancy). It is anticipated that this provision could be of particular importance in helping to fill the potential PPP project's funding gap depending on what other pipeline projects may be competing for local investment at that time.

ii. On-site affordable set-aside units

The applicant will provide at least 58,333 square feet (GFA) as committed affordable housing within the CDD Plan area in the form of set-aside units in market-rate residential developments subject to the provisions below. In exchange, the applicant will be entitled to 175,000 square feet (GFA) of additional density, inclusive of the 58,333 square feet. The affordable housing will be phased such that:

- A minimum of 8,500 square feet (GFA) will be provided in Phase 1, unless more than 75 percent of the Phase 1 development is non-residential; in that case, that square footage will be provided in Phase 2;

- A minimum of 25,000 square feet (GFA) will be provided in Phase 2 (in addition to any floor area not already provided in Phase 1), unless more than 85 percent of Phase 2 development is non-residential; in that case, that square footage will be provided in Phase 3; and
- The balance of the affordable housing (in addition to any floor area not provided in Phases 1 and 2 and not including units secured through a public-private partnership) will be provided in Phase 3 for a minimum total of 58,333 square feet (GFA).
- It is noted that the affordable housing GFA may be reduced by the conditions of approval. If the development review process reduces the GFA requested by the applicant in a given block or phase, the affordable housing GFA will be reduced by one third of the amount of the reduction.⁶ Conversely, if some or all of the reduction in the requested GFA is regained in a future block or phase, the affordable housing GFA will be increased proportionately. If the applicant voluntarily opts to develop less than the maximum GFA permitted and/or does not transfer the GFA to another block, the affordable housing floor area remains as outlined above.

The levels of affordability of the set-aside units will be consistent with City policy. Committed affordable rental units will be affordable at up to 60 percent of the area median income for no less than 40 years. Committed affordable homeownership set-aside units shall be priced consistent with City policy in effect at the time of each DSUP application; such units shall have covenants restricting future resale to ensure long term affordability. All set-aside units shall also be subject to the City's published standard set-aside conditions, policies, and procedures in effect at that time of each DSUP application.

The tenure and unit mix of the set-aside units will be considered at the time of each DSUP application. The City's standard practice is for unit tenure and unit mix to generally reflect the overall tenure and unit mix in a project (or phase).

iii. Public-private partnership (PPP)

The applicant will work proactively with the City to develop, through a PPP (which may include a TBD nonprofit affordable housing development entity) a potential committed affordable housing project involving up to 100,000 square feet (GFA) within the CDD Plan area. The intent of the PPP would be to further expand, as well as deepen levels of affordability, offered within the CDD site. It is estimated that such a project could yield approximately 100+ committed affordable rental units, on average, ranging in affordability from 40-to-60-percent of the area median income. The

⁶ For example, if the applicant were to request 415,000 square feet (GFA) in Block B and the City were to require, through the design review process, that 6,000 square feet (GFA) be removed, the 6,000 square feet would be applied towards the 55,000 square feet (GFA) allocated towards that block's additional density. The affordable housing would consequently be reduced by one third of that reduction in GFA, or by 2,000 square feet (GFA) in this hypothetical scenario. If that 6,000 (or any portion thereof) were able to be incorporated back into a future block, one third of that reclaimed GFA would be provided as affordable housing.

project could be designed as a stand-alone affordable building or, more likely, as affordable units co-located with non-residential or residential market-rate development.

The potential location(s), timeline, phasing plan (if applicable), partner, and a general funding plan (to include Low Income Housing Tax Credit equity and/or any other public funding) will be developed as part of a future Affordable Housing Strategy that will be reviewed by the Alexandria Housing Affordability Advisory Committee (AHAAC) for feedback prior to its consideration by City Council. It is noted that several members of the Commission on Aging have recommended that staff and the Committee consider exploring opportunities for a mixed-income affordable assisted living facility (MIAALF) on the site as part of a future PPP. Affordable housing to support households working in arts-related fields will also be evaluated as will more traditional affordable housing models with a focus on innovation. Staff notes that the low-income housing tax credit program has a carve-out to develop arts-related affordable housing projects, and that this type of housing was considered as an option as part of the OTNSAP.

The applicant has agreed to present the AHS to the Committee no later than either (1) within three years of the CDD approval or (2) the Completeness submission for the fourth DSUP application in the CDD Plan area, whichever occurs sooner. The timing of this submission will be important to ensure that the applicant engages with the City on the location of the potential PPP before the majority of the site has been planned or committed to other development.

Following the AHS' approval, the applicant, the City, and TBD development partners would collaborate to secure LIHTC funding over no less than three funding cycles to finance and develop the PPP project. It is noted that this approach reflects the one pursued at the West Alex development which resulted in the successful construction of AHDC's The Nexus project. As with that project, the City would reserve the right to approve the TBD development partner. If the PPP fails to obtain the requisite financing after the third funding cycle, the applicant will be relieved of the obligation to pursue the project. In that scenario, the applicant may utilize the 100,000 square feet (GFA), initially reserved for the PPP, by providing one third (33,333 square feet [GFA]) of that density as additional on-site affordable set-aside units.

Yield Analysis

Table 3. summarizes the estimated potential on-site affordable housing yield as it relates to the overall levels of potential residential development.

Table 3

Affordable housing yield	Estimated unit yield	Set aside yield (1)	Potential PPP yield (2)	% affordable w/PPP (2)	% affordable w/o PPP (3)
Residential high scenario	2,000	Up to 58-65	100+	Up to ~8%+	Up to ~3%+
Residential low scenario	1,000	Up to 58-65	100+	Up to ~16%+	Up to ~6%+

Notes:

1. The set-aside yield assumes 900-1,000 square feet (GFA) per unit and that City action does not reduce the applicant's requested GFA in any given phase.

2. *This scenario assumes the HTF contribution is invested in the PPP and is not utilized to leverage units off-site or buy down additional units on-site.*
3. *This scenario assumes the PPP is unable to move forward; the HTF contribution could be invested in leveraging units off-site or buying down additional units on-site. It is estimated that a \$8-\$11 million contribution could buy down approximately 32-44 additional one-bedroom set-aside units.*

Staff acknowledge that the developer's monetary contribution and the projected number of onsite units developed through additional density meet the requirements of the City's monetary Housing Contribution policy and are aligned with the provisions of Section 7-700. Through negotiation, the developer has agreed to consider the PPP and access density for that potential project from the additional arts density. Taking advantage of this option would enable the City to apply the HTF contribution to achieve a higher number of onsite units given the limited tools available. As described above, alternatives that accomplish housing affordability and meet local housing needs in innovative ways are a priority consideration.

Alexandria Housing Affordability Advisory Committee

After multiple staff and committee member updates and internal discussions regarding the PGRS development over the past year as community meetings progressed, a working draft of the Affordable Housing Plan (AHP) was presented for discussion purposes to the Alexandria Housing Affordability Advisory Committee (AHAAC) at its May 11, 2022 meeting. The final proposed AHP was presented on June 2, 2022 during which the committee had a robust discussion on several provisions. Members voiced strong concern over the uncertainty of the 100,000 square foot allocation for affordable housing should the PPP be unsuccessful in securing financing; they urged the applicant to commit to treating the allocation as bonus density for affordable housing which would ensure that at least one third of the density (33,333 square feet GFA) would be delivered as on-site affordable housing. While members acknowledged there were competing community benefits being requested of the developer, they questioned the priority of an arts density allocation, given the need for housing affordability and City discretion in whether the arts and cultural district overlay should be extended to this site. Members also questioned why the applicant could not commit to (a) accelerate the monetary contributions to the Housing Trust Fund; (b) assure that affordable set-aside homeownership units would be included onsite; and (c) assure that residents of the PPP affordable units would have access to all amenities across the development. Further, in response to the desire to promote innovation on the site, the applicant was encouraged to consider pairing affordable housing with community and social services like health care and workforce development.

The committee voted to approve the AHP (with two votes in opposition) with a carve out of the provision that grants the applicant discretion to determine how the 100,000 square foot allocation would be used if the efforts to finance the PPP were unsuccessful. In its place, the committee voted to support a modified condition that would require the applicant to treat this density as bonus density for affordable housing.

It is noted that UNITE HERE and African Communities Together (ACT) representatives attended several AHAAC meetings, including the June 2nd meeting, during which they expressed their objections to the scale of the applicant's proposed contributions to affordable housing. They

conveyed that the contributions were an inadequate response to the City’s housing needs which were anticipated to be magnified by the number of construction and service-sector jobs (such as in the hotel, retail, and restaurant industries) created through the development. Representatives of the two organizations underscored the importance of the applicant committing to providing monetary contributions to the Housing Trust Fund in advance of project completion to facilitate the funding of the PPP, if necessary, and to ensure the 100,000 square foot allocation be converted to bonus density for affordable housing as discussed above.

4. Design Review Approach

The Urban Design Advisory Committee (UDAC) was established as an advisory group to City staff and had urban design advisory review responsibility for the portions of Old Town North outside of the Old and Historic Alexandria District. UDAC uses the adopted Old Town North Urban Design Standards & Guidelines (OTNUDSG) to review all new construction and redevelopment that requires a DSP or DSUP in Old Town North. UDAC uses both Design Standards, which require compliance and necessitate a higher level of review, and Guidelines, which are recommendations that projects are encouraged to incorporate. When the current OTN UDSGs were adopted in 2017, as part of the OTNSAP, it was anticipated that when PRGS redeveloped, the OTN UDSGs would need to be reviewed and updated.

Staff and the applicant have proposed an addendum to the OTNUDSGs to create a framework more suitable for the design approach and intent at the PRGS site. Several Design Standards and Guidelines are proposed for revision and some are not applicable. The addendum removes several Standards and Guidelines that are not applicable, refers to consistency with the approved CDD Conceptual Design Plan, and adds language to facilitate design review of the anticipated building types sited in orientation to the Potomac River and public spaces. Staff presented the proposed revisions with UDAC in May 2022 and UDAC had the opportunity to provide feedback.

In addition to the update to the OTN UDSGs, staff has developed an alternate Design Excellence review path which allows the applicant to be exempt from the OTN UDSGs if certain prerequisites and design excellence criteria are satisfied. Design Excellence is the convergence of best practices and technologies in the design of sites and structures. Design Excellence implements an urban framework consistent with the OTNSAP and CDD. It informs building volumes, forms and materials to create a dynamic street wall and screen utilitarian uses that distract from overall visual quality and the pedestrian environment, while implementing and integrating exceptional design, high quality materials and high performing technologies. Below-grade parking allows for building volume to be used for an active mix of uses (retail, office, residential, hospitality, arts and innovation) as well as the maximization of grade level open space and multimodal streets. Design Excellence considers the environmental impacts of sites and structures. It utilizes high performing technologies to meet or exceed the City of Alexandria’s standards for environmental sustainability and serve as a model of sustainable design. The Design Excellence approach allows for greater design flexibility and creativity while ensuring the highest level of design is achieved.

5. Parks, Open Space and Amenities

The OTNSAP envisioned a significant expansion of open space throughout Old Town North, including the creation of new open space and parks. The OTNSAP recommends the following for the site:

- 2-4 acres of public open space along the waterfront;
- 1-2 acres of public open space for active recreational use adjacent to the future OTN Linear Park; and
- Coordination on design, maintenance and programming for public open space.

The applicant proposes an integrated open space network with a range of passive and active uses that connects to the existing and proposed open space adjacent to the site. Staff recommends a condition requiring 5 acres of publicly accessible open space that meet the requirements of the OTNSAP, recognizing that the exact park acreage may adjust during the design process. The proposed Conceptual Design Plan proposes 5.77 acres distributed per the following:

Table 4 – Proposed Open Space Acreage

Open Space/Park	Acres
Waterfront Park	3.00
Central/Waterfront Plaza	0.70
Rail Corridor Park	1.67
PEPCO Liner	0.40
TOTAL	5.77

A Comprehensive Open Space Plan (COSP) will be developed as part of the Infrastructure DSP. The COSP will provide a conceptual framework and programming approach for the various open space areas, with subsequent park design to occur during the DSUP process. The Waterfront Park and Rail Corridor Park will each require a DSUP while the other open spaces will be reviewed as part of the adjacent block's DSUP. During the DSUP process, public engagement regarding the park design and review by the Parks and Recreation Commission will occur.

As shown in the community presentations on open space and recommended by staff are a range of park spaces that accommodate both passive and active recreational needs as well as appeal to users of all ages. Passive recreational spaces may include trails, promenades, plazas, fountains, restrooms, overlooks, open lawn areas, seating, public art, and gardens. Active recreation areas may include volleyball courts, tennis courts, basketball courts, playgrounds, climbing walls/gyms, splash grounds, ice skating rinks, pools, and dog exercise areas. Staff also recommends event/festival space, and adequate support infrastructure to accommodate a range of special events throughout the year. Staff recommends requiring publicly accessible restrooms on the site.

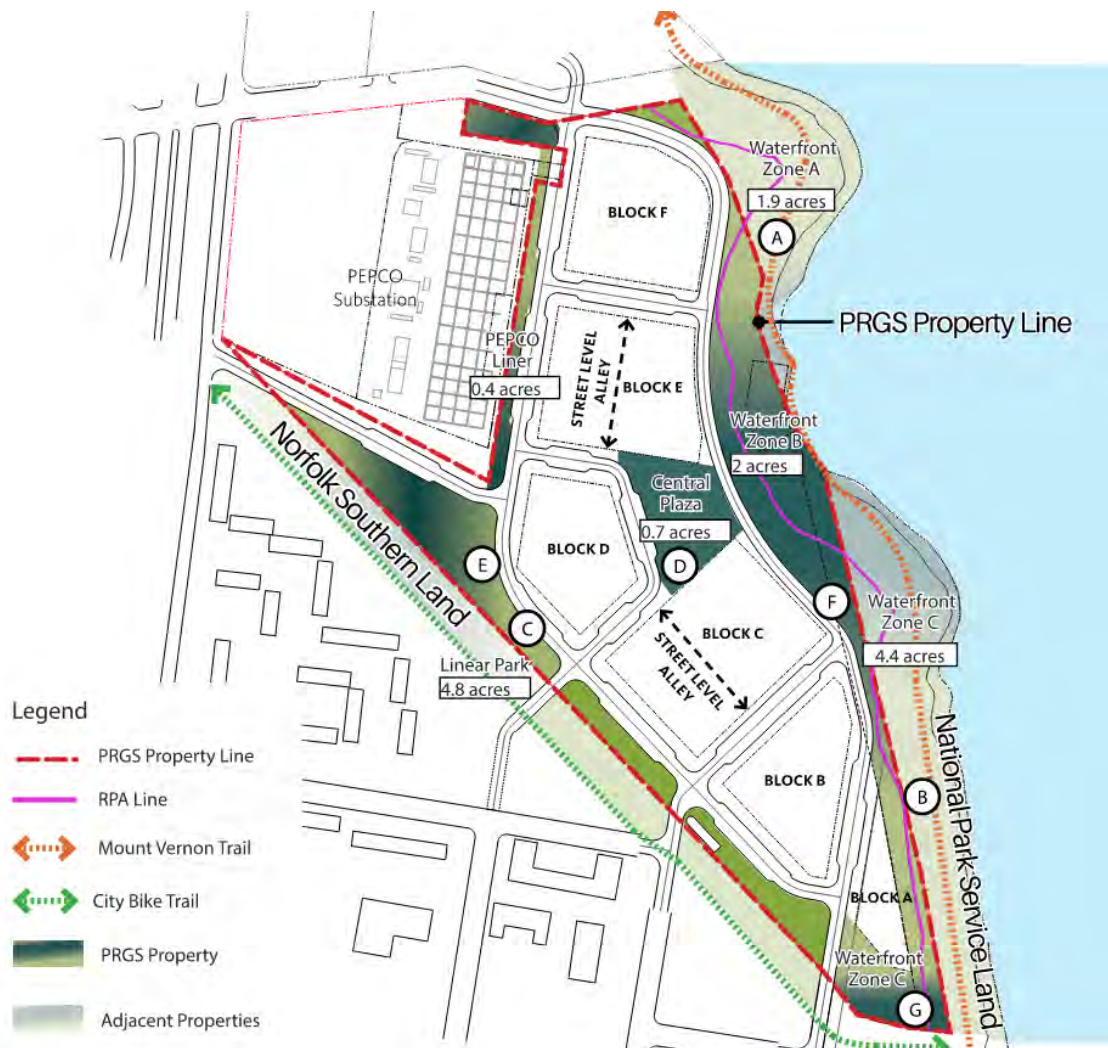


Figure 9. Proposed open space on site and adjacent to site.

The Waterfront Park will be located east of the Woonerf/North Fairfax Street and will connect with the NPS lands and Mount Vernon Trail to create a seamless transition and improve accessibility. This park will include the existing Pump House, to be adaptively reused and integrated into the park design and contribute to activation of the public realm, possibly providing dining or other services for visitors and park users. The roof of the Pump House extends from the approximate grade of the street level, providing remarkable views of the Potomac River and Washington, D.C. The lower level adjoins the Mount Vernon Trail. The applicant also proposes to seek NPS approval to make improvements to their lands including the removal of invasive vegetation, new and enhanced trail connections, and opportunities for connections with the Potomac River, such as a kayak launch and overlooks for birding. The applicant has been meeting with staff and the NPS to discuss appropriate enhancements and connections to NPS land to maintain their goals and objectives for this portion of the Mount Vernon Trail. Staff recommends that the Waterfront Park be constructed during Phases 1 and 2, to provide this public benefit well before the end of construction.

Within the Rail Corridor Park, the applicant has contemplated children's play equipment, fitness elements, game courts and shade structures with seating. This open space will be immediately adjacent to the future OTN Linear Park and will have a seamless connection to that space. The applicant is responsible for acquiring, designing and constructing the OTN Linear Park space adjacent to their site as part of their developer contributions. However, the timing for completion of the OTN Linear Park and Rail Corridor Park may differ as the work at the OTN Linear Park is dependent on acquiring the land from Norfolk Southern. An interim condition is required to be provided in Phase 2 and the final park condition at the completion of Phase 3.

The Central/Waterfront Plaza is envisioned as a hardscape urban park adjacent to the Woonerf. It could have outdoor dining or other seating, an urban grove or a water feature. Due to the location adjacent to three blocks, the design of this space will be approved with the DSUP that constructs the underground garage for this block or Block D.

The open space described as the PEPCO Liner is very narrow but could be suitable for dog runs, fitness activities, and bocci courts. The applicant proposes creative screening of the PEPCO substation. It will be completed by Phase 3 and will be associated with the first DSUP after the DSUP that includes the Central/Waterfront Plaza.

Park Ownership

The applicant proposes for all open space on the site to be privately owned with a public access easement to retain control of these spaces. Staff strongly recommends that both the Waterfront Park and Rail Corridor Park be dedicated to the City to maintain unencumbered, and encouraged, public accessibility to these very public spaces as well as more control over use and programming over time. The City has a long history of experience with developer-provided public spaces and a clear understanding of the potential pitfalls of certain kinds of arrangements, including attempts by future owners and residents to limit public access or avoid necessary improvements in the future. The level of control that the applicant would like to retain is contrary to the OTNSAP, the Waterfront Plan and to City policy because these parks are intended to be fully public, indistinguishable in use from any other public park, and not an extension of private open space. A fundamental tenet of the Waterfront Plan is to provide continuous public access along the waterfront and to recognize this area as public park space for all Alexandrians. Public dedication is important as these two parks will be highly used and it is imperative to maintain the public realm. Furthermore, City dedication allows for more involvement in programming and managing the space as well as more flexibility when future improvements may be necessary.

The applicant has expressed concerns about public ownership of the parks, including the Waterfront Park and Rail Corridor Park and have proposed public access easements for these parks with private ownership. Staff is continuing to discuss this issue with the applicant through the CDD approval process.

As the Central/Waterfront Plaza will likely provide outdoor dining or serve the adjacent buildings, and the PEPCO Liner Park is limited in scope, staff finds it acceptable for the applicant to retain ownership and provide a public access easement.

Park Maintenance

It is anticipated that the new parks will be well-designed with a range of amenities and be a benefit for all Alexandrians and visitors. Due to the relationship to new development as well as two trail systems, staff anticipates that these open spaces will be highly utilized. To ensure that there is a high level of maintenance for these spaces to maintain public use and enjoyment, as well as the applicant's desire to provide for a higher-level of maintenance to open space on and adjacent to their site, staff recommends that the developer, or its future master association, enter into a maintenance agreement with the City.

Additional Requirements for Open Space

During the DSUP process, each block will provide open space at or above-grade to meet the 15 percent open space requirement in the CDD #30 zone. The location, design and programming of open space on each block will be reviewed as part of the DSUP process.

6. Historic Interpretation

The OTNSAP recommends that the industrial heritage of the neighborhood is interpreted through the inclusion of industrial artifacts and interpretive elements, including the adaptive reuse of character-defining features found on the site. Additionally, the broader goals recommend a cohesive approach to historic interpretation that incorporates broader themes and a more holistic strategy. A Historic Interpretation Plan, developed in conjunction with staff and based on the Old Town North Historic Interpretation Guide, will be submitted as part of the first DSUP. Such a plan will identify themes and approaches to interpretation to be implemented with subsequent DSUPs.

7. Phasing

The PRGS site will be developed in phases based on the Conceptual Design Plan and refined through the conditions of approval. The six development blocks and adjacent open space, street network and infrastructure will be delivered by the applicant in three phases. Each DSUP for a building and/or block will be placed into one of the three phases below based on their order of approval, though the applicant anticipates that the blocks will generally be approved south to north, starting with Block B. All the improvements and benefits related to each phase will be delivered by the applicant by the time that the last building in this phase is seeking occupancy after construction.

- **Phase 1** includes the construction of the first building(s) on site up to 400,000 square feet (GFA).
- **Phase 2** includes the construction of either blocks C and D or a total site approval/construction of building(s) on site up to 1.25 million square feet (GFA), whichever is first.
- **Phase 3** relates to the final approved and constructed DSUPs/blocks on the site, which are likely to be blocks E and F.

i. Infrastructure and Open Space Phasing

The applicant and City have coordinated to establish a plan for infrastructure phasing that delivers the necessary infrastructure for the adjacent blocks of development while ensuring the site is physically connected to Old Town North early in the construction process and that community amenities are provided for the use of the residents, employees and visitors of both the site and the city in general. The following improvements are outlined in detail in the conditions of approval and are to be reflected in the Final CDD Conceptual Design Plan.

- **Phase 1** improvements include:
 - The construction of the entire length of Road A in a temporary condition (and in final condition next to developed blocks) connecting to Slaters Lane, North Fairfax and North Royal streets.
 - Construction of North Fairfax and North Royal streets (including Road B) connections in a final condition to the northeastern edge of Block B.
 - Signal improvements to the George Washington Memorial Parkway (GWMP) at Slaters Lane and Bashford Lane.
 - Any street sections adjacent to a developed block in final condition.
 - Implementation of the southern half of Waterfront Park up to the Pump House in a final condition.
- **Phase 2** improvements include:
 - The construction of North Fairfax Street (including the Woonerf) in a final condition up to the northern property line of Block E and the rest of Old Town North to the south.
 - Provide a feasibility study for City review regarding construction of potential east-west street connection to the GWMP.
 - Completion of the multimodal operational, physical, and signal improvements at the intersections of Slaters Lane and Bashford Lane with the GWMP.
 - Multimodal and streetscape improvements to Slaters Lane.
 - Construction of the Central Plaza (if Block D is included in the Phase, otherwise to be constructed in Phase 3).
 - Completion of Waterfront Park and construction of interim improvements to Rail Corridor Park.
- **Phase 3** improvements include:
 - The finalized construction of all streets and publicly accessible and public open spaces on site.
 - Construction of the Old Town North Linear Park and remainder of Rail Corridor Park.
 - The construction of the PEPCO Liner open space.
 - Any proposed improvements to the Mount Vernon Trail and National Park Service (NPS) property pending NPS approval.

ii. Non-Infrastructure Phasing

The conditions of approval outline the phased delivery of public benefits that are not tied directly to physical improvements. As discussed in the Affordable Housing subsection above, the applicant will be providing the 58,333 square feet (GFA) of affordable housing in three phases – with a minimum of 8,500 square feet provided with the construction of Phase 1, a Phase 2 delivery of a minimum additional 25,000 square feet of affordable housing with the remainder of required affordable housing provided in Phase 3.

The arts and cultural anchor space(s) will also be provided in a phased approach to ensure that these spaces are operational when at least half of the development is constructed. The applicant is required to provide a minimum of 15,000 square feet of arts and cultural anchor space with Phase 2 and the remaining 15,000 square feet with Phase 3 if not already provided in Phase 2.

8. Transportation

Staff finds that the applicant's proposed transportation infrastructure aligns with the recommendations of the OTNSAP. The Conceptual Design Plan incorporates OTNSAP recommendations (page 78 of the OTNSAP) including extending the existing Old Town North street grid into the site, expanding waterfront park and trail access with pedestrian and bicycle connections, "shared parking strategies" and "sidewalks designed to prioritize pedestrians."

i. Pedestrian and Streetscape Improvements

The Conceptual Design Plan and conditions of approval outline how the PRGS site will be integrated into the urban fabric of Old Town North for all modes of transportation. The applicant and staff have worked to integrate the approved street and sidewalk sections in the Old Town North Urban Design Standards & Guidelines (OTNUDSG) into the Conceptual Design Plan while incorporating additional measures for increased pedestrian porosity and access.

All of the streets (both private and public) extending in and through the PRGS site except portions of the North Fairfax Street extension will have a 66-foot-wide right-of-way to accommodate two-way traffic, on-street parking, on-street bicycle facilities where proposed, sidewalks and street trees. The sidewalk on each of these streets fronting a development block will have a minimum 8-foot-wide sidewalk and 6-foot-wide street tree wells. Staff has added a condition of approval that requires additional sidewalk width along portions of North Fairfax Street with a building face to curb setback of 20 feet to safely accommodate pedestrian traffic along prominent frontages and adjacent to required retail areas. The street sections in the Conceptual Design Plan and in the OTNUDSG anticipate that the sidewalk would extend within the property line of most frontages. Staff will work with the applicant on finalizing the sidewalk width for each frontage through the Infrastructure DSP and individual DSUP submissions. Areas of additional sidewalk within the property line of each development block could be utilized for outdoor dining or seating areas subject to future DSUP approvals.

The applicant has proposed a "Woonerf," or shared street as the central portion of the North Fairfax Street extension in front of Block C, the Central Plaza and Block E and the Waterfront Park. The Woonerf will accommodate bicyclists, pedestrians and limited motor vehicles in the same 22-foot-wide area. The Woonerf will be lined with special pavers to encourage slow movement through the street and may be closed regularly down to vehicular traffic. The Woonerf, as a private street,

will be owned and maintained by the applicant with a public access easement, with design, operation, access and guidelines for events and closures to be provided as part of the Infrastructure DSP process.

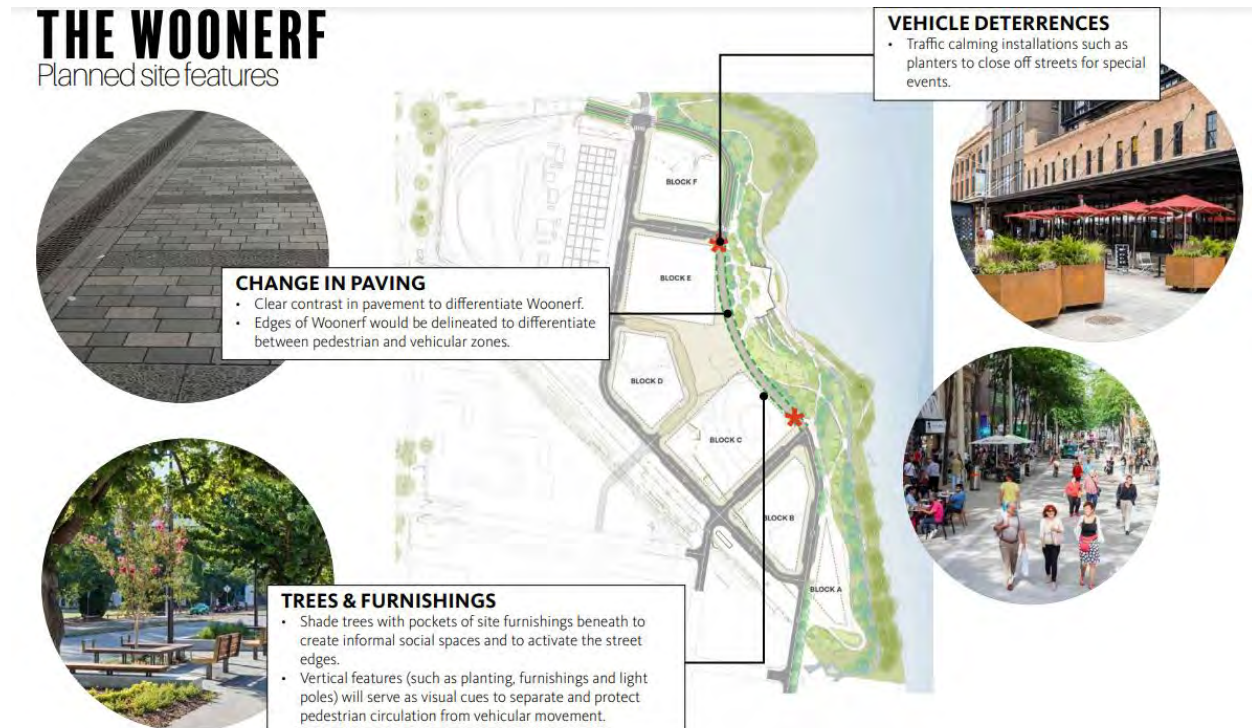


Figure 10: Design elements for the Woonerf. *Source: Hilco Redevelopment Partners*

The pedestrian and streetscape improvements will continue into the North Fairfax, North Royal and North Pitt (if developed) street extensions to the south and the site connection to Slaters Lane at the north. The applicant has also agreed through the conditions of approval to provide pedestrian improvements to rights-of-way that are in the vicinity of the site. As discussed in the Improvements to the Adjacent Street Grid subsection below, the applicant is providing improvements to Slaters Lane. These improvements will include the Slaters Lane portion from the intersection with the George Washington Memorial Parkway eastward to the street end and bicycle and pedestrian connection to the Mount Vernon Trail. The applicant and staff have studied widening the sidewalk area on the north side of Slaters Lane and incorporating bicycle facilities into the right-of-way. More detailed improvements to Slaters Lane will be designed as part of the Infrastructure DSP process and delivered in CDD Phase 2. The applicant is also coordinating with the City and the National Park Service on improvements to the Slaters Lane and Bashford Lane intersections with the Parkway, including improved crosswalks and sidewalk where feasible.

The Conceptual Design Plan also identifies four bicycle and pedestrian connections from the site and the Waterfront Park to the Mount Vernon Trail. The design of these multimodal connections is ongoing and subject to National Park Service approval.

ii. Transit

The southern portion of the site is currently served by DASH Line 34 which runs along North Pitt Street and Bashford Lane and serves the Braddock Road Metrorail Station and the Lee Center. DASH Line 34 will be routed through the site along Road A (the western spine street) when constructed and have added a condition requiring four transit stops (two in each direction) along Road A. Staff is working with the applicant to determine appropriate facilities and other amenities. The updated bus route would connect the site to Braddock Road Metrorail Station and potentially Potomac Yard Metrorail Station. The Braddock Road Metrorail Station is located about 1 mile from the site's northern and southern entrances.

iii. Bicycling

The City and the applicant have worked to identify priority areas for bicycle infrastructure throughout the site and connections to the north and west via Slaters Lane, Old Town North and the Mount Vernon Trail. The applicant is providing a north-south bicycle connection via bike lanes on the northern half of North Fairfax Street, connecting to the Woonerf and bicycle lanes on Road B (North Royal Street extension). Staff also intends to work with the applicant on providing bicycle lanes as part of the Slaters Lane improvements to create a bicycle connection from the Mount Vernon Trail spur to the north into the site and to the Mount Vernon Trail at the Slaters Lane street end. The applicant and City will also study the potential of adding bicycle facilities along the PEPCO Liner or Road A with the Infrastructure DSP and future DSUP reviews. The applicant is also coordinating with the National Park Service on future connections from the site to the Mount Vernon Trail.

iv. Traffic

The applicant conducted a Multimodal Transportation Impact Study (MTS) to evaluate the adequacy of the existing multimodal transportation network as the proposed CDD site is built out and to identify mitigation measures to offset associated traffic impacts.

For development cases, the Institute of Transportation Engineers' (ITE's) Trip Generation Manual is used to forecast the site generated trips based on land use type and size. For a more accurate depiction of the site generated trips, staff assumes a reduction in the generated motor vehicle trips determined through ITE Trip Generation Manual. This reduction of trips is based on approved studies in the area, census data, Transportation Analysis Zones (TAZs), and the WMATA Development-Related Ridership Survey Report. These reduction in trips range from 30 percent for grocer to 80 percent for neighborhood retail use. After incorporating trip adjustments, the resulting vehicle trips added to the network would be approximately 628 vehicle trips in the AM peak hour and 793 vehicle trips in PM peak hour.

The study included an evaluation of existing conditions, future conditions assuming the site was not built, future conditions assuming the site is fully occupied/built up to 6 years after full build out, and future conditions assuming several mitigation measures are in place at up to 6 years after full site occupancy. From the analysis, the areas of congestion are primarily focused within the intersections along the regional connections such as the GWMP and Richmond Highway. The study particularly focused on the impacts to Slaters Lane, Bashford Lane, and both East Abingdon and West Abingdon Drive. The future conditions analysis showed several intersections with an unacceptable level of service or approaches to the intersection that were over capacity. Thus,

mitigation measures are required to ensure impacts from the development do not significantly degrade the transportation network.

The mitigation measures in the analysis were focused on improvements to the areas in which congestion was more prominent in the peak hour and while proposed to be consistent with the City's goals and visions of the transportation network. The mitigation measures included:

- Modifications to the signal timing;
- Lane reconfiguration;
- Adding a right turn lane; and
- Assessing the impacts for a new east-west connection from the site intersecting the GWMP.

The mitigation measures analysis resulted in acceptable level of service throughout the network with any of the mitigation measure options. It is important to note, if other mitigation measures are in place, the new east-west street connection from the site intersecting the GWMP is not required for an acceptable transportation network. Based on the findings, the analysis for all 33 intersections resulted in acceptable overall level of service once mitigation measures are in place assuming full buildout of the site.

Staff acknowledges the operational challenges at various intersections along GWMP, particularly the Bashford Lane, Slaters Lane, and the East Abingdon Drive intersections. Therefore, the applicant is slated to do a more in-depth and detailed analysis to determine the operation and potential improvements to these intersections. This will be completed prior to the approval of the Infrastructure DSP.

v. Improvements to the Adjacent Street Grid (Ryan/Mike)

The applicant is connecting the site to the adjacent Old Town North street grid at North Royal Street, North Fairfax Street and Slaters Lane as depicted on the Conceptual Design Plan. The North Royal (connecting northward to Road B) and North Fairfax streets connections are located at the southeast corner of the site and will continue the 66-foot-wide rights-of-way into the site. These street connections connect through the 100-foot-wide Norfolk Southern Railway right-of-way and will require coordination with Norfolk Southern and the City (potentially as part of the Old Town North Linear Park acquisition process) to acquire and dedicate the rights-of-way for the future street connections. The City has worked with the property owner of the Muse (1201 North Royal Street) on the dedication to the City of North Fairfax Street right-of-way south of the railroad right-of-way to Third Street. The street connections will be completed by the end of Phase 1 per the conditions of approval.

The applicant is providing improvements to the Slaters Lane right-of-way from the GWMP intersection eastward to the Mount Vernon Trail. These improvements will include the enhancement of the streetscape (improved sidewalks and street tree plantings) on the northern side of Slaters Lane and inclusion of bicycle facilities that improve the bicycle connection through the site and to the Mount Vernon Trail to the east and the trail spur to the north along East Abingdon Drive. The applicant will coordinate with the City and Marina Towers on the connection of Road A and North Fairfax Street to Slaters Lane, including replacement of the existing cul-de-sac at the Slaters Lane street end and enhancement of the private entry into the Marina Towers complex. The

bicycle and pedestrian infrastructure at the street end will be improved to better facilitate connection with the Mount Vernon Trail on the existing Slaters Lane right-of-way which extends to the Potomac River and future Waterfront Park. The Slaters Lane improvements will be designed as part of the Infrastructure DSP process and implemented as part of Phase 2 per the conditions of approval.

The applicant will be improving the GWMP intersections with Slaters Lane and Bashford Lane subject to National Park Service (NPS) approval to better facilitate traffic flow to and from the site and along this portion of the GWMP. The applicant will be coordinating with NPS and the City on operational and signal timing improvements to each intersection in Phase 1 and as recommended in the MTS. Physical upgrades to these intersections, including signal equipment upgrades, widened pedestrian crossings, improved bicycle facilities and additional left turn lanes on East and West Abingdon drives are scheduled to be completed by the end of Phase 2 pending NPS review and approval.

Potential Additional Right-of-Way Improvements

The applicant is also studying additional connections through the site and into the street grid. These connections were contemplated in the OTNSAP and the Conceptual Design Plan shows these as potential site connections. A third southern site connection to North Pitt Street from Road A would require the acquisition of the Foreign Car Service property at 501 Bashford Lane.

The OTNSAP also contemplates a “potential east-west connection” that would provide an additional site connection to the GWMP. The connection, if implemented, would potentially extend as far west as West Abingdon Drive and include a new intersection with the GWMP. The MTS submitted by the applicant stated that the connection is “not required to mitigate impacts” of the future development on the PRGS site though “could be beneficial to the operations in the vicinity of the proposed development.”⁷ The conditions of approval outline a process for the applicant to conduct a feasibility study when approximately 1.25 million square feet of development on the PRGS site has been approved via DSUP. The feasibility study will review potential connections of a new roadway to the GWMP, a cost-benefit analysis for any new connections and a study of overall viability for construction of any connections based on needed land acquisition and coordination with NPS, Norfolk Southern Railway and potentially PEPCO. If the City deems the east-west street connection feasible and viable, the applicant will contribute funds for the design and construction of the connection.

vi. Parking

The applicant will be constructing underground parking facilities to serve the development sites. Staff has added a condition of approval that requires all off-street parking to be located below grade. The applicant will provide a more detailed underground parking layout with the Infrastructure DSP, including information on garage facilities that may connect several blocks underneath private streets and facilitate shared parking across the site, and proposed parking and loading access points. Off-street parking will be provided based on Zoning Ordinance

⁷ Page 5 of the Multimodal Transportation Study, dated March 9, 2022.

requirements, which will inform the size and location of the parking garage(s). A parking management plan will be provided by the applicant with the first preliminary plan DSUP to be reviewed by City Council and will be updated with each subsequent DSUP application. Each street within the PRGS site will include on-street parking spaces on at least one side of the street, with the majority of blocks containing on-street parking on both sides of the street.

9. Stormwater and Sewer Capacity

i. Stormwater

The existing site contains no stormwater quality treatment or detention. Through redevelopment, the OTNSAP envisioned adding significant stormwater management in the form of green infrastructure to the site to reduce runoff, improve water quality, and achieve co-benefits such as mitigating the urban heat island effect and creating habitats. The CDD conditions as proposed meet the intent of the OTNSAP by requiring stormwater treatment across the CDD area through green infrastructure such as green roofs and bioretention areas to improve water quality and reduce stormwater runoff. All new public streets will be treated by green infrastructure to be designed per the City's new Green Streets and Sidewalks Guidelines.

The existing Resource Protection Area (RPA) on the site will be protected by removing all existing encroachments with the exception of the Pump House, which is to remain. In addition, the site has been oriented in a way that all new roads and buildings are constructed outside of the RPA. The proposed conditions require improvement of the RPA through removal of invasive species and planting of native plants within the buffer area. Educational signage will also be provided to stress the importance of water quality and RPA buffers.

ii. Wastewater

The proposed redevelopment with a density of up to 2,000 multi-family residential units, 300 hotel rooms and 510,000 square feet of commercial/retail space is equivalent to an estimated average sanitary sewer flow of 387,500 gallons per day and a peak sanitary flow of 1.55 million gallons per day. Wastewater flows from this development will be discharged to the City's sanitary sewer system which ties into the Potomac Interceptor owned by Alexandria Renew Enterprises (AlexRenew). Wastewater from this development will be treated at the AlexRenew wastewater treatment facility.

The applicant shall be required to submit a sanitary sewer adequate outfall analysis per the requirements of Memorandum to Industry No. 06-14. This analysis shall be submitted as part of the Infrastructure DSP for the project area and shall be completed for all City-owned sanitary sewers that discharge into the AlexRenew Potomac Interceptor. If any sewer does not have sufficient capacity to convey the peak sanitary flow, then the applicant shall be required to provide any necessary infrastructure improvements such that the sewer flows are contained within the pipe.

This site is in the combined sewer system (CSS) and the existing sanitary sewer that serves the site is connected to a combined sewer to the west. The applicant shall be required, in conformance with Memorandum to Industry No. 07-14, to fully separate all sanitary sewage and connect to a

fully separate sanitary sewer system, which connects into the AlexRenew Potomac Interceptor. Fully separate sanitary sewers are available to connect to and are located to the south of the site. All stormwater generated on the site shall connect to a fully separate stormwater outfall.

10. Sustainability

Background

The OTNSAP envisioned the entire plan area to serve as a model for sustainability which integrates buildings, open spaces, and infrastructure projects, establish targets, guide investments and improves the quality of life and environmental health. Sustainability strategies recommended by the Plan would occur at four scales through:

- Plan-wide measures;
- Site specific elements for new developments;
- Streetscape improvements, including increasing tree canopy coverage; and
- Neighborhood-scale strategies for the former power plant site.

When implemented, this comprehensive approach of integrating design, land use, transportation, energy, green-buildings, and water quality solutions will help to support sewer and stormwater management, efficient energy use including renewable energy, clean air, and soil.

PRGS Site

In addition, the OTNSAP recognized the “unique opportunity” for the approximately 20-acre former power plant site to serve as a model for sustainability. Beyond integrating the PRGS site into the surrounding neighborhood context, the Plan identified sustainable opportunities within the PRGS site to engage its relationship with the environment by restoring waterfront open spaces, reducing impervious surfaces, remediating the soil, treating stormwater runoff, and restoring portions of the Resource Protection Area (RPA). The OTNSAP anticipated the site would be accessible through public transportation, the pedestrian and bicycle network, and would engage the adjoining uses and buildings; offering Alexandria the ability to showcase forward thinking urban and sustainable planning and development for the 21st century.

The OTNSAP specified four key sustainability recommendations to guide the redevelopment of the former power plant site:

- Through redevelopment, the former power plant site should strive to achieve carbon neutrality by 2040 and strive to achieve carbon neutral buildings by 2030. Prioritizing renewable and low-carbon energy by promoting and installing renewable energy technologies, such as solar photovoltaic systems and other renewable energy technologies, reduces energy demand and GHG emissions and is particularly effective in combination with reducing energy consumption;
- LEED-Neighborhood Development (LEED-ND) Silver to evaluate environmental features at a district-scale;

- Development of a Sustainability Master Plan; and
- Exploration of district energy systems that take advantage of local renewable energy sources, including, but not limited to, geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.

These recommendations were used to guide the development of the sustainability strategy for the PRGS site during the CDD Conceptual Design Plan review. Following a March 2021 joint Worksession between the Planning Commission (PC) and Environmental Policy Commission (EPC), it was recommended a working group comprised of a member from each commission in addition to City staff, meet to discuss the role and framework for the Sustainability Master Plan (hereafter referred to as the Coordination Sustainability Strategy [CSS]) for the PRGS site. Over the course of the last 14-months, the Planning Commission/Environmental Policy Commission Working Group (PC/EPC-WG) met periodically, independently and with the Applicant team, to discuss the sustainability approach for the site. Key recommendations from the discussions included:

- The completion of the district-wide carbon neutrality analysis during the CDD Concept Plan review,
- Establishment of CDD-level performance-based targets to achieve carbon neutrality,
- Integration between the CDD approval and CSS, and
- Clarifying reporting and tracking responsibility.

Carbon Neutrality Analysis

Sustainability discussions between the applicant and staff began early in the process, after the announcement was made that the former PRGS site would be redeveloped. In these initial discussions with staff and the PC/EPC-WG, the OTNSAP's sustainability recommendations related to the PRGS were expressed. The Applicant agreed with the staff recommendation that a Carbon Neutrality Analysis (CNA) would be an important tool to understand and create the framework and roadmap to guide the redevelopment to target carbon neutrality; with the goal of establishing performance targets that be integrated into the CDD approvals. The CNA builds up the guidance from the OTNSAP, the Environmental Action Plan (EAP2040) and the Green Building Policy. After working with staff and the PC/EPC-WG to develop an outline for the CNA, the Applicant voluntarily conducted and developed the carbon analysis for staff and EPC review.

The CNA, dated April 7, 2022, provides a framework and roadmap to guide future decision-making to target achieving carbon neutrality at the PRGS site. As the timing of the analysis was conducted in the early planning stage for the site, with the exact mix of uses, total density, and phasing unknown, the CNA reflects a point-in-time analysis for how the site may achieve carbon neutrality. Establishing efficiency and performance targets at this early stage of project planning provides a framework for future analysis that can be used to inform decisions as the project advances with greater levels of design.

As the CNA demonstrates, there are two primary spheres that influence a project’s carbon footprint – onsite and offsite; and no single strategy is independently sufficient. Rather, a combined approach involving on-site energy generation and building efficiency coupled with off-site carbon offsets is proposed to achieve neutrality. The analysis uses benchmark buildings based on typical building performance in the DMV (District of Columbia, Maryland and Virginia) area, to establish an industry baseline to set decarbonization targets for the project. As a result, the CNA establishes carbon emissions reduction targets and outlines possible strategies that can be used to advance the goal of carbon neutrality at the PRGS site. The analysis proposes the path to carbon neutrality may be achieved through the following measures:

- **Operational Carbon:** Minimum 25 percent energy efficiency reduction from ASHRAE 90.1-2010 standard
- **Embodied Carbon:** Minimum 10 percent embodied carbon reduction from an industry baseline
- **On-site Renewables:** 3 percent on-site generation through solar panels to the greatest extent feasible
- **Electrification:** Limit onsite combustion equipment, to the greatest extent feasible and appropriate electrification in relation to the grid
- **Off-site Renewables:** The remaining balance of carbon is addressed via virtual Power Purchase Agreements (PPA), carbon offsets, and renewable energy certificates - additionality (RECs).

In addition to establishing these targets, the CNA began the exploration of district level energy solutions to identify initial feasibility. While some solutions were identified to not be viable or optimal for the site, the Applicant continues to explore district energy solutions which will inform the next level of analysis as part of the development of the Coordinated Sustainability Strategy (CSS). While the CNA primarily focuses on energy and carbon reduction, other sustainability measures such as green infrastructure, stormwater management, water efficiency, will be further detailed as part of the CSS to be developed with the Infrastructure Development Site Plan.

Community Outreach – EPC Involvement

Discussions regarding site sustainability to achieve the Plan goals began at the onset of this process in April 2021. To ensure that sustainability remained “top-of-mind” during the CDD Conceptual Design Plan review, staff maintained continuous discussions with the Applicant and with the Planning Commission/Environmental Policy Commission Working Group throughout the process as the project advanced.

The applicant’s community outreach schedule included two community meetings dedicated to environmental remediation and environmental sustainability for the site. The first community meeting discussing this topic was held in November 2021 which introduced the sustainability approach, including the introduction of the CNA. A more focused community meeting was later

held in February 2022 that provided an update on the environmental remediation and site preparation process and discussed the recommendations of the CNA,

Additionally, the Applicant presented the carbon analysis to the Environmental Policy Commission (EPC) during their April 2022 Public Meeting. While the EPC has expressed appreciation for the Applicant's willingness to engage in sustainability discussions this early in the planning process, the EPC continues to advocate that the targets proposed by the CNA should be more aggressive to address the climate emergency. The EPC's comments are captured in the attached letter to the Planning Commission dated June 4, 2022.

Summary of Staff Proposed Sustainability Recommendations

Beyond the extensive environmental site remediation necessary to redevelop the former power plant site, staff recommends efficiency and performance targets with goal of achieving carbon neutrality for the site based on the CNA outlined above. The recommended targets include:

- 25% reduction in operational carbon;
- Site shall achieve a minimum 3% one site renewable energy. Prior to the approval of the Infrastructure DSP, strategies to increase this will be evaluated;
- 10% reduction in embodied carbon;
- Each building will be electric, with limited exceptions; and
- To the extent that targets 1-4 do not achieve the goal of carbon neutrality, credits such as Power Purchase Agreements (PPAs), Renewable Energy Credits (RECs), or other comparable offsets will be purchased.

The condition recommends the achievement of on-site targets and use of credits to achieve the goal of carbon neutrality. It states that as part of the development review process, the applicant would need to document and demonstrate how they are achieving the recommended strategies. The proposed conditions also acknowledge that some of the targets may not be achievable or attainable given all reasonable best efforts because of technical and/or economic constraints. Consistent with the Green Building Policy, if determined that the Applicant demonstrates, through documentation and analysis, good faith and reasonable efforts have been made to achieve the targets, modifications may be approved by Planning Commission and City Council as part of the development review process. Compliance and documentation of this approach will occur for each building.

In addition, the proposed conditions also include provisions for:

- Leadership in Energy and Environmental Design - Neighborhood Development (LEED ND) Silver to evaluate and implement environmental features at a district-scale;
- Framework and timing of the development of the CSS, including the analysis and evaluation for district-scale solutions and on-site energy generation;

- Electrification requirements;
- Green Building compliance;
- Green roof and stormwater requirements; and
- Implementation tracking and reporting requirements.

The OTNSAP included sustainability recommendations that, through the redevelopment of the PRGS, will be implemented including green building design (green roofs, solar ready, LEED silver or equivalent certification), improved stormwater management, and other green infrastructure.

Through implementation of the Plan recommendations and the energy efficiency targets identified in the CNA, conditions of approval have been included in this CDD. These conditions will ensure compliance with the district-level carbon targets to guide the implementation of building construction and operations. This framework will allow property owners and the City to identify shared measures of success and assess compliance over the long-term. Additionally, the conditions provide clear expectations to inform decision making as additional analysis are conducted and more detailed design is developed to implement the coordinated sustainability approach.

Staff finds that these conditions maintain a framework that provides flexibility to respond to the advances in technology, market pressures, and market viability of sustainable strategies, while ensuring, at a minimum, that the proposed redevelopment is committed to meeting the carbon neutrality targets envisioned by the OTNSAP and other City policy goals.

11. Site Remediation and Demolition

An active 2013 Virginia Department of Environmental Quality (VDEQ) pollution complaint case exists with NRG, the former owner and operator of the power plant, related to petroleum release into groundwater. NRG cooperated with VDEQ, investigated the concern, and operated a remediation system at the site from 2016 to 2019. Ongoing monitoring of the site continues, and the current owner/applicant may conduct additional remediation (e.g., excavation of residual contaminated soil) in coordination with demolition or redevelopment, when this portion of the property becomes easier to access. Pending a favorable trend of groundwater contaminant concentrations, the current owner plans to submit a final report and request for case closure to VDEQ. There is a likelihood of asbestos containing materials and lead-based paint present within various sections of the power generating plant and associated structures. Additional investigations may be necessary prior to finalizing demolition, remediation, and redevelopment plans for the site. As requested by City staff, demolition will not begin before the Infrastructure DSP is approved.

For the on-going remediation of this site, in February 2021, the current owner entered into a Voluntary Remediation Program (VRP) administered and supervised by the VDEQ. It is anticipated that the owner will develop a remediation plan to be reviewed and approved by VDEQ and that remediation will occur in parallel with redevelopment of the site. In addition, the City has obtained a state fund administered by the VDEP/VDEQ to hire a consulting firm with expertise in remediation, demolition, and the redevelopment of sites with complex environmental concerns.

The objective is to ensure that the site redevelopment is safe for area residents during demolition activities and that all environmental concerns are properly addressed prior to and during redevelopment by providing additional, third-party review of the demolition and remediation activities. The City's consultant will provide input and recommendations to the City during the project planning phase, demolition and remediation activities, as well as review documentation to ensure the work is completed in accordance with approved plans and existing regulatory requirements and approved environmental controls. Some of the consultant's mandates include:

- Review of proposed environmental controls for demolition of the site;
- Review of proposed redevelopment plan;
- Review of relevant VRP submissions and related documentation;
- Preparation of City Redevelopment Environmental Controls Standards and Requirements;
- Review of all document submittals, years 1 through 3 of the demolition and remediation project; and
- Perform various on-site Site visits/meetings to verify and document the completion of approved project tasks.

12. Contributions

In March 2018, City Council established the Old Town North Implementation Fund and established per square foot developer contributions rates to fund streetscape improvements, the creation of the Old Town North Linear Park and an expanded waterfront park on the power plant site as generally depicted below.

The escalated contribution rate in 2022 dollars is \$11.05. Based on the escalated contribution rate, the applicant calculated the contribution to be approximately \$21,495,167, in 2022 dollars. This will be recalculated based on CPI-U when the contributions are provided. It is expected that the applicant will provide the contributions in-kind through the acquisition, design and construction of Segment 2 of the OTN Linear Park and design and construction of the expanded Waterfront Park and the portion of their property in the Rail Corridor Park described as OS-4. The contributions may also be put towards improvements to adjacent NPS land along the Potomac River. As part of the DSUP process for each of these parks, the applicant will provide a scope of work with cost estimates for staff to review and determine that the full contribution is being provided. In the event that the in-kind design and construction is less than the required developer contribution, the applicant would be required to provide a monetary contribution at the end of the project. It is expected that the contributions and/or the in-kind provision of open space will be provided prior to the Certificate of Occupancy for Phase 3 of development.



Figure 11. Table 4 from Old Town North Small Area Plan Implementation Staff Report and Memo, March 17, 2018.

13. Schools and Student Generation

The City evaluates the potential student generation from all new residential construction based on student generation rates developed jointly with Alexandria City Public Schools (ACPS). At full build-out, anticipated to occur in phases within the next 20-25 years, this site could potentially yield a maximum of 2,000 residential units. Using current student generation rates and assuming a range of 1,835-1,842 market rate and 158-165 affordable units, approximately 200 students could be generated from this development over time and across all grade levels.

As discussed in the OTNSAP, the student generation rates in the plan area historically have been lower than those citywide. As each development special use permit for this site is submitted to the City for review in the coming years and the number and type of units is defined, student generation will be estimated based on the current rates for market and affordable units.

Currently, elementary students in the OTNSAP area attend Jefferson-Houston Pre-K-8 School, George Washington Middle School, and Alexandria City High School. The City and ACPS staff will monitor and integrate the projected student generation numbers in forthcoming school enrollment projections and ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are provided with safe and equitable learning environments. In addition, per School Board policy, ACPS evaluates school boundaries every five years and prior to the opening of each new school to determine if any adjustments are needed for capacity, diversity, or other reasons.

IV. COMMUNITY

A. Community Meetings and Engagement

The CDD Conceptual Design Plan proposal has been discussed at numerous applicant and City-hosted meetings dating back to February 2021. The applicant has hosted eight virtual community

meetings, mostly with focus areas of the proposal (i.e. open space, transportation, sustainability) and have hosted three sets of on-site tours. The applicant has posted presentations, video and community question and answer documents on its website.⁸ The applicant presented at multiple community meetings, including two meetings and a walking tour hosted by the North Old Town Independent Citizens' Association (NOTICE) and three meetings and visits to the Marina Towers condominium complex. NOTICE and the Marina Towers board have stated their overall support for the demolition and redevelopment of the PRGS site but have expressed concerns regarding traffic impacts to Slaters Lane and the George Washington Memorial Parkway, the impact of demolition and overall concerns about increased density in Old Town North.

The City has hosted several meetings where the proposal or aspects of the proposal were presented by staff or the applicant. City staff provided updates and solicited feedback from Planning Commission and City Council at a set of work sessions in February 2022. Planning Commission and City Council noted their support for a significant affordable housing component with the CDD approval and a focus on open space and waterfront access from the site. The City also led discussion on the sustainability component of the proposal at the Environmental Policy Commission and presented to UDAC on future DSUP design review twice.

Table 5 – Potomac River Generating Station Public Meetings

APPLICANT-HOSTED MEETINGS	DATE
Community Meeting 1 (virtual)	February 11, 2021
Community Meeting 2 (virtual)	April 29, 2021
Site Tours / Community Meeting 3	June 4&5, 2021
Community Meeting 4 (virtual)	September 29, 2021
Site Tours / Community Meeting 5	November 13, 2021
Community Meeting 6 (virtual)	November 29, 2021
Community Meeting 7 (virtual)	January 27, 2022
Community Meeting 8 (virtual)	February 24, 2022
Community Meeting 9 (virtual)	March 31, 2022
Community Meeting 10 (virtual)	May 12, 2022
Site Tours	June 10 & 11, 2022
COMMUNITY-HOSTED MEETINGS	DATE
Taste of Old Town North/NOTICE Walking Tour	September 30, 2021
Marina Towers Visit	October 29, 2021
NOTICE Meeting (virtual)	November 8, 2021
Marina Towers Board Meeting	November 15, 2021
NOTICE Meeting	March 14, 2022
Old Town North Alliance Board	March 15, 2022
Old Town North Community Partnership (virtual)	March 21, 2022
Marina Towers Resident Meeting	March 29, 2022
CITY MEETINGS	DATE

⁸ <https://www.hilcoredev.com/projects/hrp-alexandria>

Parks and Recreation Committee (virtual)	January 20, 2022
Planning Commission Work Session	February 1, 2022
City Council Work Session	February 22, 2022
UDAC presentation on Design Review	March 9, 2022
Transportation Commission	March 16, 2022
Environmental Policy Commission	April 18, 2022
Waterfront Commission	April 19, 2022
UDAC presentation on Design Review and site tour	May 11, 2022
AHAAC	May 11, 2022
AHAAC	June 2, 2022
Planning Commission Hearing	June 23, 2022
City Council Hearing	July 5, 2022

B. National Park Service Coordination

The applicant and City have continually coordinated with NPS on site connections and improvements to the Mount Vernon Trail and George Washington Memorial Parkway (GWMP). The City has hosted monthly virtual meetings with the National Park Service (NPS) and the applicant since the spring of 2021 and also a PRGS and NPS-property site walk in the spring of 2022. In these meetings, the applicant has provided proposed improvements and connections to the Mount Vernon Trail, including a potential kayak launch, piers, landscape improvements, trail widening and a reconstruction of the caged portion of the Mount Vernon Trail located by the Pump House as an open cantilevered path. The applicant and City have also discussed the proposed traffic improvements to the GWMP right-of-way contemplated with the PRGS redevelopment. NPS has provided a letter to Planning Commission regarding its receipt and review of the proposed GWMP and waterfront/Mount Vernon Trail improvements and its intent to continue coordinating with the City and applicant on the design and implementation of these improvements.

V. CONCLUSION

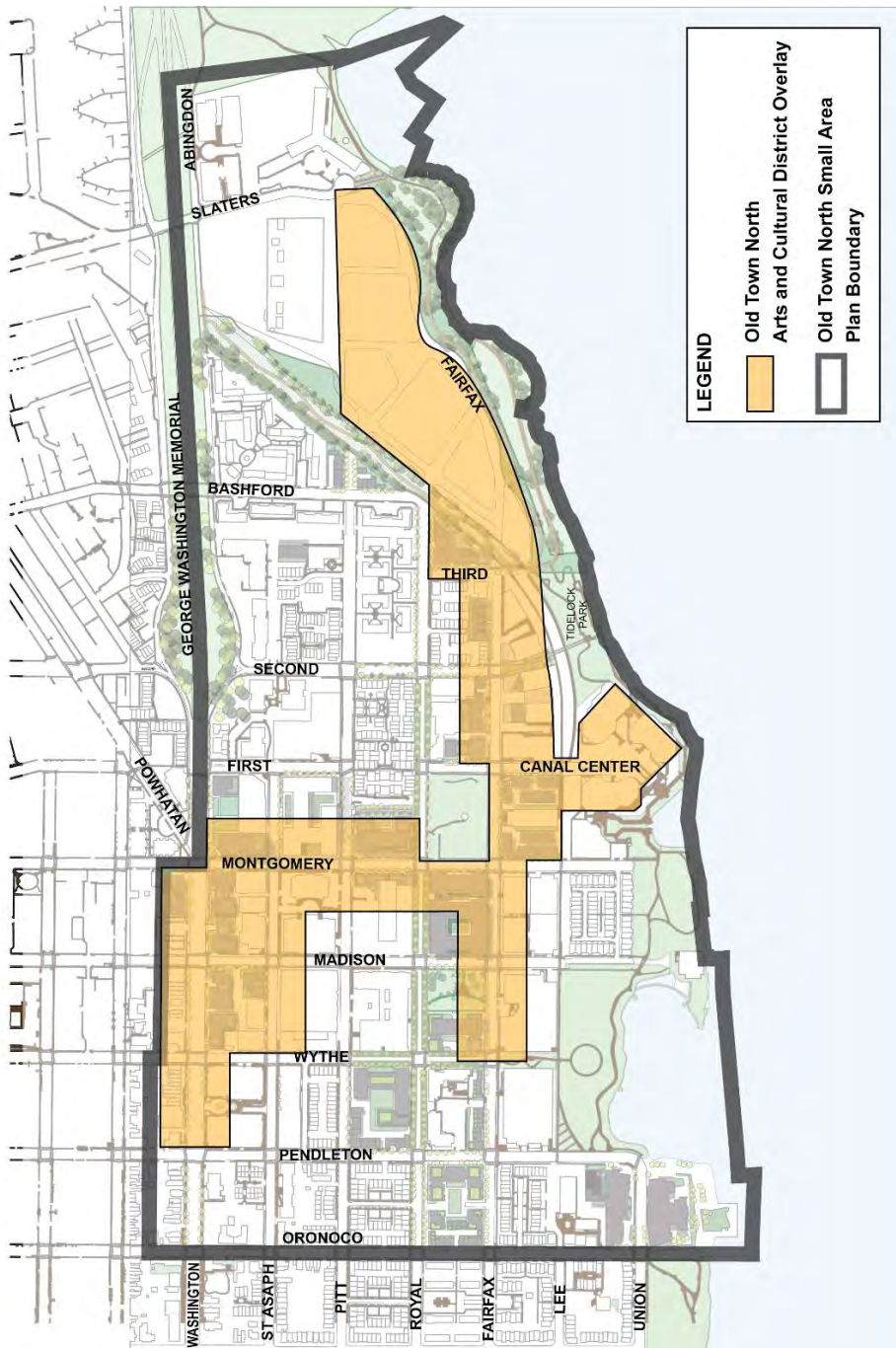
Staff recommends **approval** of the Master Plan Amendment, the rezoning, the text amendments, and the CDD Conceptual Design Plan, subject to complying with all applicable codes and the following staff recommendations.

Staff: Catherine Miliaras, AICP, Principal Planner
 Michael Swidrak, AICP, Urban Planner
 Richard Lawrence, Principal Planner
 Robert Kerns, AICP, Division Chief
 Jeff Farner, Deputy Director

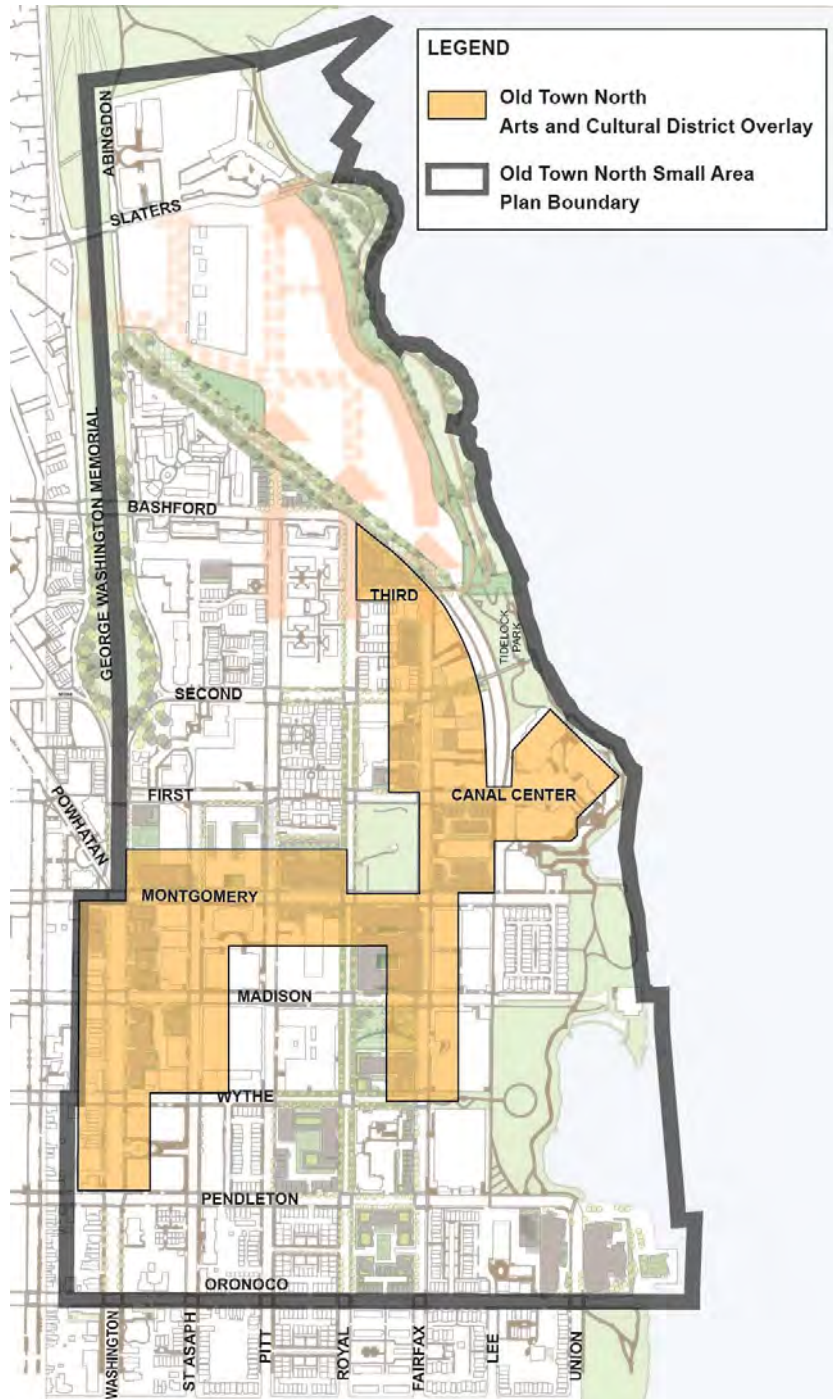
VI. GRAPHICS

1. Proposed Old Town North Arts and Cultural District Overlay Map
2. Existing Old Town North Arts and Cultural District Overlay Map

Attachment 1 – Proposed Old Town North Arts and Cultural District Overlay Map



Attachment 2 – Existing Old Town North Arts and Cultural District Overlay Map



VII. STAFF RECOMMENDATIONS⁹

A. GENERAL

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

⁹ The conditions have been numbered to reflect the numbering of the conditions in the staff report included in the June 23, 2022 Planning Commission Docket. Conditions 29-41 were erroneously numbered as Conditions 30-42, respectively, in the staff report included in the July 5, 2022 City Council Docket.

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

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

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

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

- a. An arts and cultural anchor is defined in the Uses section below.
- b. A minimum of 15,000 square feet (GFA) of arts and cultural anchor space shall be provided to applicable tenants/user with deeply subsidized or no rental and/or conveyance costs, to be determined as part of an MOU to be required as part of a related DSUP approval.
- c. The arts and cultural anchor space(s) are eligible to be included as part of the minimum nonresidential square footage requirement if the spaces are included in the maximum site and/or additional density square footage calculations.
- d. The arts and cultural anchor spaces shall be delivered based on the development triggers outlined in the Development Phasing section of the conditions and the table below. The deliverable below shall be provided by the first certificates of occupancy for the last buildings to be constructed in each phase. (P&Z)

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

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

11. No DSUP preliminary plan requests may be submitted later than 25 years from City Council approval of the CDD Conceptual Design Plan. (P&Z)
12. The Directors of P&Z and T&ES may require that infrastructure, open space, land uses and other matters adjacent to the subject site deemed necessary as context to review a preliminary Development Special Use Permit application also be shown in the preliminary Development Special Use Permit application. (P&Z) (T&ES)
13. The maximum building heights of each building shall be measured from average finished grade to the roofline of each building with additional height permitted above the roofline for appurtenances, parapets, architectural features and roof decking and guards per Section 6-403 of the Zoning Ordinance, as amended. In addition, the following regulations apply:
 - a. Additional height for mechanical penthouses, solar photovoltaic structures and horizontally adjacent structures for common amenity spaces is permitted up to 20 feet above maximum building height unless increased by Special Use Permit.
 - b. The Applicant shall obtain approval(s) from the Federal Aviation Administration (FAA) and all other applicable Federal and/or State agencies for all block(s), building(s) or portions thereof subject to the applicable FAA height restrictions prior to the release of a building permit. The Applicant shall provide to the Directors of P&Z and T&ES a written statement and/or approval by all applicable Federal and/or State agencies that the all block(s), building(s) or portions thereof that are subject to the applicable FAA height restrictions are not a hazard to air navigation or that the project does and is in compliance with all other applicable FAA requirements and/or recommendations. If the FAA and all other applicable Federal and/or State agencies require revisions and/or modifications, the modifications may require subsequent approval by the City Council, if the Director of P&Z determines that the amendments are substantively different than what was approved by City Council. (P&Z) (CC)
14. The maximum height for structures on the site located outside of the proposed lot line of a designated development block (blocks A-F) is 50 feet. (P&Z)
15. Wood frame (stick) construction is prohibited. The use of conventional wood-frame (also known as stick-built, or podium) construction, of any height, is prohibited in the CDD except for Block A. This restriction will remain even if code authorities in the future permit a height greater than the +/- 85' currently allowed. The purpose of this restriction is to ensure that all buildings on this site meet high-quality design standards and will have an indefinite life span. This restriction is not intended, nor does it preclude, the structural systems known as mass timber, steel light-gauge framing, structural steel, reinforced concrete, or precast concrete structural systems. (P&Z) (PC)
16. The applicant shall coordinate, to the extent necessary, with other property owners and future applicant(s) within CDD #30 on the design of streets, parks-open spaces, sewer systems and other related infrastructure and construction. (P&Z) (T&ES)

17. The applicant shall submit a final CDD Conceptual Design Plan within 120 days from approval of the CDD Conceptual Design Plan by the City Council for administrative review and approval by the Director of Planning & Zoning. The final CDD Conceptual Design Plan shall be revised to meet all applicable conditions. (P&Z) (T&ES)
18. No more than one development block may be included in a single DSUP request. (P&Z)
19. Provide with each DSUP submission a cover sheet with running tabulations of floor area, affordable housing and other benefits delivery. (P&Z)

B. HOUSING

20. Monetary Housing Contribution:
Each DSUP applicant within the CDD Plan area shall provide contributions to the Housing Trust Fund (HTF) consistent with the City's affordable housing contribution policies and procedures in effect at the time of each DSUP application and subject to these conditions:
 - a. For the purposes of calculating the affordable housing monetary contribution, all residential development, subject to a contribution, shall be subject to the Tier 2 residential contribution rate unless a different contribution rate is in effect at the time of each DSUP application.
 - b. Additional density associated with the provision of affordable housing shall be exempt from contributions to the HTF.
 - c. Each DSUP applicant within the CDD Plan area may convert monetary contributions to the HTF into additional on-site affordable set-aside units and/or into on-site affordable set-aside units at deeper levels of affordability of an equivalent value, subject to the mutual agreement of the Director of Housing and the applicant.
 - d. Each DSUP applicant within the CDD Plan area may direct all or a portion of the contributions to the HTF into a potential Public Private Partnership (PPP) that may be formed to leverage such contributions with Low Income Housing Tax Credits (LIHTC) and/or other funding to create on-site affordable housing, subject to the mutual agreement of the Director of Housing and the applicant. The applicant may elect to provide its HTF contributions earlier than the normally prescribed payment schedule in order to fund a potential PPP project. (Housing)
21. Committed Affordable Set-Aside Units:
The applicant shall provide a total of at least 58,333 square feet (GFA) of committed affordable housing within the CDD Plan area in the form of on-site affordable set-aside units located within market-rate residential developments subject to b. below. In exchange, the applicant will receive up to a total of 175,000 square feet (GFA) of additional density, inclusive of the 58,333 square feet (GFA), within the CDD Plan area.
 - a. Subject to the Phasing conditions, the affordable housing will be phased as follows:
 - i. Provide a minimum of 8,500 square feet (GFA) of affordable housing in Phase 1 unless more than 75% of the Phase 1 development is non-residential, in which case, the minimum shall be provided in Phase 2.

- ii. Provide a minimum of 25,000 square feet (GFA) of affordable housing in Phase 2 (in addition to any committed affordable GFA not already provided as part of Phase 1) unless more than 85% of Phase 2 development is non-residential, in which case, the minimum shall be provided in Phase 3.
 - iii. Provide the balance of the affordable housing in Phase 3 until the total of at least 58,333 square feet (GFA) of affordable housing has been provided.
 - b. If actions by the City reduce the total GFA requested by the applicant, of any given DSUP, the reduction in GFA shall apply to the available additional density in that block or phase (as mutually agreed upon between the Director of Housing and the applicant) and to its associated affordable housing. The reduction in the affordable housing shall equal no more than one third of the related reduction in GFA. Conversely, if some or all of the reduction in the requested GFA is regained in a future block or phase, the affordable housing GFA will be increased proportionately. (Housing)
 - c. The tenure and unit mix of affordable set-aside units shall be determined at the time of each DSUP, if applicable.
 - d. Affordable rental set-aside units shall be affordable to households with incomes at 60% of the area median income (AMI), inclusive of utilities, for no less than 40 years.
 - e. Affordable homeownership set-aside units shall be consistent with the affordable housing policies and procedures in effect at the time of each DSUP application; such units shall have covenants restricting future resale to ensure long term affordability.
 - f. Affordable set-aside units shall be subject to the City's published standard set-aside conditions, policies, and procedures in effect at that time of each DSUP application. (Housing)
- 22. Public Private Partnership Project:
 - a. Within three years of approval of the CDD Concept Plan by City Council or by the initial Preliminary Plan submission for the fourth DSUP in the CDD Plan area, whichever happens sooner, the applicant shall submit an Affordable Housing Strategy (AHS), prepared in consultation with the Office of Housing, to develop a committed affordable housing project within the CDD Plan area through a Public Private Partnership (PPP). The AHS shall identify potential location(s), a timeline, a phasing plan (if applicable), and a general funding plan (to include LIHTC and/or any other funding) and be presented to the Alexandria Housing Affordability Advisory Committee (AHAAC), or its successor, for feedback prior to its consideration by City Council no later than the first DSUP application submitted after the AHS is created. The approval of the AHS shall be separate and distinct from the approval of that DSUP application and the approval of the AHS shall not delay the approval of that DSUP application.
 - b. Such a PPP project may be designed as one or more stand-alone affordable buildings or as affordable housing co-located with non-residential or residential market-rate development or other uses, to the satisfaction of the Director of Housing.

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

C. CDD CONCEPTUAL DESIGN PLAN REVISIONS

24. Provide the following changes to the plan sheets in the Final CDD Conceptual Design Plan:
- a. Update the General Notes on the Cover Sheet to comply with the conditions of this approval.
 - b. Land Use Diagram and Building Heights Map (Sheet C200):
 - i. Change “potential primary” retail to “required” retail and “potential secondary” retail to “optional” retail. Required primary retail areas may include lobbies, entrances, arts uses and limited amenity space.
 - ii. The majority of Block D fronting the Central/Waterfront Plaza shall be required retail.
 - iii. Add note re: location of mid-block alleys to be determined during DSUP for that block.
 - iv. Add a note stating that any portion of the Conceptual Design Plan site not part of a development block will have a maximum height of 50 feet unless increased by Special Use Permit.
 - c. Gross Floor Area table on Sheet C200:
 - i. Amend the table to include the GFA breakdown by block shown in Condition 7 in the General section.
 - ii. Note 1: remove the word “occupied.”
 - iii. Amend Note 2 to reflect what is in Condition 7b. in the General section.
 - iv. Note 1 at the bottom of the sheet – the language shall be consistent with Condition 13a. in the General section.
 - d. Provide an exhibit that delineates and labels areas of private right-of-way and public right-of-way with dimensions.

- e. Open Space & Circulation Plan (Sheet A200):
 - i. Delineate areas that are to have a (1) public access easement and (2) land to be dedicated to the City per these conditions of approval.
 - ii. Remove “potential” from “Potential on site public open space (Waterfront Park and Linear Park)” label in the legend.
 - iii. Update the naming conventions for each park/open space pursuant to these conditions of approval.
 - iv. Change “Potential” to “Identify” in Note 2.
- f. Remove DSUP Block Specific Phasing Plan (Sheet C300) from the plan set.
- g. Update Sheet A301 to reflect the approved phasing conditions.
- h. Label all existing property lines that extend into the proposed right-of-way areas as “to be vacated.”
- i. Ensure that all property annotation (for existing lines) is consistent with existing and recorded subdivisions.
- j. Provide an exhibit confirming that underground parking will be constructed below the development blocks including an approximate extent of the garage and maximum number of parking spaces. Layout and points of access will be delineated on the Infrastructure DSP and finalized in subsequent DSUP submissions. (P&Z) (T&ES) (RP&CA)

D. SITE DEMOLITION

- 25. A grading plan showing any site preparation and demolition associated with any demolition permit for the existing structures on the subject property will be considered for issuance once the Infrastructure DSP has received approval from the Planning Commission and City Council (if required), provided all necessary and required information is submitted to the City for review and approval. (T&ES)
- 26. Prior to the issuance of any grading plan for demolition, the applicant shall submit to the City for approval, a comprehensive demolition plan that includes, but is not limited to, the following:
 - a. Removal plan for asbestos and lead paint and other structures contaminated with PCBs according to local, state and federal regulations, including results from prior completed ACM/LBP/PCB or other environmental assessments,
 - b. Schedule and detailed methodology used for demolition of key structures such as the stacks, boilers, air pollution control equipment,
 - c. Plan for recovery, packaging, transport, and recycling of scrap metals, to include mitigation for migration of lead-based paint or PCB contamination (particulate, aerosols, smoke, vapor, etc.) if metal sizing or cutting will occur on site
 - d. Fugitive dust control plan including mitigation and monitoring system to minimize impacts to neighboring properties, including proposed monitoring equipment, action levels, and frequency of monitoring,
 - e. Mold abatement plan, if applicable,

- f. A plan to address noise control mechanisms to minimize impacts to neighboring residences, including anticipated work hours and anticipated peak and 8-hour decibel levels; and
 - g. A Site-Specific Health and Safety Plan to protect workers, visitors, and residents. (T&ES)
27. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Development Right of Way prior to any land disturbing activities. If the CLD changes during demolition and site remediation activities, that change must be noted in a letter to the Division Chief. (T&ES)
28. Prior to commencing demolition, clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to provide an overview of the demolition and remediation actions and review the location of construction worker parking, plan for temporary circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

E. PHASING

29. The applicant shall construct future development within the CDD Conceptual Design Plan area in the phases. The phases may be revised at the election of the applicant through a future submission of a Supplemental Phasing Plan to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services. Each building DSUP is placed in the phases below based on their order of approval. Each phase is considered completed when the first certificates of occupancy are sought for the last building in a given phase. The following conditions contemplate the phasing, unless revised through a future Supplemental Phasing Plan:
- a. Phase 1 – Approval of 400,000 square feet of GFA across the CDD site.
 - b. Phase 2 – Blocks C and D or approval of 1.25 million square feet of GFA across the CDD site.
 - c. Phase 3 – Blocks E and F or approval of up to 2.5 million square feet of GFA (on the last block to be developed) across the CDD site. (P&Z, T&ES)
30. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following physical improvements with the completion of Phase 1. Phase 1 will be considered complete at the first request for a certificate of occupancy for the last building constructed in Phase 1.
- a. 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.
 - b. 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.
- c. In the event that Block B is not included in Phase 1, construct all roads adjacent to the Phase 1 block(s) in final condition and fully operational.
 - d. Implementation of a final design for the southern half of Waterfront Park which includes interim improvements up to the Great Lawn area that ends approximately at the northern boundary of Block C with interim connections to the Mount Vernon Trail, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z.
 - e. Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. (Pending City and NPS approval) (P&Z) (T&ES) (RP&CA) (PC)
31. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Phase 2 of the CDD. Phase 2 will be considered complete with the first request for a certificate of occupancy for the last building in Phase 2:
- a. N. Fairfax Street (including Woonerf section) in final condition (including roadway and sidewalks) from southern property line to southern parcel line of Block E.
 - b. A Feasibility Study as more particularly described in Condition 37 below.
 - c. The completion of all improvements in final condition to Waterfront Park and interim improvements to Rail Corridor Park. If it is infeasible for the Waterfront Park area north of the Great Lawn area (exclusive of the Pump House) to be fully completed by the end of Phase 2, a revised schedule may be submitted and approved for park delivery to the satisfaction of the Directors of P&Z and RP&CA prior to issuance of the first certificate of occupancy for the last building in Phase 2.
 - d. Completion of the improvements in permanent/final condition to Slaters Lane east of the GWMP 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.
 - e. Improvements to Slaters Lane shall include the Slaters Lane and GWMP intersection (including E. and W. Abingdon Drive) in coordination with National Park Service approval. Completion of the multimodal operational, physical, and signal improvements at the intersections of Slaters Lane and Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. Abingdon Drive, in coordination with the City and pending NPS approval. (P&Z) (T&ES) (RP&CA) (PC)

32. In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Phase 3. Phase 3 will be considered complete with the first request for a certificate of occupancy for the last building In Phase 3:
- a. All improvements to the public realm (dedicated public and public access easement) shall be constructed in finalized condition.
 - b. Construction of the Pepco Liner open space in final condition.
 - c. A 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).
 - d. Improvements to Rail Corridor Park in final condition and improvements to the Old Town North Linear Park consistent with the Contributions section below. (P&Z) (T&ES) (RP&CA)
33. The entire length of the proposed Road A, between Slaters Lane and the N. Fairfax Street extension, shall be constructed in an interim condition with Phase 1. The interim conditions prior to construction of future buildings and blocks should be designed as follows:
- a. Temporary streetscapes improvements (asphalt sidewalk and lighting) and base paving for the street may be provided as an interim condition and shall be constructed and maintained to the satisfaction of the Director of T&ES. The temporary street design shall be represented in the Infrastructure DSP.
 - i. The temporary sidewalk should be a minimum of 8 feet as shown on the CDD Preliminary Site plan.
 - ii. The temporary streetscape condition shall be replaced with final streetscape conditions, spanning the entire width of the right of way, adjacent to the construction of each Block fronting Road A with seamless transitions to the temporary portion to the satisfaction of the Director of T&ES prior to obtaining the Certificate of Occupancy for each building. (T&ES)
34. The streets and associated streetscape from the building face to back of sidewalk shall be constructed adjacent and fronting any building prior to the first certificate of occupancy for said building in its permanent/final condition to the satisfaction of the Director of T&ES.
- a. Temporary streetscapes improvements (asphalt sidewalk and lighting) and base paving shall be acceptable if an adjacent block will start construction within 18 months, in which case the later DSUP development will be responsible for the final condition of the street.
 - b. The temporary sidewalk shall be an asphalt sidewalk consistent with the minimum width as shown in the CDD Conceptual Design Plan. (T&ES)
35. Coordination with the City and the National Park Service (NPS) to improve **Slaters Lane's** signalized intersection for E. Abingdon Drive, W. Abingdon Drive, and the GWMP shall start prior to approval of the Infrastructure DSP and, if approved by the City and NPS, shall be implemented and/or constructed by the completion of Phase 2 and shall be to the satisfaction of the Director of T&ES. (T&ES)

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

- c. If improvements include adjustments to the signal timing plan that requires upgrades to the signal equipment to the satisfaction of the Director of T&ES, installation and implementation shall be made prior to the Certificate of Occupancy of the last building DSUP of Phase 2, pending NPS approval.
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. Starting with the second DSUP submittal, the applicant shall submit a Supplemental Phasing with each subsequent Development Special Use Permit submission within the CDD Conceptual Design Plan area. A separate Construction Management Plan shall be submitted with each DSUP approval.
39. The Supplemental Phasing Plan shall include the following items to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:
- a. Provide, for the entire CDD Conceptual Design Plan area, a general outline of the site and the applicant's most up-to-date projection of the dates when construction of the different land uses for each block shall commence;

- b. Provide the following information regarding the street layout, the sanitary sewer system, the stormwater management system, and utility systems, and the off-site improvements connected with this project:
 - i. The general location and layout of the major infrastructure components; and
 - ii. The dates when construction of the infrastructure shall commence, provided that the projected dates for the commencement of construction of these components shall be consistent with the triggers noted herein.
 - c. Depict and label for each park/open space area required by the conditions herein:
 - i. The proposed size and location of the park/open space; and
 - ii. The timeframe when construction of the improvements to the park/open space is expected and/or projected to commence in relation to the above Development Phasing conditions.
 - d. Notwithstanding the above, the applicant, at its discretion, may submit an updated Supplemental Phasing Plan from time to time for administrative review by the Directors of Planning & Zoning and Transportation & Environmental Services provided that no such submission shall relieve the applicant of the requirement that it submit an updated Supplemental Phasing Plan with each Development Special Use Permit application that seeks approval of one or more buildings or structures within the CDD Conceptual Design Plan Area.
 - e. Provide updated tabulations for the following items on each DSUP plan, indicating both what is proposed and what has been approved cumulatively to date: GFA for each use and for each block/building; open space square footage; and parking spaces. (P&Z) (T&ES)
40. The construction management plan shall provide but is not limited to a circulation plan depicting the temporary pedestrian, bicycle and vehicular circulation during the different construction phases. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction and during the phasing of the development, including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project. (T&ES)

F. DEDICATIONS

41. Prior to the earlier of the final site plan release of i) the Infrastructure DSP or ii) the first Development Special Use Permit for any development block of the CDD Final Site Plan, as applicable, the applicant shall submit subdivision plats, easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate to the City, or as otherwise directed by the City in fee simple or by easement, the following minimum land dedications, reservations and easements as shown on the final CDD Conceptual Design Plan, and if applicable, the following minimum land dedications in locations necessary for access to a given block from existing streets:
- a. Dedication of right-of-way for all required new public streets or portions thereof.
 - b. Dedication of right-of-way for all new public streets or portions thereof deemed optional at the discretion of the applicant.

- c. *Condition deleted by Planning Commission*
 - d. Granting of a public park and recreational easement for the areas comprised of OS-4, OS-5, OS-6 (Rail Corridor Park), OS-1, OS-2, OS-7 (Waterfront Park), and OS-8, OS-9 and OS-10 (Pepco Liner), and the portion of the Pump House rooftop within the CDD site on the CDD Conceptual Design Plan.
 - e. Granting of a public access easement for the area comprised of OS-3 (Central Plaza).
 - f. Dedication of public access easement for all private rights-of-way.
 - g. Dedication of all other easements that may be required, including but not limited to public access easements and emergency vehicle easements, including for interim purposes. (P&Z) (T&ES) (RP&CA) (PC)
42. The entire length of Road A from the Slaters Lane intersection to the N. Fairfax Street intersection shall be dedicated to the City as a public right-of-way. (T&ES)
43. Any proposed roadway extensions from existing rights-of-way (N. Pitt Street [if constructed], N. Royal Street and N. Fairfax Street) to Road A that are within the CDD Concept Plan area shall be dedicated to the City as public rights-of-way. (T&ES)
44. Streets within the CDD Conceptual Design Plan area shall be dedicated as public streets except:
- a. Streets and alleys that are located above underground parking facilities. These private streets and private alleys will be coordinated to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services as part of future Development Special Use Permits for individual blocks.
 - b. If an underground garage is not constructed underneath the roadway and/or right-of-way for any portion of N. Fairfax Street and/or the streets surrounding Block F and Block B, staff can request that the rights-of-way for portions of streets that are not above underground garages be dedicated to the City with 60-days' notice to the applicant which may be extended if more time is needed to obtain necessary approvals for same.
 - c. The Directors of Planning & Zoning and Transportation & Environmental Services may delay City acceptance of public rights-of-way within the CDD Conceptual Design Plan area until prior to the release of the final Development Special Use Permit within the CDD Conceptual Design Plan. Should the City delay acceptance of any streets, the applicant must maintain said street(s) as private, publicly accessible street(s) in good condition from the time said street(s) are constructed until such time that the Directors choose to accept them as public right-of-way. (P&Z) (T&ES)
45. In instances where the Directors of Planning & Zoning, Recreation, Parks and Cultural Activities, and Transportation & Environmental Services require public access easements or public park and recreational easements for open space, plazas, streets, and/or sidewalks, the easement(s) shall be perpetual public access and use easements. The easements shall allow the public to access parks, at a minimum, for all uses and hours associated with public

parks. The City and the applicant reserve the right within the easement to reprogram the park by mutual agreement so long as the reprogramming is consistent with the intent of the park. (P&Z) (T&ES) (RPCA)

46. Requests for future dedications of private right-of-way or property to the City will not be considered if any transformers serving private property are located directly underneath. (T&ES) (RP&CA) (P&Z)

G. INFRASTRUCTURE

47. The Infrastructure Development Site Plan (DSP) for the entire CDD plan area shall be approved by the Planning Commission prior to the first preliminary Development Special Use Permit approval for any block with the CDD plan area. The final infrastructure site plan shall be approved prior to the release of the first final site plan for any development block for the site. The infrastructure plan shall at a minimum include the following and additional information deemed necessary for review of the infrastructure plan to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:
- a. The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for all required new streets or portions thereof, including connections to existing streets;
 - b. Curbs and gutters for all streets;
 - c. ADA-compliant curb ramps;
 - d. Any revised traffic signs, traffic signals, or roadway markings that may be necessary, as determined by the Directors of Planning & Zoning and Transportation & Environmental Services, along existing streets adjacent to the CDD Conceptual Design Plan area;
 - e. The approved streetscape dimensions as generally shown on the CDD Final Site Plan;
 - f. All grading, topography, and spot elevation necessary to review the proposed infrastructure;
 - g. All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connection; and
 - h. Any necessary temporary facilities related to transit facilities. (P&Z) (T&ES)
48. The entire length of the proposed Road A, between Slaters Lane and the N. Fairfax Street extension, shall be designed and shown on the Infrastructure DSP. (T&ES)
49. Improvements to Slaters Lane between E. Abingdon Drive and the intersection to Road A as well as the trail connection between Slaters Lane and the Mount Vernon Trail shall be designed and shown in the Infrastructure DSP Plan to the satisfaction of the Director of T&ES.
- a. Any improvements located within NPS property are subject to NPS approval and absence of that approval will not delay approval of the Infrastructure DSP. (T&ES)

50. The N. Fairfax Street and N. Royal Street extension intersecting Road A shall be designed and shown on the Infrastructure DSP to the satisfaction of the Director of T&ES. (T&ES)
51. The Infrastructure DSP shall include interim as well as proposed final conditions and operations of each roadway improvement and new intersection. (T&ES)
52. Hydrants on public streets are the responsibility of the city. Hydrants on private streets shall be included within public easements and are the responsibility of the City. (Fire)
53. All infrastructure within future public rights-of-way shall be designed and constructed to City Standards while materials used within private streets may be alternate materials to the satisfaction of the Directors of T&ES and P&Z and determined during the Infrastructure DSP and amended as applicable in related development block Development Special Use Permits to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)
54. A fully detailed traffic signal design plan for all proposed and/or modified signalized intersections shall be included in the Infrastructure DSP final site plan submission and shall be fully operational prior to opening the streets associated with the Infrastructure DSP subject to the phasing of those streets as indicated herein. All associated equipment, devices, and features of each signalized intersection that would optimize the performance of the signal, provide safe pedestrian and bicycle crossing, and prioritize transit and emergency vehicle throughput shall be included to the satisfaction of the Director of T&ES.
 - a. Any work associated with the construction of new or modification of existing signals shall include two 3-inch conduits of schedule 80 PVC or HDPE, at a depth of 3 feet with a pull wire and tracer cable, connecting to each signal cabinet location along E. Abingdon Drive, W. Abingdon Drive, and the GWMP pending approval from the National Park Service.
 - b. Due to the signals' location along NPS land, the applicant shall coordinate with the NPS on all required processes and complete the required documentation. Any required submission shall be reviewed and to the satisfaction of the Director of T&ES, prior to submission to NPS. (T&ES)

H. BUILDING DESIGN AND STREETSCAPE

55. All building-related DSUPs shall be subject to review under the Old Town North Urban Design Standards and Guidelines (OTNUDSG) addendum for PRGS or the Design Excellence Prerequisites and Criteria. (P&Z)
56. The first floor of each building shall have a minimum of 18 feet of floor-to-floor height for any building that is submitted in a DSUP that includes a required or optional retail use unless determined infeasible due to site constraints as determined during the DSUP review process to the satisfaction of the Director of P&Z. (P&Z)

57. Buildings on blocks B, C, E and F shall be set back a minimum of 20 feet from building face to curb fronting N. Fairfax Street (including the Woonerf) or to the satisfaction of the Director of P&Z based on individual DSUP reviews. (P&Z)
58. The applicant shall provide through-block alleys for Block C and Block E generally consistent with the Conceptual Design Plan to accommodate pedestrians and vehicles, including loading activities.
 - a. The alleys shall be a minimum of 22 feet wide and be open to the sky except for limited areas limited areas to be determined during the DSUP process. (P&Z)

I. COORDINATED SIGNAGE

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

J. USES

60. Any proposed land uses shall be subject to the development levels (GFA), requirements and locations set in the final CDD Conceptual Design Plan, the conditions contained herein, and the CDD#30 zone requirements. (P&Z)
61. Per the CDD#30 Zoning Table, arts and cultural uses are permitted with a CDD Special Use Permit.
 - a. An arts and cultural anchor within CDD#30 is defined as a larger destination use or venue where visual or performing arts and where historical, scientific, artistic or cultural works are explored, taught, created, and made available to the public by various means including live performances of theater, dance, music, or other imaginative work or producing or exhibiting of physical works created by or under the direction of one or more artists and intended for unique production or limited reproduction. Museums of art, history, natural science and the environment, industry, sociology, anthropology and related subjects; science centers and buildings for the public exhibition of live aquatic animals or plants; and art schools including, but not limited to, culinary arts schools, instructional art, music, dance, performance art or drama academy may also qualify as arts and cultural anchor.
 - b. Arts and cultural anchors and tenants are regulated subject to Section 6-900 of the Zoning Ordinance and these conditions of approval. (P&Z)

62. Commercial, retail and compatible active uses shall be requested, typically on the ground level of future buildings, in future Development Special Use Permit requests and in the general locations shown on the final CDD Conceptual Design Plan to the satisfaction of the Director of Planning & Zoning. (P&Z)
63. Provide at least 20 percent of commercial or compatible nonresidential use(s) within the CDD Conceptual Design Plan area, to the satisfaction of the Director of Planning & Zoning, as recommended in the Old Town North Small Area Plan.
 - a. The applicant shall provide a minimum of 215,000 square feet (GFA) of commercial or compatible nonresidential development by the end of Phase 2, unless a substantial amount of commercial or nonresidential GFA is to be provided early in Phase 3 to the satisfaction of the Director of P&Z. (P&Z)

K. PARKING

64. Off-street parking shall be located below grade unless precluded by documented environmental issues to the satisfaction of the Directors of P&Z and T&ES. Should any above-grade parking be provided, it shall be fully screened by active uses. (P&Z) (PC)
65. The number of required parking spaces for the development depicted in the CDD Conceptual Design Plan shall be provided according to Zoning Ordinance requirements in effect at the time of Development Special Use Permit approval unless otherwise approved as part of each DSUP. (P&Z) (T&ES)
66. The applicant shall submit a Parking Management Plan (“the Plan”) for approval by the Director of P&Z and T&ES as part of the first final DSUP for each development block within the CDD Conceptual Design Plan area. The parking management plan shall be updated and approved with each subsequent block(s), building(s) and/or DSUP submittal. At a minimum, the Plan shall include:
 - a. The applicant shall provide a shared parking plan with the DSUP that summarizes all proposed uses and parking requirements within the CDD and indicates locations of parking to satisfy these requirements. This plan shall be updated with subsequent DSUPs that will also use shared parking.
 - b. The Plan shall address parking for community facilities, movie theaters and arts and cultural anchors and tenants if such uses are provided in that DSUP. Parking for these uses may be provided by adjacent uses through a shared parking program, unless the facility has considerable parking needs above and beyond what can be accommodated exclusively through shared parking.
 - c. Valet Parking: The Plan shall outline provisions and strategies for valet parking, if the applicant determines to its discretion that valet parking is desired, to ensure efficient use of parking resources. These shall include loading and unloading locations and management, pricing, marketing strategies and wayfinding.
 - d. Unbundled Parking: All multifamily residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to lease the

residential unit). Unbundled parking for all other uses is encouraged and shall be explored as part of the Plan.

