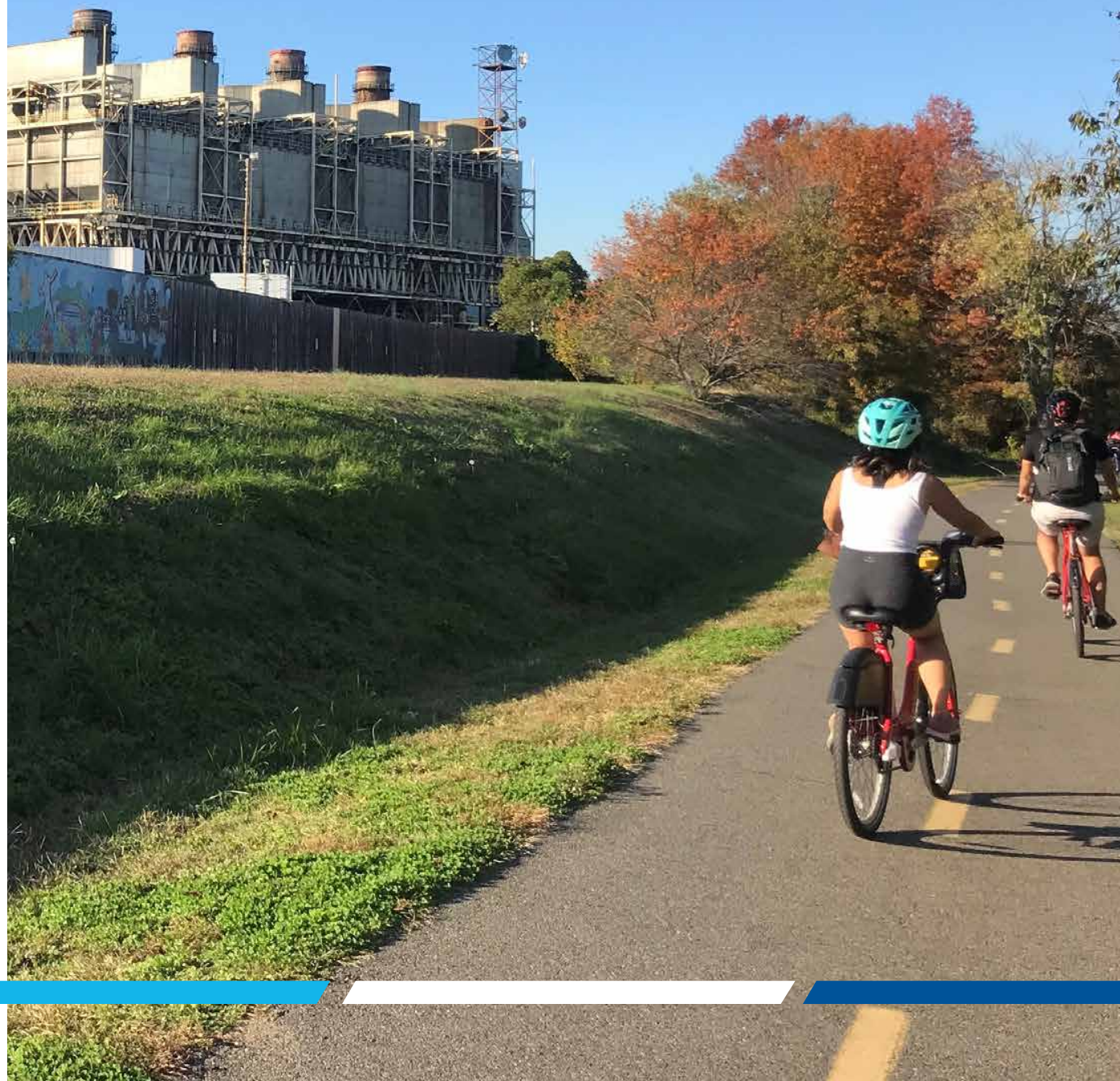


# POTOMAC RIVER GENERATING STATION

## COMMUNITY MEETING #9

MARCH 31, 2022



 **Hilco**<sup>TM</sup>  
Redevelopment Partners

WIRE GILL <sup>LLP</sup>

**Gensler**

**OJB**

**BURO HAPPOLD**

**Thornton  
Tomasetti**

 **christopher  
consultants**

**CLARK**  
CONSTRUCTION

**GOROVE SLADE**  
Transportation Planners and Engineers

 **SUSTAINABLE  
BUILDING PARTNERS**

 **WALKER  
CONSULTANTS**

 **Michael Blades & Associates**  
Elevator and Escalator Consulting

 **LERCH BATES**  
Building Insight



# AGENDA

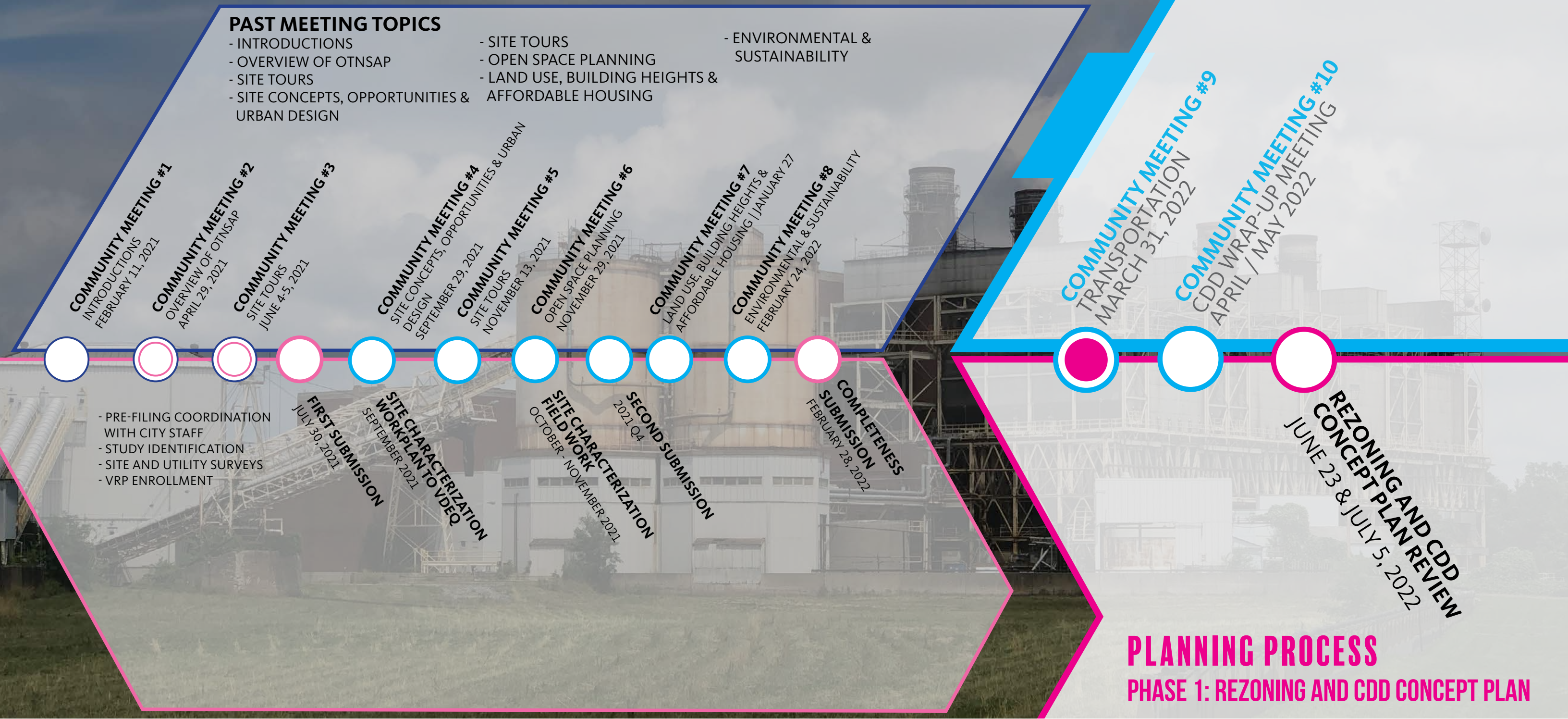
## 1. PROJECT OVERVIEW

## 2. TRANSPORTATION



# SCHEDULE & PROCESS

# STEPS FORWARD





# COMMUNITY ENGAGEMENT + OUTREACH

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"><li>• February 11 – Community Meeting #1</li><li>• April 28 – National Park Service Kickoff Meeting</li><li>• April 29 – Community Meeting #2</li><li>• June 4 &amp; 5 – Public Site Tours/ Community Meeting #3</li><li>• June 29 – National Park Service Meeting</li><li>• <a href="#">July 30 – CDD-1 Submission</a></li><li>• September 9 – National Park Service Meeting</li><li>• September 29 – Community Meeting #4</li><li>• September 30 – Taste of Old Town/ NOTICe Tours</li><li>• October 21 – National Park Service Meeting</li><li>• October 29 – Marina Towers Property Visit</li><li>• November 08 – NOTICe Meeting</li><li>• November 08 – Affordable Housing Kickoff Meeting</li></ul> | <ul style="list-style-type: none"><li>• November 10 – National Park Service Meeting</li><li>• November 13 – Community Site Tour/ Community Meeting #5</li><li>• November 15 – Marina Towers Board Meeting</li><li>• November 18 – National Park Service Meeting</li><li>• November 29 – Community Meeting #6</li><li>• <a href="#">December 8 – CDD-2 Submission</a></li><li>• January 13 – National Park Service Meeting</li><li>• January 20 – Parks &amp; Recreation Meeting</li><li>• January 27 – Community Meeting #7</li><li>• February 1 – Planning Commission Work Session</li><li>• February 22 – City Council Work Session</li><li>• February 24 – Community Meeting #8</li><li>• <a href="#">February 28 – Completeness Submission</a></li></ul> | <ul style="list-style-type: none"><li>• March 9 – UDAC Meeting</li><li>• March 14 – NOTICe Meeting</li><li>• March 15 – Old Town North Alliance Board</li><li>• March 16 - Transportation Commission Meeting</li><li>• March 17 - National Park Service Meeting</li><li>• March 21– Old Town North Community Partnership Meeting</li><li>• March 29– Marina Towers Resident Meeting</li><li>• <b><i>March 31– Community Meeting #9 *</i></b></li><li>• <b><i>April 18 – EPC (Environmental Policy Commission) *</i></b></li><li>• <b><i>April 19- Waterfront Commission *</i></b></li><li>• <b><i>April / May – Community Meeting #10 *</i></b></li><li>• <i>May 11– AHAAC (Alexandria Housing Affordability Advisory Commission) *</i></li><li>• <i>June 23 &amp; July 5 – Planning Commission and City Council Public Hearings *</i></li></ul> |
|---|--|--|

**Key**

*\* Future Engagements (in italics)*  
[CDD Submissions \(in blue\)](#)  
***Engagements in the next month***



# PUBLIC BENEFITS + MITIGATION

## Environmental

- Abatement, deconstruction, and remediation **\$60 million**
- Reduced carbon footprint and sustainably designed buildings TBD

## Public Realm

- Extension of the Old Town North Arts & Cultural District
- On-site arts uses (*use of bonus density*)
- Provision of 5+ acres of on-site public open space
- Improvements to 5+ acres of on-site and 8.4 acres of off-site (NPS & NS land) public open space **\$30-35 million**
- Below grade parking **\$150 million**

## Affordable Housing

- Voluntary Affordable Housing Contribution **\$7.5-11.4 million**
- Potential on-site affordable units TBD  
(*use of bonus density and Public-Private Partnership*)

## Transportation

- Creation of new roadway network TBD
- Off-site improvements **\$4.75 million**

## Economic

- 1,140 construction-related jobs (*over 10 years*)
- 2,905 permanent jobs
- Taxes during construction **\$25.5 million**
- Annual taxes upon completion **\$34 million**

