INFRASTRUCTURE DSP

CONCEPT 1 PLAN

PRGS REDEVELOPMENT

ALEXANDRIA, VIRGINIA

SHEET INDEX

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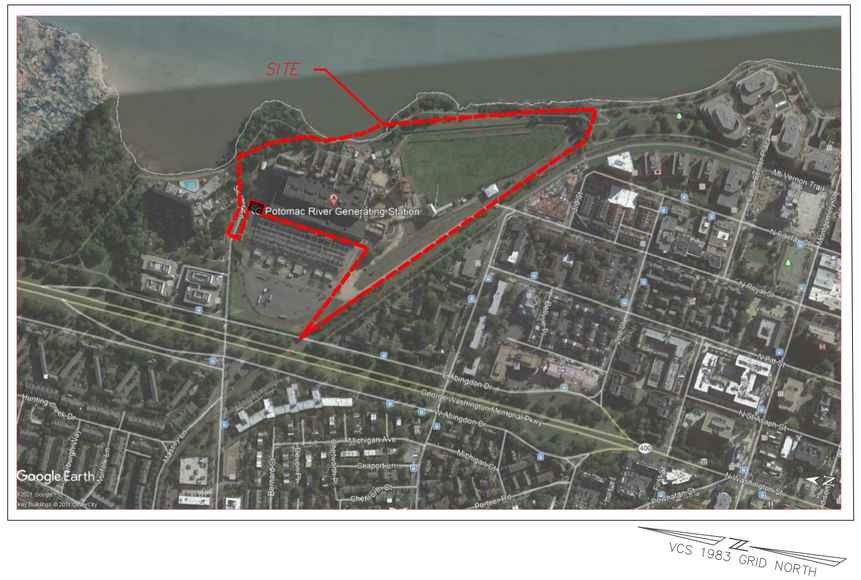
C100	NOTES AND TABULATIONS
C101	OVERALL EXISTING CONDITIONS PLAN
C102-C105	EXISTING CONDITIONS PLAN
C200	OVERALL CONCEPTUAL SITE PLAN
C201-C204	CONCEPTUAL SITE PLAN
A200	OPEN SPACE & CIRCULATION PLAN
C300-C301	STREET CROSS SECTIONS
C302	AREAS OF POTENTIAL ENVIRONMENTAL IMPACT
A303	ROADWAY AND OPEN SPACE SPECIFIC PHASING PLAN
A304-1	INFRASTRUCTURE CONDITIONS
A304-2	INFRASTRUCTURE CONDITIONS
LA-2.4	COMPREHENSIVE OPEN SPACE PLAN

PROFESSIONAL SEAL AND SIGNATURE	DATE	REVISION
COMMONWEALTH OF VIRGINIA JOHN L. HELMS Lic. No.52485 07/08/2022 PROFESSIONAL ENGINEER	07/08/2022	CONCEPT 1 SUBMISSION

VICINITY MAP

SCALE 1"= 350'



APPLICANT

HRP POTOMAC, LLC
1199 N FAIRFAX ST.
SUITE 808
ALEXANDRIA, VA 22314

ARCHITECT

GENSLER
2020 K STREET NW
WASHINGTON, D.C. 20006

CIVIL ENGINEER

christopher consultants,ltd.
4035 RIDGE TOP RD
SUITE 601
FAIRFAX, VIRGINIA 22030

LANDSCAPE ARCHITECT

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

TRAFFIC ENGINEER

GOROVE SLADE
225 REINEKERS LANE
SUITE 750
ALEXANDRIA, VIRGINIA 22314

SUSTAINABILITY CONSULTANT

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

ATTORNEY

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

111,643

ZONING TABULATIONS

SITE ADDRESSES & TAX MAP NUMBERS:	045.01-01-04 (1300 N ROYAL ST.)
EXISTING ZONE:	CDD-30
SMALL AREA PLAN DISTRICT:	OLD TOWN NORTH
EXISTING SITE AREA:	821,848 S.F. OR 18.86704 AC. (AFTER SUBDIVISION)
EXISTING USE:	FORMER POTOMAC RIVER GENERATING STATION
PROPOSED USE:	RETAIL, OFFICE, HOTEL, ARTS AND MULTIFAMILY
PROPOSED SITE AREA:	821,848 S.F. OR 18.86704 AC.
APPROXIMATE TOTAL AREA DISTURBED:	821,848 S.F. OR 18.86704 AC. (AFTER SUBDIVISION)
OPEN SPACE PROVIDED: (GROUND LEVEL)	+/- 5.77 AC. OR 251,341 SF (REFER TO SHEET A3 FOR LOCATION OF OPEN SPACE)

PROJECT NARRATIVE:

THE APPLICANT IS SEEKING TO IMPLEMENT THE OLD TOWN NORTH SMALL AREA PLAN'S GENERAL GUIDELINES FOR THE FORMER POTOMAC RIVER GENERATING STATION SITE BY CREATING A MIXED-USE PROJECT THAT EXTENDS THE STREETS OF OLD TOWN NORTH INTO THE SITE AND CONNECTS THE PROPERTY TO THE GREATER OLD TOWN NORTH NEIGHBORHOOD, MAKING USE OF THE UNIQUE CHARACTER OF THE PROPERTY, INCLUDING MAXIMIZING THE VIEWS OF THE POTOMAC RIVER, AND CREATING A SENSE OF PLACE THAT WAS ENVISIONED IN THE OLD TOWN NORTH SMALL AREA PLAN, WITH SUFFICIENT FLEXIBILITY TO ENSURE THE FINANCIAL VIABILITY OF THE PROJECT. THIS DSP IS FOR THE MAJOR ROADS AND INFRASTRUCTURE NEEDED TO SUPPORT THE DEVELOPMENT DESIRED FOR THIS SITE.

NOTE:

TO THE BEST OF OUR KNOWLEDGE CONTAMINATED SOIL MAY BE ON SITE. REFER TO SHEET C302 FOR MORE INFORMATION.

LEGEND

- 4 :PROP. PARKING SPACES
- :PROP. RIGHT-OF-WAY
- :PROP. ROAD CENTERLINE
- :PROP. BUILDING
- :PROP. CURBLESS CURB
- :PROP. CURB
- :PROP. EDGE OF PAVEMENT
- :EX. PROPERTY LINE
- : EX. CONTOUR
- : EX. TREE LINE
- : EX. CURB & GUTTER
- : EX. FENCE
- : EX. LIGHT
- : EX. ELECTRIC
- : EX. WATERLINE
- : EX. STORM SEWER
- : EX. TELECOM
- : EX. SANITARY FORCE MAIN
- : EX. SANITARY SEWER
- : EX. STORM MANHOLE
- : EX. SANITARY MANHOLE

TREE LEGEND

- DECIDUOUS TREE
- CONIFEROUS TREE
- BUSH

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p 703.273.6820
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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
07/08/2022
PROFESSIONAL ENGINEER

PRGS REDEVELOPMENT

INFRASTRUCTURE DSP

CONCEPT 1 PLAN

CITY OF ALEXANDRIA, VA

MARK	DATE	DESCRIPTION
1	07/08/2022	CONCEPT 1 SUBMISSION

PROJECT No.: 17005.004.03
DRAWING No.: 111643
DATE: 2022-03-29
DESIGN: JH
DRAWN: MG
CHECKED: KW

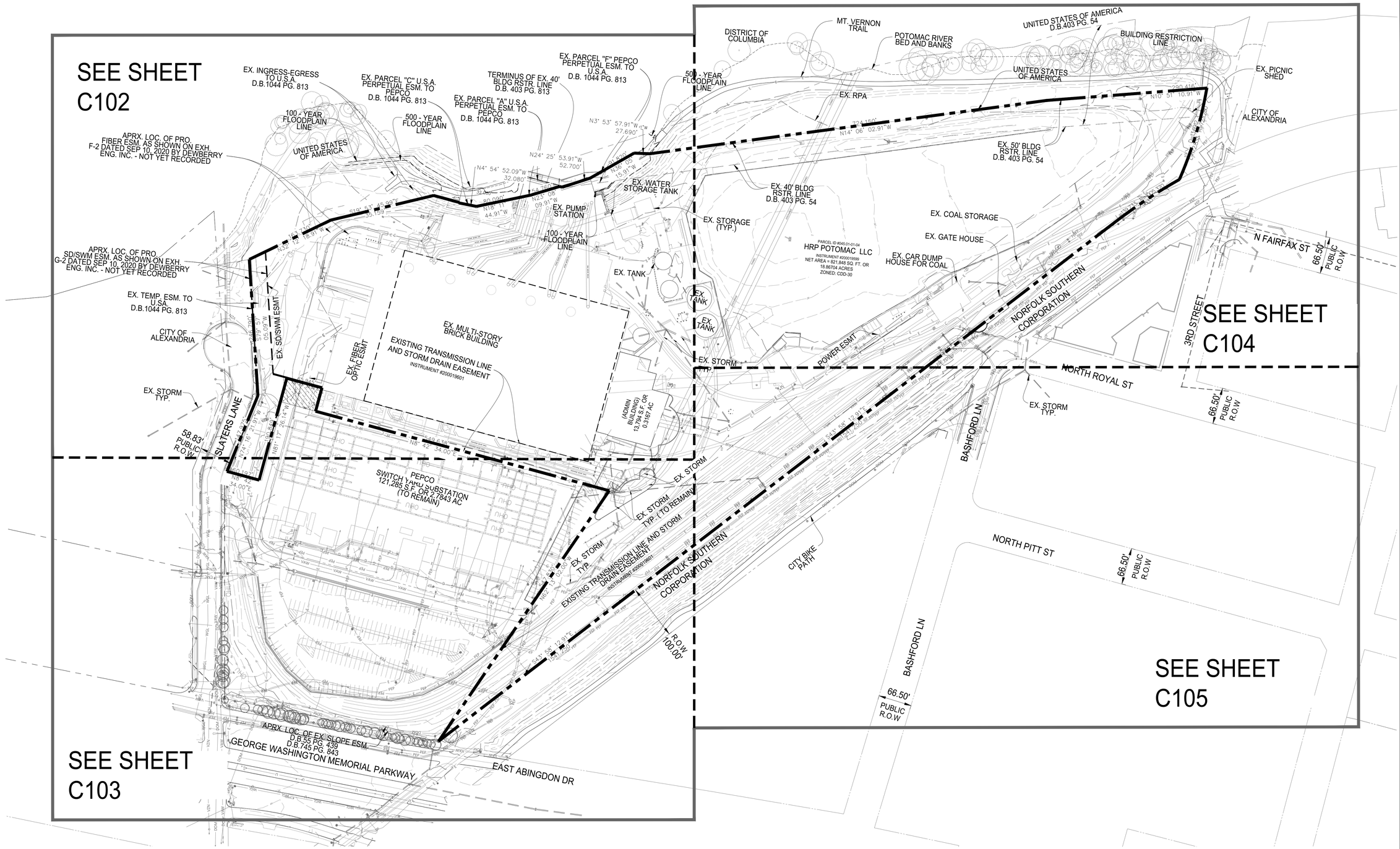
SHEET TITLE:

NOTES AND TABULATIONS

SHEET No.

C100

111643



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

NOTES:
1. REFER TO SHEET C100 FOR LEGEND.