- e. On-Street Parking: The Plan shall include all proposed on-street parking spaces for that block's DSUP within the CDD area
 - f. Priority Parking: Priority spaces for carpool/vanpool use shall be provided within all structured parking for the commercial uses.
 - g. Parking wayfinding, performance parking and advanced parking management systems. The Plan shall include a parking wayfinding plan which shall include illuminated wayfinding.
 - h. The applicant shall be responsible for the implementation of the Parking Management Plan. The Applicant shall be responsible for the installation of all infrastructure required to support the implementation of the Plan including, but not limited to, parking wayfinding signs, advanced parking management technologies and performance parking metering systems. (P&Z) (T&ES)
67. All required parking in the underground garage(s) for office and daytime-operating commercial uses shall be available for use by site visitors after normal business hours on weekdays and holidays and all-day Saturday and Sunday. (P&Z) (T&ES)
68. All on-street parking controls and restrictions within the project area shall be determined by the City in coordination with the applicant. Any such controls and restrictions which the applicant desires shall be shown on the final site plan for each block. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)

L. TRANSPORTATION/TRAFFIC

69. Any DSUP amendment or application that generates 50 vehicle trips or more in either peak hour but does not create more than 10 percent of what was proposed in the CDD Multimodal Transportation Study, has consistent land use, and is submitted less than five years from the CDD Multimodal Transportation Study can submit a Transportation Memorandum instead of a formal Multimodal Transportation Impact Study. The memorandum shall include:
- a. Justification statement explaining why a formal Multimodal Transportation Impact Study is not required.
 - b. The proposed trip generation for the corresponding block as presented in page 63 through 65 of the CDD Multimodal Transportation Impact Study.
 - c. As well as any information regarding any proposed changes or deviation from the CDD's Multimodal Transportation Impact Study. (T&ES)
70. Any DSUP amendment or application that generates 50 vehicle trips or more in either peak hour and submitted five years or more shall be subject to the required Multimodal Transportation Impact Study and adhere to the most recent guidance. (T&ES)

71. Further analysis to determine what additional improvements and/or changes to the signal operations along E. Abingdon Drive, W. Abingdon Drive, and the GWMP may be appropriate shall be submitted and to the satisfaction of the Director of T&ES, prior to deeming the Infrastructure DSP plans Complete. (T&ES)
 - a. The analysis shall include a microscopic traffic microsimulation model, VISSIM.
 - b. The City's Transportation Engineering Staff must review, sign, and approve the Scoping Document prior to starting analysis.
 - c. Analysis including alternative design/ scenarios and/or operations to determine the preferred alternative shall be included.
 - d. Any improvement recommended through this analysis shall be reflected in the final site plan of the Infrastructure DSP. (T&ES)
72. The applicant will be required to provide dedicated bicycle facilities on Road B and N. Fairfax Street north of the Woonerf, to be discussed with City staff. (T&ES)
73. Provide bicycle infrastructure with the Slaters Lane connection with the Mount Vernon Trail subject to NPS approval. Details shall be provided with the Infrastructure DSP in coordination with NPS. (T&ES)
74. A minimum of two (2) Capital Bikeshare stations shall be located on the site to the satisfaction of the Director of T&ES. The first station shall be provided in Phase 1 and the second shall be provided in Phase 3. (T&ES)
75. Additional on or off-street bicycle facilities may be added to Road B and/or the Pepco Liner open space (OS-8, OS-9 and OS-10) to the satisfaction of the Directors of T&ES, RP&CA and P&Z during the Infrastructure DSP and/or the DSUP tied to the Pepco Liner plan. (T&ES) (P&Z) (RP&CA)
76. N. Fairfax Street north of the Woonerf shall have a minimum 50-foot right-of-way width. (T&ES) (P&Z)
77. The applicant shall remove the gate and fencing within the Slaters Lane public right-of-way leading to the Mount Vernon Trail prior to the certificate of occupancy for the first building subject to approval of appropriate permits by the City. The applicant shall also provide temporary or permanent bicycle infrastructure within the right-of-way to connect Slaters Lane with the Mount Vernon Trail until the permanent infrastructure is installed per the conditions of approval. (P&Z) (T&ES)

M. TRANSIT

78. Provide a total of four transit stops along Road A, two in each direction. Bus bulb-outs should be included at all four transit stops given the width of Road A (H-H). (T&ES/DASH)

79. Bus bulb-outs should extend out into the street beyond any adjacent on-street parallel parking spaces, so buses are able to pull up to the bulb-out curb even when all parking spaces are occupied. (T&ES/DASH)
80. To the satisfaction of the Director of T&ES, bus shelters and other amenities may be required by the applicant and are expected to be identified with the Infrastructure DSP. (T&ES/DASH)

N. PARKS AND OPEN SPACE

81. A minimum of 15 percent of the land area within each block of the CDD area shall be provided as at-grade or above grade, useable open space. Public rights-of-way shall not be counted as open space. (RP&CA) (P&Z) (T&ES)
82. Useable rooftop open space/amenity spaces shall also be provided, as part of future Development Special Use Permit submissions for majority-residential buildings. Such spaces shall be designed as high-quality open space with active and passive uses for residents and building tenants. Rooftop open space on buildings may be accessible to the public if compatible with the building use as determined by the Directors of RP&CA and P&Z in consultation with the applicant as part of the Development Special Use Permit process. Rooftop open space shall be physically accessible to the satisfaction of the Director of RP&CA. (P&Z) (RP&CA)
83. All at-grade open space, including courtyards, plazas, and private internal courtyards shall be designed as high-quality open space for residents, building tenants and the public, where appropriate. (P&Z) (RP&CA)
84. For any proposed playspaces within the CDD plan area, the applicant shall follow the City of Alexandria Playspace Policy in effect at the time of the approval of future Development Special Use Permits to improve the health and well-being of all youth through design and provision of quality playspaces. Children's playspaces shall be designed to accommodate all ages and abilities. The playspaces shall at minimum include play equipment, safety surfacing, tables, seating, and water, and shall have shade. (P&Z) (RP&CA)
85. Operating hours for publicly accessible parks and open spaces in the CDD Conceptual Design Plan area shall be at a minimum consistent with standard City park hours or as otherwise approved in future individual Development Special Use Permits to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks & Cultural Activities. (P&Z) (RPCA).
86. Signage for all parks and publicly accessible open space shall be posted at each site. Signage shall display hours and information such as rules or regulations consistent with City parks. Sign design shall be coordinated as part of the Design Criteria taking into consideration guidance from the City's Wayfinding system. As part of the Development

Special Use Permit process, coordinate sign locations and design to the satisfaction of the Directors of P&Z and the Department of RP&CA. (P&Z) (RP&CA)

87. With the initial Concept-level Infrastructure DSP submission, the applicant shall submit a Comprehensive Open Space Plan, identifying the open space use types for each publicly accessible open space anticipated throughout the CDD plan area. At the request of the Director of RP&CA, this plan shall be amended, if necessary, with subsequent DSUP applications. The open space plan shall provide a mix of active and passive recreation amenities and event/festival space to serve the proposed development subject to the following:
 - a. Active recreation amenities may include volleyball courts, tennis courts, basketball courts, playgrounds, climbing walls/gyms, splash grounds, ice skating rinks, pools, and dog exercise areas.
 - b. An event space/festival area for small concerts or community events, play areas, and dog exercise areas shall be provided at grade, along with other active amenities determined through the DSUP plans.
 - c. Passive recreation amenities may include trails, promenades, plazas, fountains, restrooms, overlooks, open lawn areas, seating, public art, and gardens.
 - d. All publicly accessible open space shall be designed with high quality special paving, furnishings, lighting, electrical service, and irrigation, active and passive amenities to achieve their design intent.
 - e. Interim open space conditions and programming for each space.
 - f. CDD#30 shall incorporate a network of private and public open space that is integrated with adjacent park property and the regional park system.
 - g. The design of the open spaces shall be coordinated with approved plans for the adjacent portion of the future Old Town North Linear Park and improvements to the Mount Vernon Trail (in coordination with the National Park Service). (RP&CA) (P&Z)
88. Furnish publicly accessible open spaces with park furniture including moveable furniture, shade structures, water fountains, picnic tables, trash and recycling receptacles, bottle fillers, water dog bowls. (RP&CA)
89. Support infrastructure for events and park and open space maintenance shall be provided. Include utilities such as power and water, storage, maintenance access and other accommodations to ensure long-term maintenance. (RP&CA)
90. Infrastructure to allow for Wi-Fi and the City fiber optics may be incorporated with each appropriate open space plan to the satisfaction of the Director of RPCA. (RP&CA)
91. *Condition deleted by Planning Commission.*
92. Coordinate with NPS to design waterfront-adjacent open space areas (both on- and off-site) that enhance physical and visual access to the Potomac River for all user groups. This

may include piers, decks, small boat launches or transport, and/or other ways to improve and maximize utilization and public access to rivers and waterways. (RP&CA) (P&Z)

93. Incorporate sustainability into the design of open spaces, taking into consideration ways to reduce existing heat island through open space. Open spaces should be designed to have renewable and/or recycled materials and tree canopy to the extent feasible (as determined through the development review process). (RP&CA) (P&Z)
94. At least one set of publicly accessible restrooms shall be provided in the CDD plan area in proximity (within 500') to the Waterfront Plaza and/or one set in proximity to the Rail Corridor Park to the satisfaction of the Director of RP&CA. Restrooms may be freestanding or located within a private building/structure. Restrooms shall be signed. (RP&CA)
95. A minimum of 5 acres of publicly accessible open space shall be provided that satisfies the requirements of the North Old Town Small Area Plan. Outdoor dining areas, or other uses that privatize public open space shall not be calculated in open space acreage. The potential additional east-west street connection to the GWMP and the potential connection at N. Pitt Street may be deducted from the required minimum 5 acres per the finalized design of the streets and to the satisfaction of the Directors of RP&CA and P&Z. (RP&CA) (P&Z)
96. The applicant shall design and provide the following publicly accessible and public open space to the satisfaction of the Directors of Planning and Zoning and Recreation, Parks and Cultural Activities:
 - a. Central Plaza (OS-3) shall be a minimum of approximately 0.70 acres. The plaza shall be designed to accommodate large gatherings, such gatherings may include farmers markets, art shows, or special events.
 - b. The Rail Corridor Park shall be a minimum of approximately 1.67 acres, comprised of OS-4 (approximately 1.00 acres), OS-5 (approximately 0.30 acres), and OS-6 (approximately 0.37 acres) spanning from E. Abingdon Drive to N. Fairfax Street. The park shall include active and passive uses. The park will include renovation of the existing Gate House to be reused as a comfort station or other public amenity. Pending acquisition/dedication of the Norfolk Southern right-of-way for the Old Town North Linear Park, the future Rail Corridor Park shall be designed in coordination with the Linear Park to incorporate the Norfolk Southern property in order to provide a unified and integrated park system.
 - c. Waterfront Park shall be a minimum of approximately 3.00 acres comprised of OS-1 (approximately 1.01 acres), OS-2 (approximately 1.92 acres) and OS-7 (approximately 0.07 acres). The park shall have primarily passive uses to include trails, landscaping, seating areas and trail connections to National Park Service land. The design shall comply with Resource Protection Area (RPA) requirements. The renovated Pump House structure will remain in private ownership and operation.
 - d. The Pepco Liner open space shall be a minimum of approximately 0.40 acres, comprised of OS-8 (approximately 0.15 acres), OS-9 (approximately 0.04 acres),

and OS-10 (approximately 0.21 acres). The design of the publicly accessible open space may include active and passive uses. (RP&CA) (P&Z) (PC)

97. When feasible, existing and future utilities shall not be located in the public and publicly accessible open space because of the limitations they may pose on the design and programming of the open spaces, recognizing that a significant amount of the open spaces planned are located in areas that contain existing utilities and infrastructure in existing easements to remain. Utilities in these open spaces shall be coordinated with the Infrastructure DSP. (RP&CA) (P&Z)
98. Open space shall comply with the American with Disabilities Act, 2010 ADA Standards for Accessible Design. (RP&CA)
99. Ground-level publicly accessible open space located at the Rail Corridor Park, Pepco Liner, Waterfront Park, and on the accessible portion of the Pump House roof shall be required to have one or more perpetual public park and recreation easements. To the satisfaction of the Directors of RP&CA and P&Z, the easement(s) shall allow the public to access and use the open spaces in the same manner as if it were a public park including the following:
 - a. Similar uses associated with public parks in the City shall be permitted, including hours of operation and free speech measures permitted in City parks. Special Events will be subject to the City's Special Event process, as applicable.
 - b. The applicant and/or successors shall maintain the open space as required in Condition 105 of the CDD. The easement(s) shall include provisions allowing the applicant and/or successors to close portions of the open space for repairs and maintenance. Maintenance of the parks shall include regular life-cycle replacement schedules and costs, as well as potential updates to the Comprehensive Open Space Plan required by the CDD (to be reviewed with the City every 10 years after the initial opening of each publicly available open space, through a community process consistent with the City's park planning process). The applicant and/or successors shall implement the recommended changes that result from the planning process outlined above and the updates shall be reflected in the Comprehensive Open Space Plan. Sufficient funds shall be set aside by the applicant and its successors in order to maintain the open space subject to these requirements to the satisfaction of the Director of RP&CA.
 - c. The easement(s) shall be recorded prior to the release of the related final site plan for these open spaces. (RP&CA) (PC)
100. The applicant shall file a Development Special Use Permit for the Waterfront Park and Rail Corridor Park. Each of these DSUPs shall include phasing plans and as applicable, an interim park design.
 - a. The applicant's off-site improvements to adjacent NPS land shall not preclude construction of Waterfront Park. The design of Waterfront Park shall include phasing plans, allowing public use of open space in Phases 1 and 2.

- b. The applicant shall construct the Phase 1 Waterfront Park from N. Fairfax Street to the Pump House, prior to the issuance of the first Certificate of Occupancy for the last building within Phase 1.
 - c. The applicant shall construct the Phase 2 Waterfront Park from the Pump House to Slaters Lane in Phase 2. Improvements to the Pump House shall be completed by the end of Phase 2, in conjunction with roadway phasing.
 - d. The applicant shall construct the Rail Corridor Park from N. Fairfax Street to E. Abingdon Drive in Phase 3.
 - i. The Rail Corridor Park shall include an interim park design plan that is constructed as part of Phase 2. Interim design may include landscaping, useable turf or pavement, pathways, seating, moveable furnishings, and other features/uses. The design shall assume an interim condition that may last five or more years.
 - e. Any design and construction of the off-site portion of Norfolk Southern Railway right-of-way anticipated as the location of the future Old Town North Linear Park directly adjacent to the Rail Corridor Park is contingent upon acquisition of the right-of-way by the City or its partners. (RP&CA) (P&Z)
101. The applicant shall design and implement the Central/Waterfront Plaza with the DSUP that constructs the garage under the Central/Waterfront Plaza, or a building on Block D (whichever is first). (RP&CA) (P&Z)
102. The plan for the Pepco Liner open spaces shall be approved with the first DSUP for Block D, Block E or Block F that does not also include the Central/Waterfront Plaza. The Pepco Liner shall be delivered by Phase 3. (RP&CA) (T&ES) (P&Z)
103. The applicant shall subdivide and dedicate to the City as individual parcels the Waterfront Park and Rail Corridor Park. Dedication to the City shall occur when all phases of construction, including remediation, for each park are completed and released from maintenance bond.
- a. The Pump House shall be subdivided into its own parcel with a park and recreation easement for at least portions of the rooftop within the site. (RP&CA)
104. Waterfront Park and Rail Corridor Park are informal names and may be formally named through the City's Park and Recreational Facility Naming Policy in coordination with the applicant. (RP&CA)
105. Ground-level public open spaces shall be maintained in perpetuity by the applicant as agreed to in a Maintenance MOU between the City and the applicant/successors. The MOU shall describe in detail the maintenance programs for each publicly accessible ground-level open space including the requirements listed in Condition 99 above. The MOU will be reviewed annually or as mutually agreed to by the parties. The MOU shall be executed prior to the landscape pre-installation or construction walk-through meeting for the publicly accessible open space. The MOU will be updated prior to the landscape pre-installation or construction walk-through meeting for subsequently built public open space.

- a. Maintenance shall meet or exceed City maintenance standards.
 - b. For all non-city standard materials and site furnishings selected and installed in the public rights-of-way or within the park, the applicant shall develop and per the MOU described above to establish responsibility for installation and maintenance of site furnishings.
 - c. Where public or publicly accessible open space is located adjacent to National Park Service land, the owner/successor shall review and coordinate maintenance responsibilities and schedules with the National Park Service and the Department of Recreation, Parks and Cultural Activities. (RP&CA) (PC)
106. As part of the Development Special Use Permit process, the applicant shall provide a community engagement process, and schedule and present the open space designs to the Park and Recreation Commission (PRC). PRC meetings shall be coordinated with RPCA. (RP&CA)

O. ARCHAEOLOGY AND HISTORIC INTERPRETATION

107. Alexandria's Archaeology Protection Code may apply to projects in this Coordinated Development District (CDD) on a case-by-case basis. See the City of Alexandria Archaeological Standards (2021) or contact Alexandria Archaeology with questions. (Archaeology)
108. Based on the documentary study and archaeological evaluation, the applicant should provide a historic interpretation plan (per the OTNSAP) ("the Plan") at a CDD-wide level which will provide guidance for future DSUP submissions.
- a. A professional historic preservation consultant shall be hired to work with staff and the landscape designers to incorporate and interpret the elements of the historical character and archaeological findings into the site design. The Plan shall identify themes to interpret on site in consultation with staff and the OTN Historic Interpretation Guide.
 - b. The Plan shall be submitted by the preliminary plan submission for the first development special use permit.
 - c. The publicly accessible open spaces will include areas where the industrial heritage of the site is incorporated through the restoration/preservation of industrial artifacts and interpretive elements. The Plan shall identify physical remnants and elements of the site to be adaptively reused, which can include railroad tracks, the weighted car, structural pieces of the power plant and character defining elements of the Pump House.
 - d. Explore the potential to incorporate environmental interpretation as part of the Plan for the CDD site.
 - e. The Plan shall include a strategy for community outreach.
 - f. Interpretive elements can be provided in phases or with individual DSUPs and will be determined with the Plan. (P&Z) (Archaeology)

109. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology)
110. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology. (Archaeology)
111. Any permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. (Archaeology)
112. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
113. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
114. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. (Archaeology)

P. PUBLIC ART

115. With the first Development Special Use Permit submission in CDD #30, the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout CDD#30. The preliminary public art plan shall be consistent with the following requirements and shall be approved by the Directors of RPCA and P&Z prior to the release of the first final site plan in the CDD #30 area:
 - a. On-site public art, consistent with the Public Art Policy in effect at the time of the approval of the first Development Special Use Permit in the CDD Conceptual Design Plan area, shall be depicted on the plan to the satisfaction of the Directors of RP&CA and P&Z.

- b. The plan shall note all instances in which the value of on-site public art is the result of contributions from multiple development blocks within the CDD area.
- c. All on-site public art shall be located on private property and accessible to the public.
- d. If approved by the Directors of RP&CA and P&Z, an equivalent monetary contribution to be used toward public art within the applicable Small Area Plan area in lieu of on-site public art may be provided and said contribution shall be noted in the coordinated public art plan.
- e. The plan shall specify at what point in the development process each piece of on-site public art shall be installed or at what point each in-lieu monetary contribution shall be provided to the City for each development block or combination of development blocks. (RPCA) (P&Z)

Q. CONTRIBUTIONS

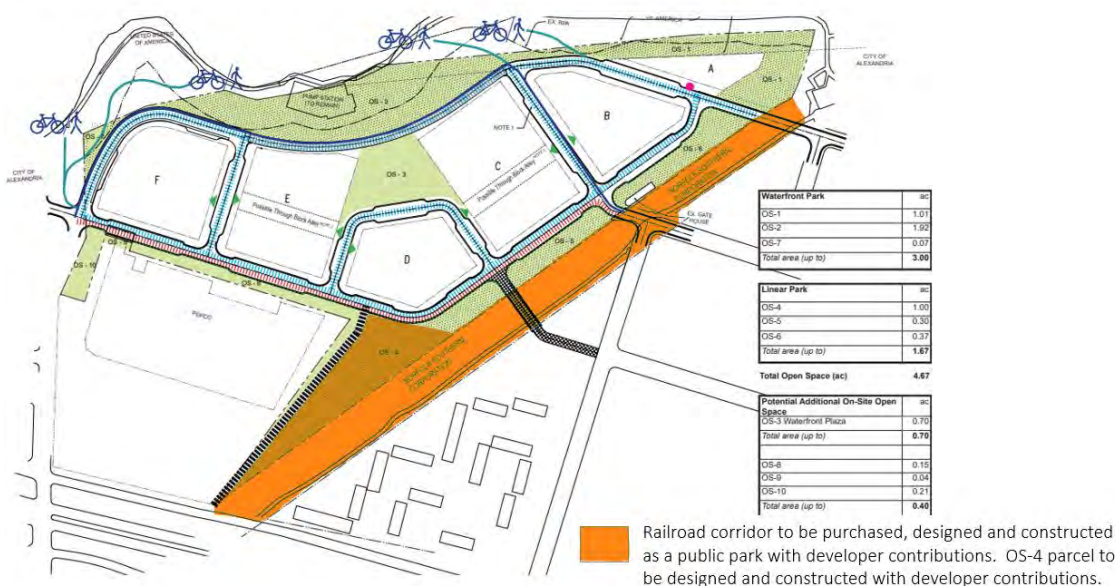
116. Pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy, a developer contribution shall be provided by the Applicant to the Old Town North Implementation Fund. The developer contribution amount shall be subject to the following:
- a. A total developer contribution amount of \$21,495,167 (2022\$) shall be provided for the site based on a developer contribution rate of \$11.05 (2022\$) for the total amount of 2,150,000 base GFA for the site, which includes a credit for the 204,736 GFA that is available under the existing UT zoning and which excludes the additional GFA (maximum of 350,000) used for the provision of affordable housing and arts and cultural uses-
 - b. The developer contributions shall be used for the following:
 - i. The Linear Park Norfolk Southern Railroad Corridor (Segment 2 in OTN Plan) and OS-4 as generally depicted in Exhibit 1.
 - ii. Waterfront Park As generally depicted in the CDD Concept Plan submission as parcels OS-1, OS-2, and OS-7, as well as improvements made to the adjacent Waterfront Park land controlled by National Park Service (NPS), if approved by the National Park Service (NPS). Improvements to the Pumphouse not related to open space improvements will not count towards the contribution.
 - c. The developer contributions as required herein shall be paid prior to the release of the first certificate of occupancy permit for each building(s) unless contributions are being made subject to paragraph d below.
 - d. In lieu of the monetary contributions required herein, the condition may be fulfilled by the applicant through an in-kind contribution for the acquisition (as it relates to Norfolk Southern – Segment 2), design and construction of the Linear Park and Waterfront Park as defined herein in a manner consistent with the intent of the OTNSAP. The applicant shall submit an agreed upon scope of work and cost estimate to the City prior to the release of the final site plan for the Waterfront Park and/or the Linear Park (approval process pending). The final costs for each phase of these improvements will be finalized at the time of final inspection of each phase

of these improvements. The work shall be completed in accordance with the CDD phasing requirements in the conditions of approval. The Linear Park improvements shall be completed prior to the end of Phase 3, pending acquisition of the Norfolk Southern Segment 2 by the City. If the in-lieu work costs less than the contribution amount, as demonstrated by the confirmed final costs provided at the completion of each of the phased improvements, the remainder shall be provided to the City as a monetary contribution, prior to approval of final certificate of occupancy for Phase 3. For purposes of clarity, the value of the developer contribution will be calculated at the then current rates at the time the in-kind phased improvements are delivered. The City and the Applicant will continue to work together to coordinate and fund acquisition of the NS corridor.

- e. The contribution rate(s) outlined herein are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates will be recalculated January of each year. The final contribution amount shall be calculated and verified by the Neighborhood Planning and Community Development Division of the Department of Planning and Zoning at the time of Certificate of Occupancy.
- f. All contributions shall be made via wire transfer to the City of Alexandria or other approach as required by the City. Instructions will be provided by the Planning and Zoning Department prior to the time of deposit. Wire transfer documentation must include the source name, receiving department name (Planning & Zoning), applicable fund reference code and the condition number being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy permit.

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

Exhibit 1 – PRGS Developer Contribution Condition



R. UTILITIES

117. All proposed storm sewers located within private roads and or land shall be privately owned and maintained. All proposed storm sewers located within public roads or land shall be publicly owned and maintained. (T&ES)
118. All proposed sanitary sewer mains shall be public owned and maintained. All sanitary mains located within private roads and land shall have a public sanitary sewer easement. (T&ES)
119. All electrical transformers and associated utilities shall be provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets - public right-of-way, or shall be provided with inlaid paving materials equivalent to those in the surrounding field paving according to Dominion Virginia Power standards and to the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the preliminary Development Special Use Permit review for each building/block.
 - a. No building transformers shall be located within any proposed or future public right-of-way. (P&Z) (T&ES) (RP&CA)
120. The project site is located in the combined sewer system area and shall be in compliance with the Combined Sewer System Management Policy set forth in the Memo to Industry 07-14. Stormwater and sanitary flows from the project site shall be discharged to fully separated sewer systems. Sanitary flow shall be discharged to a separate sanitary sewer system which connects to the Potomac Interceptor.
121. As part of the Development Special Use Permit process, the applicant shall submit a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14. The applicant may be required to provide infrastructure improvements related to existing city-owned sanitary collector sewers to mitigate impacts from sanitary flows generated from development projects in this CDD. (T&ES)
122. All new utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground at the cost of applicant. All utilities with the exception of those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)
123. A connected underground conduit grid shall be installed in preparation of fiber and cable installation to provide high-speed communication and connectivity to all buildings and traffic signals within the site. The conduits shall be the satisfaction of the Director of T&ES. This shall either be shown as part of Development Special Use Permits for individual buildings or within the Infrastructure DSP. (T&ES)

S. STORMWATER

124. The applicant shall meet the requirements set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary Development Special Use Permit. (T&ES)
125. For projects that implement a Stormwater Master Plan (SWMP), each phase of the development must meet the water quality requirements adopted by the City of Alexandria at the time of the submittal of each preliminary Development Site Plan/Development Special Use Permit. This includes the 1) state phosphorus reduction and 2) Alexandria water quality volume default (WQVD) requirements. The SWMP must be updated prior to the release of each individual DSP/DSUP. (T&ES)
126. The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each Development Special Use Permit. In addition, all development shall meet the green infrastructure requirements of the Old Town North Small Area Plan. Underground sand filters and proprietary BMPs may be used a case-by-case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the director of T&ES or his or her designee. (T&ES)
127. The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)
128. All stormwater treatment facilities (BMPs) and detention facilities shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way. (T&ES)
129. The RPA adjacent to the Potomac River within the CDD area shall be revegetated in a manner compatible with riparian buffer areas. All impervious surfaces must be removed from the RPA with the exception of the existing Pump House, new or existing retaining walls and new or existing trails and stairs constructed for the purpose of connecting the CDD area to the Mount Vernon Trail. No new impervious surfaces may be placed within the RPA except for allowable uses per the City's Environmental Management Ordinance subject to the approval of the director of T&ES. (T&ES)
130. A landscape management plan must be submitted with the infrastructure DSP for removal of invasive species plantings from the RPA in the CDD area and future maintenance of the RPA buffer plantings in the CDD area. (T&ES)

131. A minimum of approximately 75 percent of the total surface area of the building roofs after deducting amenity space and any rooftop mechanical equipment including elevator overruns/air handlers, etc. in each phase shall be used for sustainable practices. Unless otherwise approved by the Director of T&ES, approximately half of that available building roof area after deducting amenity space and any rooftop mechanical equipment including elevator overruns/air handlers, etc. shall be vegetated green roof where feasible and approximately half shall be used for solar energy, or a combination of these practices. Per the Old Town North Small Area Plan, all buildings with flat rooftops must have some portion of vegetated green roof where feasible. Artistic/Visually appealing designs when viewed from overhead are encouraged due to the site's location within the DCA flight path. (T&ES)
132. Any vegetated green roof area may be counted as private open space if it is ADA accessible to the users of the building, at least 8 feet in width and has an accessible pathway through and/or around the green roof. Shade structures and seating must be provided in an adjacent or proximate location. (T&ES)
133. Any vegetated green roof area may be counted as public open space if it is ADA-accessible to the public, open standard park hours, has a public access easement, is at least 8 feet in width and has an accessible pathway through and/or around the green roof. Shade structures and seating must be provided in an adjacent or proximate location. (T&ES)
134. Above ground critical infrastructure must be located outside of the 500-year floodplain. (T&ES)
135. All stormwater must ultimately discharge directly to the Potomac River. No stormwater connections will be allowed to the existing combined sewer system. (T&ES)
136. Prior to approval of the Infrastructure DSP, the existing outfall must be evaluated for structural integrity and pending the outcome of that evaluation, will be replaced or lined only if the existing outfall is determined to be compromised or have a remaining useful life of less than 30 years. The assessment must be signed and sealed by a professional engineer and the results reviewed and approved by the Director of T&ES. Ownership and adequate maintenance access must be coordinated and provided by the applicant to allow the City access to maintain the portion of the outfall located on National Park Service property in perpetuity to the satisfaction of the Director of T&ES. (T&ES)
137. Educational signage and/or creative educational exhibits that provide information about water quality and/or the RPA must be incorporated into the site. (T&ES)
138. All required environmental reports must be submitted and reviewed for approval by the City prior to the release of construction plans and commencement of land-disturbing activities for each Grading Plan, Development Site Plan (DSP), and/or DSUP. (T&ES)

T. SUSTAINABILITY

District Carbon Neutrality:

139. The site and each building(s) shall seek to achieve carbon neutrality in compliance with the Old Town North Small Area Plan through application of the targets identified in the Carbon Neutrality Analysis (CNA), dated April 7, 2022, as outlined below:

Site & Building Targets

Target 1

- a. Each building(s) shall achieve a minimum **25%** reduction in operational carbon emission based on the ASHRAE Standard 90.1-2010 Appendix G – Performance Rating Method baseline established by 2019 Alexandria’s Green Building Policy; or achieve an EUI target based the International Energy Conservation Code (IECC) for climate zone 4A based on building type (e.g. table CC103.1 of the 2021 IECC);. Each building shall comply with the Green Building Policy at time of DSUP submission.

Target 2

- b. The site shall achieve a minimum 3% annual on-site renewable energy generation across the CDD area. Prior to the approval of the infrastructure development site plan (DSP), the applicant shall evaluate strategies to increase the targeted 3% on-site energy generation through approaches such as use of public open space, adjoining properties, or other comparable approaches as part of the Coordinated Sustainability Strategy (CSS). These strategies and analysis will be reviewed as part of the infrastructure DSP. As part of each block’s Development Special Use Permit (DSUP) review, the applicant will evaluate strategies to increase the on-site energy generation above 3%.

Target 3

- c. Each newly constructed building(s) shall achieve a 10% reduction in embodied carbon compared to industry-standard construction practices. With each preliminary DSUP submission, the Applicant shall provide an estimate of the Embodied Carbon Intensity (ECI) [kgCO₂ /m² or lbCO₂/sf], as identified in the CNA, for the proposed redevelopment as part of the development review process. As part of each block’s DSUP, the applicant will evaluate reductions in embodied carbon for associated site improvements.

Target 4

- d. Each building(s) and all land use(s) permitted herein shall be solely electric with limited exceptions for allowances for natural gas where electric is not feasible. Natural gas shall be prohibited with limited exceptions for: restaurants and retail uses, emergency generators, common area amenities such as common space grilles and common space fireplaces. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuels to

electricity in the future. These limited exceptions shall be re-evaluated with each DSUP submission.

Target 5

- e. Off-site renewables shall be utilized towards achieving carbon neutrality, to the extent needed in addition to the targets outlined above, by phase. Off-site renewables may include Power Purchase Agreements (PPAs), Renewable Energy Credits (RECs), and/or other comparable approaches as recommended by staff and approved by the City Council. Generally, the Applicant shall design buildings, infrastructure, and open spaces in a manner to maximize on-site carbon reduction targets and minimize the use of off-site renewables, to the extent feasible. (P&Z) (T&ES) (PC)
- 140. The applicant shall make all good faith efforts to document and achieve the targets outlined above. The efforts to achieve these targets shall be documented by the applicant and evaluated by staff as part of the development review process. If determined that good faith and reasonable efforts have been made by the applicant to achieve these targets, including consideration of technical and financial feasibility, modifications to these targets may be approved by Planning Commission and City Council as part of the development review process. (P&Z) (T&ES)
 - 141. The applicant, property management entity, BID, or comparable entity shall oversee tracking the targets outlined above. The tools, strategies, and techniques to achieve the targets outlined above shall be submitted with each development special use permit (DSUP) application for each park(s) and/or building(s). (P&Z) (T&ES)
- LEED Certification:***
- 142. Achieve LEED for Neighborhood Development (LEED-ND) Silver Certification or comparable certification for the neighborhood. (P&Z) (T&ES)
- Green Building:***
- 143. Comply with the City's Green Building Policy in effect at the time of DSUP submission. Applicants may use LEED, or equivalent rating systems as identified in the Green Building Policy. (PC)
- Coordinated Sustainability Strategy (Sustainability Master Plan):***
- 144. Prior to the 2nd concept submission of the Infrastructure Development Site Plan (Infrastructure DSP), the Applicant shall develop and submit the Coordinated Sustainability Strategy (CSS) and include the evaluation of approaches for on-site energy generation as part of the review of the Infrastructure DSP. This CSS shall be reviewed and endorsed by City Council prior to or concurrent with the approval-of the Infrastructure DSP and implemented through DSP/DSUP approvals.

145. The CSS shall outline short-, mid-, and long-term strategies to achieve the five Site and Building performance targets outlined above in addition to other sustainability considerations including:
- a. Energy & Resilience Planning/Carbon Reduction strategies as identified in the CNA, including:
 - i. District systems
 - ii. Building efficiency through energy reduction/EUI targets
 - iii. Embodied carbon reduction targets
 - iv. On-site/adjoining site energy generation
 - v. Electrification strategy
 - vi. Off-site renewable/offsets
 - b. Indoor Environmental Quality
 - i. Health
 - ii. Ventilation treatment
 - iii. Materials
 - c. Site
 - i. Open Space
 - ii. Stormwater Management
 - d. Public Realm/Streetscapes
 - e. Water Use Management
 - f. Waste Management
 - g. Resilience
 - h. Reporting & Tracking
146. With each conceptual DSUP submission, the applicant shall demonstrate how the building(s) and site area(s) within that DSUP submission are consistent with the CSS. With each phase, the CSS may be updated to confirm best practices and strategies to achieve the targets to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)
147. Prior to the release of the Final Site Plan, the applicant shall provide a draft sustainability strategy scorecard for each DSP/DSUP. The scorecard will demonstrate how the building(s) and site area(s) within that DSP/DSUP submission is consistent with the CSS. (P&Z) (T&ES)
148. Prior to issuance of a building permit for each permitted DSUP, the Applicant shall provide a scorecard reflecting the final design of the building(s) and site area(s) within that permitted DSUP demonstrating consistency with the CSS. A final scorecard of the as-built building(s) and site area(s) within that permitted DSUP shall be provided within the first year from the date of issuance of the certificate of occupancy and shall include information verifying any off-site renewable strategies used.
- Electrification:*
149. The CSS shall demonstrate consistency with the Environmental Action Plan 2040 targets, goals, and actions to show how electrification is being implemented with limited exceptions for: restaurants and retail uses, emergency generators, common area amenities

such as common space grilles and common space fireplaces. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuels to electricity in the future.

150. All new off-street parking shall provide EV (Level II) stations or consistent with City policies which shall be identified and determined during the time of each DSUP submission. (P&Z) (T&ES)

On-site Energy Generation:

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

Recycling/Construction Waste:

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

Report & Monitoring:

153. The applicant, owner, property management entity, master HOA, BID or comparable entity shall be responsible for tracking and reporting site-wide sustainability performance as developed and outlined in the Coordinated Sustainability Strategy. The responsible party shall aggregate and verify individual building data annually to demonstrate sitewide performance for the CDD Conceptual Design Plan area as outlined in the Coordinated Sustainability Strategy as buildings within the CDP are constructed.
- a. Reporting shall include:
- i. Annual LEED scorecards for each building for the first five years of occupancy;
 - ii. An aggregate summary demonstrating the combined building achievements that contribute to achieving the goal of carbon neutrality for the site;
 - iii. Sitewide progress towards achieving carbon neutrality by 2040 for buildings and site targets as identified in the CNA and CSS; and
 - iv. Any additional updates on sitewide sustainability efforts identified in the CSS. (P&Z) (T&ES)
154. Public benchmarking results for each new building(s) within the CDD plan area will be made available to the City through the ENERGY STAR® Portfolio Manager® platform

(or other equivalent systems. This shall be submitted to the satisfaction of the Directors of PZ and T&ES.

155. Monitor the energy usage, report sustainability target performance as outlined in the CSS, and provide tracking documentation following the occupancy of each building(s) system for the first 5 years of occupancy. (P&Z) (T&ES).
156. The applicant may propose additional strategies to the sustainability conditions outlined and these additional sustainability strategies may be incorporated administratively to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)

U. STREET NAMES

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

V. INTERIM USES AND INTERIM CONDITIONS

158. The applicant shall provide interim infrastructure improvements in the CDD Conceptual Design Plan area to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services when necessary in order to access to a given block from existing public right-of-way. (P&Z) (T&ES)
159. Interim retail uses as defined herein and in the CDD#30 Zoning Table shall be permitted for all the undeveloped blocks or portion thereof for the site. In the event the City has programming or events for undeveloped portions of the site, the sites shall be made available at no cost to the City. (P&Z)
160. Temporary screening shall be provided to conceal exposed construction and incomplete areas of the project to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services consistent with the following guidelines:
 - a. Treatment of visible portions of structures intended to be covered by future constructed features shall include one or both of the following:
 - i. Installing building or structure-mounted fabric scrims and/or vinyl banners to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction.
 - ii. Installing plantings that are coordinated with and are compatible with the overall design character of adjacent areas in future development zones.
 - b. Plantings can be used to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction. Plant materials

shall be fast growing species, primarily evergreen, and appropriate for short-term use. Planting / landscape interim conditions shall be to the approval of the Directors of P&Z, T&ES and RP&CA along the following guidelines:

- i. Plantings shall be consistent with the Alexandria Landscape Design Guidelines.
- ii. Undeveloped parcels shall be enhanced with temporary landscape treatments and/or site improvements, including:
 - a. Temporary sidewalks, walkways or staircases/ramps shall be constructed around undeveloped parcels. Walkways shall be constructed of asphalt or other approved material and be minimum 6 feet in width.
 - b. Site shall be graded with gentle slopes and even transitions to offer a safe condition.
 - c. Site shall be seeded with turf type grasses and maintained in a neat, mowed condition.
 - d. Except for screen planting defined above in “Treatment of visible portions of structures” and tree planting associated with streetscapes, the site shall remain as an open lawn area for public use (where possible). (P&Z) (T&ES) (RP&CA)

161. All interim uses and temporary conditions which are considered by the Directors of P&Z and/or T&ES to require screening shall apply the minimum screening and interim improvements listed in Condition 160 above. (P&Z) (T&ES)
162. Interim parking/loading areas, entrances and ramps may require a higher quality of screening material to the satisfaction of the Director of P&Z
 - a. Interim surface parking lots of more than five (5) parking spaces on undeveloped blocks shall be subject to Special Use Permit approval unless used solely for construction purposes as outlined in a construction management plan.
 - b. Surface parking at highly visible locations may require screening material and installation to an equivalent standard of adjacent buildings and/or extensive landscape screening.
163. No interim uses shall be approved which preclude the layout or function of the approved CDD Conceptual Design Plan. (P&Z)
164. Interim art installations are permitted subject to the approval of the Directors of RP&CA and P&Z. (RP&CA) (P&Z)

W. COORDINATION FOR OFF-SITE IMPROVEMENTS

165. As the applicant works through the National Park Service approval process for improvements or modifications to the GWMP within the Slaters Lane and Bashford Lane intersections, the applicant shall coordinate with T&ES staff prior to any submission to the National Park Service:

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

ATTACHMENT 1: Master Plan Amendment Resolution

RESOLUTION NO. MPA 2022-00001

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments will amend the Old Town North Small Area Plan chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 23, 2022** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Old Town North Small Area Plan section of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Old Town North Small Area Plan section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the Old Town North Small Area Plan; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the Old Town North Small Area Plan chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

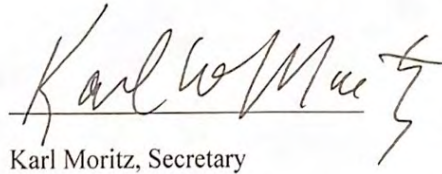
1. The attached amendment to the **Old Town North Small Area Plan** is hereby adopted amending the Old Town North Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia, to the:
 - Figure 2.14: Recommended Height District Limits Map
 - Amend per the heights proposed in the Coordinated Development District conceptual design plan CDD2021-00004
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 23rd day of June 2022.



Chair, Alexandria Planning Commission

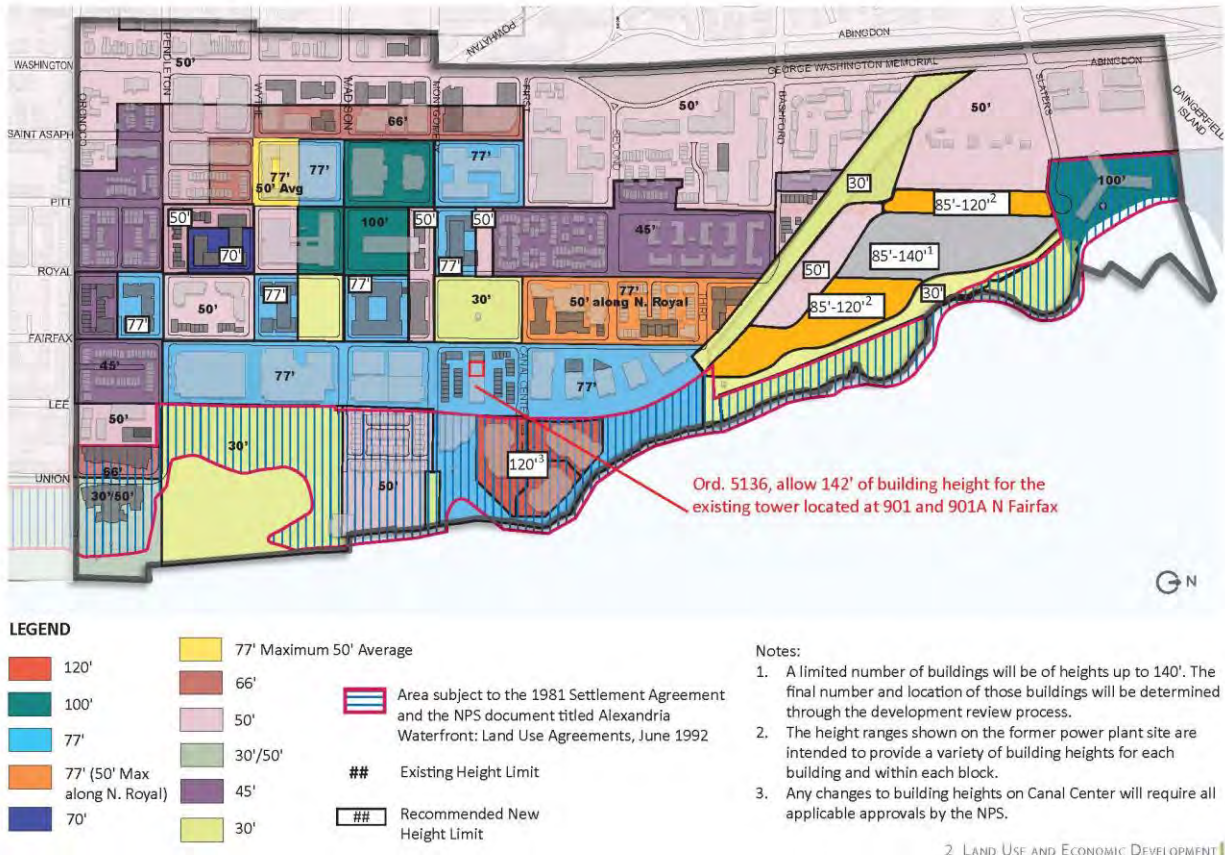
ATTEST:



Karl Moritz, Secretary

Figure 2.14: Recommended Height District Limits, Existing

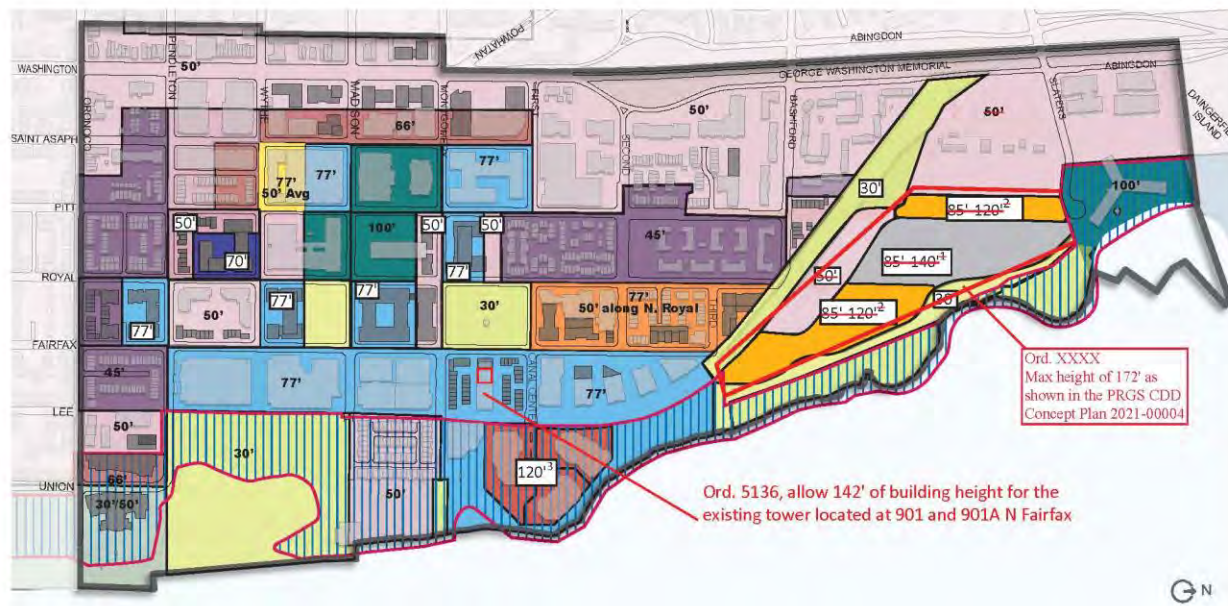
Figure 2.14: Recommended Height District Limits

















LEGEND

- | | | |
|------------------------------|-------------------------|---|
| 120' | 77' Maximum 50' Average | Area subject to the 1981 Settlement Agreement and the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992 |
| 100' | 66' | |
| 77' | 50' | ## Existing Height Limit |
| 77' (50' Max along N. Royal) | 30'/50' | ## Recommended New Height Limit |
| 70' | 45' | |
| | 30' | |

- Notes:
1. A limited number of buildings will be of heights up to 140'. The final number and location of those buildings will be determined through the development review process.
 2. The height ranges shown on the former power plant site are intended to provide a variety of building heights for each building and within each block.
 3. Any changes to building heights on Canal Center will require all applicable approvals by the NPS.



1

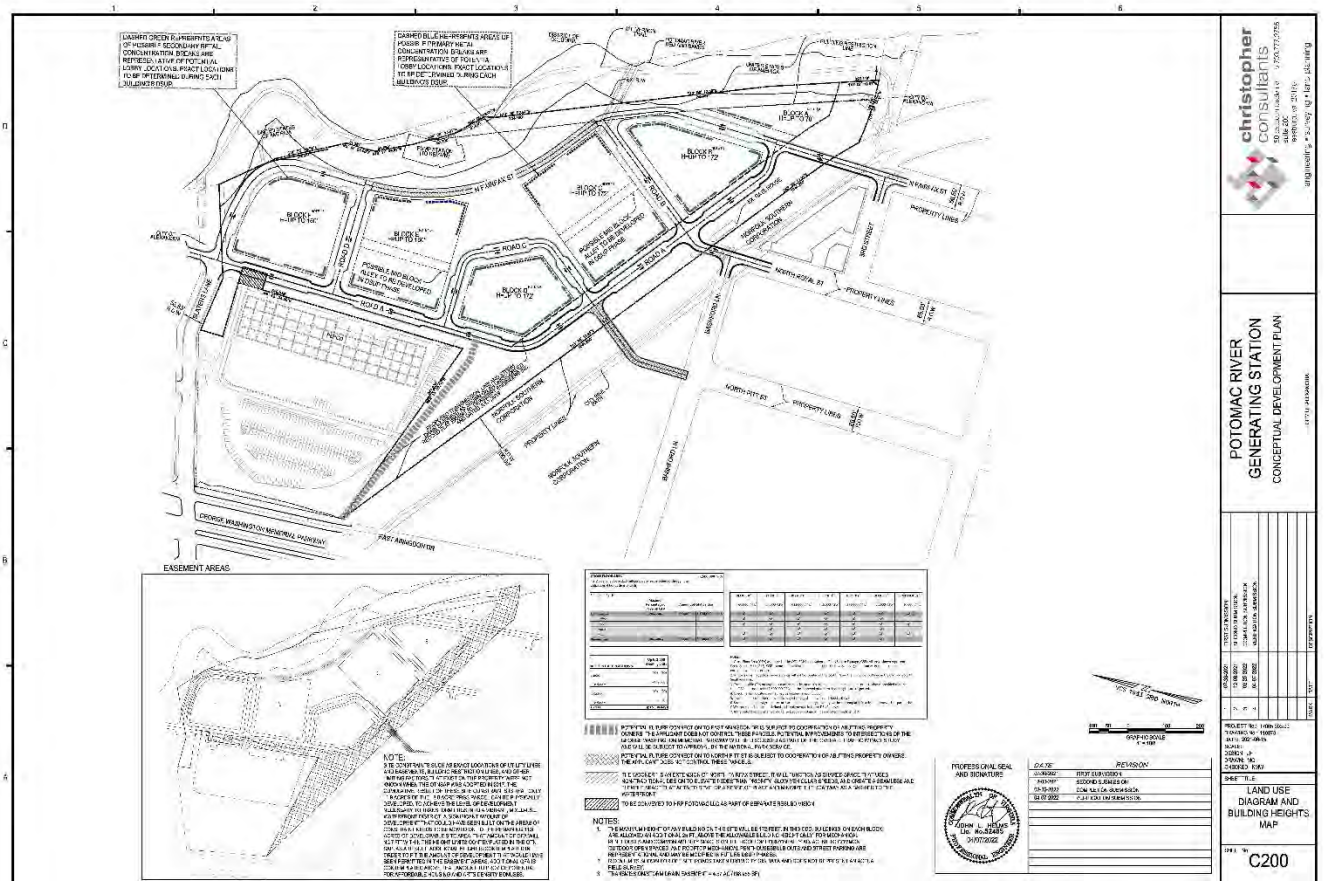
-  120'
 100'
 77'
 77' (50' Max along N. Royal)
 70'
-  77' Maximum 50' Average
 66'
 50'
 30'/50'
 45'
 30'
-  Area subject to the 1981 Settlement Agreement and the NPS document titled Alexandria Waterfront: Land Use Agreements, June 1992
 Existing Height Limit
 Recommended New Height Limit

1. All
fin

1. A limited number of buildings will be of heights up to 140'. The final number and location of those buildings will be determined through the development review process.
2. The height ranges shown on the former power plant site are intended to provide a variety of building heights for each building and within each block.
3. Any changes to building heights on Canal Center will require all applicable approvals by the NPS.

2 LAND USE AND ECONOMIC DEVELOPMENT 43

PRGS CDD Concept Plan 2021-00004 Building Heights Map



ATTACHMENT 2: Master Plan Amendment Resolution

RESOLUTION NO. MPA 2022-00002

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments will amend the Old Town North Small Area Plan chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 23, 2022** with all public testimony and written comment considered; and

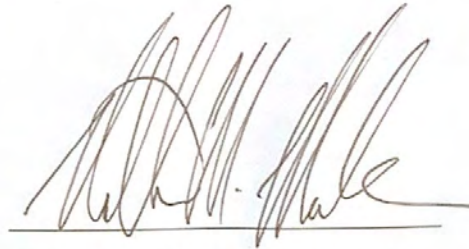
WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Old Town North Small Area Plan section of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Old Town North Small Area Plan section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the Old Town North Small Area Plan; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the Old Town North Small Area Plan chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

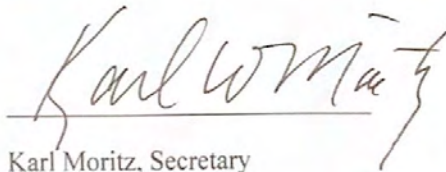
1. The attached amendments to the Old Town North Small Area Plan through the Old Town North Small Area Plan Design Guidelines are hereby adopted in their entirety amending the Old Town North Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia, to the:
 - Amend the Old Town North Urban Design Standards and Guidelines by:
 - Adding the Old Town North – PRGS Urban Design Standards and Guidelines addendum for the PRGS site; and
 - Adding the Potomac River Generating Station Design Excellence Pre-Requisites and Criteria addendum for the PRGS site
2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 23rd day of June 2022.



Chair, Alexandria Planning Commission

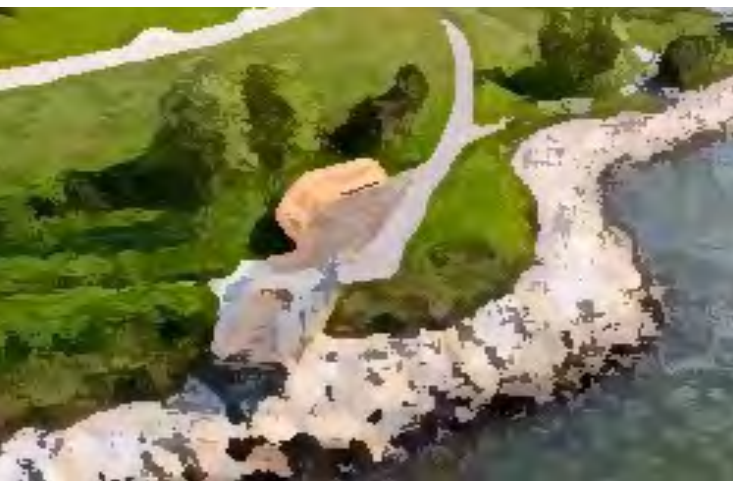
ATTEST:



Karl Moritz, Secretary

Attachments follow

OTN



PRGS



URBAN DESIGN STANDARDS & GUIDELINES

FOR OLD TOWN NORTH - POTOMAC RIVER

GENERATING STATION (PRGS)

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INTRODUCTION

CHAPTER 1: INTRODUCTION

1.1 PURPOSE OF THE OTN-PRGS URBAN DESIGN STANDARDS AND GUIDELINES

The purpose of the Old Town North Potomac River Generating Station (OTN-PRGS) Urban Design Standards and Guidelines (hereafter referred to as the Design Standards and Guidelines) is to promote high-quality architectural and urban design within the CDD Concept Plan boundaries, and to encourage a cohesive and attractive environment for the people who live, work, shop, recreate and visit Old Town North.

The OTN-PRGS Design Standards and Guidelines are intended to provide requirements and guidance in written and graphic form for projects in the plan area to implement the vision of the Old Town North Small Area Plan (OTN SAP). Projects are required to comply with the design standards, graphics, and figures (including all notes on all figures) referenced herein, to the extent feasible, to ensure that the built environment exhibits the highest standards of design. Projects are also strongly encouraged to comply with the applicable guidelines referenced herein.

The foundation of the Design Standards and Guidelines are the following:

- 1 Recognizing the unique character of Old Town North and fostering a sense of place, arrival and community that integrates the PRGS site;
- 2 Promoting building design excellence that is context-sensitive and can interface at a human scale;
- 3 Creating a visually and physically accessible, sustainable and connected environment of open and public spaces, amenities and services within the plan area and between the neighborhood and adjacent communities; and
- 4 Creating an attractive and active pedestrian streetscape.

The illustrative plans and concept diagrams on the following pages are intended to show potential design character of buildings and public spaces consistent with the Plan recommendations. The exact location, scale and design character of public and private improvements may differ from the illustrative plans and concept diagrams and will be subject to compliance with applicable development review approvals, the Zoning Ordinance and existing City plans and policies.

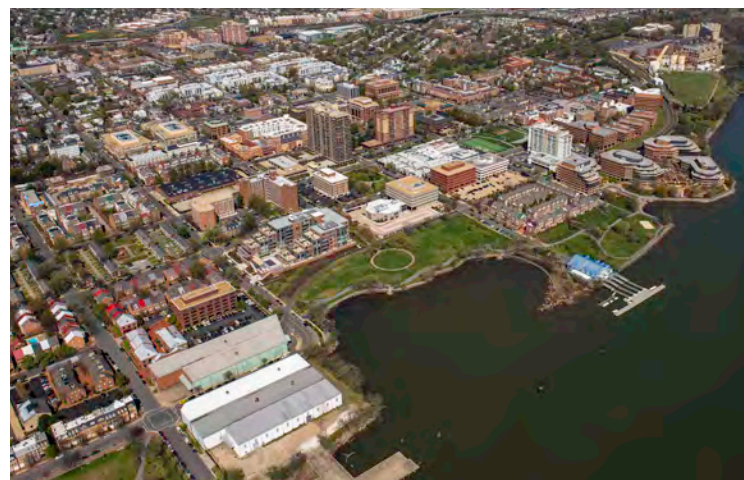


Old Town North - Existing Power Plant Structure

1.2 BACKGROUND - URBAN DESIGN IN OLD TOWN NORTH

The Old Town North Small Area Plan, adopted in 1992, (1992 OTN SAP) recommended the establishment of urban design guidelines and a review process for newly constructed and redeveloped properties. The 1992 OTN SAP stated that the design guidelines, once established, should be refined as needed over time to ensure that the critical design objectives for the neighborhood continue to be addressed. Subsequent to adoption of the 1992 OTN SAP, the Old Town North Urban Design Guidelines were adopted in 1994 and a review process for new development was established. In 2017, the Old Town North Small Area Plan and Design Guidelines were updated and approved by City Council after a robust engagement process with the community.

This adopted OTN Design Standards and Guidelines (2017) ensures that new development occurring over the next 20 years aligns with the updated Plan goals and objectives in a manner that strengthens compatibility between uses and enhances the vision for Old Town North, its overall sense of place, and its quality of life for all. At the time of adoption, it was contemplated that with the redevelopment of the PRGS site, design standards would be created to guide the redevelopment of the former power plant site.



1.3 USE OF OLD TOWN NORTH-PRGS DESIGN STANDARDS AND GUIDELINES

OTN SAP:

The stated vision and recommendations that inform the Standards and Guidelines.

Note: The Design Standards and Guidelines acknowledge that each site/building will need to be evaluated on its context and that modifications may be necessary to achieve the intent of this document. Any modification to the Standards contained herein will be evaluated and determined through the development review process.

STANDARD:

A defined criteria based on the outlined OTN SAP vision and recommendations for which development projects are required to comply and necessitate a higher level of review.

GUIDELINE:

A defined criteria based on the outlined OTN SAP vision and recommendations for which development projects are encouraged to incorporate to the extent possible.

The OTN-PRGS Design Standards and Guidelines is an addendum to the Old Town North Urban Design Standards & Guidelines and supplement the Old Town North Small Area Plan (OTN SAP) and all applicable City codes, ordinances, and existing City plans and policies such as the Complete Streets Design Guidelines, Green Building Policy, Landscape Guidelines, etc.

The OTN-PRGS Design Standards and Guidelines described herein are applicable to new development within the Potomac River Generating Station (PRGS) site that require a Development Site Plan (DSP) or Development Special Use Permit (DSUP).

The OTN-PRGS Design Standards and Guidelines are intended to be utilized by development, design professionals, for redevelopment proposals within the PRGS CDD Concept Plan area. Others such as the community, City staff, the Urban Design Advisory Committee, the Planning Commission, and the City Council will also utilize these Design Standards and Guidelines as they assess proposals within the CDD Concept Plan area.

Figure 1.01 - PRGS CDD Concept Plan Illustrative Plan



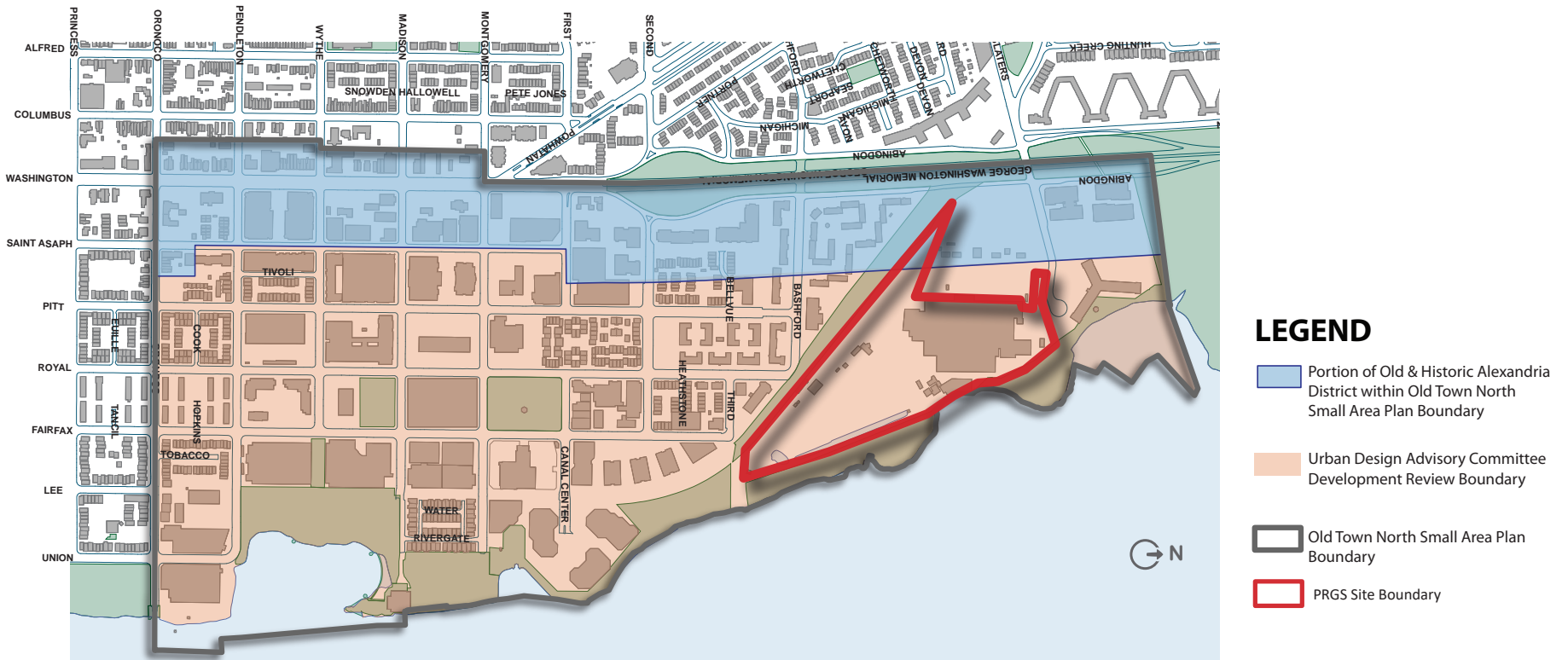
1.4 REVIEW RESPONSIBILITY

The Urban Design Advisory Committee (UDAC) has been established as an advisory group to City staff. It has urban design advisory review responsibility for the portion of Old Town North not within the OHAD boundaries. While the OTN Design Standards and Guidelines for buildings are not applicable to the OHAD, the Design Standards and Guidelines for the streetscape and public realm will apply to the entire plan area.

A. Urban Design Advisory Committee

The OTN-PRGS Design Standards and Guidelines are intended to facilitate the Urban Design Advisory Committee's (UDAC) review of properties which fall within the Potomac River Generating Station (PRGS) CDD Concept Plan boundary. UDAC is advisory to City staff to ensure compliance with the Design Standards and Guidelines. For DSPs and DSUPs, UDAC will provide a written recommendation to the Director of the Planning Department. The Department of Planning and Zoning, the Planning Commission and the City Council will give consideration to the recommendations of UDAC on urban design aspects of public and private development applications.

Figure 1.02 - Review Responsibility in Old Town North



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2

SITE DESIGN

CHAPTER 2: SITE DESIGN

The character of the urban environment is influenced by site design that is principally established by the quality of buildings and their relationship to the surrounding public spaces and streets. To ensure compatibility between different building scales and uses, height transitions and variations are required. The Site Design Standards and Guidelines also address building placement, orientation, parking, and the location of services and utilities.

2.1 Building Orientation, Frontage and Setbacks (Streetwall)

Building orientation, frontage and setbacks are important components of a building's design and contribute to the public realm and distinctive character of a building. The pattern of buildings facing the street creates a well-defined edge, also known as a "streetwall", that frames the streets and open spaces. A building frontage is the extent to which the building's streetwall responds to the street facing property line and corresponding setbacks.

The streetwall provides a sense of spatial definition that creates a coherent urban environment and reinforces a sense of place while also making for a pleasant, comfortable and safe pedestrian environment. The design, location and quality of the building adjacent to the street – the streetwall – is the portion which is experienced the most by pedestrians and should be the area of the building façade which is given the most attention and the highest quality design and materials.

While maintaining a continual streetwall is important, it is also important to avoid a monolithic façade without relief. Therefore, some of the frontages should have building breaks, front yards, setbacks, and courtyards to create a variety of landscaping and building forms that provide visual interest to pedestrians and motorists, while also maintaining the cohesiveness of the block and street form.

Orientation, Frontage and Setback Standards:

1. Buildings shall generally be sited parallel to the street, irregular spacing between buildings shall be avoided or minimized at the setback line, except in cases where variation is needed for gateway elements as required, or to maximize water views or open spaces at the ground level. In general, buildings shall include as much frontage as possible.



Guidelines:

1. The streetwall height should generally be a minimum of 20 feet as shown in Figure 2.01 and Figure 2.03a.
2. 20-25% of the total street frontage for residential, office, and hotel buildings should be setback 2-10 feet from the property line, excluding courtyards (as shown in Figure 2.02a), where feasible.
3. Where courtyards are provided, total building setbacks including the courtyard should not exceed 35% of the total street frontage (as shown in Figure 2.02b). The depth of the courtyard shall be determined as part of the development review process.
4. Where ground floor retail, art and/or cultural spaces are located, building setbacks should be a maximum of 15% of the total street frontage.
5. Architectural elements and entrances should be used to provide visual interest, enliven the streetscape for the pedestrian, and promote streetscape activity.
6. Building setbacks above the streetwall (as depicted in Figure 2.03b) are encouraged where retail and/or art uses are provided on the ground floor.

Figure 2.01 - Streetwall Configuration

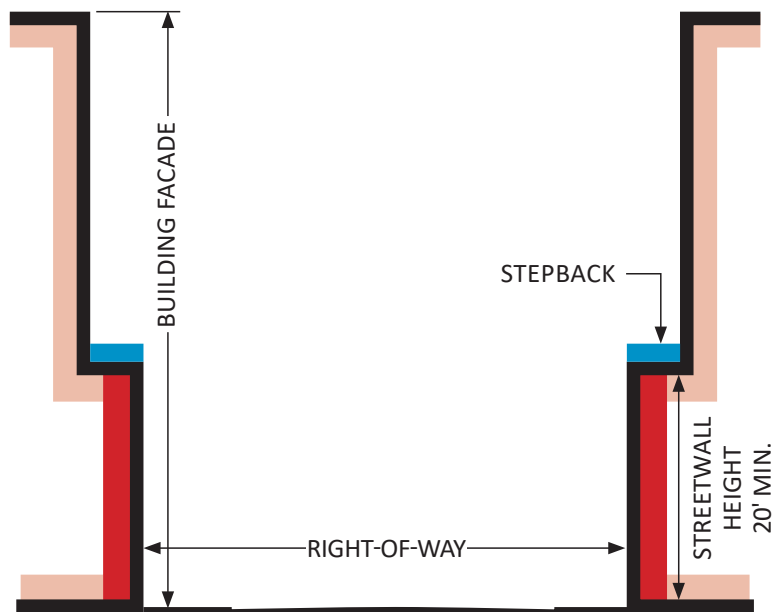


Figure 2.02 - Building Frontage Diagrams

Figure 2.02a - Building Setbacks

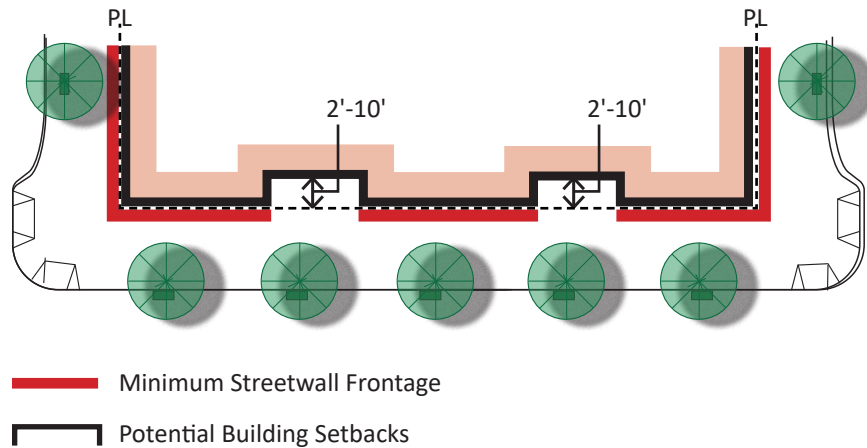


Figure 2.02b - Building Courtyard

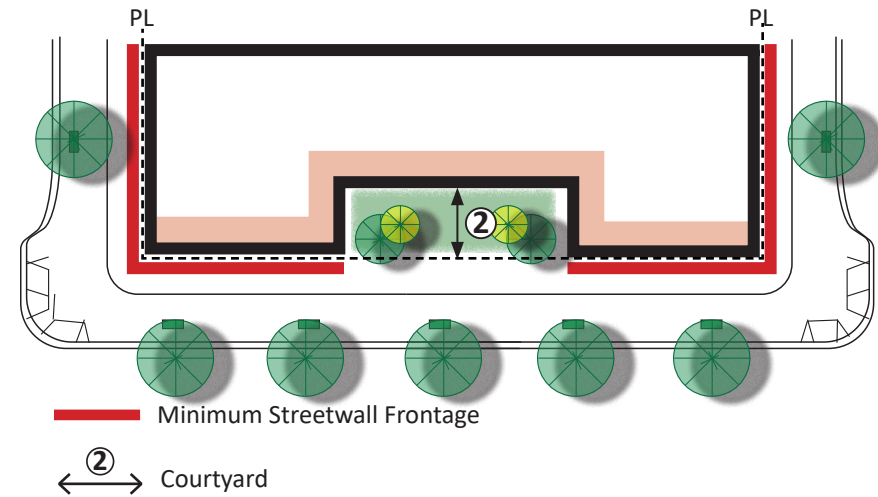
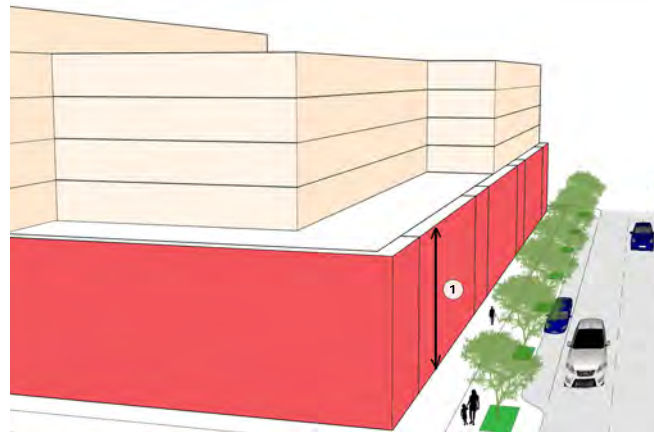


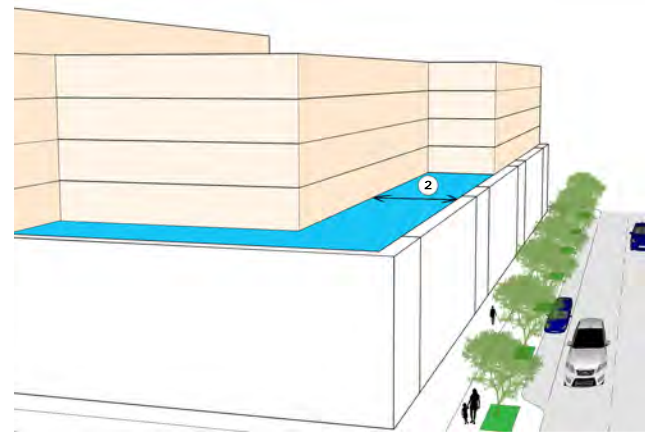
Figure 2.03 - Streetwall Diagrams

Figure 2.03a - Streetwall Height



① Building Streetwall Height: Minimum 20 feet

Figure 2.03b - Stepback above Streetwall



② Potential Building Stepback above Streetwall

Note: Figures 2.01-2.03 are provided for illustrative purposes only. The final configuration of the streetwall, setbacks and courtyards required will be determined as part of the development review process.

2.2 Building Heights - Transitions

To ensure appropriate massing and scale between new and existing developments, the Design Standards and Guidelines require appropriate building height transitions where buildings either step down in height and/or provide courtyards, building setbacks, stepbacks, building shoulders, and/or landscaping is provided to buffer new developments and adjoining lower height properties in the areas depicted in Figure 2.04. The appropriate transition approach will be approved as part of the development review process, based on the context of the site.

Transition Standards:

1. Building height transitions shall be required at the locations shown on Figure 2.04 and shall utilize approaches such as building setbacks, stepbacks, building shoulders, landscape buffers and/or courtyards, but not limited to those depicted in Figure 2.05.
2. Transitions may be required at other locations for the redevelopment sites if deemed necessary as part of the development review process.
3. The type and configuration of the required building transition will be determined as part of the development review process based on the context of each site.

Figure 2.04: Building Height Transition Zone



Figure 2.05: Transition Approaches

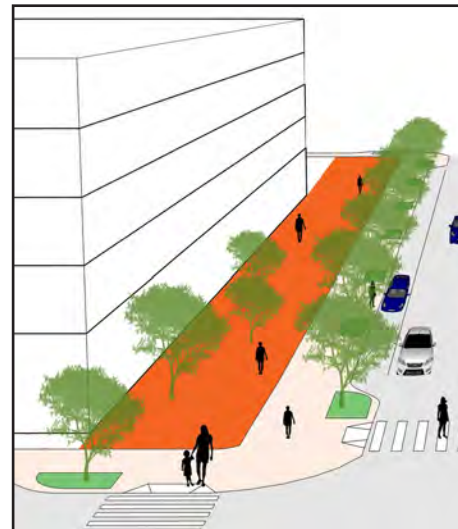
Courtyard



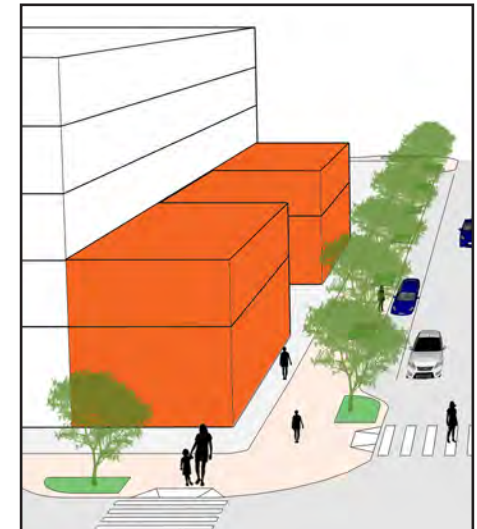
Building Stepback



Landscape Buffer



Building Shoulder

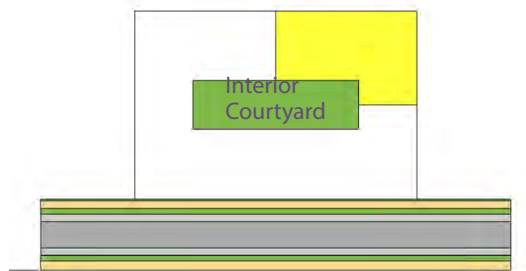


2.3 Building Heights - Variety

Each new townhouse, multi-family, office and hotel building will provide a variety of heights. The intent of this provision is to ensure a significant variety of height for each new building and to enable dynamic urban and architectural forms.

Standards:

1. Each multi-family building shall provide a minimum of 25% of the building footprint below the maximum height established in the CDD below the rooftop penthouse level (Figure 2.06). The specific allocation of the variation shall be determined as part of the development review process.
2. Office and hotel buildings shall provide a variety of height which shall be determined through the development review process.

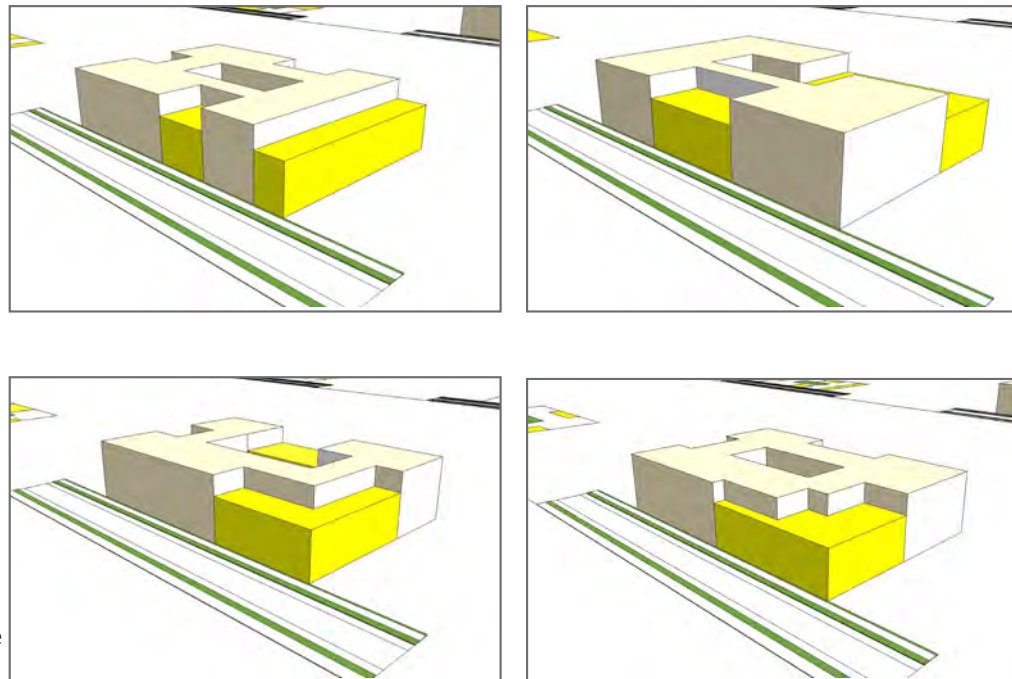


25% at least 1 story lower than
maximum provided height

Maximum
allowed height

Open Space

Figure 2.06: Illustrative example of Height Variation - Multi-Family



Note: Figure 2.06 is provided for illustrative purposes only. The final allocation of the variation will be determined as part of the development review process..

2.4 Gateway Elements – Vistas

Gateway elements are distinctive architectural elements and/ or special building forms used to draw attention or reinforce points of interest that mark the location of “entries” and “places” within the plan area. These elements will be of the highest level of design excellence incorporating special building forms and/or the innovative use of materials. Additionally, a fundamental component of the OTN SAP is that the east-west streets will maintain the view-shed to the Potomac River. Gateway elements should not obstruct views to the waterfront and the protected viewshed of the Washington Monument from Slaters Lane.

Standards:

1. Views to the Potomac River shall be maintained. Incorporate public vistas through the configuration of the buildings and the design of open space in the locations generally depicted in Figure 2.06.
2. Gateway elements shall be provided for new buildings at visually prominent locations within the plan area as shown in Figure 2.07.

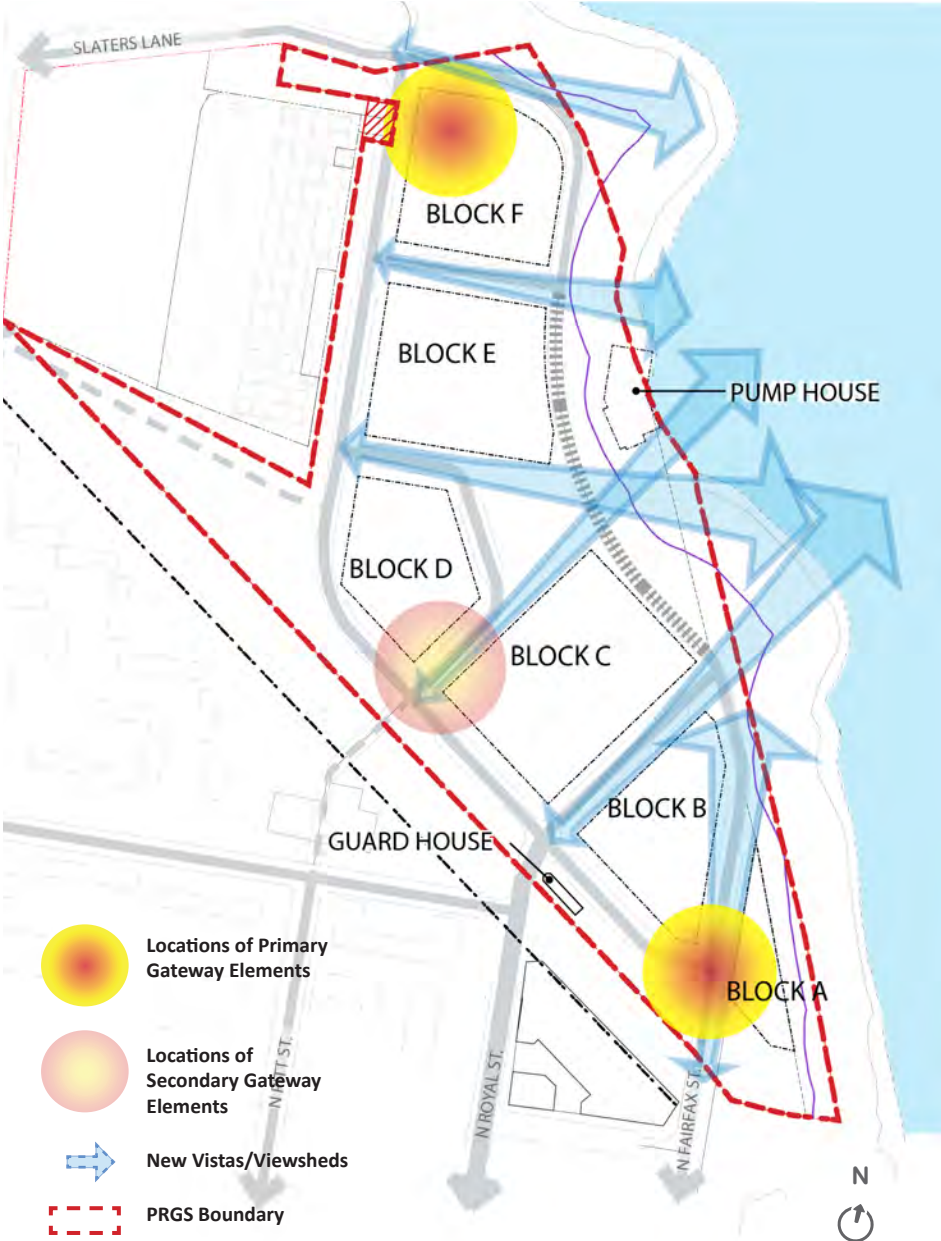
Guidelines:

1. Gateway buildings should exhibit the highest level of architectural design and detail and utilize high-quality materials.
2. Gateway buildings should provide special elements at street terminations to frame views. This may include public art, special landscaping and/or building forms.
3. Gateway elements should be proportioned to the size and scale of the building.
4. Required gateway element(s) should provide distinctive three-dimensional forms, unique shapes and materials to reinforce the significance of each location.

Gateway Elements



Figure 2.07: Gateways and Vistas



Vistas



2.5 Parking and Service Areas

Appropriate parking location and design will support the creation of active, walkable, and transit-oriented development.

Standards:

1. Parking for each building shall be located entirely below grade or entirely screened with an active use. The screening of the parking with active uses shall be provided for each level of the entire perimeter of each street, park, and/or open space frontage.
2. Surface parking lots are prohibited except for non-construction uses necessary to support temporary uses. Parking for temporary uses may be permitted with a special use permit..
3. Loading service docks should not be accessed from the Retail Corridors and should be located on secondary streets where feasible.
4. Bicycle racks shall be provided from the City of Alexandria's pre-approved types.

Guidelines:

1. Parking garage entrances should be minimized. Garage entrances should be located on secondary streets yet be adequately visible and accessible to the public if public parking is provided.
2. Loading dock and garage access should be combined where possible but sized to not dominate the building or block frontage. The doors should also be designed to provide architectural interest for the pedestrian and be complementary to the overall building design.
3. Where alleys are provided, they should be designed to minimize visibility into the alley and the garage doors from the public right-of-way.
4. Curb cuts for parking access and alleys should be minimized for the demonstrable needs of new development.
5. Service areas should be out of view or screened from the public right-of-way by adequate landscape or architectural elements.
6. Bicycle parking should be provided in a safe, accessible and convenient location, within 100 feet on the exterior of the building entrance.



2.6 Utilities

Utilities are an important aspect of modern infrastructure but must be sited as discreetly as possible to minimize their impact on the public realm.

Standards:

1. No transformers are allowed in the public right-of-way.
2. Transformers shall not be visible from the public right-of-way or areas with public access easements. To the greatest extent feasible, transformers are to be located underground or in internal spaces at ground level and coordinated with the parking garage.

Guidelines:

1. Utility locations should be selected to avoid conflict with street trees.
2. New construction should provide pad mounted, indoor, or underground transformers within the building footprint; otherwise, transformers should be located adjacent to an alley or at the rear of the property where feasible.

3

BUILDING DESIGN

CHAPTER 3: BUILDING DESIGN

The following building design standards and guidelines are intended to create distinctive architecture and to complement a high-quality public realm. High quality building design will contribute to the unique character of Old Town North and promote a sense of community and livability.

3.1 Massing and Form (Building Character)

The intent of this provision is to ensure a variety in building massing for residential and commercial uses and to provide variation in building footprint to create more urban, pedestrian-scaled buildings. In addition to height variation and transitions defined in Chapter 2, a building's massing can be articulated horizontally in plan such as, but not limited to, projections and recesses.

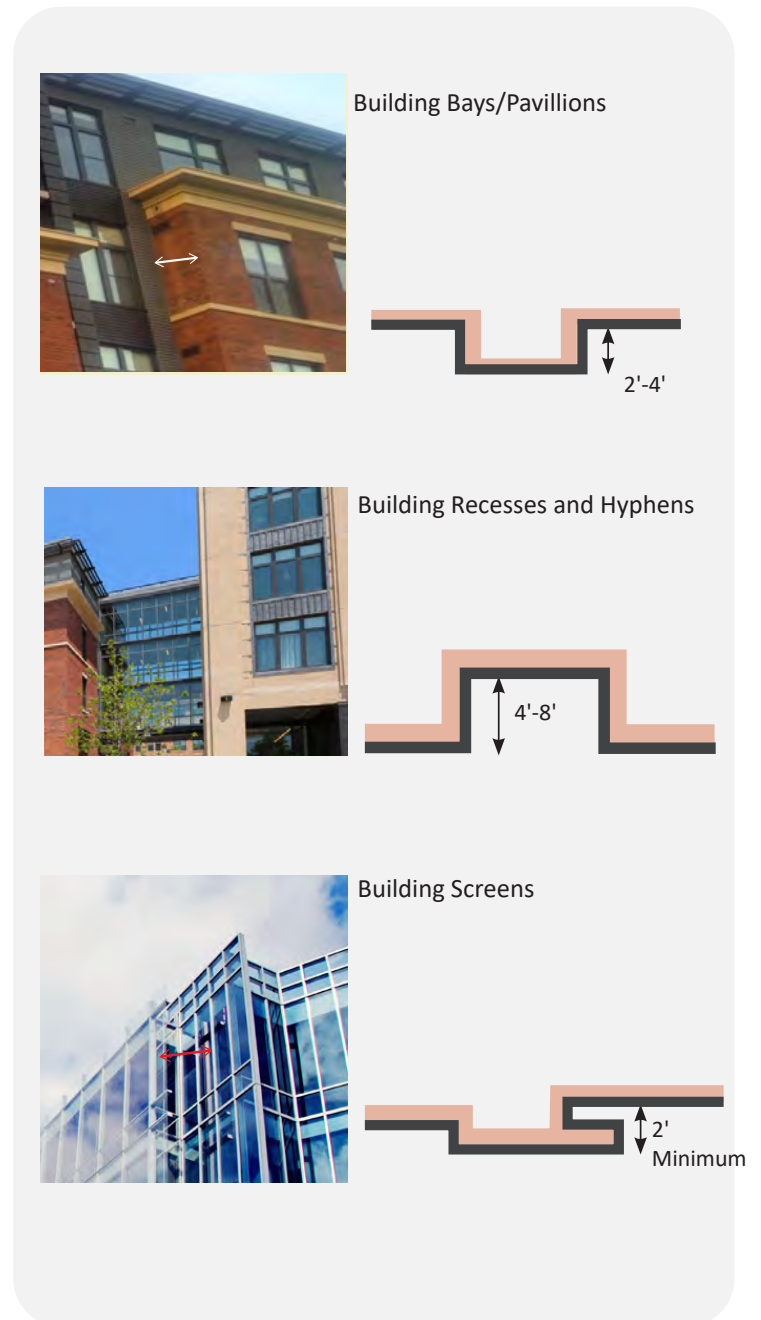
Standards:

1. Building design and construction materials, as defined herein, will be of high quality and will contribute to the unique character of Old Town North and promote a sense of community and livability.

Guidelines:

1. Where changes in the wall planes and architectural elements are provided or required, they should comply with Figure 3.01. Massing elements such as projections and/or recesses should be provided to avoid flat building façades.

Figure 3.01: Massing Standards



3.2 Building Types

3.2 - I. Multi-Family

Multi-Family Standards

a. Building Character and Materials Standards:

1. Unless required for the function of the building, blank walls in excess of 30 feet in length or height are prohibited.
2. Where ground floor commercial, retail, and/or arts and cultural uses are not provided, and where stoops are provided, they shall be designed in a way that does not obstruct the sidewalk and public-right-of-way.
3. Building materials for each façade should consist of the following:
 - Natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photo-voltaic panels, glass or materials of equal quality, performance, and longevity.
 - Fiber cement board and/or siding and/or panels (or comparable) shall be limited to a maximum of 20% of the materials used on the building façade visible from a street or park/open space.
 - Mirrored reflective, frosted reflective or darkly tinted glass is prohibited.
4. Prohibited materials include synthetic stucco, and vinyl siding.
5. Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade.
6. Blank facades for newly constructed buildings shall be prohibited along active frontages. Where nonactive frontages occur, incorporate differentiated materials, landscaping, lighting, and/or art (for example, a mural) to make them active.

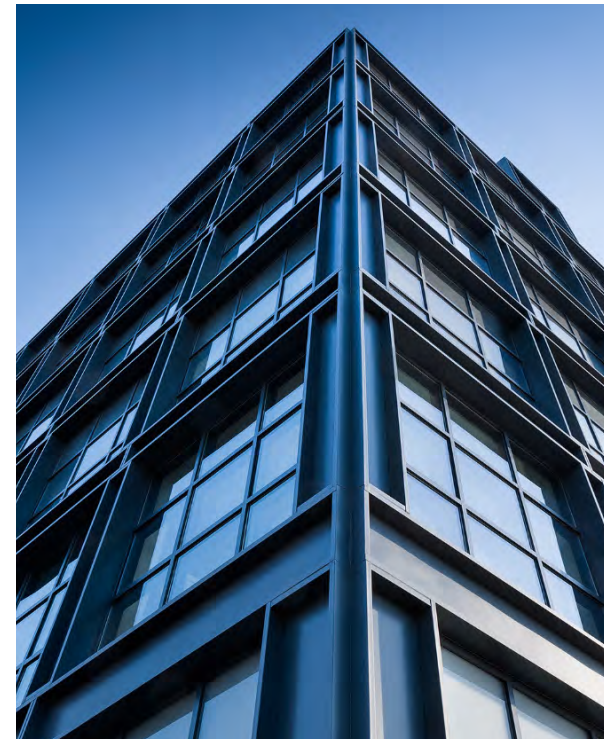
b. Building Massing Standards:

7. Building designs shall incorporate modulation and articulation that may be achieved through massing reveals, changes of textures, materials, and/or colors, or shifts of the façade plane, or other design solutions in order to create a pedestrian scaled façade.



Multi-Family Guidelines

1. Reasonable building breaks should be provided for larger multi-family buildings to avoid long, monolithic façades.
 - Where retail/commercial use is provided or required on the ground floor a building break should occur above the first floor retail-commercial use.
 - There may be a connector between the building break.
 - As part of the development review process, a building break may not be required if a level of architectural variation is provided comparable to the building break required above. In addition, if a building break is not required, the façade variation shall include variation in color and materials
2. Buildings should generally provide a vertical fenestration pattern. Variation may be allowed if approved through the development special use permit process.
3. The solid to void ratio (or wall to window) should consist of a minimum of 30% void for each building facade on a primary street which shall exclude ground floor commercial-retail areas where provided. A higher percentage should be provided where feasible.
4. Windows should be used as an element that helps to articulate the building's character, and designed to reveal the thickness/depth of the wall.
5. Windows should be well-proportioned and operable, if feasible.
6. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade.
7. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.
8. Buildings should be architecturally differentiated through the use of color and materials within each block.
9. HVAC, mechanical, and telecommunications equipment should be integrated into the overall building design and should not be visible from an adjoining street and/or park. Wall units or vents should recessed within a balcony or integrated with the design of the building.



3.2 - II. Office and Hotel Buildings

Office and Hotel Standards

j. Building Character and Materials Standards:

1. Building materials for each façade shall consist of the following:
 - a. Natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photo-voltaic panels, glass or materials of equal quality, performance, and longevity
2. Prohibited materials include synthetic stucco and vinyl siding.
3. Sides and rears of buildings that are visible from an adjoining street and/or park shall be designed in a compatible manner utilizing a similar architectural treatment as the primary façade. Blank walls shall be prohibited for any frontage unless required for the function of the building. Blank walls in excess of 30 feet in length or height are prohibited.

Office and Hotel Guidelines

1. Window and door placement should provide a high degree of transparency at the lower levels of the building to maximize visibility of active uses and provide a human-scaled architectural pattern. A rhythm of individual windows and exterior openings within building façades should be established to provide a greater variety of scale through material variation, detail and surface relief.
2. Buildings should generally provide a vertical fenestration pattern. Variation may be allowed if approved through the DSUP process.
3. The solid to void (or wall to window) ratio should consist of a minimum of 30% void for hotel buildings and 35% void for office buildings and may include spandrels. Mirrored reflective, frosted reflective or darkly tinted glass may be considered as part of the DSUP process. A higher percentage is encouraged where feasible.
4. Windows should be used as an element that helps to articulate the character of a façade, and designed to reveal the thickness/depth of the façade wall.
5. Windows should be well-proportioned and operable, if feasible.
6. Windows should be grouped to establish rhythms across the façade and hierarchies at important places on the façade.
7. Buildings should be architecturally differentiated through the use of color and materials.



3.2 - III. Ground Floor Uses

A. Retail

The City's successful retail streets and storefronts reflect a fine-grain pattern of multiple shops and businesses. Within a given block, the variety of retail offerings, visibility of window displays and multiple entrances provide the pedestrian with a significant level of visual interest. The successful performance of the retail areas will be directly related to the successful design and construction of their retail storefronts. It is the intent of the retail storefronts that all retail tenants will have the opportunity to design and install their own storefronts. Storefronts should be "individual" expressions of a tenant's identity and, therefore, unique from adjacent storefronts. Storefront signage is addressed in Chapter 4, Section 4.7 of this addendum.

Retail Use and Retail Storefront Standards:

1. The minimum depth for retail spaces shall generally be 35 feet, with 50 feet preferable, for the entire length of the building frontage along all streets, open spaces, courtyards, and park frontages. The floor to floor height shall be a minimum of 15 feet, with 18 feet preferable.
2. The design of the retail storefronts shall be designed to include "high quality materials, such as stone, metal, glass, wood, concrete, terra cotta, and tile and be administratively approved through the creation of retail storefront requirements that reflect the design intent herein.
3. For ground floor retail, generally provide transparent windows for a minimum of 70% of the retail area. Flexibility may be considered based on creativity and the overall compatibility and character of the storefront design, meets the intent of the Design Standards and Guidelines, and is approved by the Director of Planning and Zoning.
4. The materials for the retail storefront shall consist of stone, metal, glass and/or wood. Construction detail and finish shall be of high craftsmanship. Durable materials such as these are especially critical at the street level where pedestrian contact will be considerable. Storefronts shall be predominantly glass to provide views into the store. Translucent composite materials may be acceptable and reviewed as part of the development review process.

Retail Use and Retail Storefront Guidelines:

1. Corner retail storefronts are encouraged to extend at least 35 feet along the side street and/or park-open space, and should also be expressed in the architecture.
2. To establish pedestrian-scaled design on the ground floors of larger buildings, window groupings, material changes, or columns on the principal façade should be used to accentuate individual storefronts and denote a smaller increment of building bays.
3. The retail storefronts should be designed to create a comfortable yet highly animated pedestrian environment by utilizing a rhythm of multiple retail entrances. Blank walls, where no glazing or architectural articulation is provided, are prohibited.



4. The design of retail should take into account:

- how the storefront fits into the architecture of the building;
- the relationship to varying grades along the storefronts, and the flexibility to adjust store entries;
- visibility of storefronts (including clear glass);
- sidewalk spaces for outdoor retail displays or dining; sign and logo requirements; and
- the design, materials and colors of awnings or canopies to protect pedestrians and windows.

B. Arts and Cultural Flexible Ground Floor Spaces

The goal of flexible ground floor spaces is to enable arts and cultural uses as defined in the OTN SAP within the plan area that diversify the City's economy, complement and enhance the neighborhoods, and provide locations for existing and new small businesses and emerging industries.

These uses typically require taller ceiling heights, and deeper bays than typical retail, and work is often showcased with large windows or garage bays at street level. Flexibility in space and design is a key element for these uses.

Arts and Cultural Use Standards:

1. The arts and cultural uses shall be subject to all applicable requirements of the Zoning Ordinance and associated policies and regulations.
2. The floor to floor height shall be a minimum of 15 feet, with 18 feet preferable. The minimum depth of each space shall be a minimum of 20 feet, or greater where feasible.

Arts and Cultural Use Guidelines:

1. Each ground floor arts and cultural use should provide a minimum of 40% transparency (garage doors, doors and windows) at the street level.
2. A garage door, folding wall systems, or comparable sized opening should be provided for each space or approximately every 20-30 feet, where feasible. Garage and/or roll up doors should be glass and metal.
3. Flexibility may be granted for exhaust, fans, and vents on primary building façades that support the building function/use. Final location and treatment will be determined as part of the development review process.
4. Adequate loading, access, refuse collection, and noise attenuation should be addressed during the development review process.



3.2 - IV. Residential Uses at Grade

To ensure an appropriate relationship between the ground floor residential uses and the adjoining sidewalk, the residential uses are required to provide a transition. This transition between the sidewalk and the residential building is achieved with front setbacks. Elevation of the ground floor enables sufficient privacy for ground floor residential units, and an appropriate relationship between the pedestrian and the building.

Standards:

1. Residential buildings shall provide a front setback, as generally depicted in the CDD Concept Plan cross-sections, of 2-10 feet, where feasible, from the required sidewalk to provide space for landscaping, streetscape, and similar elements, unless art and/or live work spaces are provided.
2. Ground floor levels for all residential units shall be elevated a minimum of 12 inches and maximum of 4 feet above the adjoining sidewalk. 2-3 feet is desired. Where at-grade accessible units are needed or required, alternatives will be considered as part of the development review process.

Guidelines:

1. For multi-family buildings, where ground floor commercial space is not provided, building design should reinforce the pedestrian environment through active amenity areas at the ground plane with individual and functional entries are encouraged.



3.3 Building Entries

Building entries enhance the scale, activity and function of each building. This is achieved by requiring building entries at frequent intervals for the street and park frontages. Building entries should also reinforce pedestrian activity and circulation along the street. The building entries are required to be distinctive features and be an integral part of the design of the building, with a size and scale appropriate to the scale of the building. The entries should be easy to locate from the street for pedestrians and motorists.

Standards:

1. The primary pedestrian entrance shall front along an activated street frontage.
2. Enhanced level of architectural design and treatment are required, and, where appropriate, landscape treatment shall emphasize the primary entrance as focal point.
3. For primary retail frontages, the width of residential and/or office lobbies shall be the minimum necessary to support desired retail activity as determined through the DSUP process.

Guidelines:

1. Building entrances should be given prominence on the street frontage. The size and scale of the entrance should be appropriate for the scale of the building and may include a change in material, wall plane, and/or color.
2. Awnings or canopies are encouraged for building entrances or first floor retail uses. These add color and vibrancy to the streetscape and protection from the weather for the pedestrian. Awnings and signage should be in compliance with the City's sign regulations under the Zoning Ordinance or as part of a Coordinated Sign Plan.
3. Residential and commercial entrances in mixed-use buildings should be architecturally differentiated.
4. Entries should provide protection from the elements, with canopies, recesses, or roof overhangs.



3.4 Building Roofs

The Design Standards and Guidelines for building roofs ensure a consistent and appropriate urban character, and that rooftop open space is provided to achieve the environmental goals of the OTN SAP and CDD. Building rooftop design should be aesthetically pleasing, integrated into the overall building design and function to conceal rooftop equipment from view of pedestrians from the adjoining streets and open spaces.

Standards:

1. Penthouse and rooftop amenity spaces shall be designed to be architecturally and materially compatible with the overall building design.

Guidelines:

1. Buildings with flat roofs should have green rooftops that may be utilized as high quality outdoor open spaces for the building's users and as an extension of the building's common areas.
2. The design of rooftop amenity areas should be integrated within the overall architecture of the building.
3. Parapets on flat roofs should be minimum of 2 feet in height above the roof, or as needed to conceal mechanical equipment.
4. Rooftop equipment (including elevator equipment, HVAC equipment, etc.) should be concealed in penthouse structures and/or designed as an integral part of the building and/or adequately screened parapet. Mechanical penthouses and roof top equipment should be designed as an extension of the building, employing building materials and design treatments consistent with the exterior of the building when visible from a public street or open space.
5. Where visible from the street, roof penetrations such as vents, attic ventilators, flues, etc. should be placed to limit their visibility from the street. The material and color should match the color of the roof, except those made of metal, which may be left natural.
6. Sloped roofs should be metal, slate, tile, or other comparable high quality material.



3.5 Walls, Fences, and Railings

Walls, fences and railings provide transitions between the private and public realm and contribute to the spatial definition of streets and privacy of yards and courtyards. The Standards require high quality materials and height limits for fences and walls.

Standards:

1. The height, length, and visual impact of walls and fences shall be pedestrian scale and in no case shall they exceed 3.0 feet in height in the front or side yards. In the rear yards, 6 feet privacy fences may be provided, if approved as part of the development review process. Additional screening may be permitted if located adjacent to industrial uses.
2. Materials for walls, garden screen walls, and/or retaining walls should be constructed of brick, stone, metal, architectural precast or other highly finished appropriate material.
3. Materials for fences shall be decorative metal or wood. Railing shall be metal to match the architectural character of the building.

Guidelines:

1. Green walls and living walls are strongly encouraged.
2. No walls, fences, or railings should be constructed in the right-of-way.
3. The size and species selection of landscape materials in green walls or hedges should be carefully considered. Landscape elements which are likely to impede pedestrian travel or use of sidewalks should not be installed.



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4

PUBLIC REALM- STREETSCAPE

CHAPTER 4: PUBLIC REALM - STREETSCAPE

The design of the public realm including the streets, sidewalks, landscaping, lighting, furniture, signage and other pedestrian amenities is intended for the safety and comfort of residents, workers, and visitors to the neighborhood and can provide opportunities for enhanced pedestrian circulation and visual interest.

In addition to improved pedestrian connectivity, the design of the public realm can help define the unique character of the neighborhood and character areas such as the Retail/ Arts and Cultural Areas and Corridors and Green Streets as established in the OTN SAP. The Streetscape Standards and Guidelines should be used in conjunction with the City's Complete Streets Guidelines and the Landscape Guidelines.

4.1 Streets

One of the measures to ensure that the redevelopment sites achieve an urban, pedestrian-oriented series of neighborhoods is to require urban, human scaled streets and block sizes similar in scale to the established grid in Old Town and Old Town North. Through the placement of the required framework streets for the former power plant site established in the OTN SAP, the block sizes are generally equivalent to blocks within Old Town: a model that is used as a national planning example due to their associated walkability. New and reconfigured streets shall comply with the cross-sections per the CDD Concept Plan and with the City's Complete Streets Design Guidelines.

Standards:

1. All new and reconfigured streets and sidewalks within the CDD plan area shall be generally consistent with the attached street cross-sections in the approved CDD Concept Plan.

Guidelines:

1. Streets within the CDD plan area are intended to be public streets, dedicated to the City unless otherwise approved as part of the CDD Concept Plan. Where private streets are provided, public access easements shall be provided. Unless otherwise noted, the property line is assumed to be at the edge of the public right-of-way.