\* All numbers are early estimates





# PROJECT VISION

Primary Design Drivers

1

## INTEGRATE THE SITE INTO OLD TOWN NORTH

CREATE A MIXED-USE, PEOPLE-CENTRIC  
ENVIRONMENT THOUGHTFULLY  
CONNECTED TO OTN

2

## CONNECT PEOPLE TO THE WATERFRONT

EXPAND EQUITABLE ACCESS  
TO ALEXANDRIA'S WATERFRONT

3

## PROVIDE MEANINGFUL AND VARIED OPEN SPACE

CREATE PLACES FOR A VARIETY OF  
ACTIVITIES SEAMLESSLY CONNECTED  
TO NEIGHBORING PARKS





# 1 INTEGRATE THE SITE

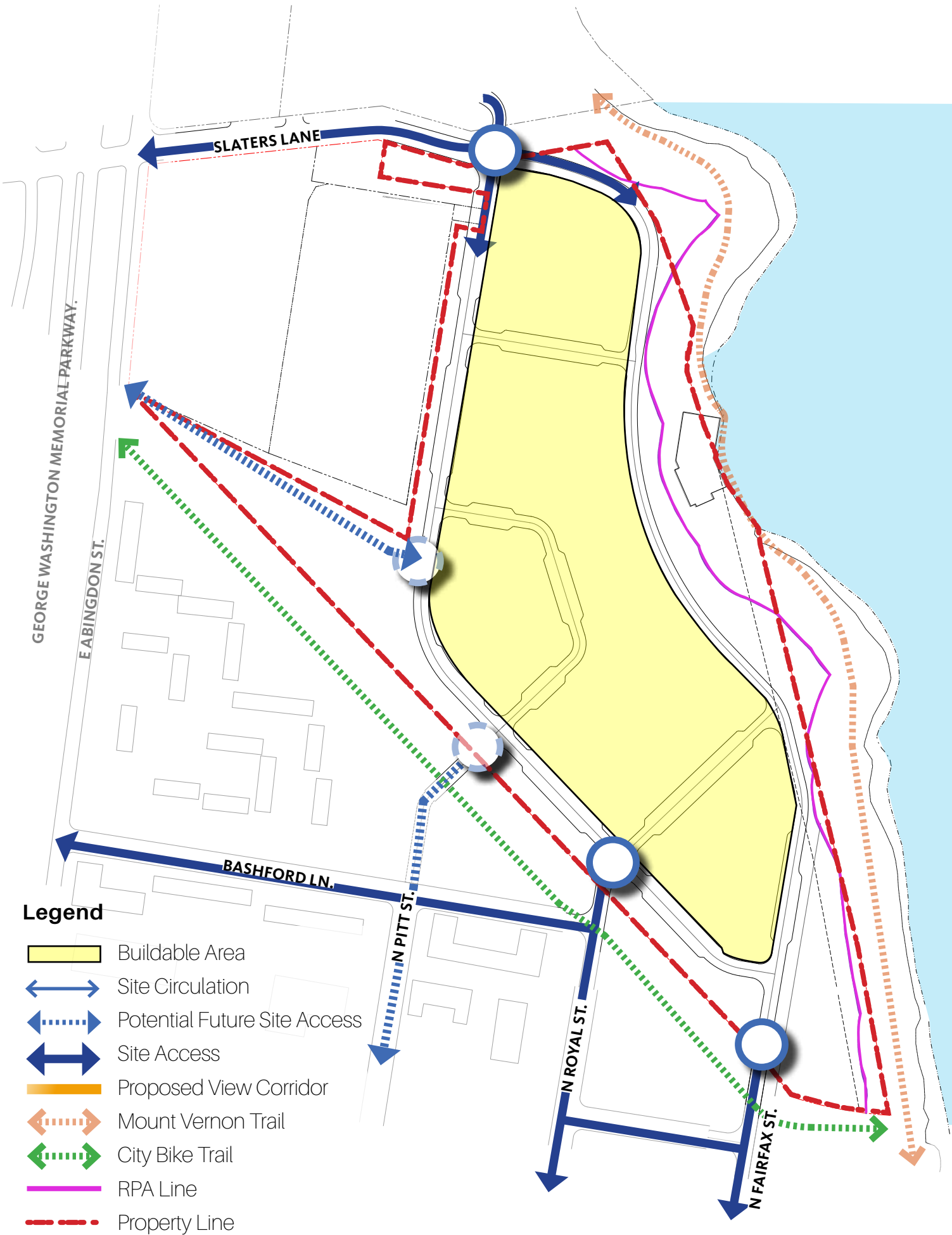
## Site Access: Roadway Connections

### 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

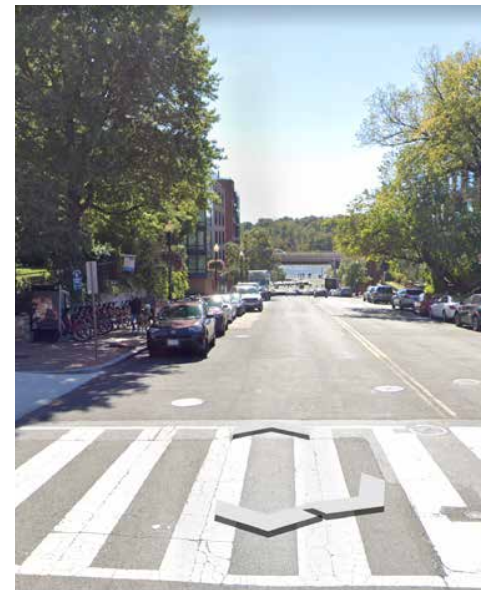
- Optimize views by shortening distance
- Turn peoples' views toward the waterfront
- Shorten physical and visual distance

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: 1.7 acres
- Central Plaza: 0.7 acres
- Pepco Liner: 0.4 acres