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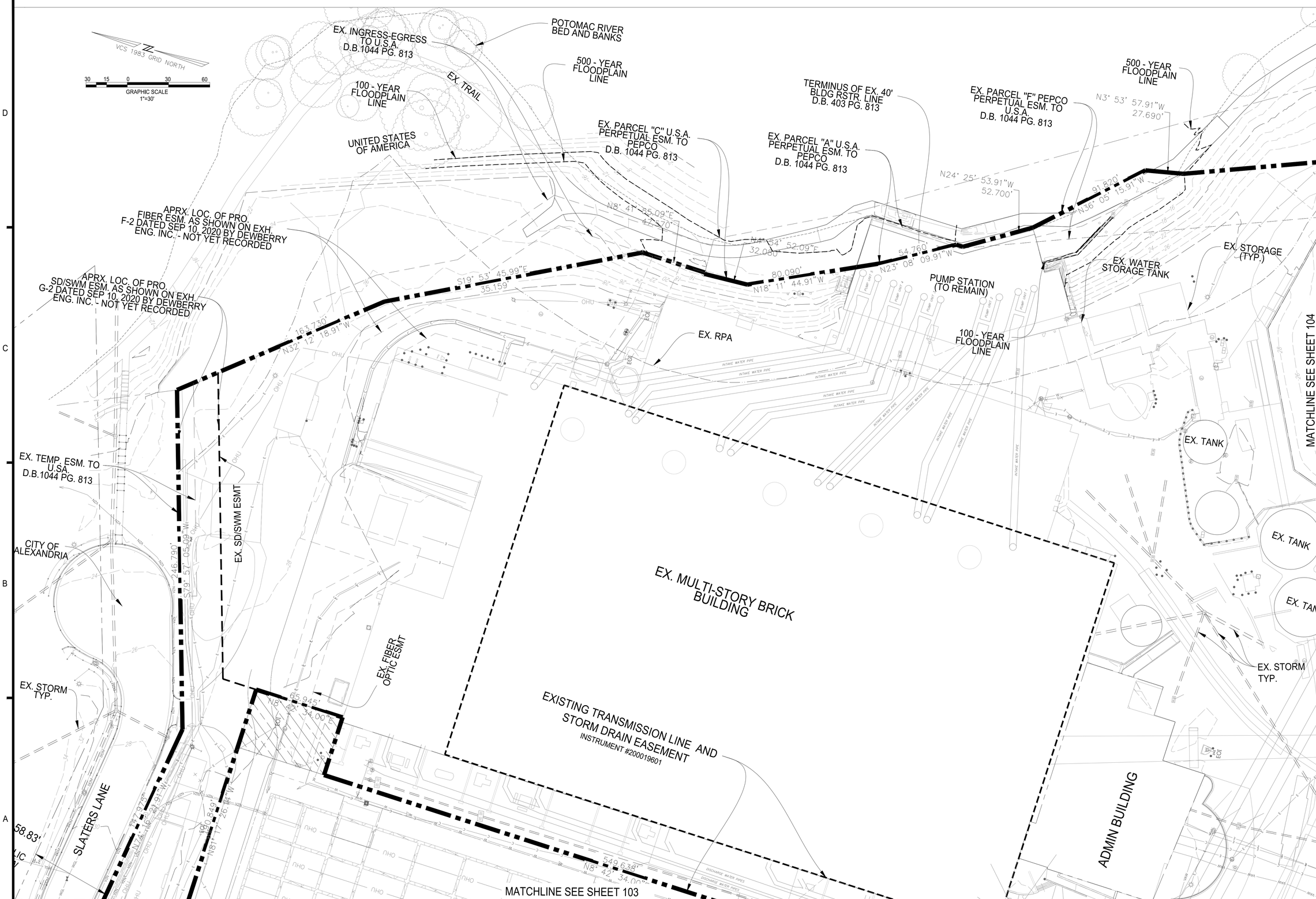
SHEET TITLE:

OVERALL EXISTING CONDITIONS PLAN

SHEET No.

C101

111643



MATCHLINE SEE SHEET 104

NOTES:
1. REFER TO SHEET C100 FOR LEGEND.
2. ALL STRUCTURES WITHIN THE SUBJECT PROPERTY, NOT LABELED TO REMAIN, WILL BE DEMOLISHED.

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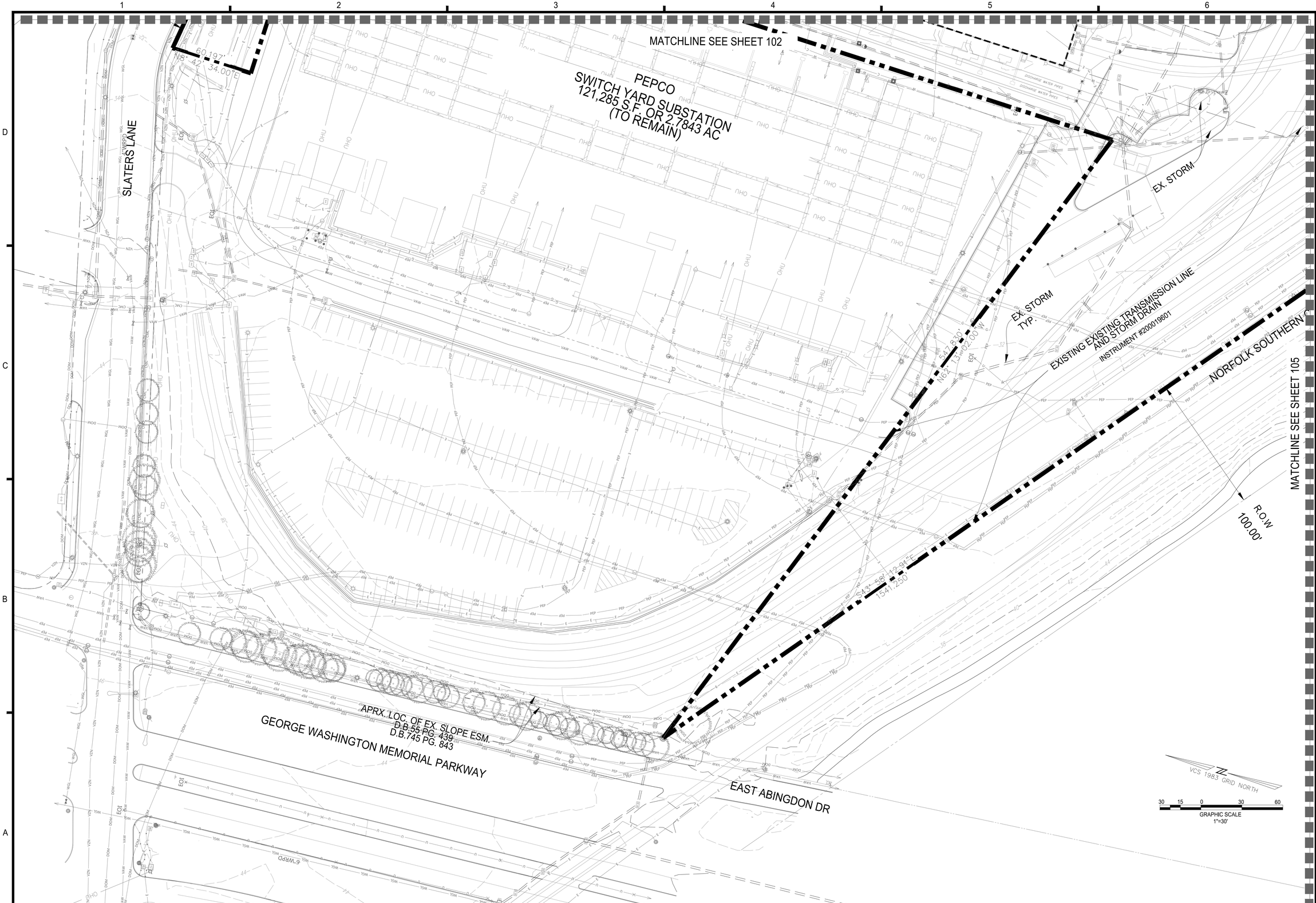
EXISTING CONDITIONS PLAN

SHEET No.

C102

111643



NOTES:
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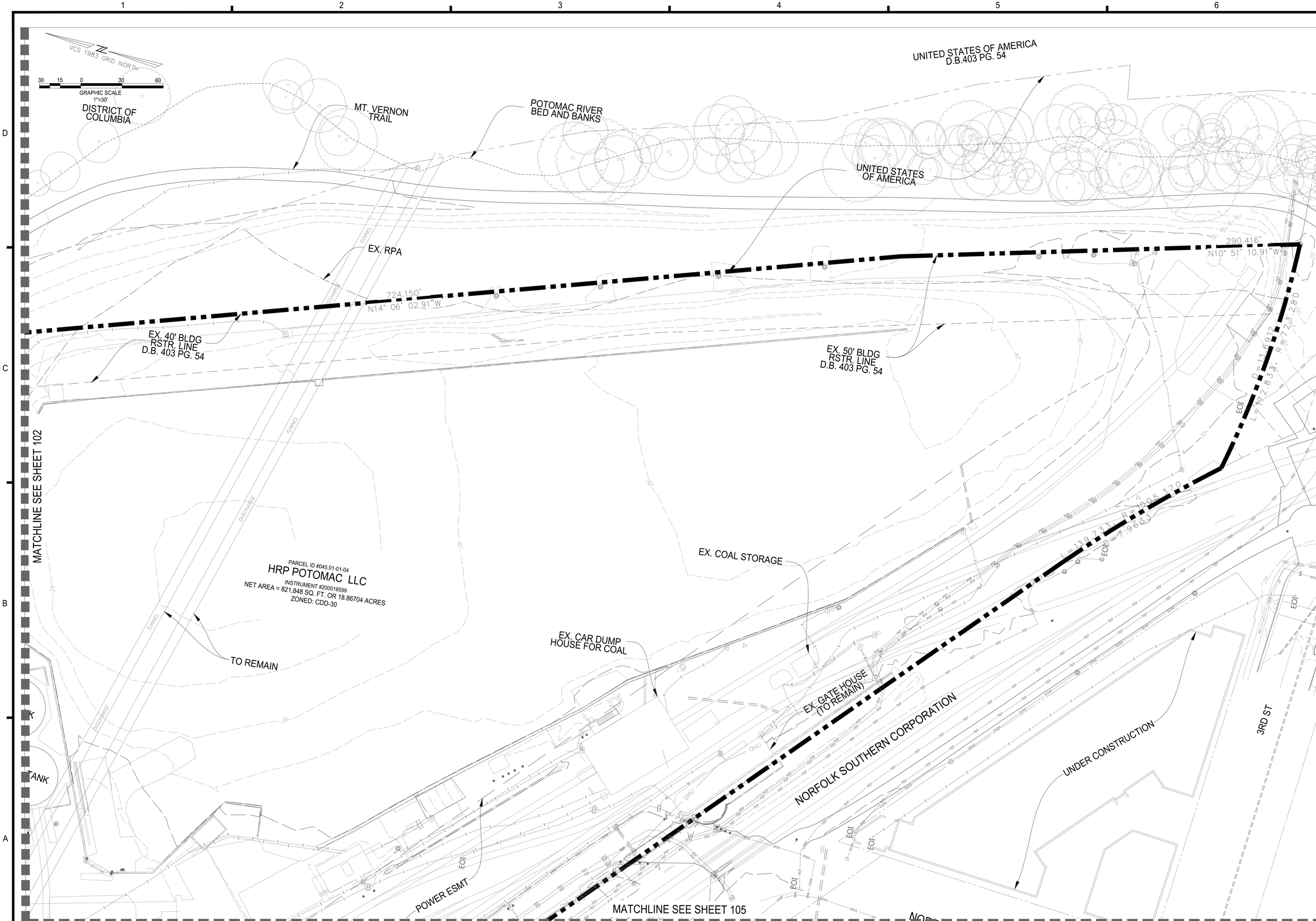
SHEET TITLE:

EXISTING CONDITIONS PLAN

SHEET No.