4.2 Block Sizes

One of the measures to ensure that the former power plant site where new blocks are being created will comply with the intent of the OTN SAP, is to provide urban, human-scaled block sizes that encourages pedestrian-oriented series of neighborhoods.

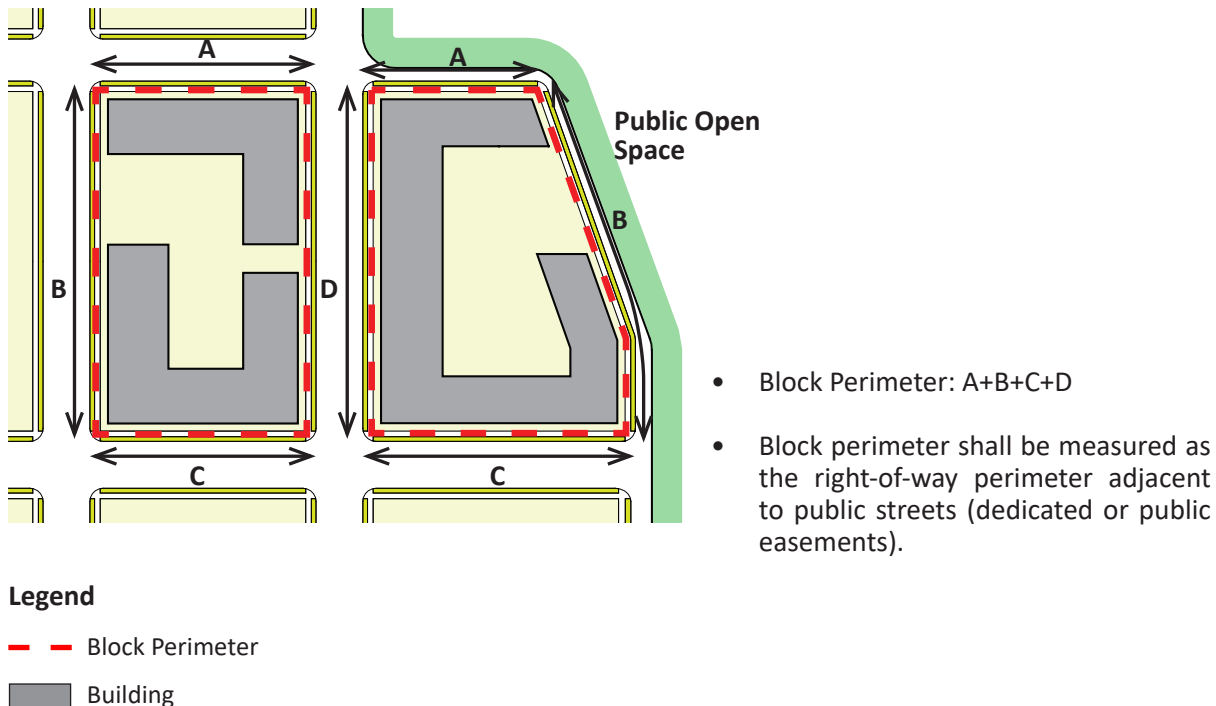
Standards:

1. Block sizes shall have a maximum perimeter of 1,600 feet. The intent of this standard is to maintain the permeability of all blocks in order to facilitate pedestrian movement and to ensure the opportunity for blocks to accommodate uses that otherwise meet urban design goals of this document. Block perimeter shall be measured as the right-of-way perimeter adjacent to public streets (dedicated or public easements). See Figure 4.01.

Guidelines:

2. Non-standard paving materials in alleys should be approved by the Department of Transportation and Environmental Services as part of the development review process.

Figure 4.01: Block Perimeter



4.3 Streetscape Improvements - General

A. Street Trees Guidelines:

1. Provide street trees in locations for a pedestrian-scaled streetscape and environmental benefits.
2. The size of canopy should fit to the site and conditions.
3. The placement of trees should take into account the growth pattern and mature size of the selected trees and the effect of canopy spread on pedestrian traffic, views of and from adjacent buildings, conflicts with the buildings themselves, and light dispersion from streetlights.
4. Diversify the street tree population. Projects should be encouraged to utilize street tree species that are not commonly found in the plan area but environmentally suited to the site's growing conditions and lower maintenance requirements.
5. For larger developments, a diverse approach to species selection should be encouraged, including some variation in species selection along a single block face.
6. The soil volume for the street trees and trees will comply with all applicable provisions of the Landscape Guidelines.



B. Street Furniture Standards:

Each project shall provide street and on-site furniture and amenities for public use. Street furniture shall include benches, bicycle racks, and trash receptacles, where required as part of the development review process. Non-standard street furniture, such as benches, bike racks, trash receptacles, and street lighting should be approved by the Department of Transportation and Environmental Services as part of the development review process

i. Benches

Benches shall be located on public streets and shall be the Victor Stanley Classic Series CR-96, or any updated City Standard, as approved by the City of Alexandria, unless non-standard street furniture has been approved by the Department of T&ES as part of the development review process.

ii. Bike Racks

To encourage and facilitate biking as a means of transportation, bike racks that conform to the City's bike rack standards shall be provided and placed in groups at convenient, safe, well lit paved areas in the building or curb zone. Bike racks shall also be provided in parking garages and at appropriate park amenities, unless non-standard street furniture has been approved by the Department of T&ES as part of the development review process.

iii. Trash/Recycling Receptacles

The trash receptacle to be used throughout the area is the Iron Site Bethesda Series Receptacle with domed lid (model SD-42) by Victor Stanley with black powder coat finish (or equal as approved by the City of Alexandria). Trash receptacles shall also include accommodations for recycling which will be in blue powder coat, unless non-standard street furniture has been approved by the Department of T&ES as part of the development review process.

Figure 4.02: Street Furniture



City Standard Bench



City Standard Bicycle Rack



Recycling Receptacle



Trash Receptacle

C. Lighting Standards:

1. All street light fixtures shall be single black Colonial lighting fixture with a standard black finish unless non-standard street lighting has been approved by the Department of T&ES as part of the development review process. (Figure 4.03).
2. Street lighting shall utilize LED technology and conform to City's design standards for lighting fixtures.

Lighting Guidelines:

1. Street lights should be placed to avoid conflict with street trees, and should not be located within the sidewalks but rather be placed between and in-line with the street trees.
2. Consideration for adequate lighting should be given for pedestrian/ bicycle trails and parks to maximize safety and comfort of parks and trail users.
3. All street lights should be designed to minimize light spillover. Where located next to residential uses, street lights should include shielding as needed to prevent lighting from directly entering residential windows or adjoining public parks.

D. Historic Interpretation

In an effort to recognize and celebrate the rich history of Old Town North, the Historic Interpretation Guide is intended to provide guidance for the implementation of historic interpretation, based on the key historical themes identified in the Old Town North Historic Interpretation Guide (See Related Studies in the OTN SAP Appendix). The interpretive design guide encourages creative and engaging interpretation. The end result will be a historic interpretation program that links various sites in the area with common themes, such as industry and transportation, while reminding residents, workers and visitors of the intriguing and varied past of Old Town North.

Early in the concept process, applicants should consult with staff from Planning & Zoning (Historic Preservation) and the Office of Historic Alexandria (including Alexandria Archaeology) regarding how to integrate historic interpretation into the site design and to consider options for historic interpretation related to the project, based on the OTN Historic Interpretation Guide.

Standards:

1. The site area will include forms of historic interpretation whether as a site-specific installation or part of a broad thematic approach.

Guidelines :

1. Creative approaches to historic interpretation are encouraged. Interpretive elements may be incorporated into the site and building design, and/or mobile/digital resources dedicated to the neighborhood. The OTN Historic Interpretation Guide offers strategies in Section V: Catalogue.



Figure 4.03 Black Colonial Lighting Fixture

4.4 Streetscape Improvements - Green Infrastructure

The landscape features within streets, outdoor space and as part of the building design offer opportunities to contribute the environmental goals of reducing the heat island effect, managing the effects of stormwater and increasing habitats.

Within the PRGS site, there is an opportunity to reduce the impact on the combined sewer system through managing stormwater overflows. There also exist opportunities where streetscape improvements are anticipated and where green infrastructure can be installed, particularly in wider sidewalk areas. Refer to the Complete Streets Guidelines and to the City's Green Sidewalks Guidelines for green infrastructure layout, dimensions and materials.

Guidelines:

1. For the Green Streets, green infrastructure improvements should be implemented to the extent feasible. The scale of the improvements to the right-of-way should be broadly commensurate with the scale of the project. For example:
 - Projects should treat the stormwater for the adjacent right-of-way (sidewalk and cartway) through green infrastructure as approved through the development review process.
 - Green Streets should include a higher level of green infrastructure facilities such as streetscape BMP facilities, large street trees, high proportions of pervious area, and enhanced planting.
2. Smaller scale projects should incorporate improvements such as permeable paving or other facilities where feasible.
3. Projects with frontages on Green Streets should consider the feasibility of green infrastructure from an early stage of design, with an intent that the streetscape design incorporate green infrastructure elements.
4. Green infrastructure should be integrated into the streetscape design and should form an inherent element of the street.
5. Adjacent projects are encouraged to coordinate green infrastructure improvements.
6. Locations for green infrastructure may include the sidewalk amenity zone, and in particular curb extensions (bulb out areas).



Permeable Pavers



Bio-retention Basins

4.5 Sidewalks

The sidewalk areas refer to the 'Pedestrian Zone' as outlined in the City's Complete Streets Guidelines, encompassing the area between the curb and the building face and/or property line.

I. Sidewalks and Pedestrian Access - General

The design of the sidewalks and streetscape will play a role as important as the design of buildings in enhancing the streets and promoting pedestrian-oriented streets. Elements such as street and sidewalk widths, trees, lighting, street furniture, and pavement materials need to all be integrated to ensure the provision of pedestrian oriented streets. The distance for all new sidewalks from the building face to the curb are generally required to be a 20 feet, unless otherwise approved as part of the DSUP process. However, at some locations the distance to the building face may be greater if determined necessary as part of the development review process.

Standards :

1. Streets shall provide adjacent parallel parking spaces, as depicted in the CDD Concept Plan, unless otherwise infeasible.
2. The sidewalks on the Required Retail Corridors as shown in the OTN SAP shall be determined and approved as part of the DSUP process. The remainder of the sidewalks within the plan area will be City Standard Concrete or as otherwise approved as part of the DSUP process.

Guidelines:

1. Where sidewalks are located on or partly on private property, perpetual public access and maintenance easements should be provided.



II. Sidewalks and Pedestrian Access - Curb Extensions (bulb outs)

Curb extensions provide a shorter crossing distance and better visibility for pedestrians. This provides traffic calming benefits while reducing conflicts between motorists and non-motorists. Curb extensions also reduce the amount of impervious surfaces consistent with the environmental goals of the OTN SAP.

Standards:

1. Curb extensions shall be consistent with the City's Complete Streets Guidelines. In order to avoid conflicts between vehicles and bicyclists, the width of the curb extension shall generally be one foot less than the width of the adjacent parking lane. At bus stop locations, the width of curb extensions shall be approved through the development review process. See Figure 4.04 for typical curb extension.
2. Curb extensions shall be provided at intersections on Green Streets and on blocks with required retail frontages.

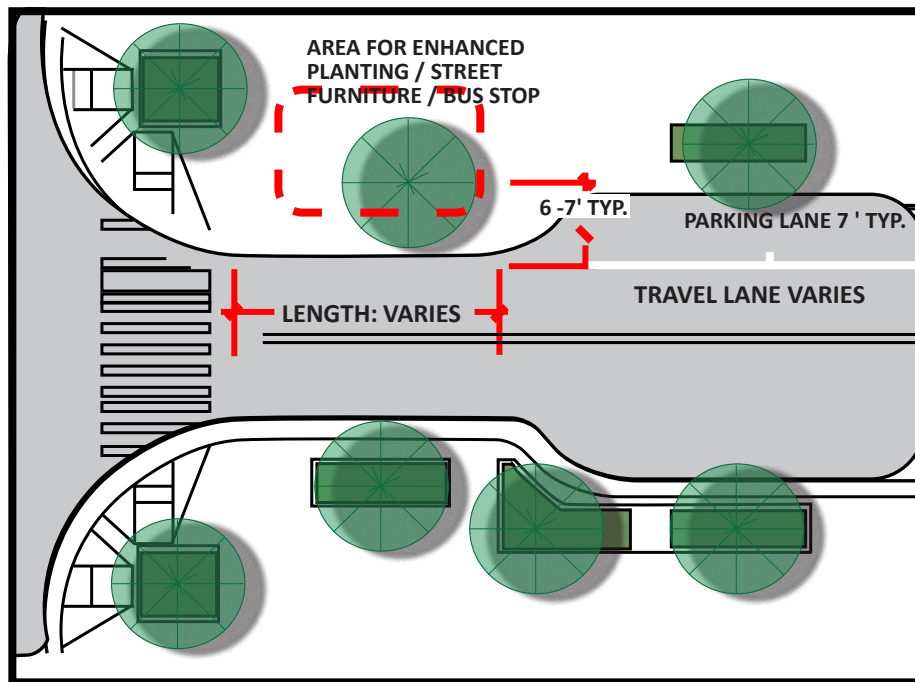


Figure 4.04: Curb Extension/Bulb-out (Typical)

Guidelines:

1. Curb extensions should be located at crosswalk intersections where feasible and where parallel parking is provided.
2. Curb extensions should be designed as an inherent element of the streetscape and should incorporate, where appropriate, uses such as bus stops, green infrastructure, street trees and/or enhanced planting.
3. Curb extensions should be located where feasible to minimize impacts for on-street parking areas.
4. Curb extensions should be paired where feasible and where space permits, but single curb extensions are allowable.
5. Where Green Streets and/or blocks with primary retail frontages intersect, paired curb extensions in both directions should be provided, where feasible.

Curb Extension Locations



Standard Corner Curb



Corner Curb Bulb-Out



Mid-Block Bulb-Out

4.6 Street Frontages

I. Residential Frontages

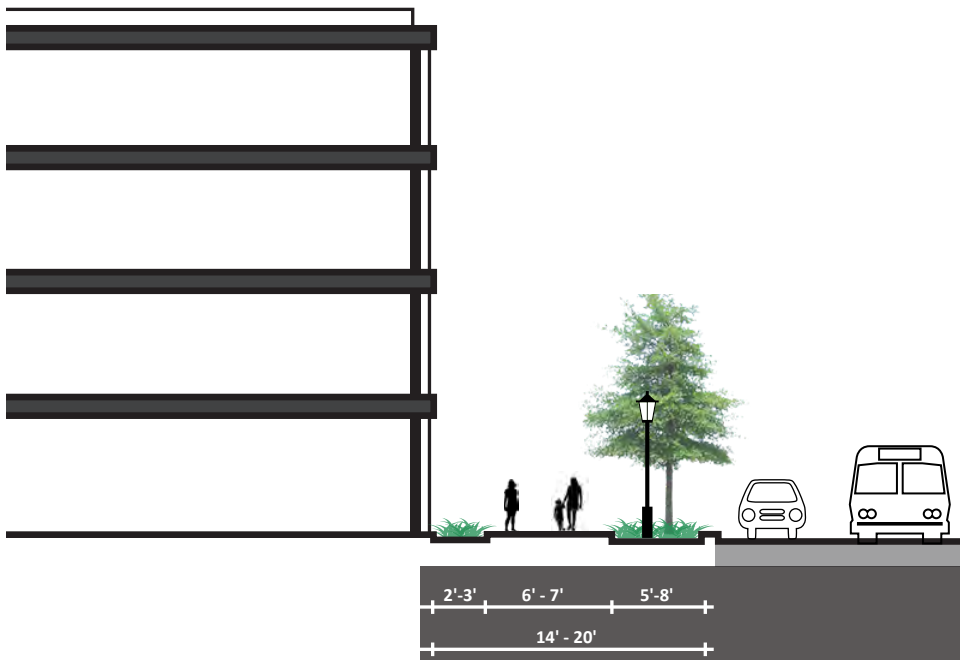
Standards:

1. New sidewalks shall meet the general dimensions of the CDD Concept Plan cross-sections.

Guidelines:

1. The selection of tree wells or landscape strips should be per the predominant context of the street.
2. Green Infrastructure and Best Management Practices (BMPs) should be per the City's Green Sidewalks Guidelines, where feasible.
3. Amenity zones, or the landscape zone between the curb and the sidewalk should be 5 feet to 8 feet wide per Complete Streets Guidelines.

Figure 4.05: Residential Frontage



Note. The section shown is for illustrative purposes and is for the intention of setting the general streetscape dimensions and relationships and that the building.

II. Retail Frontages

Standards:

1. New sidewalks in the Retail/Arts and Cultural Areas shall comply with the general dimensions of the CDD Concept Plan cross-sections.
2. For Retail Frontages and Arts and Cultural Areas, on-street parallel parking shall be provided, where feasible and with the exception of the woonerf area, to maximize the safety of the pedestrian.
4. Tree wells (rather than landscape strips) shall be provided for the Retail/ Arts and Cultural Areas.

Guidelines:

1. Sidewalks should be designed to maximize vibrant street uses such as gathering spaces, outdoor dining and pedestrian access with a wider clear area and landscape layout to allow for parking and pedestrian movement.



III. Green Streets (Royal Street)

Green Streets are designed to prioritize pedestrian circulation, create attractive streetscapes, and strengthen connections between residential and commercial uses. Design treatments can include sidewalk widening, enhanced landscaping, green infrastructure and traffic calming measures.

Green Streets Standards:

1. For new sidewalks, the sidewalks will contain significant areas devoted to 'green' landscape elements such as a wide street tree amenity zone and environmental improvements. Dimensions as generally shown in the CDD Concept Plan street sections shall be met.
2. Landscape improvements on the Green Streets shall incorporate, where feasible, environmental improvements which add to the visual character, stormwater management, habitat and urban biodiversity. For example, street tree BMPs or landscape strips shall be incorporated into the green streets at new and retrofitted street locations as part of the development review process. See Section 4.4 Streetscape Improvements - Green Infrastructure.
3. Materials for street BMPs shall be per the City's [Green Sidewalks Guidelines](#).

Green Streets Guidelines:

1. Trees and underplanting should be of native species to the extent feasible, including seasonal and evergreens.
2. The ultimate size of planting should be considered from an early stage, with the size of street trees maximized to achieve the intent of the Green Street.
3. Where feasible, and in particular at curb extensions, the alignment of street trees may be offset from the predominant alignment in order to visually increase the tree canopy when viewed from the travel lanes, offering a visual cue to drivers that the street visually narrows.
4. Curb extensions and other streetscape improvements such as green infrastructure features, as described in Section 4.4, should be provided for Green Streets.

Figure 4.06: Green Streets



Example of Green Infrastructure

4.7 Signage

The intent of the signage Design Standards and Guidelines is to encourage creativity, uniqueness, and high-quality graphics, while being compatible with the adjoining residential neighborhoods.

Standards:

In addition to complying with the Sign Regulations in the Zoning Ordinance Article IX, signs in Old Town North shall adhere to the following:

1. In addition to complying with the Sign Regulations in the Zoning Ordinance Article IX, signs in Old Town North shall adhere to the following:
2. Free standing signs for buildings are prohibited.
3. Retail shall provide projecting signs at the pedestrian level of the building.

Guidelines:

1. Signs should not obscure other building elements such as windows, cornices or decorative details, but should relate in placement and size to these elements.



5

OPEN SPACE

CHAPTER 5: OPEN SPACE

An important component of the urban environment are open spaces which are intended to serve as primary social gathering places for residents, workers and visitors. A successful open space network consists of a wide range of passive and active recreational opportunities, where people of all ages and abilities can gather, stroll, exercise, and play. It is critical to maintain a collection of open spaces that range in size and character and positively contribute to the vitality of the community and reinforce the area's biodiversity and ecology.

Open spaces also provide opportunities to implement the goals of the Eco-District through increased tree canopy, use of native plants, and stormwater management treatments.

5.1 Existing Open Space

Old Town North enjoys significant public open spaces including the ribbon of parks along the waterfront to include the parks adjacent to the PRGS site. The OTN SAP's goal for these spaces is to retain them, and where feasible, to enhance them.

Standards:

1. Public open spaces will be designed for the need for seasonal shade through the use of landscaping, shade structures of other comparable elements.

Guidelines:

1. Improvements to existing Waterfront open spaces and connectivity between open spaces should, where feasible, follow the City's approved Waterfront Plan Schematic Design and the approved Alexandria Waterfront Common Elements, unless otherwise approved as part of the DSUP process.
2. Identify opportunities for the incorporation of historic and cultural interpretation into public open space, particularly in conjunction with improvements to adjacent public or private space.
3. Identify opportunities for activating parks and open spaces through special events and public art installations. Special events shall comply with the [City's Special Events Policies and Procedures](#).
4. Under-utilized existing open space should be studied for redesign or revision to improve the usability of the space and relationship to other open spaces.



5. Maintain and, where appropriate, enhance the tree canopy.
6. Enhance the habitat-potential. Convert areas of mown lawn or other areas of low biological diversity into "Green Corridors" with richer planting diversity to attract wildlife insect populations. For example, allowing meadow-type taller grass and wildflower areas may be provided in open spaces with less regular maintenance requirements.
7. Selection of materials, furnishings, systems and improvements and maintenance to existing open space within the CDD plan area shall be done in compliance with [The Park Facility Standards Manual](#) and all applicable City standards and policies unless otherwise approved as part of the DSUP process.

5.2 New Public Open Space & Public Access Easements - Open Space, Pathways and Connections

Through redevelopment, new neighborhood-serving open spaces within the CDD Concept Plan area are available at the former rail corridor and the former power plant site. These spaces may be publicly owned or privately owned but publicly accessible. This section addresses new open spaces which fall under the categories of publicly owned, or publicly accessible through public access easements.

Standards (General):

1. The former power plant sites shall be responsible for providing a minimum of 2-4 acres of additional open space adjacent to the existing waterfront park and a minimum of 1-2 acres adjacent to the existing rail corridor as generally depicted in the OTN SAP. Design of park on and adjacent to the rail corridor will take into consideration existing utilities and easements.
2. Public open spaces shall be designed for the need for seasonal shade through the use of landscaping, shade structures or other comparable elements.
3. Selection of materials, furnishings, and systems shall meet the City's [Park Facility Standards Manual](#) and all applicable City standards for any publicly owned or maintained areas, unless otherwise determined through the development review process.

Guidelines (General):

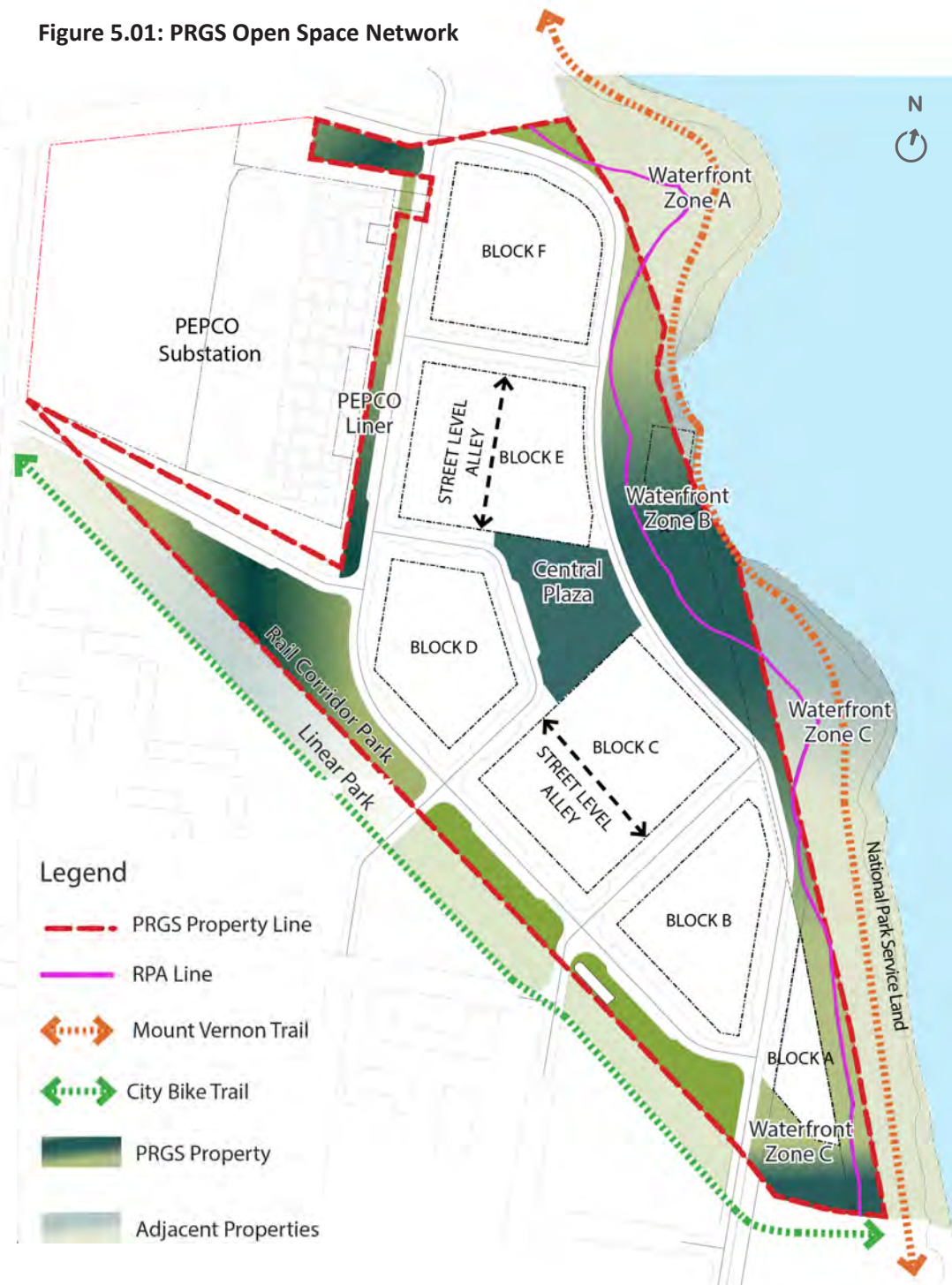
1. Open spaces should be designed for their intended function; for example, plazas should be designed with adequate amounts of hardscape, electrical and water connections to



accommodate public gatherings; large green spaces or parks should minimize hardscape areas that will detract from their intended appearance as a green oasis dominated by native vegetation, some lawn areas, and trees. Pedestrian only and shared pedestrian/vehicular areas shall be designed to withstand the intended loading on paved or green surfaces.

- Open space should incorporate significant green and pervious elements, offer shade relief and contribute to the City's tree canopy goals where possible.
- Landscapes should be designed with sustainable plant selections that are horticulturally acclimatized to the Mid-Atlantic and DC National Capital Region, that require minimal maintenance and non-organic treatment, that utilize manipulation of rainwater for natural irrigation to the extent feasible, and that provide natural pest control.
- Materials should be selected that are durable and appropriate for the scale and context of the plan area. Materials should be typical of the types used in the construction of urban spaces. Although materials must be suitable for significant pedestrian use, their quality and appearance should reflect their importance as open space within the public realm.
- Garden screen walls and/or retaining walls should be constructed of brick, stone, architectural precast or other highly finished appropriate material. Pavement in open space should be brick, stone, concrete pavers, or concrete.
- Open spaces should be designed with consideration of climate and sun exposure throughout the year. Where appropriate, provide opportunities for wind-protected, shaded and sunny areas for different year-round recreational activities.
- Defined open spaces should have high visibility from sidewalks, streets, and buildings unless constrained by natural conditions. Open spaces should be directly accessible from the street.
- In the case of a public plaza or other public open space that extends beyond the sidewalk but directly in front of

Figure 5.01: PRGS Open Space Network



the lobby, or along some portion of the building frontage, the plaza should be clearly designated and designed as public space while still allowing the lobby or public entrances to be visible and immediately accessible from the public right of way. To achieve cohesion, the plaza should also be successfully integrated as part of a recognizable block and street form. Open spaces should not be fenced, or demarcated in a way that prohibits public use with the exception of playgrounds, pools and dog parks.

9. Public open spaces and parks should include adequate amenities such as restrooms, storage facilities, and parking, where feasible.
10. Plantings should be consistent with the City's Landscape Guidelines and policy recommendations.
11. Mid-block pedestrian passages should be provided to promote porosity in the urban grid and enhance the street-level experience for pedestrians.
12. Pathways and connections should utilize appropriate lighting for enhanced pedestrian safety and comfort.
13. Outdoor seating and other passive and active uses should be permitted in areas with public access easements to promote vibrancy.
14. Children of all ages should have easy access to appropriately located, designed, and landscaped outdoor play areas suited to their development and play needs.
15. Within open spaces, large expanses of concrete without details, scoring patterns, or brick/stone banding are prohibited.



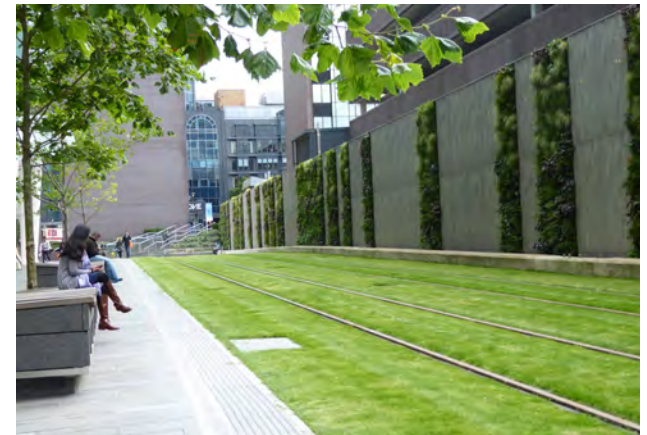
Former Power Plant Site Guidelines:

1. The design and implementation of the open space should incorporate the following elements:
 - a. A mixture of active, and passive uses.
 - b. Expanded open space areas along the waterfront, at the south-east portion of the site.
 - c. A separation of pedestrian and bicycle facilities along the waterfront which tie into the existing trail system.to the extent feasible in coordination with NPS.
 - d. Areas of open space should be of high quality design and should be environmentally sensitive in design and implementation. Further, such areas should take advantage of the waterfront, visually and physically.
 - e. Area(s) of open space should reinforce the site's distinction and character as a former industrial site through historic interpretation. This may involve utilizing large-scale industrial elements of the site in creative adaptive re-use to tell the story of the site. The industrial elements should help to merge the open space and built development on site; should take advantage of the site's Waterfront location and reflect the large-scale character of the site.
 - f. In order to implement the goals of the OTN SAP's Eco-District to maximize tree canopy as an environmental tool to improve carbon sequestration and stormwater retention, identify areas of the site which are suitable for both fast growing tree species and large canopy tree species. At these areas, tree species selection should be based on the environmental performance of trees, with significant plantings of both fast growing species and, separately, very large canopy species.



Rail Corridor Park & Linear Park Guidelines:

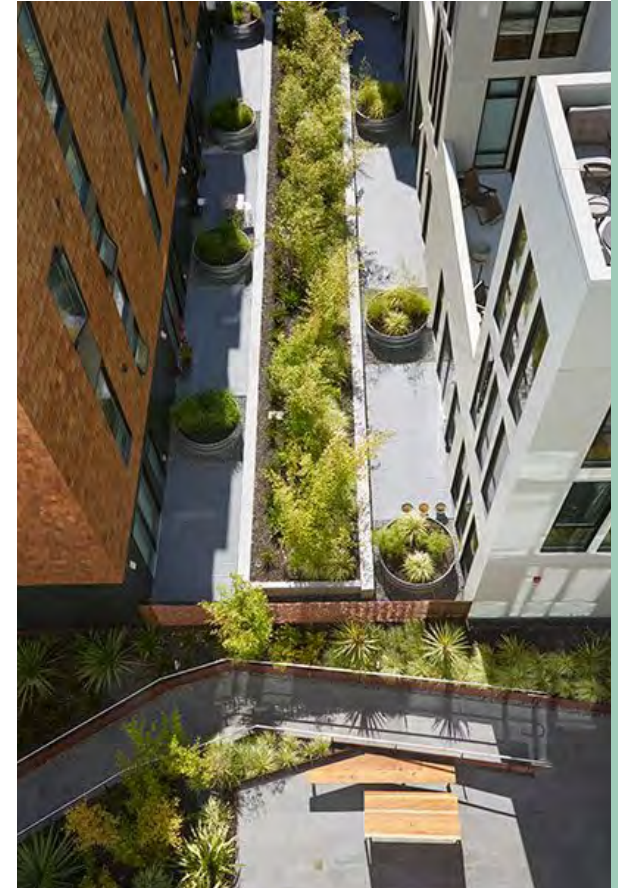
1. The design and implementation of the Rail Corridor Park and Linear Park should incorporate the following elements:
 - a. The spaces should predominantly function and appear as a Linear Park and designed as a cohesive whole.
 - b. The design should incorporate elements which allow for both recreational uses and more active uses, such as bicycle commuting.
 - c. Separated pedestrian and bicycle facilities.
 - d. A flexible layout which should not preclude a future transit use.
 - e. Crossing points for any street extensions into the former power plant site which maximize the safety of park users and a physical and aesthetic appearance which compliment the park design.
 - f. Physical and visual connections to the existing trail system and to the former power plant site, particularly at areas of adjacent open space and pedestrian/bicycle connection points.
 - g. Additional screening as necessary, particularly for adjacent existing residential uses.
 - h. Selective clearing of vegetation and grade changes to allow physical and visual connections.
 - i. Enhance the tree canopy and underplanting in terms of additional planting, species diversity and the creation of visually stimulating landscape which includes strong seasonal interest.
 - j. Improvements to drainage and sustainable stormwater management.
 - k. Historic interpretation related to the railroad and industrial heritage should be incorporated into the park design both functionally and aesthetically.



5.3 New Development - Private Open Space

Guidelines:

1. New development should offer a mix of ground-level and rooftop open space, where feasible.
2. Residential development should consider including publicly accessible open space, particularly ground level, as part of the provided open space, where feasible.
3. Recreational open and public spaces are encouraged to be provided by individual properties for the use of building occupants. Design features should include (but not be limited to):
 - Common indoor and outdoor spaces for resident use included as part of development.
 - Roof gardens, balconies, terraces, decks, and recreation rooms.
 - Options for group and individual enjoyment.
4. Rooftop amenity space areas on buildings in close proximity to adjoining properties should be designed in a compatible manner to prevent adverse effects of noise and light.
5. As part of the new multi-family, office, or hotel buildings, explore providing a community meeting space.



6

SUSTAINABILITY

CHAPTER 6: SUSTAINABILITY

The Sustainability Design Standards and Guidelines are intended to reduce negative impacts on the environment, and optimize building performance to improve the health and comfort of residents and workers. These Design Standards and Guidelines are intended to be used in conjunction with the City's Environmental Action Plan, the City of Alexandria Green Building Policy and the Eco-City Charter, as well as the plans and policies listed in Appendix II.

6.1 Guidelines for Site Design:

1. Incorporate sustainable building practices in the site design, where feasible, such as orienting buildings to effectively benefit from sunlight exposure, solar energy collection, wind energy collection, and positive air flow within the building.
2. Implement stormwater management through green infrastructure and low-impact development such as bio-retention gardens, green roofs and permeable paving materials to reduce stormwater runoff. See Green Infrastructure Standards and Guidelines in Section 4.5.
3. New projects should aim to increase the tree canopy coverage on-site and/or contribute to off-site trees in the plan area.

6.2 Guidelines for Building Design:

1. Prioritize energy efficiency and green building practices to reduce the overall carbon footprint, where feasible as stated in the CDD.
2. Incorporate green and/or solar roofs and high-reflectance building materials to mitigate the heat island effect, reduce building energy consumption, and manage stormwater.
3. Opportunities for rain water harvesting and re-use should be implemented within building systems. Low-flow fixtures and water re-use strategies should be used to conserve water.
4. New parking facilities should include parking spaces dedicated to electric vehicles.





Potomac River Generating Station

DESIGN EXCELLENCE PREREQUISITES + CRITERIA



Design Excellence

Design Excellence is the convergence of best practices and technologies in the design of sites and structures, exceeding the standard requirements of the Old Town North Urban Design Standards and Guidelines. Design Excellence implements an urban framework consistent with the Old Town North Small Area Plan (OTN SAP) and Coordinated Development District (CDD) Plan. It informs building volumes, forms and materials to create a dynamic street wall and screen utilitarian uses that distract from overall visual quality and the pedestrian environment, while implementing and integrating exceptional design, high-quality materials and high performing technologies. Below grade parking allows for building volume to be used for an active mix of uses (retail, office, residential, hospitality, arts and innovation) as well as the maximization of grade level open space and multimodal streets.

Design Excellence considers the environmental impacts of sites and structures. It utilizes high performing technologies to meet or exceed the City of Alexandria's standards for environmental sustainability and serve as a model of sustainable design.

Design Excellence is dynamic. The district encompasses a hierarchy of uses and all buildings reflect the hierarchy and the unique nature and character of the district. It applies to "iconic" buildings that stand out in their surroundings as well as "contextual" buildings that comprise the urban fabric. It is adaptable to site- specific challenges and characteristics; it understands that no two buildings or spaces are identical. It is inclusive and encourages use by all people.

Design Excellence can create a thriving community and an innovative place that is desirable for people to live, work and visit. It is achieved through application of the following Design Excellence Prerequisites and Criteria.



Design Excellence | Purpose & Process

Purpose

The Design Excellence Pre- Requisites and Criteria permit an Applicant a much greater degree of design flexibility and creativity than that permitted by the *Old Town North - PRGS Urban Design Standards and Guidelines (OTN-PRGS UDS&G)* in exchange for implementing exemplary building design, massing, detailing, materials and energy conservation that result in noteworthy landmark buildings and urban spaces that define the development as a premier expression of design excellence and sustainability on the Alexandria Waterfront.

Process

In order to be considered for the *Design Excellence* path, a building or group of buildings within the PRGS development must include all of the following pre- requisites outlined below and employ the following criteria convincingly and consistently, in such a way as to create a superior visual, user, or community experience that surpasses what could be achieved through the application of the *OTN-PRGS UDS&G* alone.

If pursued by the Applicant, the *Design Excellence Pre- Requisites & Criteria* would be reviewed in lieu of the *OTN-PRGS UDS&G* and made applicable to new development within the PRGS site that requires a DSP or DSUP. Upon verification by staff that the *Design Excellence Pre- requisites* have been met, the *Design Excellence Criteria* are intended to facilitate the Urban Design Advisory Committee’s (UDAC) review of properties which fall within its geographically designated review area. UDAC is advisory to City staff to ensure compliance with the *Design Excellence Criteria*. For DSPs and DSUPs, UDAC will provide a written recommendation to the Planning Commission prior to public hearings. The Department of Planning and Zoning, the Planning Commission and the City Council will give consideration to the recommendations of UDAC on urban design aspects of public and private development applications.



Contents

P1: Superior Urban Form

P2: Environmental Innovation Leader

P3: Quality + Durable Building Materials are Specified

P4: Off-Street Parking is Located Below-Grade

P5: Exceptional Site Response

C1: Architectural Excellence

C1A: Landmark/Iconic Structure

C1B: Contextual Character

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

C3: An Active Public Realm

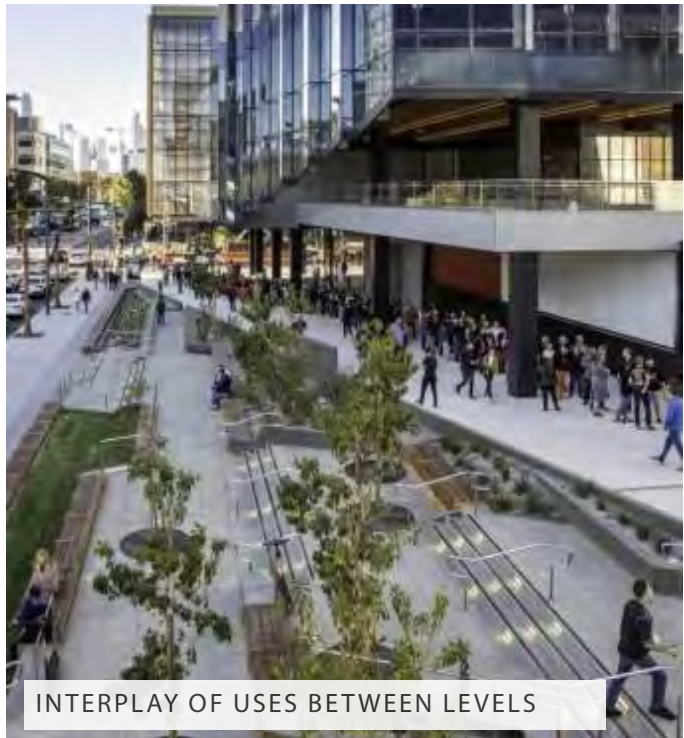
C4: Inclusive Design of Buildings and Open Spaces

Design Excellence | Prerequisites

An individual Structures and Sites Development Special Use Permit (DSUP) application must first meet all of the following Design Excellence Prerequisites to be eligible to apply the Design Excellence Criteria. City Staff will review the application for consistency with the following:

P1 Superior Urban Form

Within an individual DSUP application, a building or group of two or more buildings, which, as a composition, create a unique and memorable urban place, through a combination of their spatial relationships, public spaces, exterior design, materiality, and massing. Blocks are planned with a mix of uses and developed and designed with site- wide consideration of individual buildings and spaces. Buildings or spaces in a prominent location or with a prominent use are designed to reflect their contextual importance, including key locations such as the North Fairfax and Slater’s Lane gateways, and the central plaza.



P2 Environmental Innovation Leader

Environmental Sustainability is integrated into the design of infrastructure, open spaces, and buildings. The Applicant will demonstrate an integrated approach to building design, open space and infrastructure to meet or exceed the sustainability goals as outlined in the Coordinated Sustainability Strategy. A building or group of buildings and site design must demonstrate a high level of commitment to environmental stewardship and responsibility using innovative technology and a holistic environmental response. This may include visible environmental measures for educational and demonstrative purposes. The project will demonstrate, implement or meet the goals and targets established by the site's Coordinated Sustainability Strategy, OTNSAP, and voluntary Carbon Neutrality Analysis (CNA).



GREEN ROOFS



INTEGRATED STORMWATER STRATEGIES AT STREET LEVEL



ON-SITE PHOTOVOLTAIC



BALANCED HARDSCAPE AND LANDSCAPE

P3 Quality + Durable Building Materials are Specified

Exterior building materials will be limited to natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photo- voltaic panels, glass or materials of equal quality, performance, and longevity.



P4 Off-Street Parking is Located Below Grade

Off- street parking will be provided entirely below grade. Adequate soil depth above the below- grade parking must be provided to support canopy trees, surface paving materials, and innovative water management strategies at key locations. These features will be integrated into the site design and will be provided atgrade. Creative integration of parking and service functions enhances the public realm (e.g., combined parking and loading across the site with no on- street maneuvering, etc.).



P5 Exceptional Site Response

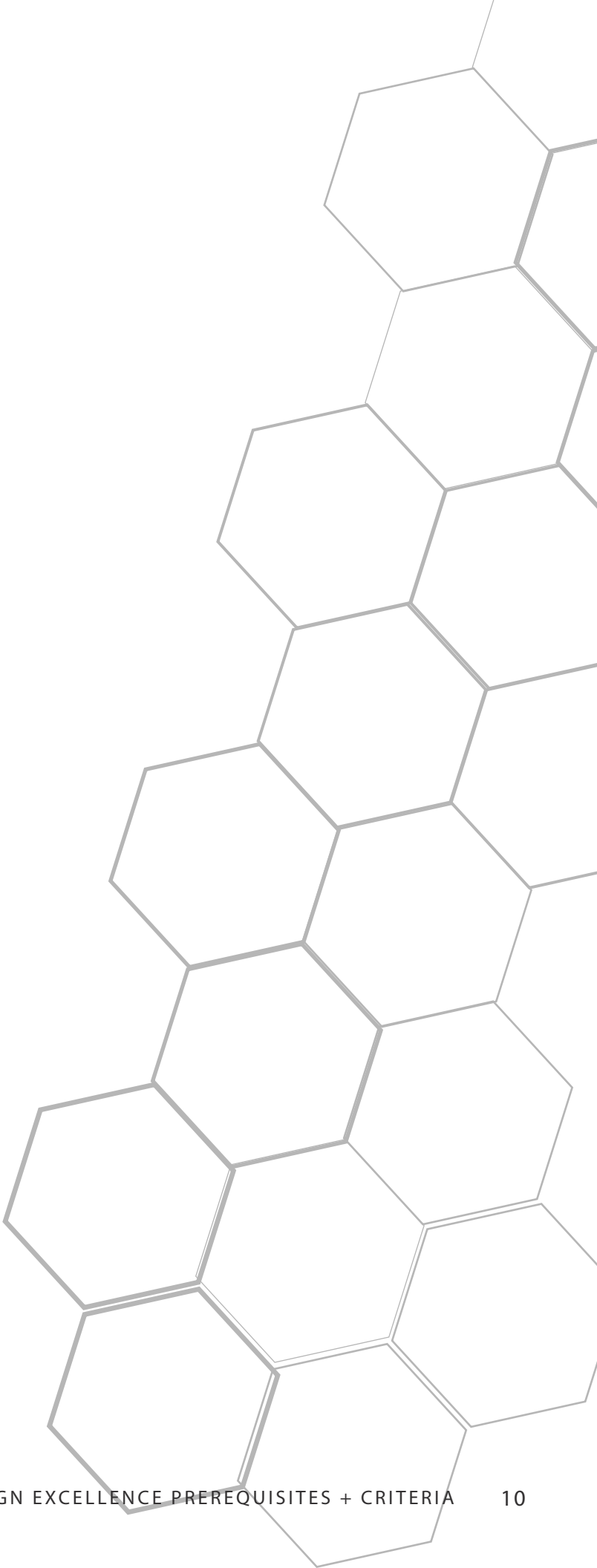
A building or group of buildings that captures or enhances its setting in creative ways. This could include the integration of waterfront and city views with circulation, the relationship and engagement with public open space, and the creation of unique amenities within or on top of a structure, or subsurface structure with usable roof (such as the Pump House or other infrastructure).



An individual DSUP application must first meet all of the *Design Excellence Prerequisites* to be eligible to apply the *Design Excellence Criteria*. The DSUP application must incorporate the following *Design Excellence Criteria*:

C1 Architectural Excellence

Architectural excellence should be achieved using one of the two following paths: Landmark/Iconic Structure; or Contextual Character.



C1A Landmark/Iconic Structure
(where identified)

A single building that, through its architectural expression, unique massing, strong roof form or other element, solar response, or exterior cladding of exceptional quality, becomes a placedefining element for the site.



DYNAMIC INTEGRATED SIGNAGE



INTERESTING AND RESPONSIVE FORMS



JEWEL-BOX ELEMENTS AT GROUND LEVEL

C1B Contextual Character

A building or group of buildings whose design responds to its contextual location to create a meaningful place through its spatial relationships within the site and response to aerial views, waterfront views, and views from and to Old Town North.



C2 A Variety of Open Spaces/
High Quality Open Spaces

A variety of open spaces on, within, or adjacent to the site which contribute to the regional open space network, are provided. The site includes public and/or private open spaces that support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.



C3 **An Active Public Realm**

The public realm dynamically engages the pedestrian experience and ground floors of buildings include active uses, interior- exterior visibility, and high- quality architecture. A dynamic public realm will create street- level vibrancy through the design of differentiated and unique storefronts with a higher level of design detailing and quality of materials, innovative lighting, high- quality sign design, frequent building entries, and the potential integration of art into building façades.

Streetscape design incorporates the City's *Complete Streets Design Guidelines*, with amenities and infrastructure for pedestrians, bicyclists, and transit. Site design incorporates high quality paving materials, site furnishings, and lighting. Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.



C4 Inclusive Design of Buildings and Open Spaces

Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act. Across the site, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.





APPLICATION

☒ Master Plan Amendment MPA# _____

☒ Zoning Map Amendment REZ# _____

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

APPLICANT

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

PROPERTY OWNER:

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

Interest in property:

☒ Owner ☐ Contract Purchaser
☐ Developer ☐ Lessee ☐ Other _____

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

☐ Yes: If yes, provide proof of current City business license.
☐ No: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Mary Catherine Gibbs, Wire Gill, LLP

Print Name of Applicant or Agent

Mary Catherine Gibbs
Signature

700 N. Fairfax St., Suite 600

Mailing/Street Address

703-836-5757

Telephone #

703-548-5443

Fax #

Alexandria, VA

City and State

22314

Zip Code

4/7/2022

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL: _____

MPA # _____
 REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map - Block - Lot	Land Use Existing - Proposed		Master Plan Designation Existing - Proposed		Zoning Designation Existing - Proposed		Frontage (ft.)
	Utility	CDD	CDD	CDD	UT	CDD	Land Area (acres)
1 045.01-01-05			CDD	CDD	UT	CDD	395.87' on Slaters Lane
2 Portion of 045.01-01-06 and 045.01-01-07	Utility	CDD	CDD	CDD	UT	CDD	18.8 acres
3							No existing frontage for these portions
4							2,904 sf or .06667 ac

PROPERTY OWNERSHIP

☐ Individual Owner ☒ Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 3% interest in such corporation or partnership.

- Name: HRP Potomac Investment, LLC Extent of Interest: 100%
 Address: 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062
- Name: _____ Extent of Interest: _____
 Address: _____
- Name: _____ Extent of Interest: _____
 Address: _____
- Name: _____ Extent of Interest: _____
 Address: _____

MPA # _____

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

- 1.** Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The Old Town North Small Area Plan (SAP) calls for this property to be redeveloped into a vibrant, mixed-use, innovative development in a coordinated development district. This application seeks to refine the heights of the development for the entire site in keeping with the CDD Concept Plan submitted herewith, for all the reasons stated in our memo of September 27, 2021 (updated April 7, 2022 - copy attached).

- 2.** Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The Zoning Amendment from UT (Utility) to CDD (Coordinated Development District) is consistent with both the existing Master Plan (Old Town North Small Area Plan) and the minor request to increase height stated above.

- 3.** Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

The property will be adequately serviced by essential public facilities because the CDD Concept Plan that accompanies this application connects the streets from Old Town North to Slaters Lane and creates a street grid within the development as well. New streets as well as underground and on street parking facilities will also be created. All infrastructure improvements will ensure adequate public facilities are provided.

- 4.** If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

NA

Description of
**Lot 1 of the Subdivision of the property of
Potomac Electric Power Company**
Instrument #200019504
Parcel ID #045.01-01-04
City of Alexandria, Virginia

Commencing at a point at the intersection of the easterly line of George Washington Memorial Parkway and the southerly line of Slaters Lane, said point also being the northwest corner of Lot 3 of the Subdivision of the property of Potomac Electric Power Company ;

Thence departing the easterly line of George Washington Memorial Parkway and running with the southerly line of Slaters Lane the following three (3) courses and distances:

1. N 83°29'23" E a distance of 399.75 feet to a point;
2. S 74°16'22" E a distance of 12.03 feet to the true Point of Beginning;

Thence continuing with the southerly line of Slaters Lane;

1. S 74°16'22" E a distance of 147.98 feet to a point;
2. N 79°57'05" E a distance of 246.79 feet to a point; said point being in the southerly line of Slaters Lane and the westerly line of the land of The United States of America;

Thence departing the southerly line of Slaters Lane and running with the westerly and northerly line of the land of The United States of America the following fifteen (15) courses and distances:

1. S 32°12'19" E a distance of 163.73 feet to a point;
2. S 19°53'43" E a distance of 191.03 feet to a point;
3. S 08°41'55" W a distance of 47.57 feet to a point;
4. N 84°16'30" W a distance of 1.02 feet to a point;
5. S 04°54'52" W a distance of 32.08 feet to a point;
6. S 18°11'45" E a distance of 80.09 feet to a point;
7. S 18°11'45" E a distance of 19.93 feet to a point;
8. S 23°08'10" E a distance of 54.76 feet to a point;
9. S 08°45'54" W a distance of 4.97 feet to a point;
10. S 24°25'54" E a distance of 52.70 feet to a point;
11. S 36°05'16" E a distance of 91.82 feet to a point;
12. S 03°53'58" E a distance of 27.69 feet to a point;
13. S 14°06'03" E a distance of 724.15 feet to a point;
14. S 10°51'11" E a distance of 290.42 feet to a point;

15. with a curve turning to the right with an arc length of 172.83', with a radius of 723.28', with a chord bearing of N 79°45'13" W, with a chord length of 172.42'; said point being in the northerly line of The United States of America and in the easterly line of the land of Norfolk Southern Corporation;

Thence departing the northerly line of The United States of America and running with the easterly line of the land of Norfolk Southern Corporation the following two (2) courses and distances:

1. with a reverse curve turning to the left with an arc length of 139.73', with a radius of 1005.37', with a chord bearing of N 39°59'19" W, with a chord length of 139.62';
2. N 43°58'13" W a distance of 1541.25 feet to a point being in the easterly line of the land of Norfolk Southern Corporation and the aforementioned easterly line of George Washington Memorial Parkway, said point also being the southwestern corner of aforementioned Lot 3;

Thence departing the easterly line of the land of Norfolk Southern Corporation, the easterly line of George Washington Memorial Parkway and running with Lot 3 and Lot 2 of the Subdivision of the lands of Potomac Electric Power Company the following six (6) courses and distances;

1. S 62°13'02" E a distance of 547.55 feet to a point;
2. N 08°42'34" E a distance of 549.64 feet to a point;
3. S 81°17'26" E a distance of 44.00 feet to a point;
4. N 08°42'34" E a distance of 65.95 feet to a point;
5. N 81°09'07" W a distance of 190.85 feet to a point;
6. N 08°42'34" E a distance of 59.73 feet to the Point of Beginning;

Containing an area of 818,944 square feet or 18.80037 acres

Description of
a portion of the lands of
Potomac Electric Power Company
to be conveyed to
HRP Potomac, LLC as part of a separate resubdivision
being portions of
Parcel ID #045.01-01-06 and #045.01-01-07
City of Alexandria, Virginia

Beginning at a corner of Lot 3 and Lot 1, as shown on a Subdivision Plat of the property of Potomac Electric Power Company, recorded in Instrument No. 200019504 among the land records of the City of Alexandria, Virginia, said Point of Beginning being at the western end of a course identified as L18 on said plat;

Thence departing the Point of Beginning and crossing through Lots 2 and 3, N 08°42'34" E a distance of 66.06 feet to a point, said point being in the Line of Lot 1 and Lot 3;

Thence running with the line of Lots 1, 2, and 3 the following three (3) courses and distances:

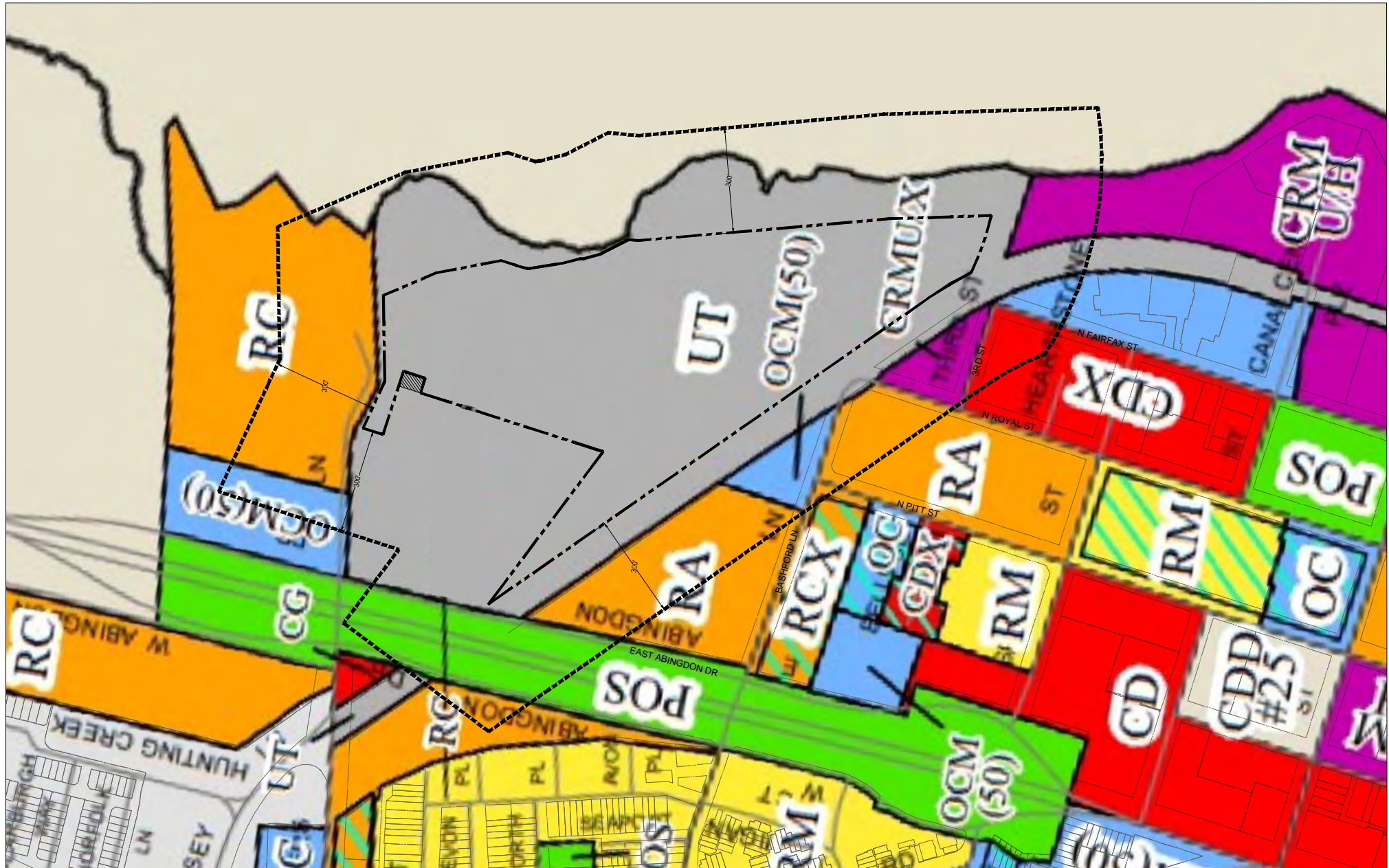
1. S 81°09'07" E a distance of 44.00 feet to a point;
2. S 08°42'34" W a distance of 65.95 feet to a point;
3. N 81°17'26" W a distance of 44.00 feet to the Point of Beginning;

Containing an area of 2,904 square feet or 0.06667 acres

VICINITY MAP
SCALE 1"= 100'



300' PERIMETER MAP



NOTE: REFER TO EXHIBIT SHOWING LOT 1 FOR PROPERTY SUBJECT TO THIS APPLICATION INCLUDING AREA TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE RESUBDIVISION.

GEORGE WASHINGTON
MEMORIAL PARKWAY

LOT 3
POTOMAC ELECTRIC
POWER COMPANY

LOT 2
POTOMAC ELECTRIC
POWER COMPANY

LOT 1

HRP POTOMAC, LLC
INST #200019599

818,994 SQ. FT. OR
18.0037 ACRES

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S74°16'22"E	147.97'
L2	S32°12'19"E	163.73'
L3	S19°53'43"E	191.03'
L4	S8°41'55"W	47.57'
L5	N84°16'30"W	1.02'
L6	S4°54'52"W	32.08'
L7	S18°11'45"E	80.09'
L8	S18°11'45"E	19.93'
L9	S23°08'10"E	54.76'
L10	S8°45'54"W	4.97'
L11	S24°25'54"E	52.70'
L12	S36°05'16"E	91.82'

LINE TABLE		
LINE	DIRECTION	LENGTH
L13	S3°53'58"E	27.69'
L14	S81°17'26"E	44.00'
L15	N8°42'34"E	65.95'
L16	N81°09'07"W	190.85'
L17	N8°42'34"E	59.73'

CURVE TABLE						
CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD	CH. BEARING
C1	13°41'28"	723.28'	172.83'	86.83'	172.42'	N79°45'13"W
C2	7°57'48"	1005.37'	139.73'	69.98'	139.62'	N39°59'19"W


 TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE RESUBDIVISION

EXHIBIT SHOWING

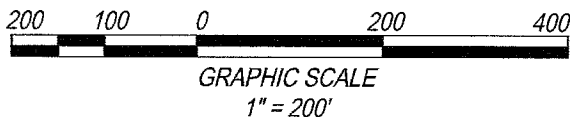
LOT 1

OF THE SUBDIVISION
OF THE PROPERTY OF

**POTOMAC ELECTRIC
POWER COMPANY**

INSTRUMENT #200019504
CITY OF ALEXANDRIA, VIRGINIA

PROJECT: 17005.002
DWG NO: 111548
DRAWN BY: MB
CHECKED BY: WEB



**christopher
consultants**

9301 innovation drive (suite 150) • manassas, va 20110
phone 703.222.8827 • fax 703.272.6820

(VCS) 1983 - NORTH

INST #200019504



N43°58'13"W 1541.25'

NORFOLK SOUTHERN
RIGHT-OF-WAY

S14°06'03"E 724.15'

UNITED STATES
OF AMERICA

S10°51'11"E 290.42'

UNITED STATES
OF AMERICA

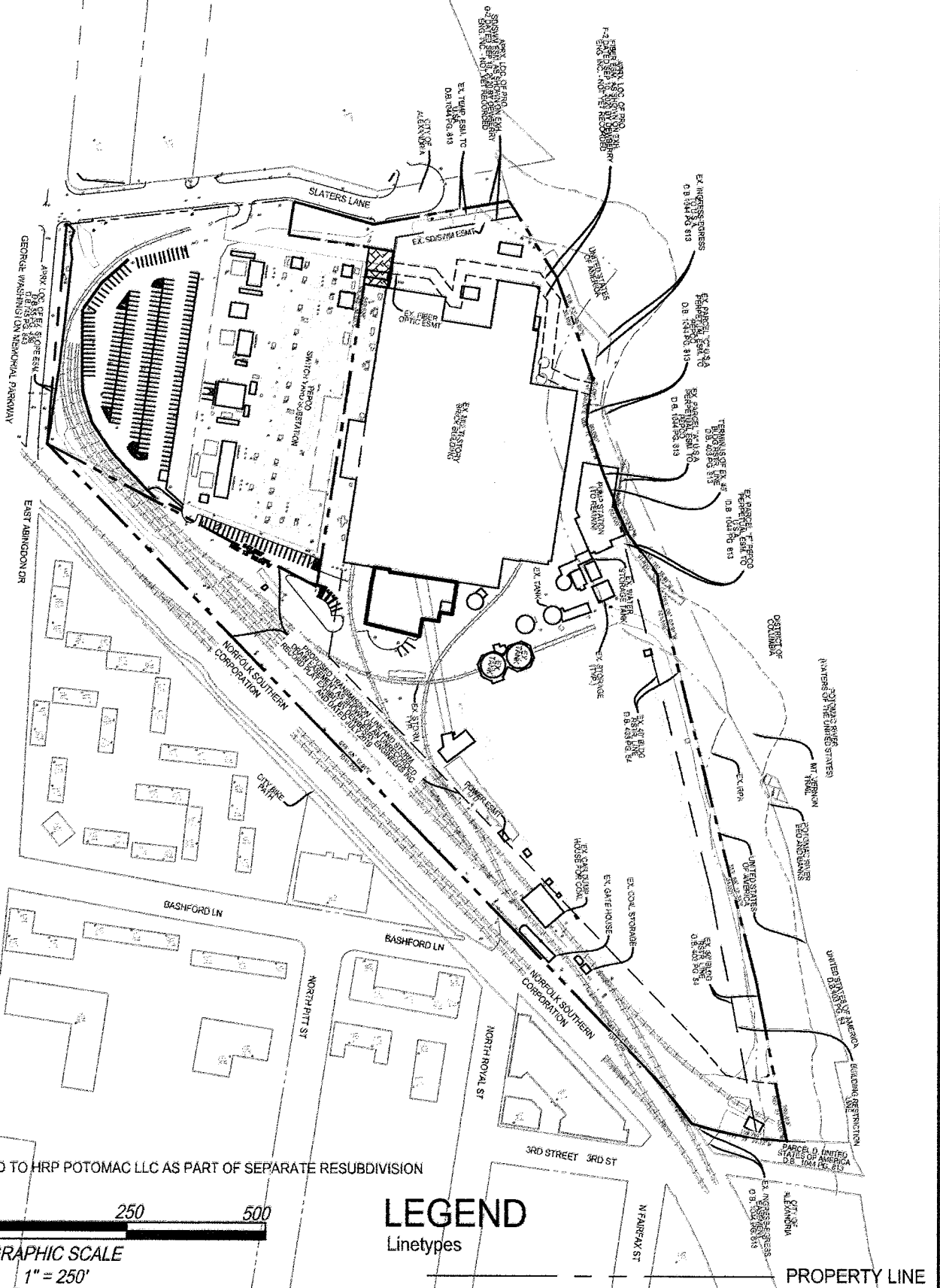
UNITED STATES
OF AMERICA

L4
L5
L6
L8
L9
L10
L11

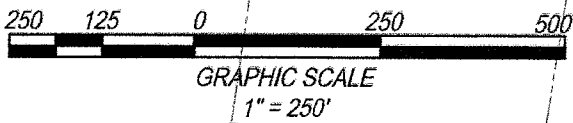
L12
L13

C2

C1



TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE RESUBDIVISION



LEGEND

Linetypes

PROPERTY LINE



christopher
consultants
9900 main st suite 400 p 703.273.6820

BUILDING AND STRUCTURE MAP POTOMAC RIVER GENERATING STATION

DESIGN: KMW
DRAWN: MG
CHECKED: KMW
DATE: 2022-02-22

SCALE: 1"=250'

SHEET:

01 of 01



Mary Catherine Gibbs

mcgibbs@wiregill.com

703-836-5757

September 27, 2021

Updated April 7, 2022

**Rationale for Additional Height as a Master Plan Amendment
For the Former Potomac River Generating Site**

The planning process that led to the Old Town North Small Area Plan (OTN SAP) as adopted by City Council in 2017, did not have the benefit of knowing certain ground level specifics at the Potomac River Generating Site (PRGS). Constraints such as exact locations of utility lines and easements, building restriction lines, and other limiting factors that exist on the property, could not have been known at the time. In fact, the OTN SAP guidelines were described as being “from the 10,000 foot” level, and it was acknowledged that specific planning would take place during the future CDD process itself.

Now the applicant has site control and started the CDD process, several factors that were unknown at the time the OTN SAP was adopted have been brought to light:

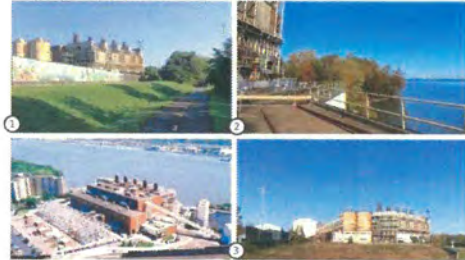
- 1) The actual size of the PRGS parcel is smaller than anticipated. In the OTN SAP, under the Development Summary Table (Figure 2.10), the city’s tax assessment records listed the PRGS site (called Site # 24b) as having 852,898 square feet. The actual size of the PRGS parcel is 818,944, a difference of 33,954 square feet, nearly $\frac{3}{4}$ of an acre less site area on which to develop the same amount of density.
- 2) There are substantial utility easements on the site preventing the development of buildings in large portions of the property, but allowing the construction of roadways, sidewalks and open space. PEPCO holds a significant transmission line easement of up to 100 feet in width running along the southwest and western property lines. Further, there are other utility and stormwater easements that exist on the site that were unknown at the time the OTN SAP was planned and adopted.
- 3) Finally, there is a 40-50 foot-wide building restriction line along the eastern boundary as a result of PEPCO’s settlement with the United States in the historic waterfront litigation over the ownership of the City’s waterfront.

SITE CONTEXT + CONSTRAINTS

Existing Easements & Setbacks

- Multiple utility and stormwater easements exist on the site
- Additional building restrictions have been established in the Resource Protection Area (RPA) and along the NPS property line
- RPAs are "sensitive environmental corridors that should be preserved in a natural condition."

From <https://www.slcandhva.gov/sites/default/files/2016-03/3834>



SEPTEMBER 29, 2021



Gensler 03B

POTOMAC RIVER GENERATING STATION

ALEXANDRIA COMMUNITY MEETING #4 22



The cumulative result of these site constraints is that only 11.9 acres of the 18.8 acre PRGS parcel can be physically developed, including buildings and interior roadways and sidewalks. Additionally, the OTN SAP contemplated significant ground level open space, which further reduces the developable site area. Factoring in that internal infrastructure plus the open space, means that only about 7-8 acres of the 18.8-acre site is actually available for building development.

SITE CONTEXT + CONSTRAINTS

Buildable Area

- 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 is factored in

SEPTEMBER 29, 2021



Gensler 03B

POTOMAC RIVER GENERATING STATION

ALEXANDRIA COMMUNITY MEETING #4 23



The OTN SAP envisioned 2.15 million square feet of development (Gross Floor Area or GFA as defined in the CDD process) on the site. The 2.15 million square feet of GFA was considered the appropriate amount of development necessary to transform PRGS into a vibrant, mixed-use, waterfront district delivering substantial public benefit related to environmental remediation of the former coal-fired power plant and the delivery of significant public open space improvements both on- and off-site on the immediately adjacent land.

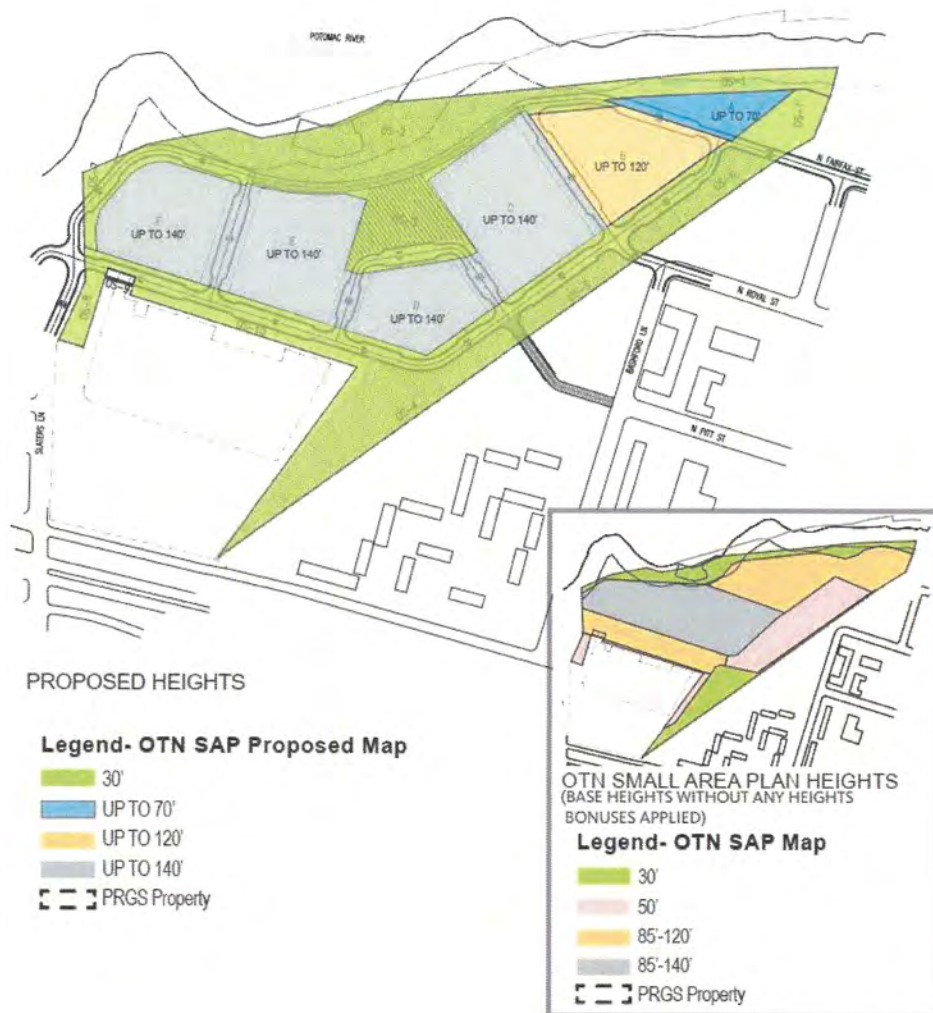
Given the realities of the actual site constraints, the 2.15 million square feet of GFA will not fit on the 11.9 acres of developable site area within the height limits contemplated in the OTN SAP. This is especially true once square footage is further reduced due to building articulation and setting appropriate building widths efficient for marketable multifamily, office, and retail space.



Blocks	Total
A	118,000
B	228,500
C	381,900
D	211,700
E	489,900
F	458,600
Pump House	10,000
Total Gross Square Footage	1,898,600

NOVEMBER 18, 2021

In order to fit the 2.15 million square feet of GFA, additional heights as shown below are necessary.



Given that additional height is necessary simply to achieve the density envisioned in the OTN SAP, the Affordable Housing Density Bonus provision of Section 7-700 and the Arts Density Bonus for additional density creates the need for even higher heights. If no additional density can be achieved from these bonuses and they only provide additional height, there is no value in the bonuses from which to carve out the public benefits sought through those bonuses. For example, if a developer utilizes a 7-700 density bonus, the developer is then expected to provide 1/3 of the additional density or square footage obtained in the additional height in on-site affordable housing units. At the PRGS site, we have requested potentially 350,000 GFA in affordable housing or arts density bonuses to be split evenly between affordable housing or arts density bonuses. Under the affordable housing density bonus (up to 175,000 GFA), the developer is asked to provide 1/3 of the amount of the square footage from the additional density over the 2.15 million square feet of GFA already allowed within the OTN SAP. Under

the arts density bonus (up to 175,000 GFA), the developer is asked to provide a minimum of 5,000 square feet of an arts anchor space available rent free for 40 years. With these density bonuses, further additional height is required and is requested as part of the overall Master Plan Amendment for the project as shown below.

BLOCK HEIGHTS PLAN

EXHIBIT B



POTOMAC RIVER GENERATING STATION

NOTES: PROPERTY TO BE CONSIDERED OLD TOWN NORTH
TO AN PART OF OLD TOWN NORTH

Hilco
Redevelopment Partners

Gensler DJB

As shown in the CDD Completeness Plan, the project has attempted to locate most of the increased height facing the waterfront to provide distance from existing buildings. In addition, the proposed heights are limited to FAA height restrictions due to the site's proximity to Reagan National Airport. Finally, the CDD Completeness Plan proposes reduced height on the southeast corner of the property to respect the neighboring properties in Old Town North.

For all of these reasons, increased heights are justified within the context of a master plan amendment.



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # _____

[must use black ink or type]

PROPERTY LOCATION: 1300 N. Royal St., Alexandria, VA 22314
TAX MAP REFERENCE: 045.01-01-05 **ZONE:** UT (Requested CDD)
APPLICANT'S NAME: HRP POTOMAC LLC
ADDRESS: 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

PROPERTY OWNER NAME: HRP POTOMAC LLC
ADDRESS: 5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062

REQUEST: Approval of a CDD Development Concept Plan for a mixed-use development in accordance with the attached plans. *Amended to request additional time above 2 years for future DSUPs to be submitted after CDD Concept Plan approval per Section 5-604(J) of the Zoning Ordinance as this project will necessarily take more than 2 years to complete.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Mary Catherine Gibbs, Wire Gill, LLP

Print Name of Applicant or Agent

700 N. Fairfax St., Suite 600

Alexandria, VA 22314

Mailing/Street Address



Signature

703-836-5757

Telephone #
mcgibbs@wiregill.com

Email address

703-548-5443

Fax #

DO NOT WRITE IN THIS SPACE OFFICE USE ONLY

Application Received: _____ Date and Fee Paid: _____ \$ _____
ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL: _____

application CDD development plan.pdf

5/6/15 Pnz\Applications, Forms, Checklists\Planning Commission

Development Site Plan (DSP) # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)

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

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

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

NEED Ownership Information

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

☐ **Yes.** Provide proof of current City business license.

☐ **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. HRP Potomac, LLC	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	100%
2.		
3.		

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

Name	Address	Percent of Ownership
1. HRP Potomac, LLC	5 REVERE DRIVE SUITE 206 NORTHBROOK IL 60062	100%
2.		
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. HRP Potomac, LLC		
2.		
3.		

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

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

4/15/22
Date

Mary Catherine Gibbs
Printed Name


Signature



June 7, 2022

Karl Moritz, Director of Planning & Zoning
City of Alexandria
City Hall, Room 2100
Alexandria, VA 22314

Re: Property Line Between PEPCO and PRGS Site at 1300 N. Royal St.

Dear Mr. Moritz:

This letter is to confirm that Pepco has preliminarily agreed to adjust the property line between its property located at 1400 and 1500 N. Royal Street (Lots 2 & 3 of Land Assemblage at Potomac River Generating Station) and the land owned by HRP Potomac, LLC at 1300 N. Royal Street (Lot 1 of Land Assemblage of Potomac River Generating Station) in order to straighten the property line. The property to be conveyed to HRP is provided in the attached subdivision plat and will be conveyed either through a fee simple transfer or a perpetual easement. We are finalizing the terms of the transaction at this time.

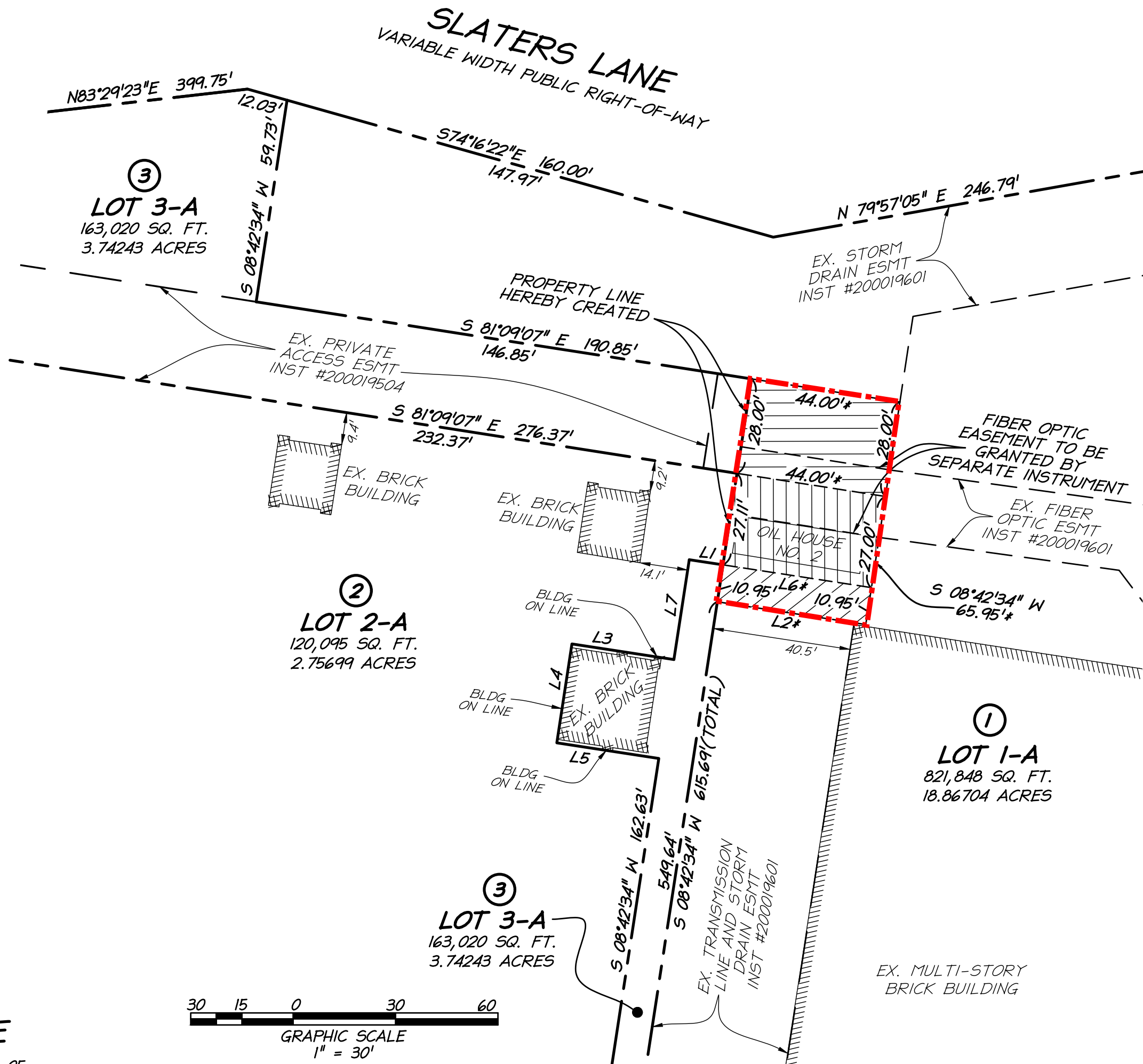
Sincerely,

Tammy D. Sanford
Director, Project Management

VIRGINIA STATE GRID NORTH (NAD83)



INST #200019504



PARCEL TABLE

- ① PARCEL ID #045.01-01-05
#1300 N ROYAL STREET
LOT 1, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
INST #200019504
HRP POTOMAC, LLC
INST #200019599
ZONING: UT
- ② PARCEL ID #045.01-01-06
#1400 N ROYAL STREET
LOT 2, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
INST #200019504
POTOMAC ELECTRIC POWER COMPANY
D.B. 188 PG. 484, D.B. 191 PG. 259, D.B. 191 PG. 334, D.B. 212 PG. 159, D.B. 227 PG. 184, D.B. 263 PG. 520, D.B. 329 PG. 158, D.B. 1044 PG. 813, ORDINANCE NO. 297 AND ORDINANCE NO. 672
ZONING: UT
- ③ PARCEL ID #045.01-01-07
#1500 N ROYAL STREET
LOT 3, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION
INST #200019504
POTOMAC ELECTRIC POWER COMPANY
INST #200023739
ZONING: UT

CONVEYANCE LEGEND

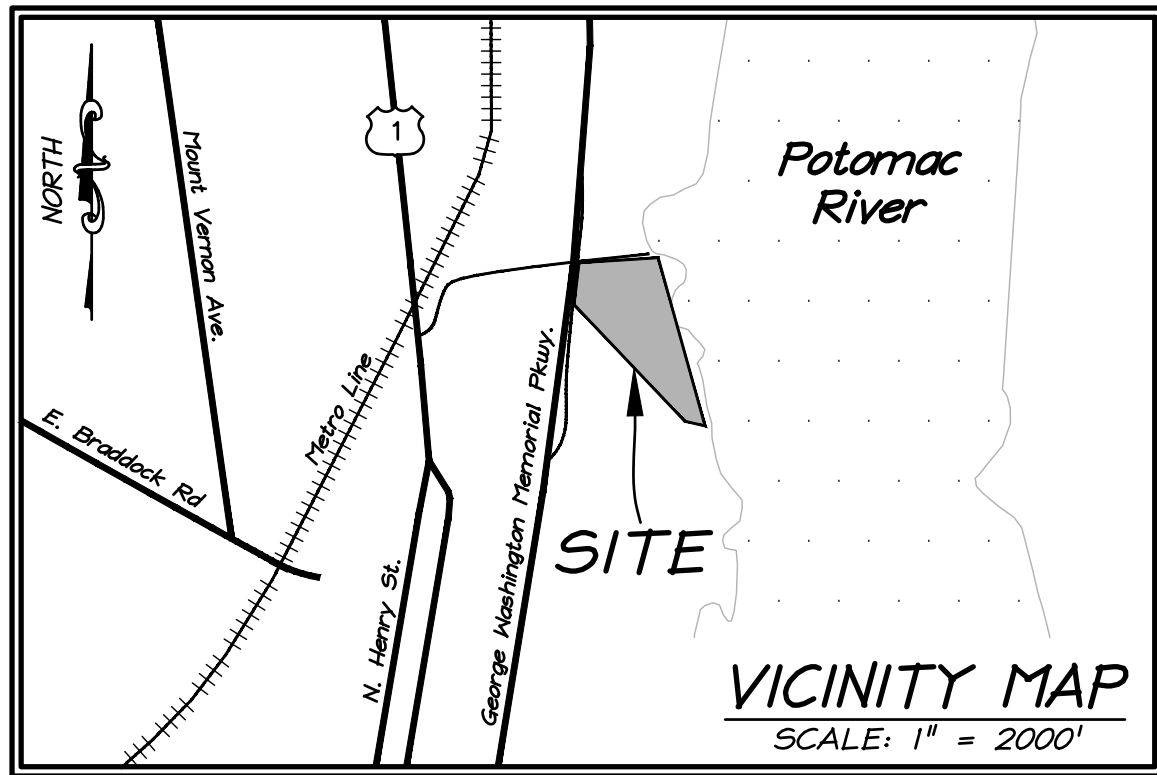
- 1,232 SQ. FT. OR 0.02828 ACRES
CONVEYED FROM LOT 3 TO LOT 1
- 482 SQ. FT. OR 0.01106 ACRES
CONVEYED FROM LOT 3 TO LOT 1
- 1,190 SQ. FT. OR 0.02733 ACRES
CONVEYED FROM LOT 2 TO LOT 1

AREA TABULATION

LOT 1 (BEFORE SUBDIVISION)	818,944 SQ. FT. OR 18.80037 ACRES
LOT 2 (BEFORE SUBDIVISION)	121,285 SQ. FT. OR 2.78432 ACRES
LOT 3 (BEFORE SUBDIVISION)	164,734 SQ. FT. OR 3.78177 ACRES
TOTAL (BEFORE SUBDIVISION)	1,104,963 SQ. FT. OR 25.36646 ACRES
LOT 1-A (AFTER SUBDIVISION)	821,848 SQ. FT. OR 18.86704 ACRES
LOT 2-A (AFTER SUBDIVISION)	120,095 SQ. FT. OR 2.75699 ACRES
LOT 3-A (AFTER SUBDIVISION)	163,020 SQ. FT. OR 3.74243 ACRES
TOTAL (AFTER SUBDIVISION)	1,104,963 SQ. FT. OR 25.36646 ACRES

LINE DATA

LINE	BEARING	DISTANCE
L1	N 81°17'26" W	10.00'
L2	N 81°17'26" W	44.00'
L3	N 81°17'26" W	30.23'
L4	S 08°42'34" W	29.33'
L5	S 81°17'26" E	30.23'
L6	N 81°17'26" W	44.00'
L7	S 08°42'34" W	29.59'



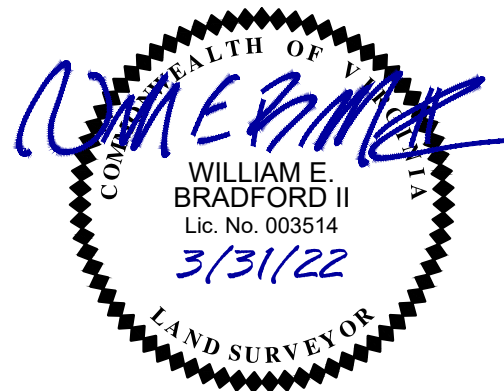
GENERAL NOTES

- THE PROPERTIES SHOWN HEREON ARE DESIGNATED AS ALEXANDRIA ASSESSMENT MAP NUMBERS 045.01-01-05, 045.01-01-06, AND 045.01-01-07 AND ARE ALL ZONED UT.
- CURRENT OWNERS AND CO-APPLICANTS:
HRP POTOMAC, LLC - INSTRUMENT #200019599
5 REVERE DRIVE, SUITE 206
NORTHBROOK, IL 60062

POTOMAC ELECTRIC POWER COMPANY
INSTRUMENT #200023739, D.B. 188 PG. 484, D.B. 191 PG. 259, D.B. 191 PG. 334, D.B. 212 PG. 159, D.B. 227 PG. 184, D.B. 263 PG. 520, D.B. 329 PG. 158, D.B. 1044 PG. 813, ORDINANCE NO. 297 AND ORDINANCE NO. 672
701 9TH STREET, NW
WASHINGTON, DC 20068
- DURING THE PROCESS OF OUR PHYSICAL SURVEY NO INDICATIONS OF A CEMETERY WAS FOUND. NO FURTHER INSPECTION OF THIS PROPERTY HAS BEEN MADE FOR POSSIBLE CEMETERIES.
- THE PROPERTIES SHOWN HEREON ARE LOCATED ON THE F.E.M.A. FLOOD INSURANCE RATE MAP (FIRM), NO. 5155190033E, WITH AN EFFECTIVE DATE OF JUNE 16, 2011, DESIGNATED AS ZONE X, AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
- THIS PLAT IS A SUBDIVISION OF EXISTING LOTS 1, 2, AND 3, LAND ASSEMBLAGE AT POTOMAC RIVER GENERATING STATION, AS RECORDED IN INSTRUMENT #200019504 AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.
- NO TITLE REPORT FURNISHED. ALL UNDERLYING EASEMENTS AND ENCUMBRANCES MAY NOT BE SHOWN.
- * DENOTES PROPERTY LINE HEREBY DELETED.
- TO THE BEST OF MY KNOWLEDGE, THERE ARE NO UNDERGROUND STORAGE TANKS WITHIN THE LIMITS OF THE AREA BEING CONVEYED.

SURVEYOR'S CERTIFICATE

I WILLIAM E. BRADFORD II, A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT I HAVE CAREFULLY PLATTED THE PROPERTY SHOWN HEREON AND THIS PLAT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.



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

Rev#	DATE	REVISION

PRELIMINARY PLAT
LOT 1A, LOT 2A, AND LOT 3A, LAND ASSEMBLAGE
AT POTOMAC RIVER GENERATING STATION
BEING A SUBDIVISION OF
LOT 1, LOT 2, AND LOT 3, LAND ASSEMBLAGE
AT POTOMAC RIVER GENERATING STATION INST #200019504
CITY OF ALEXANDRIA, VIRGINIA

PROJ: 17005.002.00
SCALE: 1" = 30'
DATE: 2/8/22
DRAWN: MB CHECKED: WEB
SHEET NO. 1 OF 1

christopher consultants
9301 innovation drive (suite 150) • manassas, va 20110
phone 703.393.9887 • fax 703.273.6820

Description of
a portion of the lands of
Potomac Electric Power Company
to be conveyed to
HRP Potomac, LLC
being portions of
Parcel ID #045.01-01-06 and #045.01-01-07
City of Alexandria, Virginia

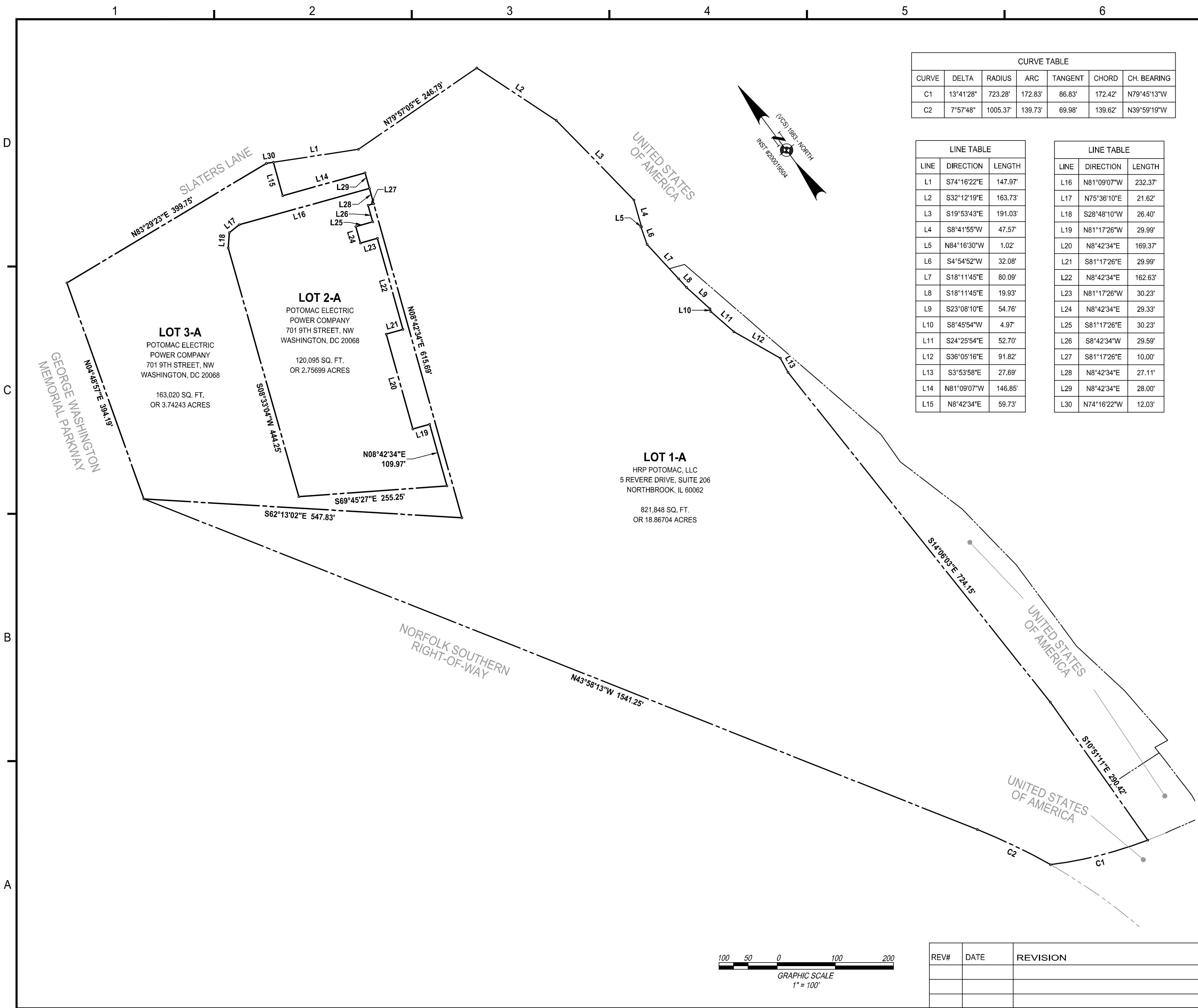
Beginning at a corner of Lot 3 and Lot 1, as shown on a Subdivision Plat of the property of Potomac Electric Power Company, recorded in Instrument No. 200019504 among the land records of the City of Alexandria, Virginia, said Point of Beginning being at the western end of a course identified as L18 on said plat;

Thence departing the Point of Beginning and crossing through Lots 2 and 3, N 08°42'34" E a distance of 66.06 feet to a point, said point being in the Line of Lot 1 and Lot 3;

Thence running with the line of Lots 1, 2, and 3 the following three (3) courses and distances:

1. S 81°09'07" E a distance of 44.00 feet to a point;
2. S 08°42'34" W a distance of 65.95 feet to a point;
3. N 81°17'26" W a distance of 44.00 feet to the Point of Beginning;

Containing an area of 2,904 square feet or 0.06667 acres





**christopher
consultants**
9301 innovation dr p 703.393.9887
suite 150
manassas, va 20110
engineering • surveying • land planning

EXHIBIT SHOWING

LOT 1-A, 2-A, AND 3-A
OF THE SUBDIVISION OF THE PROPERTY OF
POTOMAC ELECTRIC POWER COMPANY

CITY OF ALEXANDRIA, VIRGINIA

PROJECT: 17005.003.00
DRAWING NO.: 111673
SCALE: 1" = 100'
DATE: 04/06/2022
DRAWN: EAS/MB CHECKED: MB/WEB
SHEET No. 1 of 1



June 3, 2022

Nathan Macek,
Chair
Alexandria Planning Commission
301 King Street
Alexandria, Virginia

Re: Environmental Policy Commission (EPC) Comments and Recommendations on the PRGS CDD and its Carbon Neutral Analysis

Dear Mr. Macek:

On behalf of the EPC, I am writing to share our comments and recommendations on the proposed Potomac River Generating Station (PRGS) Coordinated Development District (CDD) that is to come before you on June 23, 2022. For the past year a small group of City staff and Commissioners from the EPC and Planning Commission (PC) have worked with those directly involved with PRGS, to discuss how PRGS would adequately address the target of carbon neutrality found in the Old Town North Small Area Plan. In addition, the highlights of the Hilco Redevelopment Partners' (Developer) sustainability approach were presented and discussed with the EPC during our April 18, 2022 meeting. We appreciate the discussions and willingness of the Developer to answer our questions and address our issues during our meetings. The EPC is excited by the redevelopment of the former coal plant as a high-quality mixed-use development, with great urban design and publicly accessible open space along the Potomac.

Summary of Comments & EPC Recommendations

In order for this Development to be consistent with the City's target of reducing community-wide greenhouse gas (GHG) emissions by 50% by 2030 with continued rapid elimination of emissions after that date, the EPC recommends the following be included in the CDD:

- 1) The EPC urges the PC to require the Developer to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030. This should include specific, measurable, time-bound actions demonstrating their good faith, best efforts to achieve:
 - a. higher energy efficiency such as an EUI¹ of 25 for residential, 40 for commercial and 50 for hotel space,
 - b. more on-site renewable energy than the current 3% and working toward a goal of net zero from on-site renewable energy, and
 - c. only use Power Purchase Agreements (not Renewable Energy Certificates, offsets, etc.) for their off-site renewable energy purchases used to achieve their carbon neutrality target for that which cannot be secured on-site.
- 2) meet the carbon neutral targets identified in the Old Town North Small Area Plan which

- they committed to verbally to the EPC during our April 18, 2022 meeting;
- 3) commit to producing their Coordinated Sustainability Strategy (CSS) (former referred to as the Environmental Sustainability Master Plan) with specific, measurable, time bound details to which they can be held accountable,
 - 4) return to the EPC no later than 90 days before they bring their Infrastructure Development Site Plan for review by the Planning Commission and/or provide their Coordinated Sustainability Strategy to the PC or City staff. The date to be determined when they have more data that were specifically requested by the EPC on overall EUI values for the various use types in their buildings and answer questions on this document.

The EPC notes that the Architect for this project, Gensler Architects clearly has the knowledge and ability to create a carbon neutral development since they were an early signer of the Architecture 2030 pledge in 2009, making the commitment that all their buildings would achieve carbon neutrality by 2030.ⁱⁱ Thus, if the Developer undertakes a good faith, best effort to achieve the above requirements, review and approval of this CDD and their future DSUPs, etc. for this Development could support a major marketing opportunity for them.

Before we look forward, the EPC notes that the last letter we sent to the Planning Commission two years ago (see attached) urged the PC to take a variety of actions. However, little specific, measurable, time bound actions have changed with this PRGS site plan except the increased urgency to undertake meaningful actions to address the climate crisis. The “code red” declared by the Intergovernmental Panel on Climate Change requires our City to use its **good faith, best efforts** to effect change. We cannot continue to add to the problem with buildings which are predicted to last 50-75 years but which do not use the best available, financially viable technology to reduce carbon emissions.

Background

In 2019, the City declared a Climate Emergency and also adopted its Environmental Action Plan 2040 which established a target of reducing greenhouse gas (GHG) emissions by 50% by 2030 (based upon 2005 levels), and by 80-100% by 2050. The Climate Emergency Declaration clearly states, “the costs of addressing this climate emergency are far less than the costs of not addressing the climate crisis”. In 2022, the City moved both climate change and environmental justice from a priority to a guiding principle and elevating addressing the climate crisis to one that is integrated across all areas, projects and plans for the City and community.

To address these principles and targets, the City of Alexandria has taken great strides over the last several years to address the crisis including with the three largest contributors:

- 1) new buildings - requiring all new **public** buildings to be net zero energy,
- 2) transportation – supporting the addition of a new Metro station, a fare-free bus system as well as a plan to replace all buses with electric ones, adoption of its Mobility Plan that especially improves options for non-auto travel, and
- 3) existing buildings – adoption and support of a Commercial Property Assessed Clean Energy (C-PACE) system that supports low-cost loans to modernize and reduce the energy burden of business owners, thus enhancing their bottom line so they can thrive.

However, since the City contributes only 4% to the problem, while 96% comes from the

Community, it will be impossible for the City to achieve real results if the Community does not contribute its fair share to address this crisis. In addition, while the City is not permitted to mandate higher sustainability requirements than the current law allows, it IS permitted and has exchanged Developer requested increased density or building height for important City and Community priorities. Therefore, if the Developer Community does not accept its obligation to address the crisis by changing its “business as usual” practices, it is incumbent that the City force change by setting higher energy efficiency standards in return for higher density/height requested by the Developer. To do otherwise sets the City (residents, businesses and government) on an unnecessarily costly path of paying high utility costs and retrofitting buildings after the fact – as well as dealing with their climate consequences.

Energy Efficiency

Today, it is a well-accepted, science-based fact that creating more energy efficient buildings is more cost-effective than employing “business as usual” building practices and thus having to supply their energy needs by creating a new energy source, no matter its type.ⁱⁱⁱ The US Department of Energy’s Office of Energy Efficiency and Renewable Energy states “Energy-efficiency programs improve community resilience and address energy equity by bringing efficient, cost-effective technologies and infrastructure to underserved communities, including communities of color. These communities are disproportionately affected by air pollution and have a higher energy burden, which is the percentage of gross household income spent on energy costs.” The City clearly supported these facts when in April 2022 it established environmental justice as one of the City’s core principles.^{iv} Setting high-energy efficiency standards up front, where possible, for new housing and mixed-use developments will help improve the affordability of living in Alexandria over time.