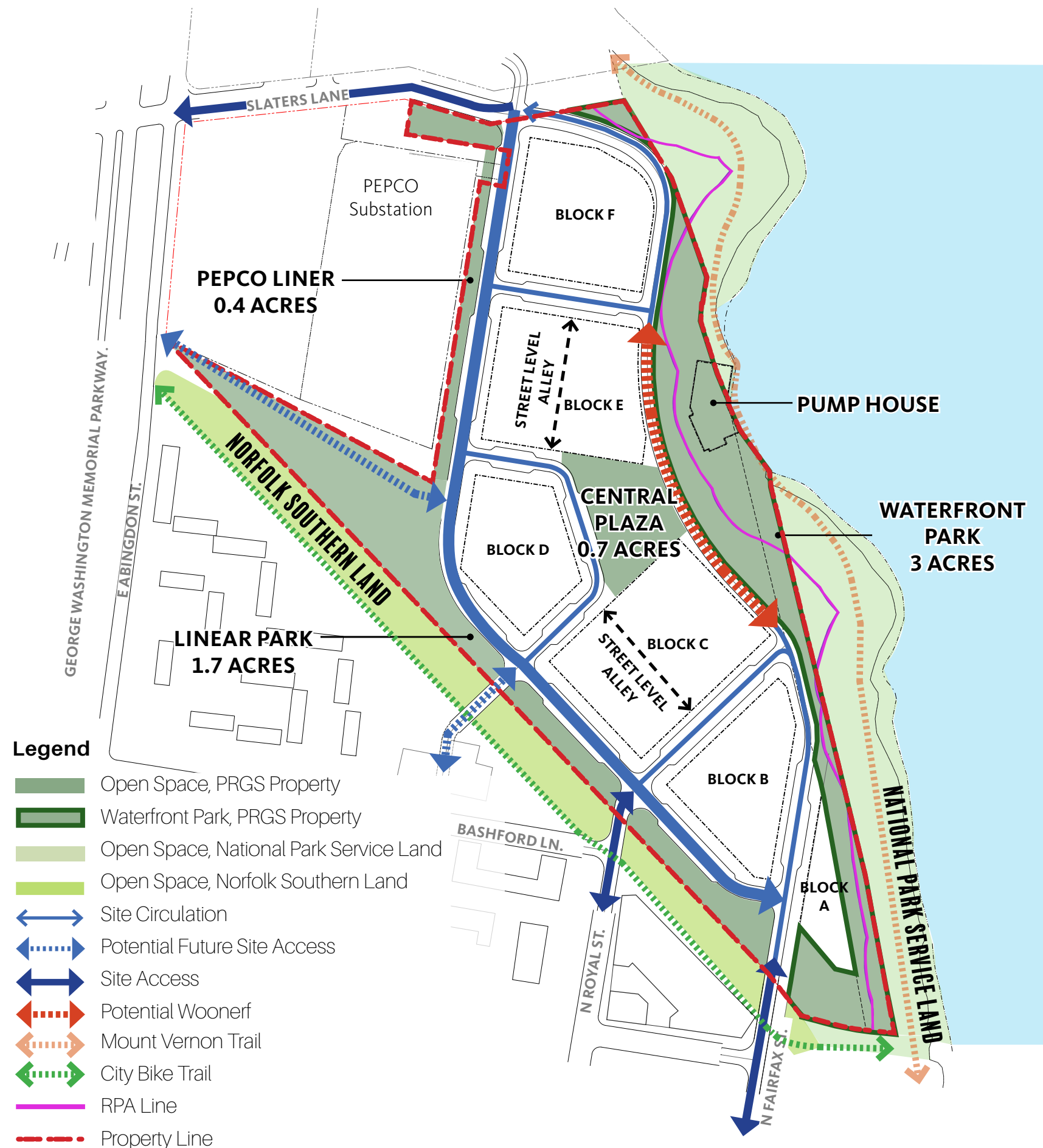
**Total: Approximately 5.8 acres**

## Open Space on Adjacent Property

- National Park Service: 5.3 acres
- Norfolk Southern Land: 3.1 acres

**Total: Approximately 8.4 acres**

**Total Combined Open Space: Approximately 14.2 acres**





# AGENDA

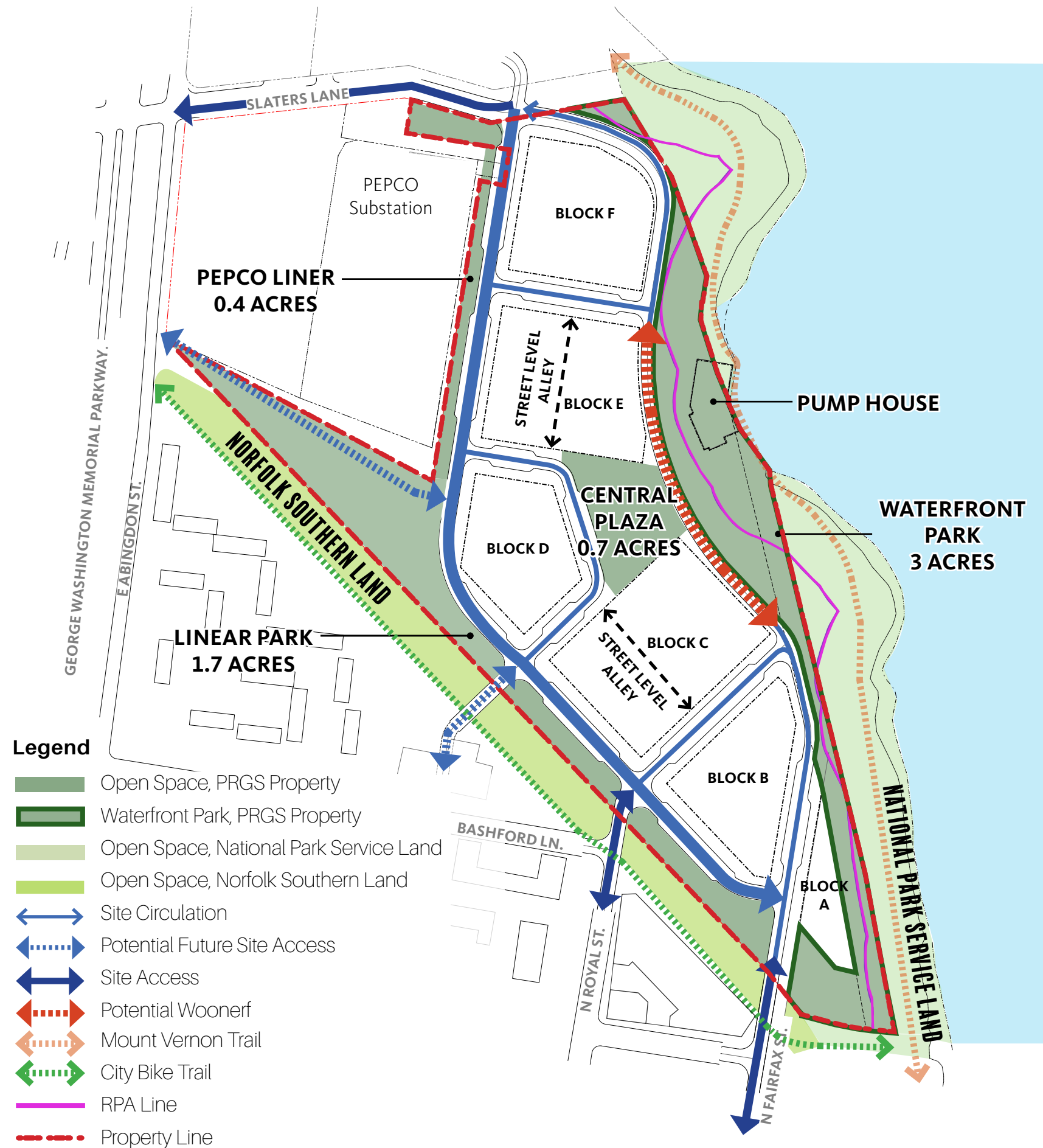
## 1. PROJECT OVERVIEW

## 2. TRANSPORTATION



# INTRODUCTION

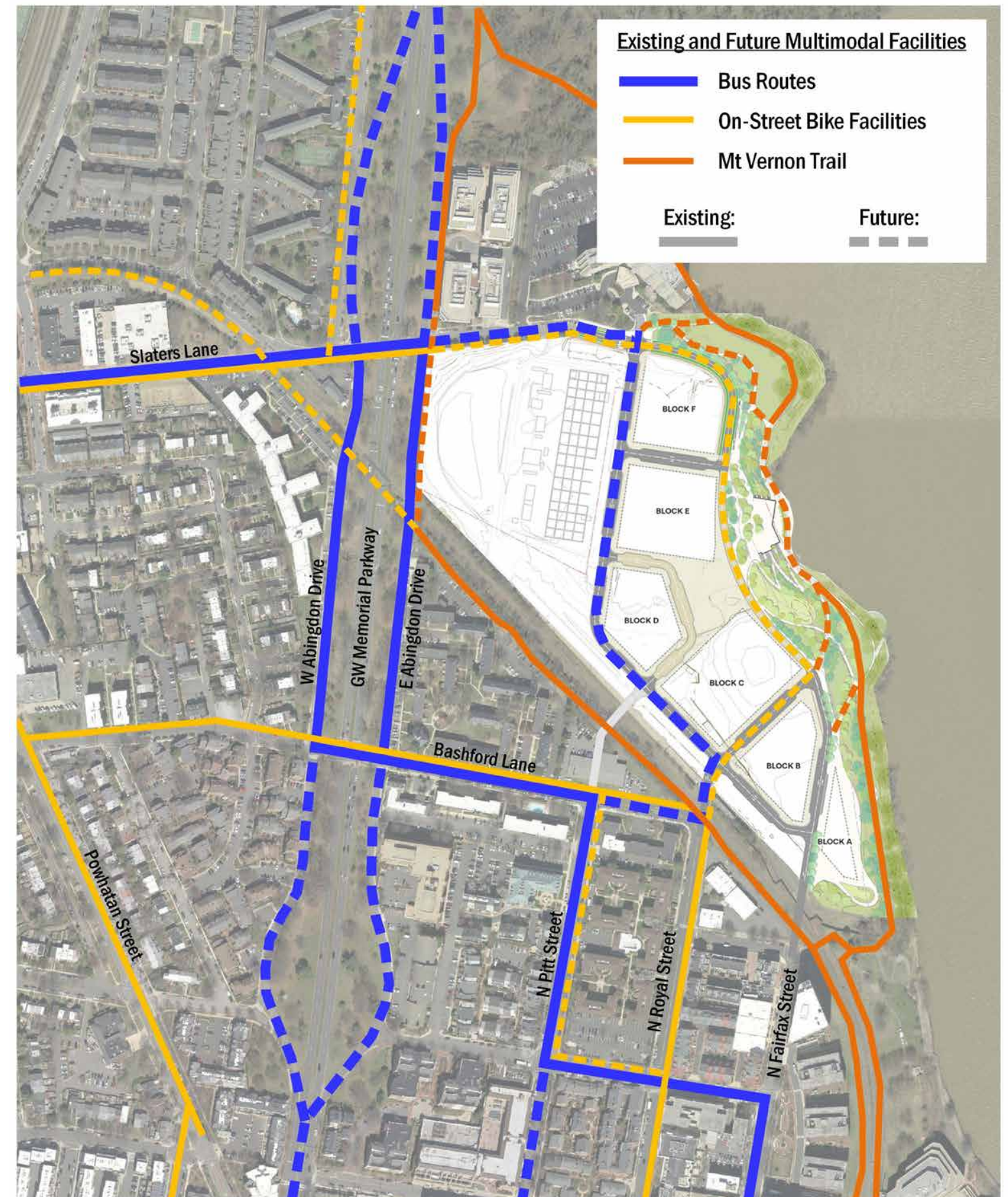
- Surrounding Context
- Background
- Overview
- Comparison to OTNSAP
- Multimodal Transportation Study
- Vehicular Analysis
- Pedestrian, Bicycle & Transit Circulation
- Vehicular Access & Curbside Management
- Proposed Improvements & Recommendations
- Transportation Management Plan





# SURROUNDING CONTEXT

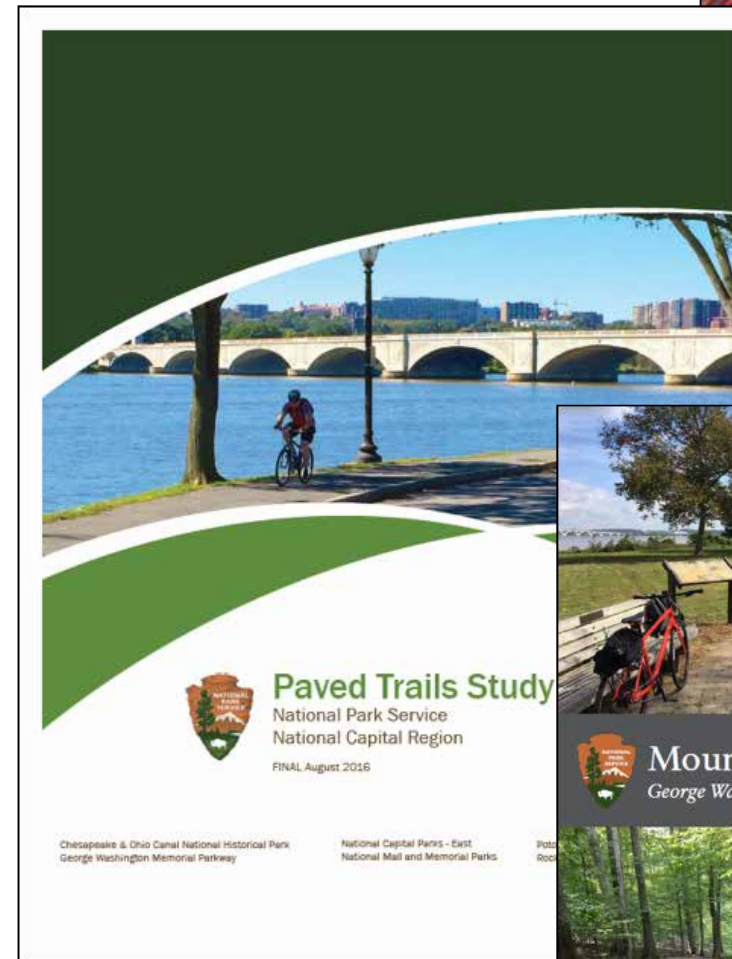
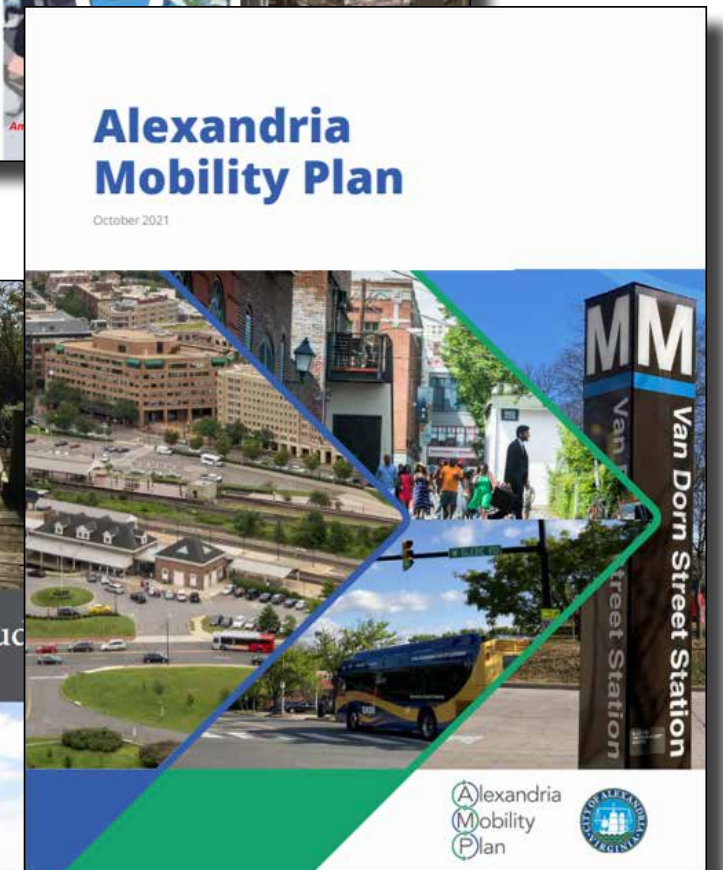
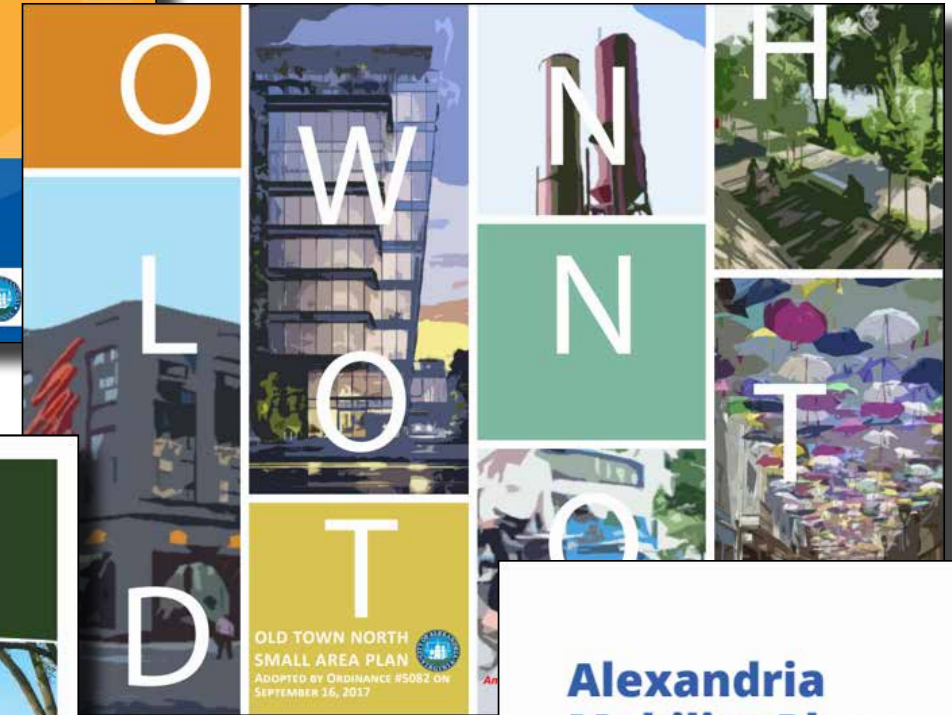
- Very walkable location – Walkscore of 84
  - Adjacent to local bike routes and Mt. Vernon Trail
  - Nearby DASH bus stops
  - Within 20-minute walk of Metroway
  - Within 30-minute walk of Braddock Road Metrorail station and future Potomac Yard Metrorail station
- Served by two (2) bus routes including Metroway
- Well-connected pedestrian and bicycle network, with planned improvements
- Served by regional roadways, including GW Memorial Parkway