C103

111643



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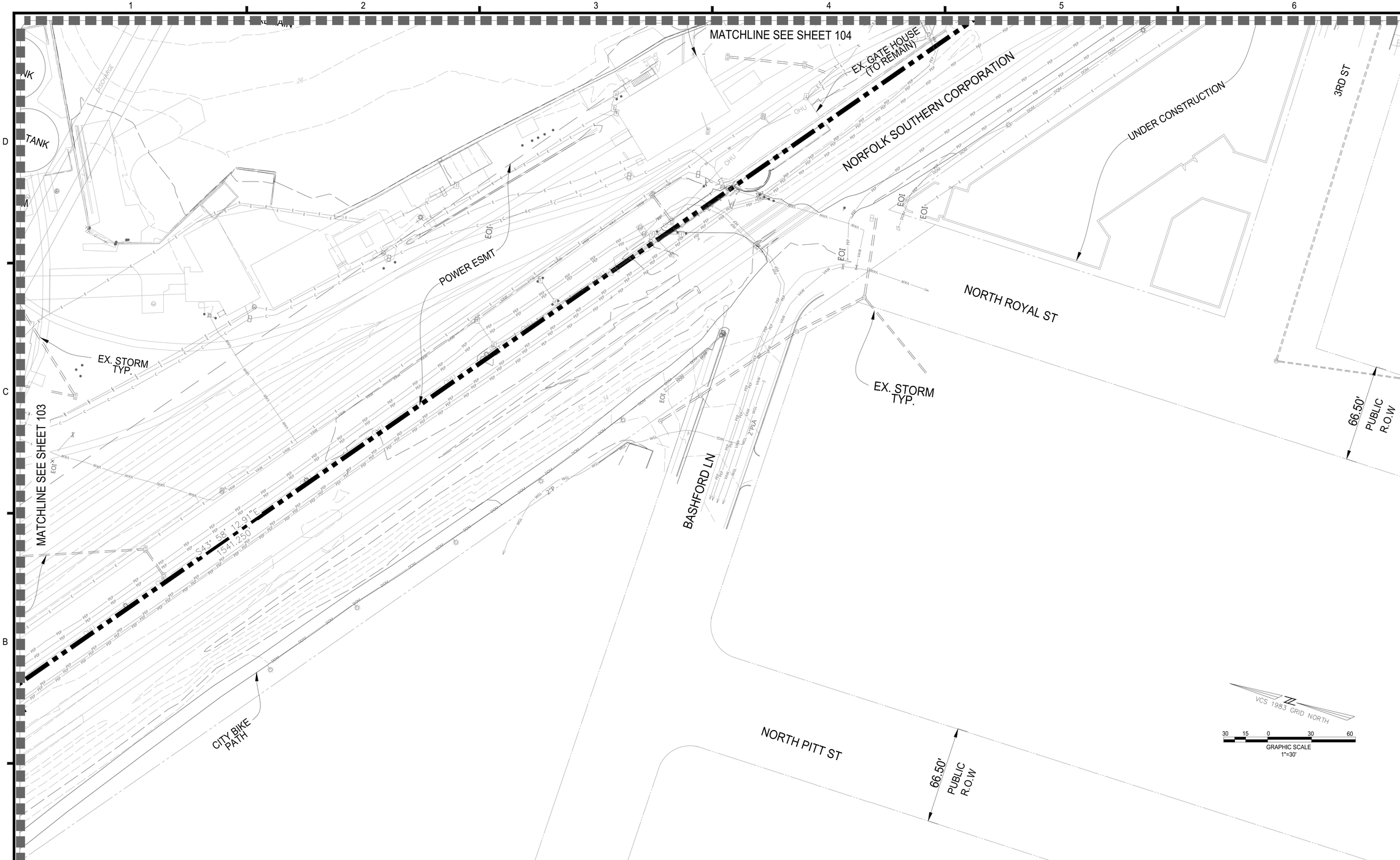
EXISTING CONDITIONS PLAN

SHEET No.

C104

111643



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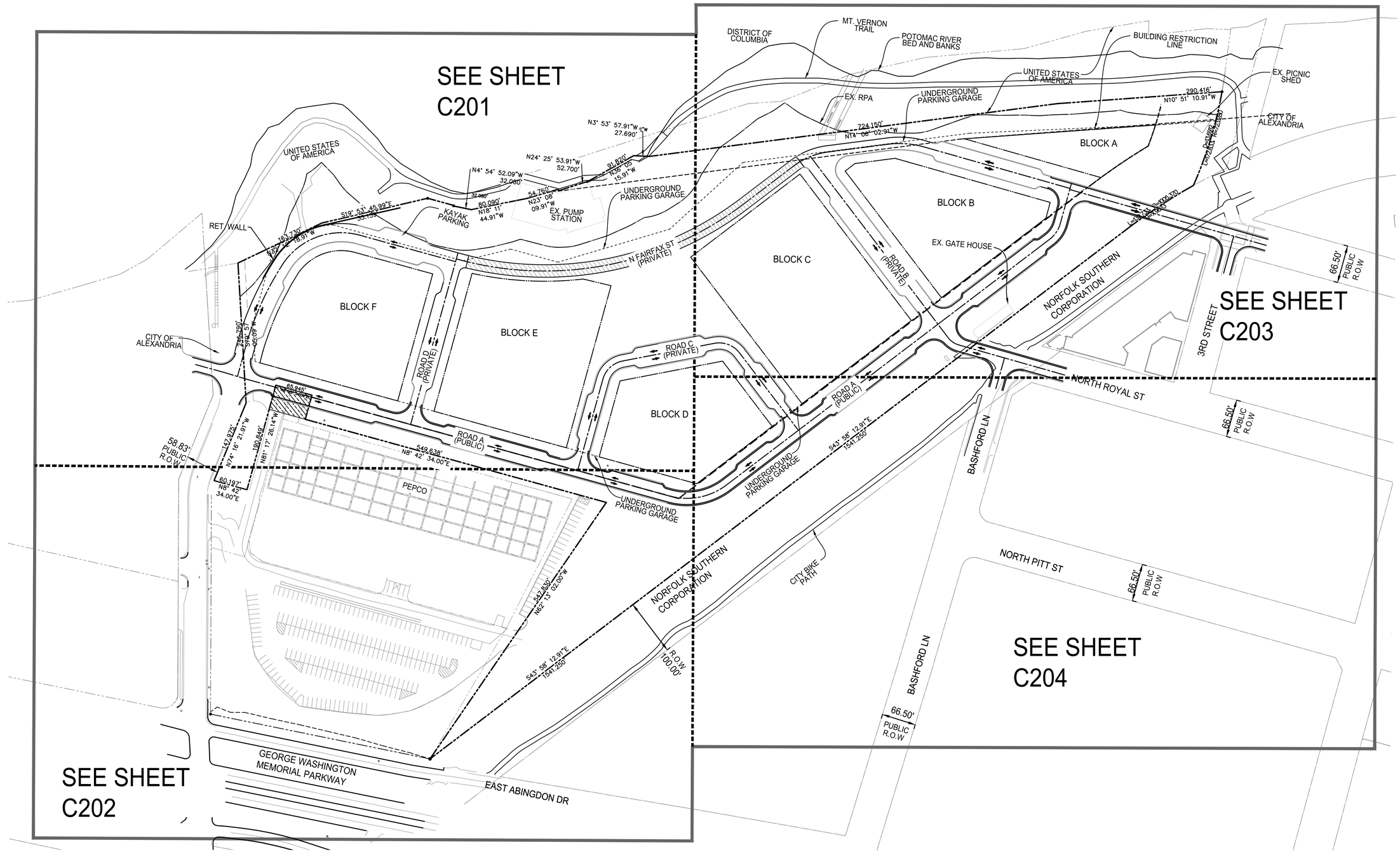
EXISTING CONDITIONS PLAN

SHEET No.

C105

111643



THE WOONERF IS AN EXTENSION OF NORTH FAIRFAX STREET. IT WILL FUNCTION AS SHARED SPACE THAT USES NON-TRADITIONAL DESIGN TO ELEVATE PEDESTRIAN PRIORITY, SLOW VEHICULAR SPEEDS, AND CREATE A SEAMLESS AND FLEXIBLE SPACE THAT ACTS TO DEVELOP A SENSE OF PLACE AND MINIMIZE THE ROADWAY AS A BARRIER TO THE WATERFRONT.

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

NOTES:

1. REFER TO SHEET C100 FOR LEGEND.
2. BUILDING FOOTPRINTS WILL BE PROVIDED IN THE FUTURE DSUPs.
3. STREET SECTIONS SUBJECT TO CHANGE WITH FUTURE DSUPs.
4. POTENTIAL CONNECTIONS TO EAST ABINGDON DRIVE AND N. PITT STREET MAY BE INCLUDED IN FUTURE SUBMISSIONS SUBJECT TO COOPERATION WITH ADJACENT PROPERTY OWNERS.
5. 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 WILL BE PROVIDED IN FUTURE SUBMISSION.

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CHECKED: KW

SHEET TITLE:

OVERALL CONCEPTUAL SITE PLAN

SHEET No.

C200

111643

POTOMAC RIVER BED AND BANKS

EX. TRAIL

UNITED STATES OF AMERICA

RET. WALL

EX. RPA

PUMP STATION (TO REMAIN)

UNDERGROUND PARKING GARAGE

N FAIRFAX ST (PRIVATE)

CITY OF ALEXANDRIA

BLOCK F

BLOCK E

BLOCK D

ROAD D (PRIVATE)

ROAD A (PUBLIC)

ROAD C (PRIVATE)

SLATERS LANE

PUBLIC R.O.W

MATCHLINE SEE SHEET 203

MATCHLINE SEE SHEET 202

VCS 1983 GRID NORTH

N3° 53' 57.91"W 27.690'

N24° 25' 53.91"W 52.700'

N36° 05' 15.91"W 91.820'

N8° 41' 55.09"E 47.570'

N41° 54' 52.09"E 32.080'

N23° 08' 09.91"W 54.760'

N18° 11' 44.91"W 80.090'

S19° 53' 45.99"E 35.159'

N32° 12' 18.91"W 163.730'

S79° 57' 05.09"W 246.790'

N18° 42' 34.00"E 65.945'

N74° 16' 21.91"W 147.975'

N81° 17' 26.14"W 190.849'

N8° 42' 34.00"E 549.638'

58.83'

THE WOONERF IS AN EXTENSION OF NORTH FAIRFAX STREET. IT WILL FUNCTION AS SHARED SPACE THAT USES NON-TRADITIONAL DESIGN TO ELEVATE PEDESTRIAN PRIORITY, SLOW VEHICULAR SPEEDS, AND CREATE A SEAMLESS AND FLEXIBLE SPACE THAT ACTS TO DEVELOP A SENSE OF PLACE AND MINIMIZE THE ROADWAY AS A BARRIER TO THE WATERFRONT.