Thus, it is clear “business as usual” is no longer acceptable, nor are small incremental changes for buildings expected to last 50-70+ years. Equally clear is that making buildings much more energy efficient is NOT an issue of choosing between other City strategic priorities such as affordable housing, flooding vs. addressing environmental justice and the climate crisis. The technology is available and has been demonstrated in multiple small, medium and large buildings over the last 10 years in financially sound ways. Passive House certifications and other methods to increase dramatically energy efficiency as well as other innovations have created thousands of more comfortable and healthy units across the country that result in reducing resident’s energy usage by 75 to 90%. The EPC concludes there is no impediment in Alexandria that prevents these types of buildings from being built here when paired with the Developer’s request for higher density or increased height.

PRGS Proposal

The Developer has offered:

- 1) A proposal to increase energy efficiency by 25% above 2010 Building Code levels with 14% improvement coming from residential and 11% from commercial.
 - a. to study district-wide HVAC system
 - b. and to double the target of energy efficiency in the GBP
- 2) A proposal of a 10% reduction of embodied carbon
- 3) A proposal to “Explore” the extent to which on-site combustion can be reduced
- 4) A proposal for a 3% on-site renewable energy target

- 5) A proposal to purchase off-site renewables to increase the level of renewables

Thus, the Developer has offered only proposals, (along with their pros and cons), explorations and studies, but wants a final approval of its CDD from the City – **essentially - a Developer proposal for a City commitment.**

In response to questions from the EPC, the Developer has indicated that some of the technologies are not yet viable, not financially viable (their cost cannot be recouped easily), or it's too early to provide a more committed carbon neutral plan since they have yet to work out the financing for the project, and its percentage of commercial vs. residential square footage, etc.

EPC's Response:

The EPC is excited that a former coal plant is being redeveloped as a high-quality mixed-use development, with great urban design and publicly accessible open space along the Potomac. We appreciate the higher bar for sustainability compared to past developments in the city; however, we think the Developer can and should do more at this time. Specifically, we question these elements:

- First, prior to the Developer's presentation during the EPC's April 2022 meeting, we shared with them a 35-minute Webinar which can be viewed at <https://www.youtube.com/watch?v=oHYQkvEBSyA>. In it, Tim McDonald, President and CEO of Onion Flats, LLC showed how his company has built hundreds of affordable housing units in Philadelphia that are net zero requiring NO off-site purchase of renewable energy. His buildings are so energy efficient they cut their energy bills by 75-90 percent. This is achieved largely by providing a much tighter skin or coat on the building during construction, making that coat as airtight as possible - something that is much easier and less costly if done during the initial construction of the building versus later (virtually impossible). Hundreds of other units in larger buildings across the world that are also net zero can be found at: <https://passivehouse-database.org/> Based upon all of this information, the EPC believes the Developer could construct net zero buildings that are financially viable, if they chose.
- Second, the EPC is greatly concerned that none of the Developer's proposals in their presentation or carbon neutral plan demonstrates a true commitment to a carbon neutral process for the site by 2040 or for buildings by 2030. There is no real commitment – no true accountability is possible. The EPC cannot evaluate a plan, which does not have specific, measurable, time-bound requirements, and therefore they cannot be held accountable.
- Third, the EPC remains confused about the energy efficiency of this Development.
 - For instance, the Developer states that they propose to double the energy efficiency of the Green Building Policy (GBP) with no additional information. Given that the City's GBP (and the Developer) uses a LEED point system across a variety of performance measures including: energy use reduction, water efficiency and indoor air quality, we do not have enough information to verify the

Developer's proposal. (For example, if 5 points are earned under the GBP for energy use reduction, does this mean the Developer is offering to earn 10 points since this is double the value?)

- Further, the Developer stated their current EUI goal is 45 for the Development, but how does this square with their “double the energy efficiency of the GBP and/or to increase by 25% the energy efficiency of the ASHRAE 2010 standard?”
- Fourth, the EPC is concerned about the use of natural gas in the development. We are fine with the availability of fossil fuel for back-up power generators since these are used infrequently. However, the use of natural gas in residential properties is unnecessary; buyers seldom avoid a property simply because they want gas appliances or fireplaces.^v Similarly, it is unclear whether gas is necessary in commercial establishments such as restaurants since viable options (induction burners and ranges) exist.

To address these concerns and questions, the EPC recommends the following be included in the CDD:

- 1) The EPC urges the Planning Commission to require the Developer to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030. This should include specific, measurable, time-bound actions demonstrating their good faith, best efforts to achieve:
 - a. higher energy efficiency such as an EUI of 25 for residential, 40 for commercial and 50 for hotel space,
 - b. more on-site renewable energy than the current 3% and working toward a goal of net zero energy, and
 - c. only use Power Purchase Agreements (not Renewable Energy Certificates, offsets, etc.) for their off-site renewable energy purchases used to achieve their carbon neutrality target for that which cannot be secured on-site.
- 2) meet the carbon neutral targets in the Old Town North Small Area Plan which they committed to verbally to during the EPC's April 18, 2022 meeting;
- 3) commit to producing their Coordinated Sustainability Strategy (CSS) (former referred to as the Environmental Sustainability Master Plan), with specific, measurable, time bound details to which they can be held accountable, and
- 4) return to the EPC no later than 90 days before they bring their Infrastructure Development Site Plan for review by the Planning Commission and/or provide their Coordinated Sustainability Strategy to the PC or City staff. The date to be determined when they have more data that were specifically requested by the EPC on overall EUI values for the various use types in their buildings and answer questions on this document.

As we said in our joint letter to City Council earlier this year, the climate crisis is the single largest threat to the long-term health and prosperity of the City of Alexandria. There is a lot of talk about zero emissions, decarbonization and green energy. However, builders cannot just rely on decarbonizing the grid to meet the City's carbon reduction targets. We must significantly improve the energy performance of our buildings. This is because the national electric grid has limits. While the energy offered by wind, solar and the tide is almost infinite, our capacity to harvest that energy is not - there is a financial and carbon cost to all renewable technology. Thus, the Developer must design their carbon neutral buildings today, and not pass the added

energy burden on to residents even if it comes from renewable energy sources.

It will not be possible to be the caring, kind, compassionate, fair, just, and equitable city that is an affordable, livable community for all if we do not implement effective actions to address this climate emergency. But since the City represents only 4% of the carbon emissions and has taken sizable steps to fight the crisis, we must push those responsible for the other 96% to do their part as well. How will we demonstrate why people should want to live here, if we are not leading by employing proven, cost-effective measures to fight the climate crisis along with our neighbors?

Sincerely,

Kathie Hoekstra

Kathie Hoekstra
EPC Chair

CC: Melissa Schrock,
Mary Catherine Gibbs, Esq.
Mike Babcock,
Karl Moritz,
Catherine Milaras,
Jeff Farner,
Richard Lawrence
Bill Skrabak,
Khoa Tran

ⁱ EUI: Energy use intensity expresses a building's energy use as a function of its size, typically in energy per square foot per year (kBtu/sf/yr). It's calculated by dividing the total energy consumed by the building in one year (often measured in kBtu) by the total floor area of the building (often measured in square feet), and can be useful for comparing performance of buildings across sizes, types, and locations. When used before EUI, the letter "p" indicates that the data is predicted, based upon an energy model. The lack of a "p" indicates actual measured EUI. Examples. Energy intensive homes and buildings might have an EUI between 100 and 200 kBtu/sf/yr, while high performance homes and buildings might have an EUI of 25 kBtu/sf/yr or less. The Passive House standard requires less than 14.6 kBtu/sf/yr. For more info on Passive House see:

https://www.mhp.net/writable/resources/documents/Passive_HouseMA_explainer.PDF

ⁱⁱ To that end they created the [Gensler Cities Climate Challenge](#) to by 2030 “eliminate all net emissions associated with our work”. Their Climate Action through design Website page states: “Renewables by themselves don't achieve NZE status for a space; buildings must also be designed to operate far more efficiently. In many cases, this starts in the early design phase, but older buildings can be retrofit to be more efficient.”

ⁱⁱⁱ <https://www.energy.gov/eere/energy-efficiency>

^{iv} See https://legistar.granicus.com/alexandria/meetings/2022/3/2249_M_City_Council_Legislative_Meeting_22-03-22_Action_Docket.pdf

^v Providing costly gas lines and their additional requirements for venting, etc. adds additional unnecessary costs and may become stranded assets in a future carbon neutral environment.



August 31, 2020

Nathan Macek,
Chair
Alexandria Planning Commission
301 King Street
Alexandria, Virginia

Re: Environmental Policy Commission (EPC) comments on the draft North Potomac Yard
Environmental Sustainability Master Plan

Dear Mr. Macek:

On behalf of the EPC, I am writing to share our comments on the draft North Potomac Yard (NPY) Environmental Sustainability Master Plan (ESMP) which was shared with the EPC during our June 15, 2020 meeting and discussed again on August 17th. The EPC commends Sustainable Building Partners, JBG Smith and Virginia Tech for their description of the possible plans described in the ESMP. They covered a broad range of topics addressing the many issues raised by the development of NPY. We greatly appreciate the discussions and willingness of the NPY applicant to answer EPC member questions and make changes to their draft following our virtual meetings.

The City of Alexandria declared a Climate Emergency on October 22, 2019, and issued an Environmental Action Plan (EAP 2040) in July, 2019. The City also issued a Green Building Policy last year. One of the most important targets of the EAP was “reduce community-wide greenhouse gas (GHG) emissions by 50% by FY2030 and 80-100% by FY2050.”¹

NPY Small Area Plan Carbon Neutrality Goal

Presumably in support the EAP’s targets, the NPY Small Area Plan (SAP) set a clear goal to “strive to achieve carbon neutrality by 2040, and to strive to achieve carbon neutral buildings by 2030.” It is unclear how this ESMP does that.

We acknowledge the novel, first-of-its-kind nature of this ESMP and we believe that it should set a bar to be exceeded by each ESMP to follow. In that context, we firmly believe that this Plan should and must be more specific. We are disappointed that the ESMP does not describe a timeline in aspirational terms or otherwise on how the NPY can achieve carbon neutral buildings by 2030 or carbon neutrality overall by 2040. There is only the simple statement on page 40 that states: “The project will strive to achieve carbon neutrality by 2040 and strive to achieve carbon neutral buildings by 2030.” Instead, the EPC would like to see clear metrics on design elements and actions detailing exactly how these goals will be achieved within the DSUP.

NPY CDD Conditions for Reducing Carbon Emissions and Energy Use

Further, one of the conditions of Coordinated Development District (CDD) for NPY is “identify

¹ The EPC largely focused on the reductions to GHG emissions due to its critical nature, but that is not meant to be interpreted that other areas are not important as well.

methods to reduce carbon emissions.” Regrettably, the ESMP appears to reflect this condition by simply listing a series of possible ways to reduce carbon without committing to any. We believe the applicant has missed a sizable opportunity to create a connected community of grid-interactive efficient buildings. When it comes to energy for the site, the NPY plan does not seem to fully embrace the “district” potential of the development and instead focuses on each building individually. The EPC recommends that the applicant include in the design (rather than list as possible strategies): the use of Power Purchase Agreements for renewable energy,² battery storage, more extensive use of rooftop solar, and net-zero ready buildings for the whole district.³

Another CDD condition is “identify how per capita energy usage shall be reduced.” Although the word “shall” is used in the CDD, no measurable specifics with a timeline are referenced detailing how this will be accomplished in the ESMP. Instead, it states operational energy use reduction targets relative to ASHRAE baseline, and energy use is then “tracked”, “explained” or “defined” without any per capita metric stated.⁴ Unless specifics are required demonstrating exactly how and by how much energy usage will be reduced, site-wide emissions will increase, not decrease due to overall change in use of this land.

In Appendix A, the ESMP provides a list of strategies to make the buildings more energy efficient, however most are only listed as “possible” rather than “included in the design.” The EPC strongly recommends that many of the “possibilities” be included as requirements due to the fact that retrofitting is so much more difficult than requiring energy efficient items in the design at the outset. These should include using heat pumps for energy and hot water, radiant floor heating, and other items found in newer ASHRAE⁵ 90.1 standards. This would enable the development to be better prepared for state mandated increasing energy efficiency standards required by the recently enacted Virginia Clean Economy Act (VCEA) that ramps up to 5% per year in 2025.⁶ While this standard only applies to electric utilities, it is zero-sum - so users will pay consistently higher rates or reduce their own usage.

Role of Planned Zero-Carbon Analysis in Shaping Design

The EPC enthusiastically supports the Plan (on page 47) to “Develop a zero-carbon analysis of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power, and any limitations (technology, cost, etc.)”. However, the NPY team did not indicate this was a driver for the overall project. The EPC believes this must be the overall driver of any Environmental Sustainability Master Plan. Performing this analysis and then implementing technologies to reduce fossil fuels while increasing renewables and energy efficiency to reach net zero carbon could promote this project as a showcase in the region for how this developer is committed to addressing the climate crisis and inform future City development plans and regulations. The Development Special Use Permit (DSUP) reviews should be informed by these analyses to determine if the proposed development phases with regard to the SAP carbon neutrality goals and CDD conditions for reducing carbon emissions and energy use will be met.

² Power Purchase Agreements are now widely used and should not be considered as “fringe” technology as depicted in Chapter IV-3 on page 53.

³ None of these technologies should be listed as “fringe” since all employ readily available proven technologies. Perhaps the developers should better explain why they define certain technologies as fringe despite their proven usage.

⁴ See pages 4-6 and Section IV-2 Operational Carbon.

⁵ ASHRAE 90.1 standards is the commercial energy standard for all buildings except low-rise. ASHRAE standards are adopted by governments as code requirements sometimes with amendments or exceptions. See <https://www.ashrae.org/technical-resources/bookstore/standard-90-1>

⁶ <https://lis.virginia.gov/cgi-bin/legp604.exe?201+ful+CHAP1193> see page 30 4.B.2.d

Other Specific Concerns of the EPC

While this ESMP may not be the document to outline a commitment by the applicant to detail how they will meet the specifics of the EAP 2040 or Green Building Policy, we believe it should reflect how they will meet or potentially exceed the City's targets/goals. Below are additional very specific concerns raised by EPC members:

On page 53, the ESMP Carbon Offsets target is shown to offset 30% of emissions with RECs⁷, PPAs, or carbon offsets for DSUPs in years 0-5 years from 2020, but it is unclear how the proposed buildings cut GHG emissions another 70% over the next 5 years to meet the carbon neutral building target by 2030 referenced in the SAP and on page 1 of the ESMP. It should be noted that REC's and offsets do not actually reduce carbon, they just shift the responsibility to someone else. Therefore, we would prefer to see a stronger position on actually reducing carbon production on the overall site.

The long-term value of net-zero buildings is evident and aligns with the EAP goals, yet the topic is not included even as a long-term strategic item in the ESMP. There is further opportunity to develop the NPY as a "zero energy district" to support carbon reductions, energy independence, resilience, and risk mitigation overall. We'd like to see options included on zero carbon buildings as well as zero energy district under long-term strategies for NPY.

The proposed buildings are planned to be LEED Silver office buildings and LEED Certified residential buildings (p.7). The 2019 Green Building Policy sets a minimum level of certification for private buildings at LEED Silver. Given the climate emergency, the EPC believes the applicant should describe methods to achieve higher level of certification or other specifics to achieve the carbon neutral buildings by 2030 target.

Although all of the buildings will likely be operating in 2050 when the City and Commonwealth are targeting net zero carbon in 2050 and the SAP in 2040, there does not appear to be a plan for how to get to zero carbon by 2040 or 2050 for all of the buildings.

The overall project should consider expanding the use of geothermal energy production beyond a demonstration project on the University campus.

Consistency across the document appears to be lacking at times. Some sections contain aspirational targets/goals following action verbs such as "strive, explore, pursue or encourage," while other sections include very specific, measureable requirements using "exceed, use, eliminate, meet or exceed." We believe this leads to confusion on the reader's part as to whether this is only an aspirational document with no commitment to future specifics or one which leads to specific, measurable requirements for each of the aspirational goals in the next planning document. Also, the ESMP targets do not seem to be harmonized across topics and across the life cycle of the proposed buildings.

The mid-term operational carbon (IV-2) section proposes switching to electric heat and heat pump hot water after a certain degree of decarbonization occurs in the electricity supply – 450 lbs/MWh. However, there is no discussion about when this measure is anticipated, or if there are anticipated costly retrofits to achieve this switch in the future. We suggest committing to an all-electric building except for possible retail restaurant usage of gas rather than rely on some future presently unknowable date.

⁷ RECs are Renewable Energy Certificates and PPAs are Power Purchase Agreements

The proposed site plan would better serve the goals of the EAP, SAP and CDD if it included the capability of the various buildings to provide micro-grid capabilities to provide support and load balancing to the utility system.

As Virginia moves toward higher energy efficiency standards under the new VCEA, developers should be looking toward how to employ increasing levels of energy efficiency. Instead, this ESMP sets a low bar only using the least efficiency energy standard (ASHRAE 2013) rather than newer standards such as 2016 or 2019. While LEED Silver certified buildings often achieve levels of energy efficiency beyond code, this is not guaranteed.

We hope this summary of the EPC's comments will help the Planning Commission in its review of the ESMP and its deliberations concerning the permits for the NPY project. We urge the Planning Commission to make some recommendations for addressing our concerns in the DSUP before it goes to Council. We believe strengthening the carbon reducing measures in the DSUP is imperative in order to honor the City's commitment to address the climate emergency it declared last year.

The EPC appreciates the consideration of our input and looks forward to further collaborating with the Planning Commission to achieve the vision of Eco-City Alexandria.

Thank you for your consideration.

Kathie Hoekstra
Chair, Environmental Policy Commission

Cc: All Planning Commissioners
Deputy Director, Jeffrey Farmer
Planner, Richard Lawrence

Bruce Machanic, President
MRE Properties Inc.
300 Montgomery St., Alex., Va 22314

May 27, 2022
Chairman and Members of Planning Commission
City of Alexandria

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

As a member of the committee that recently updated the Old Town North Small Area Plan, I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. I mainly support the project because it offers a chance to maintain Old Town North's mixed-use (primarily office and residential) nature. In these times of seemingly endless challenges to the office market, this project is frankly what it will take in the future to attract and retain a critical mass of office users to a submarket, particularly one that is not within close walking distance to a metro station. The variety of uses proposed for the site is well balanced and will help cement Old Town North's future as a mixed-use neighborhood. The plant was closed as a result of the efforts of dedicated citizens and the City Council, and is now a deteriorating eyesore on the north waterfront. Additionally, it is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Thank you for considering these points during your deliberations.

Sincerely yours,
Bruce Machanic

Cc: Karl Moritz, Director of Planning and Zoning
Jim Parajon, City Manager
Alexandria City Council

[EXTERNAL]Letter of Support for Plan #2021-00004

M Babcock <mbabcock@carlylecouncil.com>

Mon 6/6/2022 5:14 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>; Mary Catherine Gibbs <mcgibbs@wiregill.com>

Good a. ernoon Planning Commission,

Please see my letter of support for Hilco Redevelopment Partners'.

Please let me know if you have any questions.

Thank you,

Morgan Babcock

Council Manager/TMP Coordinator

Carlyle Council

PO Box 25338

Alexandria, VA 22313

703.566.6450



**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
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Sent Via Email to PlanComm@alexandriava.gov

6-6-2022

Chairman and Members of Planning Commission
City of Alexandria

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

We at the Carlyle Council are writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed because of the efforts of dedicated citizens and the City Council and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, we support the project because:

Old Town North and Northeast neighborhood residents worked together and with the City Council years ago to close the polluting, coal-fired power plant on site. While that objective was achieved, the power plant structure and supporting elements are still on the site, and the soil is still contaminated. Given the cost of deconstruction and remediation, there are few developers capable of bringing redevelopment to fruition. HRP has the track record and capitalization to make that happen. They also have a vision of a very attractive mixed-use site that is active and improves neighborhood connectivity and waterfront views. This combination of factors -- tearing down the old power plant buildings, financial and technical capability, and a vision for the future -- mean that this is a unique opportunity that must not be lost.

One thing we really like is that the site will be connected to the rest of the neighborhood, like our commuter residents here in Carlyle, it is important to be able to walk in a clear manner without facing closures and adding detours. There will be access from N. Fairfax and Royal Streets and perhaps eventually from Pitt Street for automobiles and buses. For pedestrians and bikers, there is the woonerf street and the improved connections to the Mount Vernon Trail. It appears the developer is willing to improve the circulation patterns on Slaters Lane and has worked with the Marina Towers residents on configuring the site intersections to improve the condo building's relationship to the power plant site.

The site plan provides for DASH routes through the property and for at least two stops. In addition, there is the option of bus service connections to the Potomac Yard Metro Station providing our residents with additional options. Once the population density increases, there will also be opportunity to increase the frequency of service, which will ultimately help other parts of Old Town North as well.

Lastly, space on the ground floor of the blocks and along the Pepco liner or near the Arts space could be used for small businesses that have lost their spaces elsewhere in Old Town North. While the economics still need to be investigated, there is that potential, recognizing that small business is the lifeblood of a community. The site should be able to mix in small businesses with larger well-capitalized businesses to provide an appealing mix of retail and shopping options.



Thank you for considering these points during your deliberations.

Sincerely yours,

Morgan Babcock

Carlyle Council Manager/ TMP Coordinator

Cc: Karl Moritz, Director of Planning and Zoning (karl.moritz@alexandriava.gov)

Jim Parajon, City Manager (jim.parajon@alexandriava.gov)

[EXTERNAL]NPS to COA PRGS Support

Morales, Brendaliz <brendaliz_morales@nps.gov>

on behalf of

GWMP Superintendent, NPS <GWMP_Superintendent@nps.gov>

Tue 6/7/2022 8:36 AM

To: PlanComm <PlanComm@alexandriava.gov>; Gloria Sitton <Gloria.Sitton@alexandriava.gov>; Justin Wilson <justin.wilson@alexandriava.gov>

Cc: Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>; Stidham, Tammy <Tammy_Stidham@nps.gov>; Bruins, Christine A <Christine_Bruins@nps.gov>; Joseph, Maureen <Maureen_Joseph@nps.gov>

You don't often get email from gwmp_superintendent@nps.gov. [Learn why this is important](#)

Good morning,

Please see the attached letter referencing the Park's support of the Potomac River Generation Station Site redevelopment.

Superintendent

George Washington Memorial Parkway

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United States Department of the Interior

NATIONAL PARK SERVICE
George Washington Memorial Parkway
Turkey Run Park
McLean, Virginia 22101

IN REPLY REFER TO:

L30 (GWMP)

June 3, 2022

Nathan Macek, Chair, Planning Commission and Planning Commissioners
Mayor Justin Wilson and Members of City Council
301 King Street, Alexandria, VA 22314

RE: Support of Potomac River Generation Station Site Redevelopment

Dear Mayor Wilson and Chairmen Macek:

George Washington Memorial Parkway (GWMP) is pleased to express its support of the Potomac River Generation Station Site redevelopment. The design team and City of Alexandria staff have solicited feedback from the National Park Service (NPS) early and often throughout the design development of the project during our monthly NPS coordination meetings.

The redevelopment of the Potomac River Generation Station site offers several opportunities to enhance public access and enjoyment of the Potomac River and popular Mount Vernon Trail. The development proposal supports a variety of recreational activities, most notably public access to the waterfront, and improvements to our trail infrastructure. It is alignment with our fundamental park purpose for the George Washington Memorial Parkway, to preserve and protect the cultural and natural resources along the Potomac River, and support recreational uses. Other shared interests include safety and accessibility enhancements, and treatments to stabilize the shoreline and restore native plant communities.

NPS will continue to coordinate with the developer and City of Alexandria staff on intersection treatments along East Abingdon Drive at Slaters Lane and Bashford Lane as they connect with the George Washington Memorial Parkway, upgrades to trail bridges, roles and responsibilities among parties for future operations and maintenance of the site, permitting of any structures to be located on NPS property or within the Potomac River, and other design considerations involving NPS lands and operations.

The NPS will continue to collaborate with the core working group guiding the project through future phases of design, permitting, and construction. Should you have any questions on this matter, please feel free to contact Maureen Joseph, GWMP Resource Management Division Manager, maureen_joseph@nps.gov, 703-289-2512.

Sincerely,

Charles Cuvelier
Superintendent

Cc:
Catherine Miliaras, COA
Tammy Stidham, NPS-NCR
Christine Bruins, NPS-GWMP
Maureen Joseph, NPS-GWMP

[EXTERNAL]Letter of Support for Hilco Development

slavan localmotionproject.org <slavan@localmotionproject.org>

Wed 6/8/2022 2:41 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>; mcgibbs@wiregill.com <mcgibbs@wiregill.com>

Some people who received this message don't often get email from slavan@localmotionproject.org. [Learn why this is important](#)

Hello.

Attached you will find my letter of support for the Hilco Redevelopment Partners' application.

Thank you.

Sara Lavan (she/her)

Executive and Co-Artistic Director

[Local Motion Project](#)

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www.localmotionproject.org | 2377 S. Dove Street, Alexandria VA, 22314 | 703.299.0017

June 7, 2022

Re: Docket of June 23, 2022

Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed because of the efforts of dedicated citizens and the City Council, and it is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site.

Specifically, I support the project because the site provides numerous opportunities for arts uses, including the dedicated space in Block A, but also in ground floor spaces on other blocks and in parks. As the founder of a dance education organization in Alexandria City, who has been working for over a decade to make dance visible and accessible in our city, the possibilities of performance spaces, both inside and outdoors are particularly exciting. There are virtually no places for dance performance to exist in a theater space in our city and being part of an organization that also loves using innovative spaces to activate with dance, I see real promise that this development will provide space for interactive arts uses that can be entertaining for residents and tourists alike.

The site's developers have worked hard to incorporate desirable design elements to their concept plan. Parking is underground, contributing to a more attractive street level interface and allowing ground floor retail and outdoor restaurant seating. For an organization that provides dance education as well as performance, having places for people to go before and after class, or while their child is in class, makes it a destination and increases participation in the arts and the local economy as people stay to enjoy the other offerings.

There are many reasons to support the Hilco Redevelopment Partners' application. Thank you for considering the above points in your deliberations.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Sara", with a stylized flourish at the end.

Sara Lavan
Executive and Co-Artistic Director
Local Motion Project

Cc: Karl Moritz, Director of Planning and Zoning (karl.moritz@alexandriava.gov)
Jim Parajon, City Manager (jim.parajon@alexandriava.gov)

[EXTERNAL]Hilco Letter of Support - C. Cecchi - 06/10/2022

Carlos cecchi <carloscecchi@hotmail.com>

Fri 6/10/2022 10:50 AM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>; Mary Catherine Gibbs <mcgibbs@wiregill.com>

 1 attachments (29 KB)

Hilco Letter of Support - C. Cecchi - 06_10_2022.pdf;

[Some people who received this message don't often get email from carloscecchi@hotmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To the members of the Planning Commission:

Attached please find my letter of support for Hilco Redevelopment Partner's application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North.

Please do not hesitate to contact me should you have any questions or require additional information.

Sincerely,

Carlos Cecchi
407 Prince St.
Alexandria, VA 22314

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CARLOS CECCHI
407 PRINCE STREET - ALEXANDRIA, VA 22314

June 10, 2022

Chairman and Members of Planning Commission
City of Alexandria
Sent Via Email to PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, I support the project because Old Town neighborhood residents worked together and with the City Council years ago to close down the polluting coal-fired power plant on the site. While that objective was achieved the power plant structure is still on the site, and the soil is still contaminated. Given the cost of deconstruction and remediation, there are few developers capable of bringing redevelopment with this level of complexity to fruition. Hilco has the track record and financial capability to make that happen. They also have a vision for a very attractive mixed-use site that is active and improves neighborhood connectivity as well as waterfront views and access.

This combination of factors -- tearing down the old power plant buildings, the financial and technical capability, and a vision for the future -- mean that this is a unique opportunity that we should support.

Thank you for considering these points during your deliberations.

Sincerely,



Carlos Cecchi

Cc: Karl Moritz, Director of Planning and Zoning (karl.moritz@alexandriava.gov)
Jim Parajon, City Manager (jim.parajon@alexandriava.gov)


[EXTERNAL]Docket of 6/23/2022 - Potomac River Generating Station CDD

john t long <longjohnt3@gmail.com>

Fri 6/10/2022 2:34 PM

To: PlanComm <PlanComm@alexandriava.gov>

2 attachments (1,016 KB)

 Support of HRP for Redevelopment of Power Plant site in OTN_000.jpg; Support of HRP for Redevelopment of Power Plant site in OTN_001.jpg;

Some people who received this message don't often get email from longjohnt3@gmail.com. [Learn why this is important](#)

Good afternoon,

Please see attached a letter from the Old Town North Alliance (OTNA) Board of Directors unanimously supporting the Hilco Redevelopment Partners (HRP) application for a Coordinated Development District (CDD) Concept Plan for the redevelopment of the Power Plant site in Old Town North.

Please acknowledge receipt.

Thank you,

John T. Long III
Vice President & Treasurer
Old Town North Alliance (OTNA)

--

JOHN T. LONG III
(727) 512-7700 Cell phone
[linkedin.com/in/johntlong](https://www.linkedin.com/in/johntlong)

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NORTH

OLD TOWN NORTH ALLIANCE

June 10, 2022

Sent Via Email to PlanComm@alexandriava.gov

Chairman and Members of Planning Commission
City of Alexandria
301 King St.
Alexandria, VA 22314

Re: Docket of June 23, 2022

Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing as a representative of the Old Town North Alliance in support of Hilco Redevelopment Partners' ("HRP's") application for a Coordinated Development District ("CDD") Concept Plan for the redevelopment of the power plant site in Old Town North. Melissa Schrock, Executive Vice President for Mixed Use Development, presented HRP's plans for redevelopment of the site at our April Board meeting and the CDD Concept Plan was well received. The Old Town North Alliance was established to encourage and support projects that are envisioned in the Old Town North Small Area Plan adopted in 2017 and contribute to the implementation of elements that will foster a vibrant mixed-use neighborhood; and the Alliance works for the establishment of an Arts & Cultural District in Old Town North.

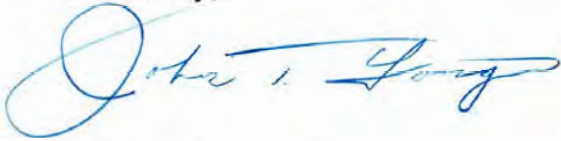
The old power plant was closed because of the efforts of dedicated citizens and the City Council and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the vision of the Old Town North Small Area Plan to provide a vibrant, mixed-use development that integrates passive and active recreational space within a new network of significant publicly accessible open space created or improved by the proposed project. This critically located property will create multi-modal connections to the neighborhoods to the south and north of the site and enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, the Old Town North Alliance supports the project because the creation/extension of the Arts and Cultural District and a focus on Arts Uses are integral to the Old Town North Small

Area Plan that so many community members in the neighborhood participated in formulating. The site provides numerous opportunities for arts uses, including the potential dedicated space in Block A, but also in ground floor spaces on other blocks and in open spaces. A variety of uses can be supported including different forms of public art, but also performance spaces, both indoors and outdoors, and possibly art galleries. The project's central plaza and other locations promise to provide space for outdoor performances and interactive arts uses that can be entertaining for residents and tourists alike.

We thank you for considering the Old Town North Alliance's position during your deliberations.

Sincerely,



John T. Long III
Vice President & Treasurer

Cc: Karl Moritz, Director of Planning and Zoning (karl.moritz@alexandriava.gov)
Jim Parajon, City Manager (jim.parajon@alexandriava.gov)

[EXTERNAL]Docket of June 23, 2022, Coordinated Development District Conceptual Design Plan #2021-00004, Potomac River Generating Station CDD

Morgan Knull <morgan@knull.com>

Tue 6/14/2022 2:29 PM

To: PlanComm <PlanComm@alexandriava.gov>

You don't often get email from morgan@knull.com. [Learn why this is important](#)

Dear All:

I am a property owner in the City of Alexandria and a local businessman.

I toured the former coal-fired electricity plan on June 11 and am 100% supportive of the redevelopment plans proposed by HRP. I urge their speedy approval.

Thank you,

Morgan Knull
Associate Broker
DC | VA | MD
RE/MAX Gateway
cell: 202-431-9867
office: 703-652-7000



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[EXTERNAL]Docket of June 23, 2022 - CDD #2021-00004

Lisa Lettieri <llettieri@rustorling.com>

Wed 6/15/2022 12:24 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>

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Mr. Chairman and Members of Planning Commission,

Please find my support letter attached for Coordinated Development District Conceptual Design Plan #2021-00004, Potomac River Generating Station CDD – 1300 N. Royal Street.

Thank you for your time and thoughtful consideration.

Sincerely,

Lisa

Lisa A. Lettieri, AIA, LEED AP BD+C

Rust | Orling Architecture

1215 Cameron Street

Alexandria, Virginia 22314

(v) 703-836-3205, ext 108

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Lisa A. Lettieri
513 E. Nelson Ave
Alexandria, VA 22301
Email: llettieri@rustorling.com

June 15, 2022

Sent Via Email to PlanComm@alexandriava.gov
Chairman and Members of Planning Commission
City of Alexandria

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council, and is now an unpleasant sight on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, I support the project because:

- **Waterfront access and views** - This is a fantastic opportunity to extend the walkable waterfront envisioned in the Waterfront Small Area Plan adopted in 2012. The waterfront is a special interest of mine and it is exciting to finally see vibrant life extended to Old Town North.
- **Arts uses** - The central plaza and other locations promise to provide space for interactive arts uses that can be entertaining for the community and tourists. Creative lighting of buildings and site elements as well.
- **Activation** - The plans for the site appear to lend to active uses, and on a large scale - can be accommodated in our mostly passive public parks or smaller development sites. This activation will make the neighborhood more interesting and popular, and provide room to plan special events.
- **Walking and bicycle trails** - The proposed linear park provides more opportunities to walk and bike toward various parts of the Old Town North neighborhood. This also provides more walking opportunities to the residents just West in Delray. The woonerf allows pedestrians to walk through the main parts of the project site without fear of automobiles coming at them too fast. And the mixed-use layout enhances walkability and interesting destinations throughout the site.

Thank you for considering these points during your deliberations.

Sincerely yours,



Lisa A. Lettieri

Cc: Karl Moritz, Director of Planning and Zoning (karl.moritz@alexandriava.gov)
Jim Parajon, City Manager (jim.parajon@alexandriava.gov)

[EXTERNAL]Alex4EAP Comments on the PRGS CDD (item #4 6/23/22 Docket)

Sasha Impastato <aimpastato54@gmail.com>

Wed 6/15/2022 1:05 PM

To:

RE: Alex4EAP Comments on the PRGS CDD (item #4 6/23/22 Docket)

Dear Members of the Planning Commission:

Attached please find a letter with attachments from Alexandrians for the Environmental Action Plan 2040 (Alex4EAP), a local group which is part of the Potomac River Group of the Sierra Club, to recommend items that should be included as part of the Coordinated Development District Conceptual Design Plan on the proposed Potomac River Generating Station (PGRS) redevelopment project. This matter is currently item 4 on the docket for the June 23, 2022, Planning Commission meeting.

We appreciate your consideration of these recommendations and we believe that they will enable the PRGS redevelopment project to become a showcase of forward thinking urban and sustainable planning. If you have any questions, please feel free to contact the undersigned at aimpastato54@gmail.com or 703-567-5075.

Respectfully submitted,

Arthur Impastato
Alex4EAP

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Alexandrians for the Environmental Action Plan 2040

June 15, 2022

Alexandria Planning Commission
301 King Street
Alexandria, VA 22314

Re: Comments on the PRGS CDD (#2021-00004) and its Carbon Neutrality Analysis

Dear Members of the Alexandria Planning Commission,

I am writing to you on behalf of Alexandrians for the Environmental Action Plan 2040 (“Alex4EAP”), a local group which is part of the Potomac River Group of the Sierra Club, to recommend items that should be included as part of the Coordinated Development District Conceptual Design Plan (“CDD”) on the proposed Potomac River Generating Station redevelopment project (“PRGS”). This matter is currently item 4 on the docket for the June 23, 2022, Planning Commission (“PC”) meeting.

We are excited at the prospect of the former coal plant being redeveloped as a mixed-use neighborhood with open space along the Potomac River. We appreciate Hilco Redevelopment Partners’ (“Hilco”) willingness to go beyond the requirements in the City’s Green Building Policy and its extensive community involvement which included working over many months with a small group of City staff and Commissioners from both the Alexandria Environmental Policy Commission (“EPC”) and PC to address carbon neutrality.

Regrettably, we do not believe that the above noted efforts have resulted in a project that will align with the Environmental Action Plan 2040’s (“EAP”) requirement that greenhouse gases (“GHG”) be reduced by 50% by 2030 and by 80-100% by 2050. Much more work needs to be done before the GHG reductions contemplated by the EAP can be achieved by Hilco and we believe a deferral of this matter is likely required. If the City is to take its declaration of a Climate Emergency seriously, it must not lose the unique opportunity to make the PRGS project one that can be used as a model for environmental sustainability.

In this regard, we agree with many of the recommendations set forth in the attached June 3, 2022, letter by the EPC to Chairman Macek¹ (“EPC Letter”) and wish to reiterate certain recommendations contained in our attached October 21, 2021, letter to Hilco which are as follows:

- 1. Provide Specific, Measurable, Time-Bound Actions in The Carbon Neutrality Analysis and the Coordinated Sustainability Strategy:** As noted in the EPC Letter, the PC should require the Developer “to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030.” The areas

¹ We also include a copy of the EPC August 31, 2020, letter to PC on the North Potomac Yard Environmental Sustainability Plan which is an attachment to the June 3, 2022 EPC letter.

that must be addressed for such purposes include having much more energy efficient buildings than those proposed (i.e., lower than EUI of 25 for residential, 40 for commercial and 50 for hotels), having more than just 3% on-site renewable energy and using Power Purchase Agreements rather than Renewable Energy Certificates.

2. **Commit to Meeting the Carbon Neutral Targets in the Old Town North Small Area Plan (“OTNSAP”).** The OTNSAP states that redevelopment at the PRGS should strive to achieve carbon neutrality by 2040 and strive to achieve carbon neutral buildings by 2030. The OTSAP recommends prioritizing renewable and low-carbon energy by promoting and installing renewable energy technologies, such as solar photovoltaic systems and other renewable energy technologies.
3. **Commit to All-Electric Buildings:** The Developer should commit to all-electric buildings, up-front, without regard to the electricity generation mix which is already [forty percent carbon free](#) and will continue to get less carbon intense over time. A carve out for restaurants is not necessary as restaurants are moving to induction cooking [in cities](#) and [in general](#). The [health hazards](#) of indoor use of natural gas have long been overlooked and together with climate impact demonstrate that new investments in natural gas for buildings are unwarranted.

We feel that the issues above must be adequately addressed prior to the approval of the CDD for the PRGS. The Staff Report to Planning Commission notes that the OTNSAP “anticipated the site ...to showcase forward thinking urban and sustainable planning and development for the 21st century.”

We appreciate your consideration of these recommendations. If you have any questions, please feel free to contact the undersigned at aimpastato54@gmail.com or 703-567-5075.

Sincerely,

/s/

Arthur “Sash” Impastato
Alex4EAP

cc: Melissa Schrock, SVP, Mixed-Use Development
Mary Catherine Gibbs, Esq. Wire Gill
Mike Babcock, Managing Partner, Sustainable Building Partners
Karl Moritz, Director Department Planning And Zoning
Bill Skrabak, Deputy Director, Infrastructure & Environmental Quality Department of Transportation & Environmental Services
Catherine Milaras, Principal Planner, Department Planning and Zoning

Paul Kaplowitz <pkaplowi@gmail.com> Thu, Oct 21, 2021 at 3:23 PM To: hrpinfo@hilcoglobal.com
Cc: MSchrock@hilcoglobal.com, mcgibbs@wiregill.com, Karl.Moritz@alexandriava.gov, William Skrabak
<William.Skrabak@alexandriava.gov>, catherine.miliaras@alexandriava.gov

Bcc: aimpastato54@gmail.com

Via Email

Mr. Roberto Perez
CEO

Hilco Redevelopment Partners 5 Revere Drive, Suite 206 Northbrook, Illinois 60062

Re: Environmental Sustainability Considerations For The Redevelopment of the
Potomac River Generating Station in Alexandria, Virginia

Dear Mr Perez:

I am writing to you on behalf of Alexandrians for the Environmental Action Plan (EAP) 2040, a local group which is part of the Potomac River Group of the Sierra Club. We are pleased that progress is being made on redeveloping the Potomac River Generating Station site. As part of Hilco Global, we know that Hilco Redevelopment Partners is committed to environmental sustainability. There are a number of environmentally sustainable and financially feasible measures that Hilco Redevelopment Partners could take that go beyond the Alexandria Green Building Policy and we urge you consider them.

First, there are a number of environmentally sustainable measures undertaken in July 2021 by the developers at Landmark Mall in Alexandria, Inova Alexandria and Foulger-Pratt, and approved by the Alexandria City Council. These measures include the following:

1. Explore LEED Gold certification and, at a minimum, achieve LEED for Neighborhood Development.
2. Build solar-ready buildings, and have solar installed during construction where feasible.
3. Make residential multifamily buildings all-electric.
4. Prepare an Energy and Resilience Plan which delineates its proposed concepts, elements, metrics, and phasing for (a) individual building efficiency and site wide energy demand, (b) on site renewable energy, (c) on site district energy, (d) on site electrical storage, (e) off-site renewable energy, (e) building and grid integration, and (f) resilience.

In addition to the above, we would urge Hilco to consider the following questions in your development planning:

1. How will Hilco incorporate the Alexandria EAP 2040 goals of achieving greenhouse gas reductions of 50% by 2030 and 80-100% by 2050 into the design for the development of the Power Plant site?
2. Can you plan for the site development as a whole to be carbon neutral? Does your plan include an analysis of the project to enumerate the project's GHG impact?
3. Will the development employ microgrid design and technology so that power may be shared among facilities?
4. How many stations for charging electric vehicles in public and private spaces are planned? What are plans for expanding the number of stations as electric vehicles become more common?
5. How much tree cover or greening of vertical wall spaces is planned?
6. Will storm water runoff metrics meet or exceed EPA's National Pollutant Discharge Elimination System (NPDES) Permitting Program for municipalities?

We would appreciate your consideration of these suggestions and a response at your earliest opportunity, and look forward to participating in the development process as it unfolds. In the meantime, should you have any questions, please feel free to contact the undersigned at pkaplowi@gmail.com or 804-767-0817.

Paul Kaplowitz
Coordinator of Alexandrians for the EAP/Sierra Club Potomac River Group

cc:

Melissa Schrock, SVP, Mixed-Use Development
Mary Catherine Gibbs, Esq. Wire Gill
Karl Moritz, Director Department Planning And Zoning
Bill Skrabak, Deputy Director, Infrastructure & Environmental Quality Department of Transportation & Environmental Services
Catherine Milaras, Principal Planner, Department Planning and Zoning



June 3, 2022

Nathan Macek,
Chair
Alexandria Planning Commission
301 King Street
Alexandria, Virginia

Re: Environmental Policy Commission (EPC) Comments and Recommendations on the PRGS CDD and its Carbon Neutral Analysis

Dear Mr. Macek:

On behalf of the EPC, I am writing to share our comments and recommendations on the proposed Potomac River Generating Station (PRGS) Coordinated Development District (CDD) that is to come before you on June 23, 2022. For the past year a small group of City staff and Commissioners from the EPC and Planning Commission (PC) have worked with those directly involved with PRGS, to discuss how PRGS would adequately address the target of carbon neutrality found in the Old Town North Small Area Plan. In addition, the highlights of the Hilco Redevelopment Partners' (Developer) sustainability approach were presented and discussed with the EPC during our April 18, 2022 meeting. We appreciate the discussions and willingness of the Developer to answer our questions and address our issues during our meetings. The EPC is excited by the redevelopment of the former coal plant as a high-quality mixed-use development, with great urban design and publicly accessible open space along the Potomac.

Summary of Comments & EPC Recommendations

In order for this Development to be consistent with the City's target of reducing community-wide greenhouse gas (GHG) emissions by 50% by 2030 with continued rapid elimination of emissions after that date, the EPC recommends the following be included in the CDD:

- 1) The EPC urges the PC to require the Developer to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030. This should include specific, measurable, time-bound actions demonstrating their good faith, best efforts to achieve:
 - a. higher energy efficiency such as an EUI¹ of 25 for residential, 40 for commercial and 50 for hotel space,
 - b. more on-site renewable energy than the current 3% and working toward a goal of net zero from on-site renewable energy, and
 - c. only use Power Purchase Agreements (not Renewable Energy Certificates, offsets, etc.) for their off-site renewable energy purchases used to achieve their carbon neutrality target for that which cannot be secured on-site.
- 2) meet the carbon neutral targets identified in the Old Town North Small Area Plan which

- they committed to verbally to the EPC during our April 18, 2022 meeting;
- 3) commit to producing their Coordinated Sustainability Strategy (CSS) (former referred to as the Environmental Sustainability Master Plan) with specific, measurable, time bound details to which they can be held accountable,
 - 4) return to the EPC no later than 90 days before they bring their Infrastructure Development Site Plan for review by the Planning Commission and/or provide their Coordinated Sustainability Strategy to the PC or City staff. The date to be determined when they have more data that were specifically requested by the EPC on overall EUI values for the various use types in their buildings and answer questions on this document.

The EPC notes that the Architect for this project, Gensler Architects clearly has the knowledge and ability to create a carbon neutral development since they were an early signer of the Architecture 2030 pledge in 2009, making the commitment that all their buildings would achieve carbon neutrality by 2030.ⁱⁱ Thus, if the Developer undertakes a good faith, best effort to achieve the above requirements, review and approval of this CDD and their future DSUPs, etc. for this Development could support a major marketing opportunity for them.

Before we look forward, the EPC notes that the last letter we sent to the Planning Commission two years ago (see attached) urged the PC to take a variety of actions. However, little specific, measurable, time bound actions have changed with this PRGS site plan except the increased urgency to undertake meaningful actions to address the climate crisis. The “code red” declared by the Intergovernmental Panel on Climate Change requires our City to use its **good faith, best efforts** to effect change. We cannot continue to add to the problem with buildings which are predicted to last 50-75 years but which do not use the best available, financially viable technology to reduce carbon emissions.

Background

In 2019, the City declared a Climate Emergency and also adopted its Environmental Action Plan 2040 which established a target of reducing greenhouse gas (GHG) emissions by 50% by 2030 (based upon 2005 levels), and by 80-100% by 2050. The Climate Emergency Declaration clearly states, “the costs of addressing this climate emergency are far less than the costs of not addressing the climate crisis”. In 2022, the City moved both climate change and environmental justice from a priority to a guiding principle and elevating addressing the climate crisis to one that is integrated across all areas, projects and plans for the City and community.

To address these principles and targets, the City of Alexandria has taken great strides over the last several years to address the crisis including with the three largest contributors:

- 1) new buildings - requiring all new **public** buildings to be net zero energy,
- 2) transportation – supporting the addition of a new Metro station, a fare-free bus system as well as a plan to replace all buses with electric ones, adoption of its Mobility Plan that especially improves options for non-auto travel, and
- 3) existing buildings – adoption and support of a Commercial Property Assessed Clean Energy (C-PACE) system that supports low-cost loans to modernize and reduce the energy burden of business owners, thus enhancing their bottom line so they can thrive.

However, since the City contributes only 4% to the problem, while 96% comes from the

Community, it will be impossible for the City to achieve real results if the Community does not contribute its fair share to address this crisis. In addition, while the City is not permitted to mandate higher sustainability requirements than the current law allows, it IS permitted and has exchanged Developer requested increased density or building height for important City and Community priorities. Therefore, if the Developer Community does not accept its obligation to address the crisis by changing its “business as usual” practices, it is incumbent that the City force change by setting higher energy efficiency standards in return for higher density/height requested by the Developer. To do otherwise sets the City (residents, businesses and government) on an unnecessarily costly path of paying high utility costs and retrofitting buildings after the fact – as well as dealing with their climate consequences.

Energy Efficiency

Today, it is a well-accepted, science-based fact that creating more energy efficient buildings is more cost-effective than employing “business as usual” building practices and thus having to supply their energy needs by creating a new energy source, no matter its type.ⁱⁱⁱ The US Department of Energy’s Office of Energy Efficiency and Renewable Energy states “Energy-efficiency programs improve community resilience and address energy equity by bringing efficient, cost-effective technologies and infrastructure to underserved communities, including communities of color. These communities are disproportionately affected by air pollution and have a higher energy burden, which is the percentage of gross household income spent on energy costs.” The City clearly supported these facts when in April 2022 it established environmental justice as one of the City’s core principles.^{iv} Setting high-energy efficiency standards up front, where possible, for new housing and mixed-use developments will help improve the affordability of living in Alexandria over time.

Thus, it is clear “business as usual” is no longer acceptable, nor are small incremental changes for buildings expected to last 50-70+ years. Equally clear is that making buildings much more energy efficient is NOT an issue of choosing between other City strategic priorities such as affordable housing, flooding vs. addressing environmental justice and the climate crisis. The technology is available and has been demonstrated in multiple small, medium and large buildings over the last 10 years in financially sound ways. Passive House certifications and other methods to increase dramatically energy efficiency as well as other innovations have created thousands of more comfortable and healthy units across the country that result in reducing resident’s energy usage by 75 to 90%. The EPC concludes there is no impediment in Alexandria that prevents these types of buildings from being built here when paired with the Developer’s request for higher density or increased height.

PRGS Proposal

The Developer has offered:

- 1) A proposal to increase energy efficiency by 25% above 2010 Building Code levels with 14% improvement coming from residential and 11% from commercial.
 - a. to study district-wide HVAC system
 - b. and to double the target of energy efficiency in the GBP
- 2) A proposal of a 10% reduction of embodied carbon
- 3) A proposal to “Explore” the extent to which on-site combustion can be reduced
- 4) A proposal for a 3% on-site renewable energy target

- 5) A proposal to purchase off-site renewables to increase the level of renewables

Thus, the Developer has offered only proposals, (along with their pros and cons), explorations and studies, but wants a final approval of its CDD from the City – **essentially - a Developer proposal for a City commitment.**

In response to questions from the EPC, the Developer has indicated that some of the technologies are not yet viable, not financially viable (their cost cannot be recouped easily), or it's too early to provide a more committed carbon neutral plan since they have yet to work out the financing for the project, and its percentage of commercial vs. residential square footage, etc.

EPC's Response:

The EPC is excited that a former coal plant is being redeveloped as a high-quality mixed-use development, with great urban design and publicly accessible open space along the Potomac. We appreciate the higher bar for sustainability compared to past developments in the city; however, we think the Developer can and should do more at this time. Specifically, we question these elements:

- First, prior to the Developer's presentation during the EPC's April 2022 meeting, we shared with them a 35-minute Webinar which can be viewed at <https://www.youtube.com/watch?v=oHYQkvEBSyA>. In it, Tim McDonald, President and CEO of Onion Flats, LLC showed how his company has built hundreds of affordable housing units in Philadelphia that are net zero requiring NO off-site purchase of renewable energy. His buildings are so energy efficient they cut their energy bills by 75-90 percent. This is achieved largely by providing a much tighter skin or coat on the building during construction, making that coat as airtight as possible - something that is much easier and less costly if done during the initial construction of the building versus later (virtually impossible). Hundreds of other units in larger buildings across the world that are also net zero can be found at: <https://passivehouse-database.org/> Based upon all of this information, the EPC believes the Developer could construct net zero buildings that are financially viable, if they chose.
- Second, the EPC is greatly concerned that none of the Developer's proposals in their presentation or carbon neutral plan demonstrates a true commitment to a carbon neutral process for the site by 2040 or for buildings by 2030. There is no real commitment – no true accountability is possible. The EPC cannot evaluate a plan, which does not have specific, measurable, time-bound requirements, and therefore they cannot be held accountable.
- Third, the EPC remains confused about the energy efficiency of this Development.
 - For instance, the Developer states that they propose to double the energy efficiency of the Green Building Policy (GBP) with no additional information. Given that the City's GBP (and the Developer) uses a LEED point system across a variety of performance measures including: energy use reduction, water efficiency and indoor air quality, we do not have enough information to verify the

Developer's proposal. (For example, if 5 points are earned under the GBP for energy use reduction, does this mean the Developer is offering to earn 10 points since this is double the value?)

- Further, the Developer stated their current EUI goal is 45 for the Development, but how does this square with their "double the energy efficiency of the GBP and/or to increase by 25% the energy efficiency of the ASHRAE 2010 standard?"
- Fourth, the EPC is concerned about the use of natural gas in the development. We are fine with the availability of fossil fuel for back-up power generators since these are used infrequently. However, the use of natural gas in residential properties is unnecessary; buyers seldom avoid a property simply because they want gas appliances or fireplaces.^v Similarly, it is unclear whether gas is necessary in commercial establishments such as restaurants since viable options (induction burners and ranges) exist.

To address these concerns and questions, the EPC recommends the following be included in the CDD:

- 1) The EPC urges the Planning Commission to require the Developer to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030. This should include specific, measurable, time-bound actions demonstrating their good faith, best efforts to achieve:
 - a. higher energy efficiency such as an EUI of 25 for residential, 40 for commercial and 50 for hotel space,
 - b. more on-site renewable energy than the current 3% and working toward a goal of net zero energy, and
 - c. only use Power Purchase Agreements (not Renewable Energy Certificates, offsets, etc.) for their off-site renewable energy purchases used to achieve their carbon neutrality target for that which cannot be secured on-site.
- 2) meet the carbon neutral targets in the Old Town North Small Area Plan which they committed to verbally to during the EPC's April 18, 2022 meeting;
- 3) commit to producing their Coordinated Sustainability Strategy (CSS) (former referred to as the Environmental Sustainability Master Plan), with specific, measurable, time bound details to which they can be held accountable, and
- 4) return to the EPC no later than 90 days before they bring their Infrastructure Development Site Plan for review by the Planning Commission and/or provide their Coordinated Sustainability Strategy to the PC or City staff. The date to be determined when they have more data that were specifically requested by the EPC on overall EUI values for the various use types in their buildings and answer questions on this document.

As we said in our joint letter to City Council earlier this year, the climate crisis is the single largest threat to the long-term health and prosperity of the City of Alexandria. There is a lot of talk about zero emissions, decarbonization and green energy. However, builders cannot just rely on decarbonizing the grid to meet the City's carbon reduction targets. We must significantly improve the energy performance of our buildings. This is because the national electric grid has limits. While the energy offered by wind, solar and the tide is almost infinite, our capacity to harvest that energy is not - there is a financial and carbon cost to all renewable technology. Thus, the Developer must design their carbon neutral buildings today, and not pass the added

energy burden on to residents even if it comes from renewable energy sources.

It will not be possible to be the caring, kind, compassionate, fair, just, and equitable city that is an affordable, livable community for all if we do not implement effective actions to address this climate emergency. But since the City represents only 4% of the carbon emissions and has taken sizable steps to fight the crisis, we must push those responsible for the other 96% to do their part as well. How will we demonstrate why people should want to live here, if we are not leading by employing proven, cost-effective measures to fight the climate crisis along with our neighbors?

Sincerely,

Kathie Hoekstra

Kathie Hoekstra
EPC Chair

CC: Melissa Schrock,
Mary Catherine Gibbs, Esq.
Mike Babcock,
Karl Moritz,
Catherine Milaras,
Jeff Farner,
Richard Lawrence
Bill Skrabak,
Khoa Tran

ⁱ EUI: Energy use intensity expresses a building's energy use as a function of its size, typically in energy per square foot per year (kBtu/sf/yr). It's calculated by dividing the total energy consumed by the building in one year (often measured in kBtu) by the total floor area of the building (often measured in square feet), and can be useful for comparing performance of buildings across sizes, types, and locations. When used before EUI, the letter "p" indicates that the data is predicted, based upon an energy model. The lack of a "p" indicates actual measured EUI. Examples. Energy intensive homes and buildings might have an EUI between 100 and 200 kBtu/sf/yr, while high performance homes and buildings might have an EUI of 25 kBtu/sf/yr or less. The Passive House standard requires less than 14.6 kBtu/sf/yr. For more info on Passive House see:

https://www.mhp.net/writable/resources/documents/Passive_HouseMA_explainer.PDF

ⁱⁱ To that end they created the [Gensler Cities Climate Challenge](#) to by 2030 “eliminate all net emissions associated with our work”. Their Climate Action through design Website page states: “Renewables by themselves don't achieve NZE status for a space; buildings must also be designed to operate far more efficiently. In many cases, this starts in the early design phase, but older buildings can be retrofit to be more efficient.”

ⁱⁱⁱ <https://www.energy.gov/eere/energy-efficiency>

^{iv} See https://legistar.granicus.com/alexandria/meetings/2022/3/2249_M_City_Council_Legislative_Meeting_22-03-22_Action_Docket.pdf

^v Providing costly gas lines and their additional requirements for venting, etc. adds additional unnecessary costs and may become stranded assets in a future carbon neutral environment.



August 31, 2020

Nathan Macek,
Chair
Alexandria Planning Commission
301 King Street
Alexandria, Virginia

Re: Environmental Policy Commission (EPC) comments on the draft North Potomac Yard
Environmental Sustainability Master Plan

Dear Mr. Macek:

On behalf of the EPC, I am writing to share our comments on the draft North Potomac Yard (NPY) Environmental Sustainability Master Plan (ESMP) which was shared with the EPC during our June 15, 2020 meeting and discussed again on August 17th. The EPC commends Sustainable Building Partners, JBG Smith and Virginia Tech for their description of the possible plans described in the ESMP. They covered a broad range of topics addressing the many issues raised by the development of NPY. We greatly appreciate the discussions and willingness of the NPY applicant to answer EPC member questions and make changes to their draft following our virtual meetings.

The City of Alexandria declared a Climate Emergency on October 22, 2019, and issued an Environmental Action Plan (EAP 2040) in July, 2019. The City also issued a Green Building Policy last year. One of the most important targets of the EAP was “reduce community-wide greenhouse gas (GHG) emissions by 50% by FY2030 and 80-100% by FY2050.”¹

NPY Small Area Plan Carbon Neutrality Goal

Presumably in support the EAP’s targets, the NPY Small Area Plan (SAP) set a clear goal to “strive to achieve carbon neutrality by 2040, and to strive to achieve carbon neutral buildings by 2030.” It is unclear how this ESMP does that.

We acknowledge the novel, first-of-its-kind nature of this ESMP and we believe that it should set a bar to be exceeded by each ESMP to follow. In that context, we firmly believe that this Plan should and must be more specific. We are disappointed that the ESMP does not describe a timeline in aspirational terms or otherwise on how the NPY can achieve carbon neutral buildings by 2030 or carbon neutrality overall by 2040. There is only the simple statement on page 40 that states: “The project will strive to achieve carbon neutrality by 2040 and strive to achieve carbon neutral buildings by 2030.” Instead, the EPC would like to see clear metrics on design elements and actions detailing exactly how these goals will be achieved within the DSUP.

NPY CDD Conditions for Reducing Carbon Emissions and Energy Use

Further, one of the conditions of Coordinated Development District (CDD) for NPY is “identify

¹ The EPC largely focused on the reductions to GHG emissions due to its critical nature, but that is not meant to be interpreted that other areas are not important as well.

methods to reduce carbon emissions.” Regrettably, the ESMP appears to reflect this condition by simply listing a series of possible ways to reduce carbon without committing to any. We believe the applicant has missed a sizable opportunity to create a connected community of grid-interactive efficient buildings. When it comes to energy for the site, the NPY plan does not seem to fully embrace the “district” potential of the development and instead focuses on each building individually. The EPC recommends that the applicant include in the design (rather than list as possible strategies): the use of Power Purchase Agreements for renewable energy,² battery storage, more extensive use of rooftop solar, and net-zero ready buildings for the whole district.³

Another CDD condition is “identify how per capita energy usage shall be reduced.” Although the word “shall” is used in the CDD, no measurable specifics with a timeline are referenced detailing how this will be accomplished in the ESMP. Instead, it states operational energy use reduction targets relative to ASHRAE baseline, and energy use is then “tracked”, “explained” or “defined” without any per capita metric stated.⁴ Unless specifics are required demonstrating exactly how and by how much energy usage will be reduced, site-wide emissions will increase, not decrease due to overall change in use of this land.

In Appendix A, the ESMP provides a list of strategies to make the buildings more energy efficient, however most are only listed as “possible” rather than “included in the design.” The EPC strongly recommends that many of the “possibilities” be included as requirements due to the fact that retrofitting is so much more difficult than requiring energy efficient items in the design at the outset. These should include using heat pumps for energy and hot water, radiant floor heating, and other items found in newer ASHRAE⁵ 90.1 standards. This would enable the development to be better prepared for state mandated increasing energy efficiency standards required by the recently enacted Virginia Clean Economy Act (VCEA) that ramps up to 5% per year in 2025.⁶ While this standard only applies to electric utilities, it is zero-sum - so users will pay consistently higher rates or reduce their own usage.

Role of Planned Zero-Carbon Analysis in Shaping Design

The EPC enthusiastically supports the Plan (on page 47) to “Develop a zero-carbon analysis of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power, and any limitations (technology, cost, etc.)”. However, the NPY team did not indicate this was a driver for the overall project. The EPC believes this must be the overall driver of any Environmental Sustainability Master Plan. Performing this analysis and then implementing technologies to reduce fossil fuels while increasing renewables and energy efficiency to reach net zero carbon could promote this project as a showcase in the region for how this developer is committed to addressing the climate crisis and inform future City development plans and regulations. The Development Special Use Permit (DSUP) reviews should be informed by these analyses to determine if the proposed development phases with regard to the SAP carbon neutrality goals and CDD conditions for reducing carbon emissions and energy use will be met.

² Power Purchase Agreements are now widely used and should not be considered as “fringe” technology as depicted in Chapter IV-3 on page 53.

³ None of these technologies should be listed as “fringe” since all employ readily available proven technologies. Perhaps the developers should better explain why they define certain technologies as fringe despite their proven usage.

⁴ See pages 4-6 and Section IV-2 Operational Carbon.

⁵ ASHRAE 90.1 standards is the commercial energy standard for all buildings except low-rise. ASHRAE standards are adopted by governments as code requirements sometimes with amendments or exceptions. See <https://www.ashrae.org/technical-resources/bookstore/standard-90-1>

⁶ <https://lis.virginia.gov/cgi-bin/legp604.exe?201+ful+CHAP1193> see page 30 4.B.2.d

Other Specific Concerns of the EPC

While this ESMP may not be the document to outline a commitment by the applicant to detail how they will meet the specifics of the EAP 2040 or Green Building Policy, we believe it should reflect how they will meet or potentially exceed the City's targets/goals. Below are additional very specific concerns raised by EPC members:

On page 53, the ESMP Carbon Offsets target is shown to offset 30% of emissions with RECs⁷, PPAs, or carbon offsets for DSUPs in years 0-5 years from 2020, but it is unclear how the proposed buildings cut GHG emissions another 70% over the next 5 years to meet the carbon neutral building target by 2030 referenced in the SAP and on page 1 of the ESMP. It should be noted that REC's and offsets do not actually reduce carbon, they just shift the responsibility to someone else. Therefore, we would prefer to see a stronger position on actually reducing carbon production on the overall site.

The long-term value of net-zero buildings is evident and aligns with the EAP goals, yet the topic is not included even as a long-term strategic item in the ESMP. There is further opportunity to develop the NPY as a "zero energy district" to support carbon reductions, energy independence, resilience, and risk mitigation overall. We'd like to see options included on zero carbon buildings as well as zero energy district under long-term strategies for NPY.

The proposed buildings are planned to be LEED Silver office buildings and LEED Certified residential buildings (p.7). The 2019 Green Building Policy sets a minimum level of certification for private buildings at LEED Silver. Given the climate emergency, the EPC believes the applicant should describe methods to achieve higher level of certification or other specifics to achieve the carbon neutral buildings by 2030 target.

Although all of the buildings will likely be operating in 2050 when the City and Commonwealth are targeting net zero carbon in 2050 and the SAP in 2040, there does not appear to be a plan for how to get to zero carbon by 2040 or 2050 for all of the buildings.

The overall project should consider expanding the use of geothermal energy production beyond a demonstration project on the University campus.

Consistency across the document appears to be lacking at times. Some sections contain aspirational targets/goals following action verbs such as "strive, explore, pursue or encourage," while other sections include very specific, measureable requirements using "exceed, use, eliminate, meet or exceed." We believe this leads to confusion on the reader's part as to whether this is only an aspirational document with no commitment to future specifics or one which leads to specific, measurable requirements for each of the aspirational goals in the next planning document. Also, the ESMP targets do not seem to be harmonized across topics and across the life cycle of the proposed buildings.

The mid-term operational carbon (IV-2) section proposes switching to electric heat and heat pump hot water after a certain degree of decarbonization occurs in the electricity supply – 450 lbs/MWh. However, there is no discussion about when this measure is anticipated, or if there are anticipated costly retrofits to achieve this switch in the future. We suggest committing to an all-electric building except for possible retail restaurant usage of gas rather than rely on some future presently unknowable date.

⁷ RECs are Renewable Energy Certificates and PPAs are Power Purchase Agreements

The proposed site plan would better serve the goals of the EAP, SAP and CDD if it included the capability of the various buildings to provide micro-grid capabilities to provide support and load balancing to the utility system.

As Virginia moves toward higher energy efficiency standards under the new VCEA, developers should be looking toward how to employ increasing levels of energy efficiency. Instead, this ESMP sets a low bar only using the least efficiency energy standard (ASHRAE 2013) rather than newer standards such as 2016 or 2019. While LEED Silver certified buildings often achieve levels of energy efficiency beyond code, this is not guaranteed.

We hope this summary of the EPC's comments will help the Planning Commission in its review of the ESMP and its deliberations concerning the permits for the NPY project. We urge the Planning Commission to make some recommendations for addressing our concerns in the DSUP before it goes to Council. We believe strengthening the carbon reducing measures in the DSUP is imperative in order to honor the City's commitment to address the climate emergency it declared last year.

The EPC appreciates the consideration of our input and looks forward to further collaborating with the Planning Commission to achieve the vision of Eco-City Alexandria.

Thank you for your consideration.

Kathie Hoekstra
Chair, Environmental Policy Commission

Cc: All Planning Commissioners
Deputy Director, Jeffrey Farmer
Planner, Richard Lawrence

[EXTERNAL]Hilco CDD Application - PRGS Site

Ryan Whitaker <ryan@whitakercorp.com>

Wed 6/15/2022 2:07 PM

Some people who received this message don't often get email from ryan@whitakercorp.com. [Learn why this is important](#)

Dear Planning Commission and City Council Members:

Please see the attached letter.

Regards,
Ryan

Ryan J. Whitaker

Whitaker Facilities Corp.

Whitaker Investment Corp.

San Diego, CA – 619-238-1832 x111

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June 15, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

SENT VIA EMAIL

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission:

I represent the ownership of 1199 N Fairfax Street, the office property immediately adjacent to the former Potomac River Generating Station (PRGS) / GenOn site in Old Town North. I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the re-development of the PRGS site. I believe it is the single most important and significant re-development site along the Potomac River since The Wharf in DC and National Harbor in Maryland. More locally, re-development of the PRGS property will be critical to the implementation of the lofty goals outlined in the Old Town North Small Area Plan (OTNSAP), including the successful realization of the planned Arts & Cultural District.

As you well know, the days of suburban master plans creating distinct office, residential and retail districts are long gone. Master-planned office parks and isolated residential high-rises which currently exist in Old Town North are relics of car-dependent urban planning of the late 20th century. Fortunately, the OTNSAP envisions a more vibrant, sustainable, mixed-use future. Hilco's re-development plans are well-aligned with the mixed-use goals outlined in the OTNSAP. Your timely approval is an important component in the efficient implementation of these re-development efforts. While other, smaller projects are underway in Old Town North, the re-development of the PRGS site is crucial because it will provide the critical mass required for the entire neighborhood to thrive over the long term.

I have spent a considerable amount of time learning about the development team's plans for the site. The proposed re-development includes all the major elements, and achieves the goals, of the OTNSAP including: affordable housing, ample open space, arts & cultural anchor uses, retail, residential and office uses. Importantly, it will extend the existing street grid and, thereby, integrate seamlessly into the existing neighborhood. Current and future Alexandria residents, businesses and visitors all stand to gain from the resulting walkable design, improved transportation and enhanced access to the Potomac riverfront. It achieves all this in addition to the obvious benefit of remediating a contaminated site which is an eyesore to all Alexandrians.



I urge you to approve the pending application and hope the project is able to move forward without any unnecessary delay. Thank you for considering these points during your deliberations.

Kind Regards,

A handwritten signature in blue ink, appearing to read "RJA", written over a light blue circular stamp.

Ryan J. Whitaker
President, Whitaker Investment Corp.
Managing Member, 1199 N Fairfax Owner, LLC

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov
Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov
Alexandria City Council Members:
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Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov
Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov

15 June 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

OLD TOWN NORTH POWER PLANT REDEVELOPMENT

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, I support the project because:

We Support Open Space and Activation for The City, Its People, and Its Environment: Green space is a necessity to not only human and community health, but to the health of the city's physical environment and its dedication to combating climate change. The PRGS project will clean-up this former coal fired power plant and replace it with a green, sustainable mixed-use district. The developer is targeting 25% energy savings, which is about **double the requirement under Alexandria's Green Building Policy. They are also targeting 10% embodied carbon, 3% on-site renewable energy generation, maximizing electrification, and encouraging alternative means of transportation.** By providing 5.5 acres of new public open space, the project is adding substantially to the open space network of Old Town North, filling the continuum from strictly passive space to very active playful space. The spaces are complementary to the open spaces on lands belonging to the National Park Service and Norfolk Southern Railroad, in effect seeming much larger. The new parks and landscaped streetscapes can be used by the neighbor residents living near the property, as well as the new residents, workers, and visitors that will be based on the site, and travel to the site. The design calls for numerous and varied options for individuals and families to choose from depending on level of stimulus and socialization they prefer – whether seeking respite napping, sunbathing, or reading on the lawns, to healthy movement along trails and nature systems, to live events such as music, arts or sports. The tree canopy will increase greatly with the removal of the power plant building and plantings along block faces will provide much needed shade and ecosystem restoration.

We Support the Health and Wellbeing of Residents and Visitors through Waterfront Access and Views, Designed Walkability and Multi-Modal Spaces that also Invigorate the local Economy: This project touches multiple factors of wellness and health of a city - mental wellness, physical health, environmental health, community health, and economic opportunity. **The developer's plans to work with the National Park Service** on improvements to the Mount Vernon Trail will be welcomed by walkers, joggers, and bicycle riders who are already avid users of the trail. This is a great opportunity to extend the walkable waterfront envisioned in the Waterfront Small Area Plan adopted in 2012. The site plan maximizes the views of the DC skyline, and the mostly pedestrian woonerf will provide views from the bluff. Regular users will be excited by, and users previously unintrigued will gain interest in using this natural resource, thus minimizing car use and encouraging physical activity. *The proposed linear park provides yet more opportunities to walk and bike toward different parts of the Old Town North neighborhood.* The woonerf allows pedestrians to walk through the main parts of the project site without fear of automobiles coming at them too fast. *And the mixed-use layout enhances walkability – there are interesting destinations to be gotten to throughout the site spanning across nature, small businesses, innovation hubs, public art, and affordable housing.*

Sincerely,



David C. Ghatan CLD, IALD, LC, MIES
President
CM KLING + ASSOCIATES INC.

[EXTERNAL]Docket of June 23, 2022, Coordinated Development District Conceptual Design Plan #2021-00004, Potomac River Generating Station CDD

Martha Harris <harris61325@comcast.net>

Fri 6/17/2022 12:12 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Martha Harris <harris61325@comcast.net>

You don't often get email from harris61325@comcast.net. [Learn why this is important](#)

After taking 2 tours of the Hilco site and attending a number of public meetings, I would like to comment as this project will be reviewed next week.

The stated goals of the project are on target and briefers have been well prepared and responsive. Here are some questions.

1. The plan includes a MAXIMUM of 5.8 acres of open space, which is considerably less than the small area plan envisioned. Presentations reference 14.2 acres with improvements to adjacent sites. But improvements there are on property not owned by the developer and should not be claimed as the developer's improvements.

It is absolutely critical that the project include the plaza and woonerf. These are keys to the successful development of the area in keeping with the goals outlined. It will be important to slow down traffic and provide an opportunity for pedestrians to enjoy the views of the river and the landscape. Careful consideration of input from residents nearby and others should inform the ultimate configuration of the public open space. The "street level allies" in Blocks C and E should be public open space, designated as such, with features that permit pedestrian enjoyment. Can a marina be included?

2. What is the status of the current Arts and Cultural District in North Old Town? Those of us who live in the area are wondering if it is "for real," and what the long-term lease and ownership arrangements will be.

3. What happens to bikers as they go up the city bike path and encounter Abingdon? Can Pepco be persuaded to provide landscaping that will make their equipment less visible?

4. We were told that the project will feature sustainability, but why can't renewable feature more prominently?

Martha Harris

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[EXTERNAL]Docket of June 23, 2022, Coordinated Development District Conceptual Design Plan #2021-00004, Potomac River Generating Station CDD

Lynn A. Bowers <lbowers@slevinhart.com>

Fri 6/17/2022 12:19 PM

To: PlanComm <PlanComm@alexandriava.gov>

You don't often get email from lbowers@slevinhart.com. [Learn why this is important](#)

Planning Commission,

This is to express my support for the planned redevelopment of the power plant site, with some caveats. I live at Harbor Terrace (E. Abingdon and Bashford), among the close neighbors of the plant. I support opening the property and particularly the waterfront area to the public and the addition of residential and retail. However, the proposed development must have adequate parking, otherwise our neighborhood streets will be overwhelmed and existing residents will not be able to park. In addition, I oppose the proposed affordable housing unless it is limited to middle class families and individuals. We already have affordable housing on the other side of the GW Parkway and as the City knows well, there are many instances of shots fired in the projects in that area. We don't need to expand those problems.

Lynn Bowers
1309 East Abingdon Dr. #1
Alexandria, VA 22314

Lynn A. Bowers
Principal
Slevin & Hart P.C.
1625 Massachusetts Avenue, NW
Suite 450
Washington, DC 20036
202-797-8700, ext. 2209
202-215-4185 Cell
202-234-8231 Fax
lbowers@slevinhart.com

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REDEVELOPEMENT OF THE FORMER PRGS SITE



I SUPPORT THE DEVELOPMENT PLANS PROPOSED BY HILCO REDEVELOPMENT PARTNERS

NAME	ADDRESS	EMAIL
deane Copeland	401 Madison St.	deane.dean@copeland.com
WES TUCKER	1202 ORONO ST.	tucker_wes@hotmail.com
Craig Templeton	615 States Lane	craig.templeton@usn.salvatorearmy.org
JOHN ALEKNA	ARLINGTON, VA 22006 2318 S. COLUMBUS ST.	
Aaron Remolona	6208 Luckey Ct Falls Church, VA	aaronrem@gmail.com
Kathleen McCauley	400 Madison St. Alexandria	Kat@kmacauley@gmail.com
Melissa Frederick	5384 Echols Ave Alexandria	inbox.jmf@gmail.com
Jacobby Anderson	59 Huntly Steffers VA	Jacobby.Herc@icland.com
ERNIE + MARILYN JOHNSON	ALEXANDRIA HOUSE #1101	M649373@gmail.com
Michael C Beaman	6208 ALEXANDRIA HOUSE	mike.c.beaman@gmail.com

#1105

REDEVELOPEMENT OF THE FORMER PRGS SITE



I SUPPORT THE DEVELOPMENT PLANS PROPOSED BY HILCO REDEVELOPMENT PARTNERS

NAME	ADDRESS	EMAIL
Paul Walmsley	Muse	pfranco1123@gmail.com
Kami Kraft	Muse	kkraft@mayhoadcompany.com
Joyce Farman	Pendleton St. Alex	joyce.farman@gmail

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's 3-pronged approach to affordable housing represents a big step forward for Alexandria. I'm most excited about:

I would just like to more affordable housing, also any process that would ~~lower~~^{increase} the income requirements is: more opportunities

In addition to an \$8-11 million housing trust fund contribution, about 8-16% of the housing units on site will be affordable to individuals and families earning at or below 60% of Alexandria's median income. Through a combination of bonus density and an innovative public-private partnership, HRP has demonstrated their commitment to increasing the affordable housing supply in Alexandria.

Name: Marilyn Jenkins Signature: Marilyn Jenkins
Address: 400 Madison St

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's 3-pronged approach to affordable housing represents a big step forward for Alexandria. I'm most excited about:

In addition to an \$8-11 million housing trust fund contribution, about 8-16% of the housing units on site will be affordable to individuals and families earning at or below 60% of Alexandria's median income. Through a combination of bonus density and an innovative public-private partnership, HRP has demonstrated their commitment to increasing the affordable housing supply in Alexandria.

Name: JOHN ALEKNA Signature: John Alekna
Address: 2318 S. COLUMBUS ST, ALEXANDRIA, VA 22206

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's 3-pronged approach to affordable housing represents a big step forward for Alexandria. I'm most excited about:

AFFORDABLE DWELLING UNITS (ADUs)
MY HOUSING CASE CONTACT IS IZORA
SMITH w/city of ALEXANDRIA SAS
AND MENTAL HEALTH 703 472-1290

In addition to an \$8-11 million housing trust fund contribution, about 8-16% of the housing units on site will be affordable to individuals and families earning at or below 60% of Alexandria's median income. Through a combination of bonus density and an innovative public-private partnership, HRP has demonstrated their commitment to increasing the affordable housing supply in Alexandria.

Name:

JOHN C. GARCIA

Signature:

JOHN C. Garcia


Address:

502 BASHFORD LN. APT. 3211 ALEX. VA. 22314



I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's 3-pronged approach to affordable housing represents a big step forward for Alexandria. I'm most excited about:

In addition to an \$8-11 million housing trust fund contribution, about 8-16% of the housing units on site will be affordable to individuals and families earning at or below 60% of Alexandria's median income. Through a combination of bonus density and an innovative public-private partnership, HRP has demonstrated their commitment to increasing the affordable housing supply in Alexandria.

Name: LORRAINE WOELLERT Signature: 
Address: 136 LYNHAYEN DR. ALEX, 22305

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's 3-pronged approach to affordable housing represents a big step forward for Alexandria. I'm most excited about:

Whatever you can do to reduce the affordable housing percentage below the 60% HUD definition

In addition to an \$8-11 million housing trust fund contribution, about 8-16% of the housing units on site will be affordable to individuals and families earning at or below 60% of Alexandria's median income. Through a combination of bonus density and an innovative public-private partnership, HRP has demonstrated their commitment to increasing the affordable housing supply in Alexandria.

Name: D. Tostanoff Signature: _____
Address: 400 Madison St #901 22314

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

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

Name: Thylis Peterson
Address: 107 Princess St

Signature: [Signature]
Alexandria VA 22314

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

The new attraction which will bring the community together. I believe this project really supports and lacks the true meaning of family & community

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

Name: Sarobby Anderson

Signature: _____

Address: 59 Hunting Creek Lane, Stafford

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

BIKING THE TRAIL WITH MY 5 YR OLD SON.
AND PLAYING IN THE NEW GREEN SPACE.

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name: WES TUCKER Signature: 

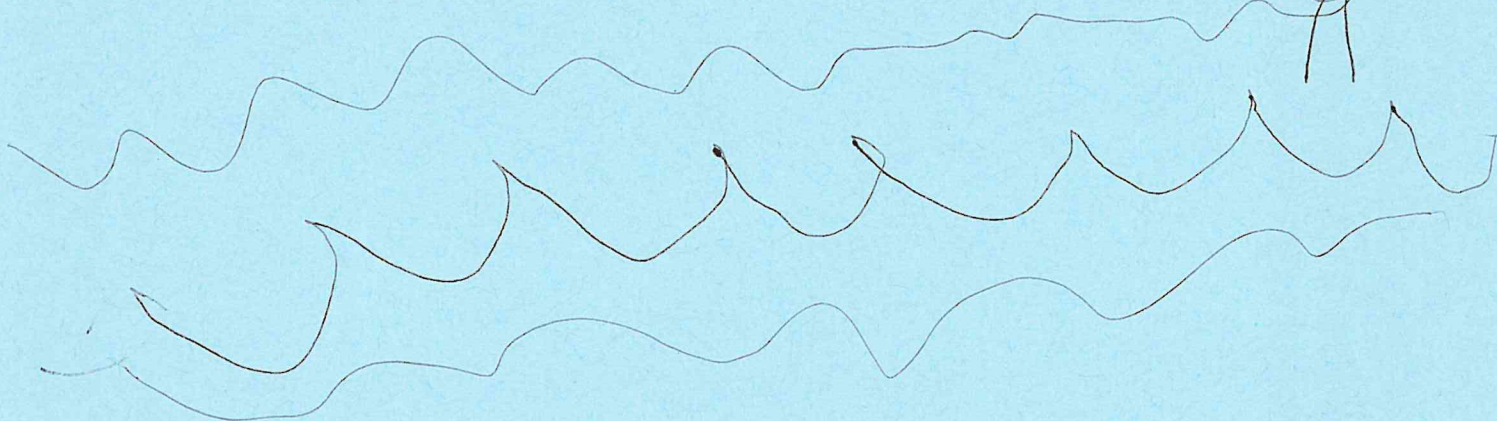
Address: 1202 ORONOCO ST. ALEXANDRIA, VA 22314

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

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

Name: JOHN ALFENA Signature: John Alfena
Address: 2318 S. COLUMBUS ST., ALEXANDRIA, VA 22206

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



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

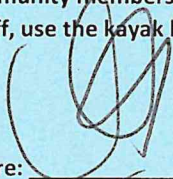
Name: _____ Signature: _____

Address: T1100r _____

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

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

Name: Jenny M Cid

Signature: 


Address: 6230 Hot Spring Lane, Fredericksburg, VA 22407

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Space for mixed-use arts, especially groups of 80-100+ performers.

Indoor space (or at least convertible indoor/outdoor space) would be great, given the DCA flight noise.

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: DAVE KOHLER Signature: 
Address: 2151 Jamieson, Alex.

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because of its proposed Innovation Uses. I'm most excited about:

Many community members participated in developing the Old Town North Small Area Plan which envisioned adding innovation uses to this site. HRP is working with Alexandria's Economic Development Partnership to bring innovation and technology employers to the site who will bring new jobs to the city, expand our tax base, and help create a dynamic district in Old Town North.

Name:

Address:

Signature:

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name:

JOHN ALEKNA

Signature:

John Alekna

Address:

2318 S. COLUMBUS ST, ARLINGTON, VA 22206

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name:

Allen Brooks

Signature:



Address:

5380 EISENHOWER AV BLD. C ALEX, VA 22304

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

The arts anchor and it possibly
being a dance org - activating the
space with movement and live art

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: Local Motion Project Signature: Debra A.
Address: _____

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Growing an arts community

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: Paul Brannan Signature: Pia C. Brannan
Address: 317 N Royal St. Alexandria, VA

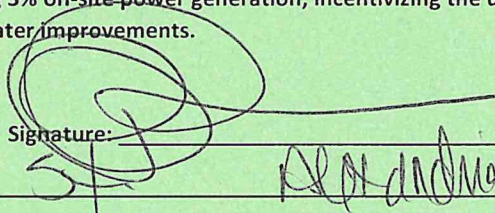
I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's sustainability plan goes above and beyond Alexandria's Green Building Policy. I'm most excited about:

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

Name:

Phyllis Tallersa

Signature:



Address:

107 Princess

St

Alexandria VA 22314

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

adding pedestrian destinations
along the water that may
encourage more tourism mixed
with local development. Bringing
life back to North Old Town
to expand destinations outside of
center of town.

Name: Margaret O'Meara Signature: mmomeara
Address: 415 Cameron Street

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

Name:

Address:

Signature:

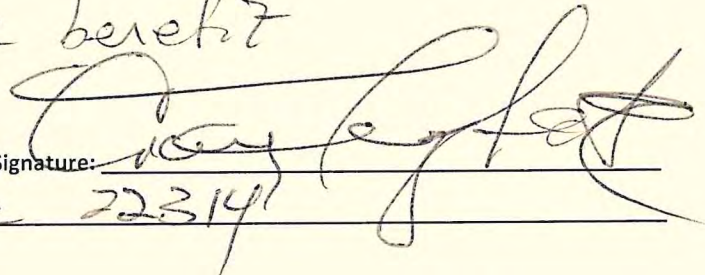
I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

it overcomes
a blight on a showcase property on full
view to 2 million people per year flying
in and out of DCA. Opportunity to make
a powerful statement on how to re-develop
property for positive benefit

Name:

Craig Templeton

Signature:



Address:

615 Slaters Lane 22314



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

Open space - natural spaces for bees, maybe community vegetable garden!

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

Name:

Katherine King

Signature:

Katherine M. King

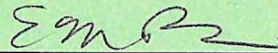
Address:

317 N. Royal St. Alexandria 22314

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

cleaning the water and runoff
the integration with the trail and
the city grid, and giving the community
access to these amazing views.

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

Name: Liz Boltan Signature: 
Address: 1202 Oronoco Street, ALX, VA 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because HRP's 3-pronged approach to affordable housing represents a big step forward for Alexandria. I'm most excited about:

So important - appreciate this commitment!

In addition to an \$8-11 million housing trust fund contribution, about 8-16% of the housing units on site will be affordable to individuals and families earning at or below 60% of Alexandria's median income. Through a combination of bonus density and an innovative public-private partnership, HRP has demonstrated their commitment to increasing the affordable housing supply in Alexandria.

Name: ellen ewas Signature: ellen ewas
Address: 400 madison #406 22314

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

Please consider building ~~a~~ a coalition to help you get \$ for, plan, get PR for the PPP — ARHA, Comm'n on Aging, ACT, Office on Housing (of course), AHDA, AHAAC, etc (would be glad to help pull these together)

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

Name: Jan Macidull Signature: Janet Macidull
Address: Marina Towers # 414

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

Our city and region desperately needs more housing. This is an exciting opportunity to turn an industrial blight into a vibrant, sustainable, equitable community. Thank you!

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

Name: Luca Gattioni-Celli Signature: [Signature]
Address: 4630 LATROBE PL, ALEXANDRIA, VA 22311

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

it is well thought out with a team of architects, planners, landscape architects that are knowledgeable and thoughtful places where for clients and will deliver a superior project for the Alexandria community & all residents & tourists to enjoy, live & connect for years to come!

Name:

Janet Dwyer Wine

Signature:

Janet Dwyer Wine

Address:

WSP USA, 1300 N. 17th Street, Rosslyn, VA

I support HRP's vision for the redevelopment of the former Potomac

Passive open
space on Waterside
would be a gift. There
is so little unorganized
space. There's plenty to
do + see w/out distractions

Name: Jan Macidull Signat

Address: Marina Towers #41

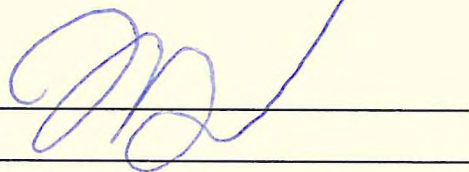
I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

It's an attractive draw for more
tourism + new residents, making ALX
much more competitive against other cities/
areas in the DMV.

Name:

Jeff Yates

Signature:



Address:

KING ST.

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

Thank you! Your team is terrific!

Name: Michelle Pearce Signature: [Signature]
Address: 1201 W Royal St Alexandria, VA

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

Productive use of Space is essential -
Mouldering old structures are picturesque, but we need
more residential (affordable) and commercial development in
Old Town North.

Name: _____

Tim Gray

Signature: _____

[Handwritten Signature]

Address: _____

17 E Oak Ridge Ave Alexandria VA 22301

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

Name: John Crain Signature: JR K. C.
Address: 1864 Potomac Greens, Alexandria VA

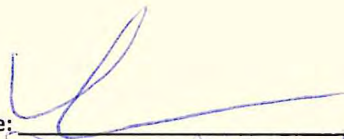
I support HRP's vision for the redevelopment of the former Potomac River Generation Station because...

Want more pedestrians + bikes than cars. Love that there will be a place to rent kayaks. Make sure there will be places for private bike lock up.

Name: _____ Signature: _____

Address: _____

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

Name: Maria Ibrahi Signature: 
Address: 1864 Potomac Greens Dr. Alexandria, VA 22314

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

Please make it obvious from the outer edge street that the public can use the riverfront park without using any commercial or residential place.

Name: SANDRA SCHLACHTMEYER Signature: _____

Address: 605 N FAIRFAX ST _____

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

National Fitness Campaign grant \$500,000
<https://nationalfitnesscampaign.com>
available

I am available to help with projects
207-462-4305.

Name: BRENDAGOWESKY Signature: [Signature]
Address: 1201 N Royal St #405 Alexandria VA 22314

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

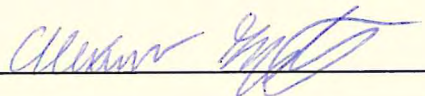
Please make room for a very active, visible community garden. Work with City + NV Master Gardeners

Name: Jan Macidull Signature: Janet Macidull
Address: Marina Towers #411

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

- We need more housing in Alexandria! The rent is too dang high!
- I can't wait to see the space opened back up for the community to gather & access the river.
- Replacing a coal plant with sustainable urban housing? Can't beat that!

Name: Alex Goyette

Signature: 

Address: S Jordan

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

Parking for commercial use → free for 2 hours on 1st level.
And include some EV Parking spots for Tesla's.

Name:

Jerry Tomic

Signature:

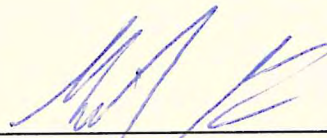
Jerry Tomic

Address:

501 Slaters Ln Apt 406 Alexandria VA, 22314

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

The plan seems like a responsible way of using a space that, right now, doesn't really help the city.

Name: Michael Nye Signature: 
Address: 502 Colecroft Ct Alexandria, VA 22314

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

- I SUPPORT THE GENERAL PLAN
- PLEASE CONSIDER INSTALLING "TESLA MEGAPACKS" SOMEWHERE TO HELP OFFSET "PEAKER PLANTS" USAGE THROUGHOUT THE REGION AND TO KEEP ~~THE~~ USING THE SITE AS A POWER GENERATING ENTITY, BUT NOW LIKE A "GREEN" POWER SOURCE.
- POWERPACKS ALSO SERVE AS BACK-UP GENERATORS FOR BUDGS, SO YOU CAN HAVE SOME MONEY ALSO AT THAT END

Name: RICHARD HENDI Signature: R. Hendi

Address: 116 E ROSEMONT AVE, ALEXANDRIA, VA 22301

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


Our neighborhood assn + local nonprofits have no in-door meeting space for 75+ people to meet. We have no ability to convene easily w/out having to beg for space. These groups hold a community together. Please consider helping w/ space

Name: Jan Macidull Signature: Janet Macidull
Address: Marina Towers #411

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Quiet moments for reflection and
Loud moments for celebration!

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: Matias Hendi Signature: 
Address: 116 E Rowan Ave Alexandria, VA, 22301

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

- education opportunities for arts in the community
- ~~have~~ main exhibit on history of Alexandria?
- community events could be held to encourage supporting arts

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: Elaine Stewart Signature: [Signature]

Address: 850 W Randolph Street Arlington, VA

FAKE

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Don't think The Arts district is to the benefit
of the artists who are losing their
place/control at the Pierpeda Factory. Every thing is
for the developers

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name:

Susan Barnes

Signature:

it is disappearing
[Signature]

Address:

1207 N Pitt St.

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

FANTASTIC!! Thank you
Hilco for investing in Alexandria
and our Arts Community.

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: Susana Amber Good Signature: [Signature]
Address: N St Asaph St 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because of its proposed Innovation Uses. I'm most excited about:

the arts and culture component, including art galleries, music venues and street art.

Many community members participated in developing the Old Town North Small Area Plan which envisioned adding innovation uses to this site. HRP is working with Alexandria's Economic Development Partnership to bring innovation and technology employers to the site who will bring new jobs to the city, expand our tax base, and help create a dynamic district in Old Town North.

Name: Mary Ann Phillips Signature: Mary Ann Phillips
Address: 1201 N. Royal St. #309 Alexandria, VA 22314

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Any development is better than
what is currently here.

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: Art Arnes Signature: Carla
Address: 4000 Tuckaw Rd NW Apt 318, Wash, DC

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Make
a live
music venue

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: Bergman

Signature: [Signature]

Address: _____

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it extends the Old Town's Arts and Cultural District into the future redevelopment site. I'm most excited about:

Looking forward to more arts
instruction space!

Many community members participated in developing the Old Town North Small Area Plan and a focus on arts and cultural spaces was integral to that process. HRP has incorporated numerous opportunities for arts uses in their plan, both indoors and outdoors, and I'm excited to see it come to life!

Name: _____ Signature: _____


Address: _____

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

Much needed development that will improve quality of life in North Old Town. Will have some impact on neighbors that need to be listened to and considered, but very positive change

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name: JOHN MORAN

Signature: 

Address: 1415-4 East Abington Dr

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

Not

I will lose my view of the River & the Capitol Building when the "development" goes up - as I have lost my view of the River & sunrise w/ the VARR muse project

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Not

it's ok. & great for quiet walks now

Name:

Susan Barnes

Signature:

[Handwritten Signature]

Address:

1207 N.P.HST

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

Connections are SO important -
Communications and connection are fundamental
to interaction of diverse people and creative
problem solving. Thank you, Hilco!

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name: Susan Anker Jorde Signature: [Signature]
Address: N Saint Asaph St ALX

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

collection and filtration of runoff water

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name: Dave Hicks Signature: _____

Address: scrabbletwin@gmail.com

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

This site has been vacant for 10 yrs and I am excited about seeing it finally redeveloped. I was hoping for more ambitious sustainability goals and wish the developers would commit to a net-zero development by 2030-2035. However, I am impressed by the number of types of buildings and activities the project will support.

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name: Paul Kaplowitz Signature: Paul Kaplowitz
Address: 3800 Fairfax Dr ~~Arling~~ Arlington

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

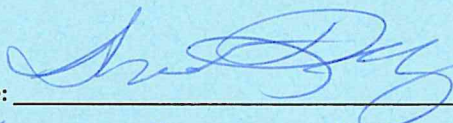
the proposed open spaces and access to the river. The development will transform decaying land into an attractive and functional environment.

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name:

Thomas Kilfoyle

Signature:



Address:

400 Madison St # 607 Alexandria Va 22314

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

More + easier access to green space

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

Name: Ariel Rudy Signature: Ariel Rudy
Address: 509 Bashford Ln

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

Improved pedestrian paths, with safe space
apart from bikes, plus benches & facilities.
As a walker on the water path every day, I am
excited at the prospect of safe trails + lots of open space.

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name: _____

Barbara Foxcroft

Signature: _____

Address: _____

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

Access to more affordable housing will
help the area + diversity of residents

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

Name: Luís Frutos Signature: _____

Address: _____

I support HRP's vision for the redevelopment of the former Potomac River Generation Station because it will clean-up, tear down, and transform the former power plant. I'm most excited about:

Very excited about what is to come with new
open space & community-friendly spaces.

Area residents and the City of Alexandria worked together to close down the polluting coal-fired power plant a decade ago. HRP is one of few developers that has the expertise to perform the abatement and deconstruction of the power plant and remediate the site. I'm excited to see this property transformed from an eyesore into a vibrant, friendly, and walkable waterfront community!

Name:

T. Salmon

Signature:



Address:

Potomac Greens DR

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

the overall concept.

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

Name: ellen evans Signature: ellen r evans

Address: 400 Madison # ~~20~~ 22314

406

313

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

the "woonerf" concept because it will be a great space to explore the new redevelopment area without cars

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

Name: Eugenie Ballering Signature: 
Address: 1021 Allison Str.

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

Great look. Two concerns -
- affordable housing & making sure
it happens
- mix of uses, Potomac Yards is
too residential &
mixed use limited

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

Name:

KEN MORLEY

Signature:



Address:

607 East Nelson Ave #102 22301

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

opening up such a large area back to the public. - Putting density / new development in a place where it makes sense for it to be - i.e. close to transit, inside the beltway. - Population & housing demand only increasing - this site is a better place for that growth to be than many places. - I will look forward to the increased walkability, shops / arts stuff, ~~REST~~ restaurants etc. that new development on the site will bring. It would be a shame if the Remediation of the site didn't happen & the site stays as it is today.

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

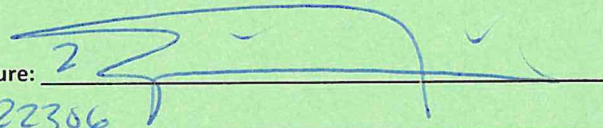
Name: Lynn Silsby Signature: Lynn Silsby
Address: 502 Colecroft Ct., Alex., VA 22314.

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

AFFORDABLE HOUSING, ESP. FOR YOUNG SINGLES.

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

Name: Ephraim Fermin

Signature: 

Address: 2657 MOUNTAIN ST. AVE, VA 22306

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

Please explore solarpower on
sides of bldgs (South+East) —
The Sun is intense then!

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

Name: Jan Macidull Signature: Janet Macidull
Address: Marina Towers #4N

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

The "woonerf" complete streets / car-light street
and the emphasis on open space and
connections to the Mt. Vernon Trail.

Criticism: providing parking underground is better than above-ground but providing less parking disincentivizes driving.

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

Name:

PATRICK WISE

Signature:



Address:

\$ 1200 FIRST ST APT 1136 ALEXANDRIA

VA 22314

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

We need additional
options for activities!

Name: Amy Stalbrecht Signature: Amy Stalbrecht

Address: 11 Canal Center Plaza

Suite 100

Alexandria, Va

320 22314

[EXTERNAL]Hilco development - support for arts in the redevelopment plan

Leslie Duss <leslie.duss@gmail.com>

Sun 6/19/2022 5:21 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Matt Duss <mattduss@gmail.com>; Justin Wilson <justin.wilson@alexandriava.gov>; Amy Jackson <Amy.Jackson@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Kirk McPike <kirk.mcpike@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>; Karl Moritz <Karl.Moritz@alexandriava.gov>; Gloria Sitton <Gloria.Sitton@alexandriava.gov>; mcgibbs@wiregill.com <mcgibbs@wiregill.com>

Some people who received this message don't often get email from leslie.duss@gmail.com. [Learn why this is important](#)

Dear Mr. Chairman and Members of Planning Commission,

We are excited about the plans to redevelop the power plant site in Old Town North. We are aware of the proposed Old Town North Small Area Plan that outlines a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site.

We support the affordable housing plans and other features in the plan. We are writing this letter, however, to express our support specifically for a focus on the arts and especially for performance spaces. We're excited about the possibilities for public art, galleries, and interactive art. These elements add a vibrant aesthetic quality that promises to enliven the space for both residents and tourists.

Our youngest daughter is a dancer, singer, and musician, and we are also artists who would both seek to participate in and likely generate art-based opportunities and to attend performances at the site.

Thank you for considering these points during your deliberations.

Sincerely,

Leslie and Matt Duss
31. E. Walnut St.
Alexandria, VA 22301

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June 21, 2022

Sent via email: aimpastato54@gmail.com

Arthur “Sash” Impastato
Alexandrians for the EAP/Sierra Club Potomac River Group

Dear Mr. Impastato:

We are in receipt of your letter dated June 15, 2022, to the Alexandria Planning Commission. HRP shares your excitement in the redevelopment of this former coal-fired power plant site into a vibrant and sustainable mixed-use community. We appreciate your acknowledgement that our proposal goes “beyond the requirements in the City’s Green Building Policy” that there has been “extensive community involvement...over many months” as we have worked with City Staff, Environmental Policy Commissioners and Planning Commissioners to develop a strategy that significantly advances the goals of carbon neutrality through the setting of aggressive targets. We take great pride in the collaboration we have had over the last 15 months with many community stakeholders to deliver a robust community benefits package as part of the Coordinated Development District (CDD) submission, an initial development review step focused on master planning and zoning. HRP remains committed to community involvement throughout the entitlement process and beyond.

Specifically, your letter set forth the three recommendations below. We appreciate your advocacy on these important topics, and we believe the PRGS project is addressing the priorities you listed:

1. Provide Specific, Measurable, Time-Bound Actions in The Carbon Neutrality Analysis and the Coordinated Sustainability Strategy.
2. Commit to Meeting the Carbon Neutral Targets in the Old Town North Small Area Plan (“OTNSAP”).
3. Commit to All-Electric Buildings.

During the CDD review process, HRP *voluntarily* developed a framework for determining and targeting carbon reduction measures in the Carbon Neutrality Analysis (CNA) we produced. As you note in your letter, the commitments established in the CNA for the redevelopment of the Potomac Generating Station (“PRGS”) site far exceed the established 2019 Green Building Policy requirements. Additionally, the **CNA establishes specific carbon neutrality targets and measures to advance the goal outlined in the OTNSAP to “strive to achieve carbon neutral buildings by 2030.”** These **targets are “specific, measurable, and time-bound actions”** as outlined below and have also been documented in the PRGS CDD conditions including:

- 25% reduction in operational carbon emissions. This is approximately double the requirements of the current Green Building Policy, which requires an 11% reduction for commercial buildings and a 14% reduction for residential buildings.

- 10% reduction to embodied carbon. HRP introduced this carbon reduction strategy, which is not addressed in the Green Building Policy and PRGS is the first project in the City of Alexandria to have a CDD condition related to embodied carbon.
- 3% on-site renewable energy generation. This is a very aggressive target for a constrained site such as PRGS that will require advancements in technology to achieve.
- **Electrification of buildings**. Heating and cooling in buildings will be all electric. There are minimal exceptions for emergency generators, commercial cooking, and common area amenities.

We sincerely appreciate the opportunity to respond to the issues you raised, and we look forward to continued coordination with City and community stakeholders as we transform this former PRGS site into a sustainable, mixed-use community.