# BACKGROUND

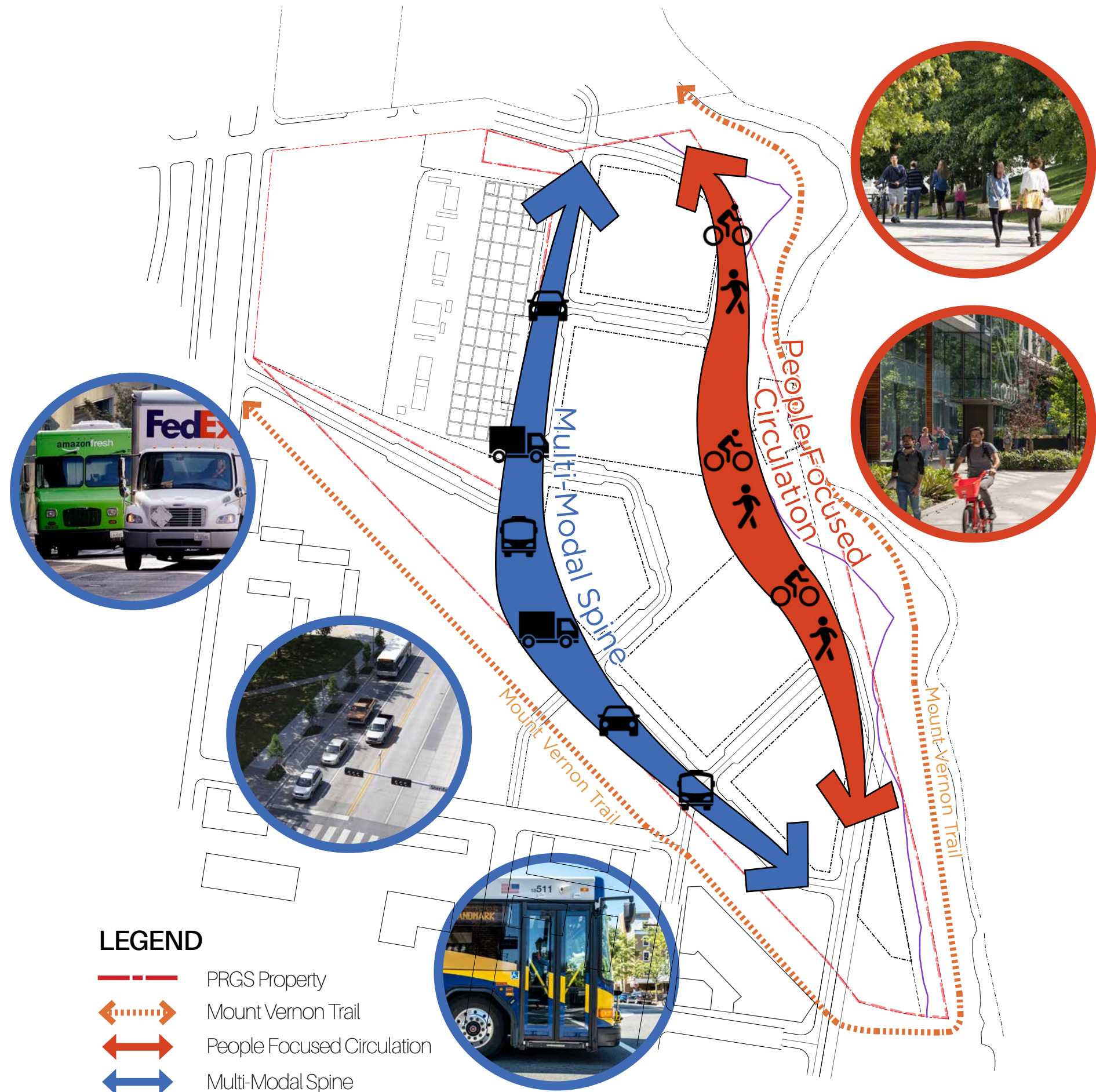
- Old Town North Small Area Plan
- Alexandria Mobility Plan
- Alexandria Transit Vision Plan
- Mount Vernon Trail Corridor Study
- NPS National Capital Region Paved Trails Study
- M-495 Commuter Fast Ferry Study
- Potomac Yard Metrorail Station





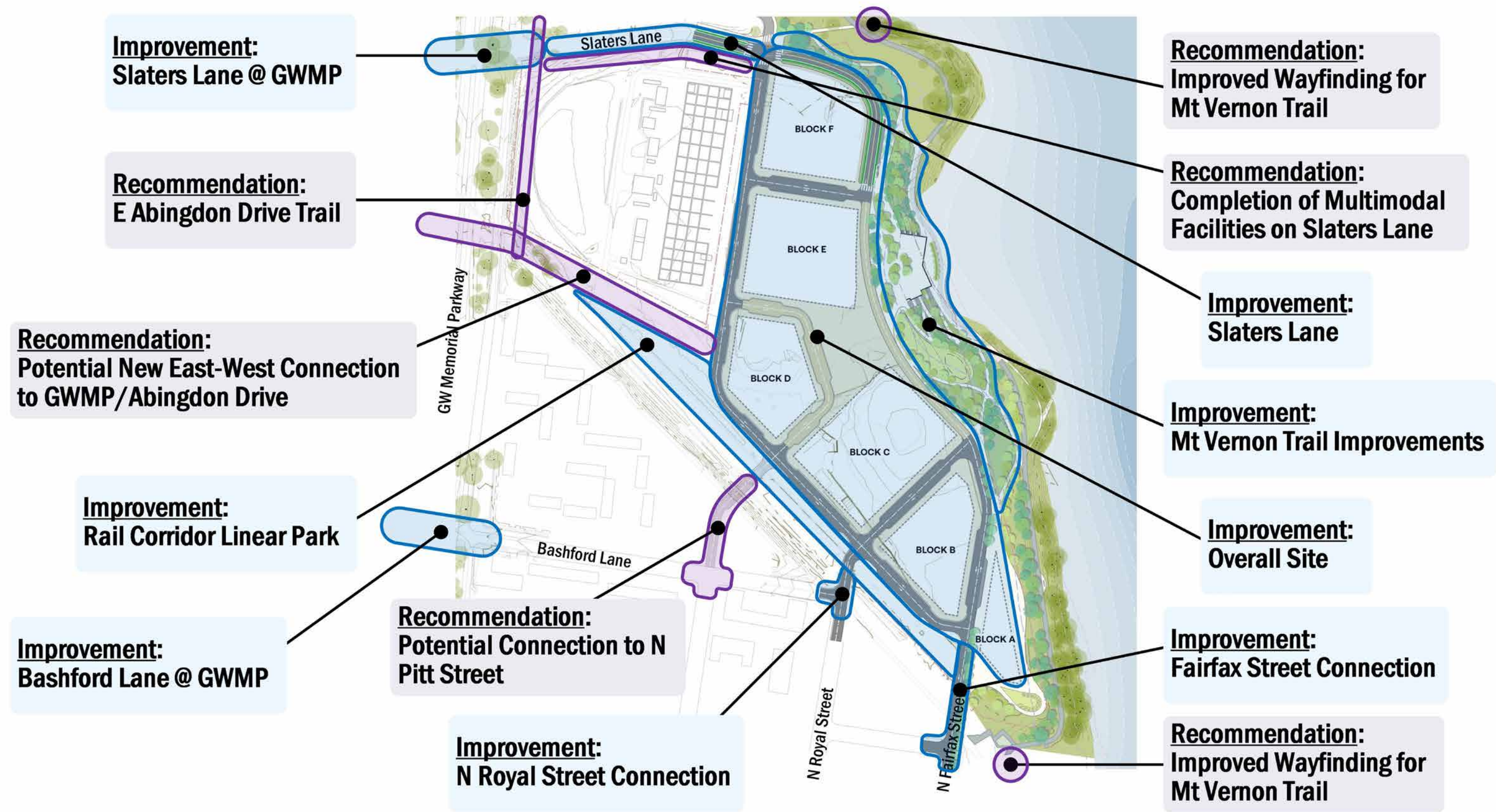
# OVERVIEW

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





# OVERVIEW





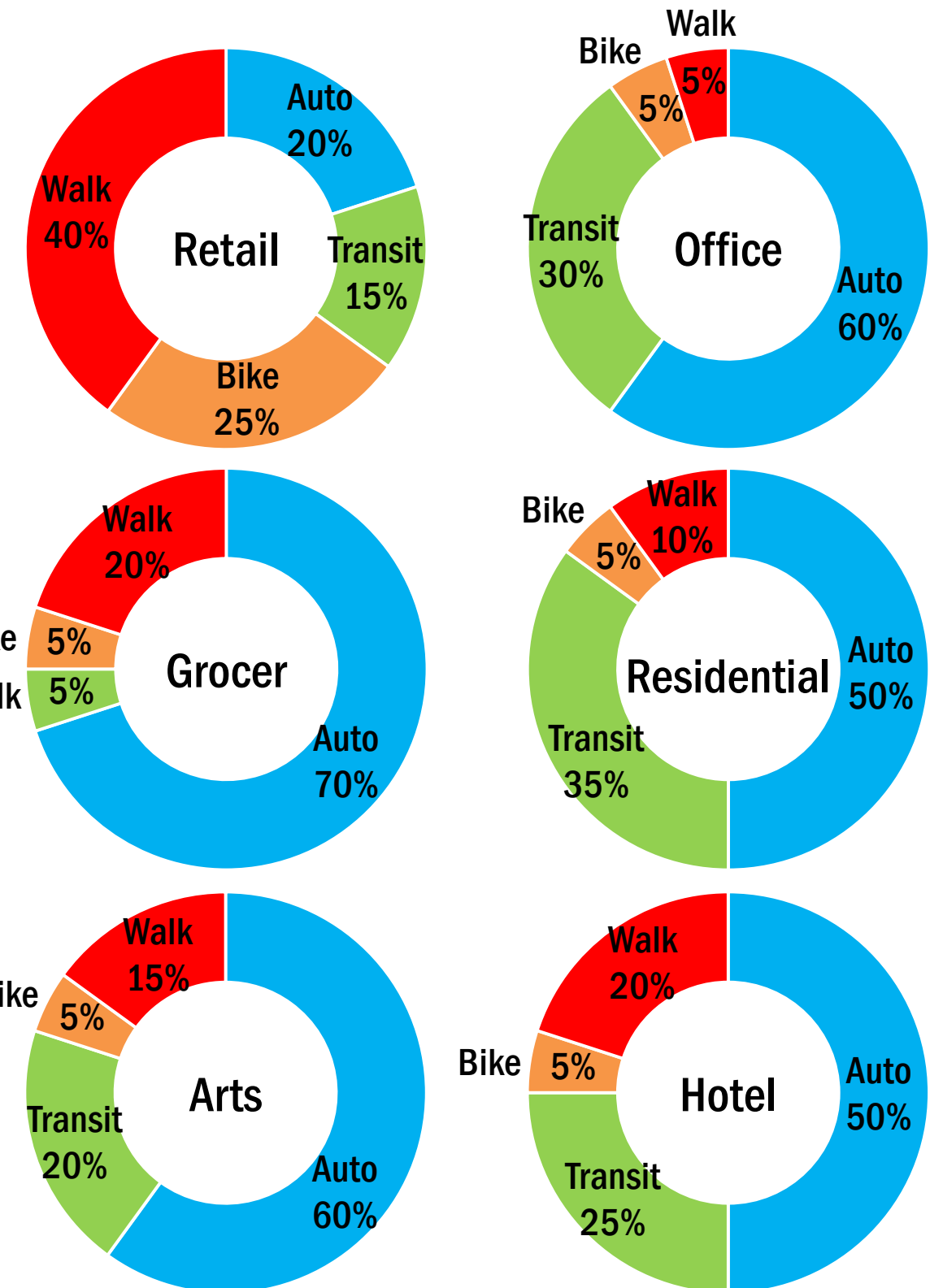
# COMPARISON TO OTNSAP

	OTNSAP	2022 PRGS Proposal
Density & Uses	<ul style="list-style-type: none"><li>2,150,000 GSF</li><li>Mix of commercial, residential, arts and innovation</li></ul>	<ul style="list-style-type: none"><li>2,150,000 GSF</li><li>Up to 2,500,000 GSF (w/ Arts and Affordable Housing Bonuses)</li><li>Mix of commercial, residential, arts and innovation</li></ul>
	Comparable trip generation	
External Connection Points	Four (4) external connections: <ul style="list-style-type: none"><li>Slaters Lane</li><li>N Fairfax Street</li><li>N Royal Street</li><li>N Pitt Street</li></ul> + Potential East-West Connection to GWMP	Three (3) external connections: <ul style="list-style-type: none"><li>Slaters Lane</li><li>N Fairfax Street</li><li>N Royal Street</li></ul> + 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"><li>Prioritization of viewsheds</li><li>Prioritization of placemaking</li><li>Prioritization of open space</li><li>Porous, inefficient for cut-through</li><li>Right-sized to balance modes and connectivity</li></ul>