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

NOTES:

1. REFER TO SHEET C100 FOR LEGEND.
2. BUILDING FOOTPRINTS AND CURBCUTS WILL BE PROVIDED IN FUTURE DSUPs.
3. STREET SECTIONS SUBJECT TO CHANGE WITH FUTURE DSUPs.
4. POTENTIAL CONNECTIONS TO EAST ABINGDON DRIVE AND N. PITT STREET MAY BE INCLUDED IN FUTURE SUBMISSION SUBJECT TO COOPERATION WITH ADJACENT PROPERTY OWNERS.

GRAPHIC SCALE 1"=30'

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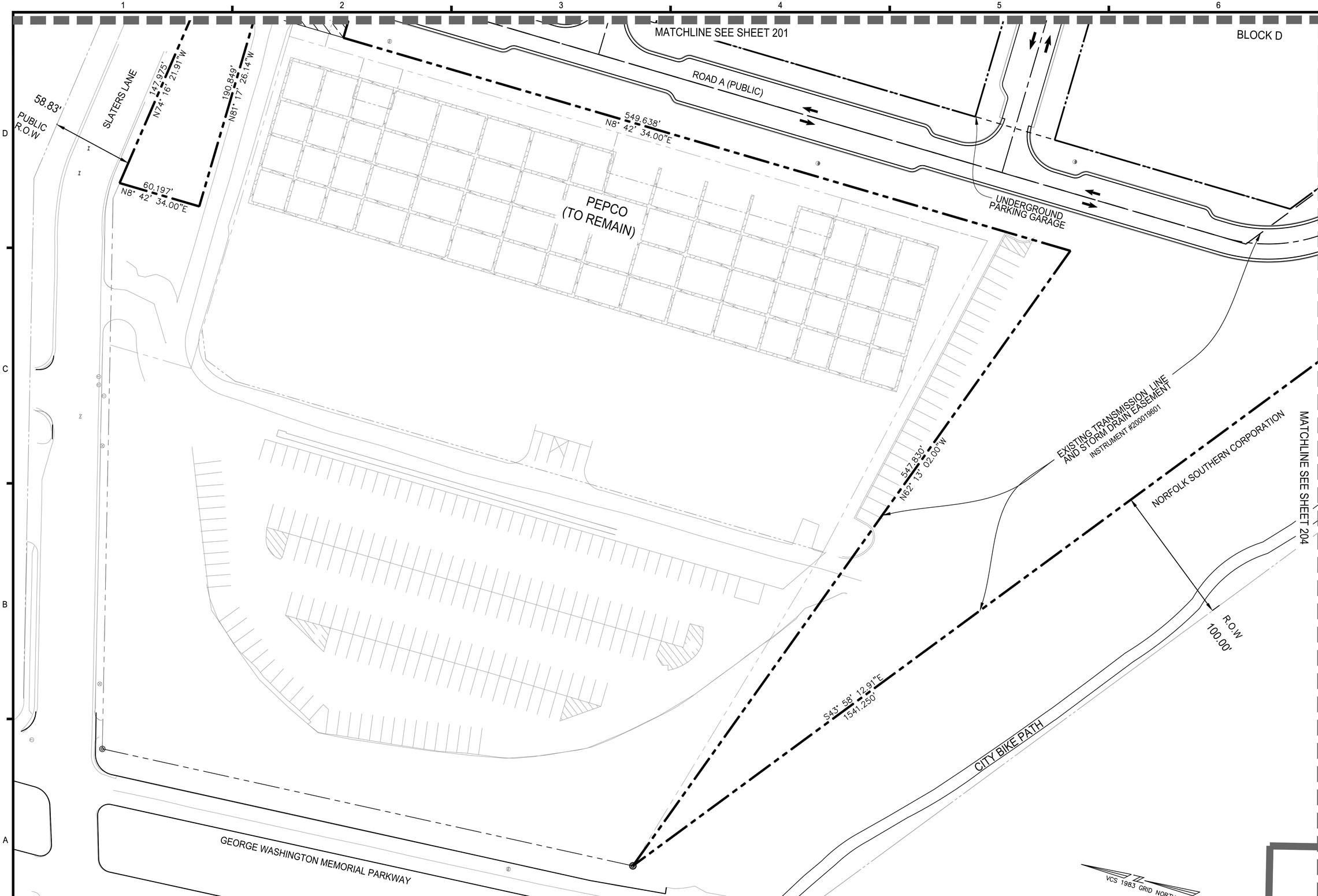
SHEET TITLE:

CONCEPTUAL SITE PLAN

SHEET No.

C201

111643



NOTES:

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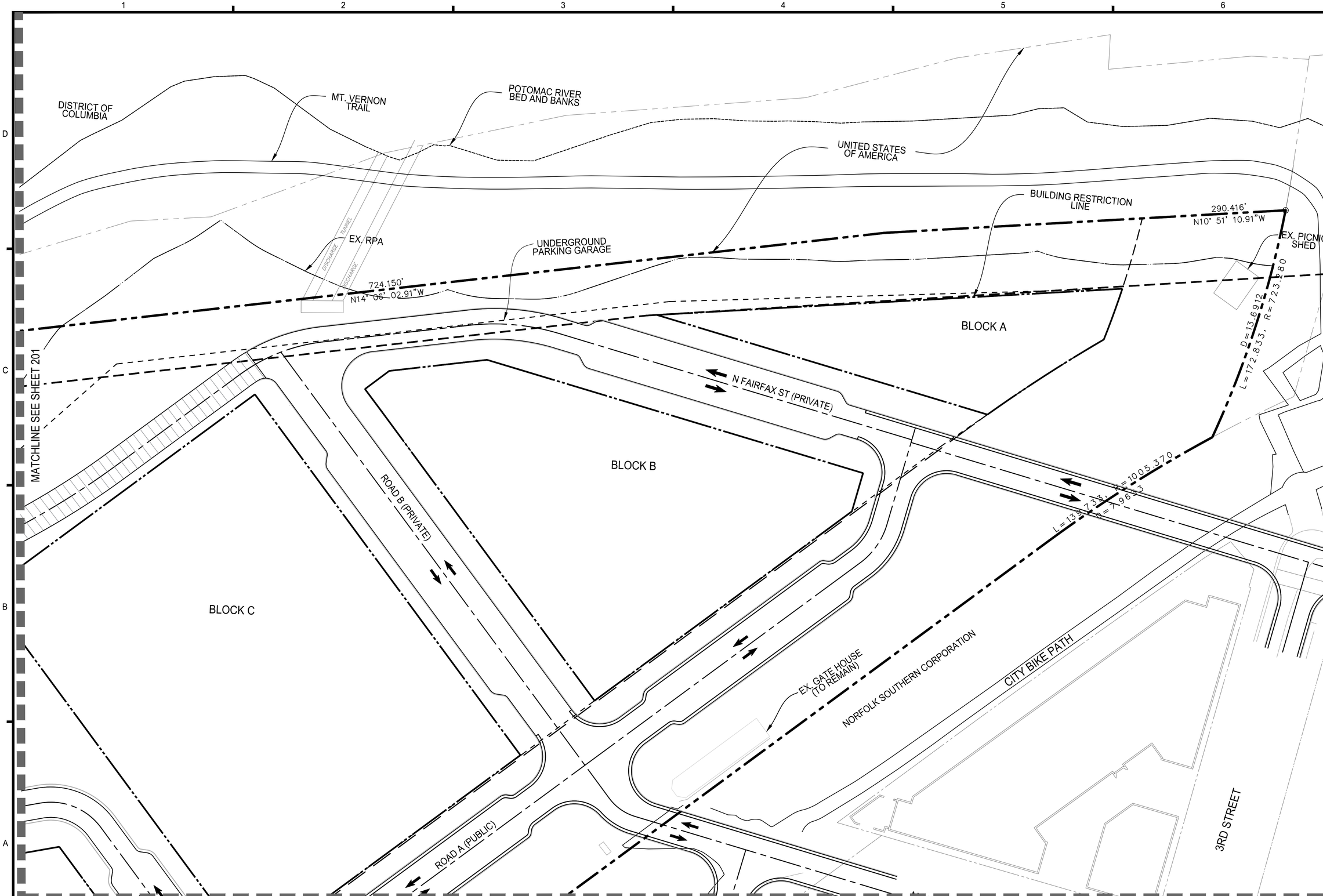
SHEET TITLE:

CONCEPTUAL SITE PLAN

SHEET No.

C202

111643



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NOTES:

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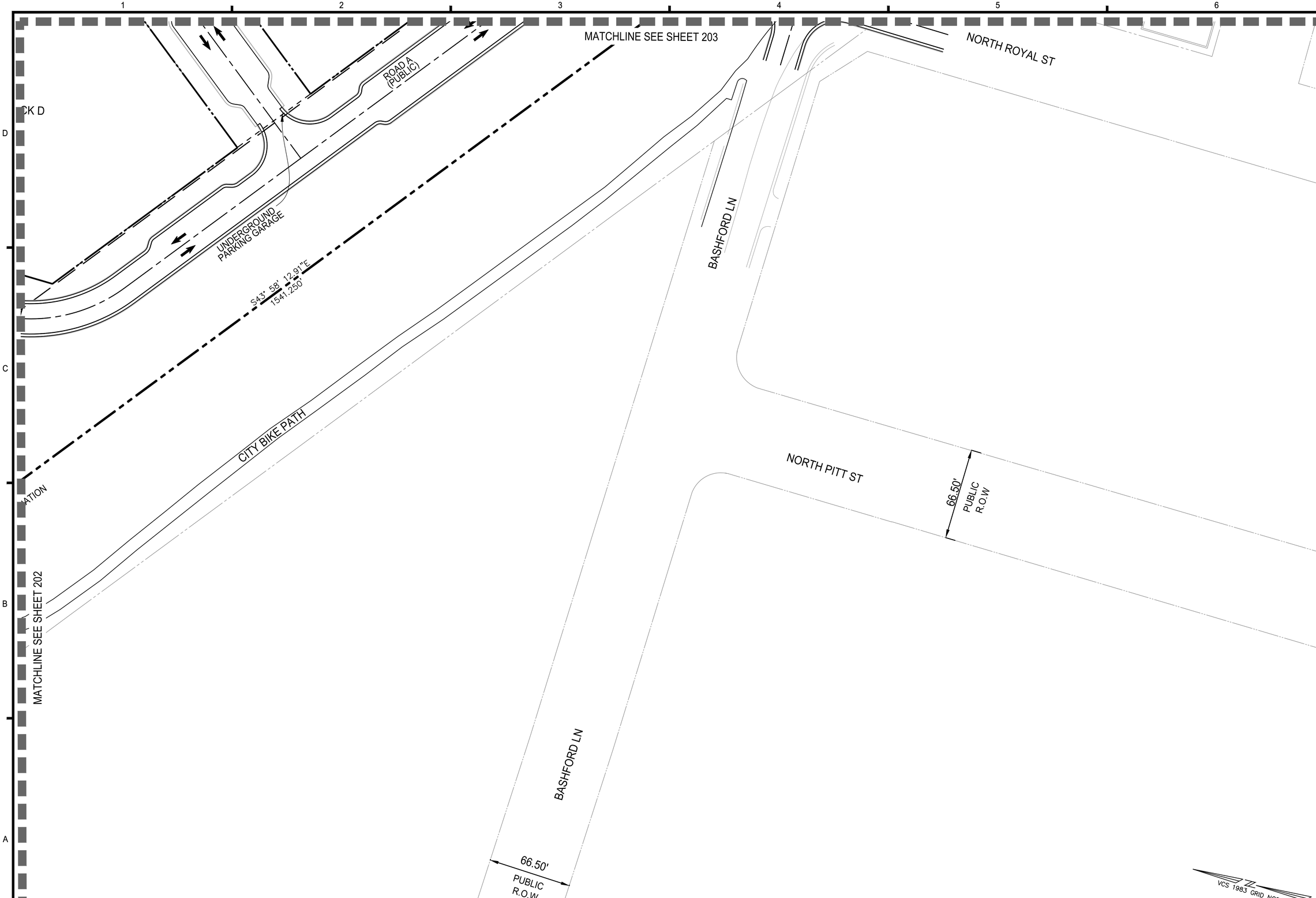
CONCEPTUAL SITE PLAN

SHEET No.