Sincerely,



Melissa Schrock
Executive Vice President, Mixed-Use Development

cc: Alexandria Planning Commission
Karl Moritz, Director, Department of Planning and Zoning
Bill Skrabak, Deputy Director, Infrastructure & Environmental Quality Department of
Transportation & Environmental Services
Catherine Milaras, Principal Planner, Department of Planning and Zoning

[EXTERNAL]Support for Coordinated Development District Conceptual Design Plan #2021-00004

Maina, Cris <Cris.Maina@brookfieldpropertiesdevelopment.com>

Tue 6/21/2022 3:20 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Justin Wilson <justin.wilson@alexandriava.gov>; Amy Jackson <Amy.Jackson@alexandriava.gov>; Canek Aguirre <Canek.Aguirre@alexandriava.gov>; John Chapman <john.taylor.chapman@alexandriava.gov>; Alyia Gaskins <alyia.gaskins@alexandriava.gov>; Kirk McPike <kirk.mcpike@alexandriava.gov>; Sarah Bagley <sarah.bagley@alexandriava.gov>; Jim Parajon <jim.parajon@alexandriava.gov>; Karl Moritz <Karl.Moritz@alexandriava.gov>; Gloria Sitton <Gloria.Sitton@alexandriava.gov>; Mary Catherine Gibbs <mcgibbs@wiregill.com>

You don't often get email from cris.maina@brookfieldpropertiesdevelopment.com. [Learn why this is important](#)

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council, and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Our company, Brookfield Properties, is currently converting 625 and 635 Slaters Ln. (at the very most northern point of North Old Town, and adjacent to the Subject redevelopment) from office to residential use, resulting in 81 new residential condominiums. We are currently under construction and open for sale: (<https://www.towngatenorth.com/>)

Accordingly, I support the Subject redevelopment of the Potomac River Generating Station. Additionally, and more importantly, I have had the opportunity to speak to many of our contract purchasers for residential units at our project (as well as prospective purchasers) over the course of several recent outreach events, and the overwhelming consensus across all groups is strong support for this project and its benefits to the surrounding community.

Specifically, our new homeowners are very excited about the prospect for: direct, quicker access to the waterfront; additional open space around their condominium; connectivity to North Old Town and beyond; additional retail near their community; and, overall beautification of the area, providing the aesthetic and physical link between Slaters Ln. and the rest of North/Old Town that is currently lacking.

Thank you for considering these points during your deliberations.

Sincerely yours,

Cris Maina

Director, Land & Multi-Family | Land & Housing
Development

Brookfield Properties
3201 Jermantown Road, Suite 150, Fairfax, VA 22030
T +1 703.928.9994
Cris.Maina@brookfieldpropertiesdevelopment.com
brookfieldproperties.com

Brookfield Properties

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June 17, 2022

Mayor Wilson and Members of the Alexandria City Council:

The undersigned civic groups, environmental organizations, labor unions, and Alexandria community members are writing to share our collective concerns regarding Hilco Redevelopment Partners' proposed project at the Potomac River Generating Station (PRGS) site in North Old Town.

We urge Council to delay voting on Hilco's Consolidated Development District (CDD) application until the project meets higher standards on the issues of good jobs, affordable housing, and environmental sustainability. While each of our organizations is concerned primarily with only one of these areas, we are joining together in recognition of their deep interconnections, and in our collective interest in creating a just and equitable community and a livable climate for all Alexandrians. Development in Alexandria must begin meeting higher levels of performance if we are to achieve this goal.

In April 2022, City Council adopted six priorities to provide a framework for its decisions for the year, all of which are to be viewed through the lens of "equity, environmental justice, civility, transparency, respect, and service."ⁱ Two of these priorities are especially relevant to Hilco's redevelopment project:

- **Provide Diverse Housing Opportunities:** Reconsider our zoning model and explore other tools to better facilitate an Alexandria housing economy that provides the necessary range of price points, styles of housing and associated services to meet the needs of a thriving city.
- **Foster Economic Development:** Seek out and consider budgetary, land use, regulatory and other economic development tools to foster sustainable and equitable development, diversify revenue and allow greater investment in our infrastructure.

Additionally, although Council chose not to explicitly identify climate change as one of its six priorities for the year, Council members discussed the need to adequately and effectively address climate change and environmental justice as part of initiatives across all six priorities.ⁱⁱ

We are asking City Council to abide by its framework by ensuring that Hilco's redevelopment of the PRGS site meets the priorities of equitable development, diverse housing opportunities, and environmental justice. Hilco's CDD should commit to more for Alexandria residents in each of these three areas.

ⁱ Alexandria City Council 2022 priorities <https://www.alexandriava.gov/news-citywide/2022-04-19/alexandria-city-council-adopts-2022-priorities>

ⁱⁱ Alexandria City Council March 22, 2022 Legislative Meeting https://alexandria.granicus.com/MediaPlayer.php?view_id=57&clip_id=5432

Good Jobs

Hilco should **commit** to the creation of good, sustainable jobs during construction and at any future hotel at the site. Hilco Redevelopment Partners' first CDD Conceptual Plan submission to the City of Alexandria in August 2021 for the PRGS site outlined a 300-room, 225,000 square foot hotel. A 300-room hotel could create 180 low-wage jobs, but according to the National Low Income Housing Coalition's 2021 Annual Report "Out of Reach,"ⁱⁱⁱ the hourly wage needed to afford a 2-bedroom apartment without paying more than 30% of income on housing in Alexandria is \$33.94 — more than twice the median wage for housekeepers in the local hotel industry.^{iv}

Hilco has a similar project redeveloping the site of a former coal plant in Boston and Hilco's website for the Boston project states that "Starting with the first demolition permit and continuing during active construction, the project will offer apprenticeship and employment opportunities for city residents."^v There is no similar plan for local hire or job training and apprenticeship programs in Alexandria, even though the PRGS redevelopment is planned to be 820,000 square feet larger than the Boston redevelopment.

In January 2022, the Alexandria City Council approved an agreement to build a luxury hotel in Old Town without any commitment to hold the hotel accountable for creating high-quality jobs. At the time, several Councilmembers encouraged concerns to be raised about developments before proposals are brought to City Council. We are doing so here.

Affordable Housing

Hilco has worked with city staff to develop a three-pronged approach to providing affordable housing in the PRGS development, with roughly 60% of on-site affordable housing provided through a Public-Private Partnership (P3) between Hilco, the City, and development partners aided by Low-Income Housing Tax Credit or other public funding. Hilco should **commit** to making Housing Trust Fund contributions earlier than required to help fill the potential P3 project's funding gap. If the P3 is successful, it will provide 100,000 square feet of on-site affordable units at PRGS. However, if the P3 does not move forward, the community will only receive an additional 33,333 square feet of on-site affordable units. We note that Alexandria has an estimated financial gap to realize existing affordable housing pipeline projects in the coming years of over \$80 million, according to the Northern Virginia Affordable Housing Alliance.

Additionally, we are concerned that this largescale expansion of the city's pilot art bonus density program further erodes the City's primary tool to generate affordable housing as part of development projects. If Council is to amend the Zoning Ordinance to allow this change, the overall impact of this project on affordable housing needs to be carefully studied — both because

ⁱⁱⁱ National Low Income Housing Coalition 2021, "Out of Reach," report https://nlihc.org/sites/default/files/oor/2021/Out-of-Reach_2021.pdf

^{iv} U.S. Bureau of Labor Statistics May 2020, Washington-Arlington-Alexandria Metro Area https://www.bls.gov/oes/current/oes_47900.htm

^v Hilco Redevelopment Partners L Street Station, "Community Benefits" <http://www.lstreetstationboston.com/community-benefits/>

of the potential loss of on-site affordable units and because of the possible creation of many low-wage jobs that could increase pressure on the city's already limited affordable housing supply.

Sustainable Energy and a Livable Climate

Alexandria's Environmental Action Plan-2040, adopted in July of 2019, has for years identified a science-based target of reducing greenhouse gas emissions in half by FY2030. Any new development which is not carbon neutral takes us backward, further away from the critically important target. As has been demonstrated over the past several years in other communities, net zero carbon development is possible, profitable, healthier for residents, and without substantially higher costs to the developer. Hilco's CDD application should **commit** to significantly higher energy efficiency performance targets and to the purchase of renewable energy through power purchasing agreements in order to ensure meeting the carbon neutral targets in the Old Town North Small Area Plan. The steps needed to achieve these targets should be described in a Coordinated Sustainability Strategy including specific, measurable, and time-bound details to which they can be held accountable. These commitments are in line with the Environmental Policy Commission's recommendations on the project's CDD application. As a former coal-fired power plant, the PRGS development should be a leading example of up-to-date design and construction that is truly sustainable from the perspective of climate change, not just marginally better than current standard building practices and outdated by the time it is occupied.

We are also concerned about Hilco's demolition history. In 2015, Hilco Global affiliate, Sparrows Point LLC,^{vi} was fined for environmental violations related to the demolition of old mill buildings in Dundalk, Maryland. The violations included failing to control stormwater, dumping trash and industrial waste, and handling asbestos improperly.^{vii} Sparrows Point and their contractor were required to complete \$3.375 million in environmental projects as a part of their settlements.^{viii} Additionally, in 2020, Hilco's demolition of a smokestack at a closed coal plant covered Chicago's Little Village neighborhood in dust during a respiratory pandemic.^{ix} Hilco agreed to pay \$370,000 in a settlement to a Little Village health and wellness program.^x

The City of Alexandria holds a public approval process for land use and development applications so that our voices can be heard and considered – this is when clear commitments for Alexandria residents need to be made. Without these commitments, there are limited means for the City and the community to hold Hilco accountable later on in this project. We ask you, as

^{vi} *Better Government Association*, April 2020 <https://www.bettergov.org/news/contractor-in-little-village-smokestack-fiasco-was-cited-in-march-for-blowing-dust-but-city-ok/>

^{vii} *Baltimore Sun*, April 2015 <https://www.baltimoresun.com/maryland/baltimore-county/bs-md-co-sparrows-point-fine-20150403-story.html>

^{viii} *Baltimore Sun*, April 2015 <https://www.baltimoresun.com/maryland/baltimore-county/bs-md-co-sparrows-point-fine-20150403-story.html>

^{ix} *Block Club Chicago*, April 2020 <https://blockclubchicago.org/2020/04/12/extremely-angry-lightfoot-blames-developer-for-massive-little-village-dust-cloud-alderman-apologizes/>

^x *Block Club Chicago*, November 2020 <https://blockclubchicago.org/2020/11/19/state-attorney-general-reaches-370k-settlement-with-hilco-over-little-village-smokestack-demolition/>

our public servants, to delay your vote on Hilco's CDD application until the developer commits more to our community.

We need good jobs. We need affordable housing. We need a livable climate. None of these will be achievable without your help.

In solidarity,

African Communities Together

Baltimore-D.C. Metro Building Trades Council

Build Our Future

CASA

UNITE HERE Local 23

UNITE HERE Local 25

June 21, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. Is it very exciting to see the current deteriorating site redeveloped into a vibrant mix of uses, incorporating abundant open space and walking connections to the contiguous neighborhoods. When redeveloped this property will enhance the surrounding area of Old Town North, all of Alexandria and the entire DMV. Moreover, the development is in accordance with the approved Old Town North Small Area Plan.

Specific reasons that I strongly support this redevelopment:

Scraping the old power plant – With the power plant structure and supporting elements remaining on the site, presumably there is contaminated soil and likely other toxins. It is **critical** that given the cost of deconstruction and remediation that the developer has capable experience and financial capacity to bring the redevelopment correctly to fruition. HRP has the track record and capitalization to successfully execute; I don't think this point can be overemphasized. This combination of factors -- tearing down the buildings and remediating the environment, financial and technical capability, and a precise vision – results in a unique redevelopment opportunity with a qualified, skilled developer.

Waterfront improvements and walkability – The plan as presented extends the walkable waterfront commensurate with the Waterfront Small Area Plan. The developer's commitment to enhance the Mount Vernon Trail including creative visions of potentially adding a kayak launch point and/or water taxi stop would be an enormous improvement. The views of the completed site from the water will be magnificent. And the mixed-use layout augments the walkability of the site and entire area.

Arts uses – As part of the Arts and Cultural District, the site provides numerous opportunities for arts uses, including performance spaces with both indoor and outdoor use. The central plaza and other locations will provide space for interactive arts and other creative lighting and artistic elements.

Activation and Open Spaces - With 5.8 acres of new public open space, the project is adding substantially to the open space network of Old Town North. The newly added spaces will blend seamlessly with the Mt Vernon trail and surrounds, creating and even larger park footprint. The tree canopy will significantly increase activating the space for a variety of activities. This will be a destination "community" for local citizens, the DMV populace, and tourists.

Design, Retail, Restaurants and Small Business - The developers have incorporated appropriate design elements with important attention to varying building heights creating a neighborhood sense of place. With underground parking, the street level interface is activated with a mix of ground floor retail and outdoor restaurant seating and a potential for small businesses uses. The concept plan incorporates quality materials and superior architecture. The retail and restaurant use will attract a large and diverse group of visitors to enjoy dining and shopping further enhancing all of Old Town.

Market Rate and Affordable Housing- The size of the site allows for a multiplicity of housing with an array of designs, amenities, and price ranges. Affordable dwellings consist of approximately 60 units and a prospective additional 100 on-site affordable units through a public-private partnership project with the City of Alexandria. This translates to 8-16% of total housing units on-site as affordable, which substantially exceeds the current policy requirements. Additionally, the developer will make an \$8-11M contribution to the housing trust fund.

Innovation and Environmental Sustainability - The developer has included “innovation uses” on site, commensurate with Old Town North Plan, opening the door for partnerships with innovation/tech users such as Virginia Tech and other firms in the area. Additional uses may include workshop or maker spaces. Importantly this site will transform into a green, sustainable mixed-use district. The developer is targeting 25% energy savings, 10% embodied carbon, 3% on-site renewable energy generation, and maximizing electrification, far exceeding city requirements.

I support and look forward to seeing this project move forward.

Sincerely,



Lynn Hackney, Principal
Community Three

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov

Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov

Alexandria City Council Members:

Canek Aguirre Canek.Aguirre@alexandriava.gov

John Chapman john.taylor.chapman@alexandriava.gov

Alyia Gaskins alyia.gaskins@alexandriava.gov

Kirk McPike kirk.mcpike@alexandriava.gov

Sarah Bagley sarah.bagley@alexandriava.gov

Jim Parajon, City Manager, jim.parajon@alexandriava.gov

Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov

Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov

Good Evening and thank you for allowing me to speak to this very important matter.

My wife and I have been long-time residents of Alexandria and chose to raise our family here.

We love this great city and are excited to see the reclamation of now defunct infrastructure and land as a new community and space for all to enjoy. As frequent users of the Mt Vernon trail that runs parallel to this property, my family and I would certainly love to see people enjoying themselves in the proposed community while walking it rather than the decrepit and unused space existing there now. I especially applaud the applicant for being conscious of the natural beauty of our City's water front and that they are ensuring their plans provide plenty of open space and access to the water. Whereas other developments seek to fill every square-inch with some income-driven intent this project seems to provide an excellent balance of infrastructure, community and open air. I fully support this project and can't wait for this project and its exciting promises to become a reality.

Thank you again for listening!

**MARK S. FELDHEIM
1215 PRINCE STREET
ALEXANDRIA, VA 22314**

Sent Via Email to PlanComm@alexandriava.gov

June 21, 2022

Chairman and Members of Planning Commission
City of Alexandria

Re: Docket Item #4 of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

I have reviewed the application and staff report and have attended a tour of the facility. I have also explored Hilco's ability to undertake this complicated and difficult redevelopment and I am satisfied that they are well qualified for this project. While the challenges attendant to the clean-up of the contaminated soil are not insignificant it is my opinion that the greater issue is the design challenges imposed by the difficult topography, elevated terrain, waterfront access and pedestrian accessibility. The concept plan before you is complicated, but thorough and is consistent with the Old Town North Small Area Plan.

Furthermore, the plan addresses a number of City articulated priorities:

- Remediation of the soil contaminated site that sits on 18 acres overlooking the Potomac River
- A mix of residential and non-residential uses
- The expansion of the Arts and Cultural District
- The creation of a livable, walkable and accessible community consistent with the Old Town North Small Area Plan
- The addition of 5.5 acres of new public open space
- On-site "affordable" housing units as well as a developer contribution to the housing trust fund
- Although detailed final design elements remain to be worked out, the site's developers have worked hard to incorporate desirable design elements to their concept plan.

The proposed redevelopment of this site is consistent with the Old Town North Small Area Plan and will go a long way in promoting a vibrant and economically sustainable addition to the City of Alexandria. Accordingly, I urge your support of the pending application.

Sincerely yours,



Mark S. Feldheim

Cc: Karl Moritz, Director of Planning and Zoning (karl.moritz@alexandriava.gov)
Jim Parajon, City Manager (jim.parajon@alexandriava.gov)

Timothy B. McCarty
2217 Fordham Drive
Alexandria, VA 22307

6/22/2023

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council, and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, I support the project because:

Old Town North and Northeast neighborhood residents worked together and with the City Council years ago to close down the polluting coal-fired power plant on the site. While that objective was achieved the power plant structure and supporting elements are still on the site, and the soil is still contaminated. Given the cost of deconstruction and remediation, there are few developers capable of bringing redevelopment to fruition. HRP has the track record and capitalization to make that happen. They also have a vision of a very attractive mixed-use site that is active and improves neighborhood connectivity and waterfront views. This combination of factors -- tearing down the old power plant buildings, financial and technical capability, and a vision for the future -- mean that this is a unique opportunity that must not be lost.

The PRGS project will clean-up this former coal fired power plant and replace it with a green, sustainable mixed-use district. The developer is targeting 25% energy savings, which is about double the requirement under Alexandria's Green Building Policy. They are also targeting 10% embodied carbon, 3% on-site renewable energy generation, maximizing electrification, and encouraging alternative means of transportation.

This is a great opportunity to extend the walkable waterfront envisioned in the Waterfront Small Area Plan adopted in 2012. The site plan maximizes the views of the DC skyline, and the mostly-pedestrian

woonerf will provide views from the bluff. The developer's plans to work with the National Park Service on improvements to the Mount Vernon Trail will be welcomed by walkers, joggers, and bicycle riders who are already avid users of the trail. Accommodating a kayak launch point and a water taxi stop would make the site an even better addition to our waterfront resources. It is to be hoped that the view of the site from the water will also be an asset as one rides a boat along the Potomac River.

My vision for the site is one where neighborhood residents and out-of-town visitors come for leisure activities – sitting on the grass, playing ball, walking on a nature trail, looking in store windows, listening to outdoor concerts, climbing on playground equipment. The plans for the site seem to lend themselves to those types of uses and activities, and on a large scale, more than can be accommodated in our mostly-passive public parks or smaller development sites. This activation will make the neighborhood more interesting and popular, and provide room to plan special events.

Old Town North has been successful in attracting several new and very cool restaurants. The power plant site provides additional opportunities to increase the number and types of restaurants in the neighborhood, along the numerous block faces shown on the site plan, and even at higher levels of the individual buildings like our lovely Café 44 at Canal Center. There are also many opportunities for ground floor retail. These retail and restaurant uses will serve the broader neighborhood and visitors as well as site residents and workers. By attracting outsiders to dine and shop, the site will be able to support even more retail and restaurants.

One thing I really like is that the site will be connected to the rest of the neighborhood. There will be access from N. Fairfax and Royal Streets, and perhaps eventually from Pitt Street for automobiles and buses. And for pedestrians, there is the woonerf street and the improved connections to the Mount Vernon Trail. It appears the developer is willing to improve the circulation patterns on Slaters Lane and has worked with the Marina Towers residents on configuring the site intersections to improve the condo building's relationship to the power plant site.

The site plan provides for DASH routes through the property, and for at least two stops. In addition, there is the option of bus service to connect to the Potomac Yard Metro Station rather than Braddock Road Metro Station, a time saving for commuters. Once the population density increases, there will be opportunity to increase the frequency of service, which will help other parts of Old Town North as well.

The site's developers have worked hard to incorporate desirable design elements to their concept plan. Building heights within each block are to be varied, and it is likely the final product will not be as "blocky" as Crystal City or "the Wharf". Parking is underground, contributing to a more attractive street level interface and allowing ground floor retail and outdoor restaurant seating. A mix of uses provide vitality and opportunities to live, work, and recreate. The site will no longer be stand-alone and fenced off, but instead will fully integrate with the Old Town North neighborhoods to the south and north of the property. Waterfront views and vistas are a determining element of the site design. High quality materials and architecture will make this a premiere site in Alexandria.

Thank you for considering these points during your deliberations.

Sincerely yours,

Timothy B. McCarty

CC: Justin Wilson, Mayor

Amy Jackson, Vice Mayor

Alexandria City Council Members:

Canek Aguirre

John Chapman

Alyia Gaskins

Kirk McPike

Sarah Bagley

Jim Parajon, City Manager

Karl Moritz, Director of Planning and Zoning

Gloria Sitton, City Clerk



June 22, 2022

Mr. Nate Macek
Chair, Planning Commission
City of Alexandria, Virginia

Re: Potomac River Generating Site Coordinated Development District

Dear Chair Macek and Planning Commission members:

I write to you on behalf of the Alexandria hub of the [Faith Alliance for Climate Solutions](#) (FACS). We are people of faith from Alexandria neighborhoods and congregations focused on equitable local solutions to the climate crisis. Our hub includes members from over 15 congregations and nonaffiliated city residents.

The Mirant Potomac River Generating plant was a source of significant air pollution, coal ash pollution and other forms of pollution for many, many years. What rises “from the ashes” should strive to exemplify zero carbon, zero air pollution and zero pollution in general. The FACS Alexandria hub appreciates the Hilco Redevelopment Partners’ (“Hilco”) proposals that go beyond the minimum sustainability requirements, their extensive community involvement, as well as the overall development concept that includes waterfront public open space.

However, for a development of this scale and long build-out, we feel it can and should do more to support the 2030 climate target in the City’s Environmental Action Plan 2040. We have read the in-depth comments of the City’s Environmental Policy Commission and Alexandrians for the EAP (Alex4EAP, part of the Potomac River Sierra Club Group). We call on the Planning Commission to support these requests articulated by Alex4EAP, that the CDD for the proposed PRGS development demonstrate a commitment to:

- 1. Provide Specific, Measurable, Time-Bound Actions in the Carbon Neutrality Analysis and the Coordinated Sustainability Strategy;**
- 2. Commit to Meeting the Carbon Neutral Targets in the Old Town North Small Area Plan; and**
- 3. Commit to All-Electric Buildings.**

We appreciate the Planning Commission’s support of the City’s sustainability policies and plan provisions in recent development proposals and hope you will also find ways to do this at the PRGS.

Thank you,

/s/

Donna Gold
2908 Richmond Lane, 22305
FACS member, on behalf of the FACS Alexandria Hub

[EXTERNAL]PRGS CDD (Item #4 June 23, 2022 Docket)

Serge Duss <sergeduss@gmail.com>

Wed 6/22/2022 3:29 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Jim Parajon <jim.parajon@alexandriava.gov>; Karl Moritz <Karl.Moritz@alexandriava.gov>; Catherine Miliaras <Catherine.Miliaras@alexandriava.gov>

RE: PRGS CDD (item #4 June 23, 2022 Docket)

Dear Chairman Macek and Members of the Alexandria Planning Commission,

I am writing on behalf of the Marina Towers condominium community, located on Slaters Lane, to request the Planning Commission at its June 23 meeting postpone to a later date any decisions on the redevelopment of the Potomac River Generating Station by Hilco Redevelopment Partners (HRP).

We were notified only a 11 days ago of the public posting of the HRP Coordinated Development District Conceptual Design Plan and the city staff report, which numbers 213 pages. Eleven days is simply not enough time to digest this volume of information and determine its impact on our community. As the PRGS's immediate neighbor to the north, Marina Towers' property and 500 residents will be impacted in multiple ways by the redevelopment.

I request that any decision on the PRGS redevelopment be postponed until the Planning Commission's September meeting, which would give our community adequate time to fully review the CDD and meet with city staff to discuss various issues of concern in its report.

Thank you for your consideration.

Serge Duss

Chairman, Marina Towers Hilco Redevelopment Ad Hoc Committee

Cc: James Parajon, City Manager

Karl Moritz, Director of Planning and Zoning

Catherine Miliaris, Principal Planner, Development (P&Z)

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

City of Alexandria, Virginia

MEMORANDUM

DATE: JUNE 23, 2022
TO: PLANNING COMMISSION
FROM: KARL MORITZ, DIRECTOR, DEPARTMENT OF PLANNING & ZONING
SUBJECT: CDD #2021-0004 / POTOMAC RIVER GENERATING STATION (PRGS)

ISSUE:

Developer Contributions Table

Attachment 1 includes the Developer Contributions Table showing how the **\$21,495,167** was calculated. This amount reflects the developer contribution in 2022 dollars but it will be recalculated on an escalated rate as buildings are completed. It is the applicant's intent to provide the contribution in-kind through the design and construction of the parks and open spaces specified in the staff report.

Revised Conditions

As a result of ongoing discussions with the applicant for the Potomac River Generating Station (PRGS) redevelopment (Docket Item #4 for the June 23rd Planning Commission Hearing) staff recommends revisions to specific conditions of approval as part of the CDD recommendation of approval motion. What follows is a brief issue description and the recommended revised language.

Construction Type

In place of a minimum height requirement of 100-110 feet, which was intended in large part to preclude the use of wood frame ("stick") construction due to the OTNSAP goals to promote development of high-quality design and architecture that will withstand the test of time, staff recommends alternate language related to construction typology. In further conversations with the applicant, it was agreed that instead of a minimum height requirement, it would be preferable to prohibit this type of construction. The intent is to achieve high-quality design made possible by the use of other structural systems, such as concrete, steel and mass timber construction. The applicant has requested an exception to Block A due to its unusual shape and lower height. A variety of heights will still be achieved through the application of the Old Town North Urban Design Standards and Guidelines for PRGS.

CONDITION 15:

~~The minimum height of any building within the blocks B, C, D, E and F shall be 110 feet, though the minimum height of commercial/nonresidential buildings can be 100 feet as approved through the DSUP process for each building. (P&Z)~~

Wood frame (stick) construction is prohibited. The use of conventional wood-frame (also known as stick-built, or podium) construction, of any height, is prohibited in the CDD except for Block

A. This restriction will remain even if code authorities in the future permit a height greater than the +/- 85' currently allowed. The purpose of this restriction is to ensure that all buildings on this site meet high-quality design standards and will have an indefinite life span. This restriction is not intended, nor does it preclude, the structural systems known as mass timber, steel light-gauge framing, structural steel, reinforced concrete, or precast concrete structural systems.

Phasing

Staff has recommended that park space be provided earlier so that the public benefits of new parks be provided to the community. Upon further discussion, staff and the applicant have agreed to construct nearly half of the Waterfront Park, from the southern property line to the open lawn (Great Lawn) area adjacent to Block C, in Phase 1 and to complete the Waterfront Park by the end of Phase 2. Staff supports this approach which will deliver the Waterfront Park and the interim Rail Corridor Park at the end of Phase 2. The following revisions are proposed for Conditions 30 and 31.

CONDITION 30:

In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following physical improvements with the completion of Phase 1. Phase 1 will be considered complete at the first request for a certificate of occupancy for the last building constructed in Phase 1.

- a. 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.
- b. 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.
- c. In the event that Block B is not included in Phase 1, construct all roads adjacent to the Phase 1 block(s) in final condition and fully operational.
- d. Implementation of a final design for the southern half of Waterfront Park **which includes interim improvements up to the Great Lawn area that ends approximately at the northern boundary of Block C** ~~up to the Pump House~~ with interim connections to the Mount Vernon Trail, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z.
- e. Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. (Pending City and NPS approval) (P&Z) (T&ES) (RP&CA)

CONDITION 31:

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

- a. N. Fairfax Street (including Woonerf section) in final condition (including roadway and sidewalks) from southern property line to ~~northern~~ **southern** parcel line of Block E.
- b. A Feasibility Study as more particularly described in Condition 37 below.

- c. The completion of all improvements in final condition to Waterfront Park and interim improvements to Rail Corridor Park. **If it is infeasible for the Waterfront Park area north of the Great Lawn area (exclusive of the Pump House) to be fully completed by the end of Phase 2, a revised schedule may be submitted and approved for park delivery to the satisfaction of the Directors of P&Z and RP&CA prior to issuance of the first certificate of occupancy for the last building in Phase 2.**
- d. Completion of the improvements in permanent/final condition to Slaters Lane east of the GWMP 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.**
- e. Improvements to Slaters Lane shall include the Slaters Lane and GWMP intersection (including E. and W. Abingdon Drive) in coordination with National Park Service approval. Completion of the multimodal operational, physical, and signal improvements at the intersections of Slaters Lane and Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. Abingdon Drive, in coordination with the City and pending NPS approval. (P&Z) (T&ES) (RP&CA)

Park and Recreation Easements in Place of Public Dedication

One of the major public benefits of the redevelopment of the site relates to the public open space along the waterfront, the Rail Corridor on the PRGS site and the implementation of a portion of the OTN Linear Park. To that end, staff recommended that the Waterfront Park and Rail Corridor Park be dedicated to the City to ensure that they would truly function as a public park with respect to public access and regular reviews of park programming and amenities. After further discussion, the applicant has agreed to additional conditions associated with a strong park and recreation easement that allow for public access as if it were a public park, the ability for the City to review and approve special events, regular reviews of park programming and amenities with community outreach, a regular maintenance schedule and standards and set-aside funding for future park improvements. The following conditions relate to the ownership of future parks.

CONDITION 41:

- 30. Prior to the earlier of the final site plan release of i) the Infrastructure DSP or ii) the first Development Special Use Permit for any development block of the CDD Final Site Plan, as applicable, the applicant shall submit subdivision plats, easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate to the City, or as otherwise directed by the City in fee simple or by easement, the following minimum land dedications, reservations and easements as shown on the final CDD Conceptual Design Plan, and if applicable, the following minimum land dedications in locations necessary for access to a given block from existing streets:
 - a. Dedication of right-of-way for all required new public streets or portions thereof.
 - b. Dedication of right-of-way for all new public streets or portions thereof deemed optional at the discretion of the applicant.
 - c. ~~Dedication to the City as public parks areas comprised of OS-4, OS-5, OS-6 (Rail Corridor Park) and OS-1, OS-2, and OS-7 (Waterfront Park), on the CDD Conceptual Design Plan.~~
 - d. ~~Dedication of~~ **Granting of** a public park and recreational easement for the areas comprised of ~~OS-3 (Central Plaza);~~ **OS-4, OS-5, OS-6 (Rail Corridor Park), OS-1, OS-2, OS-7**

- (Waterfront Park)**, 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)

Below-grade Parking Requirement

The applicant has expressed concern that there may be unknown environmental issues that would make it infeasible to entirely locate all parking below grade. While the intent is to provide all below-grade parking, the applicant has requested flexibility should environmental problems be found. Staff recommends the following language that requires approval of documented environmental issues and a requirement that if any above-grade parking is constructed, it must be fully screened with active uses. The screening would be reviewed by UDAC as part of each DSUP review.

CONDITION 64:

~~All off street parking for each development block shall be located entirely below grade.~~ **Off-street parking shall be located below grade unless precluded by documented environmental issues to the satisfaction of the Directors of P&Z and T&ES. Should any above-grade parking be provided, it shall be fully screened by active uses.** (P&Z)

Parks and Open Space – Accessibility and Maintenance

Staff recommends the following revisions to ensure that the public nature of the privately owned parks is maintained and that the parks function as if they were public parks by allowing visitors to access and use them in the same manner as public parks. In addition, similar to what occurs at public parks, the City's Special Event process will be followed. Beyond regular park maintenance, which must meet or exceed the City's standards, the applicant must incorporate regular life-cycle replacement of equipment as well as regular community outreach to update the parks. This includes the deletion of Condition 91 and revisions to Conditions 96, 99 and 105.

CONDITION 91:

~~The City shall be allowed to hold one or two City-sponsored events each month at the Waterfront Plaza, subject to the terms and conditions to be agreed upon between the City and the applicant as to use of the property for future City events to be coordinated with the Applicant or subsequent Master Association. Additional monthly events will be contemplated subject to the mutual agreement of the Master Association and the City.~~ (RP&CA)

Deleted.

CONDITION 96:

The applicant shall design and provide the following publicly accessible and public open space to the satisfaction of the Directors of Planning and Zoning and Recreation, Parks and Cultural Activities:

- a. Central Plaza (OS-3) shall be a minimum of approximately 0.70 acres. The plaza shall be designed to accommodate large gatherings, such gatherings may include farmers markets, art shows, or special events.
- b. The Rail Corridor Park shall be a minimum of approximately 1.67 acres, comprised of OS-4 (approximately 1.00 acres), OS-5 (approximately 0.30 acres), and OS-6 (approximately

0.37 acres) spanning from E. Abingdon Drive to N. Fairfax Street. The park shall include active and passive uses. The park will include renovation of the existing Gate House to be reused as a comfort station or other public amenity. Pending acquisition/dedication of the Norfolk Southern right-of-way for the Old Town North Linear Park, the future Rail Corridor Park shall be designed in coordination with the Linear Park to incorporate the Norfolk Southern property in order to provide a unified and integrated park system.

- c. Waterfront Park shall be a minimum of approximately 3.00 acres comprised of OS-1 (approximately 1.01 acres), OS-2 (approximately 1.92 acres) and OS-7 (approximately 007 acres). The park shall ~~be dedicated to the City as a public park~~ **have** primarily passive uses **to include** trails, landscaping, seating areas and trail connections to National Park Service land. The design shall comply with Resource Protection Area (RPA) requirements. The renovated Pump House structure will remain in private ownership and operation.
- d. The Pepco Liner open space shall be a minimum of approximately 0.40 acres, comprised of OS-8 (approximately 0.15 acres), OS-9 (approximately 0.04 acres), and OS-10 (approximately 0.21 acres). The design of the publicly accessible open space may include active and passive uses. (RP&CA) (P&Z)

CONDITION 99:

Ground-level publicly accessible open space located at the ~~Central/Waterfront Plaza,~~ **Rail Corridor Park,** Pepco Liner, **Waterfront Park,** and on the accessible portion of the Pump House roof shall be required to have one or more **perpetual** public park and recreation easements. **To the satisfaction of the Directors of RP&CA and P&Z,** the easement(s) shall allow the public to access **and use** the open spaces ~~for uses and hours associated with public parks. The easement(s) shall include provisions to close portions of the open space for repairs and maintenance~~ **in the same manner as if it were a public park including the following:**

- a. ~~The public park and recreation easement(s) shall permit the City and applicant to reserve the right within the easement(s) to reprogram the open space by mutual consent so long as reprogramming is consistent with the intent of the open space. (RP&CA)~~
Similar uses associated with public parks in the City shall be permitted, including hours of operation and free speech measures permitted in City parks. Special Events will be subject to the City's Special Event process, as applicable.
- b. **The applicant and/or successors shall maintain the open space as required in Condition 105 of the CDD. The easement(s) shall include provisions allowing the applicant and/or successors to close portions of the open space for repairs and maintenance. Maintenance of the parks shall include regular life-cycle replacement schedules and costs, as well as potential updates to the Comprehensive Open Space Plan required by the CDD (to be reviewed with the City every 10 years after the initial opening of each publicly available open space, through a community process consistent with the City's park planning process). The applicant and/or successors shall implement the recommended changes that result from the planning process outlined above and the updates shall be reflected in the Comprehensive Open Space Plan. Sufficient funds shall be set aside by the applicant and its successors in order to maintain the open space subject to these requirements to the satisfaction of the Director of RP&CA.**
- c. The easement(s) shall be recorded prior to the release of the related final site plan for these open spaces.

CONDITION 105:

Ground-level public open spaces ~~to be dedicated to the City~~ shall be maintained in perpetuity by the applicant as agreed to in a Maintenance MOU between the City and the applicant and/or successors. The MOU shall describe in detail the maintenance programs for each publicly accessible ground-level open space **including the requirements listed in Condition 99 above.** The MOU will be reviewed annually or as mutually agreed to by the parties. The MOU shall be executed prior to the landscape pre-installation or construction walk-through meeting for the publicly accessible open space. The MOU will be updated prior to the landscape pre-installation or construction walk-through meeting for subsequently built public open space.

- a. ~~Upon dedication or the opening of Rail Corridor Park and Waterfront Park, responsibility will be coordinated for certain capital improvements as specified in the Maintenance MOU.~~ **Maintenance shall meet or exceed City maintenance standards.** For all non-city standard materials and site furnishings selected and installed in the public rights-of-way or within the parks, the applicant shall develop and per the MOU described above to establish responsibility for installation and maintenance of site furnishings.
- b. Where public or publicly accessible open space is located adjacent to National Park Service land, the owner/successor shall review and coordinate maintenance responsibilities and schedules with the National Park Service and the Department of Recreation, Parks and Cultural Activities. (RP&CA)

STAFF:

Karl Moritz, Director, P&Z
Robert M. Kerns, AICP, Chief of Development, P&Z
Catherine Miliaras, AICP, Principal Planner, P&Z
Michael Swidrak, AICP, Urban Planner, P&Z

ATTACHMENTS:

1 – Developer Contribution Table

ATTACHMENT 1

Developer Contribution Summary Sheet

Developer Contribution Methodology	Developer Contribution
The total proposed gross floor area (GFA) (2,150,000) minus the amount of development allowed under existing zoning (204,736 GFA) = 1,945,264 GFA, which is subject to the OTN developer contribution policy.	1,945,264 x \$11.05 = \$21,495,167¹ (2022\$)
Summary of Supporting Documentation	
Date	6/13/22
Project Name and Address	PRGS Site, 1300 N Royal
Small Area Plan	Old Town North
Site Area	18.8 acres
Allowable Gross Floor Area (GFA) prior to adoption of the Old Town North Small Area Plan	204,736 GFA
Proposed Gross Floor Area	2,150,000 GFA
Developer Contribution rate per adopted policy	\$11.05 (2022\$)
Special Considerations:	<ul style="list-style-type: none"> • In lieu of the monetary contribution, the developer may use the developer contribution to acquire, design and construct the waterfront park and linear park, pursuant to the CDD conditions. • Per CDD #2021-00004, a maximum of 350,000 GFA for the provision of affordable housing and arts and cultural uses will not be subject to developer contributions consistent with the developer contribution policy.

Note:

1. The final developer contribution will be refined as part of final site plan process based on final floor area and escalated rate per square foot when the building(s) is completed.



June 22, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing to express the Friends of Mount Vernon Trail's support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant borders the Mount Vernon Trail on National Park Service and City of Alexandria land. It is currently deteriorating and negatively impacts the trail use experience. This redevelopment in accordance with the Old Town North Small Area Plan will provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. These developments will magnify the positive impact of the Mount Vernon Trail, providing new access points and amenities to one of the most well used trails in the nation.

Specifically, we support the project because:

- Hilco Redevelopment Partners project team has demonstrated a commitment to incorporating community input. They have sought community feedback on multiple occasions and made substantive changes during their planning process based on that feedback, including feedback from Friends of the Mount Vernon Trail
- The project will provide improvements to the Mount Vernon Trail, particularly to the dangerous caged bridge currently on the trail.
- The project will provide additional connections to the Mount Vernon Trail throughout the project area, but especially at Slaters Lane and to the new linear park and trail.
- The project will provide direct connection from the Mount Vernon Trail to the businesses and amenities to be developed.

Thank you for your consideration and I hope that you will approve the Conceptual Design Plan.

Sincerely yours,

Judd Isbell
President
Friends of the Mount Vernon Trail

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov

Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov

Alexandria City Council Members:

Canek Aguirre Canek.Aguirre@alexandriava.gov

John Chapman john.taylor.chapman@alexandriava.gov

Alyia Gaskins alyia.gaskins@alexandriava.gov

Kirk McPike kirk.mcpike@alexandriava.gov

Sarah Bagley sarah.bagley@alexandriava.gov

Jim Parajon, City Manager, jim.parajon@alexandriava.gov

Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov

Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov

[EXTERNAL]Power Plant Hilco Redevelopment

Elena Mola <emwashingtondc@aol.com>

Thu 6/23/2022 11:18 AM

To: PlanComm <PlanComm@alexandriava.gov>

[You don't often get email from emwashingtondc@aol.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

To the Alexandria Planning Commission.

Alexandria zipcode 22314 has plenty of "public housing" and our North OldTown COA does not support additional public housing on this site. We do, however, support "workforce housing" for those Alexandria Teachers, Police, Fire Fighters and Nurses who find it impossible to afford a home in the City where they work.

Adequate parking for Hilco site residents and visitors is critical, as there is currently not enough parking on Bashford or East Abingdon to accommodate existing residents.

The other issue that is of significant concern is the proposed street coming out on E. Abingdon before the Slaters Lane intersection. We already have significant traffic backup on E. Abingdon (an associated stopped car fumes and noise entering our windows) every day. It is to the point where living on E. Abingdon is unbearable with the noise, car exhaust and traffic.

Thank you.

E. Mola

E. Abingdon Dr.

Sent from my iPhone

DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

[EXTERNAL]Letter of support for Hilco/Power Plant Project

Scott Shaw <sshaw@alexrestpart.com>

Thu 6/23/2022 1:48 PM

To: PlanComm <PlanComm@alexandriava.gov>

Cc: Stephanie Landrum <landrum@alexandriaecon.org>

You don't often get email from sshaw@alexrestpart.com. [Learn why this is important](#)

Dear Commission Members:

I wish I were in town tonight to speak on behalf of Hilco and this project. I have meet with them and think it's an extremely well thought out plan. I also think Hilco is uniquely qualified to execute this project.

As a business owner. AEDP chair, and resident I urge your approval of this project.

Thank you.

Scott Shaw

Sent from [Mail](#) for Windows

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

POTOMAC RIVER GENERATING STATION

PLANNING COMMISSION HEARING COORDINATED DEVELOPMENT DISTRICT (CDD)



 **Hilco**TM
Redevelopment Partners



Gensler

OJB

BURO HAPPOLD

**Thornton
Tomasetti**



CLARK
CONSTRUCTION

GOROVE SLADE
Transportation Planners and Engineers



Michael Blades & Associates
Elevator and Escalator Consulting

LERCH BATES
Landscape Design

DEVELOPMENT REVIEW PROCESS

THE **FIRST STEP** IN A MULTI-STEP PROCESS

CDD

Coordinated Development District



MASTER PLANNING & ZONING

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

Outlines community benefit framework;
Carbon Neutrality Analysis

DSP

Development Site Plan



SITE & INFRASTRUCTURE

- Streetscape, roadways and sidewalks
- Utility routing and approach

Defines public infrastructure;
Coordinated Sustainability Strategy

DSUPs

Development Special Use Permits



BUILDING FORM & ARCHITECTURE

- Building massing and use
- Architectural definition and character
- Detailed open space associated with blocks

Building sustainability features

COMMUNITY ENGAGEMENT + OUTREACH

- | | | |
|---|---|---|
| <ul style="list-style-type: none">• February 11 – Community Meeting #1• April 28 – National Park Service Kickoff Meeting• April 29 – Community Meeting #2• June 4 & 5 – Public Site Tours/ Community Meeting #3• June 29 – National Park Service Meeting• July 30 – CDD-1 Submission• September 9 – National Park Service Meeting• September 29 – Community Meeting #4• September 30 – Taste of Old Town/ NOTICe Tours• October 21 – National Park Service Meeting• October 29 – Marina Towers Property Visit• November 08 – NOTICe Meeting• November 08 – Affordable Housing Kickoff Meeting• November 10 – National Park Service Meeting• November 13 – Community Site Tour/ Community Meeting #5• November 15 – Marina Towers Board Meeting | <ul style="list-style-type: none">• November 18 – National Park Service Meeting• November 29 – Community Meeting #6• December 8 – CDD-2 Submission• January 13 – National Park Service Meeting• January 20 – Parks & Recreation Meeting• January 27 – Community Meeting #7• February 1 – Planning Commission Work Session• February 17 - National Park Service Meeting• February 22 – City Council Work Session• February 24 – Community Meeting #8• February 28 – CDD Completeness Submission• March 9 – UDAC Meeting• March 14 – NOTICe Meeting• March 15 – Old Town North Alliance Board• March 16 - Transportation Commission Meeting• March 17 - National Park Service Meeting• March 21– Old Town North Community Partnership Meeting• March 23 - Alexandria House Board Meeting | <ul style="list-style-type: none">• March 29– Marina Towers Resident Meeting• March 31– Community Meeting #9• April 4 - Watergate Townhouses Board Meeting• April 7 - Second CDD Completeness Submission• April 18 – EPC (Environmental Policy Commission)• April 19 - Waterfront Commission• April 21 - National Park Service Meeting• May 11– UDAC Meeting• May 11– AHAAC (Alexandria Housing Affordability Advisory Commission)• May 12 – Community Meeting #10• May 19 - National Park Service Meeting• June 10 & 11 - Site Tours• June 20 - Harbor Terrace Meeting• <i>June 23 & July 5 – Planning Commission and City Council Public Hearings *</i> |
|---|---|---|

Key

** Future Engagements (in italics)*
[CDD Submissions \(in blue\)](#)
Engagements in the next month

For over sixty years, this former coal fired power plant operated in Old Town Alexandria.

It emitted approximately 3.15 million metric tons of CO₂ annually and approximately 200 million metric tons of CO₂ over the course of its operation.



3,150, mTCO₂ annually
200,000,000 mTCO₂ lifetime

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.

PHILADELPHIA ENERGY SOLUTIONS (PES) ((PES))



***WE TRANSFORM
UNSIGHTLY BLIGHT...***

***INTO SUSTAINABLE
COMMUNITIES***

A COMPREHENSIVE SITE VISION

GUIDING PRINCIPLES FORMED AROUND THE **HUMAN EXPERIENCE**

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.

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** 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)

\$60 Million



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

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



Affordable Housing & Subsidized Arts Uses

Affordable Housing:

- Voluntary Monetary Contributions: **\$8-11 million**
- 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

\$48-111 Million/ \$16 Million



A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** 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**.

\$30-\$35 Million





Environmental Sustainability

25% Energy savings
10% Embodied carbon reduction
3% On site renewable Electrification

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 & requirements.

\$65 Million





Transportation & Connectivity

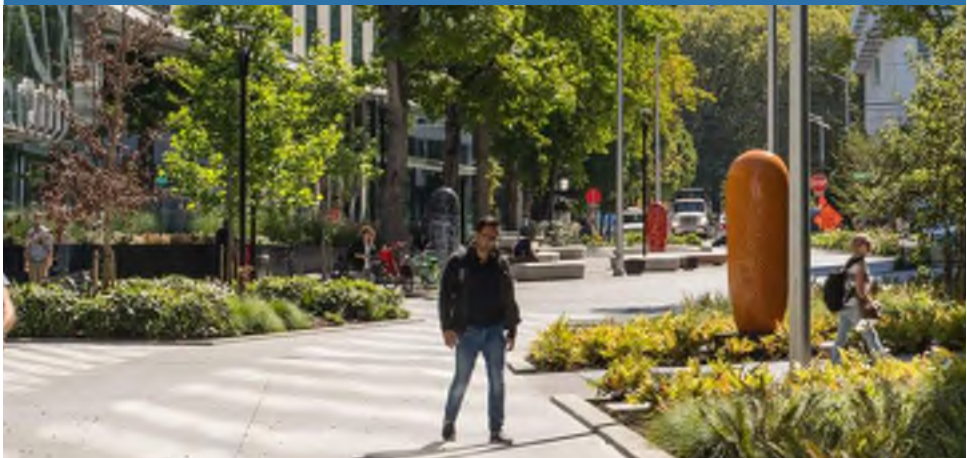
Reconnection to Old Town North neighborhood at N. Fairfax, N. Royal Streets & Slaters Lane.

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.

\$177 Million



** Early estimates of costs and values in 2021/2022 figures*

WHAT WE HEARD FROM THE COMMUNITY



AFFORDABLE HOUSING

A **COMPREHENSIVE, THREE-PART STRATEGY** FOR DELIVERING AFFORDABLE HOUSING

1. **\$8 - \$11 Million** in voluntary affordable housing contribution

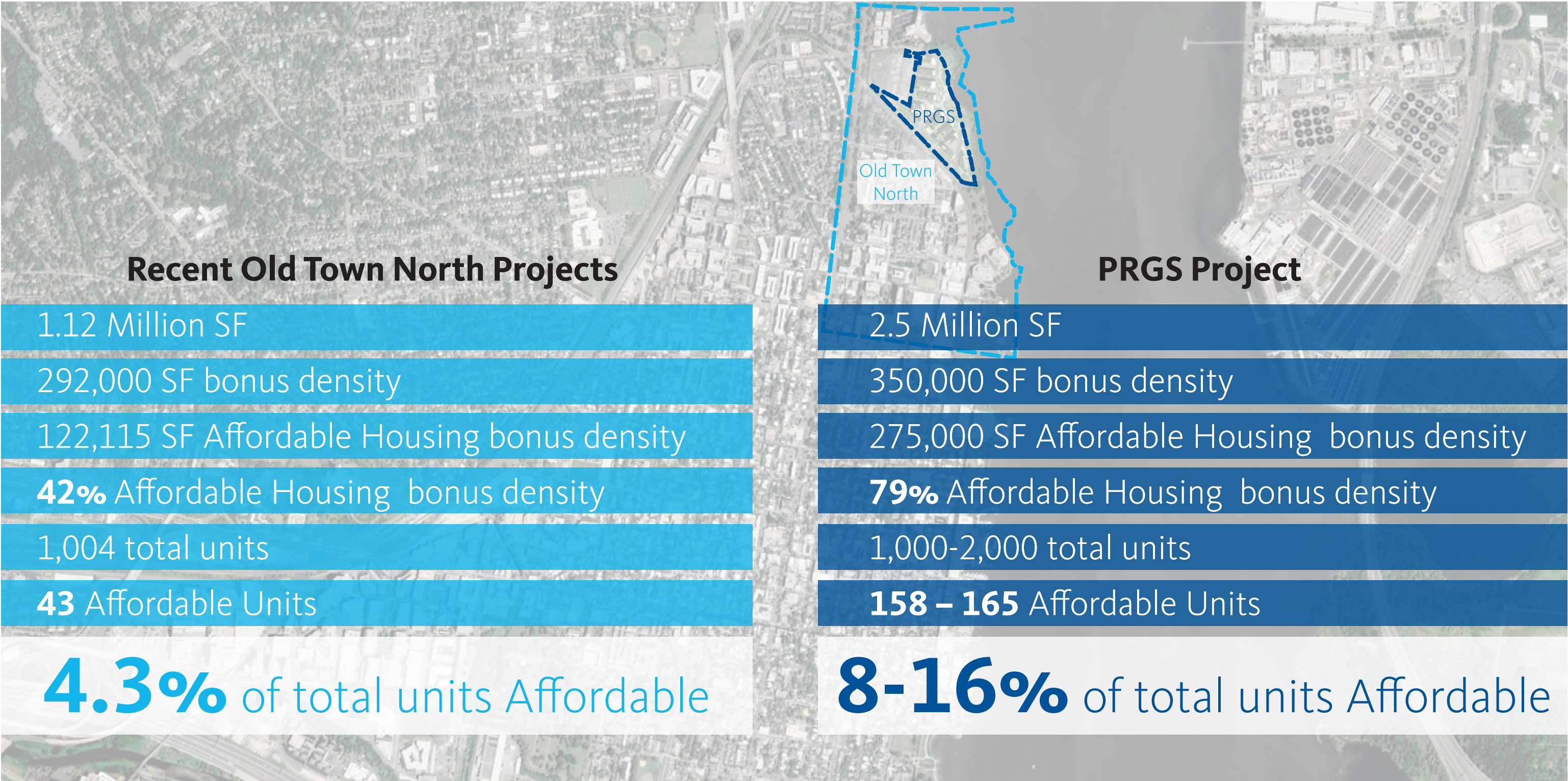
2. **175,000 SF** of bonus density used to create approximately **58-65 on-site units at 60% AMI**
(Estimated cost of affordable units: \$40 million)

3. **100,000 SF** of bonus density used by potential **Public-Private Partnership** leveraging voluntary contribution with tax credits and/or City funds



AFFORDABLE HOUSING

PRGS PROJECT **WILL EXCEED** OTHER RECENT AFFORDABLE HOUSING COMMITMENTS



ARTS AND CULTURE

THE EXISTING **ARTS AND CULTURE DISTRICT** WILL BE **EXTENDED** INTO THE SITE

The Old Town North Arts District will be extended into the PRGS site.

This will include planning for arts uses and potentially re-purposing existing site elements for new, creative uses.

75,000 SF of the 350,000 SF Bonus density is being used to enable **15,000 SF of subsidized arts and cultural space** throughout the CDD.



LAND USE

A FLEXIBLE AND RESPONSIVE LAND USE APPROACH

- 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 & retail.

FLEXIBLE DISTRIBUTION OF USES ACROSS SITE



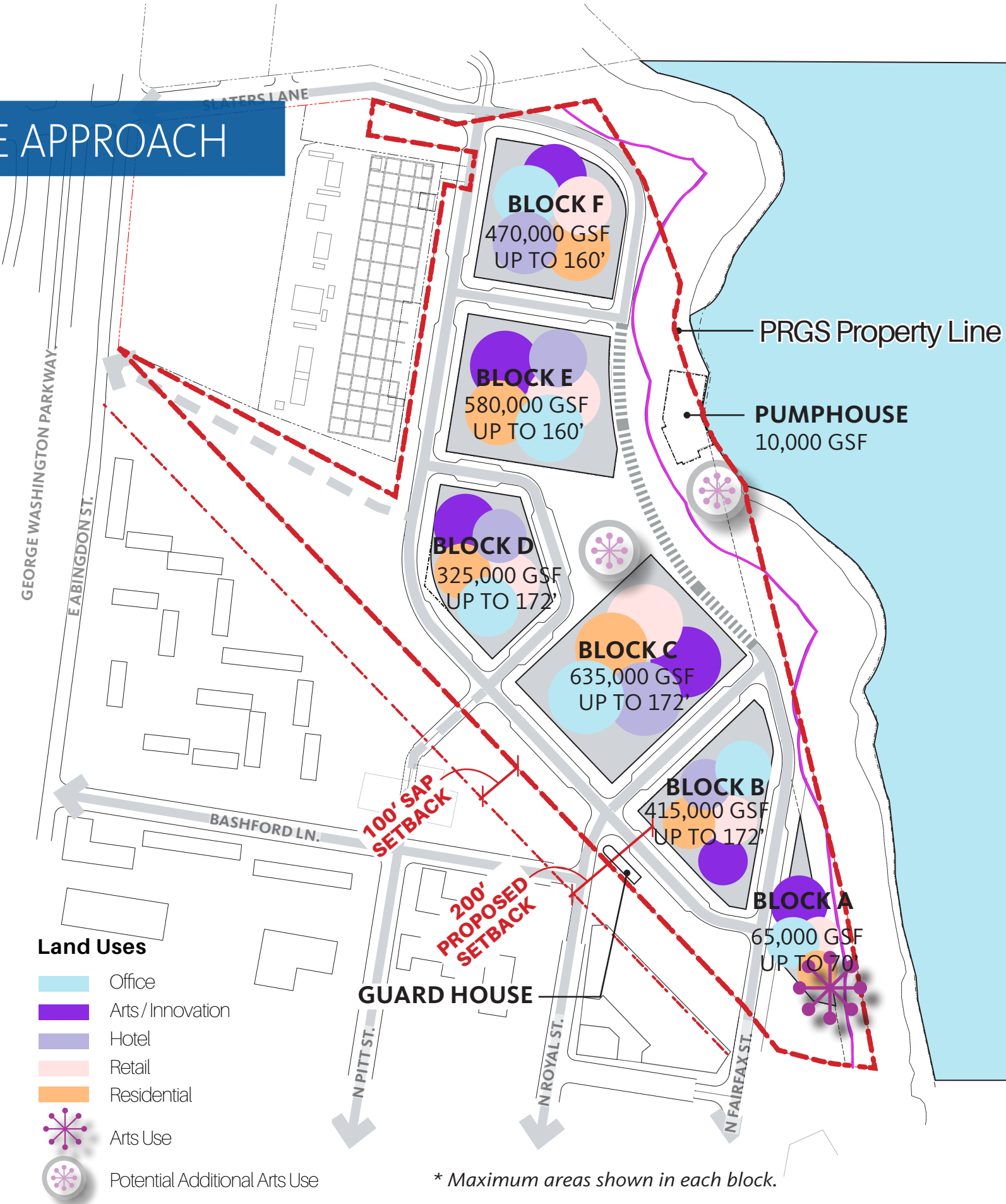
COMMERCIAL
20-60%
430,000 - 1,500,000 GSF

RESIDENTIAL
40-80%
860,000 - 2,000,000 GSF

*USES WILL BE MIXED ACROSS THE SITE.

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

	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	BLOCK F	PUMP HOUSE
	65,000 GSF	415,000 GSF	635,000 GSF	325,000GSF	580,000 GSF	470,000 GSF	10,000 GSF
Commercial *	✓	✓	✓	✓	✓	✓	✓
Office	✓	✓	✓	✓	✓	✓	
Arts/ Innovation	✓	✓	✓	✓	✓	✓	✓
Hotel		✓	✓	✓	✓	✓	
Retail	✓	✓	✓	✓	✓	✓	✓
Residential	✓	✓	✓	✓	✓	✓	

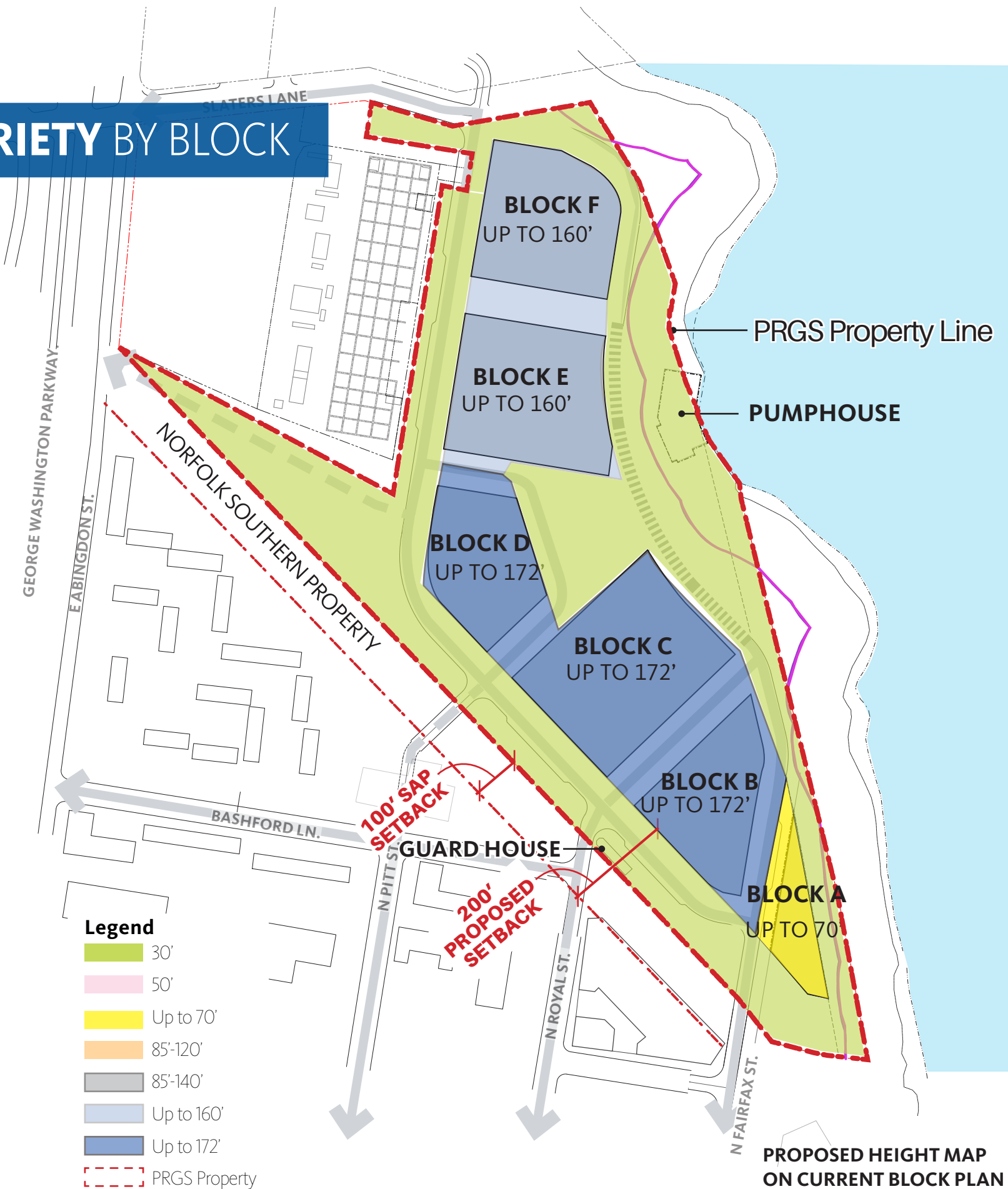
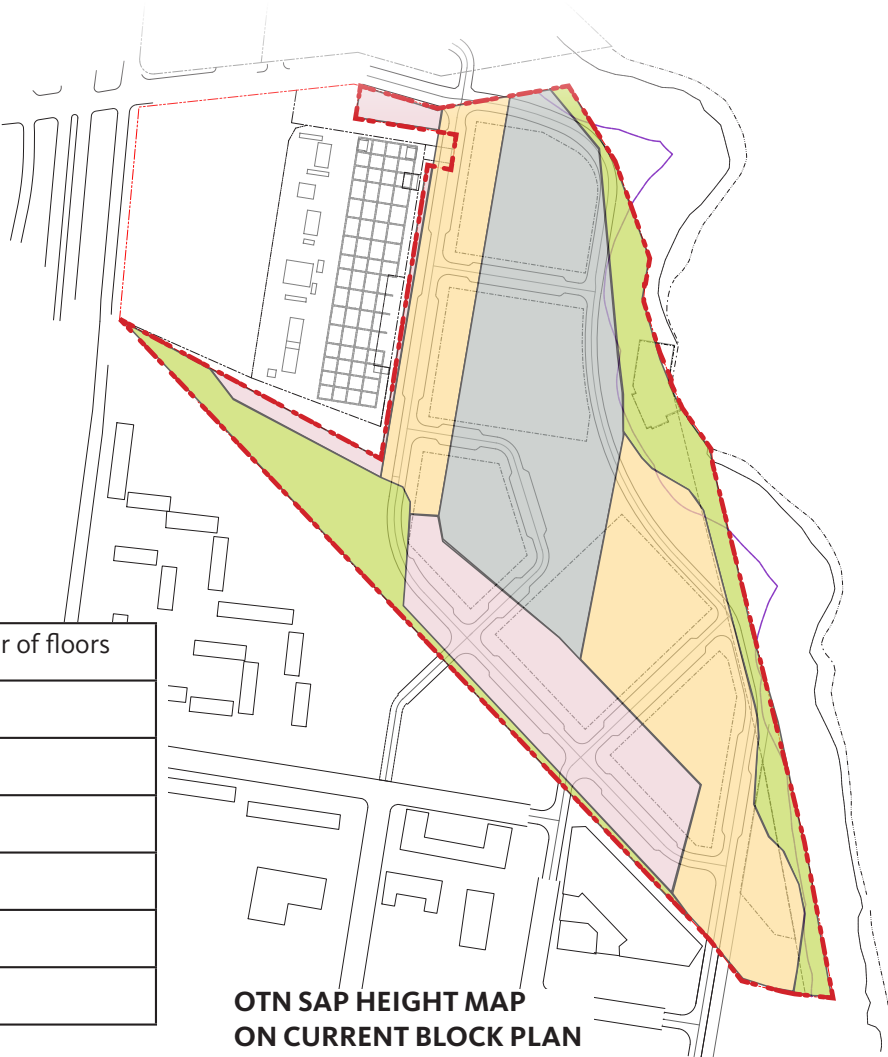


PROPOSED HEIGHTS

INCREASED SETBACKS AND HEIGHT VARIETY BY BLOCK

- 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.
- Increases the distance between existing adjacent buildings and new buildings on the PRGS site to 200’.

	Approximate number of floors
Block A	5 Floors
Block B	16 Floors
Block C	16 Floors
Block D	16 Floors
Block E	15 Floors
Block F	12 Floors



A VIBRANT & FRIENDLY COMMUNITY

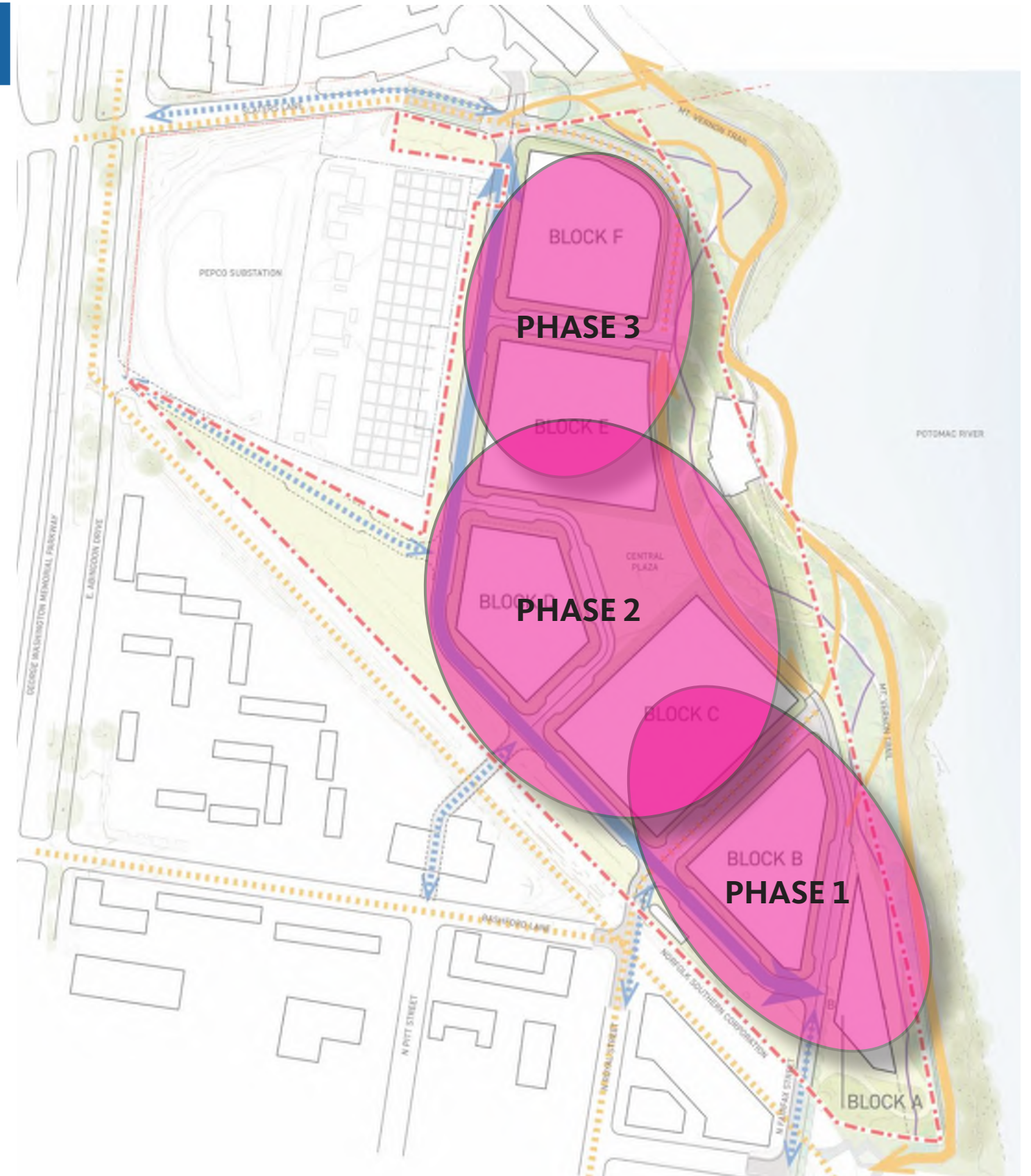
EXTENDING THE OLD TOWN NORTH COMMUNITY + CONNECTING TO THE WATER



A PHASED APPROACH

A COORDINATED AND PHASED STRATEGY

- The CDD anticipates development in three phases occurring from South to North.
- Infrastructure and open space is anticipated to be delivered similarly as the blocks are developed from south to north.
- Off site improvements are anticipated to be delivered with each phase.

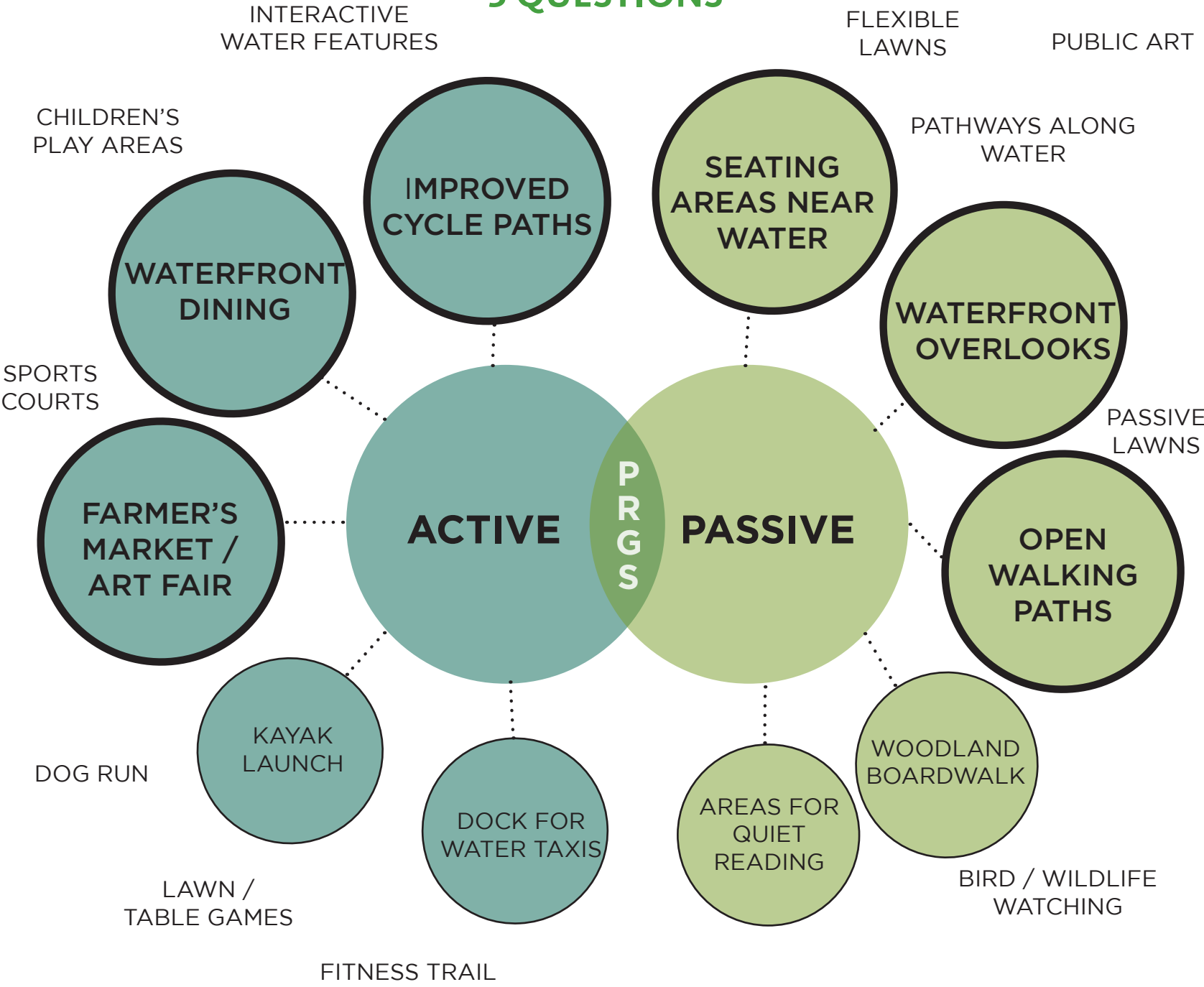


WHAT WE HEARD - OPEN SPACE

COMMUNITY INPUT INFORMED OPEN SPACE PLANNING AND PROGRAMMING

OPEN SPACE POLL RESULTS (NOVEMBER - DECEMBER 2021)

215 PARTICIPANTS
5 QUESTIONS



INTEGRATED OPEN SPACE NETWORK

PRGS & Adjacent Properties

SUBSTANTIAL NEW OPEN SPACE NETWORK **EXCEEDS OTN SAP**

Total Open Space
Required within
PRGS Property by OTN SAP
3.0 acres



Total Open Space
Provided within
PRGS Property
5.77 acres

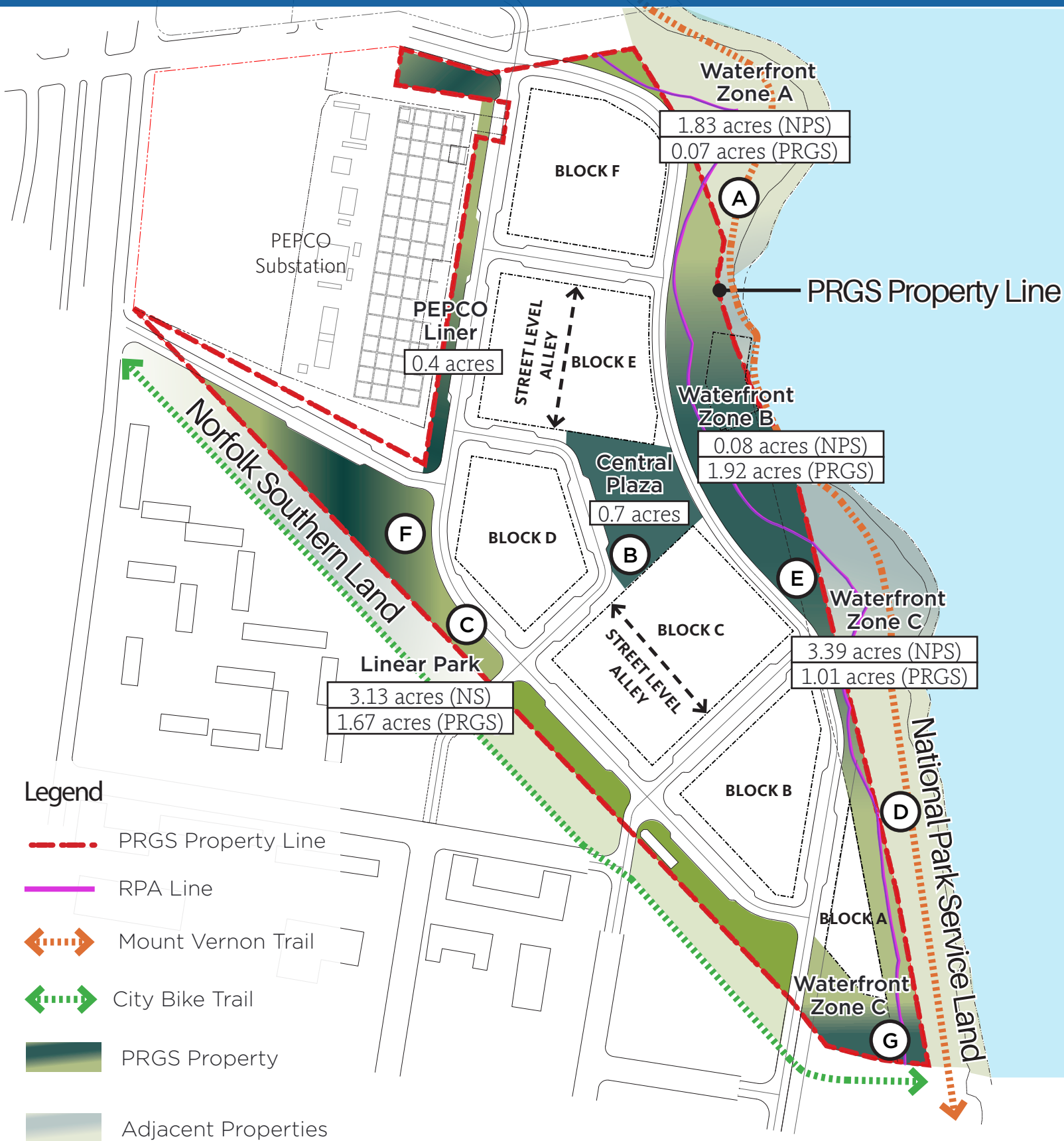
Total Open Space within PRGS Property + Abutters:
14.2 acres



PASSIVE

ACTIVE

PASSIVE



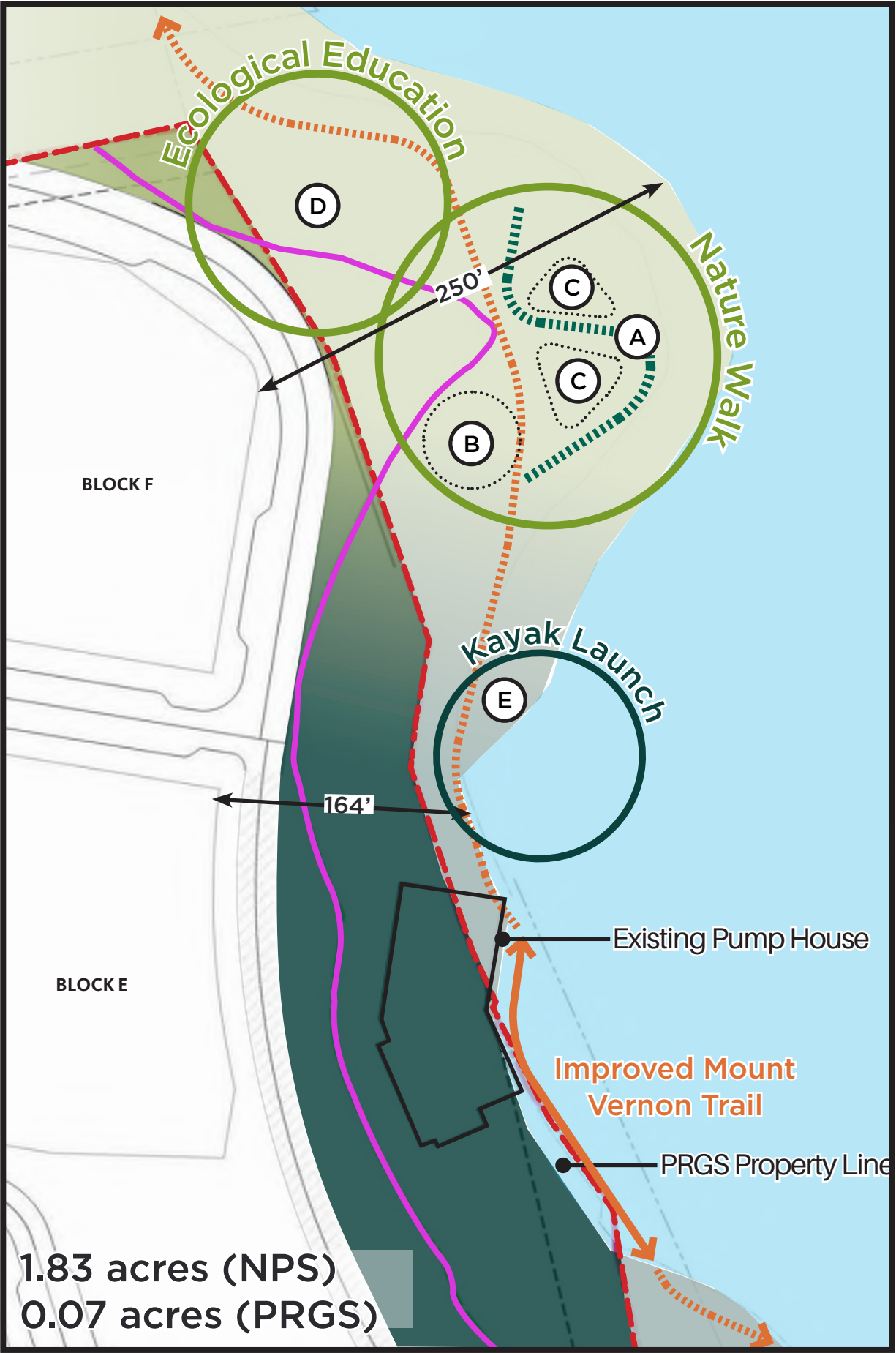
INTEGRATED OPEN SPACE NETWORK

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



INTEGRATED OPEN SPACE NETWORK

Central Plaza & Waterfront Zone B



- Legend

PRGS Property Line

RPA Line

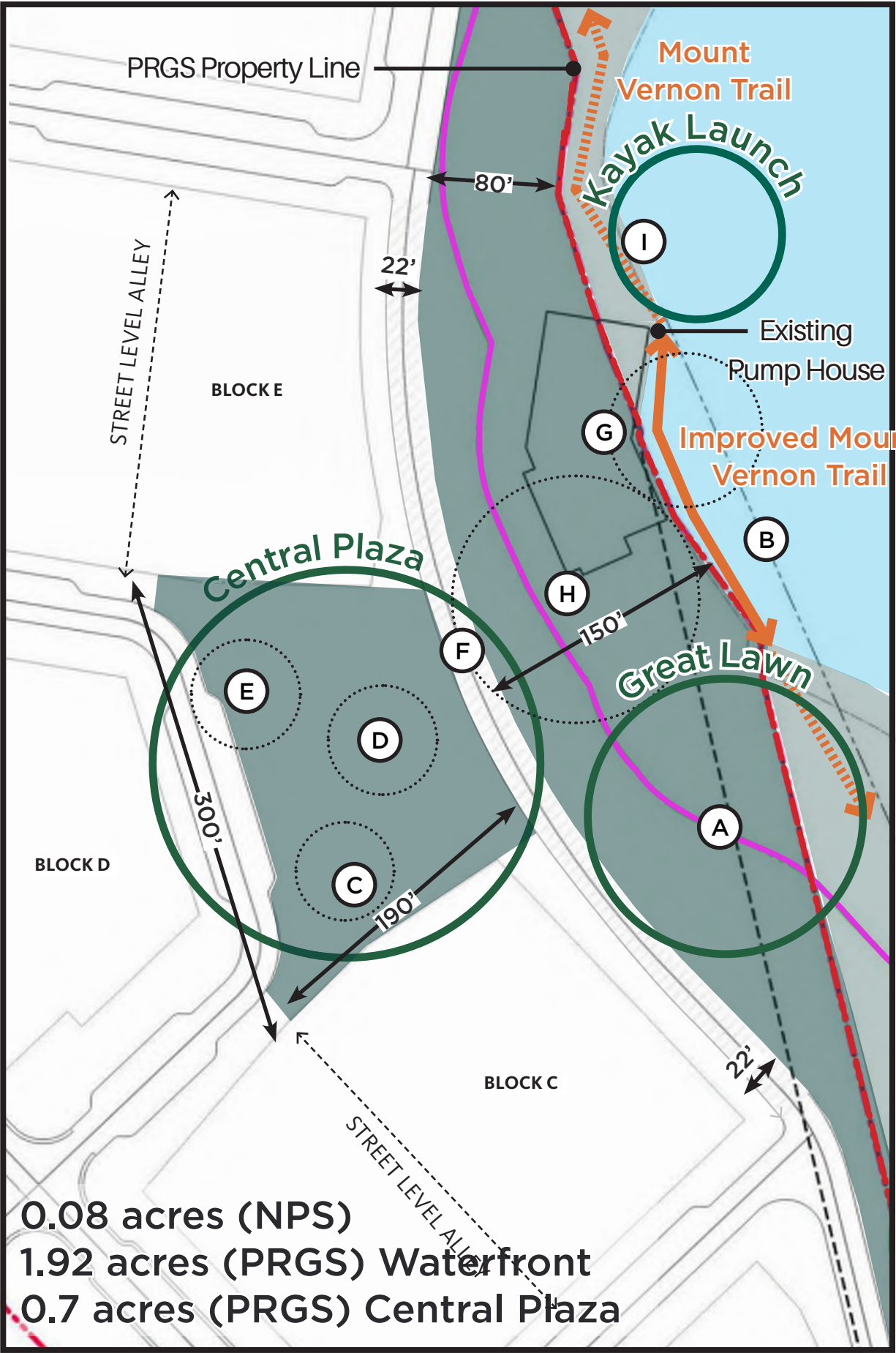
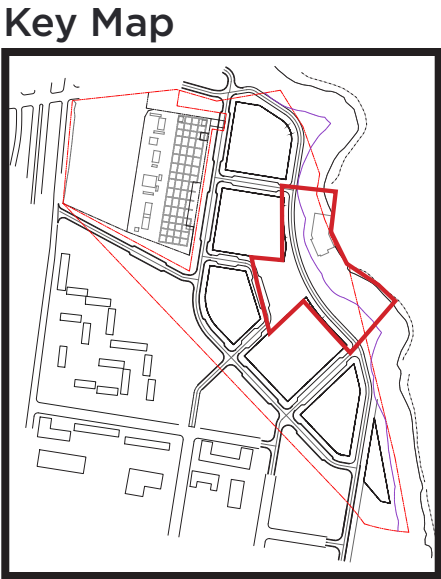
Mount Vernon Trail

Improved Mount Vernon Trail

PRGS Property

National Park Service Land

Potomac River

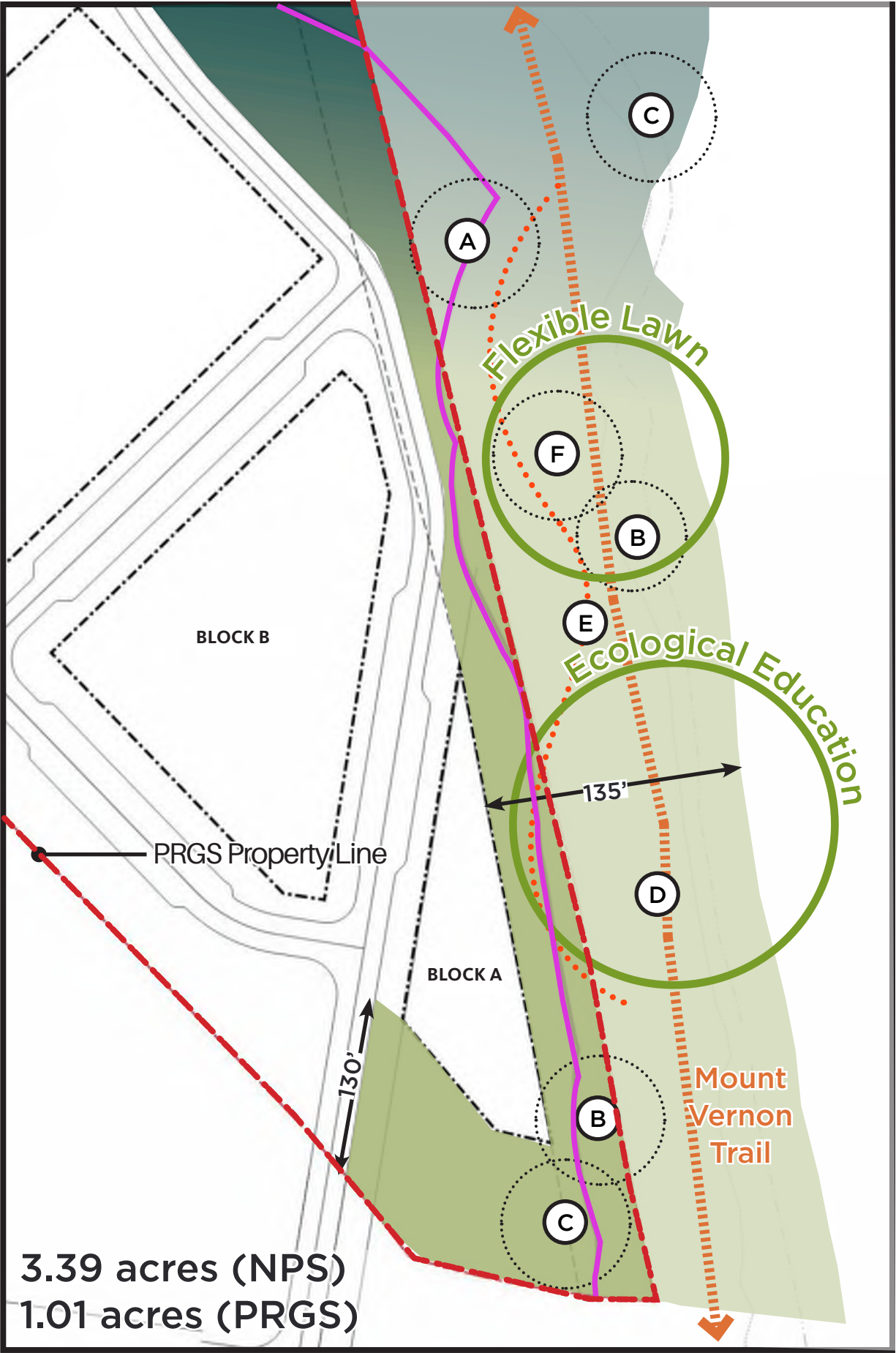


INTEGRATED OPEN SPACE NETWORK

Waterfront Zone C



- Legend**
- PRGS Property Line
 - RPA Line
 - Mount Vernon Trail
 - Improved Mount Vernon Trail
 - Sinuous Path
 - PRGS Property
 - National Park Service Land
 - Potomac River

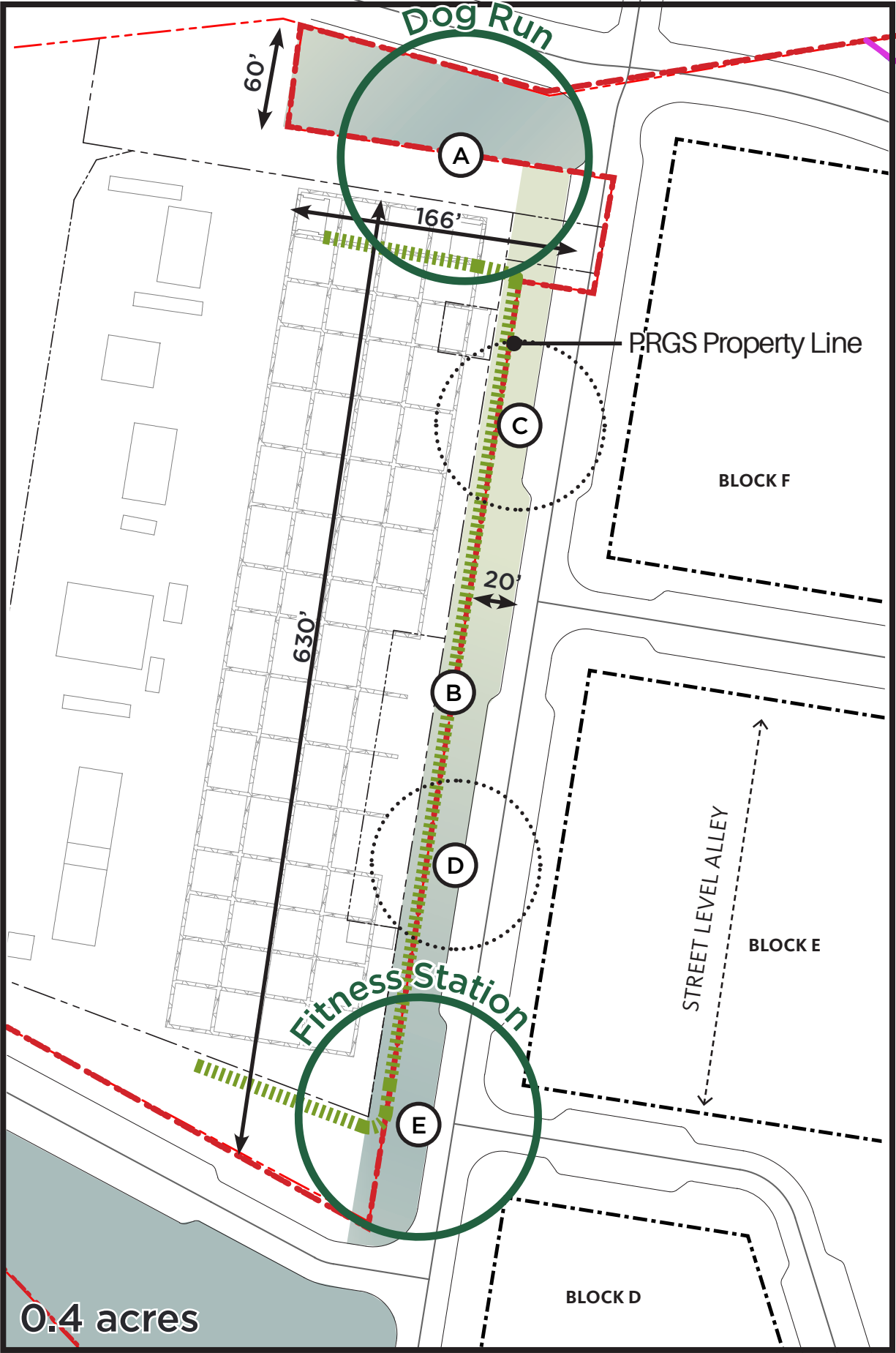
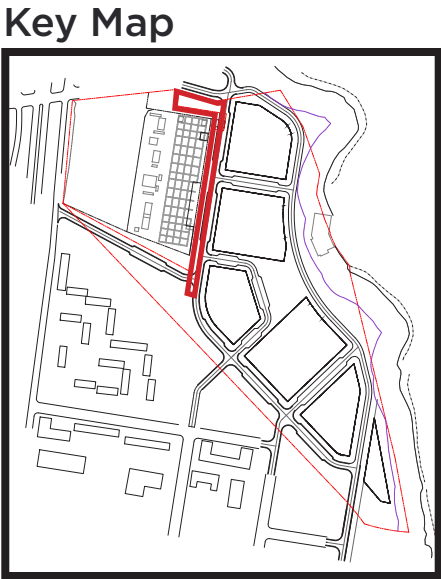


INTEGRATED OPEN SPACE NETWORK

PEPCO Liner



- Legend**
- PRGS Property Line
 - RPA Line
 - Mount Vernon Trail
 - Improved Mount Vernon Trail
 - PEPCO Liner
 - PRGS Property
 - National Park Service Land



INTEGRATED OPEN SPACE NETWORK

Linear Park

ACTIVE




A Kids Play



B Flexible Game Courts

PASSIVE



C Re-purposing of Rail Infrastructure



D Flexible Lawn



E Storm Water

ACTIVE



F Shade Structure & Seating Opportunities



G Fitness Loop

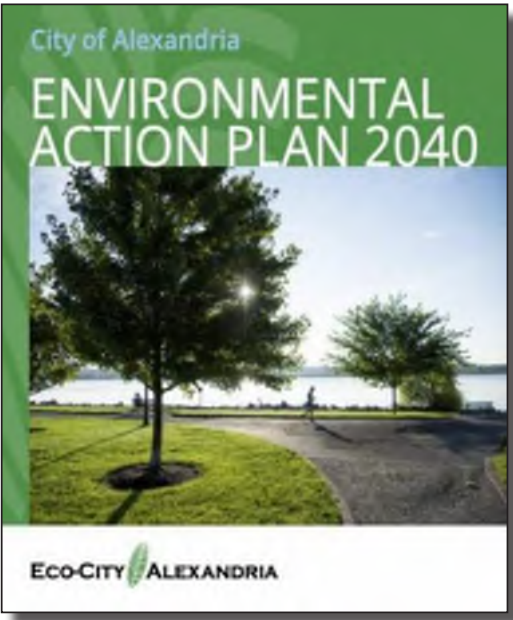
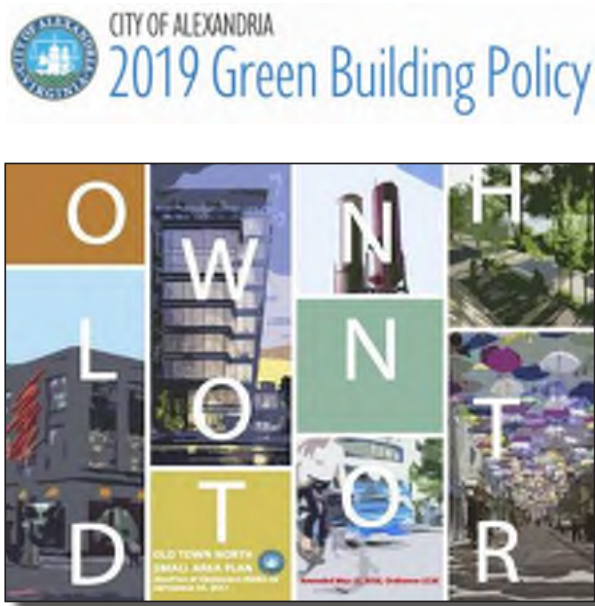


SUSTAINABILITY AND LEED FRAMEWORKS

SUSTAINABILITY FRAMEWORK

Existing sustainability guidance for development on the PRGS site includes:

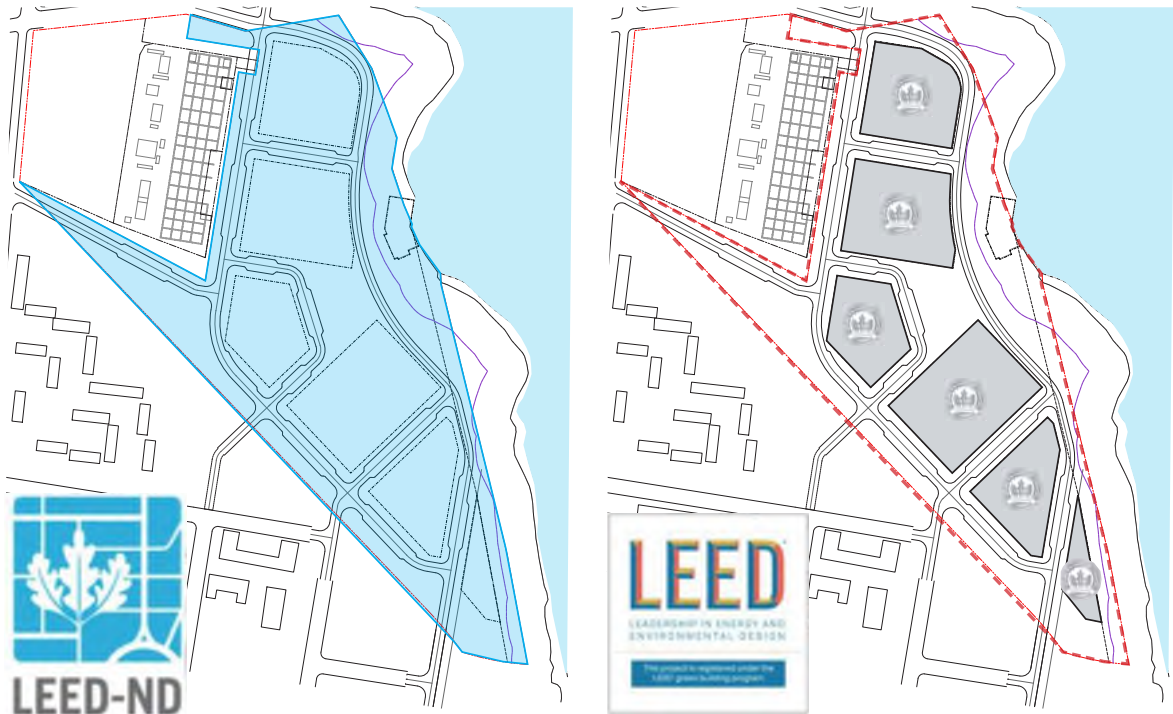
- o Old Town North Small Area Plan (2017)
- o City of Alexandria Green Building Policy (2019)
- o City of Alexandria Environmental Action Plan 2040 (2019)



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.