# MULTIMODAL TRANSPORTATION STUDY

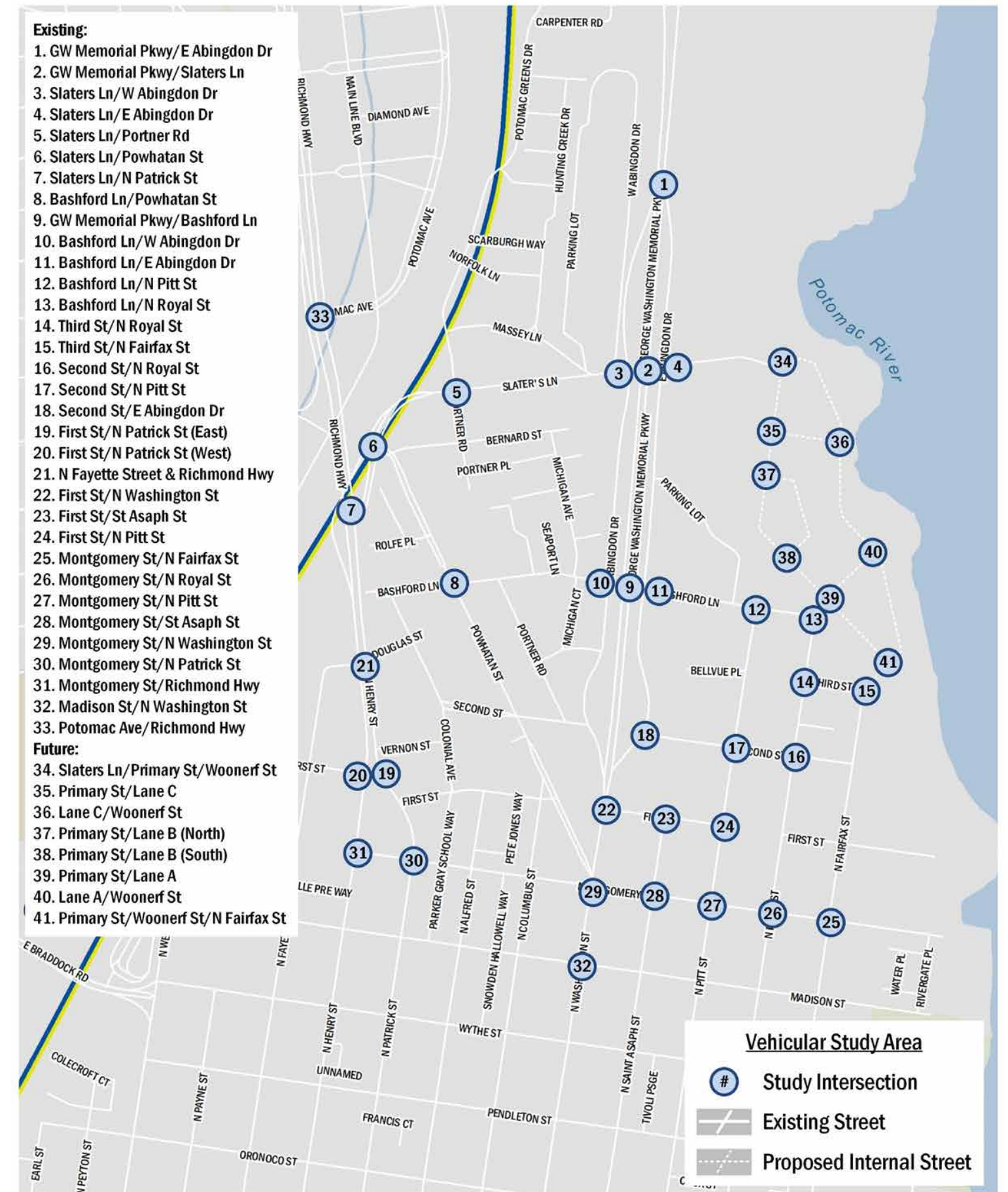
- Multimodal Review
  - Existing transit, bicycle, and pedestrian facilities within ¼-mile
  - Planned changes to the transit system (e.g., routes and free DASH service)
  - Proposed on-site bicycle and pedestrian facilities
  - Planned connections and enhancements to the Mt. Vernon Trail
  - Non-auto modes prioritized as part of recommendations and mitigations
- Mode splits studied for all proposed uses
  - Vetted and approved by City
  - Based on Census data, OTNSAP, and previously approved studies





# STUDY SCOPE

- Reviewed by City
- Undergoing review by NPS
- Analysis Scenarios
  - Existing
  - 2033 (Full Buildout) Future with and without Development
  - 2039 (+6 Year) Future with and without Development
- AM and PM commuter peak hours
- 33 existing intersections + 8 intersections added by the new internal roadways
- Inclusion of other projects expected to be complete by 2033 and 2039
- Vehicular capacity analysis included most conservative development scenario
- Program and TDM/TMP plans for the site to be further studied/refined as part of subsequent DSUPs





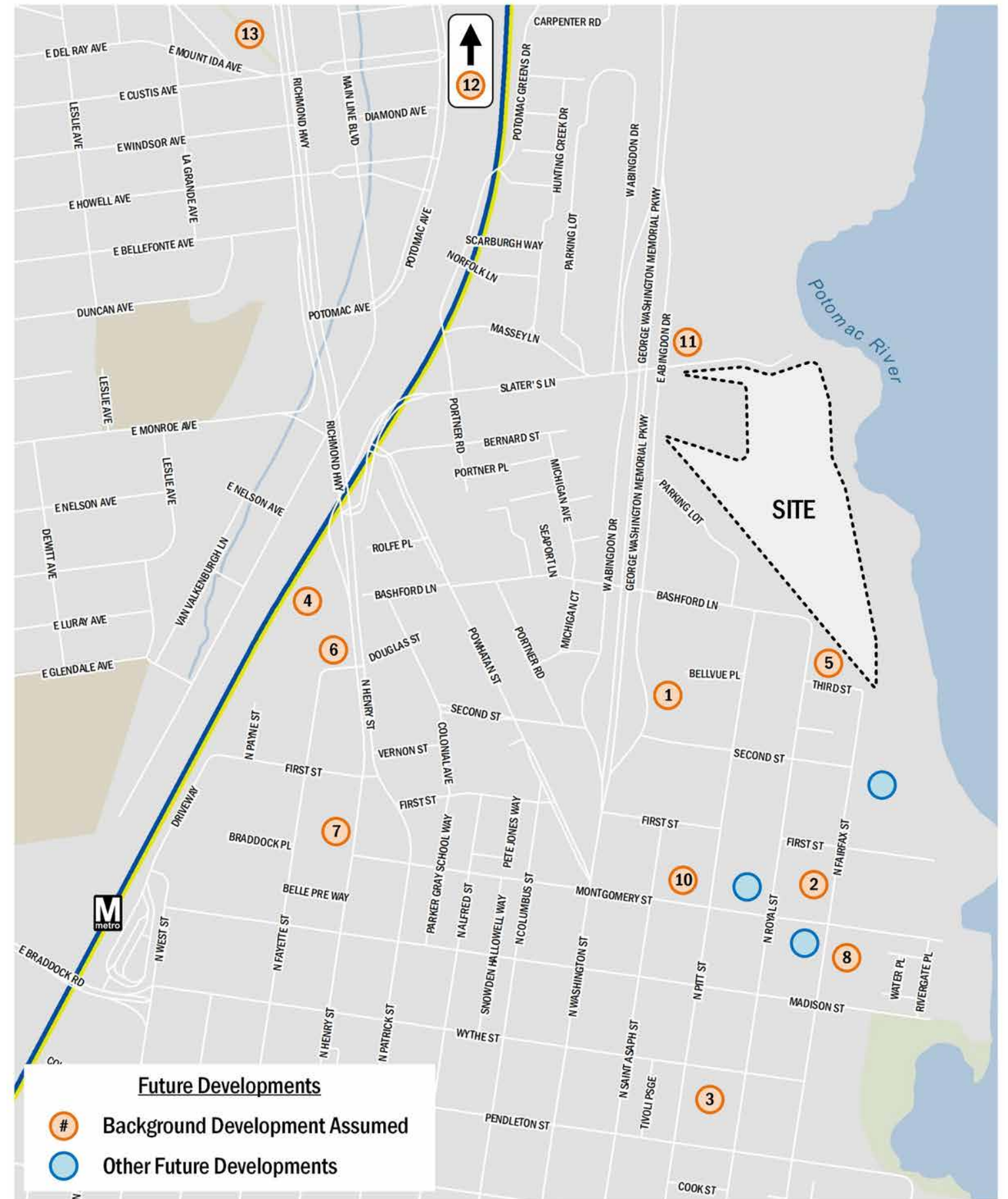
# BACKGROUND DEVELOPMENTS

## • Future Developments Assumed in MTS:

- 1101 N Washington Street – Old Colony Inn
- 901/925 N Fairfax Street – Crowne Plaza Redevelopment
- 600 N Royal Street – Royal Street Bus Garage
- 1200 N Fayette Street – Braddock Gateway – Phase II & III
- The Muse – 1201 N Royal Street
- 1200 N Henry Street
- 900 N Henry Street - Carpenter's Shelter Redevelopment
- 801 N Fairfax Street
- Towne Motel – 802 N Washington Street
- Gables Old Town North
- Towngate North
- North Potomac Yard
- Oakville Triangle

## • Future Office to Residential Conversions/Developments (Not Yet Approved at time of Scoping):

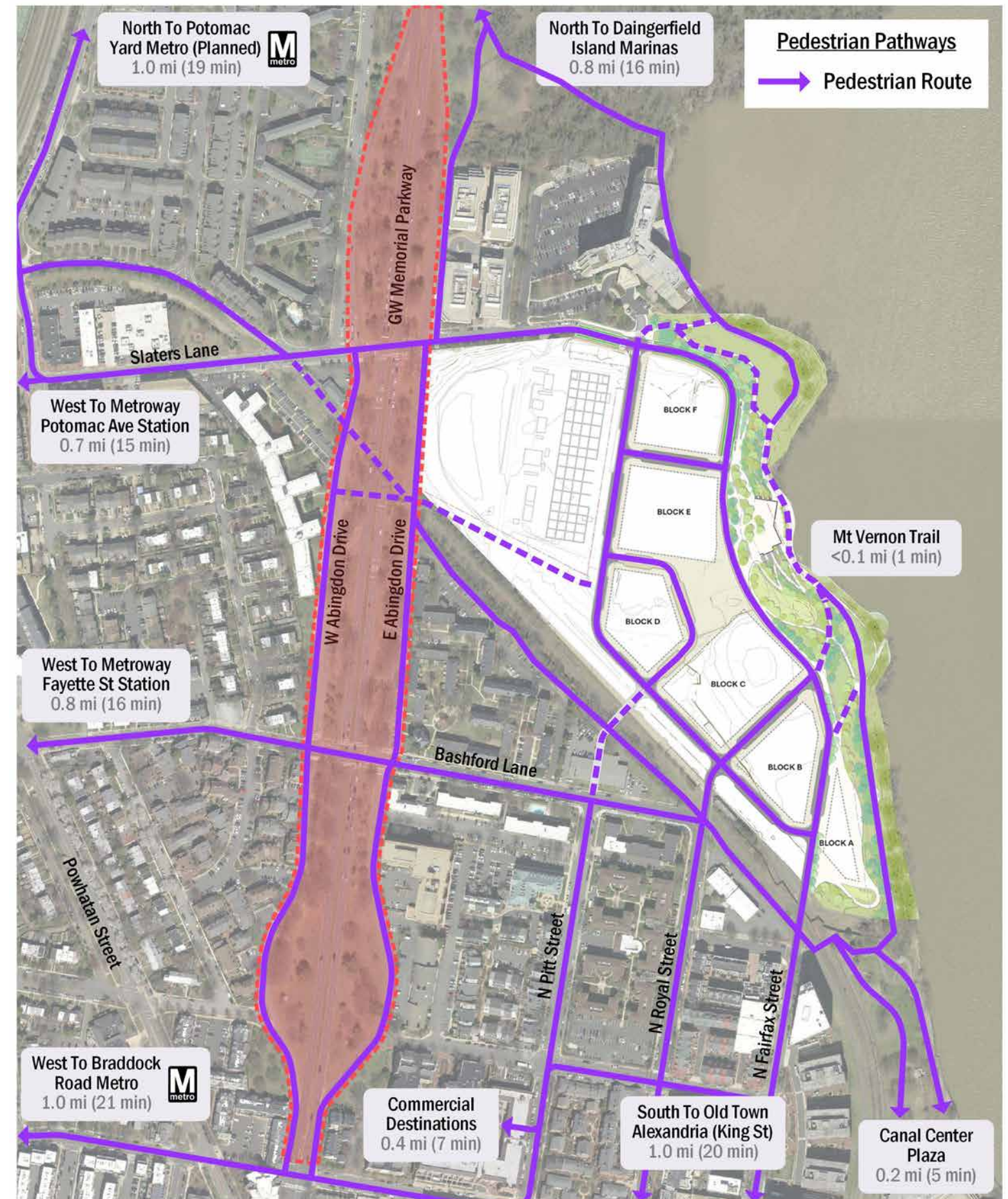
- Montgomery Center
- 901 N Pitt Street
- TideLock