C203

111643



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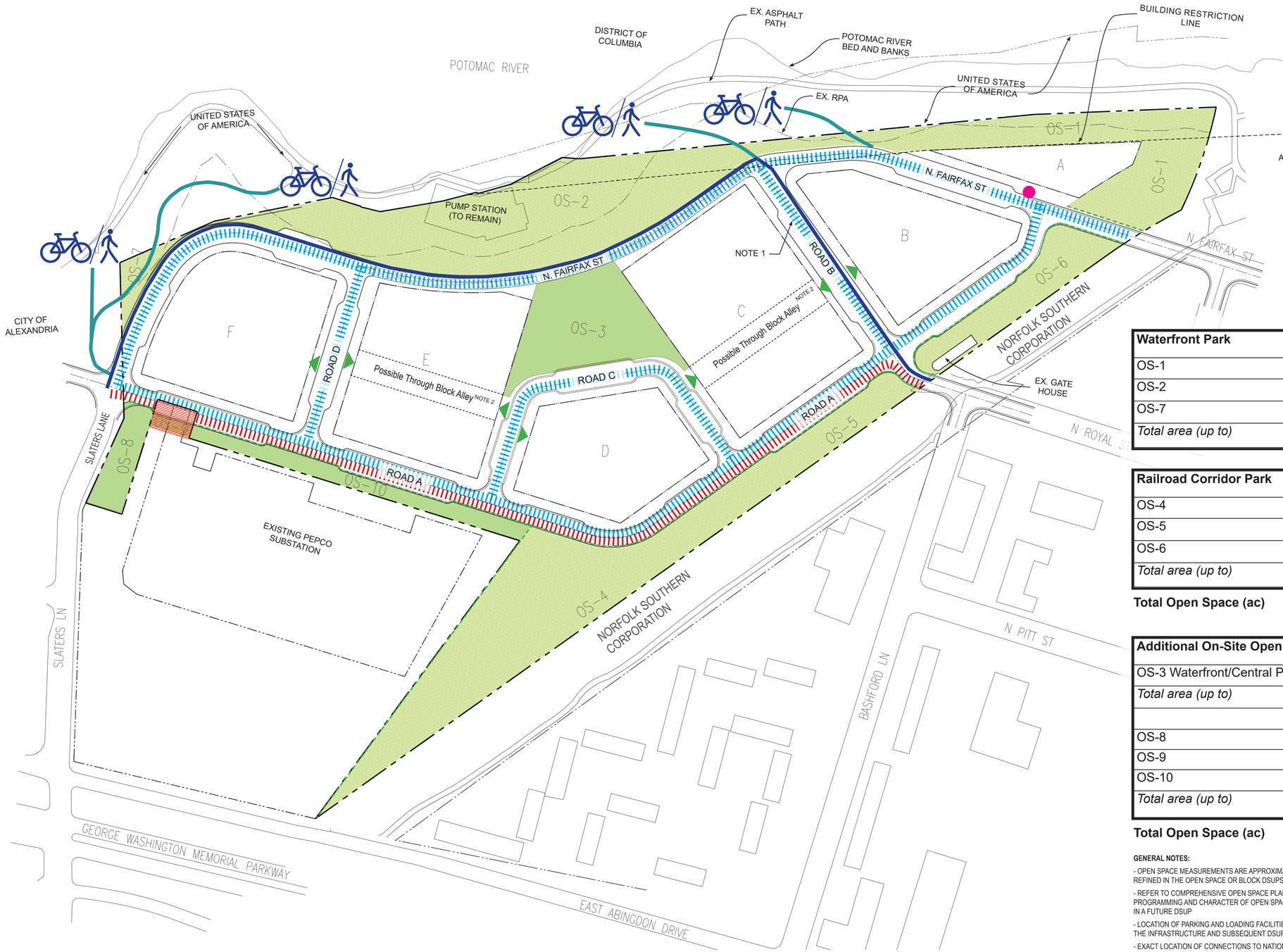
CONCEPTUAL SITE PLAN

SHEET No.

C204

111643



Waterfront Park	ac
OS-1	1.01
OS-2	1.92
OS-7	0.07
Total area (up to)	**3.00**

Railroad Corridor Park	ac
OS-4	1.00
OS-5	0.30
OS-6	0.37
Total area (up to)	**1.67**

Total Open Space (ac) 4.67

Additional On-Site Open Space	ac
OS-3 Waterfront/Central Plaza	0.70
Total area (up to)	**0.70**
OS-8	0.15
OS-9	0.04
OS-10	0.21
Total area (up to)	**0.40**

Total Open Space (ac) 5.77

GENERAL NOTES:

- OPEN SPACE MEASUREMENTS ARE APPROXIMATE AND WILL BE FURTHER REFINED IN THE OPEN SPACE OR BLOCK DSUPS ASSOCIATED THEREWITH
- REFER TO COMPREHENSIVE OPEN SPACE PLAN (SHEET L100) FOR SUGGESTED PROGRAMMING AND CHARACTER OF OPEN SPACE TO BE FURTHER DEVELOPED IN A FUTURE DSUP
- LOCATION OF PARKING AND LOADING FACILITIES WILL BE REFINED AS PART OF THE INFRASTRUCTURE AND SUBSEQUENT DSUPS
- EXACT LOCATION OF CONNECTIONS TO NATIONAL PARK SERVICE MOUNT VERNON TRAIL TO BE REFINED AS PART OF SUBSEQUENT DSUPS AND FURTHER COORDINATION WITH NATIONAL PARK SERVICE
- POTENTIAL CONNECTIONS TO EAST ABINGDON DRIVE AND N. PITT STREET MAY BE INCLUDED IN FUTURE SUBMISSION SUBJECT TO COOPERATION WITH ADJACENT PROPERTY OWNERS.

NOTE 1: EXTENSION OF N. ROYAL STREET TO BE A "GREEN STREET" IN ACCORDANCE WITH THE OLD TOWN NORTH SMALL AREA PLAN

NOTE 2: IDENTIFY LOCATION OF MID-BLOCK ALLEYS ON BLOCKS C & E TO BE DEVELOPED IN THE BLOCK DSUP PROCESS

VCS 1983 GRID NORTH

ON-SITE PUBLICLY ACCESSIBLE OPEN SPACE NOT RELATED TO WATERFRONT PARK OR LINEAR PARK.

POTENTIAL ON-SITE PUBLIC OPEN SPACE (WATERFRONT PARK AND LINEAR PARK)

THE WOONERF IS AN EXTENSION OF NORTH FAIRFAX ST. IT WILL FUNCTION AS A SHARED SPACE THAT USES NON-TRADITIONAL DESIGN TO ELEVATE PEDESTRIAN PRIORITY, SLOW VEHICULAR SPEEDS, AND CREATE A SEAMLESS AND FLEXIBLE SPACE THAT ACTS TO DEVELOP A SENSE OF PLACE AND MINIMIZE THE ROADWAY AS A BARRIER TO THE WATERFRONT.

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

POTENTIAL PEDESTRIAN & BICYCLE CONNECTION TO NATIONAL PARK SERVICE MOUNT VERNON TRAIL

TWO-WAY BICYCLE ROUTE

POTENTIAL CONNECTION FOR BIKE AND PEDESTRIAN

TWO-WAY STREET (PROPOSED ROADWAY NETWORK WILL INCLUDE BICYCLE AND PEDESTRIAN ACCESS)

TWO-WAY TRANSIT ROUTE

POTENTIAL CURBSIDE LOADING TO BE DEVELOPED IN THE BLOCK DSUP

POTENTIAL PARKING AND LOADING ENTRANCE TO BE DEVELOPED IN THE BLOCK DSUP

PRGS Redevelopment

Infrastructure DSP Concept I Plan

Hilco Redevelopment Partners

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

Gensler

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Suite 200
Washington, DC 20006
Tel 202.721.5200
Fax 202.872.5857