SUSTAINABILITY APPROACH

SIX CATEGORIES OF SUSTAINABILITY CONSIDERATIONS



SITE

- OPEN SPACE
- STORM WATER
- HABITAT & ECOSYSTEM
- SHADING



WATER

- POTABLE REDUCTION
- REUSE OPPORTUNITIES
- PROCESS WATER
- APPLIANCES



RESILIENCY

- INFRASTRUCTURE
- ESSENTIAL SYSTEMS
- ADAPTABLE BUILDINGS



WASTE

- RECYCLING
- WASTE MANAGEMENT
- INFRASTRUCTURE
- OPERATION



HEALTH & WELLNESS

- MATERIALS
- INDOOR AIR QUALITIES
- COMFORT
- FACILITIES



CARBON REDUCTION

- VOLUNTARY CARBON NEUTRALITY ANALYSIS
- TRANSPORTATION AND TRANSIT IMPROVEMENTS



25% Energy Use Reduction

- Baseline LEED v4 / ASHRAE 90.1-2010
- **Double** the ALX Green Building Policy targets of **14% residential and 11% commercial**



10% reduced Embodied Carbon target



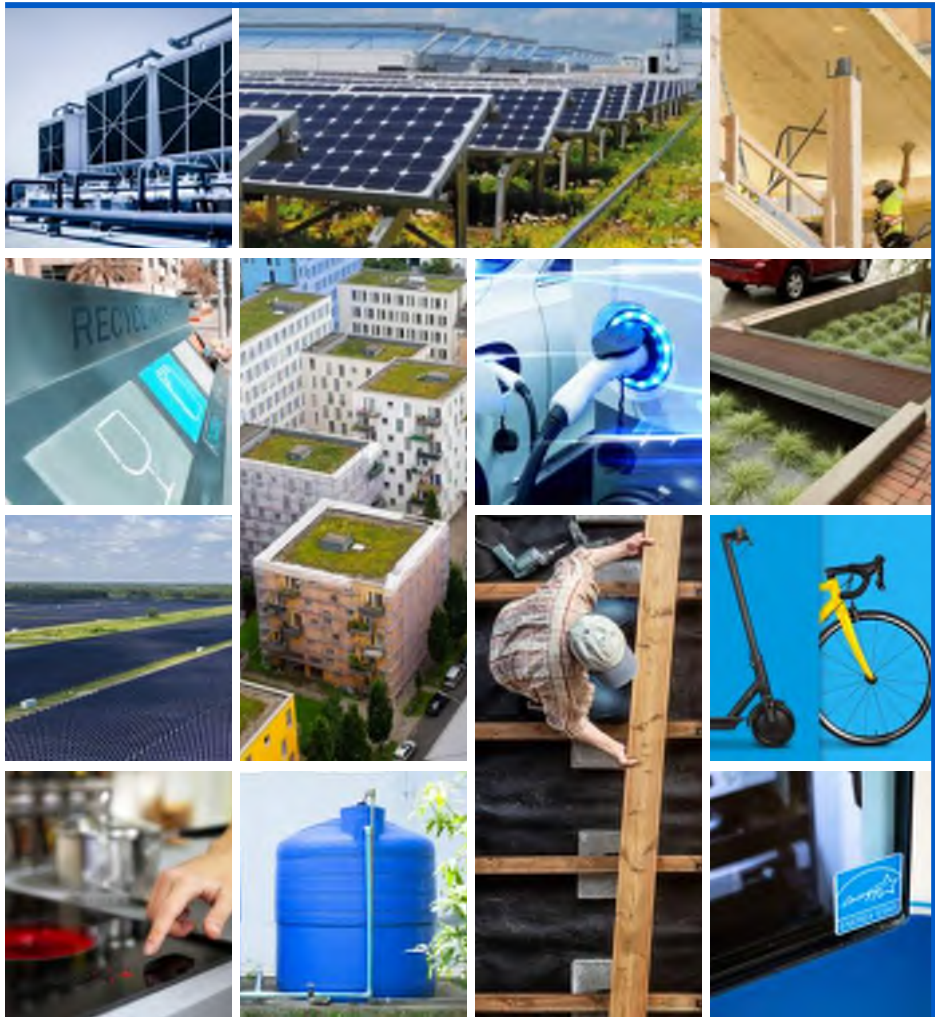
3% of onsite energy use will come from Onsite Renewable Energy



Electrification minimizes onsite combustion

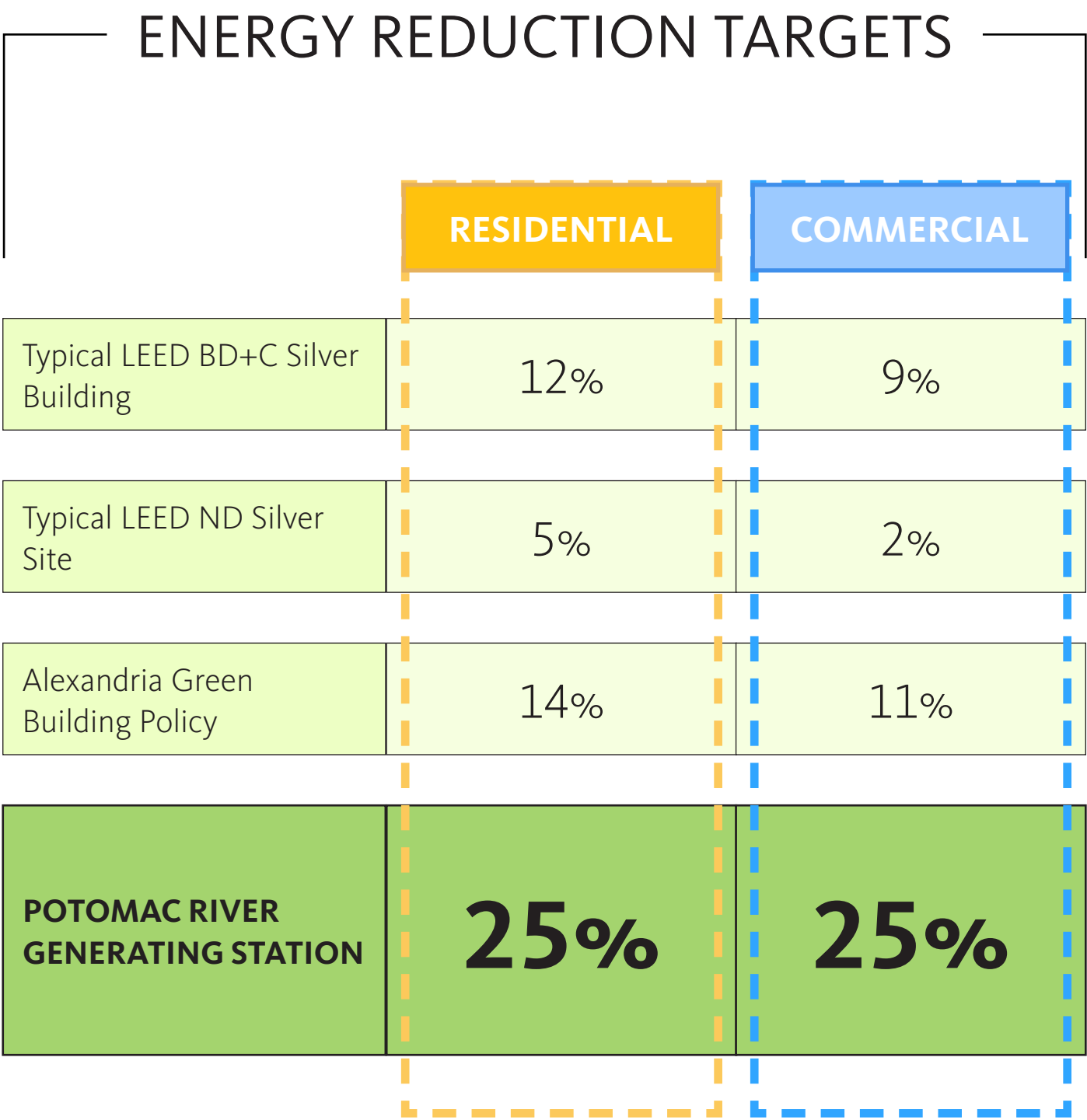


Transportation and transit improvements



ENERGY REDUCTION

- **Targeting 25% Energy Savings over Baseline**
 - **Double the targets in ALX Green Building Policy of:**
 - 14% Residential
 - 11% Commercial
- **Energy efficiency and demand reduction** is the most critical strategy to reduce carbon emissions.
- Energy loads for base building systems (elevators, common area lighting, ventilation, etc) and tenant-controlled loads (plug loads, individual unit lighting, appliances, etc) represent over half of a building’s operational energy use.
- Of the base building loads, ventilation represents roughly 1/3 of the total owner-controlled operational energy use.
- Advancements in **scalable heat pump technology** are a critical component of achieving operational carbon reductions.
- The team is currently evaluating the feasibility of “**district-wide**” (central utility plant, GSHP, etc.) and localized energy efficient HVAC systems.



* Percentages measured **BETTER** than ASHRAE 90.1-2010

OVERVIEW

SEPARATING FLOWS FOR SAFETY AND COMFORT

- 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
- Provision of DASH transit route and facilities (2 bus stops in either direction) through the site and continued coordination with City and DASH to improve frequency of planned service.



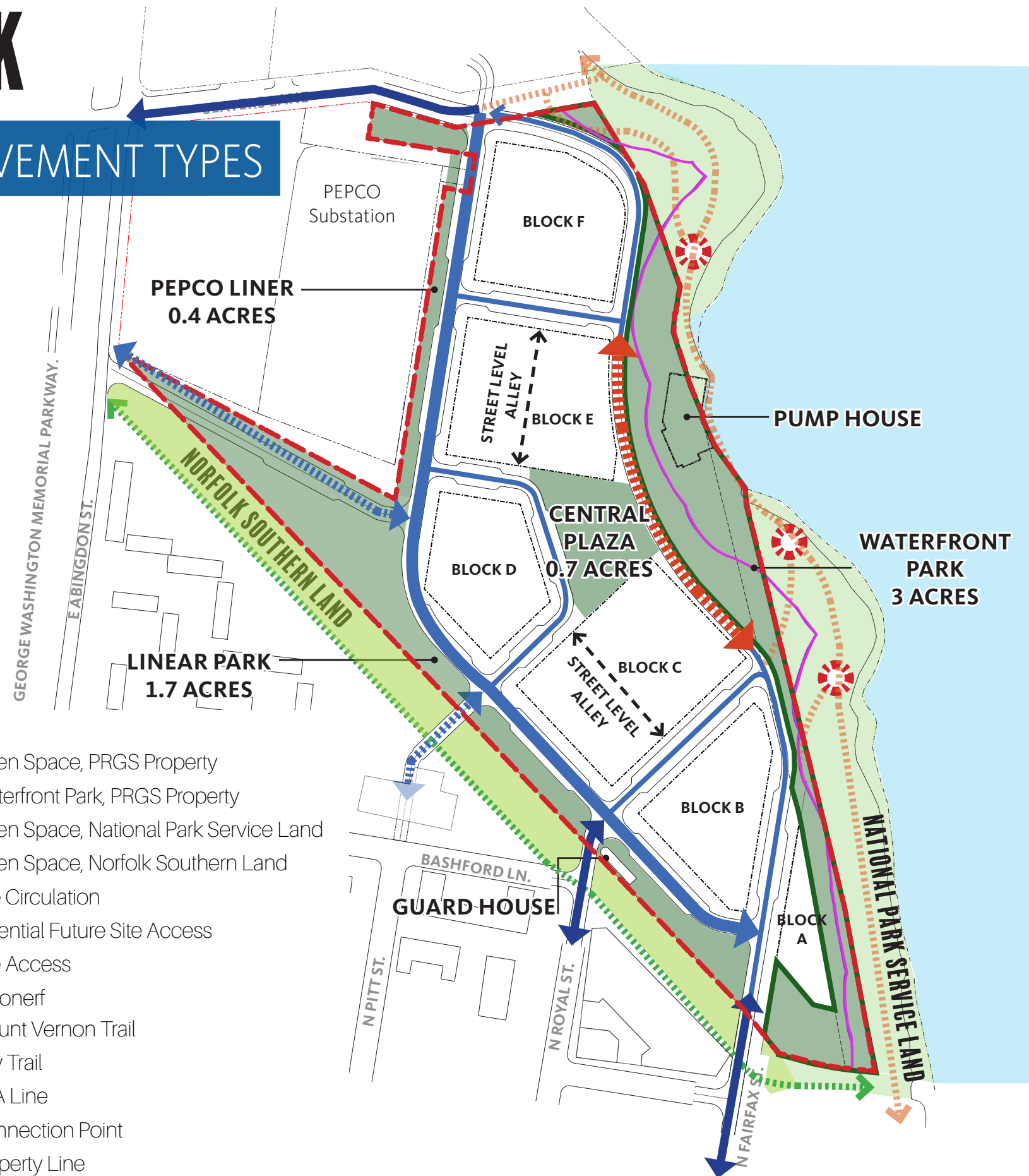
SITE CIRCULATION NETWORK

A COMPREHENSIVE NETWORK FOR ALL MOVEMENT TYPES

- 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 network has been upgraded by providing direct and comfortable connections for pedestrians to the Mount Vernon Trail and the Old Town North neighborhood

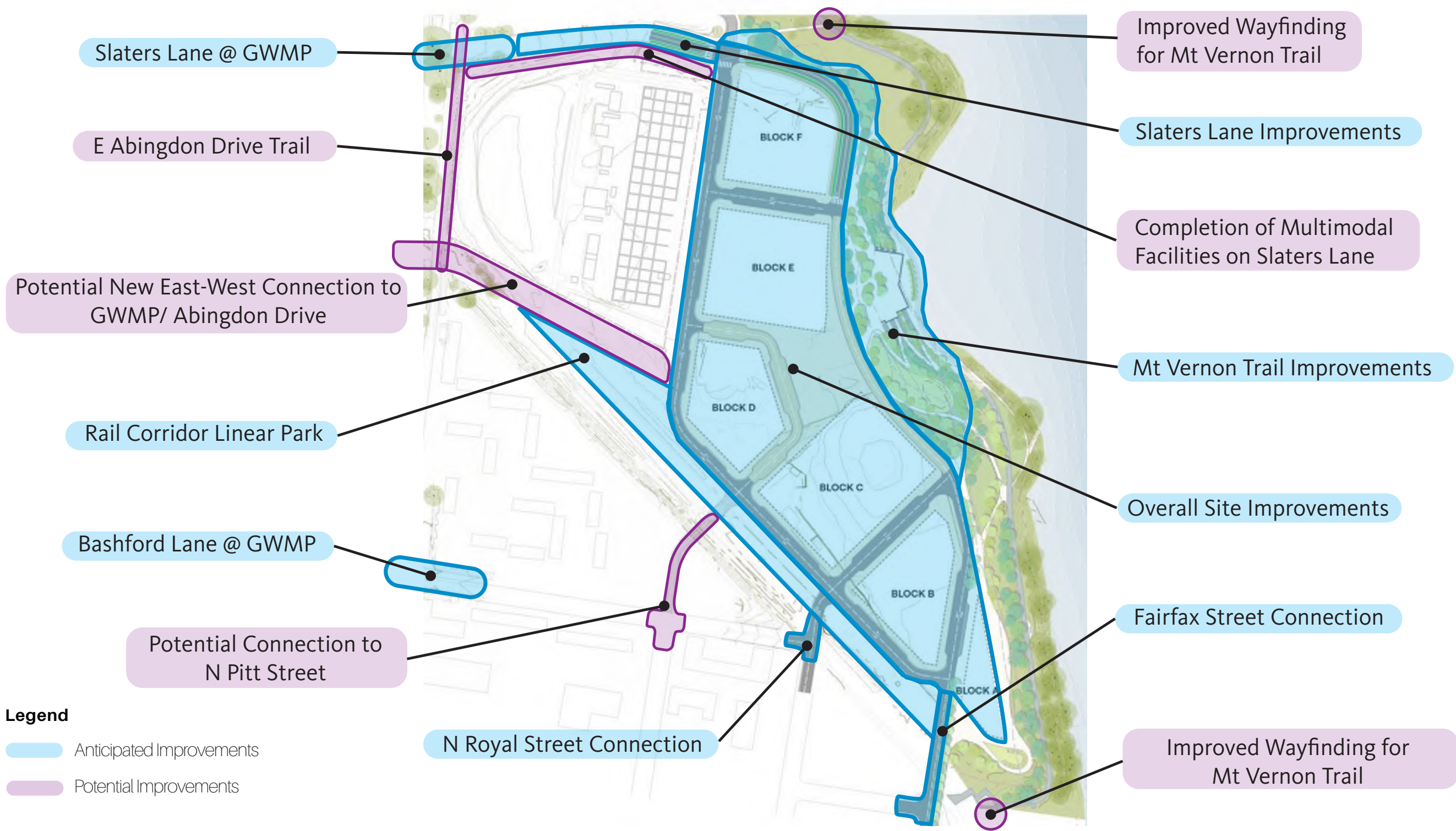
Legend

- Open Space, PRGS Property
- Waterfront Park, PRGS Property
- Open Space, National Park Service Land
- Open Space, Norfolk Southern Land
- Site Circulation
- Potential Future Site Access
- Site Access
- Woonerf
- Mount Vernon Trail
- City Trail
- RPA Line
- Connection Point
- Property Line



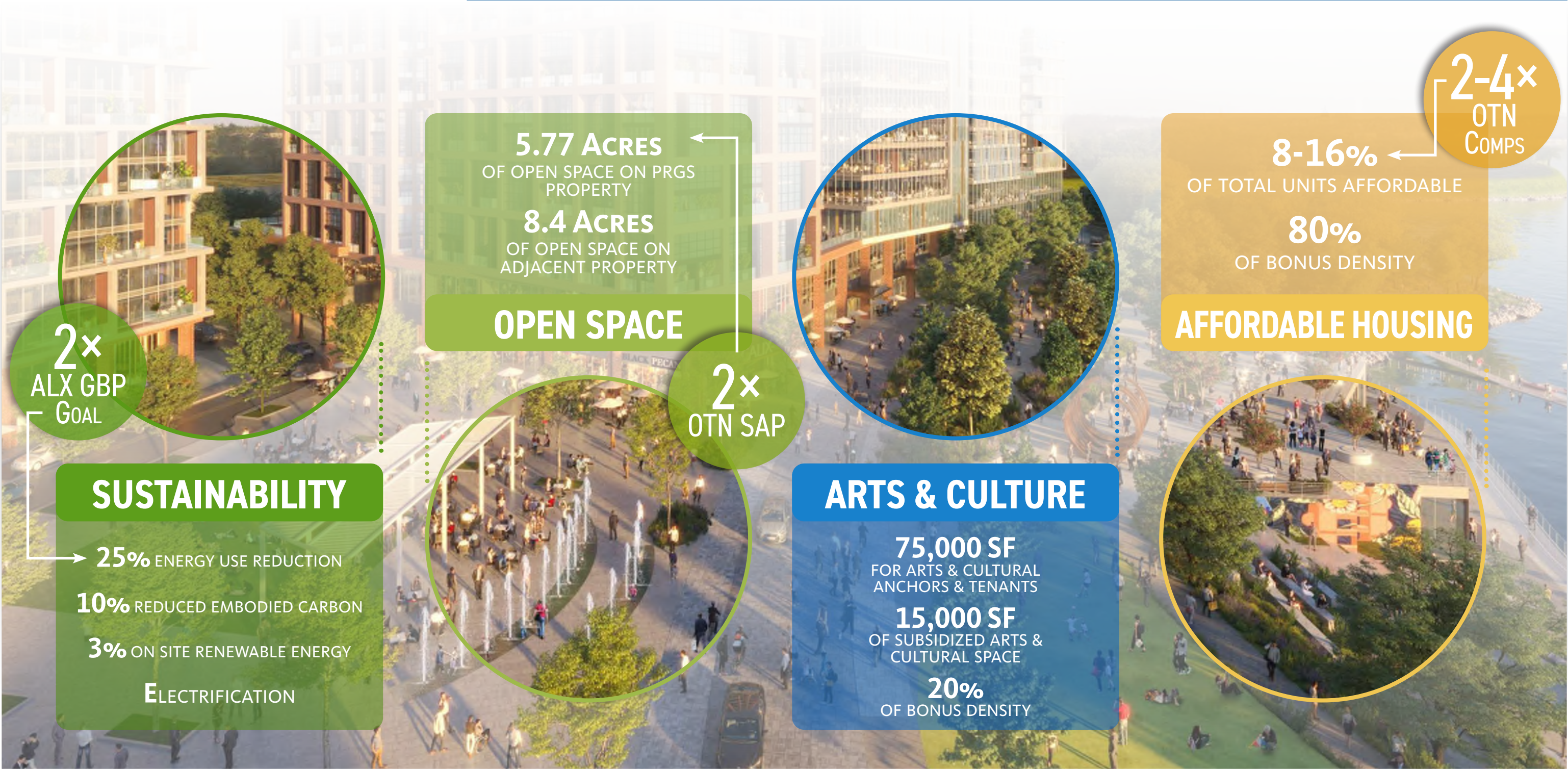
TRANSPORTATION IMPROVEMENTS

ON-SITE AND OFF-SITE IMPROVEMENTS TO SUPPORT MOVEMENT IN AND THROUGH SITE



COMPREHENSIVE TRANSFORMATION OF PRGS SITE

TRANSFORMING A BLIGHTED SITE...
TO GO ABOVE & BEYOND POLICY REQUIREMENTS ON:





THANK YOU!

HRPalx.COM

follow us on



@hilcoredev



ALEXANDRIAVA.GOV/PLANNING/INFO

APPENDIX

AGENDA

1. PROJECT VISION

2. ENVIRONMENTAL REMEDIATION & SITE PREP

3. SITE CONTEXT & CONSTRAINTS

4. LAND USE & ARTS ACTIVATION

5. OPEN SPACE & ACTIVATION

6. SUSTAINABILITY

7. TRANSPORTATION, CIRCULATION & CONNECTIVITY

SCHEDULE & PROCESS

STEPS FORWARD

PAST MEETING TOPICS

- INTRODUCTIONS
- OVERVIEW OF OTNSAP
- SITE TOURS
- SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN
- SITE TOURS
- OPEN SPACE PLANNING
- LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING
- ENVIRONMENTAL & SUSTAINABILITY
- TRANSPORTATION

COMMUNITY MEETING #1
INTRODUCTIONS
FEBRUARY 11, 2021

COMMUNITY MEETING #2
OVERVIEW OF OTNSAP
APRIL 29, 2021

COMMUNITY MEETING #3
SITE TOURS
JUNE 4-5, 2021

COMMUNITY MEETING #4
SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN
SEPTEMBER 29, 2021

COMMUNITY MEETING #5
SITE TOURS
NOVEMBER 13, 2021

COMMUNITY MEETING #6
OPEN SPACE PLANNING
NOVEMBER 29, 2021

COMMUNITY MEETING #7
LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING | JANUARY 27

COMMUNITY MEETING #8
ENVIRONMENTAL & SUSTAINABILITY
FEBRUARY 24, 2022

COMMUNITY MEETING #9
TRANSPORTATION
MARCH 31, 2022

COMMUNITY MEETING #10
CDD WRAP-UP MEETING
MAY 12, 2022

SITE TOURS
JUNE 10 & 11, 2022

- PRE-FILING COORDINATION WITH CITY STAFF
- STUDY IDENTIFICATION
- SITE AND UTILITY SURVEYS
- VRP ENROLLMENT

FIRST SUBMISSION
JULY 30, 2021

SITE CHARACTERIZATION WORKPLAN TO VDEQ
SEPTEMBER 2021

SITE CHARACTERIZATION FIELD WORK
OCTOBER - NOVEMBER 2021

SECOND SUBMISSION
2021 Q4

COMPLETENESS SUBMISSION
FEBRUARY 28, 2022

REZONING AND CDD CONCEPT PLAN REVIEW
JUNE 23 & JULY 5, 2022

PLANNING PROCESS
PHASE 1: REZONING & CDD CONCEPT PLAN

1 INTEGRATE THE SITE

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 an easement over the Norfolk Southern property or other arrangements with NSP.
- 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 GW Parkway via East Abingdon Street may be possible.
- An additional southern connection at North Pitt Street may be possible.



2 CONNECT PEOPLE TO THE WATERFRONT

Optimize Waterfront Views and Access

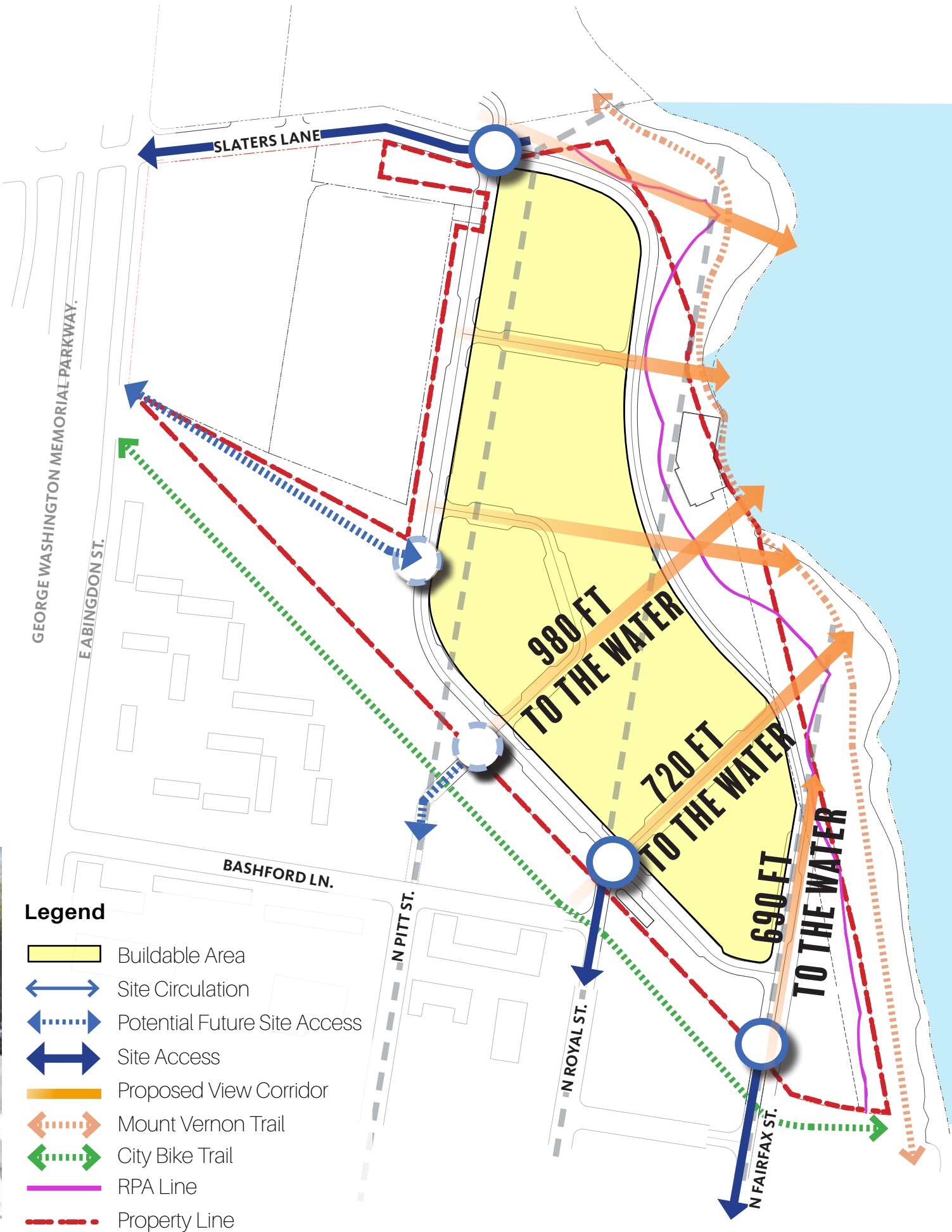
- Optimize views by shortening distance
- Turn peoples' views toward the waterfront
- Shorten physical and visual distance

HOW CLOSE DO YOU NEED TO BE TO SEE THE WATERFRONT?
WISCONSIN AVENUE IN GEORGETOWN

1300'

1000'

700'



3 PROVIDE MEANINGFUL OPEN SPACE

On-site & Adjacent Open Space

Open Space on PRGS Property

- Waterfront Park: 3 acres
- Linear Park: 1.67 acres
- Central Plaza: 0.7 acres
- Pepco Liner: 0.4 acres

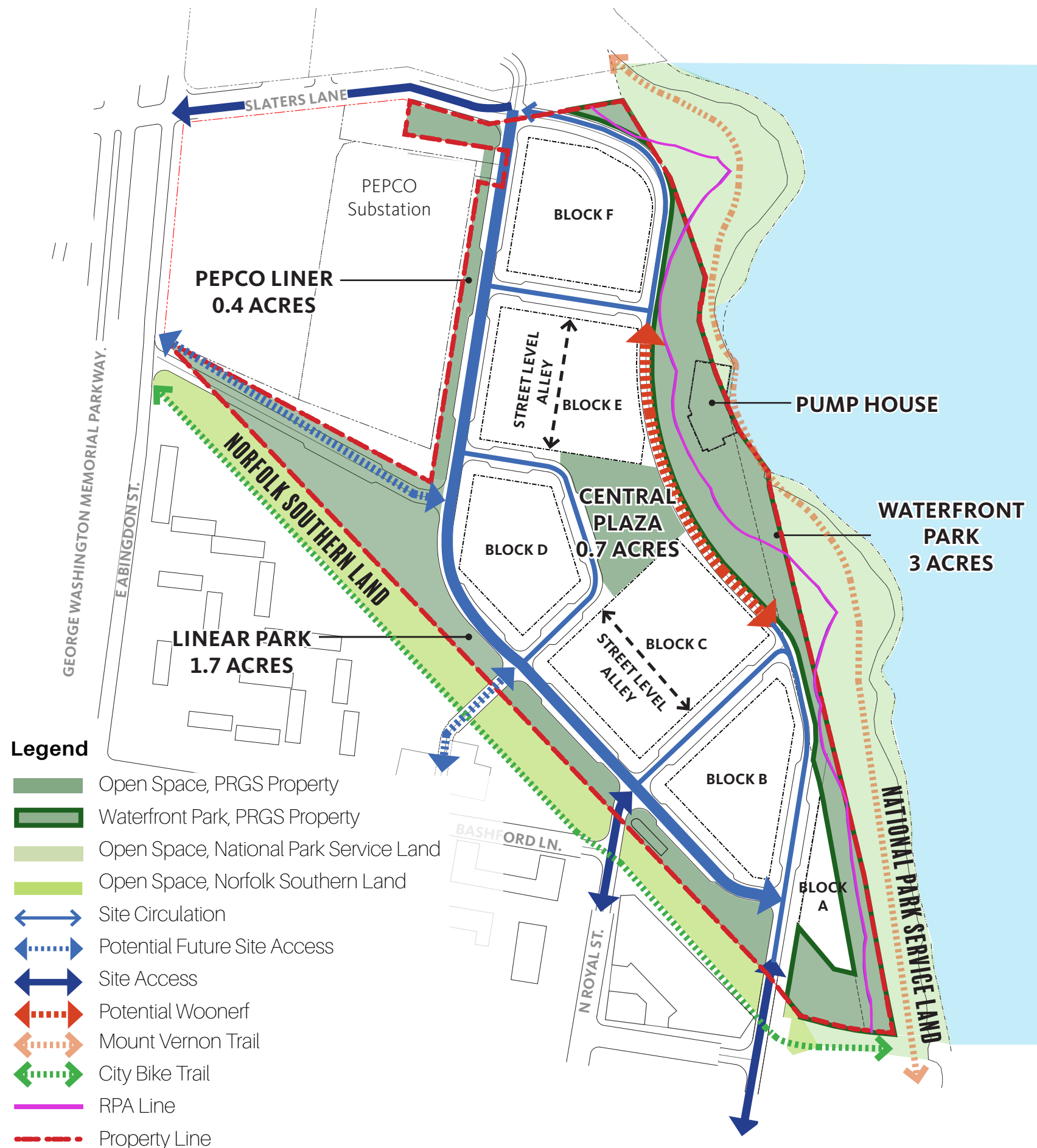
Total: Approximately 5.77 acres

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



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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 Rodent Control Plan will be established and include regular site inspections.
 - o Noise and Vibration Control Plans will include on-site monitoring.
 - o Dust Monitoring Plan will be established.
 - o Worker Parking Plan will be established.
 - o Existing Conditions Survey for immediately adjacent abutting properties.



VRP AREAS OF INTEREST

- Known Petroleum Release Area (**light green**)
- Former Chemical Storage and Use Areas (**blue**)
- Former Power Plant Buildings (**orange**)
- Drain Lines and Outfalls (**yellow**)
- Former Coal and Ash Storage Areas (**dark green**)
- Transformers and Electrical Equipment (**red**)
- Rail Yard (**brown**)



VRP NEXT STEPS

- Results from the Fall 2021 sampling were documented in a Preliminary Site Characterization Report, which was submitted to 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



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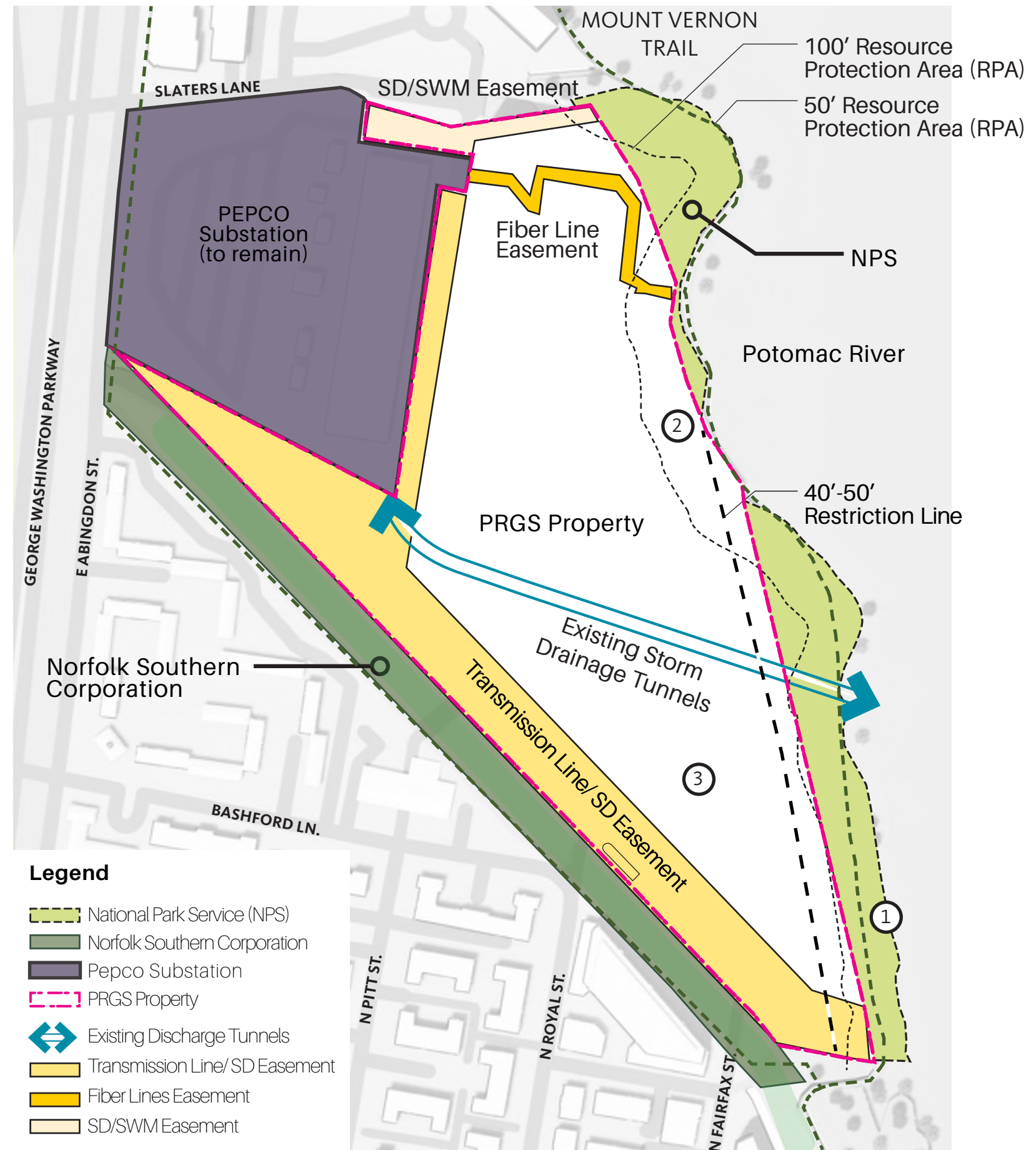
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SITE CONTEXT + CONSTRAINTS

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



EASEMENT AREAS

PROPOSED PLAN

- 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.



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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

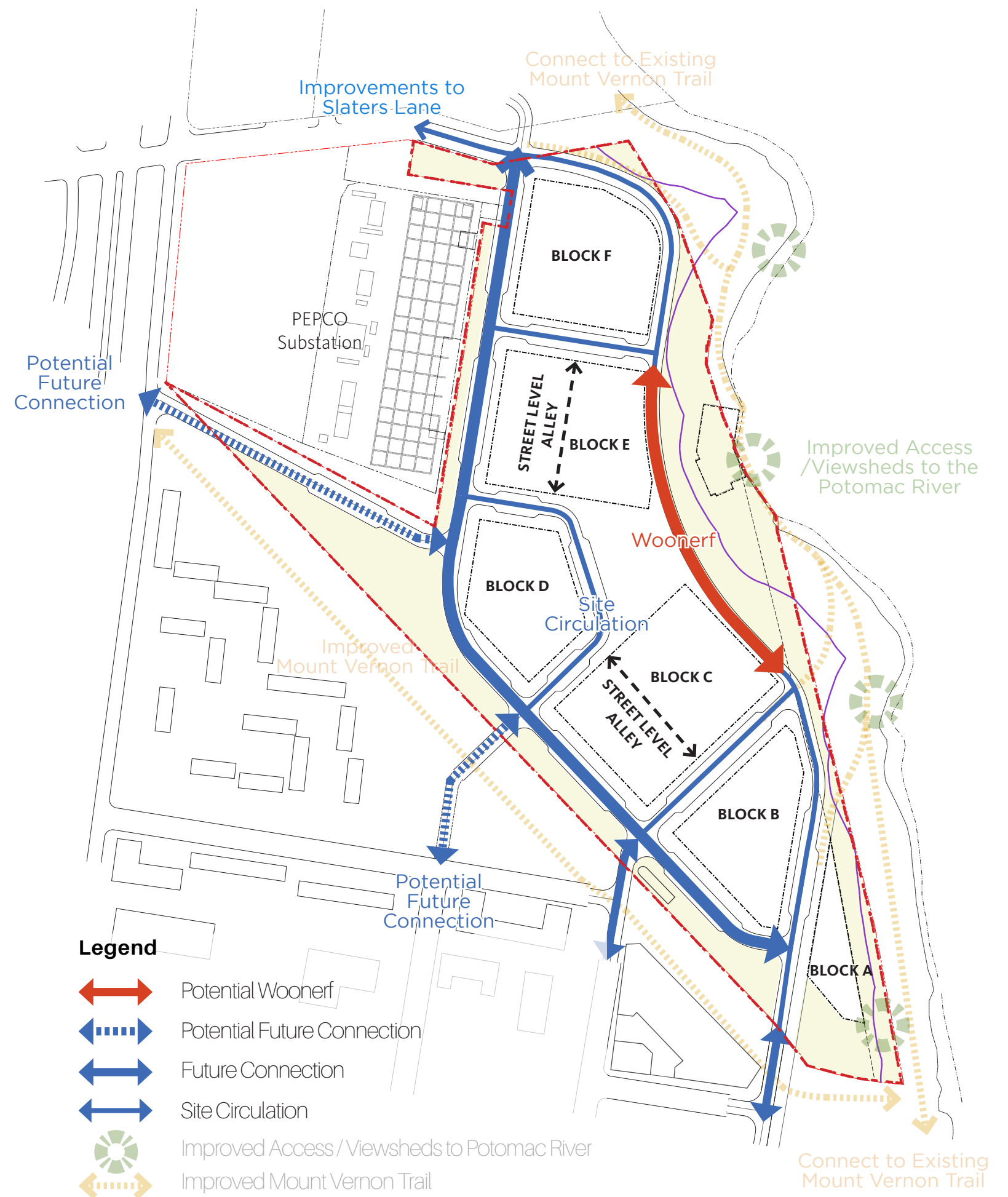
WOONERF
(CURBLESS, MIXED-USE STREET)
BIKE & PEDESTRIAN CIRCULATION PRIORITIZED

SMART 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



COMPARISON TO OTNSAP

	OTNSAP	2022 PRGS Proposal
Density & Uses	<ul style="list-style-type: none">• 2,150,000 GSF• Mix of commercial, residential, arts and innovation	<ul style="list-style-type: none">• 2,150,000 GSF• Up to 2,500,000 GSF (w/ Arts and Affordable Housing Bonuses)• Mix of commercial, residential, arts and innovation
	Comparable trip generation	
External Connection Points	Four (4) external connections: <ul style="list-style-type: none">• Slaters Lane• N Fairfax Street• N Royal Street• N Pitt Street + Potential East-West Connection to GWMP	Three (3) external connections: <ul style="list-style-type: none">• Slaters Lane• N Fairfax Street• N Royal Street + Potential N Pitt Street Connection + Potential East-West Connection to GWMP
Internal Roadways	Extension of existing street network	Extension of existing street network <ul style="list-style-type: none">• Prioritization of viewsheds• Prioritization of placemaking• Prioritization of open space• Porous, inefficient for cut-through• Right-sized to balance modes and connectivity

THE WOONERF

POTENTIAL SITE FEATURES



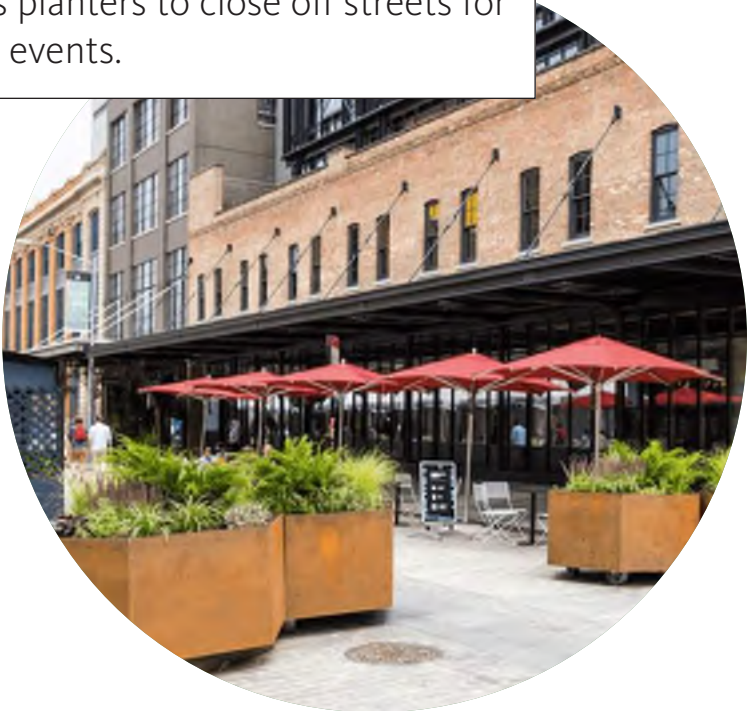
CHANGE IN PAVING

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



VEHICLE DETERRENCES

- Potential 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

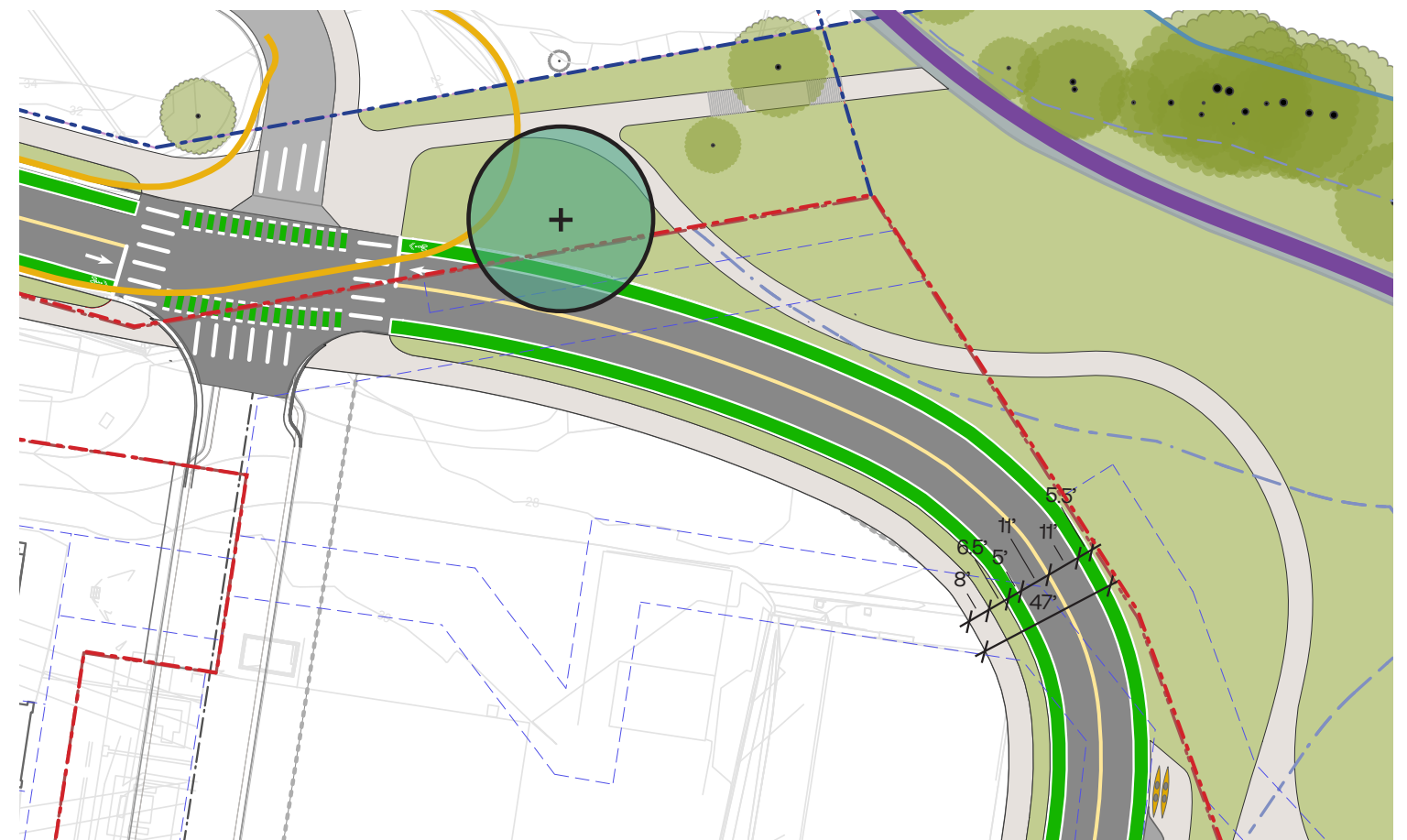
- Important east-west connection across George Washington Memorial Parkway (GWMP) for residential and commercial users north of PRGS
- Vehicular “dead end” and no pedestrian and bike connection to Mt. Vernon Trail
- Only accessible from GWMP

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

LEGEND

- PRGS PROPERTY
- PROPERTY LINE (OTHERS)
- RPA
- ← MOUNT VERNON TRAIL BIKE & PEDESTRIAN
- BIKE LANE
- EXISTING CURB LINE
- CONCEPTUAL BLDG FOOTPRINT



THANK YOU!



Responses to Questions Submitted by Vice Chair McMahon and Commissioners Brown and Koenig

Commissioner Brown, Commissioner Koenig and Vice Chair McMahon provided questions to staff requesting clarification and additional background information the CDD Conceptual Design Plan and related approvals for the Potomac River Generating Station (PRGS) site on June 20 and June 21 via email. The questions from each commissioner are provided below with staff response in red:

Vice Chair McMahon

Why does the applicant have three years or until three DSUPs of 5 are approved to decide if they can go forward with the PPP? Seems too late to have sorted out where the PPP project will go in the land use scheme.

Response: Staff concurs that the timing of the submission of the Affordable Housing Strategy (AHS) will be important to ensure that the applicant engages with the City on the location of the potential PPP before the majority of the site has been planned or committed to other development. The submission of the AHS is tied to whichever of the two milestones, noted above, occurs first and is predicated on staff proactively coordinating with the applicant in advance of those milestones. Staff anticipates initiating and continuing dialogue with applicant as the initial round of DSUPs are submitted to monitor the potential for future project locations and brainstorm potential financing approaches.

I'm a little unclear what the ramification is to affordable housing if the PPP falls through. I see the 58K SQFT min that seems to be in addition to the PPP. But without the PPP, are we saying they must provide at least another 33K SQFT through the normal provision, and we would get a total of 90K or so SQFT? Is that what condition 22 d. is supposed to mean? If this is not how it works, why not?

Response: Yes, that is correct. Consistent with AHAAC's recommendation, staff's recommendation is that the 100k sqft be treated as additional density for affordable housing if the PPP fails to secure funding after three tax credit application cycles. In that case, one of third of that density would be provided as affordable housing if the applicant constructs that density.

Can we get some kind of illustration that depicts the new proposed height limits against the existing buildings and trees around but outside of the site, for perspective?

Response: Staff is seeking this exhibit from the applicant in advance of the hearing.

Why do public comment on the shortcomings of the proposal with respect to energy use refer to the city not being able to require more of the developer? Are there state level constraints on how much energy efficiency we can "require" through our GBP?

Response: Buildings are required to comply with the international building code standard required by the state. The City's Green Building Policy, which requires LEED Silver (or comparable) certification, including the prioritization of points towards energy, are within those code parameters. Requiring building efficiency standards associated with a specific construction type beyond current building code requirements are unsupported by any current City policies.

Page 41, it would appear that despite the work of the past 14 months described here, three of the four recommendations they have made are still not a part of the CDD staff report conditions. Am I understanding this correctly or did I miss it?

Response: All four recommendations have been integrated or completed as part of the CDD process. The applicants developed and completed the carbon analysis (CNA), first submitted in January 2022 and revised on April 7, 2022. The CDD-level performance-based targets have been established as Conditions 139a-e. which establish minimum targets towards achieving carbon neutrality, per the CNA. Conditions 142, 149, 151 also provide district-wide site/building requirements. Conditions 144-145 provide requirements for aligning the performance targets established by the CNA and required per the CDD Conditions with the timing and development of the Coordinated Sustainability Strategy (CSS). Lastly, Conditions 153 - 155 provide the reporting and tracking requirements and responsibilities at various stages of the DSUP process that align development projects to the CSS and verifies building and site performance for subsequent years post construction.

EPC has expressed concern for anything other than PPAs being accepted as part of off-site renewables to count toward the carbon neutrality goal. What is staff's assessment of this concern - what does it mean, why is it not possible, and what are the problems with the other approaches listed that make EPC not trust them?

Response: The recommendation of the OTNSAP, was for the site to strive to achieve carbon neutrality by 2040 (site wide). The Plan did not provide specificity on how to achieve carbon neutrality. From the onset, the goal has been to demonstrate achieving carbon neutrality first, then discussing the mechanisms for how that is achieved. Staff finds that having all available viable options for both on- and off-site strategies to be the best mechanism to achieve the carbon neutrality goal. Limiting off-site options may create constraints to achieving this goal.

Staff has taken the EPC concerns into account in the development of the conditions to provide clear guidance as to when additional analysis would occur in future process. As part of the Infrastructure DSP, when the development of systems and infrastructure is contemplated for the site, the applicant will have to develop the CSS. The CSS will include evaluation of district infrastructure strategies that could be applied on the site. This analysis and the CSS will be discussed with EPC. The CSS would inform what strategies/systems will be integrated in the Infrastructure DSP. Additionally, the CSS will build upon the performance target of the CDD conditions and CNA to inform buildings and open spaces DSUPs.

Condition 47. Why does this set of condition make no mention of the CSS, when it is timed to coincide with and be related to this DSP? It should be listed here as part of the submittal. Just make it bullet i in the list below.

Response: Condition 144 states the timing of the submission of the CSS with the Infrastructure Site Plan submission. When feasible, staff tries to avoid redundancy in conditions.

Condition 144: Why does that phrase say "and include..." is it intended to be an action separate from the CSS and part of the DSP itself? Also, this condition: Is there a reason this detailed plan is not reviewed or endorsed by PC, since PC is the body that acts upon the DSP? why would it go to Council if it is tied to the Infrastructure DSP?

Response: The language “to include” is to explicitly call out the expectation and evaluation of opportunities to increase the 3% on-site generation that was discussed with the applicant during the CNA review process. This evaluation would explore opportunities that may be available through coordination with adjacent properties and partnerships with energy providers. The evaluation would be included as part of the development of the CSS.

As the Infrastructure DSP is a site plan that does not go to City Council, it was important that the CSS would be endorsed either prior to or with the Infrastructure DSP by both PC and CC. Before taking action on the CSS, staff would potentially anticipate reviews by PC and CC through worksessions. The language was intended to be clear that Council would have an opportunity to review and endorse the CSS, with PC's recommendation as well.

Why does a CDD condition not just explicitly state the site will meet the EAP 2040 targets?

Response: The EAP includes a range of tools, strategies, recommendations and aspirational targets, however, with no prioritization. It would be inconsistent to previous approvals to condition/require a project to comply with all the EAP targets. The OTNSAP is clear that striving to carbon neutrality was a key recommendation for the site. The conditions developed reinforce this goal.

Condition 153.iii: If the site is not making sufficient progress toward the 2040 goal, what is the repercussion? Will later phases be held to a higher standard to make up for the short falls of earlier phases? Will they be required to purchase energy differently or install on site PV? Seems like we need some sort of mechanism to ensure that the total site impact is as promised and consistent with the EAP.

Response: The conditions were developed to track achieving the targets by project phase. The applicant (at various stages of the DSUP process) will provide a scorecard that demonstrates and confirms how the projects will achieve carbon neutrality in compliance with these CDD targets and the CSS; this will be achieved through a combination of on-site strategies as well as off-site strategies (PPAs, RECs, carbon offsets, etc.). Documentation that demonstrates the Applicant has made all good faith efforts to achieve the targets will be required. Any modifications to achieve these targets may be considered as part of the DSUP process as approved by Planning Commission and City Council.

Is condition 26 standard language about demolition process? Anything particularly of interest to staff with respect to demolition and site prep for this giant brownfield that should be acknowledged in the conditions?

Response: The requiring of a condition regarding demolition is unique to this CDD approval based on the nature of the project as a large industrial site and proximity to adjacent residential areas. Staff added the condition to ensure that all documentation needed for the environmental remediation on this was submitted for review prior to any demolition or site work.

Are we able to condition roads to be public UNLESS they have garage underneath?

Response: Staff discussed this with the applicant, though staff is satisfied that Condition 44b. provides enough leverage for the City to ensure that any roads or road segments that do not have a garage underneath can be dedicated to the City if desired by the City. The condition only excludes Road C which circles Block D – staff accepts this roadway as private.

Commissioner Brown

The first four questions were also provided to the applicant for responses.

1. You note that it turned out that the site has 33,954 sf less tract area than reported in the Plan "on which to develop the same amount of density", i.e., 2.15 million sf. Apparently the error was in the staff's reliance on tax assessment records. My question is, "So what?" Due diligence in buying the property does not begin and end with reference to tax assessment records. If HRP Potomac got less land than it expected, that is not the City's fault. Even more fundamentally, the 2.15 million number is not a development entitlement or any other form of property right. From what I can see, that number is about a 2.5 FAR based on what the staff thought was the tract area. I see no reason why the 2.15 million figure should not be downward adjusted by $2.5 \times 33,954 \text{ sf} = 84,885 \text{ sf}$, to about 2.06 million sf. to correct for the staff error. You go on to argue in your memo (p. 3) that the 2.15 figure "was considered the appropriate amount of development necessary to transform PRGS into a vibrant, mixed-use waterfront district..." Can you point me to language in the OTNSAP directly supporting this claim? Or is it to be found elsewhere?

2. Next you mention "site constraints" in the form of easements and building restriction lines. These conditions, however, do not change the tract area on which the FAR is calculated. They do not affect the available density. In addition, you say some of these constraints "were unknown" at the time of SAP adoption. "Unknown" by whom? Again, I don't see where the City is at fault. And ground-level public open space requirements cannot have come as a surprise.

Response to Questions 1 and 2: Staff supports that 2.15 million SF is an adequate base density that is consistent with the Old Town North Small Area Plan (OTNSAP) and the Plan's intent for density on the site. This amount of density will be implemented as gross floor area (GFA), with few deductions for areas under roof. The 2.15 million SF is also critical to the public benefits derived from the affordable housing contribution and OTN developer contributions (for the construction of the Waterfront Park and OTN Linear Park) – reducing the base density amount would reduce these monetary and in-kind contributions proportionally. The site constraints did not have an effect on the proposed base or additional density to be permitted in the CDD, though influenced the proposed maximum building heights requested with the related master plan amendment (MPA).

3. I recognize that a straightforward way to make up for the "shortfall" in the density allowance, assuming there should be such a makeup, is to add height. But the OTNSAP does not peg building height to density; building heights were established throughout OTN by assessment of appropriate height in each given location. In the PRGS site, the Plan (p. 43) specifies that heights up to 140' will be appropriate for "a limited number of buildings," with the "final number and location" to be "determined through the development review process." Fn 1. Looking at height as an important development standard in its own right, I see nothing in the reported information about heights in the immediate area to suggest to me that the 140' limit was misguided.

Response: Staff supports the MPA for increased building height on blocks B-F based on the following related to the question above:

- The building height increase eliminates the need for future bonus height requests and is part of the incorporation and capping of all bonus density and height for future DSUPs at the CDD level for clarity.

- Building height variety within each building and block will be implemented as part of the development review process for individual DSUPs. The OTN Urban Design Standards and Guidelines Addendum and Design Excellence Standards both require a variety of building heights.
- The increased height allows for a limited and reasonable transfer of density from areas of the site that are limited to open space uses due to the transmission line easement area.

4. You also argue that increased height is necessary in connection with the fulfillment of affordable housing and art and cultural space commitments. (Memo p. 4-5) I note that, at my request, when the OTNSAP was before the Commission, the following sentence was added on page 34: "The FAR and height recommendations shown in Figures 2.08 and 2.09 do not include any FAR and/or height bonuses that the site may be awarded through the development review process." This made clear that, for the PRGS site, the 2.15 million GFA and the 140' height limit were not caps; more was possible DSUP-by-DSUP within the site under these two separate programs. But apparently the proposed CDD scraps this case-by-case option in favor of a project-wide commitment. Is that correct? Whose idea was that? It is a scheme quite contrary to what was contemplated in the SAP, which to my mind appropriately left the issue of bonus height to individual DSUP's in the future. It is not obvious to me that the CDD treatment is a better approach. In any case, the option of added height to fulfill these commitments has never been in doubt from day one of OTNSAP approval in 2017, a point quite well obscured by your analysis.

Response: By incorporating bonus height as part of a master plan amendment and capping bonus density and adding it directly to the CDD zoning table, the City is making sure that the maximums in height and density are known at the CDD approval and that public benefits tied to bonus density and height can be accomplished in a coordinated sitewide fashion. Staff prefers this option, which sets the amount of affordable set-aside units and arts anchor space required with the future development and at which phase of development these benefits will be provided.

Additional Staff Report (SR) Questions

SR 13 - I don't understand the "discourage the use of wood frame construction" rationale for a minimum height of 110'. Is this something new? If so, why can't this be addressed in the amendment to the OTN Urban Design Standards and Guidelines? If not, why are there areas of 50' and 85+' in the SAP for this site? Nor do I understand why a 50' height was deemed appropriate on the southern border 5 years ago and now it is to be more than twice that at 110'. Does this have something to do with the discovery that blocks B, C & D will be set back further than was contemplated in the SAP? What would the SAP have said about the 50' height area if the transmission line easement had been known back then? I note also that the notion of a "variety of building heights" had more cogency when the bracket was 85'-140' than when the bracket is 110'-160'/172'.

The paragraph in the middle of this page has a sentence fragment (just after fn 4); I would like to know what is missing. And where are all these buildings that are over 100' in height? They do not show up on the existing height limits map in the SAP (figure 2.13).

Response: Regarding discouraging use of wood frame construction and requiring minimum heights to each building, staff finds that a condition of approval is more enforceable than including in the OTN Design Standards and Guidelines (and/or the Design Excellence Standards) since there is always the potential for an approved "variation" from the design standards as opposed to being an absolute requirement. The minimum height (originally proposed as 100 or 110 feet) would be the minimum that a *maximum* height for a given building could be. Staff anticipates that the height variety required in the design standards documents will facilitate and encourage the applicant to design buildings with multiple

roof-level heights within a given building and block. Staff feels that the distance from building face of blocks B, C and D and buildings across the future Linear Park (200 feet min.) creates enough of a visual buffer that makes the removal of the 50-foot height limits on those development blocks acceptable to future site development.

The sentence fragment should read generally as such: “The existing power plant structure has a height of over 160 feet to the top of the smokestacks.”

SR 14 - N Fairfax is being extended into the PGRS site, but is the Woonerf considered part of that street? Figure 7 suggests otherwise. Seems like Blocks A, B and F front on N Fairfax, no others, and especially not Block D, which fronts on Road C. So how can you say that all blocks "will comply with the boundaries as defined in 6-900"? As applied here, that definition is limited to blocks with frontage on N Fairfax.

Response: The Woonerf is a section of N. Fairfax Street with specialty paving and will have a flexible, multimodal use, but will be signed as N. Fairfax Street. Regarding Block D's adjacency to N. Fairfax Street, staff feels that the nature of Road C as a service road and that Block D is clearly visible from N. Fairfax Street, that it is eligible to be a location for an arts and cultural anchor per the CDD#30 zoning table and conditions of approval and/or arts and cultural tenants per the CDD#30 zoning table and Section 6-903 of the Zoning Ordinance.

SR 16 - 17 -Is the reference to "balancing" between affordable housing density bonus and arts bonus at the top of this page something more than the decision later discussed to split the 350,000 sf of density bonus as follows: 275,000 (affordable housing; 75,000 (arts)? If not, why doesn't the CDD 30 zoning table (p.17) show this breakdown? Further, as I read the table, it seems that 350,000 sf is not a cap on bonus density. It seems that extra density devoted to 6-903 arts spaces can be added without being counted toward that cap. What is the total potential additional density this might produce?

Response: Each block would be eligible for up to 15,000 square feet of arts and cultural tenants for a total potential maximum of 90,000 square feet above the 350,000 square feet additional density. Since the adoption of the Old Town North Arts and Cultural District Overlay in 2018, only one arts and cultural tenant has been approved for a total of 1,300 square feet – staff feels that the arts and cultural tenant incentive will be requested and implemented in a manner consistent to other portions of Old Town North.

As asserted in the above question, 275,000 SF of the total 350,000 SF of additional density is reserved for the provision of affordable housing, though the 275,000 SF will be implemented in two discrete ways (i.e. the 3rd “category” of 100,000 SF is reserved for a potential public private partnership). Staff determined it was best to break down the utilization of each discrete category of additional density in the conditions of approval over the CDD#30 zoning table where it could be more clearly outlined.

SR 20 - I can see why the Woonerf is a private street, but I do not understand the necessity of the extension of the existing public streets into the PRGS site being private. But somehow the N Royal extension is an exception and will be public???

Response: The extensions of N. Royal and N. Fairfax streets will be privately owned within the existing CDD site area (running through the transmission line easement area) and will be dedicated as public streets to the south of the existing PRGS property line (in the existing Norfolk Southern property extending southward and connecting to the existing street network. The owner of the Muse property is dedicating to

the City a portion of N. Fairfax Street right-of-way that is located on its property to ensure a connection of N. Fairfax Street into the CDD site.

SR - 22 At the top of this page I see the new rationale for lumping into one advance "basket" all the extra 7-700 and 6-904 density: "more clarity for the community". In light of my comments to Ms. Gibbs, sent earlier, I need a lot of persuasion that this makes good sense.

Response: Acknowledged. The City response to the questions also provided to the applicant are located above.

SR 22 - It looks like the maximum density bonus for providing an arts anchor is now linked more directly to the size of the arts anchor and its subsidization than is provided in 6-904. Is that correct, and how is that supposed to impact individual DSUP's?

Response: The CDD conditions of approval and staff report outline that the applicant shall provide the 30,000 SF minimum of arts anchor space (to be included within the GFA base and additional density calculations) in exchange for 75,000 square feet of additional density. This approach does not utilize Section 6-904 bonus density for arts and cultural anchors and differs from the process used for the provision of previous arts anchors in Old Town North. Each DSUP for a development block could utilize a portion or all the 75,000 square feet of additional density but would be responsible for providing arts anchor space that is commensurate with the amount of additional density utilized. The 30,000 square feet arts anchor minimum must be included by the approval of the final DSUP regardless of the utilization of all or part of the 75,000 square feet of additional density.

SR -23 If there is a ZTA amending the definition of arts and cultural anchors in the materials under review, I missed it. Or is this something that will come up later?

Response: The arts and cultural anchor space to be incorporated into the CDD site is not being provided per the "Incentives for arts and cultural anchors"/Section 6-904 of the Zoning Ordinance and will need to meet the amended definition of arts and cultural anchor in the conditions of approval. Staff may consider amendments to the definition of arts and cultural anchor in Section 6-902(B) of the Zoning Ordinance when the arts district overlay is revisited.

SR 24 - Please explain the use of the term "leverage" as used in the fifth bullet point on this page.

Response: The term "leverage" is used to refer to affordable housing public-private partnerships in which city investment leverages a wide range of state, federal, and other resources, including Low Income Housing Tax Credit equity.

SR 25 - Third bullet: do I understand correctly that the affordable housing set-aside remains constant after DSUP approval, even if the developer decides to build less than the maximum amount of market rate density allowed by the density bonus?

Response: If the developer opts to build less than the maximum amount permitted, the set-aside square footage is delivered based on the phasing conditions and is not reduced proportionally. If actions by the City reduce the total GFA requested by the applicant, the reduction in the GFA would apply to the available additional density in that block or phase and to its associated affordable housing. The reduction in the affordable housing would be one-third of the related reduction in GFA. If some or all of the reduction

in the requested GFA is regained in a future block or phase, the affordable housing GFA would be increased proportionately.

SR 27 - I do not understand what is going on with the notion that some affordable housing density will be accessed "from the additional arts density." Please explain.

Response: The 3rd Category of additional density (100,000 SF for a PPP) was discussed previously as available to utilize as bonus density for the provision of arts and cultural anchors. Staff has recommended that this category of additional density be reserved solely for the provision of affordable housing (as a PPP or fail that, one-third of the density for affordable housing) and not utilized for arts and cultural anchors.

SR 27 - I need a more complete explanation for why the AHAAC proposal described here was not accepted as part of the project.

Response: AHAAC approved the applicant's Affordable Housing Plan with a carve out for how the 100,000 square foot allocation for affordable housing would be treated if the PPP is unsuccessful in securing financing; the committee voted to support a modified condition that would require the applicant to treat this density as bonus density for affordable housing. This recommendation was incorporated into staff's conditions.

Members also discussed accelerating the monetary contributions to the Housing Trust Fund; providing set-asides of both tenures (rental and for-sale); and providing residents of the PPP project access to all amenities across the development. AHAAC did not take action on these discussion points with the understanding that they could be addressed at the DSUP stage. Further, in response to the desire to promote innovation on the site, members encouraged the applicant to consider pairing affordable housing with community and social services such as health care and workforce development.

SR 29 - Can you confirm that all of the open space acreage shown on Table 4 will be ground-level open space?

Response: Correct – all of the required minimum 5 acres of open space will be located at ground level and publicly accessible.

SR 31 - At what point and on what basis will it be finally decided whether the Waterfront and Rail Corridor Parks will be dedicated to the City?

Response: Staff has agreed to conditions (outlined in the PC Update Memo) with the applicant that outlines how the Waterfront and Rail Corridor parks will be private with Park and Recreation Easements that will mandate that these parks will operate and be maintained as if they were public parks.

SR 32 - Do we not already know, with a reasonable degree of precision, how much open space each block will be providing? What are the numbers, block-by-block? The term "open space" is defined as at grade, not above grade. Where does the 15% standard come from?

Response: The amount of open space per development block (above and beyond the 5+ acres of publicly accessible open space) will be determined as part of each DSUP approval. The 15% open space requirement was negotiated with the applicant and is based on recent CDD approvals and takes into

consideration that more than 25% of the site will be dedicated to ground level open space prior to the development of any blocks.

SR 33 - Why are signal improvements at GWMP/ Slaters and Bashford Lanes listed in both Phase 1 and Phase 2. Is Phase 1 expected to have minimal impact on these intersections?

Response: Phase 1 improvements are related more to signal timing, and Phase 2 improvements may include improvements to the signals of GWMP intersections but will mainly be focused on physical improvements to the roadway, crosswalk and streetscape of the intersections.

SR 36 - Why isn't the Multimodal Transportation Impact Study included in the record for us to review? I start with some degree of skepticism that adding up to 2,000 residences in this area will easily be absorbed by the existing transportation network, despite the length of the Phases. Unlike most of the rest of OTN, the points of ingress/egress are few, and will remain few no matter what. At full buildout, I envision Slaters Lane as a clogged funnel, even if a new intersection at Bashford is developed. And it's not like Metrorail is just a hop, skip and jump away. It is a long, dicey walk to either Braddock Road or Potomac Yard. Maybe I don't need to see the study, because it seems as though it concludes that at full build out the key intersections will have an unacceptable level of service or overcapacity approaches. How can we dismiss this by merely saying (top of p. 37) that "mitigation measures are required to ensure impacts from the development do not significantly degrade the transportation network."? I get the feeling this is passing the buck on to the next (Phase 3) generation of planners and Commissioners. Is the answer to the contrary, due to condition 37. I had hoped so, but this condition apparently does not condition development beyond 1.25 million sf to satisfactory completion of a "Feasibility Study" that the existing transportation network can handle even more development than 1.25 million sf.

Response: A Typically, the Multimodal Transportation Impact Study is not included in the documents to review considering it is a technical document. However, the study can be found on the City's PRGS page: <https://www.alexandriava.gov/neighborhood-development/potomac-river-generating-station-prgs-power-plant-redevelopment-old-town>, and a summary of the study is included in the staff report. Some of the contributing factors that led to the findings are the mode split assumed for the residential land use (50% auto), the distribution of trips through the network (not all trips go through the problem intersections), and the existing signal timing plan for the intersection with capacity issues (more time allotted to the main line). The study evaluates the impact to the network at full build out for the development scenario that generates the most amount of trips. All mitigation measures are assumed to be required prior to full build-out of the site. The study provided several mitigation measures that would result in acceptable level of service such as changes to the lane configuration, signal timing adjustments, and a new east-west connection. Several conditions address when these mitigation measures should be in place in the Phasing and Transportation/Traffic sections of the conditions. The purpose of the Feasibility Study later in the development is to evaluate if any changes to the network or development would require the east-west connection.

SR 40-44 - I will defer to other Commissioners on the Sustainability analysis. If those more knowledgeable than I on this point are concerned, then so am I.

Response: Acknowledged.

SR 44 - Will the entire site undergo demolition and remediation before the Infrastructure DSUP is submitted for approval?

Response: Any demolition or significant remediation activities that cause ground disturbance will require grading plan approval. The grading plan cannot be approved until the approval of the Infrastructure DSP per Condition 25.

SR 51 - I heartily approve of the GFA definition used for this project.

Response: Acknowledged.

Commissioner Koenig

The **CDD Concept Design Plan** submission is the subject of PC and CC votes. Information it contains is binding on the applicant. The Concept Design Plan does not address Sustainability.

The CDD Concept Design Plan does address sustainability in two ways.

1 The carbon neutrality analysis provides an analysis and potential strategies to get to carbon neutrality and is attached as part of the materials forwarded to the Planning Commission; and
2. Conditions 139-156 require the site to meet target and achieve carbon neutrality as recommended by the OTN plan.

These items are included as the part of the package of approvals.

The **Carbon Neutrality Analysis** is not the subject of PC and CC votes. Information it contains is not binding on the applicant. Sustainability requirements which are actually binding on the applicant reside **exclusively** in Conditions 139 through 156 of the staff report.

Correct. However, the CNA is referenced both in the staff report as well as in the conditions and serves as the technical basis that informed the recommended targets and conditions.

SUSTAINABILITY CONDITIONS beginning p.83

c.139.a. ~ (ENERGY USE INTENSITY)

- This condition begins with two alternative descriptions of how to calculate Energy Use Intensity. It concludes with a mechanism by which the applicant can request relief from the target.
- **However there is no actual Energy Use Intensity target in the condition.**
- The applicant's Carbon Neutrality Analysis includes a diagram and an assertion that **45 EUI** fulfills the proposed 25% energy efficiency improvement. Why isn't that target included in the Condition, which would make it comprehensible to, and accessible for judgement by, Commissioners and Council members?
- As we've previously discussed, 45 EUI is an absolutely status quo value that the EPC/PC workgroup does not consider a credible first step on a path to carbon neutrality.

While the condition does not explicitly reference the EUI in regards to the 25% reduction target, the conditions, on numerous occasions, specifically reference compliance with the CNA, which does. The Applicant has also provided a detailed response regarding the how the analysis arrived at the 45 EUI target which is correspondent to the reduction target in the condition.

c.139.b. ~ (ON SITE RENEWABLE)

- 3% is hard to accept as anything other than a token target. However it's also very difficult to evaluate without access to conceptual planning assumptions for the PV array, EUI targets by building type, and aggregate site energy demand. All of which is information that I'm confident

could be available at this stage in the process if it were required, or the applicant chose to submit it.

When asked this, the Applicant has communicated that given the site area, urban scale and density, including proposed height and scale of the buildings, 3% is a significant commitment at this stage of the process. The 3% minimum accounts for primarily utilizing portions of roof area alone. It is also still unclear how much rooftop solar may be permitted given proximity to National Airport and any potential FAA limitations as well as area needed for stormwater management. 3% is the minimum target as proposed by condition language and the applicant will be exploring other means to increase this target. As part of the CSS staff has requested the applicant explore feasibility and opportunities to provide additional on-site generation potential using adjacent sites (Pepco and Norfolk southern property). And while buildings have not been designed, staff believes there is additional opportunity to integrate PV into the building design to contribute to the goal of increasing beyond the 3% minimum.

c.139.d. ~ (ALL ELECTRIC)

- Did, or would, you consider a timeline to eliminate all fossil fuel infrastructure onsite? Perhaps a conversion date for early blocks which use the exceptions, and deletion of the exceptions for later blocks.

The electrification condition is very specific to the limited use of fossil fuel usage in buildings. Additionally, the condition language requires low-cost conversion to be made available in this limited usage areas. It would be difficult to set a definitive elimination timeline as some of these variables are market dependent and could potentially hinder the success of retail, restaurant, art/cultural and innovation uses at the ground floor.

c.139.e ~ (OFF SITE RENEWABLE)

- The text implies that it is staff's responsibility to recommend an approach to off-site renewable power acquisition. Is that the intent?
- Did, or would, you consider disallowing RECS?

It is the Applicant's responsibility to demonstrate the ability to achieve the performance targets for each building/site DSUP as identified in the conditions, this includes the approach for any off-site acquisitions as well. This documentation would be required as part of the review process.

The recommendation of the OTN SAP, was for the site to strive to achieve carbon neutrality by 2040. The Plan did not specify **how** to achieve carbon neutrality. Staff finds that having all available viable options for both on- and off-site strategies to be the best mechanism to achieve the carbon neutrality goal. Limiting offsite options from to specific tools may create constraints to achieving this goal. There certainly can be a scenario where the Applicant utilizes PPAs, RECs or other partnerships/agreements for off-site renewable power acquisition.

c.144 ~ (COORDINATED SUSTAINABILITY STRATEGY)

- The CSS . . . will be **endorsed** by CC **prior** to or **concurrent** with the I.DSP and **implemented** through DSP / DSUP approvals.
- EPC will review the CSS. PC will review the CSS and make a recommendation to CC.
- The CSS will thus be another solitary separate task for perpetually pursuing sustainable architecture which is only tenuously connected to the actual mechanisms of our entitlement process (SAP / CDD / I.DSP / DSUP).

The conditions are clear on the alignment between the CNA targets, the CSS, and alignment and application to future DSUPs. Compliance of the DSUPs to the CSS is required per Condition __. Staff thinks it is important for both PC and CC to take action on this plan as it is a tool that would ensure commitments from the applicant to implement the broader sustainability strategies developed in the CSS as part building and open space designs and systems.

It is expected the CSS will be reviewed by Staff and EPC; endorsed (approved) by PC and CC.

c.151 (SOLAR READY)

- “Future installation of solar panels and associated infrastructure, beyond the conduit described in his condition, **shall be at the sole discretion of the owner.**”
- If at some point 'Solar Ready' evolves into 'Solar Operational', will this current proposed condition prevail in future DSUPs?

To meet the minimum 3% on-site generation, portions of the building roofs will have to accommodate solar. The condition ensures that every building constructed (whether providing solar to achieve this target or not) will have the infrastructure to support PV should at a future time additional solar can be installed due to advancements in PV technology and/or stormwater infrastructure, rooftop amenity areas, or other mechanical systems are replaced, etc.

At the DSUP level, staff would have additional information about the allocation of space for competing rooftop uses (solar, stormwater, mechanical, etc) as well as information related to achieve the on-site generation target per 139b.

ESCAPE CLAUSES

Do these relief mechanisms really need to be explicitly conditioned? Would you consider deleting the following **bold** selections:

139.a. “Each building shall comply with the Green Building Policy at the time of DSUP submission. **If the baseline of these standards increases, flexibility in achieving this target may be considered on a case by case basis. If flexibility is requested, the Director of Planning and Zoning will consider alternate practices the applicant proposes to incorporate into the project to determine if the request is justified.**”

The targets established are not arbitrary figures and are based on specified criteria at the time of the analysis (LEED ASHRAE standard, 2021 IECC, etc.). As it is a point in time analysis, the language was crafted to reflect the likely future evolution of those criteria and ensures a minimum baseline for consistency to verify that the target has been achieved should these be updated.

140. “The applicant shall make all good faith efforts to document and achieve the targets outlined above. The efforts to achieve these targets shall be documented by the applicant and evaluated by staff as part of the development review process. **If determined that good faith and reasonable efforts have been made by the applicant to achieve these targets, including consideration of technical and financial feasibility, modification to these targets may be approved by Planning Commission and City Council as part of the development review process.**”

The language here is consistent with the Green Building Policy and provides PC and CC to provide flexibility to these requirements after documentation has demonstrated that the Applicant has made good faith and reasonable efforts to achieve the targets. It was important that staff not make this determination independently.

151 : “ . . . Space shall provided for a solar related electrical panel in or near a building electrical closet. **Future installation of solar panels and associated infrastructure, beyond the conduit described in this condition, shall be at the sole discretion of the owner.**”

This is consistent language used in other projects for solar-ready buildings. This is a post construction/occupancy condition that we would not be able to require/enforce or mandate a future owner to install solar.

TIMELINE on p.7

This is what I find in the staff report, could you flesh it out a bit:

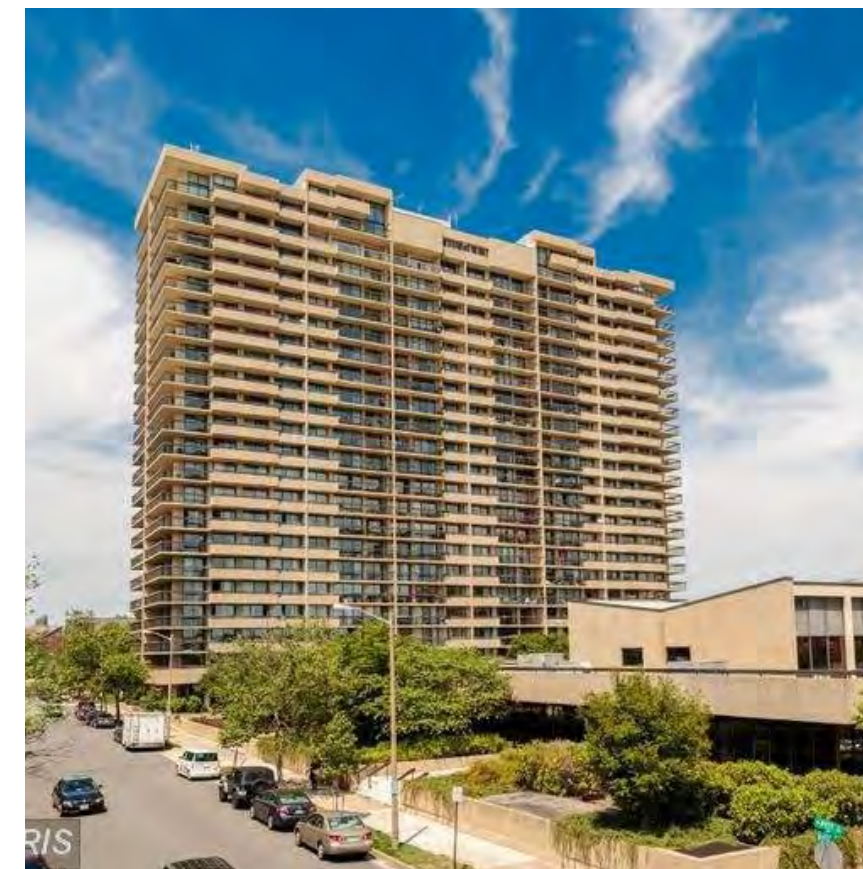
These are anticipated timeframes and subject to change based on the Applicants ability to submit and adhere to the review timeframes of the DSP/DSUP process. Assuming the submission timing as indicated below, the following are general timeframes we could expect for docketing the cases.

I.DSP : Concept 1: Fall 2022 Docket: **Spring/Summer 2023**

CSS : Draft : prior to I.DSP Concept 2 Docket: **Spring/Summer 2023**



The Dalton Apartments



Alexandria House



1199 N Fairfax St



The MUSE

Proposed Future Building



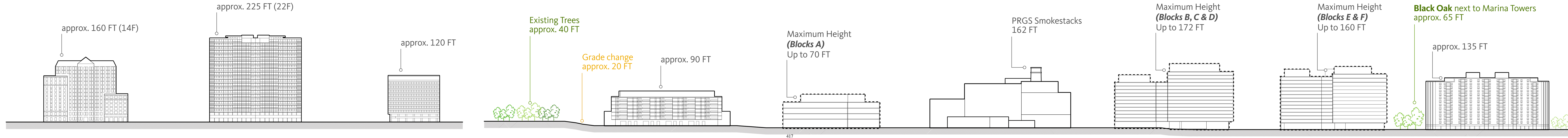
Potomac River
Generating Station

Proposed Future Building

Proposed Future Building



Marina Towers



Gloria Sitton

From: John Sommer <sommerjohnd@yahoo.com>
Sent: Monday, July 04, 2022 6:34 PM
To: Justin Wilson; Amy Jackson; Canek Aguirre; John Chapman; Alyia Gaskins; Kirk McPike; Sarah Bagley; Jim Parajon; Karl Moritz; Gloria Sitton; PlanComm
Subject: [EXTERNAL]Power Plant Redevelopment

You don't often get email from sommerjohnd@yahoo.com. [Learn why this is important](#)

7/4/22

Mayor Wilson, Vice Mayor Jackson, and Members of City Council
City of Alexandria

Re: Docket of July 5, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mayor Wilson, Vice Mayor Jackson, and Members of City Council,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, I support the project because Old Town North and Northeast neighborhood residents worked together and with the City Council years ago to close the polluting coal-fired power plant on the site. While that objective was achieved the power plant structure and supporting elements are still on the site, and the soil is still contaminated. Given the cost of deconstruction and remediation, there are few developers capable of bringing redevelopment to fruition. HRP has the track record and capitalization to make that happen. They all share a vision of a very attractive mixed-use site that is active and improves neighborhood connectivity and waterfront views. This combination of factors -- tearing down the old power plant buildings financial and technical capability, and a vision for the future -- mean that this is a unique opportunity that must not be lost.

Thank you for considering these points during your deliberations.

Sincerely yours,

John Sommer

2810 Central Ave

Alexandria, VA 22302

CC:
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Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov
Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov
Planning Commission, PlanComm@alexandriava.gov

DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.

We don't think it's too much for the City Council to defer action on Hilco's CDD application until the council's September meeting. This short delay will give Hilco's previously established northern neighbor adequate time to fully review the CDD Plan and city staff comments with our community and management so that we can receive clarification of staff comments, and provide feedback.

We also request that the city council adopt a condition that the CDD Infrastructure Plan DSP and all subsequent DSUPs or proposed CDD Plan revisions be available for public review and comment for a minimum of 60 days before their adoption.

Thank you for offering me the opportunity to address the city council on this very important matter.

July 1, 2022

To: Mayor Justin M. Wilson and Members of Council, City of Alexandria
Attention: Ms. Gloria Sitton, City Clerk (for proper distribution)
CC: Catherine K. Miliaras, Principal Planner - Development

Subject: Potomac River Generation Station (PRGS) – 1300 North Royal Street

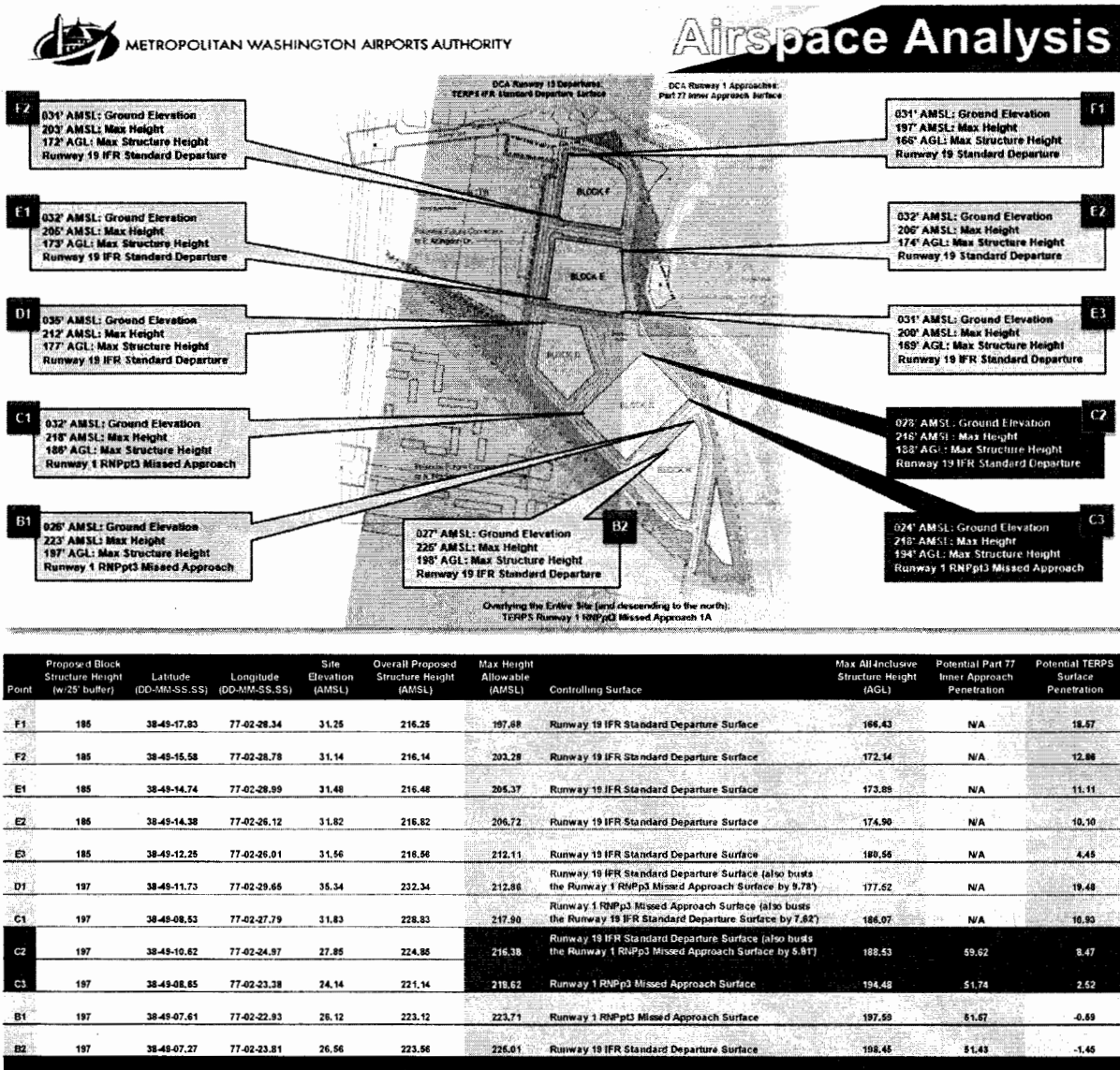
Dear Mayor Wilson and Members of Council:

The Metropolitan Washington Airports Authority (Airports Authority or MWAA) appreciates the opportunity to comment on the proposed redevelopment at PRGS – 1300 North Royal Street in Alexandria. The Airports Authority understands the applicant wishes to redevelop a former electric station with mixed use development on six Blocks (A through F) that include a rooftop buffer of 25 feet in addition to the proposed maximum structure heights corresponding to each Block. The northernmost area of the site location is approximately 1.2 nautical miles SSE of the Ronald Reagan Washington National Airport (DCA or Reagan National) Runway 1/19 End Point. Beginning furthest south from Reagan National, Block A is proposed to allow buildings 95 feet Above Ground Level (AGL) [approximately 126 feet Above Mean Sea Level (AMSL)]. Blocks B, C, and D are proposed to allow buildings 197 feet AGL [approximately 223-233 feet AMSL]. Blocks E and F are proposed to allow buildings 185 feet AGL [approximately 216-224 feet AMSL].

In summary, the structure heights proposed (inclusive of 25-foot buffers) for each of Blocks C-F) would likely introduce penetrations to Critical Air Navigation Surfaces and would likely impact existing and future air navigation at Reagan National. The Airports Authority's preliminary analysis determined proposed structure heights should be lowered, at a minimum, by approximately—19 feet to 166 feet AGL for Block F; 11 feet to 174 feet AGL for Block E; 20 feet to 177 feet AGL for Block D; 11 feet to 186 feet AGL for Block C; and confirm Block B is 197 feet AGL or lower, and Block A is 95 feet AGL or lower—to ensure no impacts. It is recommended that the City of Alexandria defer its full final approval until a Federal Aviation Administration (FAA) 7460 is filed by the applicant, in accordance with FAA requirements well in advance of construction, and a formal determination is made by FAA for all proposed structures. In addition, the proposed site will be exposed to loud and frequent noise from low-flying arriving and departing aircraft because of its proximity to DCA's existing Runway 1/19.

Meanwhile, the proposed Blocks have been evaluated based on the proposed maximum structure heights inclusive of a 25 foot rooftop buffer. Preliminary analysis—meaning analysis without specific structure details—reveals it is highly likely that proposed heights for Blocks C-F will present penetrations to Reagan National's Critical Air Navigation Surfaces. (As proposed, Block A just skirts missing any penetrations to these surfaces, but it is very close to airline approach and departure corridors; and Block B presents penetrations to Part 77 surfaces and just skirts limits of TERPS surfaces.) Approaches to and departures from Runway 1/19 (DCA's main runway) are already constrained due to limitations caused by tall structures in Rosslyn, Crystal City, and Alexandria, in conjunction with the Prohibited Airspace (up to 18,000 feet) east of the Potomac River over large sections of Washington, D.C. If buildings penetrate these surfaces, they can have an adverse impact on airport operations, such as restricting the type of aircraft that can operate, destinations that can be served, and impose aircraft weight limitations (i.e., reduced passengers, cargo, and fuel).





As illustrated above, preliminary analysis indicates the proposed structures to the south (Blocks B and C) with a 25-foot buffer would likely exceed the Part 77 inner approach surfaces and will be identified as obstructions. Exceeding these surface limitations does not automatically result in the issuance of a determination of hazard by FAA. Proposed structures must have airspace impacts that constitute a "substantial adverse effect" to warrant the issuance of determinations of hazard. If no other impacts were identified, FAA might issue a determination of no hazard, but would require obstruction lighting to be at the top of any rooftop elements included within the proposed 25-foot buffer. However, the proposed structures for Blocks B and C as well as those throughout the northern and central sections (Blocks D, E, and F of the development area) with a 25-foot buffer would likely exceed either the TERPS Runway 19 IFR Standard Departure Surface and/or the Runway 1 RNPpt3 Missed Approach Surface. Penetrations to these surfaces would require an increase to the IFR departure procedure minimum climb gradients as well as instrument approach procedure (Decision Altitudes) DAs and (Minimum Descent Altitudes) MDAs. If FAA determines that any of the impacts would affect as few as one operation per week, it could result in determinations of hazard. FAA may also factor in existing higher-than-standard climb gradients based on a "controlling structure" in the vicinity and issue a determination of no hazard.

Accordingly, in addition to evaluating the Blocks proposed for the PRGS site, we evaluated the surrounding area. We determined an existing building immediately to the north of the site (a “controlling structure” to existing FAA flight procedures) already imposes a slightly higher-than-standard climb gradient for Runway 19 IFR Standard Departures. This higher-than-standard climb gradient also accommodates the existing smokestacks on the vacant Power Plant that would likely be demolished for the proposed site. Should FAA issue a determination of no hazard based on the “controlling structure,” that outcome might put the City and the Airports Authority in a difficult position, because the City can use FAA’s finding as one reason to continue, while MWAA is required by FAA to advocate and protect for Critical Air Navigation Surfaces with standard climb gradients, should the “controlling structure” eventually be removed. The Airports Authority recommends structure heights at PRGS – 1300 North Royal Street should be developed based on a standard climb gradient (below the imaginary 40:1 surface originating at the south end of Runway 1/19). This request is based on multiple factors, including the relative proximity of the proposed development in relation to the runway centerline, and the future possibility of regaining a standard climb gradient in the event the existing “controlling structure” north of the property is demolished. In addition, future similar developments in the vicinity should be constructed based on a standard climb gradient, or lower, if determined to be within the airline emergency corridor.

The presence of tall structures near Reagan National may be a hazard to air navigation. Tall structures can reduce the utility of the airport and increase the chances of an aircraft collision with the structures. Aircraft approaching or departing DCA, under periods of low visibility (such as nighttime or low cloud ceilings), follow a defined set of flight procedures. The height of objects along a runway approach and in the missed approach or along a departure course and in the standard departure segment have a direct effect on these procedures. Tall structure obstruction to airspace may prompt increases in minimum visibility and other criteria that pilots must follow and may increase the likelihood some aircraft types (already constrained by FAA operational requirements for Reagan National) will not be able to land at or depart from an airport during low visibility.

The Federal Aviation Administration (FAA) requires the Airports Authority to maintain clear airport approach and departure surfaces. As prescribed in federal guidance—Federal Regulation Title 14 Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace (Part 77); FAA Order 8260, United States Standard for Terminal Instrument Approach Procedures (TERPS); and One-Engine Inoperative (OEI) Surfaces—the Critical Air Navigation Surfaces surrounding DCA are highly complex. They are determined by location and proximity to runways, orientation to the airfield, location of Navigational Aids, radar coverage, Instrument Flight Rules/Visual Flight Rules capabilities, and many other operational factors.

It is imperative the Critical Air Navigation Surfaces be protected in order to preserve safe and efficient airport operations. OEI surfaces are important in that they impact airline takeoff weights to avoid obstacles. TERPS surfaces are subject to FAA Federal Aviation Regulations and if penetrated impose takeoff and landing operational restrictions.

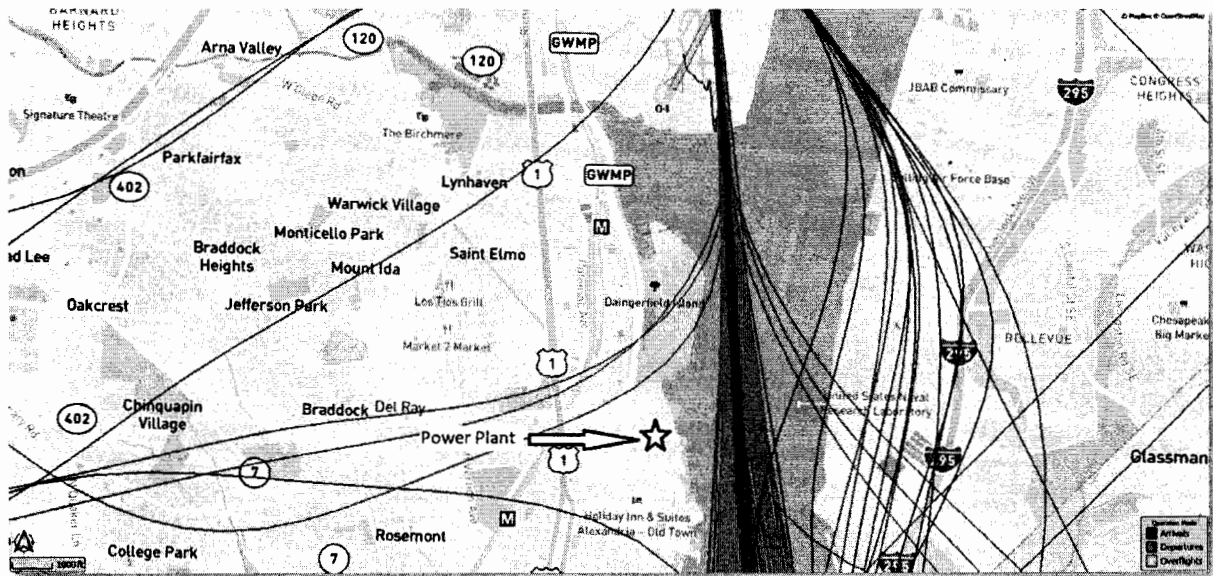
The FAA requires filing of a Form 7460 for a building or structure when the following conditions exist:

- 1) Height of the proposed development exceeds a slope of 100:1 for a distance of 4 miles from the closest runway end;
- 2) Proposed structure will be in proximity to a navigational facility and may impact the assurance of navigation signal reception; and
- 3) Structure and/or crane which exceeds 200 feet above ground level, regardless of location.

The applicant has not yet filed a 7460 for the proposed development. It is recommended that the City of Alexandria defer its approval until a 7460 is filed by the applicant and a formal determination is made by FAA. In this way, the City (and the Airports Authority) may make a fully informed decision as it relates to whether this proposal is impacting any additional Critical Air Navigation Surfaces at Reagan National. OEI surfaces are not subject to review during the FAA’s 7460 evaluation, but the Airports Authority is still obligated to maintain their integrity regardless of the outcome of the 7460 process.

In general, should the FAA make a 'Determination of No Hazard' after FAA's analysis and findings, airport operations could still be adversely impacted. We strongly recommend, therefore, that this development not be approved for a building height that penetrates Critical Air Navigation Surfaces.

We confirmed the 65 DNL noise contour as developed by an FAA Part 150 noise study grazes the eastern edge of the site. Therefore, the proposed site will be exposed to loud and frequent noise from low-flying arriving and departing aircraft because of its proximity to DCA's existing Runway 1/19, and operations are projected to increase in the future. Note: on the graphic below, departures (red lines) will be between 1,000 and 2,000 feet in altitude (with jet engines generating to augment aircraft lift and the climb-out) and the arrivals (blue lines) will be between 350 and 550 feet in altitude (with jet engines generating to ensure the aircraft is on the appropriate descent trajectory) over the river and abeam this location. Lastly, we understand the property will have an outdoor amenity where aircraft noise exposure likely cannot be mitigated.



The Airports Authority appreciates the zoning status update and look forward to working with the City of Alexandria in the future on other zoning requests. Please contact Mark Rutyna at (703) 572-0262, or Mark.Rutyna@MWAA.com if you have any questions or comments.

Sincerely,

M. Rutyna

for
Gregg M. Wollard, PE, AAE
Manager, Planning Department

GMW:mmr

Enclosure

Cc: Ms. Catherine Miliaras, City of Alexandria
Mr. Chad Carper, Federal Aviation Administration

Gloria Sitton

From: Amy Jackson
Sent: Saturday, July 02, 2022 3:24 PM
To: Gloria Sitton
Cc: Brittany Williams
Subject: Fwd: [EXTERNAL]Protect Alexandria from Known Polluters

Gloria,
I think this is the last of the Hilco letters for Tuesday that have come in.
Brittany, please comb thru for others to send to Gloria for Tuesday's public hearing.
Thx

Amy B. Jackson, Vice Mayor
City of Alexandria
Office: 703.746.4500
Cell: 703.215.5558

Begin forwarded message:

From: Saba Fentaw <info@email.actionnetwork.org>
Date: July 1, 2022 at 10:02:07 AM EDT
To: Amy Jackson <Amy.Jackson@alexandriava.gov>
Subject: [EXTERNAL]Protect Alexandria from Known Polluters
Reply-To: makbils2009@gmail.com

Vice Mayor Amy Jackson,

In 2015, Hilco Global affiliate, Sparrows Point LLC, was fined for environmental violations related to the demolition of old mill buildings in Dundalk, Maryland. The violations included failing to control stormwater, dumping trash and industrial waste, and handling asbestos improperly. Sparrows Point and their contractor were required to complete \$3.375 million in environmental projects as a part of their settlements.

In 2020, Hilco's demolition of a smokestack at a closed coal plant covered Chicago's Little Village neighborhood in dust during a respiratory pandemic. Hilco agreed to pay \$370,000 in a settlement to a Little Village health and wellness program.

Alexandria City Council should DELAY consideration of Hilco's proposed redevelopment of the old Potomac River Generating Station.

Saba Fentaw

makbils2009@gmail.com

5001 Seminary Road

Alexandria, Virginia 22311

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**Comments of Serge Duss of the Marina Towers Condominium Community
To the Alexandria City Council on July 5, 2022 Regarding Docket No. 9,
Coordinated Development District Conceptual Design Plan #2021-00004**

My name is Serge Duss. I am a resident of Marina Towers, a condominium community of about 500 residents and 283 units located about 50 feet north of the Potomac River Generating Station. I also serve as chairman of the Marina Towers Hilco Redevelopment Ad Hoc Committee, which has represented our community in its conversations with Hilco Redevelopment Partners, city staff of the Planning and Zoning, and Transportation and Environmental Services departments, as well as Planning Commission and City Council members.

A special thank you to city councilors Amy Jackson, Kirk McPike, Alyia Gaskins and Sarah Bagley who accepted our invitation to visit our community and hear our concerns about the proposed redesign of Slaters Lane.

The Marina Towers community is fully supportive of the redevelopment of the Potomac River Generating Station, and it believes it will add to the growing attraction of North Old Town as a distinct and exciting neighborhood in the city of Alexandria.

My purpose in addressing the city council tonight is to respectfully request that you defer any action on Hilco CDD application until your September meeting. The 400-plus page plan and staff comments were publicly released June 13. In our view, three weeks is simply not enough time to adequately review and digest the plan and determine its implications for the well-being and security of the Marina Towers community as well as all other adjoining communities.