# PEDESTRIAN CIRCULATION & CONNECTIVITY

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





# BICYCLE CIRCULATION & CONNECTIVITY

## LEGEND

PRGS PROPERTY

### LEISURELY ROUTE

MOUNT VERNON TRAIL  
BIKE & PEDESTRIAN

### COMMUTER ROUTE

MULTI-USE TRAIL  
BIKE & PEDESTRIAN

TRAIL IMPROVEMENT PLANNED BY CITY  
BIKE & PEDESTRIAN

### LOCAL ROUTE

BIKE FACILITY

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

SMART CONNECTIONS  
BIKE & PEDESTRIAN (5% SLOPE OR LESS)





# BICYCLE CIRCULATION & CONNECTIVITY

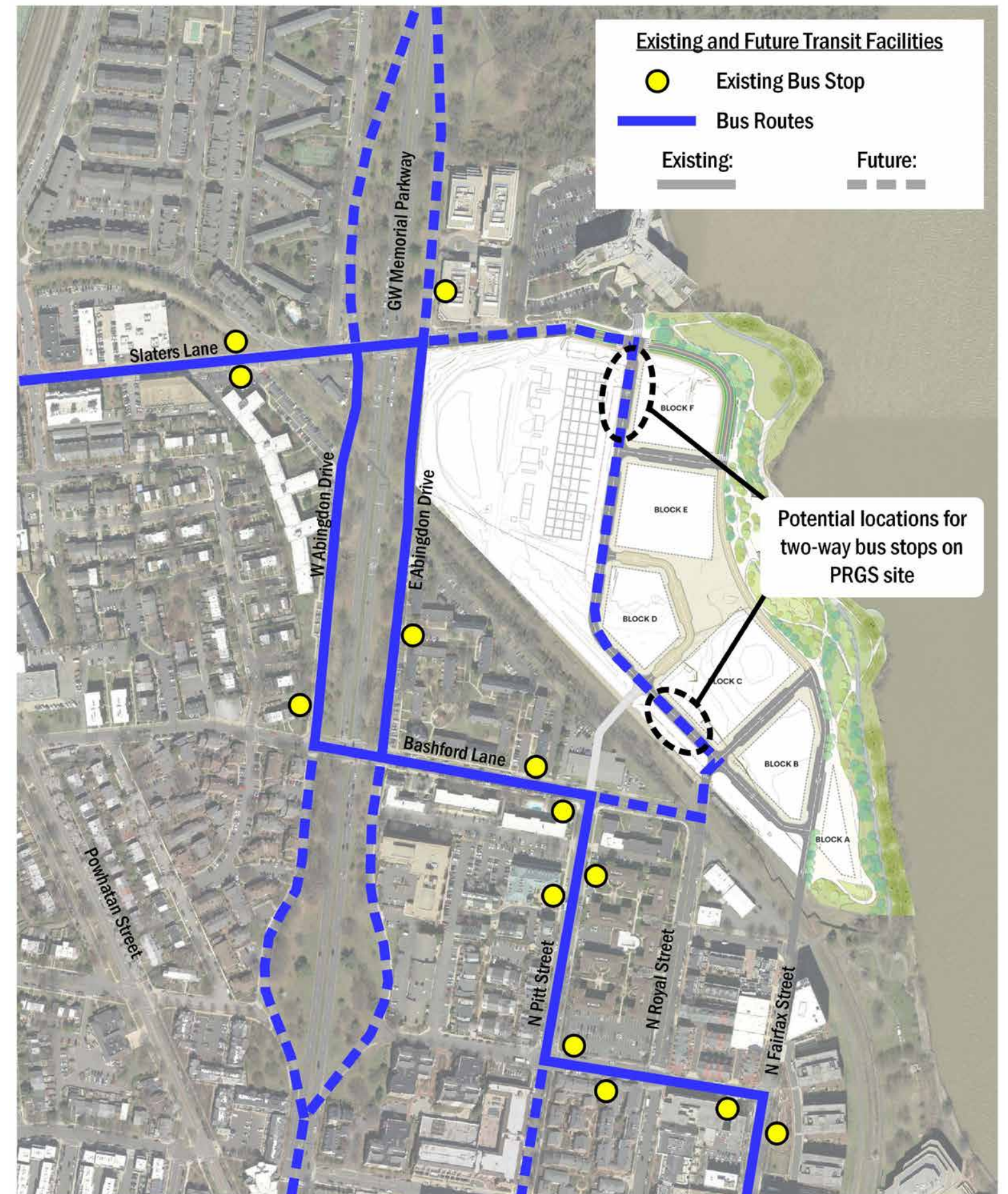
- Mode prioritized as part of recommendations and mitigations
- City-Planned Improvements
  - Connection to Potomac Avenue Trail
  - Trail improvements along E Abingdon Drive
- Bicycle-friendly strategies:
  - Leverage proximity to Mt Vernon Trail
    - Trail improvements and connections
    - Multi-use path improvements
  - Extend and connect local bicycle network
    - On-site bicycle facilities
    - Woonerf
    - Slaters Lane improvements
  - Capital Bikeshare station
  - On-site short- and long-term bicycle parking
  - Promotion of cycling via Transportation Management Plan (TMP) Framework





# TRANSIT CIRCULATION & CONNECTIVITY

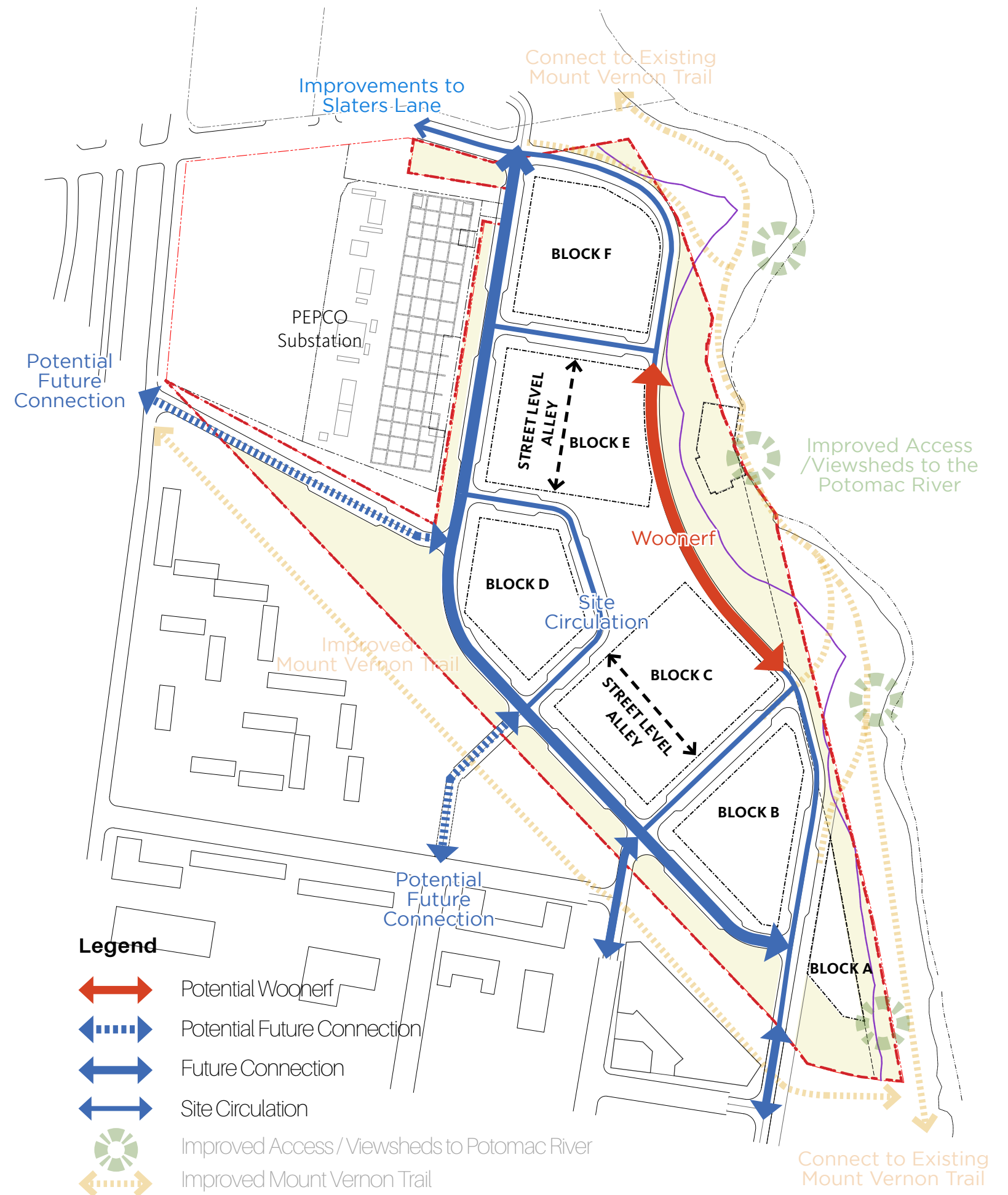
- Good access to transit
  - Fare-free DASH service
  - Metroway
  - Braddock Road Metrorail station
  - Future Potomac Yard Metrorail station
- Transit-friendly strategies
  - Provision of transit route through the site
  - Provision of transit facilities (2 bus stops in either direction)
  - Water-taxi or ferry service, if feasible
  - TMP elements
- Continued coordination with City and DASH to improve frequency of planned service