	Date	Description
	7-8-2022	Concept I Submission

Seal / Signature

COMMONWEALTH OF VIRGINIA
JASON KRIEGER
Lic. No. 0401018114
ARCHITECT

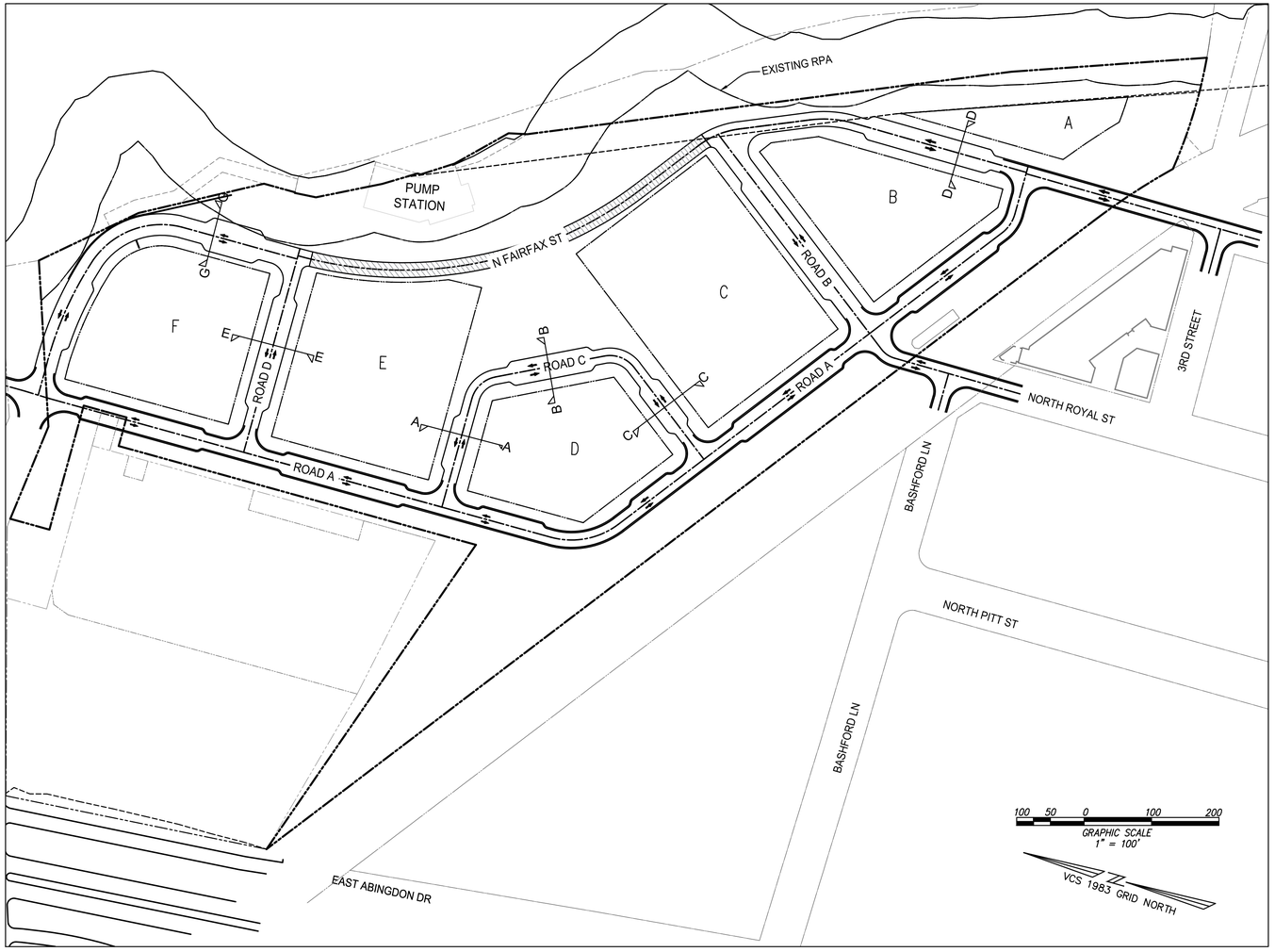
Project Name
PRGS Redevelopment

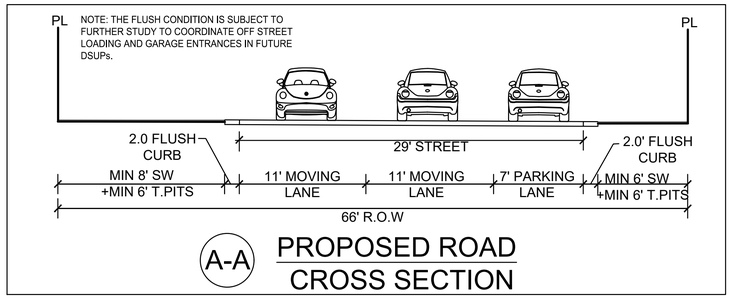
Project Number
09.9145.000

Scale
See Drawings

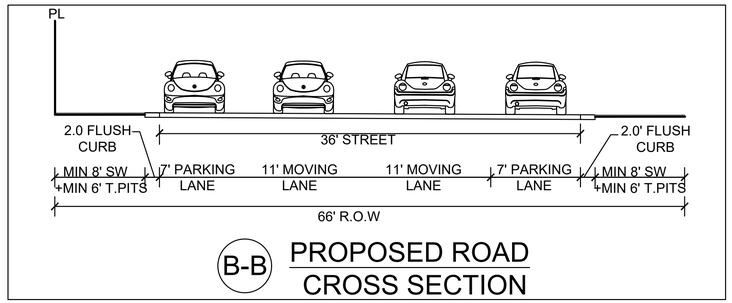
Description
OPEN SPACE & CIRCULATION PLAN

A200

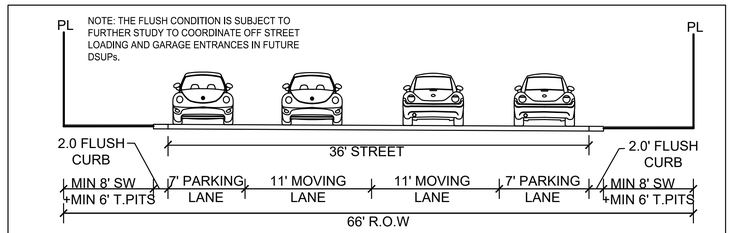




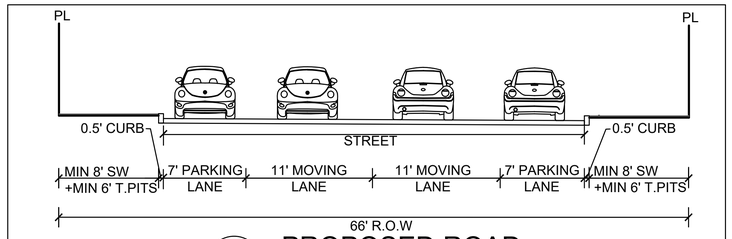
A-A PROPOSED ROAD CROSS SECTION



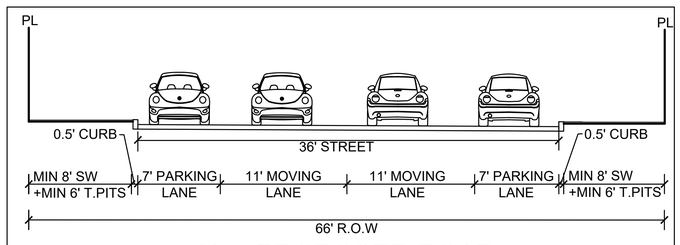
B-B PROPOSED ROAD CROSS SECTION



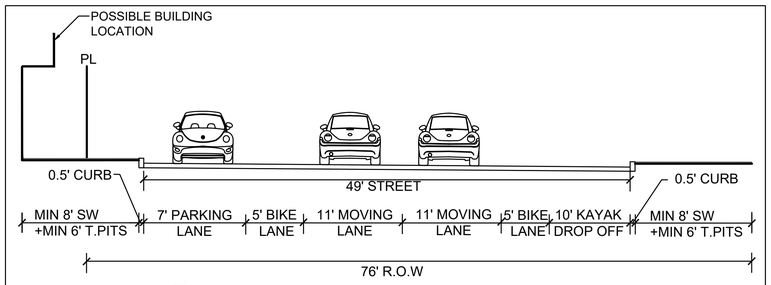
C-C PROPOSED ROAD CROSS SECTION



D-D PROPOSED ROAD CROSS SECTION



E-E PROPOSED ROAD CROSS SECTION



G-G PROPOSED ROAD CROSS SECTION

NOTES:

1. PROVIDE A 24" WIDE STEP OFF AREA (INCLUDING CURB) ADJACENT TO PARKING TO BE INCORPORATED INTO THE TREE PIT ZONE AND SIDEWALKS WHEN POSSIBLE.

LEGEND:

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

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COMMONWEALTH OF VIRGINIA
JOHN L. HELMS
Lic. No.52485
07/08/2022
PROFESSIONAL ENGINEER

PRGS REDEVELOPMENT
INFRASTRUCTURE DSP
CONCEPT 1 PLAN
CITY OF ALEXANDRIA, VA

MARK	DATE	DESCRIPTION
1	07/08/2022	CONCEPT 1 SUBMISSION

PROJECT No.: 17005.004.03
DRAWING No.: 111643
DATE: 2022-03-29
DESIGN: JH
DRAWN: MG
CHECKED: KW

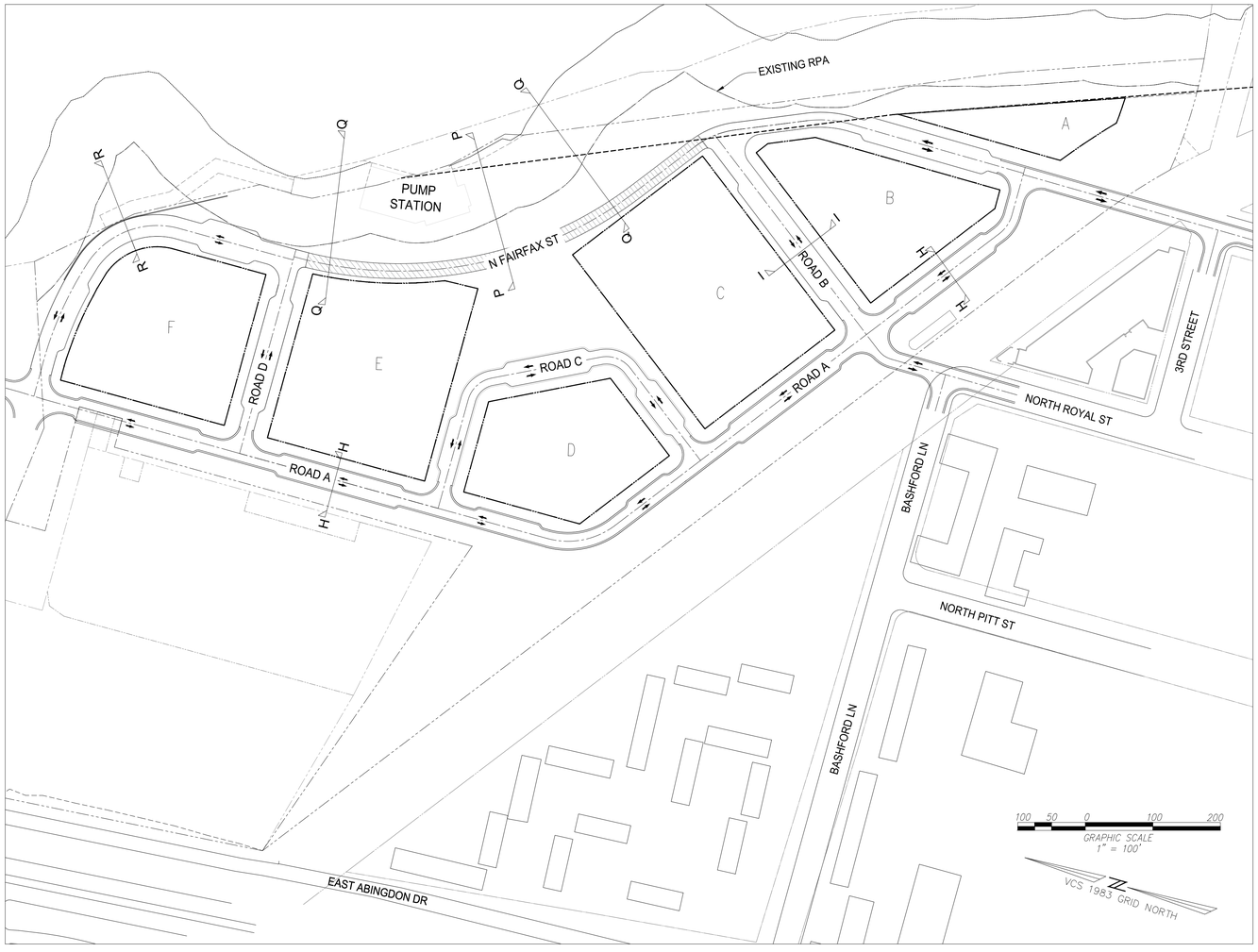
SHEET TITLE:

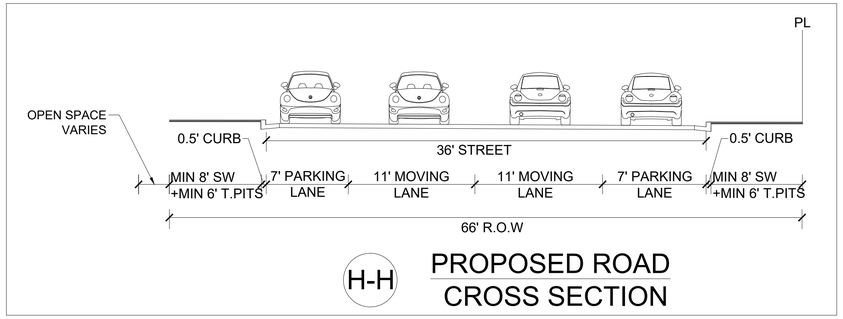
STREET CROSS SECTIONS

SHEET No.