Three weeks from the public release of the CDD application and staff comments is not nearly enough time to ask clarifying questions to Hilco and city staff, and offer constructive feedback on issues affecting Marina Towers.

As we have communicated to all redevelopment stakeholders since last summer, our primary concern is about changes to Slaters Lane, which is the only entrance and exit to our community. Language in the master plan raises all sorts of traffic safety, security, maintenance and financial issues for our community that require further discussion with Hilco officials and city staff.

When Marina Towers was built in 1969, residents who chose to live there had to accommodate themselves to two previously existing structures: National Airport to the north and the power plant to our immediate south. Well, residents learned to adjust to engine roar of incoming and departing flights. And we learned to adjust to the daily operations of the power plant until the pollution it created became too much for our community, and we fought to close the plant down in 2012.

Gloria Sitton

From: Amy Jackson
Sent: Saturday, July 02, 2022 3:22 PM
To: Gloria Sitton
Subject: Fwd: [EXTERNAL]Protect Alexandria from Known Polluters

To include in letters for Tuesday.
Thx

Amy B. Jackson, Vice Mayor
City of Alexandria
Office: 703.746.4500
Cell: 703.215.5558

Begin forwarded message:

From: Tim Beaty <info@email.actionnetwork.org>
Date: July 1, 2022 at 9:35:35 AM EDT
To: Amy Jackson <Amy.Jackson@alexandriava.gov>
Subject: [EXTERNAL]Protect Alexandria from Known Polluters
Reply-To: timbeaty@gmail.com

Vice Mayor Amy Jackson,

In 2015, Hilco Global affiliate, Sparrows Point LLC, was fined for environmental violations related to the demolition of old mill buildings in Dundalk, Maryland. The violations included failing to control stormwater, dumping trash and industrial waste, and handling asbestos improperly. Sparrows Point and their contractor were required to complete \$3.375 million in environmental projects as a part of their settlements.

In 2020, Hilco's demolition of a smokestack at a closed coal plant covered Chicago's Little Village neighborhood in dust during a respiratory pandemic. Hilco agreed to pay \$370,000 in a settlement to a Little Village health and wellness program.

Alexandria City Council should DELAY consideration of Hilco's proposed redevelopment of the old Potomac River Generating Station.

Tim Beaty
timbeaty@gmail.com
116A E Glebe Rd
Alexandria, Virginia 22305

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Gloria Sitton

From: Amy Jackson
Sent: Saturday, July 02, 2022 3:21 PM
To: Gloria Sitton
Subject: Fwd: [EXTERNAL]Protect Alexandria from Known Polluters

Another letter for Tuesday.
Thx

Amy B. Jackson, Vice Mayor
City of Alexandria
Office: 703.746.4500
Cell: 703.215.5558

Begin forwarded message:

From: info@email.actionnetwork.org
Date: July 2, 2022 at 11:59:24 AM EDT
To: Amy Jackson <Amy.Jackson@alexandriava.gov>
Subject: [EXTERNAL]Protect Alexandria from Known Polluters
Reply-To: Concarbon@verizon.net

Vice Mayor Amy Jackson,

In 2015, Hilco Global affiliate, Sparrows Point LLC, was fined for environmental violations related to the demolition of old mill buildings in Dundalk, Maryland. The violations included failing to control stormwater, dumping trash and industrial waste, and handling asbestos improperly. Sparrows Point and their contractor were required to complete \$3.375 million in environmental projects as a part of their settlements.

In 2020, Hilco's demolition of a smokestack at a closed coal plant covered Chicago's Little Village neighborhood in dust during a respiratory pandemic. Hilco agreed to pay \$370,000 in a settlement to a Little Village health and wellness program.

Alexandria City Council should DELAY consideration of Hilco's proposed redevelopment of the old Potomac River Generating Station.

Concarbon@verizon.net
306 Lincoln Ave
Takoma Park, Maryland 20912

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Gloria Sitton

From: Amy Jackson
Sent: Saturday, July 02, 2022 3:20 PM
To: Gloria Sitton
Subject: Fwd: [EXTERNAL]Protect Alexandria from Known Polluters

Letter for Tuesday.
Thx

Amy B. Jackson, Vice Mayor
City of Alexandria
Office: 703.746.4500
Cell: 703.215.5558

Begin forwarded message:

From: Fazal Rehman <info@email.actionnetwork.org>
Date: July 1, 2022 at 8:42:14 PM EDT
To: Amy Jackson <Amy.Jackson@alexandriava.gov>
Subject: [EXTERNAL]Protect Alexandria from Known Polluters
Reply-To: fazalre600@gmail.com

Vice Mayor Amy Jackson,

In 2015, Hilco Global affiliate, Sparrows Point LLC, was fined for environmental violations related to the demolition of old mill buildings in Dundalk, Maryland. The violations included failing to control stormwater, dumping trash and industrial waste, and handling asbestos improperly. Sparrows Point and their contractor were required to complete \$3.375 million in environmental projects as a part of their settlements.

In 2020, Hilco's demolition of a smokestack at a closed coal plant covered Chicago's Little Village neighborhood in dust during a respiratory pandemic. Hilco agreed to pay \$370,000 in a settlement to a Little Village health and wellness program.

Alexandria City Council should DELAY consideration of Hilco's proposed redevelopment of the old Potomac River Generating Station.

Fazal Rehman
fazalre600@gmail.com
6618 Quander Rd
Alexandria, Virginia 22307

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7/5/2022

Mayor and Members of City Council
City of Alexandria
301 King Street
Alexandria, VA 22314

Re: Potomac River Generating Station CDD – 1300 N. Royal Street

Dear Mayor Wilson and Members of City Council:

On behalf of the board and members of the Alexandria Arts Alliance, we would like to express our support of Hilco Redevelopment Partners' Concept Plan for the redevelopment of the power plant site in Old Town North. As the Hilco Redevelopment process moves forward, the Arts Alliance supports projects like this one, where the arts are viewed as integral to the design, development and placemaking strategy, further reinforcing Alexandria's standing as a city that leads in the arts and is committed to their continued health and vitality

We view the Hilco project as a watershed opportunity to leverage and bolster the arts in our city for several reasons:

- The plan builds on the Arts and Cultural District of the adjacent Old Town North Small Area Plan where many stakeholders are already engaged.
- The large and unique waterfront site provides a wealth of opportunities for arts uses including ground floor spaces, in parks, lighting on buildings, public art spaces, and much needed performance spaces both indoors and outdoors for concerts, festivals and other events.
- The central plaza and other locations promise to provide space for dynamic arts uses that will heighten the visibility of the arts in the city, support arts groups and artists who are still recovering from the pandemic, and attract new residents, businesses and visitors to the city.

For all these reasons we encourage you to approve Hilco's proposed concept.

Sincerely,

Jason Longfellow, President, Alexandria Arts Alliance and the Arts Alliance Board of Directors.

CC:

Justin Wilson, Mayor, justin.wilson@alexandriava.gov

Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov

Alexandria City Council Members:

Canek Aguirre Canek.Aguirre@alexandriava.gov

John Chapman john.taylor.chapman@alexandriava.gov

Alyia Gaskins alyia.gaskins@alexandriava.gov

Kirk McPike kirk.mcpike@alexandriava.gov

Sarah Bagley sarah.bagley@alexandriava.gov

James Parajon, City Manager

Emily Baker, Deputy City Manager

Karl Moritz, Director of Planning

Stephanie Landrum, President & CEO, Alexandria Economic Development Partnership

Diane Ruggiero, Deputy Director Office of the Arts / RPCA



June 22, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing to express the Friends of Mount Vernon Trail's support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant borders the Mount Vernon Trail on National Park Service and City of Alexandria land. It is currently deteriorating and negatively impacts the trail use experience. This redevelopment in accordance with the Old Town North Small Area Plan will provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. These developments will magnify the positive impact of the Mount Vernon Trail, providing new access points and amenities to one of the most well used trails in the nation.

Specifically, we support the project because:

- Hilco Redevelopment Partners project team has demonstrated a commitment to incorporating community input. They have sought community feedback on multiple occasions and made substantive changes during their planning process based on that feedback, including feedback from Friends of the Mount Vernon Trail
- The project will provide improvements to the Mount Vernon Trail, particularly to the dangerous caged bridge currently on the trail.
- The project will provide additional connections to the Mount Vernon Trail throughout the project area, but especially at Slaters Lane and to the new linear park and trail.
- The project will provide direct connection from the Mount Vernon Trail to the businesses and amenities to be developed.

Thank you for your consideration and I hope that you will approve the Conceptual Design Plan.

Sincerely yours,

Judd Isbell
President
Friends of the Mount Vernon Trail

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov
Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov
Alexandria City Council Members:
Canek Aguirre Canek.Aguirre@alexandriava.gov
John Chapman john.taylor.chapman@alexandriava.gov
Alyia Gaskins alyia.gaskins@alexandriava.gov
Kirk McPike kirk.mcpike@alexandriava.gov
Sarah Bagley sarah.bagley@alexandriava.gov
Jim Parajon, City Manager, jim.parajon@alexandriava.gov
Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov
Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov

Gloria Sitton

From: Maina, Cris <Cris.Maina@brookfieldpropertiesdevelopment.com>
Sent: Tuesday, June 21, 2022 3:20 PM
To: PlanComm
Cc: Justin Wilson; Amy Jackson; Canek Aguirre; John Chapman; Alyia Gaskins; Kirk McPike; Sarah Bagley; Jim Parajon; Karl Moritz; Gloria Sitton; Mary Catherine Gibbs
Subject: [EXTERNAL]Support for Coordinated Development District Conceptual Design Plan # 2021-00004

You don't often get email from cris.maina@brookfieldpropertiesdevelopment.com. [Learn why this is important](#)

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council, and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Our company, Brookfield Properties, is currently converting 625 and 635 Slaters Ln. (at the very most northern point of North Old Town, and adjacent to the Subject redevelopment) from office to residential use, resulting in 81 new residential condominiums. We are currently under construction and open for sale: (<https://www.towngatenorth.com/>)

Accordingly, I support the Subject redevelopment of the Potomac River Generating Station. Additionally, and more importantly, I have had the opportunity to speak to many of our contract purchasers for residential units at our project (as well as prospective purchasers) over the course of several recent outreach events, and the overwhelming consensus across all groups is strong support for this project and its benefits to the surrounding community.

Specifically, our new homeowners are very excited about the prospect for: direct, quicker access to the waterfront; additional open space around their condominium; connectivity to North Old Town and beyond; additional retail near their community; and, overall beautification of the area, providing the aesthetic and physical link between Slaters Ln. and the rest of North/Old Town that is currently lacking.

Thank you for considering these points during your deliberations.

Sincerely yours,

Cris Maina

Director, Land & Multi-Family | Land & Housing
Development

Brookfield Properties
3201 Jermantown Road, Suite 150, Fairfax, VA 22030
T +1 703.928.9994
Cris.Maina@brookfieldpropertiesdevelopment.com
brookfieldproperties.com

**Brookfield
Properties**

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please notify the sender immediately by reply email and permanently delete the original transmission from the sender, including any attachments, without making a copy. Thank you.

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June 21, 2022

Sent via email: aimpastato54@gmail.com

Arthur "Sash" Impastato
Alexandrians for the EAP/Sierra Club Potomac River Group

Dear Mr. Impastato:

We are in receipt of your letter dated June 15, 2022, to the Alexandria Planning Commission. HRP shares your excitement in the redevelopment of this former coal-fired power plant site into a vibrant and sustainable mixed-use community. We appreciate your acknowledgement that our proposal goes "beyond the requirements in the City's Green Building Policy" that there has been "extensive community involvement...over many months" as we have worked with City Staff, Environmental Policy Commissioners and Planning Commissioners to develop a strategy that significantly advances the goals of carbon neutrality through the setting of aggressive targets. We take great pride in the collaboration we have had over the last 15 months with many community stakeholders to deliver a robust community benefits package as part of the Coordinated Development District (CDD) submission, an initial development review step focused on master planning and zoning. HRP remains committed to community involvement throughout the entitlement process and beyond.

Specifically, your letter set forth the three recommendations below. We appreciate your advocacy on these important topics, and we believe the PRGS project is addressing the priorities you listed:

1. Provide Specific, Measurable, Time-Bound Actions in The Carbon Neutrality Analysis and the Coordinated Sustainability Strategy.
2. Commit to Meeting the Carbon Neutral Targets in the Old Town North Small Area Plan ("OTNSAP").
3. Commit to All-Electric Buildings.

During the CDD review process, HRP *voluntarily* developed a framework for determining and targeting carbon reduction measures in the Carbon Neutrality Analysis (CNA) we produced. As you note in your letter, the commitments established in the CNA for the redevelopment of the Potomac Generating Station ("PRGS") site far exceed the established 2019 Green Building Policy requirements. Additionally, the **CNA establishes specific carbon neutrality targets and measures to advance the goal outlined in the OTNSAP to "strive to achieve carbon neutral buildings by 2030."** These **targets are "specific, measurable, and time-bound actions"** as outlined below and have also been documented in the PRGS CDD conditions including:

- 25% reduction in operational carbon emissions. This is approximately double the requirements of the current Green Building Policy, which requires an 11% reduction for commercial buildings and a 14% reduction for residential buildings.



- 10% reduction to embodied carbon. HRP introduced this carbon reduction strategy, which is not addressed in the Green Building Policy and PRGS is the first project in the City of Alexandria to have a CDD condition related to embodied carbon.
- 3% on-site renewable energy generation. This is a very aggressive target for a constrained site such as PRGS that will require advancements in technology to achieve.
- **Electrification of buildings**. Heating and cooling in buildings will be all electric. There are minimal exceptions for emergency generators, commercial cooking, and common area amenities.

We sincerely appreciate the opportunity to respond to the issues you raised, and we look forward to continued coordination with City and community stakeholders as we transform this former PRGS site into a sustainable, mixed-use community.

Sincerely,

A handwritten signature in dark ink, appearing to read "Melissa A. Schrock".

Melissa Schrock
Executive Vice President, Mixed-Use Development

cc: Alexandria Planning Commission
Karl Moritz, Director, Department of Planning and Zoning
Bill Skrabak, Deputy Director, Infrastructure & Environmental Quality Department of
Transportation & Environmental Services
Catherine Milaras, Principal Planner, Department of Planning and Zoning

Gloria Sitton

From: Scott Barstow <shbarstow@gmail.com>
Sent: Monday, June 20, 2022 9:11 AM
To: PlanComm; Gloria Sitton
Cc: Patricia Haney
Subject: [EXTERNAL]group letter regarding PRGS redevelopment and Hilco CDD application
Attachments: Letter to Council re PRGS redevelopment 06-17-22.pdf

Attached please find a letter from several local organizations regarding Hilco Redevelopment Partner's Consolidated Development District (CDD) application for the Potomac River Generating Station (PRGS) site, including:

- African Communities Together
- Baltimore-D.C. Metro Building Trades Council
- Build Our Future
- CASA
- UNITE HERE Local 23
- UNITE HERE Local 25

Ms. Sitton, we would like this letter to be included as part of the record for item #4 of the 6/23/2022 Planning Commission meeting.

Thank you for your assistance and consideration, and for your work guiding Alexandria's planning and development.

Sincerely--

Scott Barstow

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COMMUNITY THREE

VIA EMAIL

June 21, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. Is it very exciting to see the current deteriorating site redeveloped into a vibrant mix of uses, incorporating abundant open space and walking connections to the contiguous neighborhoods. When redeveloped this property will enhance the surrounding area of Old Town North, all of Alexandria and the entire DMV. Moreover, the development is in accordance with the approved Old Town North Small Area Plan.

Specific reasons that I strongly support this redevelopment:

Scraping the old power plant – With the power plant structure and supporting elements remaining on the site, presumably there is contaminated soil and likely other toxins. It is critical that given the cost of deconstruction and remediation that the developer has capable experience and financial capacity to bring the redevelopment correctly to fruition. HRP has the track record and capitalization to successfully execute; I don't think this point can be overemphasized. This combination of factors -- tearing down the buildings and remediating the environment, financial and technical capability, and a precise vision – results in a unique redevelopment opportunity with a qualified, skilled developer.

Waterfront improvements and walkability – The plan as presented extends the walkable waterfront commensurate with the Waterfront Small Area Plan. The developer's commitment to enhance the Mount Vernon Trail including creative visions of potentially adding a kayak launch point and/or water taxi stop would be an enormous improvement. The views of the completed site from the water will be magnificent. And the mixed-use layout augments the walkability of the site and entire area.

Arts uses – As part of the Arts and Cultural District, the site provides numerous opportunities for arts uses, including performance spaces with both indoor and outdoor use. The central plaza and other locations will provide space for interactive arts and other creative lighting and artistic elements.

Activation and Open Spaces - With 5.8 acres of new public open space, the project is adding substantially to the open space network of Old Town North. The newly added spaces will blend seamlessly with the Mt Vernon trail and surrounds, creating and even larger park footprint. The tree canopy will significantly increase activating the space for a variety of activities. This will be a destination "community" for local citizens, the DMV populace, and tourists.



COMMUNITY THREE

Design, Retail, Restaurants and Small Business - The developers have incorporated appropriate design elements with important attention to varying building heights creating a neighborhood sense of place. With underground parking, the street level interface is activated with a mix of ground floor retail and outdoor restaurant seating and a potential for small businesses uses. The concept plan incorporates quality materials and superior architecture. The retail and restaurant use will attract a large and diverse group of visitors to enjoy dining and shopping further enhancing all of Old Town.

Market Rate and Affordable Housing- The size of the site allows for a multiplicity of housing with an array of designs, amenities, and price ranges. Affordable dwellings consist of approximately 60 units and a prospective additional 100 on-site affordable units through a public-private partnership project with the City of Alexandria. This translates to 8-16% of total housing units on-site as affordable, which substantially exceeds the current policy requirements. Additionally, the developer will make an \$8-11M contribution to the housing trust fund.

Innovation and Environmental Sustainability - The developer has included "innovation uses" on site, commensurate with Old Town North Plan, opening the door for partnerships with innovation/tech users such as Virginia Tech and other firms in the area. Additional uses may include workshop or maker spaces. Importantly this site will transform into a green, sustainable mixed-use district. The developer is targeting 25% energy savings, 10% embodied carbon, 3% on-site renewable energy generation, and maximizing electrification, far exceeding city requirements.

I support and look forward to seeing this project move forward.

Sincerely,

Lynn Hackney, Principal
Community Three

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov

Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov

Alexandria City Council Members:

Canek Aguirre Canek.Aguirre@alexandriava.gov

John Chapman john.taylor.chapman@alexandriava.gov

Alyia Gaskins alyia.gaskins@alexandriava.gov

Kirk McPike kirk.mcpike@alexandriava.gov

Sarah Bagley sarah.bagley@alexandriava.gov

Jim Parajon, City Manager, jim.parajon@alexandriava.gov

Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov

Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov

June 17, 2022

Mayor Wilson and Members of the Alexandria City Council:

The undersigned civic groups, environmental organizations, labor unions, and Alexandria community members are writing to share our collective concerns regarding Hilco Redevelopment Partners' proposed project at the Potomac River Generating Station (PRGS) site in North Old Town.

We urge Council to delay voting on Hilco's Consolidated Development District (CDD) application until the project meets higher standards on the issues of good jobs, affordable housing, and environmental sustainability. While each of our organizations is concerned primarily with only one of these areas, we are joining together in recognition of their deep interconnections, and in our collective interest in creating a just and equitable community and a livable climate for all Alexandrians. Development in Alexandria must begin meeting higher levels of performance if we are to achieve this goal.

In April 2022, City Council adopted six priorities to provide a framework for its decisions for the year, all of which are to be viewed through the lens of "equity, environmental justice, civility, transparency, respect, and service."ⁱ Two of these priorities are especially relevant to Hilco's redevelopment project:

- **Provide Diverse Housing Opportunities:** Reconsider our zoning model and explore other tools to better facilitate an Alexandria housing economy that provides the necessary range of price points, styles of housing and associated services to meet the needs of a thriving city.
- **Foster Economic Development:** Seek out and consider budgetary, land use, regulatory and other economic development tools to foster sustainable and equitable development, diversify revenue and allow greater investment in our infrastructure.

Additionally, although Council chose not to explicitly identify climate change as one of its six priorities for the year, Council members discussed the need to adequately and effectively address climate change and environmental justice as part of initiatives across all six priorities.ⁱⁱ

We are asking City Council to abide by its framework by ensuring that Hilco's redevelopment of the PRGS site meets the priorities of equitable development, diverse housing opportunities, and environmental justice. Hilco's CDD should commit to more for Alexandria residents in each of these three areas.

ⁱ Alexandria City Council 2022 priorities <https://www.alexandriava.gov/news-citywide/2022-04-19/alexandria-city-council-adopts-2022-priorities>

ⁱⁱ Alexandria City Council March 22, 2022 Legislative Meeting https://alexandria.granicus.com/MediaPlayer.php?view_id=57&clip_id=5432

Good Jobs

Hilco should **commit** to the creation of good, sustainable jobs during construction and at any future hotel at the site. Hilco Redevelopment Partners' first CDD Conceptual Plan submission to the City of Alexandria in August 2021 for the PRGS site outlined a 300-room, 225,000 square foot hotel. A 300-room hotel could create 180 low-wage jobs, but according to the National Low Income Housing Coalition's 2021 Annual Report "Out of Reach,"ⁱⁱⁱ the hourly wage needed to afford a 2-bedroom apartment without paying more than 30% of income on housing in Alexandria is \$33.94 — more than twice the median wage for housekeepers in the local hotel industry.^{iv}

Hilco has a similar project redeveloping the site of a former coal plant in Boston and Hilco's website for the Boston project states that "Starting with the first demolition permit and continuing during active construction, the project will offer apprenticeship and employment opportunities for city residents."^v There is no similar plan for local hire or job training and apprenticeship programs in Alexandria, even though the PRGS redevelopment is planned to be 820,000 square feet larger than the Boston redevelopment.

In January 2022, the Alexandria City Council approved an agreement to build a luxury hotel in Old Town without any commitment to hold the hotel accountable for creating high-quality jobs. At the time, several Councilmembers encouraged concerns to be raised about developments before proposals are brought to City Council. We are doing so here.

Affordable Housing

Hilco has worked with city staff to develop a three-pronged approach to providing affordable housing in the PRGS development, with roughly 60% of on-site affordable housing provided through a Public-Private Partnership (P3) between Hilco, the City, and development partners aided by Low-Income Housing Tax Credit or other public funding. Hilco should **commit** to making Housing Trust Fund contributions earlier than required to help fill the potential P3 project's funding gap. If the P3 is successful, it will provide 100,000 square feet of on-site affordable units at PRGS. However, if the P3 does not move forward, the community will only receive an additional 33,333 square feet of on-site affordable units. We note that Alexandria has an estimated financial gap to realize existing affordable housing pipeline projects in the coming years of over \$80 million, according to the Northern Virginia Affordable Housing Alliance.

Additionally, we are concerned that this largescale expansion of the city's pilot art bonus density program further erodes the City's primary tool to generate affordable housing as part of development projects. If Council is to amend the Zoning Ordinance to allow this change, the overall impact of this project on affordable housing needs to be carefully studied — both because

ⁱⁱⁱ National Low Income Housing Coalition 2021, "Out of Reach," report https://nlihc.org/sites/default/files/oor/2021/Out-of-Reach_2021.pdf

^{iv} U.S. Bureau of Labor Statistics May 2020, Washington-Arlington-Alexandria Metro Area https://www.bls.gov/oes/current/oes_47900.htm

^v Hilco Redevelopment Partners L Street Station, "Community Benefits" <http://www.lstreetstationboston.com/community-benefits/>

of the potential loss of on-site affordable units and because of the possible creation of many low-wage jobs that could increase pressure on the city's already limited affordable housing supply.

Sustainable Energy and a Livable Climate

Alexandria's Environmental Action Plan-2040, adopted in July of 2019, has for years identified a science-based target of reducing greenhouse gas emissions in half by FY2030. Any new development which is not carbon neutral takes us backward, further away from the critically important target. As has been demonstrated over the past several years in other communities, net zero carbon development is possible, profitable, healthier for residents, and without substantially higher costs to the developer. Hilco's CDD application should **commit** to significantly higher energy efficiency performance targets and to the purchase of renewable energy through power purchasing agreements in order to ensure meeting the carbon neutral targets in the Old Town North Small Area Plan. The steps needed to achieve these targets should be described in a Coordinated Sustainability Strategy including specific, measurable, and time-bound details to which they can be held accountable. These commitments are in line with the Environmental Policy Commission's recommendations on the project's CDD application. As a former coal-fired power plant, the PRGS development should be a leading example of up-to-date design and construction that is truly sustainable from the perspective of climate change, not just marginally better than current standard building practices and outdated by the time it is occupied.

We are also concerned about Hilco's demolition history. In 2015, Hilco Global affiliate, Sparrows Point LLC,^{vi} was fined for environmental violations related to the demolition of old mill buildings in Dundalk, Maryland. The violations included failing to control stormwater, dumping trash and industrial waste, and handling asbestos improperly.^{vii} Sparrows Point and their contractor were required to complete \$3.375 million in environmental projects as a part of their settlements.^{viii} Additionally, in 2020, Hilco's demolition of a smokestack at a closed coal plant covered Chicago's Little Village neighborhood in dust during a respiratory pandemic.^{ix} Hilco agreed to pay \$370,000 in a settlement to a Little Village health and wellness program.^x

The City of Alexandria holds a public approval process for land use and development applications so that our voices can be heard and considered – this is when clear commitments for Alexandria residents need to be made. Without these commitments, there are limited means for the City and the community to hold Hilco accountable later on in this project. We ask you, as

^{vi} *Better Government Association*, April 2020 <https://www.bettergov.org/news/contractor-in-little-village-smokestack-fiasco-was-cited-in-march-for-blowing-dust-but-city-ok/>

^{vii} *Baltimore Sun*, April 2015 <https://www.baltimoresun.com/maryland/baltimore-county/bs-md-co-sparrows-point-fine-20150403-story.html>

^{viii} *Baltimore Sun*, April 2015 <https://www.baltimoresun.com/maryland/baltimore-county/bs-md-co-sparrows-point-fine-20150403-story.html>

^{ix} *Block Club Chicago*, April 2020 <https://blockclubchicago.org/2020/04/12/extremely-angry-lightfoot-blames-developer-for-massive-little-village-dust-cloud-alderman-apologizes/>

^x *Block Club Chicago*, November 2020 <https://blockclubchicago.org/2020/11/19/state-attorney-general-reaches-370k-settlement-with-hilco-over-little-village-smokestack-demolition/>

our public servants, to delay your vote on Hilco's CDD application until the developer commits more to our community.

We need good jobs. We need affordable housing. We need a livable climate. None of these will be achievable without your help.

In solidarity,
African Communities Together
Baltimore-D.C. Metro Building Trades Council
Build Our Future
CASA
UNITE HERE Local 23
UNITE HERE Local 25

Gloria Sitton

From: Leslie Duss <leslie.duss@gmail.com>
Sent: Sunday, June 19, 2022 5:21 PM
To: PlanComm
Cc: Matt Duss; Justin Wilson; Amy Jackson; Canek Aguirre; John Chapman; Alyia Gaskins; Kirk McPike; Sarah Bagley; Jim Parajon; Karl Moritz; Gloria Sitton; mcgibbs@wiregill.com
Subject: [EXTERNAL]Hilco development - support for arts in the redevelopment plan

Some people who received this message don't often get email from leslie.duss@gmail.com. [Learn why this is important](#)

Dear Mr. Chairman and Members of Planning Commission,

We are excited about the plans to redevelop the power plant site in Old Town North. We are aware of the proposed Old Town North Small Area Plan that outlines a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site.

We support the affordable housing plans and other features in the plan. We are writing this letter, however, to express our support specifically for a focus on the arts and especially for performance spaces. We're excited about the possibilities for public art, galleries, and interactive art. These elements add a vibrant aesthetic quality that promises to enliven the space for both residents and tourists.

Our youngest daughter is a dancer, singer, and musician, and we are also artists who would both seek to participate in and likely generate art-based opportunities and to attend performances at the site.

Thank you for considering these points during your deliberations.

Sincerely,

Leslie and Matt Duss
31. E. Walnut St.
Alexandria, VA 22301

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Gloria Sitton

From: David Ghatan <david@cmkling.com>
Sent: Friday, June 17, 2022 11:45 AM
To: PlanComm; Justin Wilson; Amy Jackson; Canek Aguirre; John Chapman; Alyia Gaskins; Kirk McPike; Sarah Bagley; Jim Parajon; Karl Moritz; Gloria Sitton
Cc: Tyler Bowers
Subject: [EXTERNAL]Alexandria Power Plant redevelopment
Attachments: Support Letter Alexandria Power Plant Dev- CMK 2022_0615.pdf

Follow Up Flag: Follow up
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Some people who received this message don't often get email from david@cmkling.com. [Learn why this is important](#)
Good afternoon,

I am pleased to offer this letter of support for the proposed redevelopment of the Power Generation Plant. As an Alexandria business and land owner I find this creative and forward thinking development to be key to the future of Alexandria.

Please let me know if you have any questions or need any additional information.

Thank you

David

David Ghatan
FIALD, CLD, MIES
President
He, Him, His

T +1 703 684 6270 x 115
M +1 703 338 4000
E david@cmkling.com

CM KLING + ASSOCIATES
ARCHITECTURAL LIGHTING DESIGN

1020 Cameron Street
Alexandria, VA 22314
cmkling.com



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15 June 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

OLD TOWN NORTH POWER PLANT REDEVELOPMENT

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Specifically, I support the project because:

We Support Open Space and Activation for The City, Its People, and Its Environment: Green space is a necessity to not only human and community health, but to the health of the city's physical environment and its dedication to combating climate change. ***The PRGS project will clean-up this former coal fired power plant and replace it with a green, sustainable mixed-use district. The developer is targeting 25% energy savings, which is about double the requirement under Alexandria's Green Building Policy. They are also targeting 10% embodied carbon, 3% on-site renewable energy generation, maximizing electrification, and encouraging alternative means of transportation.*** By providing 5.5 acres of new public open space, the project is adding substantially to the open space network of Old Town North, filling the continuum from strictly passive space to very active playful space. The spaces are complementary to the open spaces on lands belonging to the National Park Service and Norfolk Southern Railroad, in effect seeming much larger. ***The new parks and landscaped streetscapes can be used by the neighbor residents living near the property, as well as the new residents, workers, and visitors that will be based on the site, and travel to the site.*** The design calls for numerous and varied options for individuals and families to choose from depending on level of stimulus and socialization they prefer – whether seeking respite napping, sunbathing, or reading on the lawns, to healthy movement along trails and nature systems, to live events such as music, arts or sports. ***The tree canopy will increase greatly with the removal of the power plant building and plantings along block faces will provide much needed shade and ecosystem restoration.***

We Support the Health and Wellbeing of Residents and Visitors through Waterfront Access and Views, Designed Walkability and Multi-Modal Spaces that also invigorate the local Economy: This project touches multiple factors of wellness and health of a city - mental wellness, physical health, environmental health, community health, and economic opportunity. The developer's plans to ***work with the National Park Service*** on improvements to the Mount Vernon Trail will be welcomed by walkers, joggers, and bicycle riders who are already avid users of the trail. This is a great opportunity to extend the walkable waterfront envisioned in the Waterfront Small Area Plan adopted in 2012. The site plan maximizes the views of the DC skyline, and the mostly pedestrian woonerf will provide views from the bluff. Regular users will be excited by, and users previously unintrigued will gain interest in using this natural resource, thus minimizing car use and encouraging physical activity. ***The proposed linear park provides yet more opportunities to walk and bike toward different parts of the Old Town North neighborhood.*** The woonerf allows pedestrians to walk through the main parts of the project site without fear of automobiles coming at them too fast. ***And the mixed-use layout enhances walkability – there are interesting destinations to be gotten to throughout the site spanning across nature, small businesses, innovation hubs, public art, and affordable housing.***

Sincerely,



David C. Ghatan CLD, IALD, LC, MIES
President
CM KLING + ASSOCIATES INC.



June 15, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

SENT VIA EMAIL

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission:

I represent the ownership of 1199 N Fairfax Street, the office property immediately adjacent to the former Potomac River Generating Station (PRGS) / GenOn site in Old Town North. I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the re-development of the PRGS site. I believe it is the single most important and significant re-development site along the Potomac River since The Wharf in DC and National Harbor in Maryland. More locally, re-development of the PRGS property will be critical to the implementation of the lofty goals outlined in the Old Town North Small Area Plan (OTNSAP), including the successful realization of the planned Arts & Cultural District.

As you well know, the days of suburban master plans creating distinct office, residential and retail districts are long gone. Master-planned office parks and isolated residential high-rises which currently exist in Old Town North are relics of car-dependent urban planning of the late 20th century. Fortunately, the OTNSAP envisions a more vibrant, sustainable, mixed-use future. Hilco's re-development plans are well-aligned with the mixed-use goals outlined in the OTNSAP. Your timely approval is an important component in the efficient implementation of these re-development efforts. While other, smaller projects are underway in Old Town North, the re-development of the PRGS site is crucial because it will provide the critical mass required for the entire neighborhood to thrive over the long term.

I have spent a considerable amount of time learning about the development team's plans for the site. The proposed re-development includes all the major elements, and achieves the goals, of the OTNSAP including: affordable housing, ample open space, arts & cultural anchor uses, retail, residential and office uses. Importantly, it will extend the existing street grid and, thereby, integrate seamlessly into the existing neighborhood. Current and future Alexandria residents, businesses and visitors all stand to gain from the resulting walkable design, improved transportation and enhanced access to the Potomac riverfront. It achieves all this in addition to the obvious benefit of remediating a contaminated site which is an eyesore to all Alexandrians.



I urge you to approve the pending application and hope the project is able to move forward without any unnecessary delay. Thank you for considering these points during your deliberations.

Kind Regards,

A handwritten signature in black ink, appearing to read "RJW", written over a horizontal line.

Ryan J. Whitaker
President, Whitaker Investment Corp.
Managing Member, 1199 N Fairfax Owner, LLC

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov
Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov
Alexandria City Council Members:
Canek Aguirre Canek.Aguirre@alexandriava.gov
John Chapman john.taylor.chapman@alexandriava.gov
Alyia Gaskins alyia.gaskins@alexandriava.gov
Kirk McPike kirk.mcpike@alexandriava.gov
Sarah Bagley sarah.bagley@alexandriava.gov
Jim Parajon, City Manager, jim.parajon@alexandriava.gov
Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov
Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov

Gloria Sitton

From: Sasha Impastato <aimpastato54@gmail.com>
Sent: Wednesday, June 15, 2022 1:04 PM
To: dwbapc@gmail.com; Stephen Koenig; mindyllyle@comcast.net (Planning Zoning Contact); natemacek@hotmail.com (Planning Zoning Contact); mmcmahonpc@gmail.com (Planning Zoning); Vivian Ramirez; jodymanorpc@gmail.com (PZ Contact)
Cc: MSchrock@hilcoglobal.com; Mary Catherine Gibbs; Karl Moritz; William Skrabak; Catherine Miliaras; Gloria Sitton; PlanComm; mike.babcock@sustainbldgs.com
Subject: [EXTERNAL]Alex4EAP Comments on the PRGS CDD (item #4 6/23/22 Docket)
Attachments: 6-15-22 FINAL Alex4EAP PRGS Letter to PC.docx; EPC 6-3-22 Letter to PC on PRGS.pdf; EPC Attachemnt to 6-3-22 Letter to PC on PRGS.pdf; 10-21-21 Alex4EAP Email Letter to Hilco on PRGS.docx

Follow Up Flag: Follow up
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RE: Alex4EAP Comments on the PRGS CDD (item #4 6/23/22 Docket)

Dear Members of the Planning Commission:

Attached please find a letter with attachments from Alexandrians for the Environmental Action Plan 2040 (Alex4EAP), a local group which is part of the Potomac River Group of the Sierra Club, to recommend items that should be included as part of the Coordinated Development District Conceptual Design Plan on the proposed Potomac River Generating Station (PGRS) redevelopment project. This matter is currently item 4 on the docket for the June 23, 2022, Planning Commission meeting.

We appreciate your consideration of these recommendations and we believe that they will enable the PRGS redevelopment project to become a showcase of forward thinking urban and sustainable plannnig. If you have any questions, please feel free to contact the undersigned at aimpastato54@gmail.com or 703-567-5075.

Respectfully submitted,

Arthur Impastato
Alex4EAP

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Alexandrians for the Environmental Action Plan 2040

June 15, 2022

Alexandria Planning Commission
301 King Street
Alexandria, VA 22314

Re: Comments on the PRGS CDD (#2021-00004) and its Carbon Neutrality Analysis

Dear Members of the Alexandria Planning Commission,

I am writing to you on behalf of Alexandrians for the Environmental Action Plan 2040 (“Alex4EAP”), a local group which is part of the Potomac River Group of the Sierra Club, to recommend items that should be included as part of the Coordinated Development District Conceptual Design Plan (“CDD”) on the proposed Potomac River Generating Station redevelopment project (“PRGS”). This matter is currently item 4 on the docket for the June 23, 2022, Planning Commission (“PC”) meeting.

We are excited at the prospect of the former coal plant being redeveloped as a mixed-use neighborhood with open space along the Potomac River. We appreciate Hilco Redevelopment Partners’ (“Hilco”) willingness to go beyond the requirements in the City’s Green Building Policy and its extensive community involvement which included working over many months with a small group of City staff and Commissioners from both the Alexandria Environmental Policy Commission (“EPC”) and PC to address carbon neutrality.

Regrettably, we do not believe that the above noted efforts have resulted in a project that will align with the Environmental Action Plan 2040’s (“EAP”) requirement that greenhouse gases (“GHG”) be reduced by 50% by 2030 and by 80-100% by 2050. Much more work needs to be done before the GHG reductions contemplated by the EAP can be achieved by Hilco and we believe a deferral of this matter is likely required. If the City is to take its declaration of a Climate Emergency seriously, it must not lose the unique opportunity to make the PRGS project one that can be used as a model for environmental sustainability.

In this regard, we agree with many of the recommendations set forth in the attached June 3, 2022, letter by the EPC to Chairman Macek¹ (“EPC Letter”) and wish to reiterate certain recommendations contained in our attached October 21, 2021, letter to Hilco which are as follows:

1. **Provide Specific, Measurable, Time-Bound Actions in The Carbon Neutrality Analysis and the Coordinated Sustainability Strategy:** As noted in the EPC Letter, the PC should require the Developer “to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030.” The areas

¹ We also include a copy of the EPC August 31, 2020, letter to PC on the North Potomac Yard Environmental Sustainability Plan which is an attachment to the June 3, 2022 EPC letter.

that must be addressed for such purposes include having much more energy efficient buildings than those proposed (i.e., lower than EUI of 25 for residential, 40 for commercial and 50 for hotels), having more than just 3% on-site renewable energy and using Power Purchase Agreements rather than Renewable Energy Certificates.

2. **Commit to Meeting the Carbon Neutral Targets in the Old Town North Small Area Plan (“OTNSAP”).** The OTNSAP states that redevelopment at the PRGS should strive to achieve carbon neutrality by 2040 and strive to achieve carbon neutral buildings by 2030. The OTSAP recommends prioritizing renewable and low-carbon energy by promoting and installing renewable energy technologies, such as solar photovoltaic systems and other renewable energy technologies.
3. **Commit to All-Electric Buildings:** The Developer should commit to all-electric buildings, up-front, without regard to the electricity generation mix which is already forty percent carbon free and will continue to get less carbon intense over time. A carve out for restaurants is not necessary as restaurants are moving to induction cooking in cities and in general. The health hazards of indoor use of natural gas have long been overlooked and together with climate impact demonstrate that new investments in natural gas for buildings are unwarranted.

We feel that the issues above must be adequately addressed prior to the approval of the CDD for the PRGS. The Staff Report to Planning Commission notes that the OTNSAP “anticipated the site ...to showcase forward thinking urban and sustainable planning and development for the 21st century.”

We appreciate your consideration of these recommendations. If you have any questions, please feel free to contact the undersigned at aimpastato54@gmail.com or 703-567-5075.

Sincerely,

/s/

Arthur “Sash” Impastato
Alex4EAP

cc: Melissa Schrock, SVP, Mixed-Use Development
Mary Catherine Gibbs, Esq. Wire Gill
Mike Babcock, Managing Partner, Sustainable Building Partners
Karl Moritz, Director Department Planning And Zoning
Bill Skrabak, Deputy Director, Infrastructure & Environmental Quality Department of Transportation & Environmental Services
Catherine Milaras, Principal Planner, Department Planning and Zoning



June 3, 2022

Nathan Macek,
Chair
Alexandria Planning Commission
301 King Street
Alexandria, Virginia

Re: Environmental Policy Commission (EPC) Comments and Recommendations on the PRGS CDD and its Carbon Neutral Analysis

Dear Mr. Macek:

On behalf of the EPC, I am writing to share our comments and recommendations on the proposed Potomac River Generating Station (PRGS) Coordinated Development District (CDD) that is to come before you on June 23, 2022. For the past year a small group of City staff and Commissioners from the EPC and Planning Commission (PC) have worked with those directly involved with PRGS, to discuss how PRGS would adequately address the target of carbon neutrality found in the Old Town North Small Area Plan. In addition, the highlights of the Hilco Redevelopment Partners' (Developer) sustainability approach were presented and discussed with the EPC during our April 18, 2022 meeting. We appreciate the discussions and willingness of the Developer to answer our questions and address our issues during our meetings. The EPC is excited by the redevelopment of the former coal plant as a high-quality mixed-use development, with great urban design and publicly accessible open space along the Potomac.

Summary of Comments & EPC Recommendations

In order for this Development to be consistent with the City's target of reducing community-wide greenhouse gas (GHG) emissions by 50% by 2030 with continued rapid elimination of emissions after that date, the EPC recommends the following be included in the CDD:

- 1) The EPC urges the PC to require the Developer to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030. This should include specific, measurable, time-bound actions demonstrating their good faith, best efforts to achieve:
 - a. higher energy efficiency such as an EUI¹ of 25 for residential, 40 for commercial and 50 for hotel space,
 - b. more on-site renewable energy than the current 3% and working toward a goal of net zero from on-site renewable energy, and
 - c. only use Power Purchase Agreements (not Renewable Energy Certificates, offsets, etc.) for their off-site renewable energy purchases used to achieve their carbon neutrality target for that which cannot be secured on-site.
- 2) meet the carbon neutral targets identified in the Old Town North Small Area Plan which

- they committed to verbally to the EPC during our April 18, 2022 meeting;
- 3) commit to producing their Coordinated Sustainability Strategy (CSS) (former referred to as the Environmental Sustainability Master Plan) with specific, measurable, time bound details to which they can be held accountable,
 - 4) return to the EPC no later than 90 days before they bring their Infrastructure Development Site Plan for review by the Planning Commission and/or provide their Coordinated Sustainability Strategy to the PC or City staff. The date to be determined when they have more data that were specifically requested by the EPC on overall EUI values for the various use types in their buildings and answer questions on this document.

The EPC notes that the Architect for this project, Gensler Architects clearly has the knowledge and ability to create a carbon neutral development since they were an early signer of the Architecture 2030 pledge in 2009, making the commitment that all their buildings would achieve carbon neutrality by 2030.ⁱⁱ Thus, if the Developer undertakes a good faith, best effort to achieve the above requirements, review and approval of this CDD and their future DSUPs, etc. for this Development could support a major marketing opportunity for them.

Before we look forward, the EPC notes that the last letter we sent to the Planning Commission two years ago (see attached) urged the PC to take a variety of actions. However, little specific, measurable, time bound actions have changed with this PRGS site plan except the increased urgency to undertake meaningful actions to address the climate crisis. The “code red” declared by the Intergovernmental Panel on Climate Change requires our City to use its **good faith, best efforts** to effect change. We cannot continue to add to the problem with buildings which are predicted to last 50-75 years but which do not use the best available, financially viable technology to reduce carbon emissions.

Background

In 2019, the City declared a Climate Emergency and also adopted its Environmental Action Plan 2040 which established a target of reducing greenhouse gas (GHG) emissions by 50% by 2030 (based upon 2005 levels), and by 80-100% by 2050. The Climate Emergency Declaration clearly states, “the costs of addressing this climate emergency are far less than the costs of not addressing the climate crisis”. In 2022, the City moved both climate change and environmental justice from a priority to a guiding principle and elevating addressing the climate crisis to one that is integrated across all areas, projects and plans for the City and community.

To address these principles and targets, the City of Alexandria has taken great strides over the last several years to address the crisis including with the three largest contributors:

- 1) new buildings - requiring all new **public** buildings to be net zero energy,
- 2) transportation – supporting the addition of a new Metro station, a fare-free bus system as well as a plan to replace all buses with electric ones, adoption of its Mobility Plan that especially improves options for non-auto travel, and
- 3) existing buildings – adoption and support of a Commercial Property Assessed Clean Energy (C-PACE) system that supports low-cost loans to modernize and reduce the energy burden of business owners, thus enhancing their bottom line so they can thrive.

However, since the City contributes only 4% to the problem, while 96% comes from the

Community, it will be impossible for the City to achieve real results if the Community does not contribute its fair share to address this crisis. In addition, while the City is not permitted to mandate higher sustainability requirements than the current law allows, it IS permitted and has exchanged Developer requested increased density or building height for important City and Community priorities. Therefore, if the Developer Community does not accept its obligation to address the crisis by changing its “business as usual” practices, it is incumbent that the City force change by setting higher energy efficiency standards in return for higher density/height requested by the Developer. To do otherwise sets the City (residents, businesses and government) on an unnecessarily costly path of paying high utility costs and retrofitting buildings after the fact – as well as dealing with their climate consequences.

Energy Efficiency

Today, it is a well-accepted, science-based fact that creating more energy efficient buildings is more cost-effective than employing “business as usual” building practices and thus having to supply their energy needs by creating a new energy source, no matter its type.ⁱⁱⁱ The US Department of Energy’s Office of Energy Efficiency and Renewable Energy states “Energy-efficiency programs improve community resilience and address energy equity by bringing efficient, cost-effective technologies and infrastructure to underserved communities, including communities of color. These communities are disproportionately affected by air pollution and have a higher energy burden, which is the percentage of gross household income spent on energy costs.” The City clearly supported these facts when in April 2022 it established environmental justice as one of the City’s core principles.^{iv} Setting high-energy efficiency standards up front, where possible, for new housing and mixed-use developments will help improve the affordability of living in Alexandria over time.

Thus, it is clear “business as usual” is no longer acceptable, nor are small incremental changes for buildings expected to last 50-70+ years. Equally clear is that making buildings much more energy efficient is NOT an issue of choosing between other City strategic priorities such as affordable housing, flooding vs. addressing environmental justice and the climate crisis. The technology is available and has been demonstrated in multiple small, medium and large buildings over the last 10 years in financially sound ways. Passive House certifications and other methods to increase dramatically energy efficiency as well as other innovations have created thousands of more comfortable and healthy units across the country that result in reducing resident’s energy usage by 75 to 90%. The EPC concludes there is no impediment in Alexandria that prevents these types of buildings from being built here when paired with the Developer’s request for higher density or increased height.

PRGS Proposal

The Developer has offered:

- 1) A proposal to increase energy efficiency by 25% above 2010 Building Code levels with 14% improvement coming from residential and 11% from commercial.
 - a. to study district-wide HVAC system
 - b. and to double the target of energy efficiency in the GBP
- 2) A proposal of a 10% reduction of embodied carbon
- 3) A proposal to “Explore” the extent to which on-site combustion can be reduced
- 4) A proposal for a 3% on-site renewable energy target

- 5) A proposal to purchase off-site renewables to increase the level of renewables

Thus, the Developer has offered only proposals, (along with their pros and cons), explorations and studies, but wants a final approval of its CDD from the City – **essentially - a Developer proposal for a City commitment.**

In response to questions from the EPC, the Developer has indicated that some of the technologies are not yet viable, not financially viable (their cost cannot be recouped easily), or it's too early to provide a more committed carbon neutral plan since they have yet to work out the financing for the project, and its percentage of commercial vs. residential square footage, etc.

EPC's Response:

The EPC is excited that a former coal plant is being redeveloped as a high-quality mixed-use development, with great urban design and publicly accessible open space along the Potomac. We appreciate the higher bar for sustainability compared to past developments in the city; however, we think the Developer can and should do more at this time. Specifically, we question these elements:

- First, prior to the Developer's presentation during the EPC's April 2022 meeting, we shared with them a 35-minute Webinar which can be viewed at <https://www.youtube.com/watch?v=oHYQkvEBSyA>. In it, Tim McDonald, President and CEO of Onion Flats, LLC showed how his company has built hundreds of affordable housing units in Philadelphia that are net zero requiring NO off-site purchase of renewable energy. His buildings are so energy efficient they cut their energy bills by 75-90 percent. This is achieved largely by providing a much tighter skin or coat on the building during construction, making that coat as airtight as possible - something that is much easier and less costly if done during the initial construction of the building versus later (virtually impossible). Hundreds of other units in larger buildings across the world that are also net zero can be found at: <https://passivehouse-database.org/> Based upon all of this information, the EPC believes the Developer could construct net zero buildings that are financially viable, if they chose.
- Second, the EPC is greatly concerned that none of the Developer's proposals in their presentation or carbon neutral plan demonstrates a true commitment to a carbon neutral process for the site by 2040 or for buildings by 2030. There is no real commitment – no true accountability is possible. The EPC cannot evaluate a plan, which does not have specific, measurable, time-bound requirements, and therefore they cannot be held accountable.
- Third, the EPC remains confused about the energy efficiency of this Development.
 - For instance, the Developer states that they propose to double the energy efficiency of the Green Building Policy (GBP) with no additional information. Given that the City's GBP (and the Developer) uses a LEED point system across a variety of performance measures including: energy use reduction, water efficiency and indoor air quality, we do not have enough information to verify the

Developer's proposal. (For example, if 5 points are earned under the GBP for energy use reduction, does this mean the Developer is offering to earn 10 points since this is double the value?)

- Further, the Developer stated their current EUI goal is 45 for the Development, but how does this square with their "double the energy efficiency of the GBP and/or to increase by 25% the energy efficiency of the ASHRAE 2010 standard?"
- Fourth, the EPC is concerned about the use of natural gas in the development. We are fine with the availability of fossil fuel for back-up power generators since these are used infrequently. However, the use of natural gas in residential properties is unnecessary; buyers seldom avoid a property simply because they want gas appliances or fireplaces.^v Similarly, it is unclear whether gas is necessary in commercial establishments such as restaurants since viable options (induction burners and ranges) exist.

To address these concerns and questions, the EPC recommends the following be included in the CDD:

- 1) The EPC urges the Planning Commission to require the Developer to provide adequate information to evaluate their proposals to achieve GHG emission neutrality (carbon neutrality) by 2030. This should include specific, measurable, time-bound actions demonstrating their good faith, best efforts to achieve:
 - a. higher energy efficiency such as an EUI of 25 for residential, 40 for commercial and 50 for hotel space,
 - b. more on-site renewable energy than the current 3% and working toward a goal of net zero energy, and
 - c. only use Power Purchase Agreements (not Renewable Energy Certificates, offsets, etc.) for their off-site renewable energy purchases used to achieve their carbon neutrality target for that which cannot be secured on-site.
- 2) meet the carbon neutral targets in the Old Town North Small Area Plan which they committed to verbally to during the EPC's April 18, 2022 meeting;
- 3) commit to producing their Coordinated Sustainability Strategy (CSS) (former referred to as the Environmental Sustainability Master Plan), with specific, measurable, time bound details to which they can be held accountable, and
- 4) return to the EPC no later than 90 days before they bring their Infrastructure Development Site Plan for review by the Planning Commission and/or provide their Coordinated Sustainability Strategy to the PC or City staff. The date to be determined when they have more data that were specifically requested by the EPC on overall EUI values for the various use types in their buildings and answer questions on this document.

As we said in our joint letter to City Council earlier this year, the climate crisis is the single largest threat to the long-term health and prosperity of the City of Alexandria. There is a lot of talk about zero emissions, decarbonization and green energy. However, builders cannot just rely on decarbonizing the grid to meet the City's carbon reduction targets. We must significantly improve the energy performance of our buildings. This is because the national electric grid has limits. While the energy offered by wind, solar and the tide is almost infinite, our capacity to harvest that energy is not - there is a financial and carbon cost to all renewable technology. Thus, the Developer must design their carbon neutral buildings today, and not pass the added

energy burden on to residents even if it comes from renewable energy sources.

It will not be possible to be the caring, kind, compassionate, fair, just, and equitable city that is an affordable, livable community for all if we do not implement effective actions to address this climate emergency. But since the City represents only 4% of the carbon emissions and has taken sizable steps to fight the crisis, we must push those responsible for the other 96% to do their part as well. How will we demonstrate why people should want to live here, if we are not leading by employing proven, cost-effective measures to fight the climate crisis along with our neighbors?

Sincerely,

Kathie Hoekstra

Kathie Hoekstra
EPC Chair

CC: Melissa Schrock,
Mary Catherine Gibbs, Esq.
Mike Babcock,
Karl Moritz,
Catherine Milaras,
Jeff Farner,
Richard Lawrence
Bill Skrabak,
Khoa Tran

ⁱ EUI: Energy use intensity expresses a building's energy use as a function of its size, typically in energy per square foot per year (kBtu/sf/yr). It's calculated by dividing the total energy consumed by the building in one year (often measured in kBtu) by the total floor area of the building (often measured in square feet), and can be useful for comparing performance of buildings across sizes, types, and locations. When used before EUI, the letter "p" indicates that the data is predicted, based upon an energy model. The lack of a "p" indicates actual measured EUI. Examples. Energy intensive homes and buildings might have an EUI between 100 and 200 kBtu/sf/yr, while high performance homes and buildings might have an EUI of 25 kBtu/sf/yr or less. The Passive House standard requires less than 14.6 kBtu/sf/yr. For more info on Passive House see: https://www.mhp.net/writable/resources/documents/Passive_HouseMA_explainer.PDF

ⁱⁱ To that end they created the Gensler Cities Climate Challenge to by 2030 "eliminate all net emissions associated with our work". Their Climate Action through design Website page states: "Renewables by themselves don't achieve NZE status for a space; buildings must also be designed to operate far more efficiently. In many cases, this starts in the early design phase, but older buildings can be retrofit to be more efficient."

ⁱⁱⁱ <https://www.energy.gov/eere/energy-efficiency>

^{iv} See https://legistar.granicus.com/alexandria/meetings/2022/3/2249_M_City_Council_Legislative_Meeting_22-03-22_Action_Docket.pdf

^v Providing costly gas lines and their additional requirements for venting, etc. adds additional unnecessary costs and may become stranded assets in a future carbon neutral environment.



August 31, 2020

Nathan Macek,
Chair
Alexandria Planning Commission
301 King Street
Alexandria, Virginia

Re: Environmental Policy Commission (EPC) comments on the draft North Potomac Yard
Environmental Sustainability Master Plan

Dear Mr. Macek:

On behalf of the EPC, I am writing to share our comments on the draft North Potomac Yard (NPY) Environmental Sustainability Master Plan (ESMP) which was shared with the EPC during our June 15, 2020 meeting and discussed again on August 17th. The EPC commends Sustainable Building Partners, JBG Smith and Virginia Tech for their description of the possible plans described in the ESMP. They covered a broad range of topics addressing the many issues raised by the development of NPY. We greatly appreciate the discussions and willingness of the NPY applicant to answer EPC member questions and make changes to their draft following our virtual meetings.

The City of Alexandria declared a Climate Emergency on October 22, 2019, and issued an Environmental Action Plan (EAP 2040) in July, 2019. The City also issued a Green Building Policy last year. One of the most important targets of the EAP was "reduce community-wide greenhouse gas (GHG) emissions by 50% by FY2030 and 80-100% by FY2050."¹

NPY Small Area Plan Carbon Neutrality Goal

Presumably in support the EAP's targets, the NPY Small Area Plan (SAP) set a clear goal to "strive to achieve carbon neutrality by 2040, and to strive to achieve carbon neutral buildings by 2030." It is unclear how this ESMP does that.

We acknowledge the novel, first-of-its-kind nature of this ESMP and we believe that it should set a bar to be exceeded by each ESMP to follow. In that context, we firmly believe that this Plan should and must be more specific. We are disappointed that the ESMP does not describe a timeline in aspirational terms or otherwise on how the NPY can achieve carbon neutral buildings by 2030 or carbon neutrality overall by 2040. There is only the simple statement on page 40 that states: "The project will strive to achieve carbon neutrality by 2040 and strive to achieve carbon neutral buildings by 2030." Instead, the EPC would like to see clear metrics on design elements and actions detailing exactly how these goals will be achieved within the DSUP.

NPY CDD Conditions for Reducing Carbon Emissions and Energy Use

Further, one of the conditions of Coordinated Development District (CDD) for NPY is "identify

¹ The EPC largely focused on the reductions to GHG emissions due to its critical nature, but that is not meant to be interpreted that other areas are not important as well.

methods to reduce carbon emissions.” Regrettably, the ESMP appears to reflect this condition by simply listing a series of possible ways to reduce carbon without committing to any. We believe the applicant has missed a sizable opportunity to create a connected community of grid-interactive efficient buildings. When it comes to energy for the site, the NPY plan does not seem to fully embrace the “district” potential of the development and instead focuses on each building individually. The EPC recommends that the applicant include in the design (rather than list as possible strategies): the use of Power Purchase Agreements for renewable energy,² battery storage, more extensive use of rooftop solar, and net-zero ready buildings for the whole district.³

Another CDD condition is “identify how per capita energy usage shall be reduced.” Although the word “shall” is used in the CDD, no measurable specifics with a timeline are referenced detailing how this will be accomplished in the ESMP. Instead, it states operational energy use reduction targets relative to ASHRAE baseline, and energy use is then “tracked”, “explained” or “defined” without any per capita metric stated.⁴ Unless specifics are required demonstrating exactly how and by how much energy usage will be reduced, site-wide emissions will increase, not decrease due to overall change in use of this land.

In Appendix A, the ESMP provides a list of strategies to make the buildings more energy efficient, however most are only listed as “possible” rather than “included in the design.” The EPC strongly recommends that many of the “possibilities” be included as requirements due to the fact that retrofitting is so much more difficult than requiring energy efficient items in the design at the outset. These should include using heat pumps for energy and hot water, radiant floor heating, and other items found in newer ASHRAE⁵ 90.1 standards. This would enable the development to be better prepared for state mandated increasing energy efficiency standards required by the recently enacted Virginia Clean Economy Act (VCEA) that ramps up to 5% per year in 2025.⁶ While this standard only applies to electric utilities, it is zero-sum - so users will pay consistently higher rates or reduce their own usage.

Role of Planned Zero-Carbon Analysis in Shaping Design

The EPC enthusiastically supports the Plan (on page 47) to “Develop a zero-carbon analysis of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power, and any limitations (technology, cost, etc.)”. However, the NPY team did not indicate this was a driver for the overall project. The EPC believes this must be the overall driver of any Environmental Sustainability Master Plan. Performing this analysis and then implementing technologies to reduce fossil fuels while increasing renewables and energy efficiency to reach net zero carbon could promote this project as a showcase in the region for how this developer is committed to addressing the climate crisis and inform future City development plans and regulations. The Development Special Use Permit (DSUP) reviews should be informed by these analyses to determine if the proposed development phases with regard to the SAP carbon neutrality goals and CDD conditions for reducing carbon emissions and energy use will be met.

² Power Purchase Agreements are now widely used and should not be considered as “fringe” technology as depicted in Chapter IV-3 on page 53.

³ None of these technologies should be listed as “fringe” since all employ readily available proven technologies. Perhaps the developers should better explain why they define certain technologies as fringe despite their proven usage.

⁴ See pages 4-6 and Section IV-2 Operational Carbon.

⁵ ASHRAE 90.1 standards is the commercial energy standard for all buildings except low-rise. ASHRAE standards are adopted by governments as code requirements sometimes with amendments or exceptions. See <https://www.ashrae.org/technical-resources/bookstore/standard-90-1>

⁶ <https://lis.virginia.gov/cgi-bin/legp604.exe?201+ful+CHAP1193> see page 30 4.B.2.d

Other Specific Concerns of the EPC

While this ESMP may not be the document to outline a commitment by the applicant to detail how they will meet the specifics of the EAP 2040 or Green Building Policy, we believe it should reflect how they will meet or potentially exceed the City's targets/goals. Below are additional very specific concerns raised by EPC members:

On page 53, the ESMP Carbon Offsets target is shown to offset 30% of emissions with RECs⁷, PPAs, or carbon offsets for DSUPs in years 0-5 years from 2020, but it is unclear how the proposed buildings cut GHG emissions another 70% over the next 5 years to meet the carbon neutral building target by 2030 referenced in the SAP and on page 1 of the ESMP. It should be noted that REC's and offsets do not actually reduce carbon, they just shift the responsibility to someone else. Therefore, we would prefer to see a stronger position on actually reducing carbon production on the overall site.

The long-term value of net-zero buildings is evident and aligns with the EAP goals, yet the topic is not included even as a long-term strategic item in the ESMP. There is further opportunity to develop the NPY as a "zero energy district" to support carbon reductions, energy independence, resilience, and risk mitigation overall. We'd like to see options included on zero carbon buildings as well as zero energy district under long-term strategies for NPY.

The proposed buildings are planned to be LEED Silver office buildings and LEED Certified residential buildings (p.7). The 2019 Green Building Policy sets a minimum level of certification for private buildings at LEED Silver. Given the climate emergency, the EPC believes the applicant should describe methods to achieve higher level of certification or other specifics to achieve the carbon neutral buildings by 2030 target.

Although all of the buildings will likely be operating in 2050 when the City and Commonwealth are targeting net zero carbon in 2050 and the SAP in 2040, there does not appear to be a plan for how to get to zero carbon by 2040 or 2050 for all of the buildings.

The overall project should consider expanding the use of geothermal energy production beyond a demonstration project on the University campus.

Consistency across the document appears to be lacking at times. Some sections contain aspirational targets/goals following action verbs such as "strive, explore, pursue or encourage," while other sections include very specific, measureable requirements using "exceed, use, eliminate, meet or exceed." We believe this leads to confusion on the reader's part as to whether this is only an aspirational document with no commitment to future specifics or one which leads to specific, measurable requirements for each of the aspirational goals in the next planning document. Also, the ESMP targets do not seem to be harmonized across topics and across the life cycle of the proposed buildings.

The mid-term operational carbon (IV-2) section proposes switching to electric heat and heat pump hot water after a certain degree of decarbonization occurs in the electricity supply – 450 lbs/MWh. However, there is no discussion about when this measure is anticipated, or if there are anticipated costly retrofits to achieve this switch in the future. We suggest committing to an all-electric building except for possible retail restaurant usage of gas rather than rely on some future presently unknowable date.

⁷ RECs are Renewable Energy Certificates and PPAs are Power Purchase Agreements

The proposed site plan would better serve the goals of the EAP, SAP and CDD if it included the capability of the various buildings to provide micro-grid capabilities to provide support and load balancing to the utility system.

As Virginia moves toward higher energy efficiency standards under the new VCEA, developers should be looking toward how to employ increasing levels of energy efficiency. Instead, this ESMP sets a low bar only using the least efficiency energy standard (ASHRAE 2013) rather than newer standards such as 2016 or 2019. While LEED Silver certified buildings often achieve levels of energy efficiency beyond code, this is not guaranteed.

We hope this summary of the EPC's comments will help the Planning Commission in its review of the ESMP and its deliberations concerning the permits for the NPY project. We urge the Planning Commission to make some recommendations for addressing our concerns in the DSUP before it goes to Council. We believe strengthening the carbon reducing measures in the DSUP is imperative in order to honor the City's commitment to address the climate emergency it declared last year.

The EPC appreciates the consideration of our input and looks forward to further collaborating with the Planning Commission to achieve the vision of Eco-City Alexandria.

Thank you for your consideration.

Kathie Hoekstra
Chair, Environmental Policy Commission

Cc: All Planning Commissioners
Deputy Director, Jeffrey Farmer
Planner, Richard Lawrence

Paul Kaplowitz <pkaplowi@gmail.com> Thu, Oct 21, 2021 at 3:23 PM To: hrpinfo@hilcoglobal.com
Cc: MSchrock@hilcoglobal.com, mcgibbs@wiregill.com, Karl.Moritz@alexandriava.gov, William Skrabak
<William.Skrabak@alexandriava.gov>, catherine.miliaras@alexandriava.gov

Bcc: aimpastato54@gmail.com

Via Email

Mr. Roberto Perez
CEO

Hilco Redevelopment Partners 5 Revere Drive, Suite 206 Northbrook, Illinois 60062

Re: Environmental Sustainability Considerations For The Redevelopment of the
Potomac River Generating Station in Alexandria, Virginia

Dear Mr Perez:

I am writing to you on behalf of Alexandrians for the Environmental Action Plan (EAP) 2040, a local group which is part of the Potomac River Group of the Sierra Club. We are pleased that progress is being made on redeveloping the Potomac Rover Generating Station site. As part of Hilco Global, we know that Hilco Redevelopment Partners is committed to environmental sustainability. There are a number of environmentally sustainable and financially feasible measures that Hilco Redevelopment Partners could take that go beyond the Alexandria Green Building Policy and we urge you consider them.

First, there are a number of environmentally sustainable measures undertaken in July 2021 by the developers at Landmark Mall in Alexandria, Inova Alexandria and Foulger-Pratt, and approved by the Alexandria City Council. These measures include the following:

1. Explore LEED Gold certification and, at a minimum, achieve LEED for Neighborhood Development.
2. Build solar-ready buildings, and have solar installed during construction where feasible.
3. Make residential multifamily buildings all-electric.
4. Prepare an Energy and Resilience Plan which delineates its proposed concepts, elements, metrics, and phasing for (a) individual building efficiency and site wide energy demand, (b) on site renewable energy, (c) on site district energy, (d) on site electrical storage, (d) off-site renewable energy, (e) building and grid integration, and (f) resilience.

In addition to the above, we would urge Hilco to consider the following questions in your development planning:

1. How will Hilco incorporate the Alexandria EAP 2040 goals of achieving greenhouse gas reductions of 50% by 2030 and 80-100% by 2050 into the design for the development of the Power Plant site?
2. Can you plan for the site development as a whole to be carbon neutral? Does your plan include an analysis of the project to enumerate the project's GHG impact?
3. Will the development employ microgrid design and technology so that power may be shared among facilities?
4. How many stations for charging electric vehicles in public and private spaces are planned? What are plans for expanding the number of stations as electric vehicles become more common?
5. How much tree cover or greening of vertical wall spaces is planned?
6. Will storm water runoff metrics meet or exceed EPA's National Pollutant Discharge Elimination System (NPDES) Permitting Program for municipalities?

We would appreciate your consideration of these suggestions and a response at your earliest opportunity, and look forward to participating in the development process as it unfolds. In the meantime, should you have any questions, please feel free to contact the undersigned at pkaplowi@gmail.com or 804-767-0817.

Paul Kaplowitz

Coordinator of Alexandrians for the EAP/Sierra Club Potomac River Group

cc:

Melissa Schrock, SVP, Mixed-Use Development

Mary Catherine Gibbs, Esq. Wire Gill

Karl Moritz, Director Department Planning And Zoning

Bill Skrabak, Deputy Director, Infrastructure & Environmental Quality Department of Transportation & Environmental Services

Catherine Milaras, Principal Planner, Department Planning and Zoning

Gloria Sitton

From: slavan localmotionproject.org <slavan@localmotionproject.org>
Sent: Wednesday, June 15, 2022 12:26 PM
Cc: Justin Wilson; Amy Jackson; Canek Aguirre; John Chapman; Alyia Gaskins; Kirk McPike; Sarah Bagley; Gloria Sitton
Subject: [EXTERNAL]Letter of Support for Hilco Redevelopment
Attachments: HilcoSupportLetter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Attached is the letter of support for the Hilco Redevelopment Project in North Old Town, and including subsidized arts spaces as part of that plan.

This has been sent, and I forgot to include you all in my hurry. I truly hope that the arts are not cut out of this project, as we all know they generate employment, as well as contribute to the vibrancy of the neighborhood. This also reinforces the Alexandria's Arts and culture district, all which were goals of the small area plan. Thank you for considering my support in your deliberations.

Sara Lavan (she/her)
Executive and Co-Artistic Director
Local Motion Project

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www.localmotionproject.org | 2377 S. Dove Street, Alexandria VA, 22314 | 703.299.0017

June 7, 2022

Re: Docket of June 23, 2022

Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed because of the efforts of dedicated citizens and the City Council, and it is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site.

Specifically, I support the project because the site provides numerous opportunities for arts uses, including the dedicated space in Block A, but also in ground floor spaces on other blocks and in parks. As the founder of a dance education organization in Alexandria City, who has been working for over a decade to make dance visible and accessible in our city, the possibilities of performance spaces, both inside and outdoors are particularly exciting. There are virtually no places for dance performance to exist in a theater space in our city and being part of an organization that also loves using innovative spaces to activate with dance, I see real promise that this development will provide space for interactive arts uses that can be entertaining for residents and tourists alike.

The site's developers have worked hard to incorporate desirable design elements to their concept plan. Parking is underground, contributing to a more attractive street level interface and allowing ground floor retail and outdoor restaurant seating. For an organization that provides dance education as well as performance, having places for people to go before and after class, or while their child is in class, makes it a destination and increases participation in the arts and the local economy as people stay to enjoy the other offerings.

There are many reasons to support the Hilco Redevelopment Partners' application. Thank you for considering the above points in your deliberations.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Sara", written in a cursive style.

Sara Lavan
Executive and Co-Artistic Director
Local Motion Project

Cc: Karl Moritz, Director of Planning and Zoning (karl.moritz@alexandriava.gov)
Jim Parajon, City Manager (jim.parajon@alexandriava.gov)

Gloria Sitton

From: Maina, Cris <Cris.Maina@brookfieldpropertiesdevelopment.com>
Sent: Tuesday, June 21, 2022 3:20 PM
To: PlanComm
Cc: Justin Wilson; Amy Jackson; Canek Aguirre; John Chapman; Alyia Gaskins; Kirk McPike; Sarah Bagley; Jim Parajon; Karl Moritz; Gloria Sitton; Mary Catherine Gibbs
Subject: [EXTERNAL]Support for Coordinated Development District Conceptual Design Plan # 2021-00004

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from cris.maina@brookfieldpropertiesdevelopment.com. [Learn why this is important](#)

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council, and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

Our company, Brookfield Properties, is currently converting 625 and 635 Slaters Ln. (at the very most northern point of North Old Town, and adjacent to the Subject redevelopment) from office to residential use, resulting in 81 new residential condominiums. We are currently under construction and open for sale: (<https://www.towngatenorth.com/>)

Accordingly, I support the Subject redevelopment of the Potomac River Generating Station. Additionally, and more importantly, I have had the opportunity to speak to many of our contract purchasers for residential units at our project (as well as prospective purchasers) over the course of several recent outreach events, and the overwhelming consensus across all groups is strong support for this project and its benefits to the surrounding community.

Specifically, our new homeowners are very excited about the prospect for: direct, quicker access to the waterfront; additional open space around their condominium; connectivity to North Old Town and beyond; additional retail near their community; and, overall beautification of the area, providing the aesthetic and physical link between Slaters Ln. and the rest of North/Old Town that is currently lacking.

Thank you for considering these points during your deliberations.

Sincerely yours,

Cris Maina
Director, Land & Multi-Family | Land & Housing
Development

Brookfield Properties
3201 Jermantown Road, Suite 150, Fairfax, VA 22030
T +1 703.928.9994
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Brookfield Properties

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Park & Recreation Commission

Department of Recreation, Parks & Cultural Activities | 108 Jefferson Street

Alexandria, Virginia 22314

June 16, 2022

Honorable Mayor and Members of City Council
City of Alexandria
301 King Street
Alexandria, VA 22314

RE: Waterfront Flood Mitigation

Dear Mayor Wilson and Members of City Council,

On behalf of the City's Park and Recreation Commission, I encourage you to support a modernized, greener approach to managing the stormwater issues at Alexandria's prized waterfront. In particular, the City should take this opportunity to maximize passive underground stormwater storage at Waterfront Park and Founders Park and add green infrastructure/bioretenion features to both parks that enhance and are consistent with current park features. In addition to supporting flood mitigation, the Commission also recommends fully funding the final condition of our Waterfront Parks -- completing the parks as envisioned in the Waterfront Plan as a part of this project.

The waterfront is one of Alexandria's most prominent and important gathering places for residents and tourists alike. Its commercial spaces, coupled with highly utilized parks and other open space areas, ensure that it will remain popular with businesses and customers for years to come. However, the economic and social costs to the businesses, waterfront residents, and the City as a whole, caused by the more frequent and severe flooding requires aggressive action.

To that end, the Park and Recreation Commission strongly recommends adding underground stormwater storage and complementary bioretention facilities at Founders and Waterfront Parks, and any other park along the waterfront where these facilities are useful and appropriate. These facilities will have at least four primary benefits:

- 1) Improve capacity of the planned baseline system, which is necessary given the recent and projected increase in flood events. The baseline system was designed a decade ago, when many assumed that there was more time before the City began to experience the effects from climate change on storm frequency and intensity that we are witnessing now. The system needs additional capacity to handle the more frequent, larger storms; utilizing the space underneath and around our parks in a manner that doesn't affect their overall utility is an elegant solution.

2) Enhance resiliency of the stormwater system by diversifying the means of handling stormwater. Adding significant passive capacity will mitigate against system (i.e., the planned pumps and pipes) failures due to power outages during storms. The passive storage will also have the benefit of reducing size and energy requirements of the mechanical system if the water can be pumped out at a slower rate due to the increased retention capacity.

3) Improve water quality in the Potomac River and accelerate achievement of related Environmental Action Plan 2040 (EAP) goals. The EAP calls for an 'all of the above' approach to addressing stormwater and flooding problems, as well as the related challenges with meeting water quality requirements for Alexandria's watershed pursuant to the Chesapeake Bay TMDL, MS4 permit, and other associated discharge limits. In addition to providing vital flood mitigation services, the underground storage facilities and bioretention/green infrastructure will accelerate meeting water quality requirements for nutrients and sediment, in keeping with being an 'Eco-City'.


4) Augment the biodiversity and educational opportunities in Founders and Waterfront Parks and other open space areas along the waterfront. Bioretention facilities will contribute to flood mitigation and improve water quality in the Potomac River by naturally filtering out nutrients, sediment, and other pollutants with more localized impacts. This 'green' (as opposed to 'gray') infrastructure has significant co-benefits as well. It provides habitat for native species of plants and animals, contributes to the City meeting its ambitious 40% tree canopy goal, and facilitates educational opportunities for the community to learn about these important issues. All of this can be achieved while also maintaining the current programming at the parks and other open spaces along the waterfront.

To be sure, construction and installation of these facilities will disrupt areas of Alexandria's waterfront in the short-term, and the City should include basic restoration of the existing open space with the presently available funds. However, the overall, long-term benefits will outweigh the short-term disruptions associated with the project construction and will enhance the resilience, sustainability, and beauty of the City for decades.

Please do not hesitate to reach out to the Commission if we can further advise on this issue.

Sincerely,


Steve Beggs, Chair
Park & Recreation Commission


Geoff Goode, Planning District II
Park & Recreation Commission

cc: Park & Recreation Commission members
James F. Parajon, City Manager
Debra Collins, Deputy City Manager
Emily Baker, Deputy City Manager
James Spengler, Director, Recreation, Parks & Cultural Activities
Jack Broward, Deputy Director, Recreation, Parks & Cultural Activities
Terry Suehr, Director, Department of Project Implementation
Matthew Landes, Division Chief/, Department of Project Implementation

Gloria Sitton

From: Mary Catherine Gibbs <mcgibbs@wiregill.com>
Sent: Thursday, June 30, 2022 2:38 PM
To: Justin Wilson; Amy Jackson; John Chapman; Canek Aguirre; Alyia Gaskins; Sarah Bagley; Kirk McPike
Cc: Gloria Sitton; Schrock, Melissa; Chang, Michelle
Subject: FW: GenOn Power Plant Letter of Support

I was given permission to forward this young man's letter below to City Council regarding his support for the redevelopment. It was published in the Alexandria Times on June 16, 2022, (the link to same is in his email below).

Thanks, Mary Catherine

Wire Gill, LLP
mcgibbs@wiregill.com
700 N. Fairfax St., Suite 600
Alexandria, VA 22314
(703) 836-5757 (office)
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From: Gabe Cohen <cohenalexandergabe@gmail.com>
Sent: Tuesday, June 28, 2022 10:03 AM
To: Mary Catherine Gibbs <mcgibbs@wiregill.com>
Subject: Re: GenOn Power Plant Letter of Support

Thanks! You have my permission to send it to the city council.

Here's the the link to the letter that was published on Alexandria Times on page 27:
<https://alextimes.com/wp-content/uploads/2022/06/6.16.22-Layout.pdf>

Thanks, Gabe Cohen

Here is my Op-Ed:

Title: The Remediation of the GenOn Power Plant is the Optimal Form of Urban Redevelopment

As the metropolitan population grows, and the environment and urban areas face sustainability issues, innovative solutions such as the Old Town North Small Area Plan 2017 (OTNSAP) to deal with the

abandoned GenOn power plant may help solve these problems. This 18.8 acre coal-powered power plant was closed in 2012 after its declining importance in electricity production and pollution complaints from nearby residents in the 2000's. Redevelopment of the coal-powered power plant and the remediation of other vacant industrial properties could be the optimum form of urban development, since they are often located in high-demand locations. It lessens pollution while transforming vacant land into an area with jobs and residences without displacing residents.

In the early 1900's, factories were located near city centers along water to maintain a large labor force and efficient transportation. The abandoned power plant is adjacent to the waterfront, a highly attractive destination for residents and commercial businesses. The plan consists of 6 development blocks that will expand the waterfront. This will result in an even greater level of attraction compared to the ugly, abandoned power plant with no current use. This project could work as a model for other cities facing similar space issues.

Alexandria and other suburbs have had to balance services, create affordable housing, and protect the environment. According to the Alexandria City Annual Apartment Survey, between 2001-2021 there was a 56% increase in regional median income, while one-bedroom rent has skyrocketed by 112%. The city experienced a 90% decrease in affordable housing between 2000 and 2017, according to a city report. Many residents are unable to keep up with the economic pressures of gentrification and are forced to move. Sprawl also results in the loss of green space. The remediation of this powerplant won't result in the loss of current residents, as no one currently resides there. This project will actually increase green space and affordable housing and services, according to developer documents.

The GenOn plant emitted 2.53 tons of CO2 emissions in 2005, according to the EPA. According to Alexandria.gov, the transition of coal to gas and some renewables in the built environment between 2005 and 2018 has decreased CO2 emissions in Alexandria by 8%. The redeveloped site will be powered by Dominion Virginia Power Plant, which as of 2014 according to the OTSAP, is fueled by 26% coal. The mixed-use neighborhood will emit less air pollution compared to the factory. Petroleum had leaked into the soil, tested in 2013, which will be partially removed during redevelopment to avoid risks.

When compared with other forms of redevelopment, the remediation of brownfields, or polluted sites, may be the best way to redevelop urban areas. During the process, harmful soil and water contaminants are

extracted; However, this is an extremely costly method along with the demolition and remediation process. These industrial-era buildings are located with the potential to make high appeal land into areas with more residential and economic opportunities. Not one resident will be displaced. This process could be implemented in other urban and suburban areas with an industrial past, and potentially become the future of urban redevelopment if done correctly.

Lynne M. Goldberg
1911 Kenwood Avenue
Alexandria, VA 22302

July 1, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission,

I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the redevelopment of the power plant site in Old Town North. The plant was closed as a result of the efforts of dedicated citizens and the City Council, and is now a deteriorating eyesore on the north waterfront. It is time to redevelop the site in accordance with the adopted Old Town North Small Area Plan to provide a mix of uses, passive and active open space, and multi-modal connections to the neighborhoods to the south and north of the site. This valuable property will enhance the amenities of Old Town North and extend Alexandria's beautiful waterfront further north.

I strongly support this project being a 30 plus year resident of this great City of Alexandria and having lived very close to the site for most of those years, both at Harbor Terrace and Potowmack Crossing. The addition of the restaurants and retail for both residents and others will be a great asset to the area, and by opening up the waterfront views and access to enjoy the waterfront will be VERY welcome and enjoyed by all. In addition, the extension of the walking and biking trails will a wonderful change from what we have to walk through currently. I feel that Hilco has done a great job creating a thoughtful and beautiful destination through its sustainability plans, housing additions and arts contribution. Knowing what they have done in their other projects, makes me feel confident that they will follow up with their promises to us.

Thank you for considering these points during your deliberations.

Sincerely yours,

Lynne Goldberg

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov

Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov

Alexandria City Council Members:

Canek Aguirre Canek.Aguirre@alexandriava.gov

John Chapman john.taylor.chapman@alexandriava.gov

Alyia Gaskins alyia.gaskins@alexandriava.gov

Kirk McPike kirk.mcpike@alexandriava.gov

Sarah Bagley sarah.bagley@alexandriava.gov

Jim Parajon, City Manager, jim.parajon@alexandriava.gov

Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov

Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov



June 15, 2022

Chairman and Members of Planning Commission
City of Alexandria
PlanComm@alexandriava.gov

SENT VIA EMAIL

Re: Docket of June 23, 2022
Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station CDD – 1300 N. Royal Street

Mr. Chairman and Members of Planning Commission:

I represent the ownership of 1199 N Fairfax Street, the office property immediately adjacent to the former Potomac River Generating Station (PRGS) / GenOn site in Old Town North. I am writing in support of Hilco Redevelopment Partners' application for a CDD Concept Plan for the re-development of the PRGS site. I believe it is the single most important and significant re-development site along the Potomac River since The Wharf in DC and National Harbor in Maryland. More locally, re-development of the PRGS property will be critical to the implementation of the lofty goals outlined in the Old Town North Small Area Plan (OTNSAP), including the successful realization of the planned Arts & Cultural District.

As you well know, the days of suburban master plans creating distinct office, residential and retail districts are long gone. Master-planned office parks and isolated residential high-rises which currently exist in Old Town North are relics of car-dependent urban planning of the late 20th century. Fortunately, the OTNSAP envisions a more vibrant, sustainable, mixed-use future. Hilco's re-development plans are well-aligned with the mixed-use goals outlined in the OTNSAP. Your timely approval is an important component in the efficient implementation of these re-development efforts. While other, smaller projects are underway in Old Town North, the re-development of the PRGS site is crucial because it will provide the critical mass required for the entire neighborhood to thrive over the long term.

I have spent a considerable amount of time learning about the development team's plans for the site. The proposed re-development includes all the major elements, and achieves the goals, of the OTNSAP including: affordable housing, ample open space, arts & cultural anchor uses, retail, residential and office uses. Importantly, it will extend the existing street grid and, thereby, integrate seamlessly into the existing neighborhood. Current and future Alexandria residents, businesses and visitors all stand to gain from the resulting walkable design, improved transportation and enhanced access to the Potomac riverfront. It achieves all this in addition to the obvious benefit of remediating a contaminated site which is an eyesore to all Alexandrians.



I urge you to approve the pending application and hope the project is able to move forward without any unnecessary delay. Thank you for considering these points during your deliberations.

Kind Regards,

A handwritten signature in black ink, appearing to be "RJW", written over a horizontal line.

Ryan J. Whitaker
President, Whitaker Investment Corp.
Managing Member, 1199 N Fairfax Owner, LLC

CC: Justin Wilson, Mayor, justin.wilson@alexandriava.gov
Amy Jackson, Vice Mayor, Amy.Jackson@alexandriava.gov
Alexandria City Council Members:
Canek Aguirre Canek.Aguirre@alexandriava.gov
John Chapman john.taylor.chapman@alexandriava.gov
Alyia Gaskins alyia.gaskins@alexandriava.gov
Kirk McPike kirk.mcpike@alexandriava.gov
Sarah Bagley sarah.bagley@alexandriava.gov
Jim Parajon, City Manager, jim.parajon@alexandriava.gov
Karl Moritz, Director of Planning and Zoning, Karl.Moritz@alexandriava.gov
Gloria Sitton, City Clerk, Gloria.Sitton@alexandriava.gov

Gloria Sitton

From: Karl Moritz
Sent: Friday, July 01, 2022 4:28 PM
To: Justin Wilson; Amy Jackson; Kirk McPike; Sarah Bagley; Alyia Gaskins; John Chapman; Canek Aguirre
Cc: Catherine Miliaras; Gloria Sitton; Jim Parajon; Joanna Anderson
Subject: Re: 11-808 Protest of zoning map re: HRP Zoning Map Amendment
Attachments: 11808 PRGS Petitions.pdf

Mayor Wilson and Members of City Council:

At 3 pm today, you received an email from Adam Yalowitz containing a petition opposing the rezoning of the PRGS site docketed for your Tuesday public hearing. As explained in detail below, the petition submitted was not valid; therefore, there will not be a special requirement for the votes on this project for Tuesday's hearing. Additionally, nothing regarding any perceived deficiencies in the applicant's initial application impacted staff's ability to review the application nor the protestor's ability to prepare the protest petition and therefore, we do not believe there is a justification for delay of the project on these grounds.

A valid protest petition would have meant that the City Council would need a supermajority (6 of 7) to pass the rezoning. You may recall that a valid protest petition was submitted for the ParcView case, and that rezoning required a supermajority. Section 11-808 of the Zoning Ordinance requires such petitions to be submitted to the City Clerk by noon on the last business day before the hearing, which was noon today. This petition is not valid because it was submitted at 3 pm. Staff has not determined how many of the submitted signatures would be valid for protest petition purposes, and in his email, Mr. Yalowitz has not asserted that the petition is sufficient to require the supermajority.

I should also note that Mr. Yalowitz and I had an email exchange in early June after he pointed out a map in the original application was incorrect. Staff agreed that it did not accurately show properties within 300 feet of the boundary and the applicant provided a correct map, which we shared with Mr. Yalowitz and the public. Mr. Yalowitz inquired as to whether this error would be justification to remove the application from the docket. I noted for him that the application had not yet been docketed (staff publishes applications ahead of time, on a preliminary docket, for public information) and, more importantly, nothing in the ordinance precludes corrections to applications all the way up to the hearing. The Alexandria Circuit Court made these specific findings in the Final Order in *Rettig v. City Council of Alexandria, Virginia*, Case No. CL14004535.

Note that the protest petition provisions in the zoning ordinance do not require the city or the applicant to provide a map for the protesters to utilize for the petition. We do not believe that the correction of the map had any impact on their ability to prepare a protest petition.


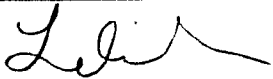


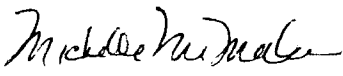



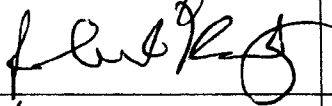
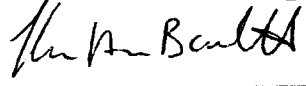
I'm happy to answer any questions you may have about this petition.

Karl

Karl Moritz
Director
Alexandria Department of Planning and Zoning
301 King Street, Alexandria, Virginia 22314
desk: 703-746-3804
mobile: 571-329-3052


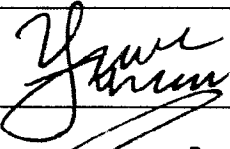
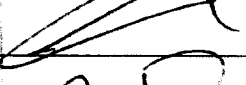
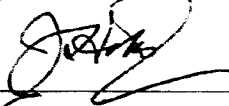

Formal Zoning Protest Petition to City of Alexandria

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#	Name	Address	Signature	Tax Map # (if known)
#3	Allison Wise	719 Besto		
#3	Hesley Dickson	525 Bushford Ln Alexandria, VA 22314		
#04	CAROLINE HEINS	1405 E AUSTIN AVE #4 ALEXANDRIA, VA 22314		
1005	Diane Browne	501 Slaters Lane #1005		
205	Michelle McMahon	501 Slaters Lane #205		
1001	Sally Ann Greer	501 Slaters Ln. #1001		
#05	EARLIE B. WASHINGTON	509 Bushford Ln #5		
513-2	Laurel Phund	513 Bushford Ln #2		
#2	Robert Kelly	515 Bushford Ln #2		
#4	Hanka Bartlett	1315 E. Abigail Dr. #4		

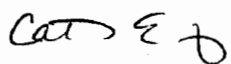
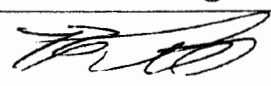

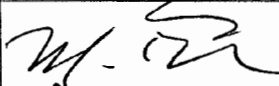
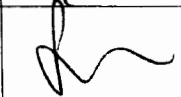
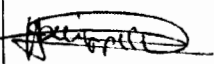
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#	Name	Address	Signature	Tax Map # (if known)
751	Daniel De Andrada	851 Slatters Ln		
501	Yvette Flowers	501 SLATERS LN #519		
501	Charles Hilda	501 SLATERS LN #501		
1019	James Webb	501 SLATERS LN #1019		
211	Emilie Menden	501 Slatters Lane #211		

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#	Name	Address	Signature	Tax Map # (if known)
	Cathleen Embef	316 Third Street		
	Brian Futagaki	404 Berkford Ln		
	Andrea Handscomb	509 Berkford Ln #2		
	Wagham O'Neill	1315 E Abington Dr #3		
	Stephanie Logan	1315 E Abington Dr #6		
	Hazel DE Aliphan	519 Berkford Ln #1		

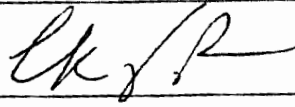
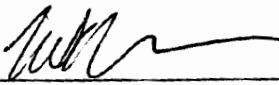
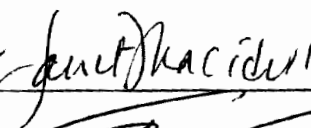
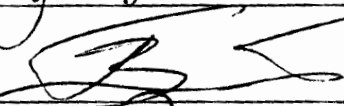
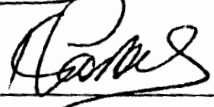
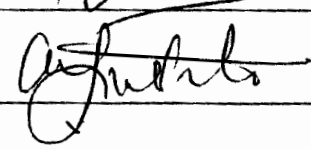
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#	Name	Address	Signature	Tax Map # (if known)
501	Krista Hall	501 Slaters Lane 501 Hwy	Krista Hall	
402	Sally Ann Greer	501 Slaters Lane	Sally Ann Greer	
1001	Sally Ann Greer	501 Slaters Lane	Sally Ann Greer	
301	Jahira Corazza	501 Slaters Lane #301	Jahira Corazza	
1200	PR Linn	" " 1200	PR Linn	
408	Paul D. Jackson	501 Slaters Lane #408	Paul D. Jackson	
220	Cassandra Newell	501 Slaters Lane #220	Cassandra Newell	
813	HANNAH PUA RIVERA (MYERS)	501 Slaters Lane Virg. 22314 #813	Hannah Pua Rivera	

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#	Name	Address	Signature	Tax Map # (if known)
821	821			
521	C. VON BERVING	501 Slaters Lane # 521 Alexandria VA 22314		
211	Michael Mendon	501 Slaters Lane # 211 Alexandria VA 22314		
411	Janet Phacider	501 Slaters Lane # 411 Alexandria VA 22314		
104	Miller	501 Slaters Lane # 104 Alexandria VA 22314		
1216	Paras	501 SLATERS LANE # 1216 ALEXANDRIA VA 22314		
312	AAMR L.	501 SLATERS LN # 312 Alexandria VA 22314		

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#	Name	Address	Signature	Tax Map # (if known)
# 2	Estee G. Rios	1313 E. Abingdon Dr. Alexandria VA 22314	Estee G. Rios	
	Cheryl Wilderrotter	501 22314 Slater	CHERYL WILDERROTTER	
	George G. G. G. G.	501 Slater Lane Apt 422, Alex, VA 22314	George G. G. G.	

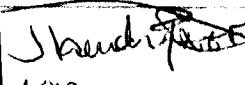
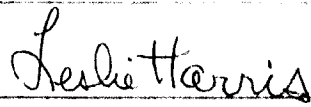

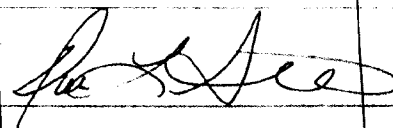
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#	Name	Address	Signature	Tax Map # (if known)
0813	RIVERA HANNAH FUA	Unit 813 hannahleone6@gmail.com		
1123	Leslie Harris	501 Slaters Ln #1123 Alex VA 22314		
200	Cathy Ryan	501 Slaters Ln 202 alex 22314		
401	Doris Stanley	501 Slaters Lane Alex, VA 22314		

~~XXXXXXXXXX~~


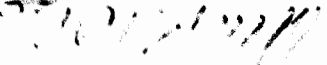
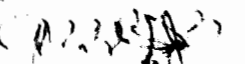
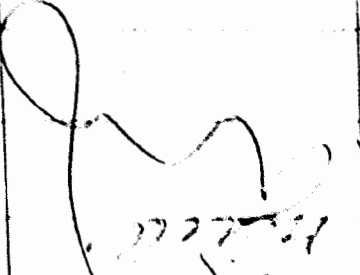
Formal Zoning Protest Petition to City of Alexandria

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#	Name	Address	Signature	Tax Map # (If known)
115	Claire Melnik	501 Slaters Lane Alexandria, VA	Claire Melnik	
615	Kate Sophia Elias	501 Slaters Lane Alexandria, VA	Kate Sophia Elias	
1015	Don Cuthbert	501 Slaters Lane	Don Cuthbert	
17	Rita Applegate	517 Slaters Lane	Rita Applegate	
318	Beverly Tomasi	501 SLATERS LN #318 Alexandria VA	Beverly Tomasi	
804	SOSAN DOHIAK	501 Slaters Ln # 804 Alexandria VA	Sosana Dohiak	

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#	Name	Address	Signature	Tax Map # (if known)
	Stephen D. L.	1915 E. 4th St. #49 Alexandria, VA 22304		
	Robert L. L.	1118 B. Howard St. Alexandria, VA 22304		
	Ch. Frank	1118 B. Howard St. Alexandria, VA 22304		
	Alfred Lee	1118 B. Howard St. Alexandria, VA 22304		

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[illegible]



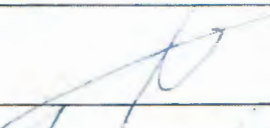
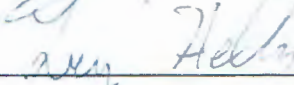

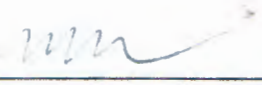

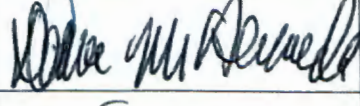
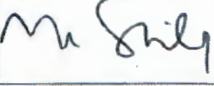
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#	Name	Address	Signature	Tax Map # (if known)
	Melanie Martin	1409 E Abingdon Dr Alexandria, VA 22314	Melanie Martin	
	Lois Bowers	1315 E Abingdon Alexandria, VA 22314	Lois Bowers	
	Regan McLaughlin	1411 E Abingdon Dr Apt 2, Alexandria, VA 22314	Regan McLaughlin	
	Julie Waugh	Marina Towers	Julie Waugh	

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#	Name	Address	Signature	Tax Map # (if known)
	Nirzi Lane	521 Bushford Lane Alexandria, VA 22314		
	Mike Dike	521 Bushford Ln Apt 6 Alexandria, VA 22314		
	Amir Medie	521 Bushford Ln, Apt. 6 Alexandria, VA 22314		
	Lacey Heller	1407 E Abingdon Unit 4 Alexandria, VA 22314		
	Anne-Marie Alderson	1405 E. Abingdon #1 Alex, VA 22314		
	Mike McQuinn	1417 E Abingdon #3 ALEX VA 22314		
	Yonle Dow	1205 N 2nd ALEX VA 22314		
	Dianne Alexander	1417 EAST ABINGDON DRIVE #3 22314		
	Melissa Smiley	1303 E Abingdon Dr #1 Alexandria VA 22314		


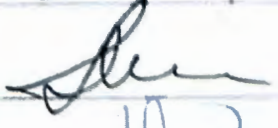
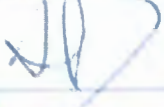


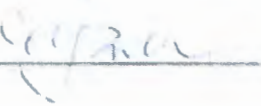
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#	Name	Address	Signature	Tax Map # (if known)
	Margaret McElroy	416 BUSH FOREST UNIT 102 ALEXANDRIA, VA 22314	Margaret McElroy	

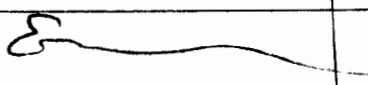
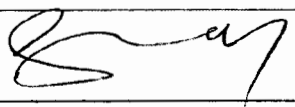
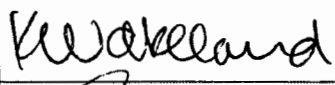
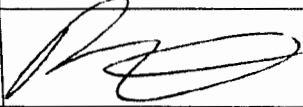
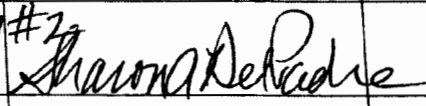
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#	Name	Address	Signature	Tax Map # (If known)
	Frances Kao	501 Slater Lane Alexandria VA 22314		
	Kashrat Holly	501 SLATER LANE ALEXANDRIA VA 22314		
	Mendel Dine	501 SLATER LANE ALEXANDRIA VA 22314		
	Ann Ozik	1401 E Alexandria Ave Alexandria VA 22314		
	Paul Betman	1407 E Alexandria Ave Alexandria VA 22314		
	May Parker	1407 E Alexandria Ave Alexandria VA 22314		

Formal Zoning Protest Petition to City of Alexandria

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#	Name	Address	Signature	Tax Map # (if known)
#2	Emily marquis	521 Bashford Lane Alexandria VA 22314		
#4	George	519 Bashford Ln Alex, VA 22314		
#6		525 Bashford Ln Alex VA 22314		
#15	Kelly Wakeland	525 Bashford Ln. Alexandria, VA 22314		
807	Deborah Dobson	501 Slaters Ln Alexandria, 22314		
2	Sharon Del Padu	525 Bashford Ln #2 Alexandria, VA		

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[illegible]

Annual Zoning Protest Petition to City of Alexandria

This is a Annual zoning protest to the City of Alexandria, pursuant to section 9.14 of the Charter of the City of Alexandria and Section 11.808 of the Zoning Ordinance of the City of Alexandria. The undersigned are property owners of real property located within 300 feet of the property proposed to be rezoned. The undersigned protest the proposed zoning map amendment for the Potomac River Generating Station (Rezoning #2022-00003) to be heard by the City Council on July 8, 2022. The zoning map amendment proposes to change the zoning from U1 / Utilities and Transportation to C1D1 (C1D1 #40) at property located at 1300 N. Royal St., Alexandria, VA 22314. Tax Map Block Lot 045.01 01 05 and Portion of 045.01 01 06 and 045.01 01 07.

Name	Address	Signature	Tax Map # (If known)
Michael J. [Signature]	225 [Signature] # [Signature]	[Signature]	

[illegible]

Formal Zoning Protest Petition to City of Alexandria

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#	Name	Address	Signature	Tax Map # (if known)
	Brittany Brassart	1730 W. Arlington Dr. Alexandria, VA 22314	Brittany Brassart	N/A

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#	Name	Address	Signature	Tax Map # (if known)
	Rebecca E. Eyster	501 Statens Lane # 815 Alexandria, VA 22314	Rebecca Eyster	

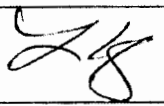
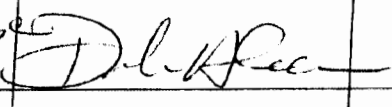
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[illegible]



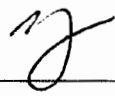
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#	Name	Address	Signature	Tax Map # (if known)
	LESLIE KING	501 SLATER LANE #1407		
	Debra Alexander	501 Slater Lane #1401		


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#	Name	Address	Signature	Tax Map # (if known)
	Jason Schuchert	1109 N. Pitt St,		
	Gina Puatts	521 Bedford Lane, Unit 5		
	Zach Snyder	521 Bedford Lane, Unit 5		

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#	Name	Address	Signature	Tax Map # (if known)
	Barry Shapiro	405 Slaters Lane #905 Alexandria VA 22314		

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#	Name	Address	Signature	Tax Map # (if known)
719	Ava Tucker	501 Slakers Lane Alex. VA 22314	<i>Ava Tucker</i>	

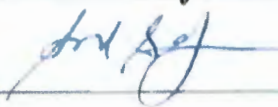
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#	Name	Address	Signature	Tax Map # (If known)
	Nicholas M...	...	Nicholas M...	