# 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





# THE WOONERF

## POTENTIAL SITE FEATURES



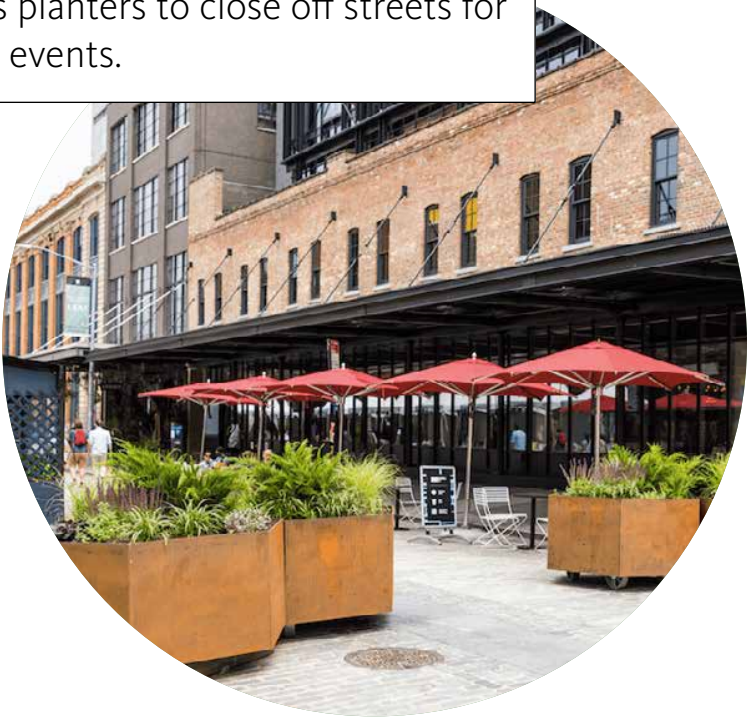
### CHANGE IN PAVING

- 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

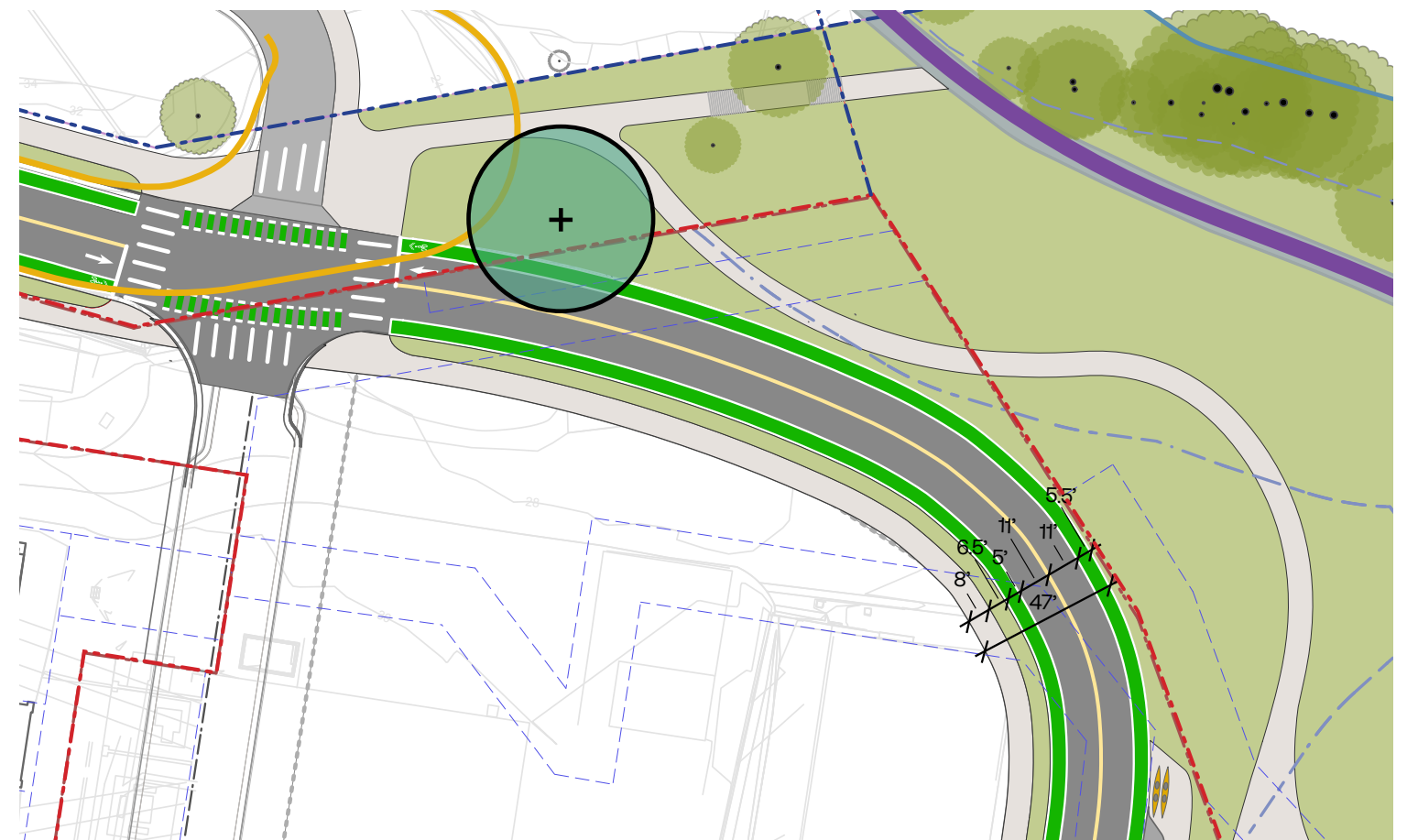
- Important east-west connection across George Washington Memorial Parkway (GWMP) for residential and commercial users north of PRGS
- Vehicular “dead end” and no pedestrian and bike connection to Mt. Vernon Trail
- Only accessible from GWMP

## 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





# SLATERS LANE

## EXISTING CONDITIONS

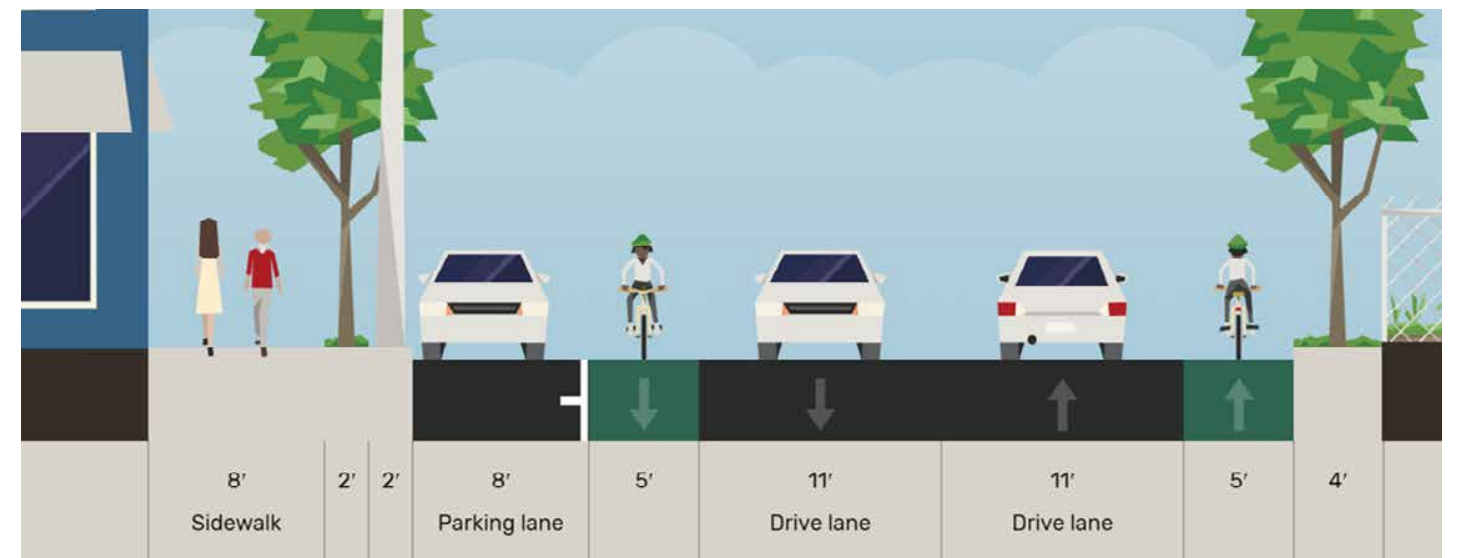
- Signal operations at GWMP prioritize north-south traffic and limit east-west mobility
- No east-west bike connectivity east of W Abingdon Drive
- Limited curb-to-curb width through intersection
- Pedestrian crossing not to standard across GWMP



Existing Slaters Lane at GW Memorial Parkway (Looking East)

## POTENTIAL IMPROVEMENTS

- Balance signal operations at GWMP for improved east-west movements for all transportation modes
- Simplify movements at GWMP intersection to utilize available capacity without limiting access
- Extend bike facilities through intersection at GWMP to Slaters Lane and connect to Mt. Vernon Trail
- Improved pedestrian crossing across GWMP



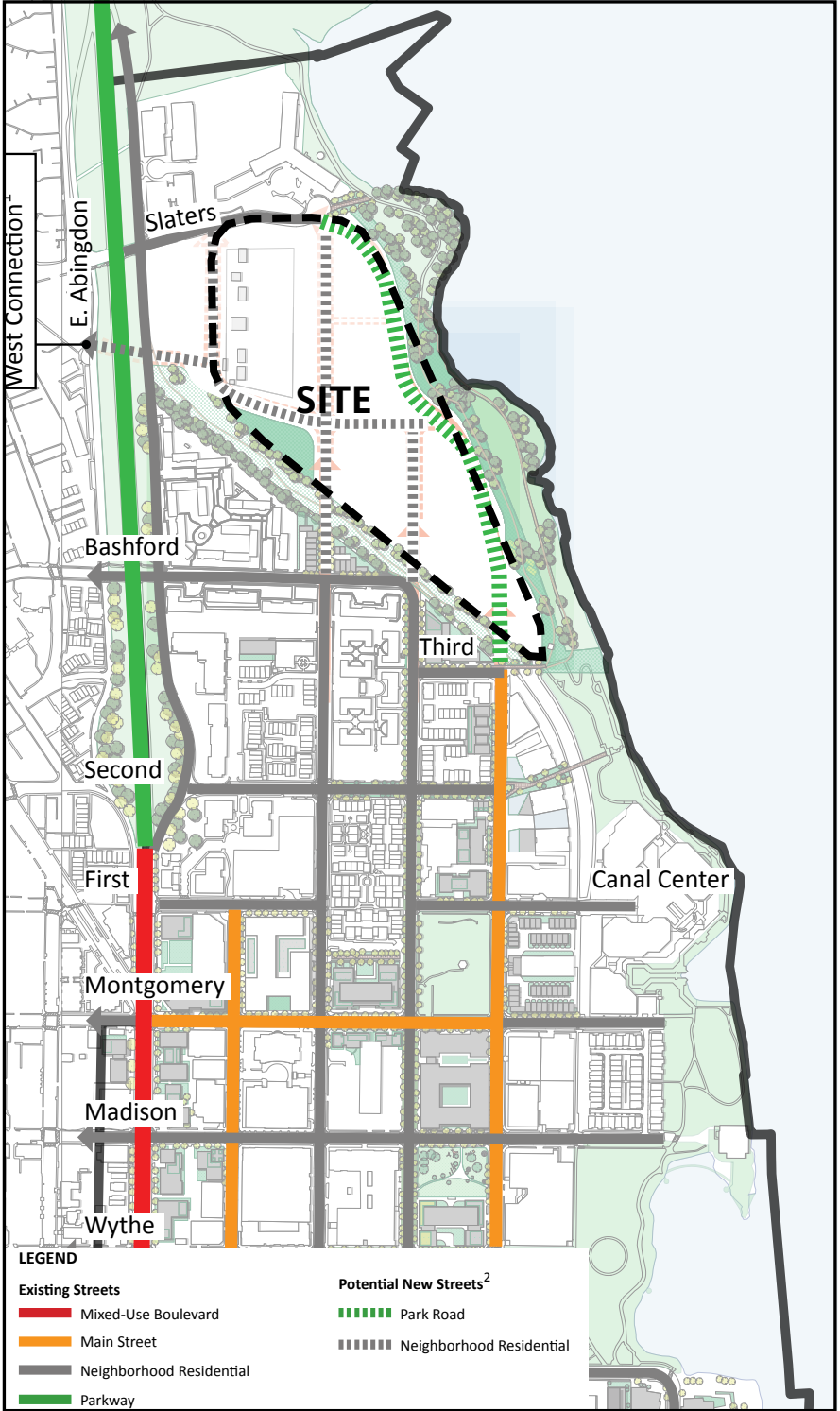
Proposed Cross-Section Between East Abingdon Drive and Spine Road