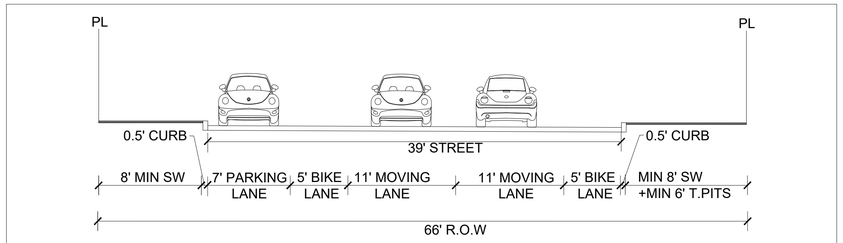
C300

111643



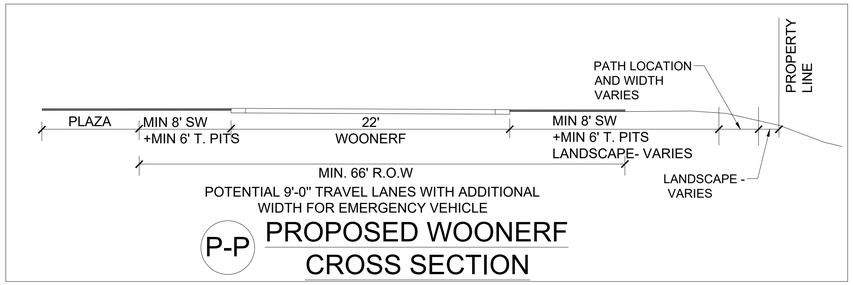


H-H PROPOSED ROAD CROSS SECTION

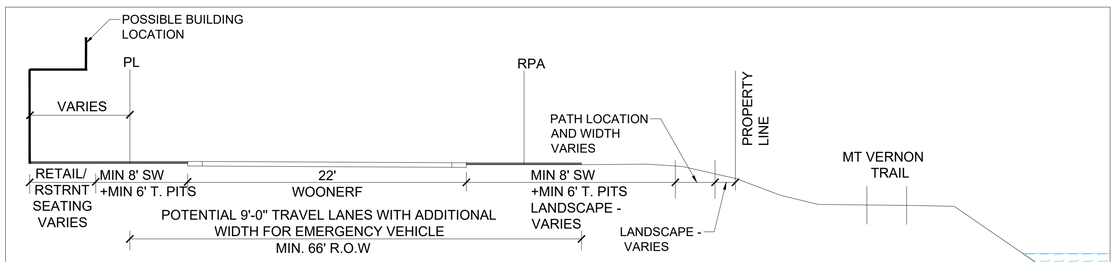


NOTE: STREET TREES WOULD FALL IN PARKING LANE ZONE AND ALTERNATE WITH PARKING TO BE DEVELOPED DURING THE INFRASTRUCTURE DSP.

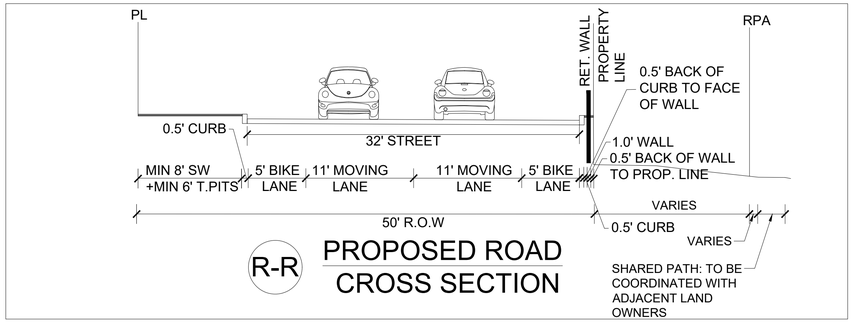
I-I PROPOSED ROAD CROSS SECTION



P-P PROPOSED WOONERF CROSS SECTION



Q-Q PROPOSED WOONERF CROSS SECTION



R-R PROPOSED ROAD CROSS SECTION

LEGEND:

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

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COMMONWEALTH OF VIRGINIA
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07/08/2022
PROFESSIONAL ENGINEER

PRGS REDEVELOPMENT

INFRASTRUCTURE DSP

CONCEPT 1 PLAN

CITY OF ALEXANDRIA, VA

MARK	DATE	DESCRIPTION
1	07/08/2022	CONCEPT 1 SUBMISSION

PROJECT No.: 17005.004.03
DRAWING No.: 111643
DATE: 2022-03-29
DESIGN: JH
DRAWN: MG
CHECKED: KW

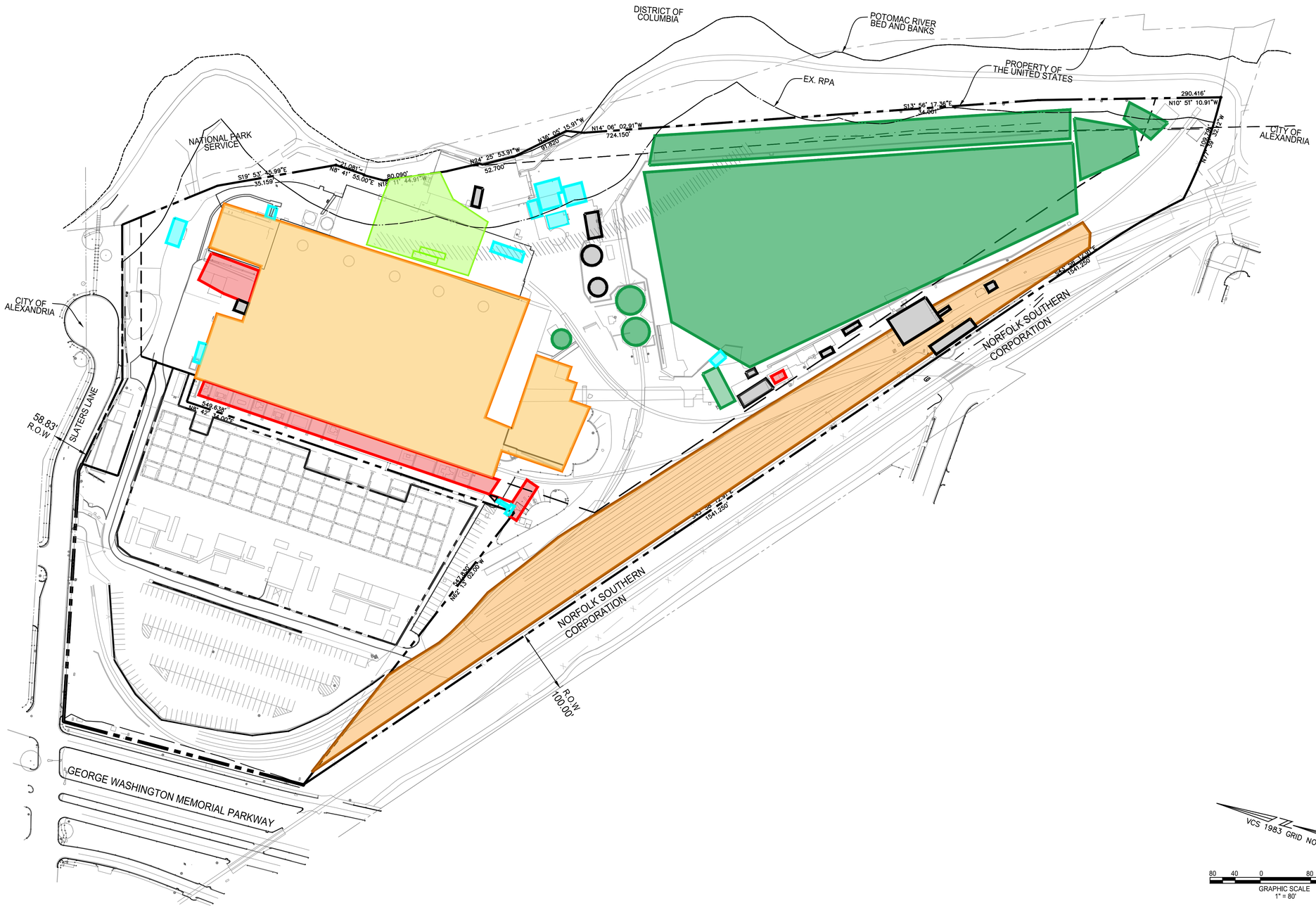
SHEET TITLE:

STREET CROSS SECTIONS

SHEET No.

C301

111643



: KNOWN HEATING OIL RELEASE

: POTENTIAL HISTORICAL RELEASES FROM CHEMICAL STORAGE AREAS AND USE

: POWER PLANT AND LABORATORY BUILDING (CURRENTLY INACCESSIBLE)

: FORMER COAL AND ASH STORAGE AREAS

: TRANSFORMERS/ELECTRICAL EQUIPMENT

: RAIL YARD

: OTHER POTENTIAL AREAS OF IMPACT (BASED ON HISTORICAL USE)

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07/08/2022
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PRGS REDEVELOPMENT

INFRASTRUCTURE DSP

CONCEPT 1 PLAN

CITY OF ALEXANDRIA, VA

MARK	DATE	DESCRIPTION
1	07/08/2022	CONCEPT 1 SUBMISSION

PROJECT No.: 17005.004.03
DRAWING No.: 111643
DATE: 2022-03-29
DESIGN: JH
DRAWN: MG
CHECKED: KW

SHEET TITLE:

AREAS OF POTENTIAL ENVIRONMENTAL IMPACT

SHEET No.