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#	Name	Address	Signature	Tax Map # (If known)
	Emily Plant	501 SLATERS LN.	Emily Plant	
	SOL SAARAN	501 SLATERS LN		
	Judy Wolf	501 SLATERS LN	Judy Heum	
	Nisma Baig	501 slaters LN	Nisma Baig	
	Phil Carluzzo	501 Slaters LN	Phil Carluzzo	


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#	Name	Address	Signature	Tax Map # (if known)
	John Doe 107 E. 12th St. W.		<i>[Signature]</i> (200)	

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#	Name	Address	Signature	Tax Map # (if known)
	ANTHONY ZACCARO	1317 E ABINGDON DRIVE #4		


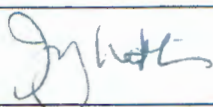
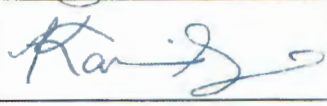
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#	Name	Address	Signature	Tax Map # (if known)
	Jennifer Norris	1413 E. Abingdon Dr. #1 Alexandria 22314	J. Norris	

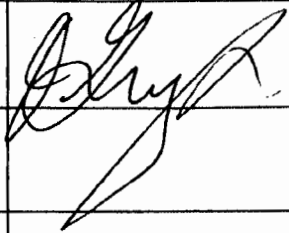
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#	Name	Address	Signature	Tax Map # (if known)
529	Cate McGillivray	529 Bashford Ln Unit 3		
	Joy Watkins	501 Slaters Lane #1405 Alex VA 22314		
	Karen Garvin	1317 E Abingdon AKA VA		

Formal Zoning Protest Petition to City of Alexandria

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#	Name	Address	Signature	Tax Map # (if known)
	Dave Guszich	501 SLATERS LANE #1110		

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#	Name	Address	Signature	Tax Map # (If known)
	Nathan Sydney	1417 E Abingdon Dr #2	Nathan Sydney	

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[illegible]

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[illegible]

Agnès Artemel
120 Madison Place
Alexandria VA 22314

July 3, 2022

I am writing in support of docket item #9, Potomac River Generating Station CDD 1300 N. Royal Street.

In particular, I support extending the Old Town North Arts and Cultural District into the site and the CDD application.

I have lived in Old Town North since 1996, when the neighborhood was still hosting many remnants of its industrial and commercial past. My house is on the site of the Norton Rendering Plant. Since then, the neighborhood has experienced much change, almost all of it positive, and is poised to become one of the city's most popular areas to live and hopefully work. The power plant site is one of the last remaining artifacts of the past and holds the potential to provide a well-planned mixed-use extension to the neighborhood.

The Arts and Cultural District is the hallmark of the Old Town North Small Area Plan which was developed with the devoted and long-term participation of a large work group, several city staff members, and a member of the Planning Commission. Residents and business owners attended numerous community meetings and a week-long charrette. After two years of working hand-in-hand to define planning principles for the neighborhood, the community agreed to a plan that was able to be approved by City Council with the support of those most affected.

Extending the Arts and Cultural District into the PRGS site makes sense, not because of the availability of density bonuses, but because it signals the importance of the arts to the neighborhood and the site. The Walk planned by the Old Town North Alliance linking the Torpedo Factory to proposed Block A will help define a new destination for the arts and Block A will bring a new tourist attraction to the city.

The CDD proposal is sound and takes into account the difficulty of developing this particular site as well as maximizing its advantages. In particular, I like:

- The orientation of roads between blocks toward the Potomac River to provide enhanced views of the water, something which is missing in many parts of Old Town
- The configuring of open spaces on the site to provide a spectrum of uses, from passive to active
- Improved connections to the neighborhood to the north and the south, as well as to the Mt. Vernon Trail
- Attention to improving the neighborhood's traffic patterns through increasing availability of bus transportation to Potomac Yard Metro, improvements to intersections with the GW Parkway, creation of bikeways and pedestrian paths, and the famous vehicle-restricted Woonerf.
- The site development proposal meets or exceeds all known City requirements, policies, and wish lists in affordable housing, sustainability, and other important matters.

I look forward to a variety of arts uses, including performing arts spaces and galleries; to active open space and event programming; to a series of "innovation" uses; and to new retail and restaurant spaces.

HRP seems the ideal partner to the City and the neighborhood. They have proven capability with brownfield sites, the financial capacity to make demolition, remediation, and redevelopment happen; and the demonstrated willingness to engage the neighborhood in conversations about the site's development. I have been assured that Hilco will continue its community engagement throughout the many more approvals to come for this important site.

I would urge the City Council to approve the current applications now, so that HRP can proceed with the preparation and submittal of its infrastructure plan and eventually the individual DSUPs that will bring new buildings to the site.

Sincerely yours,

Agnes Artemel

Katherine Auth Bingler

501 Slaters Lane, #705

Alexandria, VA

July 5, 2022

RE: In support of PRGS CDD, with delay, to allow further UDAC review, and discussion, of the proposed PRGS Design Guidelines

Mr. Mayor, Honorable Councilmen and Councilwomen,

My name is Katherine Auth Bingler and I am a 21 year resident of Old Town North and a property owner at Marina Towers.

I have attended all of the virtual and in-person meetings which have detailed Hilco's, the City Planning Commission and the Old Town North Community's vision for the PRGS site since HRP acquired the site one and one-half years ago. I am also a member (not the Chair) of the City's Urban Design Advisory Commission (UDAC) for Old Town North and expect that UDAC will be involved for some years in the approval process in many construction phases at this site. I have been favorably impressed by Hilco's team and its ability to commit human and financial resources that will transform this location and our neighborhood.

But, UDAC has had little time to review, much less discuss as a group, the PRGS Design Excellence Guidelines which are a part of this CDD submission. UDAC received the initial draft on May 10, 2022, one day before our May meeting. We have not had a follow-up public meeting to discuss the Guidelines and ask questions of Staff. And, there has not been the "robust engagement process with the Community" that preceded the adoption of the Old Town North Small Area Plan and Design Guidelines in 2017. UDAC is composed of practicing architects, corporate real estate professionals and long-term community leaders. One member recently oversaw the master plan design for Landmark Mall. Expertise and input from these Commission members would be very valuable in providing the best possible guidance for future development.

Construction on this site will be a permanent addition to the built environment, lasting 50 years and more. I respectfully request that you delay approval for this Master Plan Amendment, which includes these new PRGS Guidelines, pending further review by UDAC and the Old Town North Community.

Thank you for your time and commitment to our City.

Sincerely,

Katherine Bingler

Mr. Mayor and Members of Council,

I want to focus my comments on how this project affects our City's declared commitment to reduce carbon emissions by 50% city-wide by 2030. If you approve this CDD in its present form, we are going backwards on that goal. The only way to achieve the goal is to make projects like the PRGS development carbon neutral by 2030.

This developer has made clear that they will not commit to buildings with an Energy Use Intensity (EUI) number lower than 45 kBtus/sf/yr. That EUI number will likely be the minimum code requirement by the time these buildings are actually constructed. Today developers in other progressive cities around the country –cities as close as Rockville—are delivering projects of this scale with EUI numbers in the teens and low twenties – producing less than half the carbon emissions this developer has committed to. Just last week Chicago announced it was incorporating these levels of efficiency into its basic building code.

The developer says they will “strive” to do better than this. The Planning Commission accepted that and recommended approval of the CDD, with several members justifying doing so by stating that they hoped or wished the developer will step up and give us greater energy efficiency. In my view that is no way to run a city. Alexandria is giving this developer incredibly valuable zoning density increases, and we should get something significant and measurable in return, not aspirations.

The developer has stated that anything better than 45 EUI is difficult and expensive for them. They state that 45 EUI building efficiency is good enough, because the site can achieve carbon neutrality via renewable energy credits (RECs) and power purchase agreements (PPA's). This is a fig leaf. Unless they plan to pay for these RECs and PPA's for the life of the buildings, then that cost is simply transferred to the owners and tenants. Why would we saddle our City with those costs when we can build a site that uses half that amount of energy?

If you choose to approve the PRGS CDD in its present form you need to be perfectly straight with the citizens of Alexandria that you are giving this developer a pass on reaching the City's goal of a carbon neutral PRGS site by 2030.

I urge you to defer this decision until we get meaningful and quantifiable energy commitments in return for the significant added density we are allowing on this site.

POTOMAC RIVER GENERATING STATION

CITY COUNCIL HEARING

JULY 5, 2022



 **Hilco**TM
Redevelopment Partners

 **WIRE GILL**

Gensler

OJB

BURO HAPPOLD

**Thornton
Tomasetti**

 **christopher
consultants**

**CLARK
CONSTRUCTION**

GOROVE SLADE
Transportation Planners and Engineers

 **SUSTAINABLE
BUILDING PARTNERS**

 **WALKER
CONSULTANTS**

 **Michael Glavin & Associates**
Interior and Building Consulting

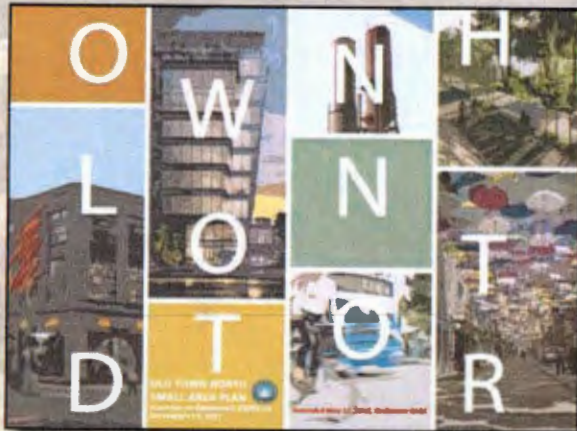
 **LERCH BATES**

For over sixty years, this former coal fired power plant operated in Old Town Alexandria.

It emitted approximately 3.15 million metric tons of CO₂ annually and approximately 200 million metric tons of CO₂ over the course of its operation.

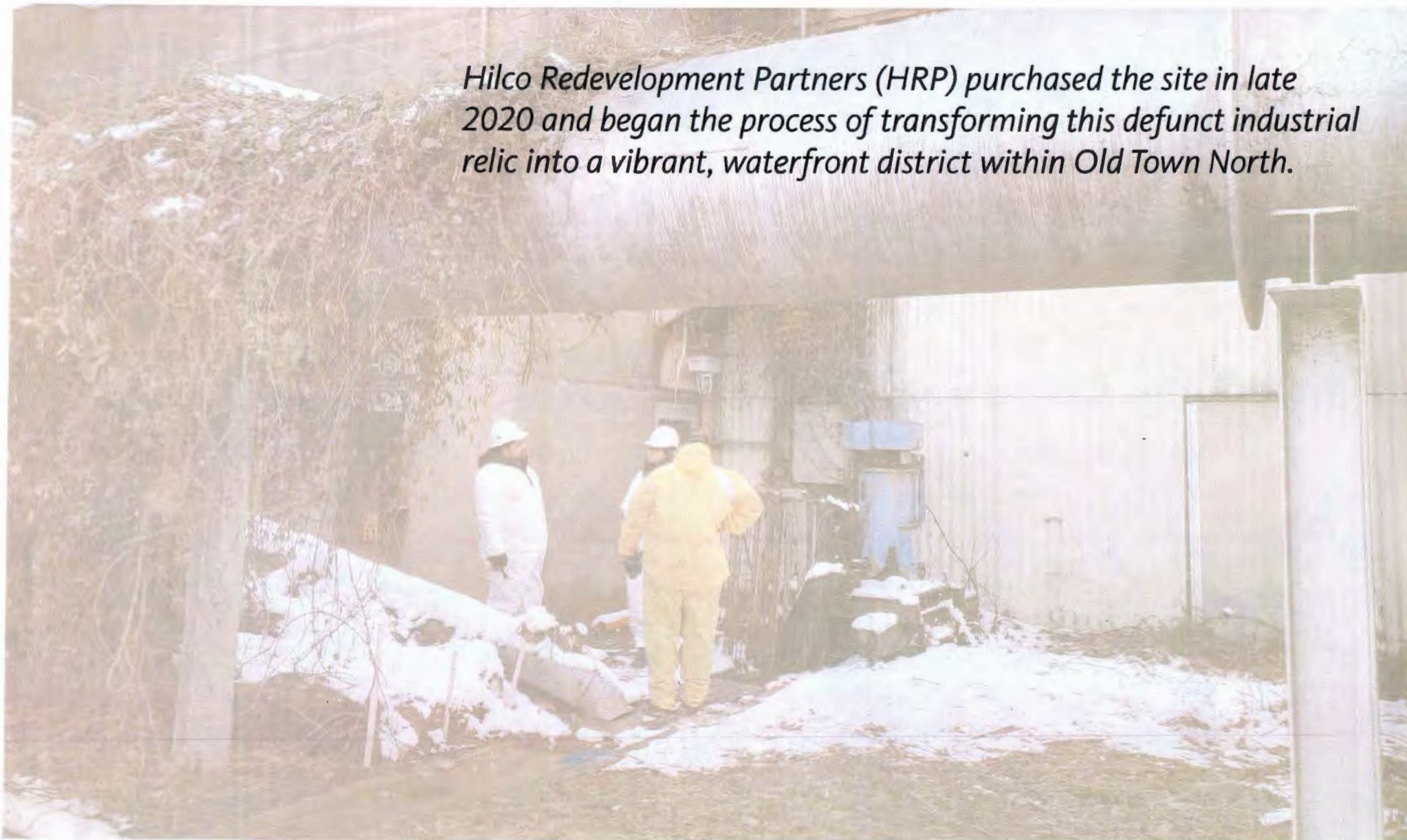
3,150, mTCO₂ annually
200,000,000 mTCO₂ lifetime


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**

A COMPREHENSIVE SITE VISION

**1 INTEGRATE THE SITE INTO
OLD TOWN NORTH**
Create a vibrant, use, people centric environment
thoughtfully connected to OTN

**2 CONNECT PEOPLE
TO THE WATERFRONT**
Expand equitable access to
Alexandria's waterfront

**3 PROVIDE MEANINGFUL &
VARIED OPEN SPACE**
Create places for a variety of activities
seamlessly connected to neighboring parks

COMMUNITY ENGAGEMENT

A ROBUST COMMUNITY ENGAGEMENT PROCESS

16+ Months of Community Engagement

45+ Engagement Events

11 Community Meetings

- Introductions
- Overview of OTNSAP
- 3 Site Tour Weekends (@1000 people)
- Site Concepts, Opportunities & Urban Design
- Open Space Planning
- Land Use, Building Heights & Affordable Housing
- Environmental & Sustainability
- Transportation
- Wrap Up Meeting

11 National Park Service Meetings

20 + Meetings with Civic Organizations, HOAs & City Agencies, including:

- North Old Town Independent Citizens' Association (NOTICe)
- Old Town North Community Partnership
- Marina Towers Board
- Harbor Terrace
- Watergate Townhouses Board
- Alexandria House
- Urban Design Advisory Committee
- Housing Affordability Advisory Committee (AHAAC)
- Transportation Commission
- Environmental Policy Commission
- Parks and Recreation Commission
- Waterfront Commission



Artist's impression of future potential development and surrounding areas.
Any changes to vegetation on adjacent property shown for reference only.

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** COMMUNITY BENEFITS



Environmental Remediation

Abatement & deconstruction of power plant

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

\$60 Million



Economic Benefit

+/- 1,100 construction-related jobs

+/- 2,000 permanent jobs

+/- \$35 M net taxes during development

\$12 -15 M net annual taxes at completion

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



Affordable Housing & Subsidized Arts Uses

Affordable Housing:

- **\$8-11M** monetary contribution
- **+/- 60 units** through bonus density
- **+/- 100 units** through P3

Arts:

- **+/- 15,000 SF** subsidized arts space through bonus density

\$48-111 Million/ \$16 Million



** Early estimates of costs and values in 2021/2022 figures*

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** COMMUNITY BENEFITS


 **Open Space & Activation**

14.2 acres of publicly accessible open space created or improved

- Improved cyclist and pedestrian connectivity
- Active & passive open spaces
- Potential **waterside dining** at pump house

\$30-\$35 Million




 **Environmental Sustainability**

Aggressive carbon reduction targets

- 25% Energy savings**
- 10% Embodied carbon reduction**
- 3% On site renewable Electrification**

Comprehensive sustainability approach:
reduced energy usage, renewable energy, storm water management, & decreased reliance on vehicles

\$65 Million



 **Transportation & Connectivity**

Reconnection to Old Town North
road network

Bike infrastructure connected to Mt. Vernon Trail

Woonerf provides pedestrian & cyclist priority.

Below-grade parking garage

\$177 Million



** Early estimates of costs and values in 2021/2022 figures*

DEVELOPMENT REVIEW PROCESS

THE **FIRST STEP** IN A MULTI-STEP PROCESS

CDD

Coordinated Development District



MASTER PLANNING & ZONING

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

Outlines community benefit framework;
Carbon Neutrality Analysis

DSP

Development Site Plan



SITE & INFRASTRUCTURE

- Streetscape, roadways and sidewalks
- Utility routing and approach

Defines public infrastructure;
Coordinated Sustainability Strategy

DSUPs

Development Special Use Permits



BUILDING FORM & ARCHITECTURE

- Building massing and use
- Architectural definition and character
- Detailed open space associated with blocks

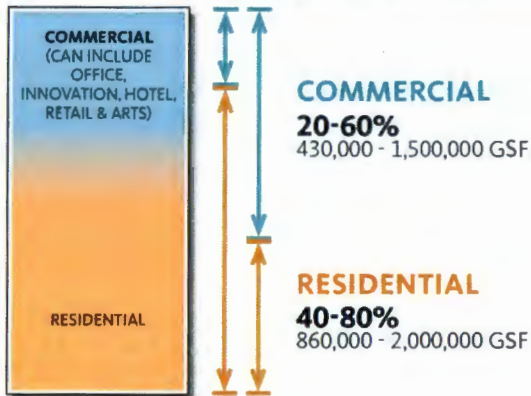
Building sustainability features

LAND USE & HEIGHT

A FLEXIBLE AND RESPONSIVE LAND USE APPROACH

- A mix of commercial and residential uses is proposed on site. Commercial uses may include office, arts, innovation, hotel & retail.
- A modest increase in height over the OTN SAP is proposed to offset on-site easements and increase publicly accessible open space.

FLEXIBLE DISTRIBUTION OF USES ACROSS SITE



*USES WILL BE MIXED ACROSS THE SITE.

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

	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	BLOCK F	PUMP HOUSE
	65,000 GSF	415,000 GSF	635,000 GSF	325,000 GSF	580,000 GSF	470,000 GSF	10,000 GSF
Commercial*	✓	✓	✓	✓	✓	✓	✓
Office	✓	✓	✓	✓	✓	✓	✓
Arts/Innovation	✓	✓	✓	✓	✓	✓	✓
Hotel		✓	✓	✓	✓	✓	
Retail	✓	✓	✓	✓	✓	✓	✓
Residential	✓	✓	✓	✓	✓	✓	



AFFORDABLE HOUSING

A **COMPREHENSIVE, THREE-PART STRATEGY** FOR DELIVERING AFFORDABLE HOUSING

1. **\$8 - \$11 Million** in voluntary affordable housing contribution

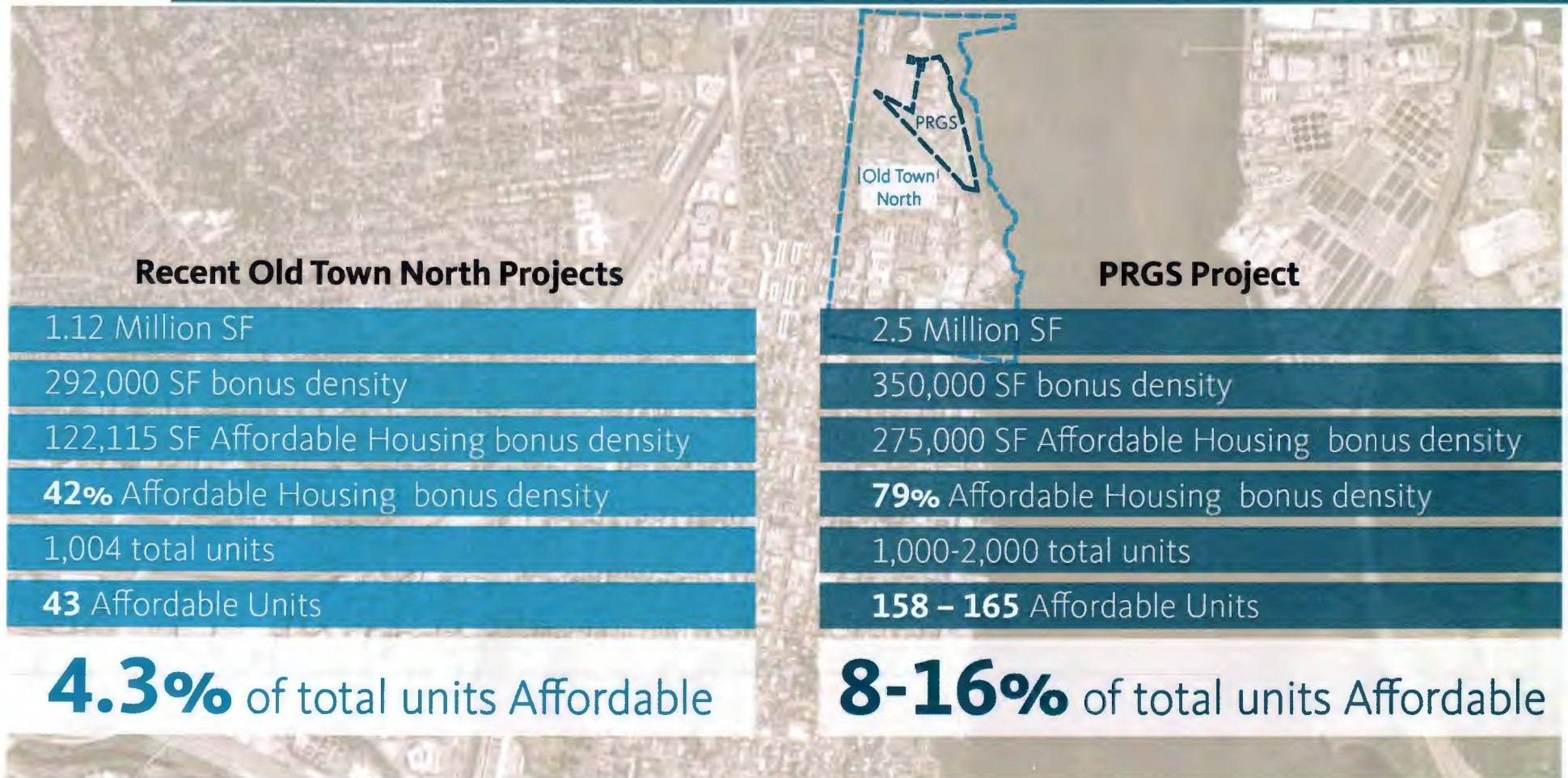
2. **175,000 SF** of bonus density used to create approximately **58-65 on-site units at 60% AMI**
(Estimated cost of affordable units: \$40 million)

3. **100,000 SF** of bonus density used by potential **Public-Private Partnership** leveraging voluntary contribution with tax credits and/or City funds



AFFORDABLE HOUSING

PRGS PROJECT **WILL EXCEED** OTHER RECENT AFFORDABLE HOUSING COMMITMENTS



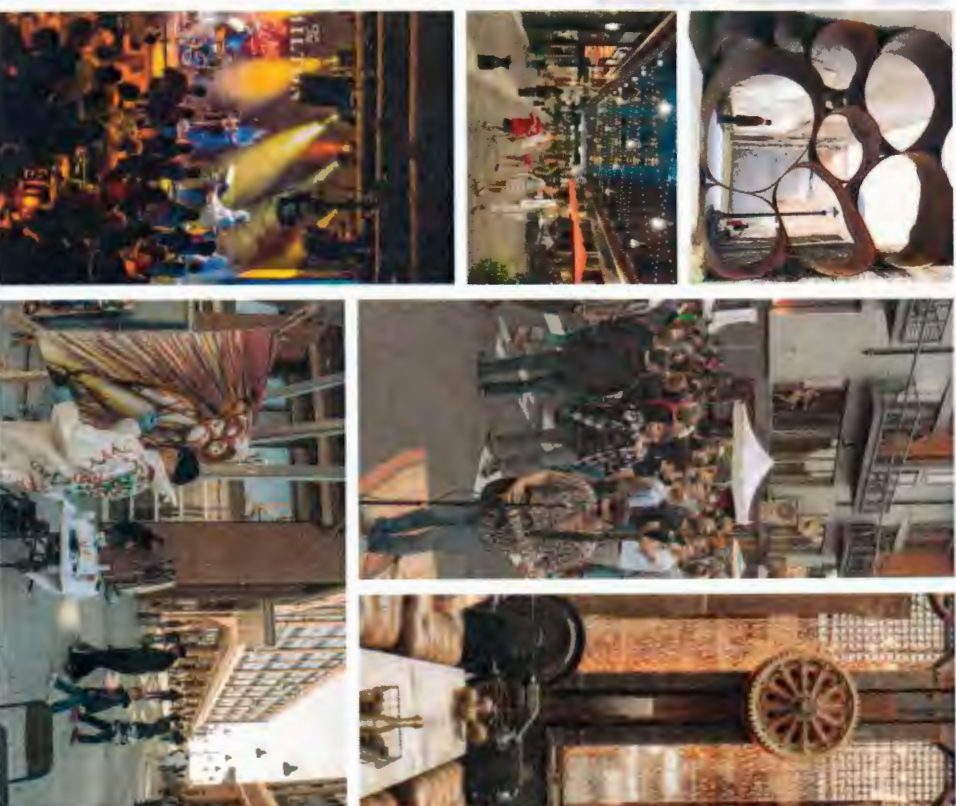
ARTS AND CULTURE

THE EXISTING **ARTS AND CULTURE DISTRICT** WILL BE **EXTENDED** INTO THE SITE

The Old Town North Arts District will be extended into the PRGS site.

This will include planning for arts uses and potentially re-purposing existing site elements for new, creative uses.

75,000 SF of the 350,000 SF Bonus density is being used to enable **15,000 SF of subsidized arts and cultural space** throughout the CDD.



A VIBRANT & FRIENDLY COMMUNITY

EXTENDING THE OLD TOWN NORTH COMMUNITY + **CONNECTING** TO THE WATER



THE RIGHT
MIX AND
AMOUNT
OF RETAIL

WATERFRONT CONNECTIONS

VIBRANT AND
WELL-PLANNED
STREET ACTIVITY

INTEGRATED
RECREATIONAL SPACES

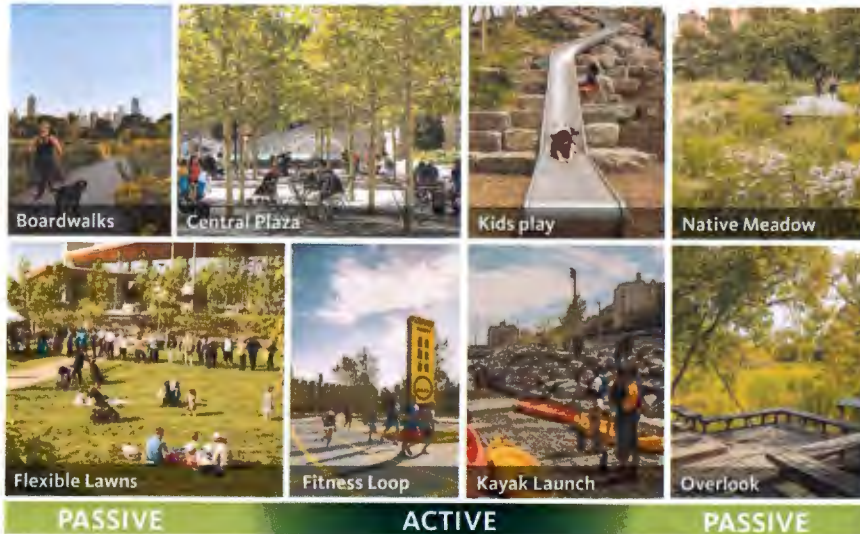
INTEGRATED OPEN SPACE NETWORK

PRGS & Adjacent Properties

Total Open Space
Required within
PRGS Property by OTN SAP
3.0 acres

Total Open Space
Provided within
PRGS Property
5.77 acres

Total Open Space within PRGS Property + Abutters:
14.2 acres



SUBSTANTIAL NEW OPEN SPACE NETWORK **EXCEEDS** OTN SAP

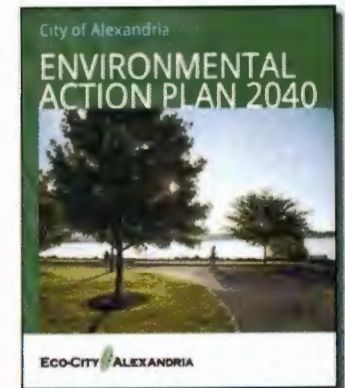


SUSTAINABILITY AND LEED FRAMEWORKS

SUSTAINABILITY FRAMEWORK

Existing sustainability guidance for development on the PRGS site includes:

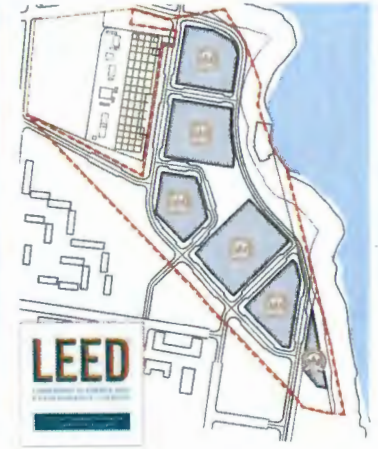
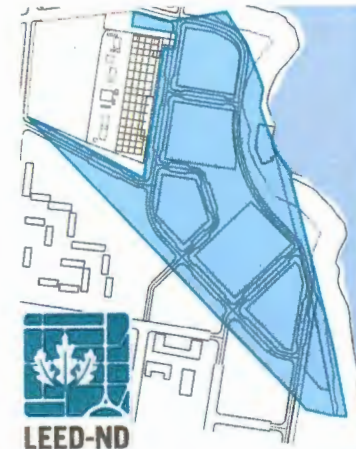
- o Old Town North Small Area Plan (2017)
- o City of Alexandria Green Building Policy (2019)
- o City of Alexandria Environmental Action Plan 2040 (2019)



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.



SUSTAINABILITY APPROACH

SIX CATEGORIES OF SUSTAINABILITY CONSIDERATIONS



SITE

- OPEN SPACE
- STORM WATER
- HABITAT & ECOSYSTEM
- SHADING



WATER

- POTABLE REDUCTION
- REUSE OPPORTUNITIES
- PROCESS WATER
- APPLIANCES



RESILIENCY

- INFRASTRUCTURE
- ESSENTIAL SYSTEMS
- ADAPTABLE BUILDINGS



WASTE

- RECYCLING
- WASTE MANAGEMENT
- INFRASTRUCTURE
- OPERATION



HEALTH & WELLNESS

- MATERIALS
- INDOOR AIR QUALITIES
- COMFORT
- FACILITIES



CARBON REDUCTION

- VOLUNTARY CARBON NEUTRALITY ANALYSIS
- TRANSPORTATION AND TRANSIT IMPROVEMENTS



25% Energy Use Reduction

- Baseline LEED v4 / ASHRAE 90.1-2010
- Double the ALX Green Building Policy targets of 14% residential and 11% commercial



10% reduced Embodied Carbon target



3% of onsite energy use will come from Onsite Renewable Energy



Electrification minimizes onsite combustion



Transportation and transit improvements

ENERGY REDUCTION TARGETS

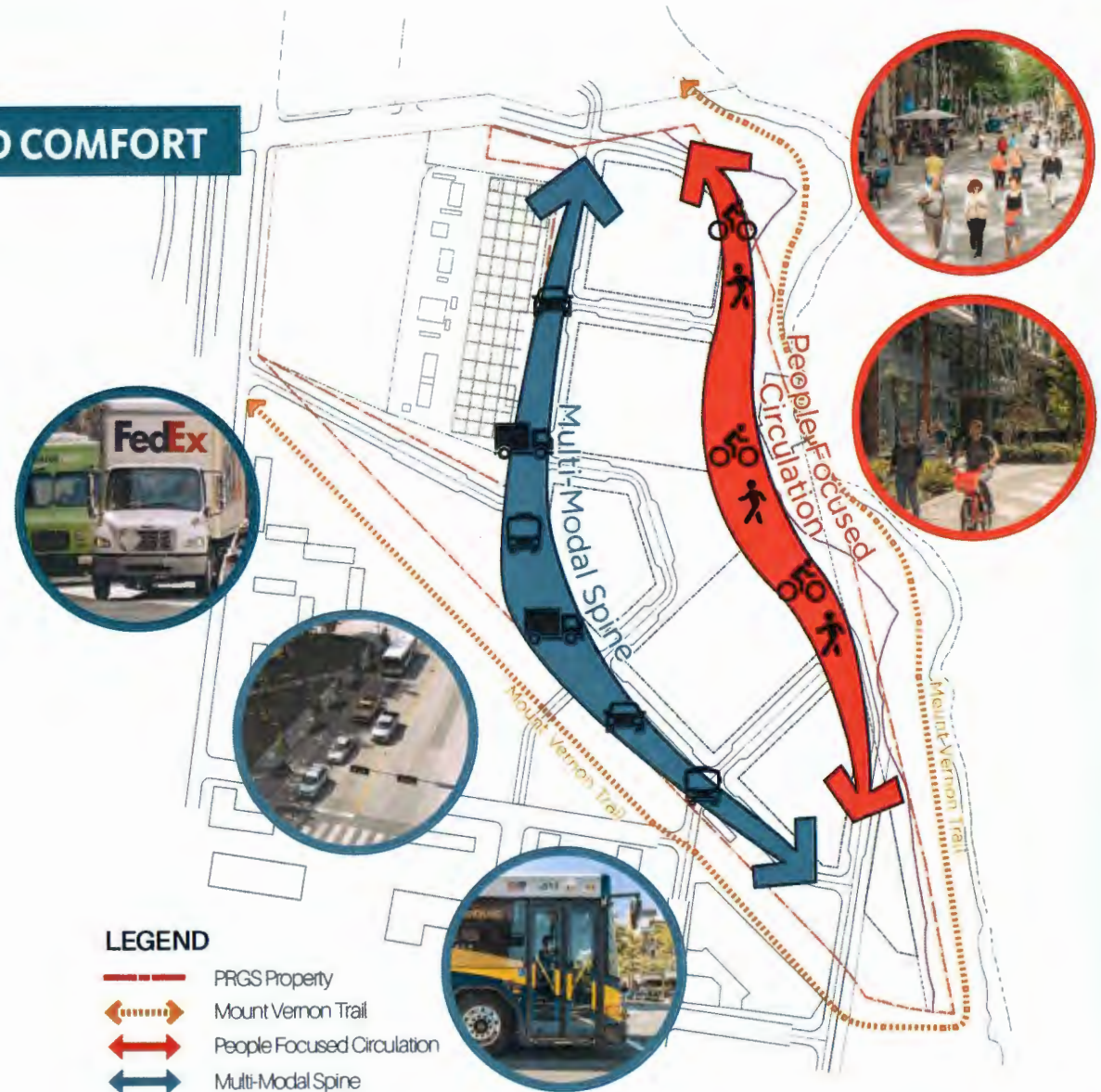
	RESIDENTIAL	COMMERCIAL
Typical LEED BD+C Silver Building	12%	9%
Typical LEED ND Silver Site	5%	2%
Alexandria Green Building Policy	14%	11%
POTOMAC RIVER GENERATING STATION	25%	25%

* Percentages measured BETTER than ASHRAE 90.1-2010

OVERVIEW

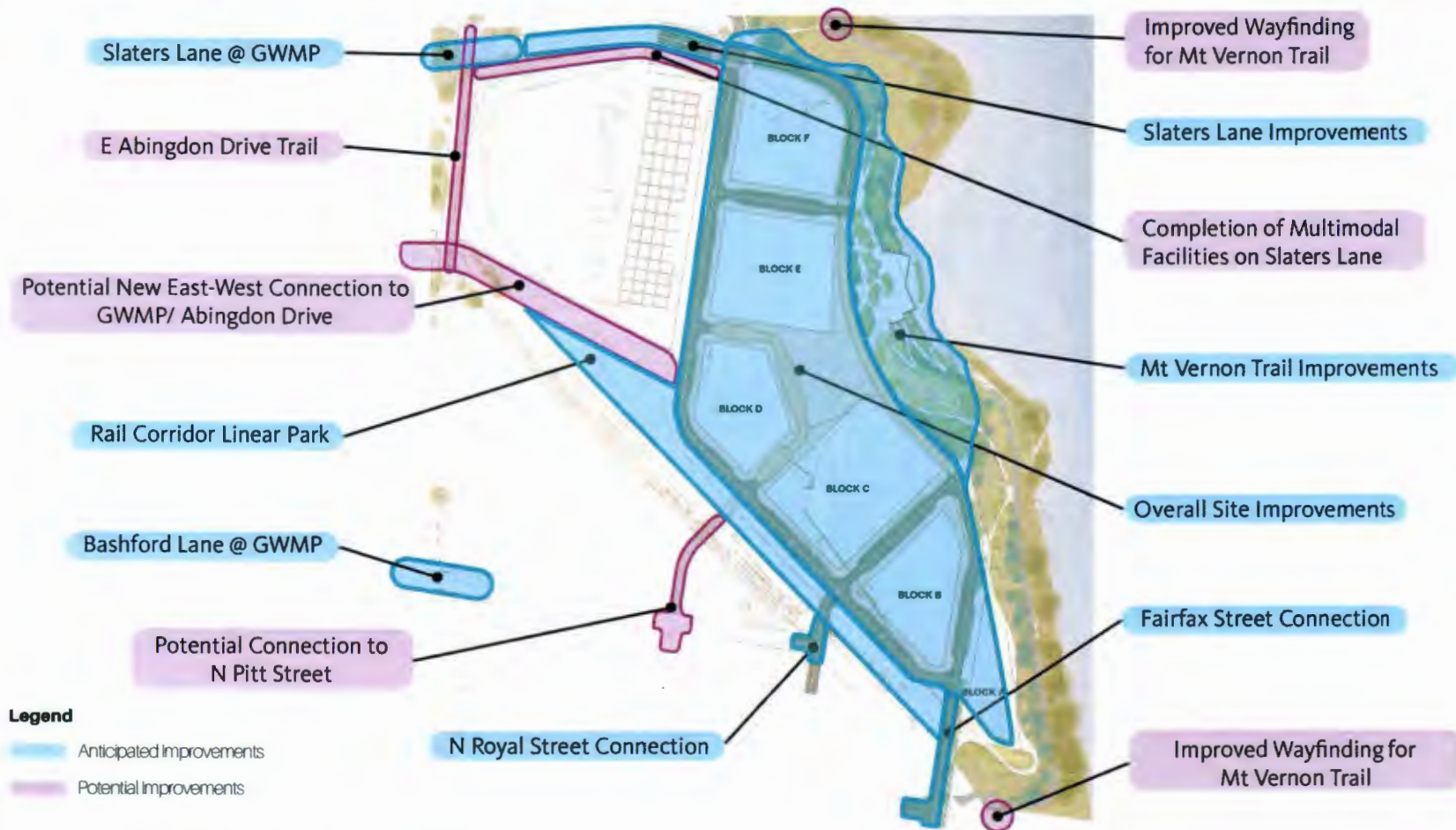
SEPARATING FLOWS FOR SAFETY AND COMFORT

- 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
- Provision of DASH transit route and facilities (2 bus stops in either direction) through the site and continued coordination with City and DASH to improve frequency of planned service.



TRANSPORTATION IMPROVEMENTS

ON-SITE AND OFF-SITE IMPROVEMENTS TO SUPPORT MOVEMENT IN AND THROUGH SITE



COMPREHENSIVE TRANSFORMATION OF PRGS SITE

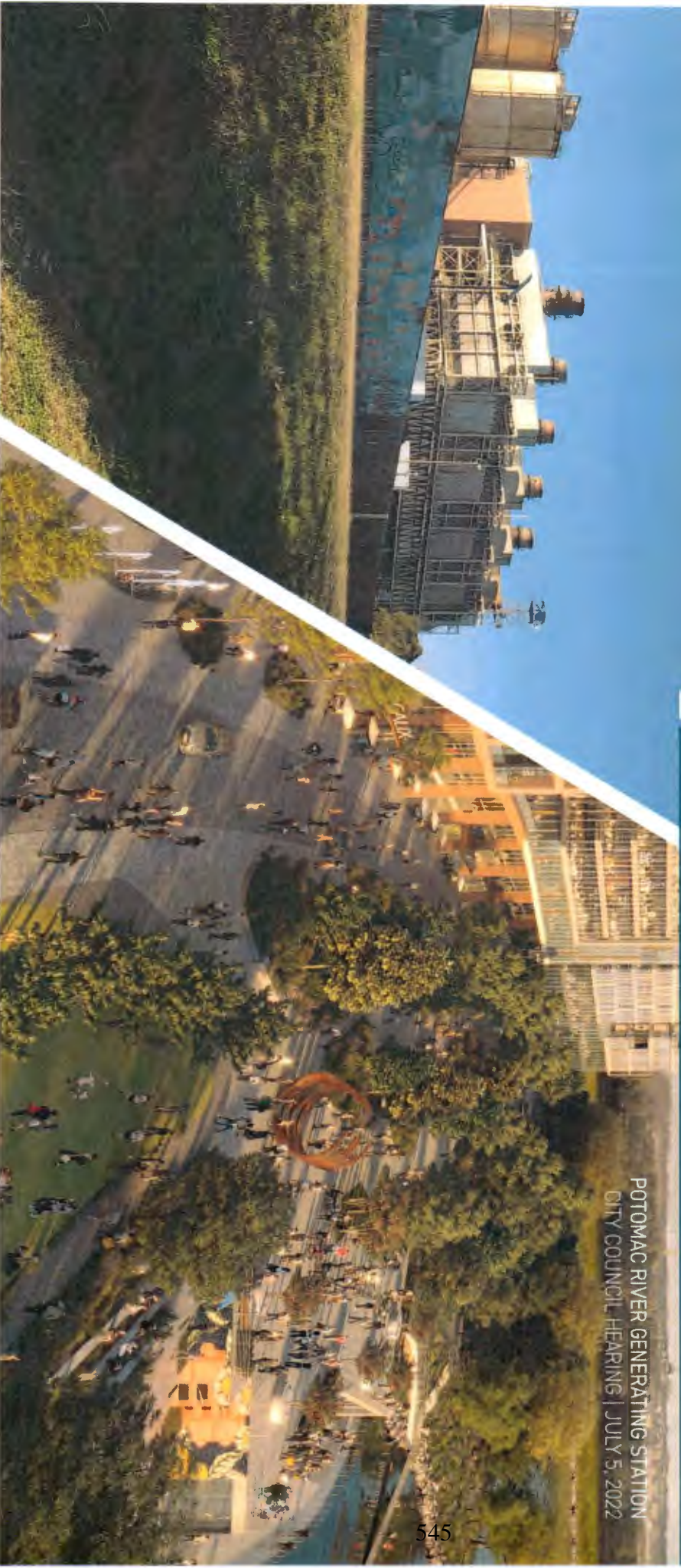
TRANSFORMING A BLIGHTED SITE...
TO GO ABOVE & BEYOND POLICY REQUIREMENTS ON:



THANK YOU!

POTOMAC RIVER GENERATING STATION
CITY COUNCIL HEARING | JULY 5, 2022

545



APPENDIX

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 Rodent Control Plan will be established and include regular site inspections.
 - o Noise and Vibration Control Plans will include on-site monitoring.
 - o Dust Monitoring Plan will be established.
 - o Worker Parking Plan will be established.
 - o Existing Conditions Survey for immediately adjacent abutting properties.



VRP AREAS OF INTEREST

- Known Petroleum Release Area (**light green**)
- Former Chemical Storage and Use Areas (**blue**)
- Former Power Plant Buildings (**orange**)
- Drain Lines and Outfalls (**yellow**)
- Former Coal and Ash Storage Areas (**dark green**)
- Transformers and Electrical Equipment (**red**)
- Rail Yard (**brown**)



VRP NEXT STEPS

- Results from the Fall 2021 sampling were documented in a Preliminary Site Characterization Report, which was submitted to 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



COMMUNITY ENGAGEMENT + OUTREACH

- February 11 – Community Meeting #1
- April 28 – National Park Service Kickoff Meeting
- April 29 – Community Meeting #2
- June 4 & 5 – Public Site Tours/ Community Meeting #3
- June 29 – National Park Service Meeting
- July 30 – CDD-1 Submission
- September 9 – National Park Service Meeting
- September 29 – Community Meeting #4
- September 30 – Taste of Old Town/ NOTICe Tours
- October 21 – National Park Service Meeting
- October 29 – Marina Towers Property Visit
- November 08 – NOTICe Meeting
- November 08 – Affordable Housing Kickoff Meeting
- November 10 – National Park Service Meeting
- November 13 – Community Site Tour/ Community Meeting #5
- November 15 – Marina Towers Board Meeting

- November 18 – National Park Service Meeting
- November 29 – Community Meeting #6
- December 8 – CDD-2 Submission
- January 13 – National Park Service Meeting
- January 20 – Parks & Recreation Meeting
- January 27 – Community Meeting #7
- February 1 – Planning Commission Work Session
- February 17 - National Park Service Meeting
- February 22 – City Council Work Session
- February 24 – Community Meeting #8
- February 28 – CDD Completeness Submission
- March 9 – UDAC Meeting
- March 14 – NOTICe Meeting
- March 15 – Old Town North Alliance Board
- March 16 - Transportation Commission Meeting
- March 17 - National Park Service Meeting
- March 21– Old Town North Community Partnership Meeting
- March 23 - Alexandria House Board Meeting

- March 29– Marina Towers Resident Meeting
- March 31– Community Meeting #9
- April 4 - Watergate Townhouses Board Meeting
- April 7 - Second CDD Completeness Submission
- April 18 – EPC (Environmental Policy Commission)
- April 19 - Waterfront Commission
- April 21 - National Park Service Meeting
- May 11– UDAC Meeting
- May 11– AHAAC (Alexandria Housing Affordability Advisory Commission)
- May 12 – Community Meeting #10
- May 19 - National Park Service Meeting
- June 10 & 11 - Site Tours
- June 20 - Harbor Terrace Meeting
- June 23 & July 5 – Planning Commission and City Council Public Hearings *

Key

* Future Engagements (in italics)

CDD Submissions (in blue)

Engagements in the next month

SCHEDULE & PROCESS

STEPS FORWARD

PAST MEETING TOPICS

- INTRODUCTIONS
- OVERVIEW OF OTNSAP
- SITE TOURS
- SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN
- SITE TOURS
- OPEN SPACE PLANNING
- LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING
- ENVIRONMENTAL & SUSTAINABILITY
- TRANSPORTATION

COMMUNITY MEETING #1
INTRODUCTIONS
FEBRUARY 11, 2021

COMMUNITY MEETING #2
OVERVIEW OF OTNSAP
APRIL 29, 2021

COMMUNITY MEETING #3
SITE TOURS
JUNE 4-5, 2021

COMMUNITY MEETING #4
SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN
SEPTEMBER 29, 2021

COMMUNITY MEETING #5
SITE TOURS
NOVEMBER 13, 2021

COMMUNITY MEETING #6
OPEN SPACE PLANNING
NOVEMBER 29, 2021

COMMUNITY MEETING #7
LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING | JANUARY 27

COMMUNITY MEETING #8
ENVIRONMENTAL & SUSTAINABILITY
FEBRUARY 24, 2022

COMMUNITY MEETING #9
TRANSPORTATION
MARCH 31, 2022

COMMUNITY MEETING #10
CDD WRAP-UP MEETING
MAY 12, 2022

SITE TOURS
JUNE 10 & 11, 2022

- PRE-FILING COORDINATION WITH CITY STAFF
- STUDY IDENTIFICATION
- SITE AND UTILITY SURVEYS
- VRP ENROLLMENT

FIRST SUBMISSION
JULY 30, 2022

SITE CHARACTERIZATION WORKPLAN TO VDEQ
SEPTEMBER 2022

SITE CHARACTERIZATION FIELD WORK
OCTOBER - NOVEMBER 2022

SECOND SUBMISSION
2022 Q4

COMPLETENESS SUBMISSION
FEBRUARY 28, 2022

REZONING AND CDD CONCEPT PLAN REVIEW
JUNE 23 & JULY 5, 2022

PLANNING PROCESS
PHASE 1: REZONING & CDD CONCEPT PLAN

WHAT WE HEARD FROM THE COMMUNITY



1 INTEGRATE THE SITE

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 an easement over the Norfolk Southern property or other arrangements with NSP.
- 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 GW Parkway via East Abingdon Street may be possible.
- An additional southern connection at North Pitt Street may be possible.



2 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'



3 PROVIDE MEANINGFUL OPEN SPACE

On-site & Adjacent Open Space

Open Space on PRGS Property

- Waterfront Park: 3 acres
- Linear Park: 1.67 acres
- Central Plaza: 0.7 acres
- Pepco Liner: 0.4 acres

Total: Approximately 5.77 acres

Open Space on Adjacent Property

- National Park Service: 5.3 acres
- Norfolk Southern Land: 3.1 acres

Total: Approximately 8.4 acres

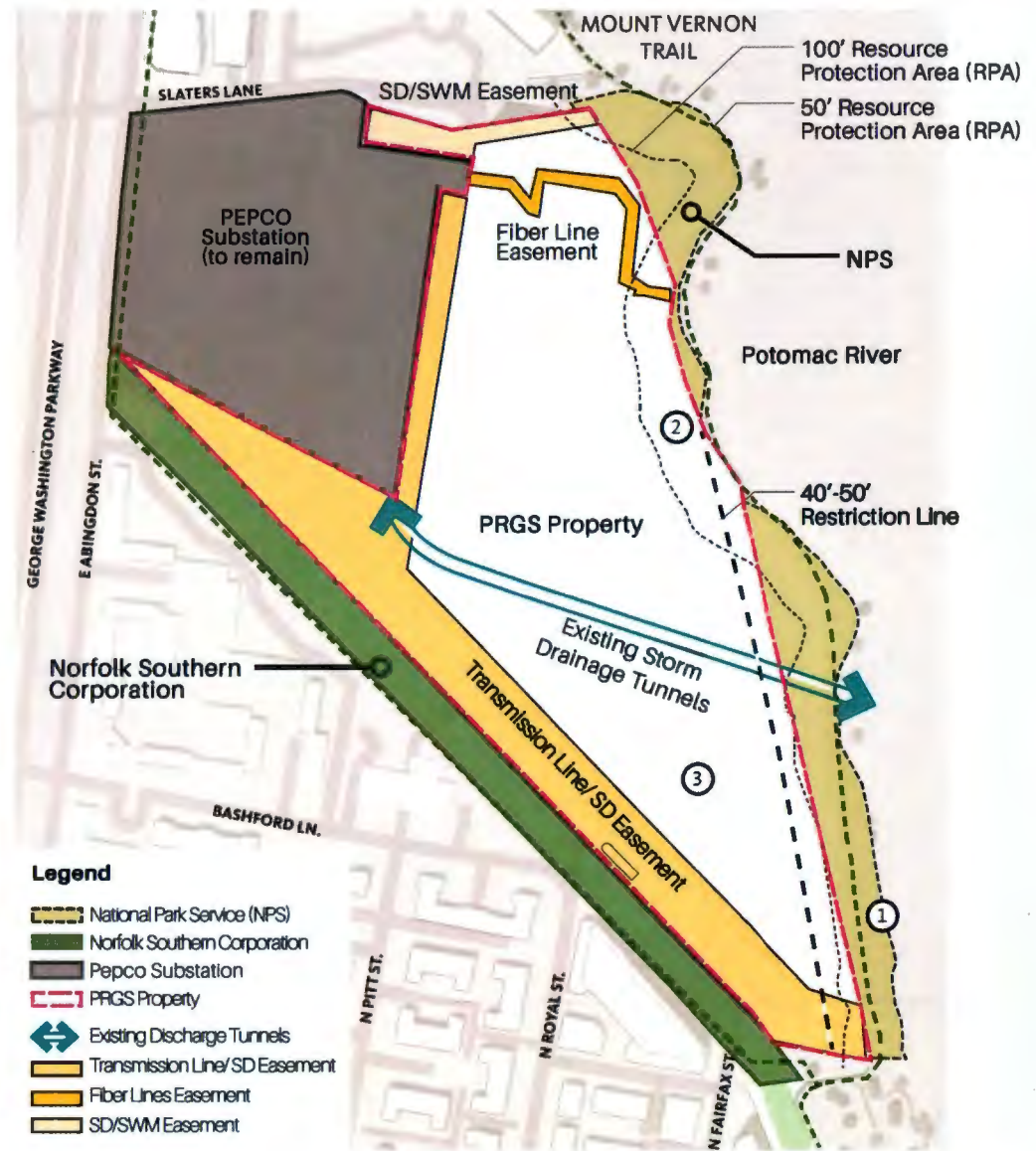
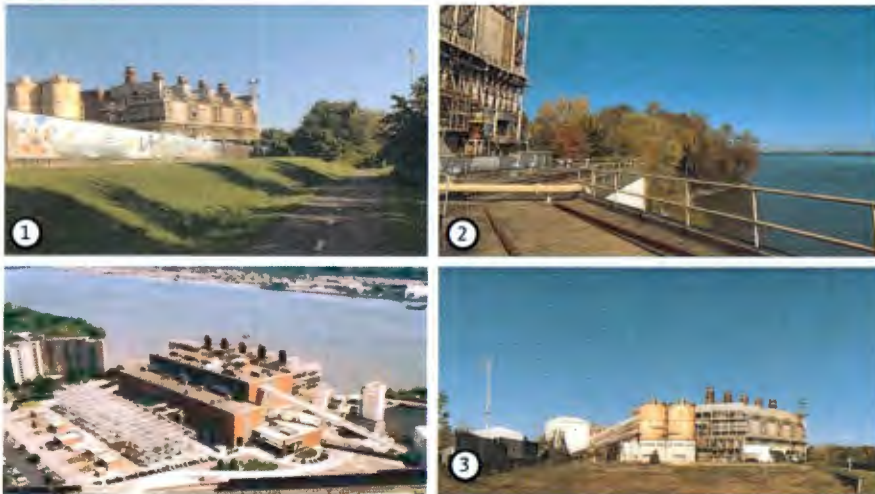
Total Combined Open Space: Approximately 14.2 acres



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



EASEMENT AREAS

PROPOSED PLAN

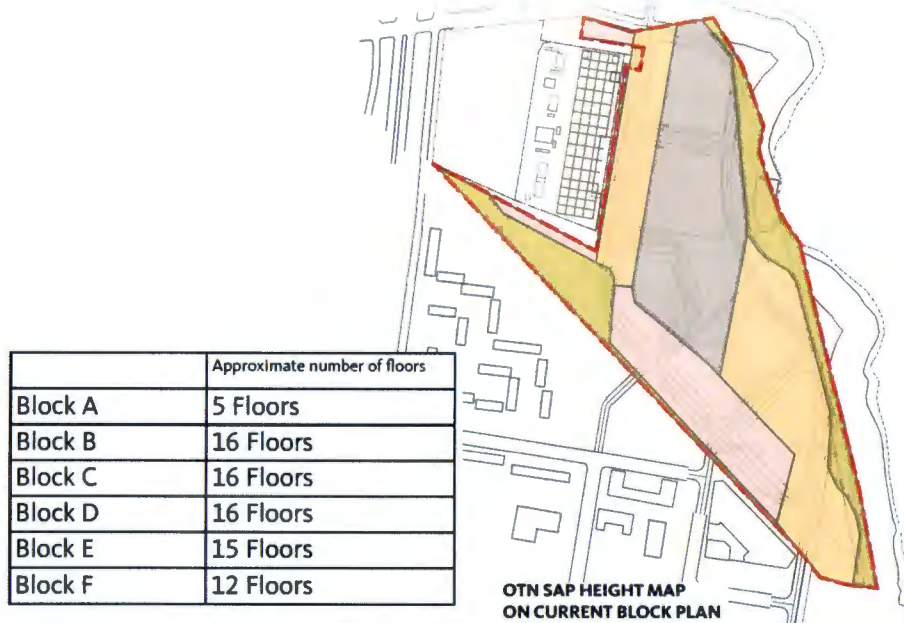
- The portion of the easement area shown in orange was unknown at the time the Old Town North Small Area Plan was completed. The Small Area Plan assumed buildings could be located in those areas
- The current proposed plan does not show any building development in those easement areas
- The easement area could house at least 350,000 sf of development, if it were buildable.



PROPOSED HEIGHTS

INCREASED SETBACKS AND HEIGHT VARIETY BY BLOCK

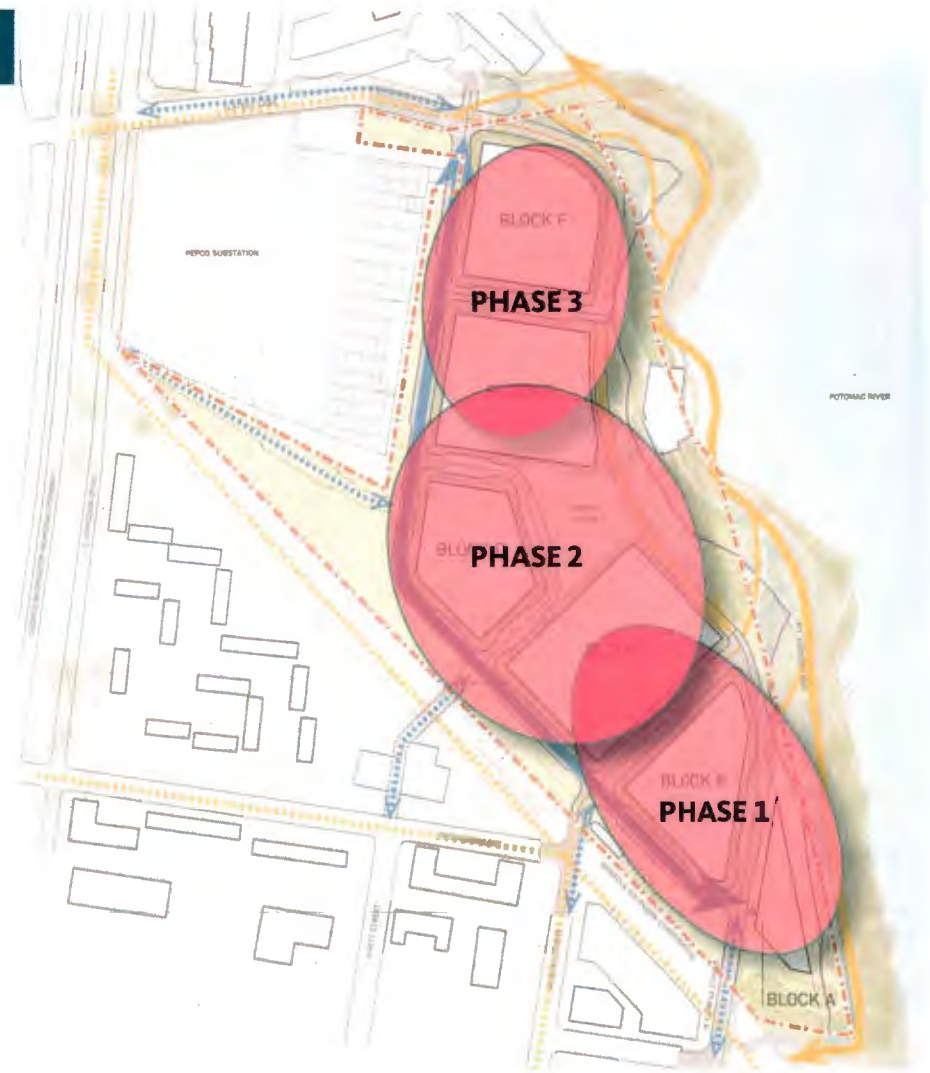
- Each block will have a variety of heights up to the maximum shown. Specific building heights will be determined in the DSUP phase.
- Proposed heights are a modest change to OTN SAP heights.
- Increases the distance between existing adjacent buildings and new buildings on the PRGS site to 200'.



A PHASED APPROACH

A COORDINATED AND PHASED STRATEGY

- The CDD anticipates development in three phases occurring from South to North.
- Infrastructure and open space is anticipated to be delivered similarly as the blocks are developed from south to north.
- Off site improvements are anticipated to be delivered with each phase.

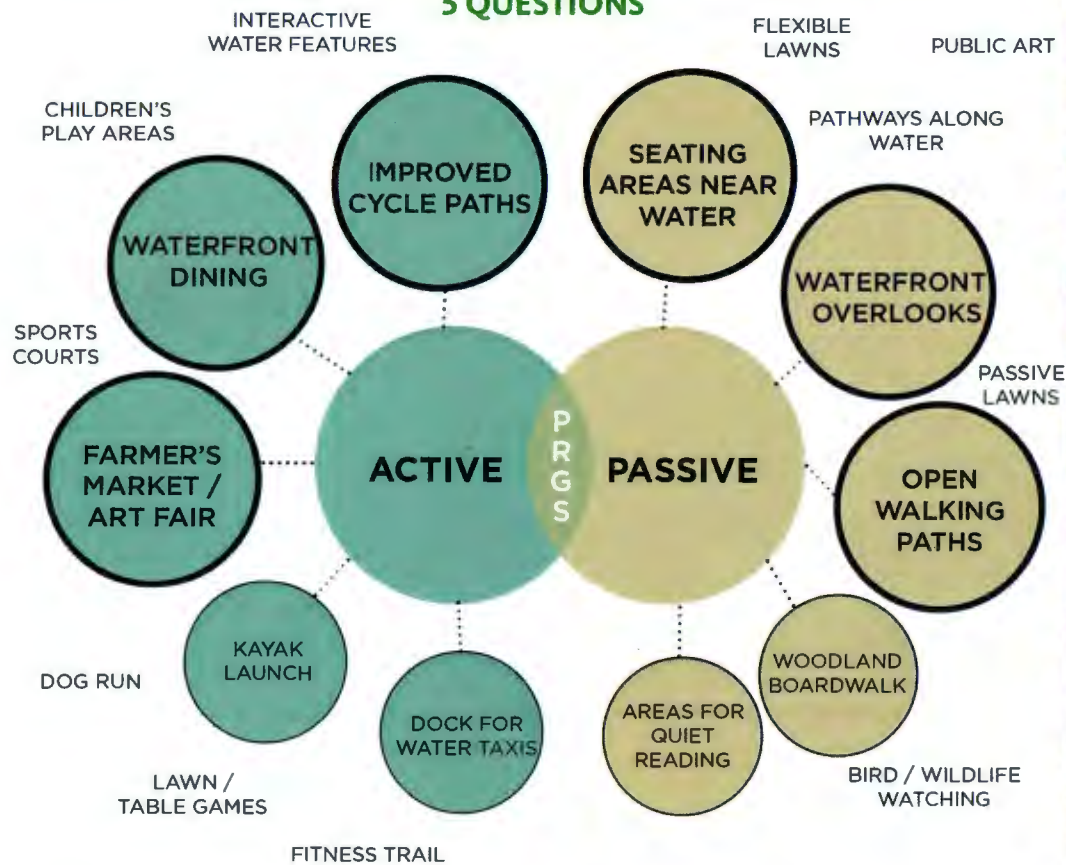


WHAT WE HEARD - OPEN SPACE

COMMUNITY INPUT INFORMED OPEN SPACE PLANNING AND PROGRAMMING

OPEN SPACE POLL RESULTS (NOVEMBER - DECEMBER 2021)

215 PARTICIPANTS
5 QUESTIONS



INTEGRATED OPEN SPACE NETWORK

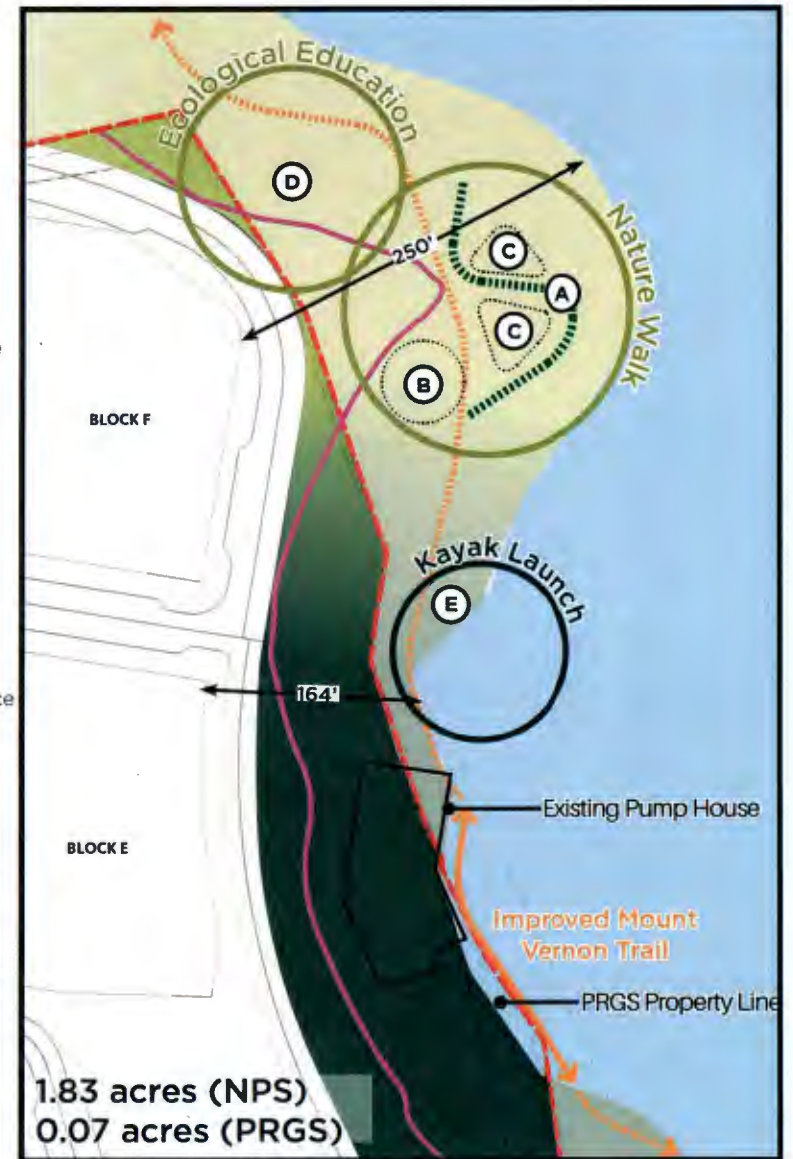
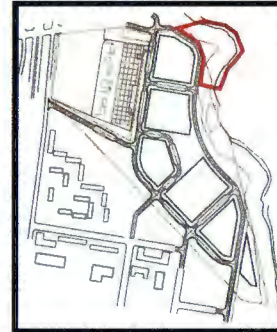
Waterfront Zone A



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



INTEGRATED OPEN SPACE NETWORK

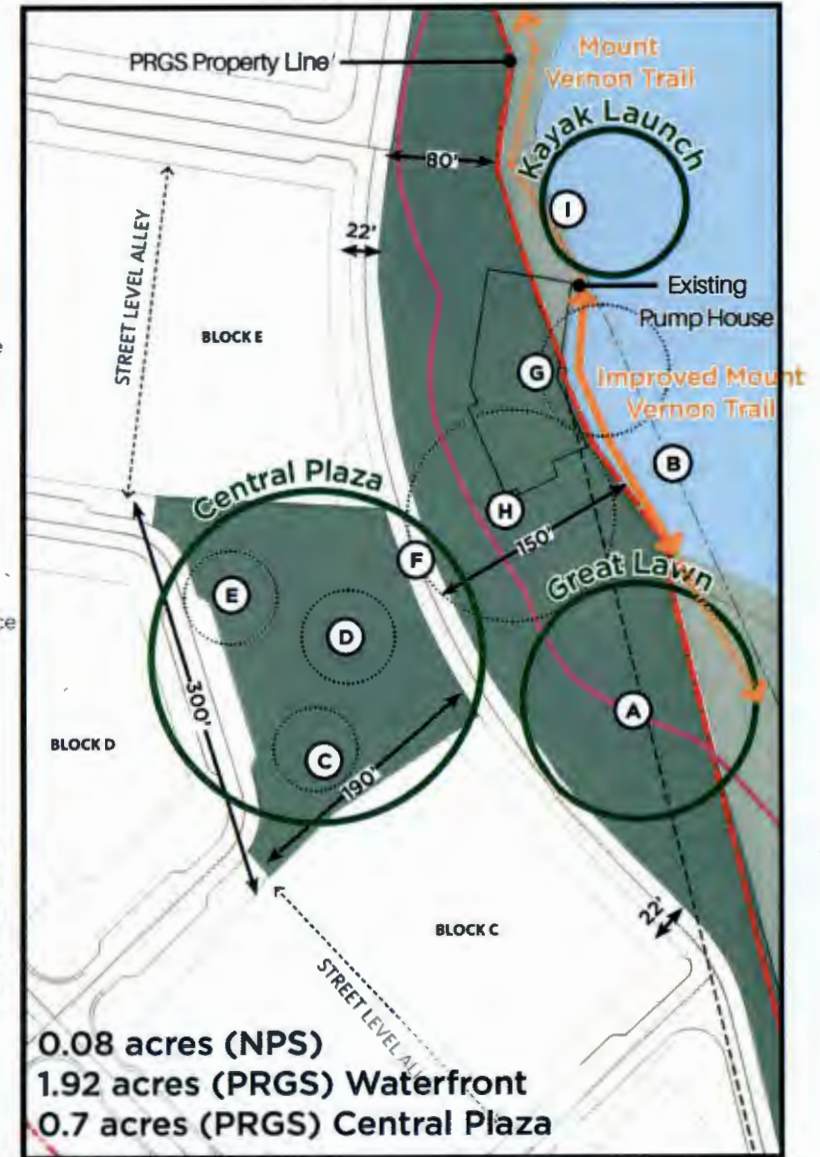
Central Plaza & Waterfront Zone B



Legend

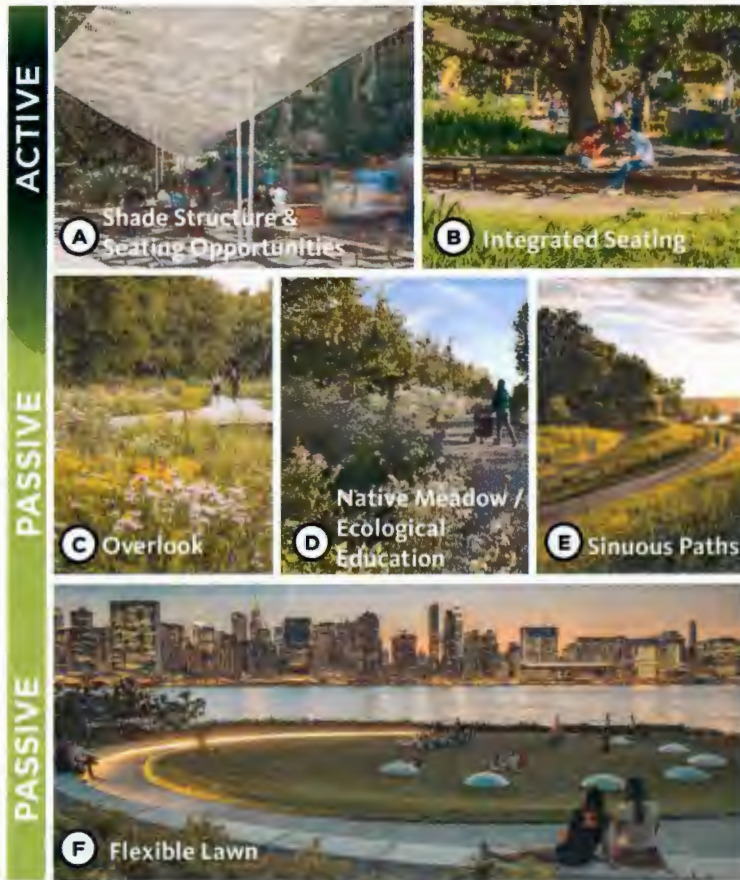
- PRGS Property Line
- RPA Line
- <--> Mount Vernon Trail
- <--> Improved Mount Vernon Trail
- PRGS Property
- National Park Service Land
- Potomac River

Key Map



INTEGRATED OPEN SPACE NETWORK

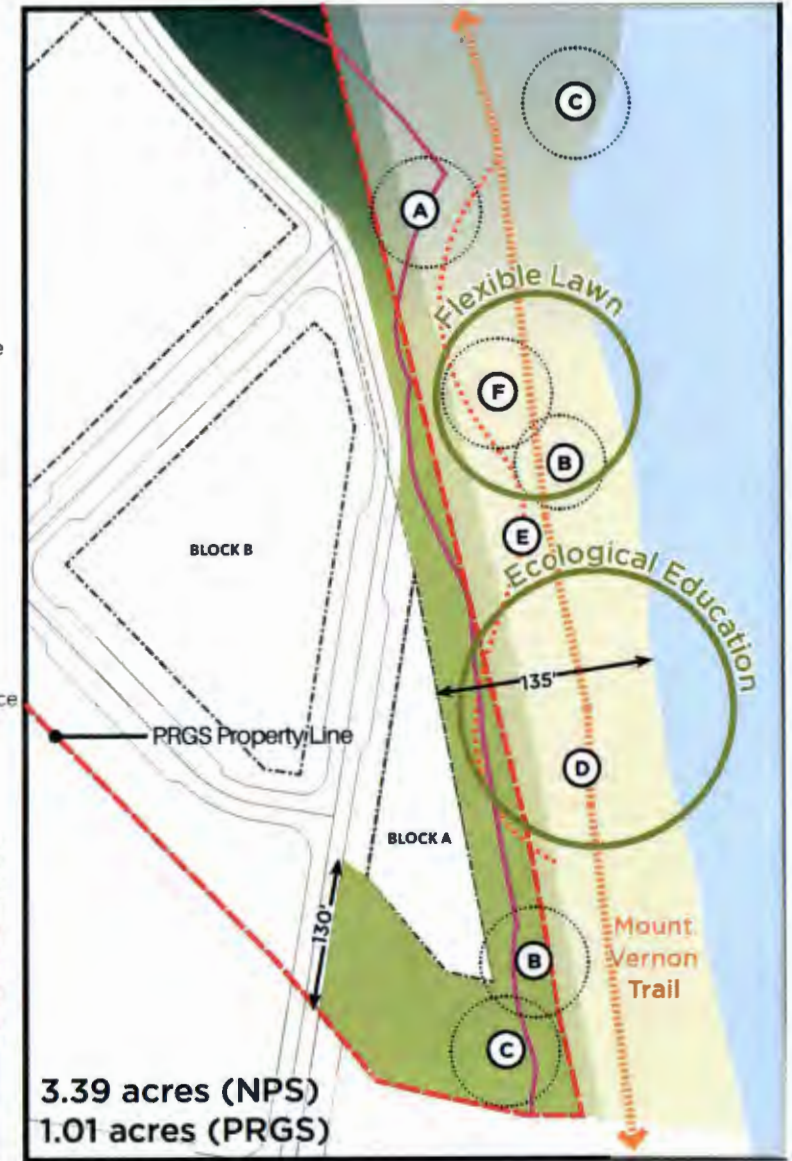
Waterfront Zone C



Legend

- PRGS Property Line
- RPA Line
- ⬢⬢⬢⬢ Mount Vernon Trail
- ↔ Improved Mount Vernon Trail
- ⋯⋯⋯ Sinuous Path
- PRGS Property
- National Park Service Land
- Potomac River

Key Map



INTEGRATED OPEN SPACE NETWORK

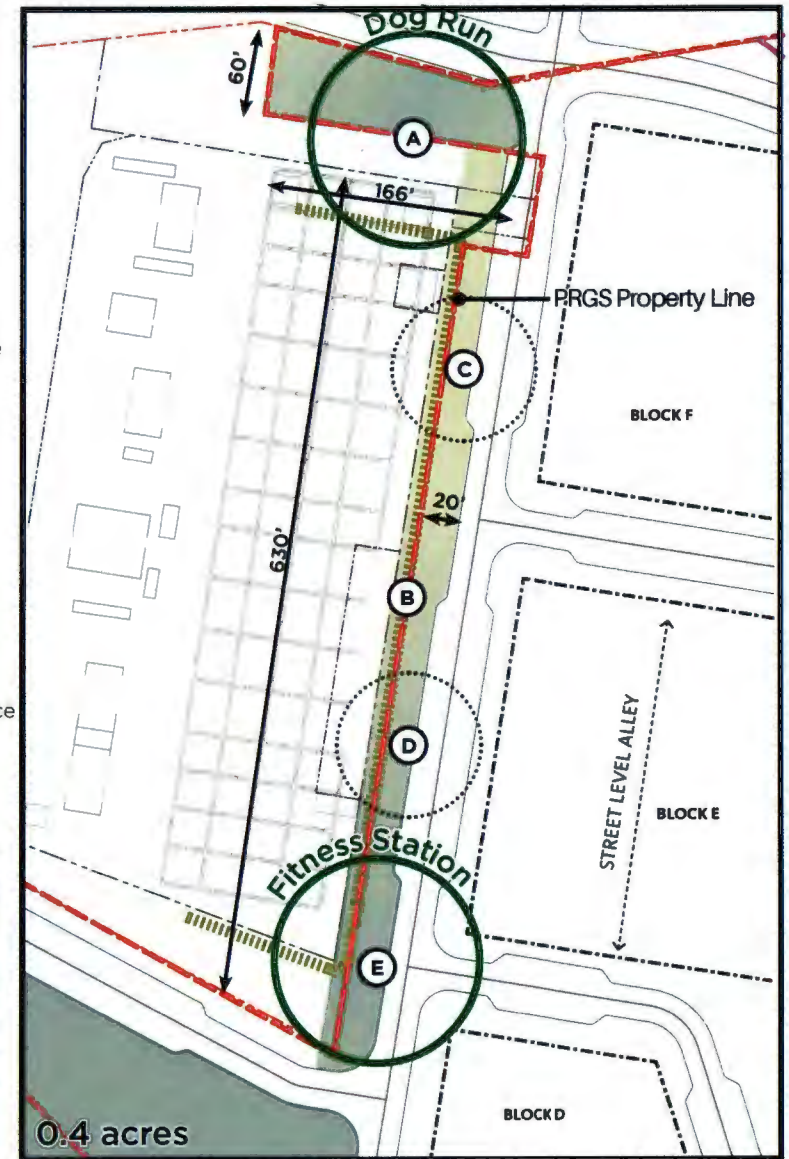
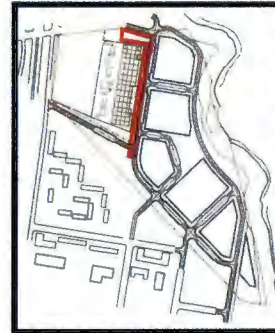
PEPCO Liner



Legend

- PRGS Property Line
- RPA Line
- ⬅️⬆️⬇️⬅️ Mount Vernon Trail
- ⬅️➡️ Improved Mount Vernon Trail
- ⋯⋯⋯ PEPCO Liner
- PRGS Property
- National Park Service Land

Key Map



INTEGRATED OPEN SPACE NETWORK

Linear Park



Legend

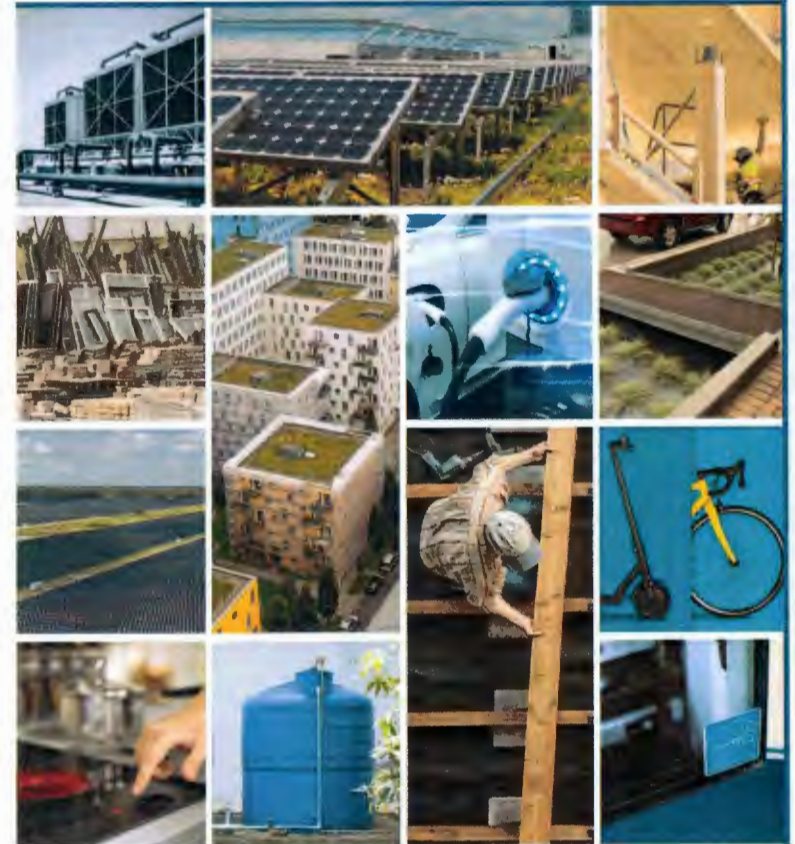
- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- City Bike Trail
- PEPCO Liner
- PRGS Property
- Norfolk Southern Land

Key Map



ENERGY REDUCTION

- **Targeting 25% Energy Savings over Baseline**
 - Double the targets in ALX Green Building Policy of:
 - 14% Residential
 - 11% Commercial
- **Energy efficiency and demand reduction** is the most critical strategy to reduce carbon emissions.
- Energy loads for base building systems (elevators, common area lighting, ventilation, etc) and tenant-controlled loads (plug loads, individual unit lighting, appliances, etc) represent over half of a building's operational energy use.
- Of the base building loads, ventilation represents roughly 1/3 of the total owner-controlled operational energy use.
- Advancements in **scalable heat pump technology** are a critical component of achieving operational carbon reductions.
- The team is currently evaluating the feasibility of "**district-wide**" (central utility plant, GSHP, etc.) and localized energy efficient HVAC systems.



SITE CIRCULATION NETWORK

A COMPREHENSIVE NETWORK FOR ALL MOVEMENT TYPES

- 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 network has been upgraded by providing direct and comfortable connections for pedestrians to the Mount Vernon Trail and the Old Town North neighborhood



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

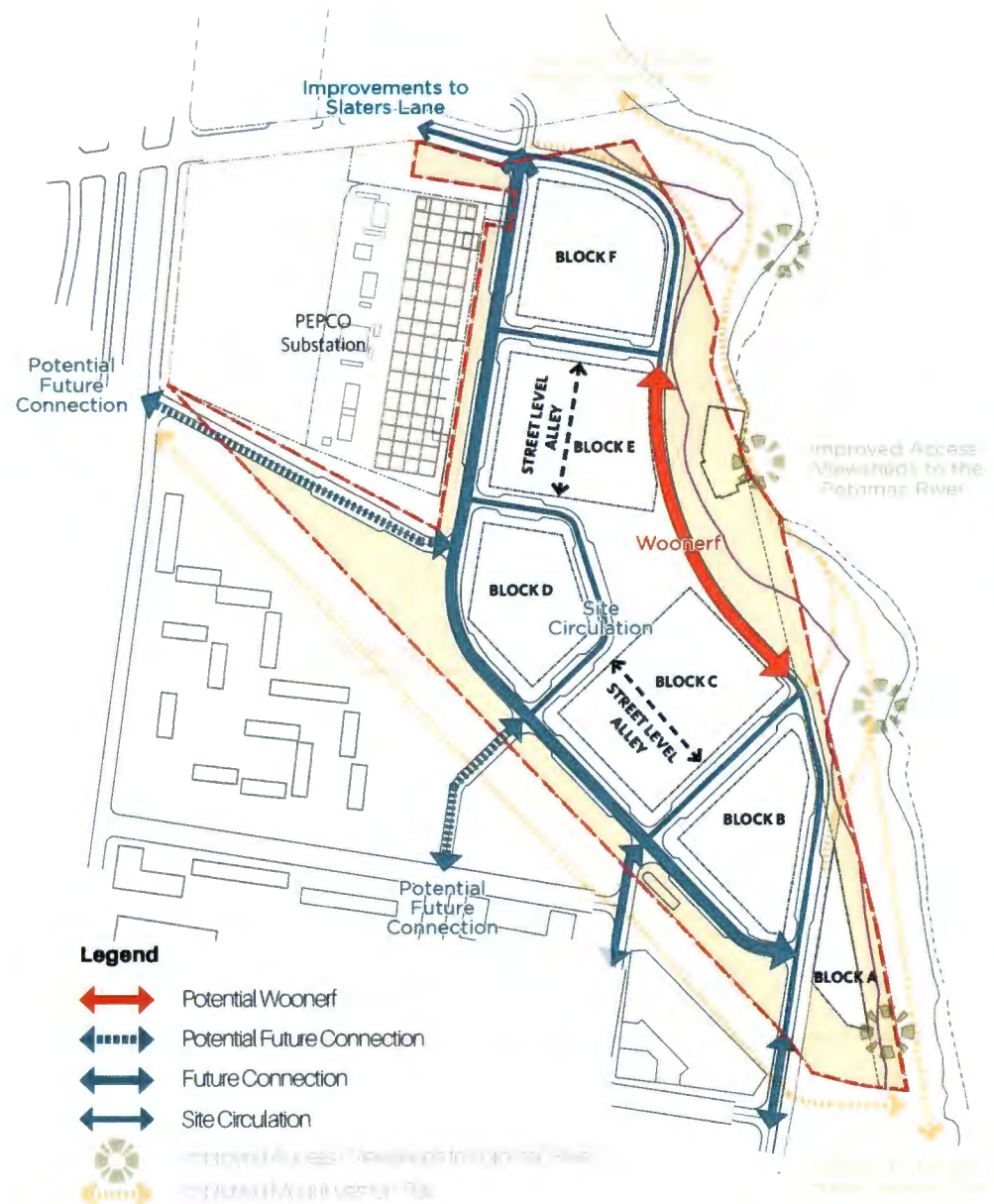
↔ WOONERF
(CURBLESS, MIXED-USE STREET)
BIKE & PEDESTRIAN CIRCULATION PRIORITIZED

— SMART 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



COMPARISON TO OTNSAP

	OTNSAP	2022 PRGS Proposal
Density & Uses	<ul style="list-style-type: none"> • 2,150,000 GSF • Mix of commercial, residential, arts and innovation 	<ul style="list-style-type: none"> • 2,150,000 GSF • Up to 2,500,000 GSF (w/ Arts and Affordable Housing Bonuses) • Mix of commercial, residential, arts and innovation
	Comparable trip generation	
External Connection Points	<p>Four (4) external connections:</p> <ul style="list-style-type: none"> • Slaters Lane • N Fairfax Street • N Royal Street • N Pitt Street <p>+ Potential East-West Connection to GWMP</p>	<p>Three (3) external connections:</p> <ul style="list-style-type: none"> • Slaters Lane • N Fairfax Street • N Royal Street <p>+ Potential N Pitt Street Connection</p> <p>+ Potential East-West Connection to GWMP</p>
Internal Roadways	Extension of existing street network	<p>Extension of existing street network</p> <ul style="list-style-type: none"> • Prioritization of viewsheds • Prioritization of placemaking • Prioritization of open space • Porous, inefficient for cut-through • Right-sized to balance modes and connectivity

THE WOONERF

POTENTIAL 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.



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.



VEHICLE DETERRENCES

- Potential traffic calming installations such as planters to close off streets for special events.



SLATERS LANE

EXISTING

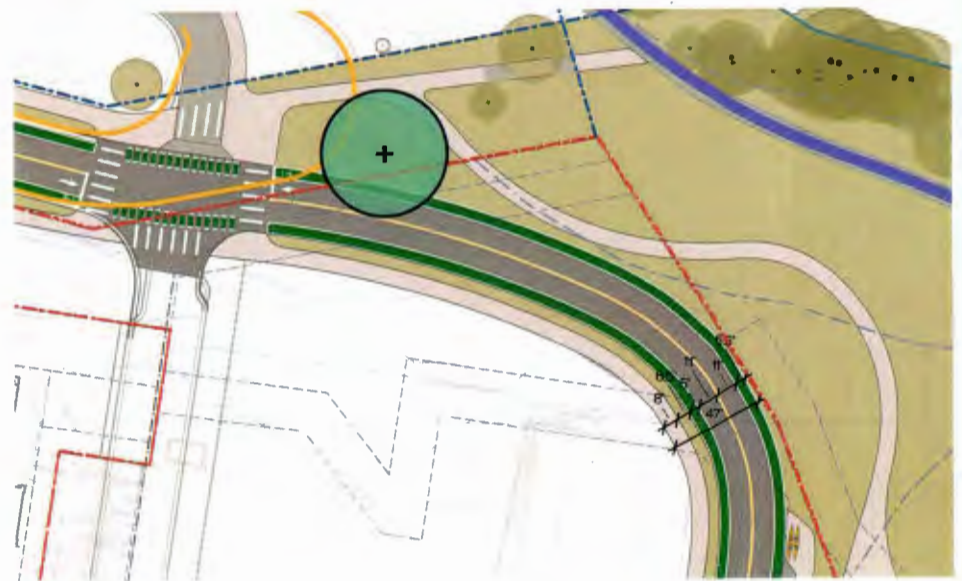
- Important east-west connection across George Washington Memorial Parkway (GWMP) for residential and commercial users north of PRGS
- Vehicular “dead end” and no pedestrian and bike connection to Mt. Vernon Trail
- Only accessible from GWMP

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

LEGEND

- PRGS PROPERTY
- PROPERTY LINE (OTHERS)
- RPA
- MOUNT VERNON TRAIL
BIKE & PEDESTRIAN
- BIKE LANE
- EXISTING CURB LINE
- CONCEPTUAL BLDG FOOTPRINT



THANK YOU!

POTOMAC RIVER GENERATING STATION
CITY COUNCIL HEARING | JULY 5, 2022



Mr. Mayor, Madam Vice Mayor and City Councilmembers, my name is Kathie Hoekstra and I'm Chair of the Environmental Policy Commission.

You have the EPC's letter to the Planning Commission, so I'm here tonight to highlight the most critical elements by using two of the guiding principles you identified during your retreat

First, let us look at this with an Equity Lens:

A common equity question is:

Do the current policies/projects **help or hinder the equitable distribution of capital** investments for future generations? How can we address this to provide for a more equitable future?

If we are approving buildings with a 50+ year lifespan **that are NOT net zero** – we are **hindering** the equitable investments for **future generations**. With this proposed development, we are placing a burden on future generations that is within our power and authority to change. We are **doubling** the cost of energy for each resident in these affordable housing units unnecessarily, because we have the technology to cut it in half.

So yes, we are going beyond the Green Building Policy (GBP) requirements, but just as we ask for affordable housing in return for increased density or height, we can ask for more here – and unlike with affordable housing – here the developers can recoup any increase in cost.

And no, this is not new, unproven technology, hundreds of buildings across the country and world are using the technology we are advocating for – from 16 to 25 stories and multifamily and multi-use.

And no, waiting to the DSUP stage means we are potentially cutting off alternatives to use District level methods like sharing energy between buildings when demand is high in one, but low in another. The infrastructure to do that will not be there.

Next, let us look at this thru the Environmental justice lens

Sustainability – means meeting our own needs without compromising the ability of future generations to meet their own needs. Anything short of net zero here – **does not meet that definition**. You are **adding** to the causes of the climate crisis **vs. staying the same or reducing the problem**.

96% of Alexandria's Greenhouse gas pollution comes from the Community, with only 4% coming from City

57% of those emissions comes from Buildings

The City itself has made great strides, but now it's time to ask the rest of our community to step up as well. We **MUST** ask Developers to use the best available, **current technology** when they are asking for more density and height. Doing less means higher costs in the future to be borne by all of Alexandria - - in my view an unnecessary cost.

We urge you to require the Developers to use the best available current technology here. Add an EUI of 25 for residential, 40 for commercial and 50 for hotel as a condition of this CDD.

I'm here to answer any questions you might have.

**Statement of Mary Harris of the Marina Towers Condominium Community
To the Alexandria City Council on July 5, 2022 Regarding Docket No. 9,
Coordinated Development District Conceptual Design Plan #2021-00004**

Mr. Mayor and Honorable Members of the Alexandria City Council.

My name is Mary Harris. I live at Marina Towers, 501 Slaters Lane Unit 1410. I look directly at the Hilco and PEPCO property across Slaters Lane. I am a 27-year resident of Marina Towers, a condominium community of about 500 residents located about 50 feet north of the Potomac River Generating Station. I am speaking today to support the comments and request of my Condominium Association of over 250 owners and other abutting property owners that our City Council defer action of this CDD docket item for zoning change and Master Plan amendments with over 160 related conditions and new design guidelines released to Planning on June 13th until its next regular meeting.

This short deferral will build public trust and allow sufficient time for our community to review the detailed plans & conditions, assess their impact, and meet with the City and Hilco officials. After numerous high level presentations and site tours (none covering the north end of the property), three weeks (including two 3-day holiday weekends) to review, clarify and assess the details of hundreds of pages of final drawings, designs and conditions is just too short.

Our main concern is the future of Slaters Lane, a short, historically significant and narrow wooded lane ending at a cul de sac entrance into our property and the Mount Vernon Trail along the Potomac River. The lane was made originally by John Slater and shown on the earliest Hopkins maps of rural Alexandria. Our property on Slaters Lane is surrounded on three sides by the National Park Service (Daingerfield Island to the North, Mount Vernon Trail & Potomac River to the East and the George Washington Memorial Parkway/Alexandria Old & Historic District to the West) and then the power plant site to the south limiting options for access. Also, due to our proximity to the CDD, transportation, demolition and construction conditions loom large for us at Marina Towers.

We support the OTN & Hilco vision for transformation of this property, especially after being in the downwash of the power plant emissions for almost 40 years, and are thankful for the presentations and meetings with Hilco and the City over the past 8 months. Now we need to analyze the details of what is being "set in stone" at this stage that will affect our property and govern the site over the next 25 years. This will enable us to live in harmony as neighbors. Deferring Council action until your next meeting for adequate public review is a vital capstone event for meaningful public engagement.

Finally, because some issues of concern will be further detailed in the Infrastructure Site Plan, we also request that the City Council adopt a condition that the CDD Infrastructure Plan DSP and all subsequent DSUPs or Plan revisions be available for public review and comment for a minimum of 60 days before their consideration and action.

Thank you so much for your attention and the opportunity to address the City Council on this matter.

End

City of Alexandria, Virginia

MEMORANDUM

DATE: JULY 5, 2022

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: KARL W. MORITZ, DIRECTOR, DEPARTMENT OF PLANNING & ZONING

SUBJECT: UPDATE MEMO FOR THE JULY 5, 2022 CITY COUNCIL PUBLIC HEARING DOCKET

The following recommended conditions changes related to Docket Item #9, CDD #2021-00004.

To further clarify coordination among the applicant, the Federal Aviation Administration (FAA) and the Metropolitan Washington Airports Authority (MWAA), staff has proposed the following revised condition language.

CONDITION 13

13. The maximum building heights of each building shall be measured from average finished grade to the roofline of each building with additional height permitted above the roofline for appurtenances, parapets, architectural features and roof decking and guards per Section 6-403 of the Zoning Ordinance, as amended. In addition, the following regulations apply:

- a. Additional height for mechanical penthouses, solar photovoltaic structures and horizontally adjacent structures for common amenity spaces is permitted up to 20 feet above maximum building height unless increased by Special Use Permit.
- b. ~~Each Development Special Use Permit related to a development block is subject to review by the Federal Aviation Administration for compliance with building height regulations within flight paths for Ronald Reagan Washington National Airport. The~~ Applicant shall obtain approval(s) from the Federal Aviation Administration (FAA) and all other applicable Federal and/or State agencies for all block(s), building(s) or portions thereof subject to the applicable FAA height restrictions prior to the release of a building permit. The Applicant shall provide to the Directors of P&Z and T&ES a written statement and/or approval by all applicable Federal and/or State agencies that the all block(s), building(s) or portions thereof that are subject to the applicable FAA height restrictions are not a hazard to air navigation or that the project does and is in compliance with all other applicable FAA requirements and/or recommendations. If the FAA and all other applicable Federal and/or State agencies require revisions and/or modifications, the modifications may require subsequent approval by the City Council, if the Director of P&Z determines that the amendments are substantively different than what was approved by City Council.
(P&Z)

CONDITION 139

In the City Council staff report, which includes the Planning Commission's revised language for Condition 139 related to sustainability, there is a minor error in the text for Conditions 139.a. which is correctly indicated on page 8, but on page 96 does not indicate that the final two sentences are stricken. Condition 139.d on page 97 is mislabeled as 139.f.

The correct condition language is as follows:

The site and each building(s) shall seek to achieve carbon neutrality in compliance with the Old Town North Small Area Plan through application of the targets identified in the Carbon Neutrality Analysis (CNA), dated April 7, 2022, as outlined below:

Site & Building Targets

Target 1

- a. Each building(s) shall achieve a minimum **25%** reduction in operational carbon emission based on the ASHRAE Standard 90.1-2010 Appendix G – Performance Rating Method baseline established by 2019 Alexandria's Green Building Policy; or achieve an EUI target based the International Energy Conservation Code (IECC) for climate zone 4A based on building type (e.g. table CC103.1 of the 2021 IECC);. Each building shall comply with the Green Building Policy at time of DSUP submission. ~~If the baseline of these standards increases, flexibility in achieving this target may be considered on a case by case basis. If flexibility is requested, the Director of Planning and Zoning will consider alternate practices the applicant proposes to incorporate into the project to determine if the request is justified.~~

Target 2

- b. The site shall achieve a minimum 3% annual on-site renewable energy generation across the CDD area. Prior to the approval of the infrastructure development site plan (DSP), the applicant shall evaluate strategies to increase the targeted 3% on-site energy generation through approaches such as use of public open space, adjoining properties, or other comparable approaches as part of the Coordinated Sustainability Strategy (CSS). These strategies and analysis will be reviewed as part of the infrastructure DSP. As part of each block's Development Special Use Permit (DSUP) review, the applicant will evaluate strategies to increase the on-site energy generation above 3%.

Target 3

- c. Each newly constructed building(s) shall achieve a 10% reduction in embodied carbon compared to industry-standard construction practices. With each preliminary DSUP submission, the Applicant shall provide an estimate of the

Embodied Carbon Intensity (ECI) [kgCO₂ /m² or lbCO₂/sf], as identified in the CNA, for the proposed redevelopment as part of the development review process. As part of each block's DSUP, the applicant will evaluate reductions in embodied carbon for associated site improvements.

Target 4

- d. Each building(s) and all land use(s) permitted herein shall be solely electric with limited exceptions for allowances for natural gas where electric is not feasible. Natural gas shall be prohibited with limited exceptions for: restaurants and retail uses, emergency generators, common area amenities such as common space grilles and common space fireplaces. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuels to electricity in the future. **These limited exceptions shall be re-evaluated with each DSUP submission.**

Target 5

- e. Off-site renewables shall be utilized towards achieving carbon neutrality, to the extent needed in addition to the targets outlined above, by phase. Off-site renewables may include Power Purchase Agreements (PPAs), Renewable Energy Credits (RECs), and/or other comparable approaches as recommended by staff and approved by the City Council. Generally, the Applicant shall design buildings, infrastructure, and open spaces in a manner to maximize on-site carbon reduction targets and minimize the use of off-site renewables, to the extent feasible. (P&Z) (T&ES) (PC)

Submitted by

Janet Macidull

501 Slaters Lane #411

Alexandria, VA 22314

703-489-6899

jamacidull@gmail.com

Good evening. My name is Jan Macidull. I live in Marina Towers, at the end of Slaters Lane, on the north end of the proposed development. About 15 years ago, our condo members worked with NOTICE, and many others to shut down this power plant.

Today, we look forward to joining an exciting, vibrant, and innovative new neighborhood just across the street.

Tonight, Council is being asked to approve the CDD plan submitted by HRP HILCO. This became available to the public about 3 weeks ago. Approval tonight by Council would establish basic groundwork for subsequent DSP and DSUP decisions that will define in greater detail how this development will be implemented.

Marina Towers and Slaters Lane are among the neighboring properties most impacted by this project. Slaters Lane is proposed as the northern access and egress road to and from the new development via the GW Parkway and Route 1.

Today the two blocks east of Slaters between the GW Parkway and River have very little traffic. This is a quiet, historic roadway that ends in a cul-de-sac by the river. The CDD proposes a very busy 4 lane road, designed to service 2000+ new development residents, tourists and local visitors, businesses and their employees, commercial vehicles, city and tourist buses, bikes and pedestrians. All are expected to use this roadway at one time or another.

How will Marina Towers property be effected? Landscape we have planted and maintained for over 40 years would be taken away to enable public access across our side yard to the Mount Vernon Trail as well as the new development. Included is a children's playground.

Two new street intersections are proposed in front of our entry parking lot. We wonder how to ensure and protect access and egress to and from our property by our residents, visitors and vendors during and after construction, and, importantly by emergency fire and rescue personnel. Our large surface parking lot will surely be a target for those visiting or working at the new development. We foresee more security staff and equipment being needed.

And this is just the beginning of our worries. We have not had time to thoroughly go through this large application. We have yet to have back and forth discussions with the developer, National Park Service and City staff and to clarify what particulars of an approved CDD application would convey to

subsequent DSP and DSUP decisions around the issues mentioned and, no doubt, many more.

Importantly, because of the short review time permitted, our Association's Board has not had time to determine what and how to communicate with Marina Towers' condo owners. They will have questions.

For these reasons, we respectfully request that Council delay action tonight on the HRP HILCO CDD application until at least its September meeting, to enable good faith discussions among key players after reasonable time for digesting the contents and implications of this application.

144. Prior to the 2nd concept submission of the Infrastructure Development Site Plan (Infrastructure DSP), the Applicant shall develop and submit the Coordinated Sustainability Strategy (CSS) and include the evaluation of approaches for on-site energy generation as part of the review of the Infrastructure DSP. This CSS shall be reviewed and endorsed by City Council prior to or concurrent with the approval of the Infrastructure DSP and implemented through DSP/DSUP approvals. If the Council does not endorse the CSS, the applicant shall revise and resubmit the CSS to Council for review and endorsement. ~~The Infrastructure DSP may not be approved prior to endorsement of a CSS.~~