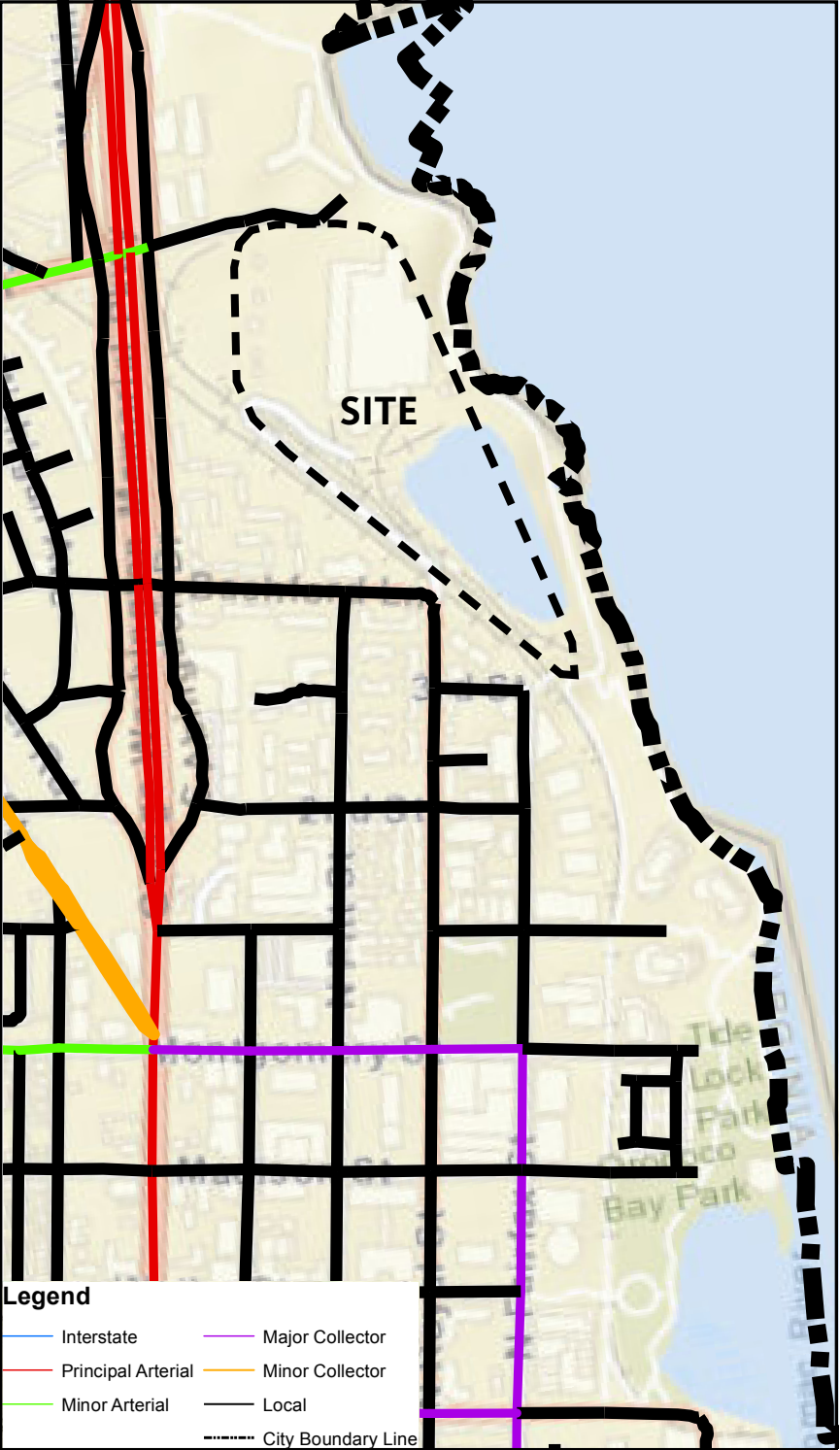
# SLATERS LANE HISTORY



1915 City Engineer's Map



2017 OTNSAP



City of Alexandria Road Classification



# BASHFORD LANE

## EXISTING CONDITIONS

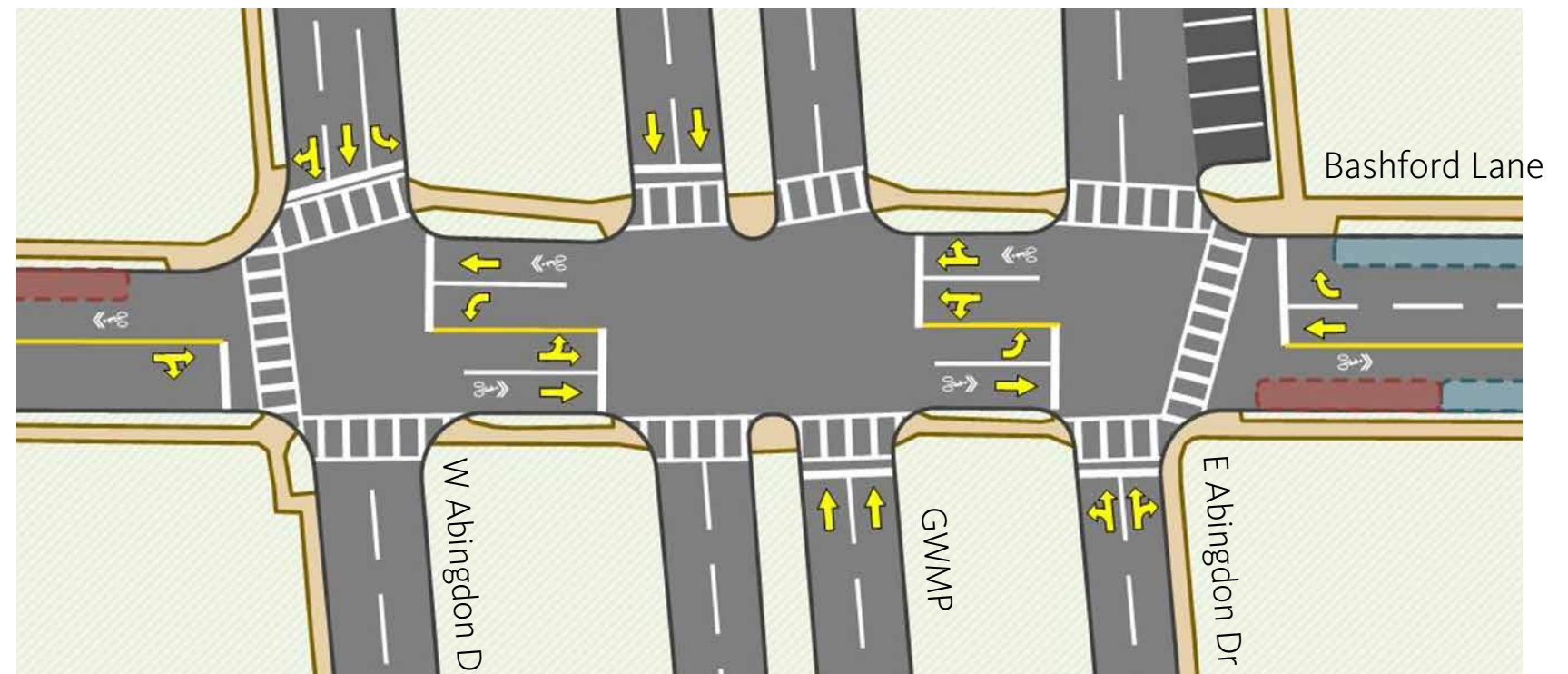
- Important east-west connection across GWMP
- Significant east-west connectivity and mobility challenges
- Signal operations at GWMP prioritize north-south traffic
- Sharrows across GWMP provide bike connectivity
- Pedestrian crossing not to standard across GWMP



Existing Bashford Lane Configuration at GW Memorial Parkway

## POTENTIAL IMPROVEMENTS

- Separating movements at GWMP intersection to utilize any available capacity without limiting access
- Balance signal operations at GWMP for improved east-west movements for all transportation modes
- Improved alignment between E and W Abingdon Drive, allowing for additional east-west capacity and improved safety, removes 4-6 on-street parking spaces
- Improved pedestrian crossing across GWMP



Proposed Bashford Lane Configuration at GW Memorial Parkway (not to scale)



# PROPOSED IMPROVEMENTS & RECOMMENDATIONS

## **Improvement: Slaters Lane @ GWMP**

- Bike facilities through intersection connecting to bike lane to the east and west
- Pedestrian enhancements on south side
- Simplify vehicular operations while maintaining access
- Signal phasing/timing modifications to better balance east-west travel for all modes

## **Recommendation: E Abingdon Drive Trail**

- Provide better connection to Mt. Vernon Trail
- Provide trail crossing at GWMP
- Add signage and improve crossing at Slaters Lane

## **Recommendation: Potential New East-West Connection to GWMP/Abingdon Drive**

- New connection to existing street network
- Fully signalized access to GWMP
- Extension of multi-use trail across GWMP

## **Improvement: Rail Corridor Linear Park**

- Design open space adjacent to rail property
- Contribute to improvements to multi-use trail in the rail corridor

## **Improvement: Bashford Lane @ GWMP**

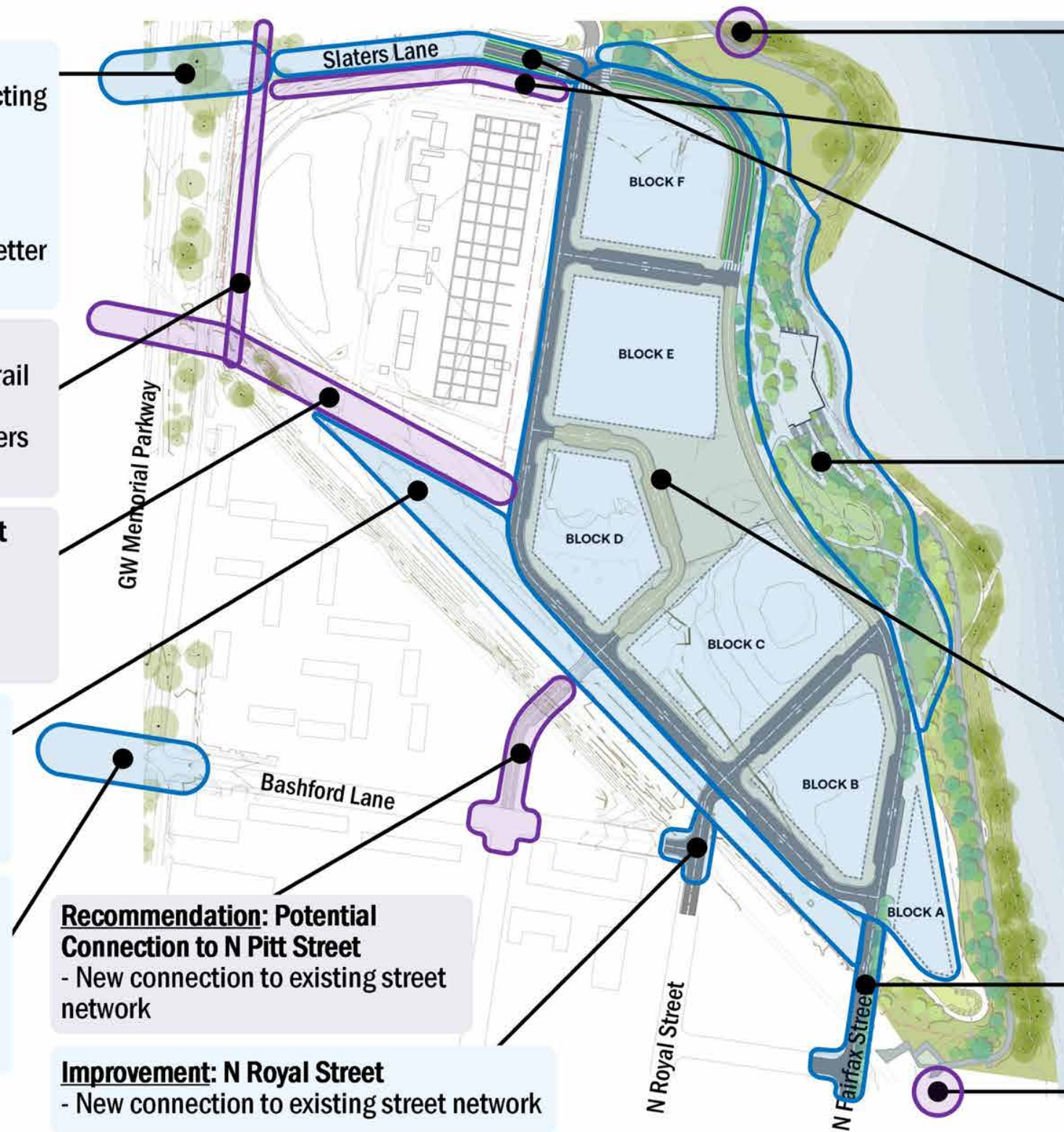
- Separation of vehicular movements while maintaining access
- Signal phasing/timing modifications to better balance east-west travel for all modes

## **Recommendation: Potential Connection to N Pitt Street**

- New connection to existing street network

## **Improvement: N Royal Street**

- New connection to existing street network



## **Recommendation: Improved Wayfinding for Mt Vernon Trail**

## **Recommendation: Completion of Multimodal Facilities on Slaters Lane**

- Sidewalk on south side of Slaters Lane

## **Improvement: Slaters Lane**

- New connection to existing street network
- Bike facilities between GWMP and Spine Road
- Bike facilities between Spine Road and Woonerf
- Connection to Mt Vernon Trail

## **Improvement: Mt Vernon Trail Improvements**

- Four (4) new connections to Mt Vernon Trail from internal street network
- Re-route and improve existing trail near Pump Station

## **Improvement: Overall Site**

- Completion of street network
- Curb extensions throughout
- On-street parking
- Woonerf along waterfront
- On-street bike facilities
- New bike and pedestrian connections to Mt Vernon Trail on waterfront
- Transit stops for realigned bus route through site

## **Improvement: Fairfax Street**

- New connection to existing street network

## **Recommendation: Improved Wayfinding for Mt Vernon Trail**



# TRANSPORTATION MANAGEMENT PLAN (TMP)

---

## • General

- Designated TMP coordinator
- Conduct annual travel survey
- Submit annual TDM report to City
- Contribute to TMP fund

## • Transit Infrastructure and Subsidies

- Promote availability and use of on-site transit
- Provide information in building lobbies
- Provide one-time SmarTrip cards
- Pre-tax transit benefit for on-site employees

## • Bicycle Infrastructure

- Provide funding for one Capital Bikeshare station
- Provide one-time bikeshare membership
- On-site bicycle facilities
- Allow bicycles in garages and dwelling unit

## • Parking

- Encourage sustainable mobility options
- Unbundle parking costs from leases
- Share spaces between uses to minimize supply
- Provide carsharing spaces
- Provide carpool/vanpool spaces
- Provide one-time carsharing subsidy

## • Marketing and Promotions

- Promote regional Guaranteed Ride Home program
- Participate in regionally-sponsored clean air, transit, and traffic mitigation promotions
- Participate in regional transportation events
- Provide links to transportation resources on website



# 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

**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  
APRIL / MAY 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 AND CDD CONCEPT PLAN



# THANK YOU!

[HRPalx.COM](http://HRPalx.COM)

follow us on



@hilcoredev



[ALEXANDRIA.VA.GOV/PLANNING/INFO](http://ALEXANDRIA.VA.GOV/PLANNING/INFO)



Redevelopment Partners

**Gensler**