C302

111643

ROADS & OPEN SPACE PHASING: PHASE 1

NOTE:

① GWMP intersections: Operational and signal improvements (subject to coordination with City's traffic operations)

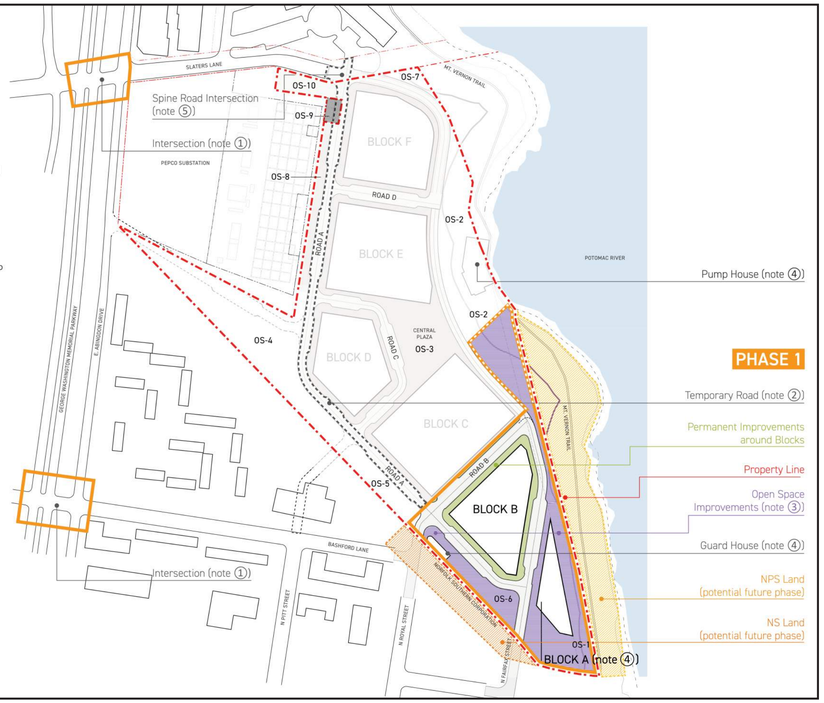
② Temporary road: with temporary sidewalks

③ Open Space improvements:

- Interim improvements may be made at these locations until approval from adjacent landowners allows for coordinated permanent improvements to be implemented.
- Future DSUP's will include detail on proposed final and interim conditions improvements.

④ Block A, Pump House and Guard House may be developed with any Phase.

⑤ Temporary spine road & Slaters Lane intersection: final geometry and interim finish condition



01 ROAD & OPEN SPACE PHASING PLAN: PHASE 1

ROADS & OPEN SPACE PHASING: PHASE 2

NOTE:

① GWMP intersections: Multimodal operational, physical, and signal improvements identified as part of the Phase 2 MTS

- to be completed as part of Phase 2, subject to coordination with City and NPS approval

② 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.

③ Open Space improvements:

- 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.
- Interim improvements may be made at these locations until approval from adjacent landowners allows for coordinated permanent improvements to be implemented.
- Future DSUP's will include detail on proposed final and interim conditions improvements.

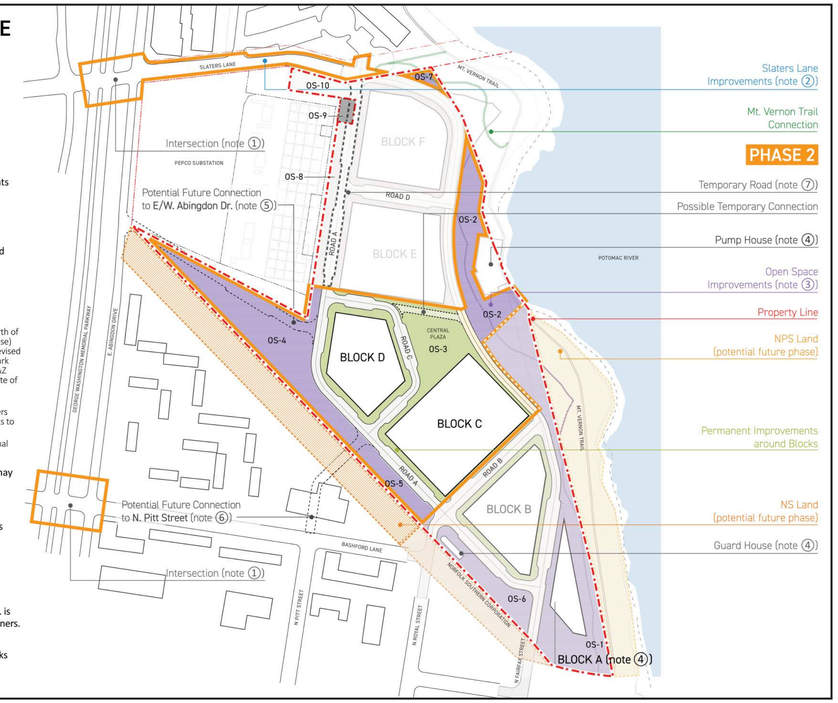
④ Block A, Pump House and Guard House may be developed with any Phase.

⑤ Potential future connection to E/W. Abingdon Dr. is subject to cooperation of abutting property owners. The applicant does not control these parcels.

- Potential improvements to intersections of the George Washington Memorial Parkway will be discussed as part of the overall traffic impact study and will be subject to approval by the National Park Service.

⑥ Potential future connection to North Pitt St. is subject to cooperation of abutting property owners. The applicant does not control these parcels.

⑦ Temporary road: with temporary sidewalks



02 ROAD & OPEN SPACE PHASING PLAN: PHASE 2

N

LEGEND

- Property Line
- Phase Line
- Temporary Road
- Building Blocks
- Norfolk Southern Land (potential future phase, subject to landowners' approval)
- National Park Service Land (potential future phase, subject to landowners' approval)
- Permanent Improvements (including adjacent roadway)
- Open Space Improvements (note ③)
- To be conveyed to HRP POTOMAC LLC as part of separate resubdivision

NOTE:

- The intent of these Phasing Plans is to describe the Road and Open Space Improvements to be associated with each Phase of development.
- The exact order of Block and Building phasing may vary.
- Improvements associated with each phase will be completed as each phase is completed.

ROADS & OPEN SPACE PHASING: PHASE 3

NOTE:

① GWMP intersection improvements completed in previous phases

② Slaters Lane improvements: Subject to coordination with City and adjacent landowners

③ Open Space improvements:

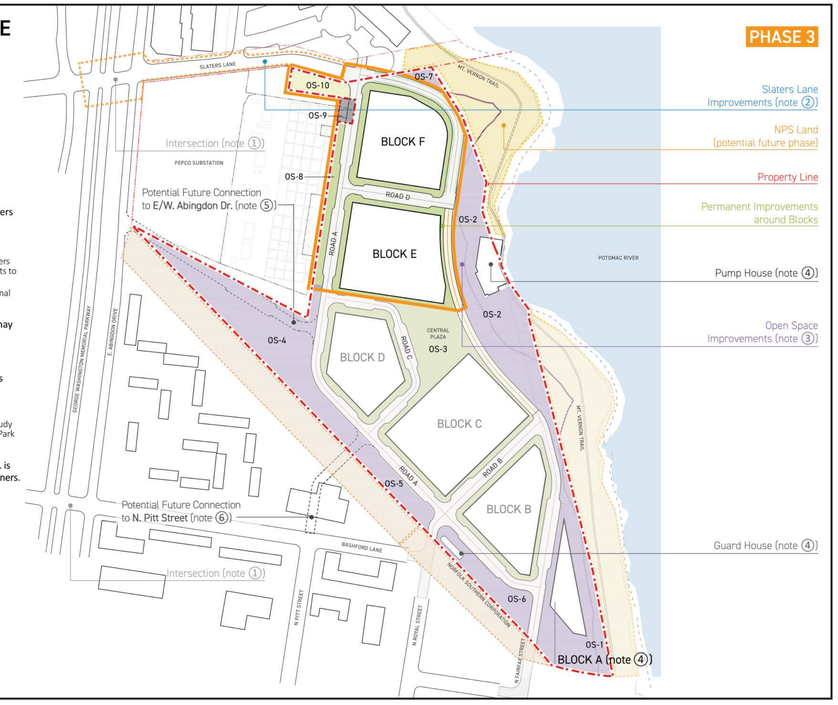
- Interim improvements may be made at these locations until approval from adjacent landowners allows for coordinated permanent improvements to be implemented.
- Future DSUP's will include detail on proposed final and interim conditions improvements.

④ Block A, Pump House and Guard House may be developed with any Phase.

⑤ Potential future connection to E/W. Abingdon Dr. is subject to cooperation of abutting property owners. The applicant does not control these parcels.

- Potential improvements to intersections of the George Washington Memorial Parkway will be discussed as part of the overall traffic impact study and will be subject to approval by the National Park Service.

⑥ Potential future connection to North Pitt St. is subject to cooperation of abutting property owners. The applicant does not control these parcels.



03 ROAD & OPEN SPACE PHASING PLAN: PHASE 3

PRGS Redevelopment

Infrastructure DSP
Concept I Plan

Hilco Redevelopment Partners

OWNER/APPLICANT
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△	Date	Description
	7-8-2022	Concept I Submission

Seal / Signature

COMMONWEALTH OF VIRGINIA
JAMES KRIEGER
Lic. No. 0401018114
ARCHITECT

Project Name
PRGS Redevelopment

Project Number
09.9145.000

Scale
See Drawings

Description
ROADWAY & OPEN SPACE SPECIFIC PHASING PLAN

A303

Item #		Item # in Conditions	Description	Drawing Reference	Remarks
1	G. Infrastructure	30	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)	A303	
2		31	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)	A303	
3		32	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) (P&Z)	A303	
4		33	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)	A303	
5		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	-	Acknowledged.
6		47a	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	-	Will be included in DSP concept II submission and refined through final site plan.
7		47b	Curbs and gutters for all streets	-	Will be included in DSP concept II submission and refined through final site plan.
8		47c	ADA-compliant curb ramps	-	Will be included in DSP concept II submission and refined through final site plan.
9		47d	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	-	Will be included in final site plan.
10		47e	The approved streetscape dimensions as generally shown on the CDD Final Site Plan	C300 - C301	
11		47f	All grading, topography, and spot elevation necessary to review the proposed infrastructure	-	Will be included in DSP concept II submission and refined through final site plan.
12		47g	All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connection	-	Will be included in DSP concept II submission and refined through final site plan.
13		47h	Any necessary temporary facilities related to transit facilities. (P&Z) (T&ES)	-	Will be included in DSP concept II submission and refined through final site plan.
14		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)	-	Will be included in DSP concept I submission and refined through final site plan.
15		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)	-	Will be included in DSP concept II submission and refined through final site plan.
16		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)	C203	
17		51	The Infrastructure DSP shall include interim as well as proposed final conditions and operations of each roadway improvement and new intersection. (T&ES)	-	Will be included in DSP concept II submission and refined through final site plan.
18		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)	-	Will be included in DSP concept II submission and refined through final site plan.
19		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)	-	Acknowledged.
20		54a	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.	-	Will be included in DSP concept II submission and refined through final site plan.
21		54b	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)	-	Understood. We are in the process of collaborating with NPS.
22	L. Transportation/Traffic	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)	-	Will be included in DSP concept II submission and refined through final site plan.
23		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)	-	Will be included in DSP concept II submission and refined through final site plan.
24		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)	-	Specific locations will be included in future block DSUPs.
25		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)	-	Acknowledged.
26		76	N. Fairfax Street north of the Woonerf shall have a minimum 50-foot right-of-way width. (T&ES) (P&Z)	C301	Refer to section R-R.
27	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)	-	Will be included in DSP concept II submission and refined through final site plan.
28		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)	-	Will be included in DSP concept II submission and refined through final site plan.
29	N. Parks and Open Space	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)	L100	Further details related to specific open spaces will be included in future relevant DSUP's.
30		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)	-	Will be included in a future preliminary DSP submission.
31		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)	-	Will be included in a future preliminary DSP submission.
32		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)	-	Acknowledged.

PRGS Redevelopment

Infrastructure DSP Concept I Plan

Hilco Redevelopment Partners

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

Gensler

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	Date	Description
	7-8-2022	Concept I Submission

Seal / Signature

Project Name
PRGS Redevelopment

Project Number
09.9145.000

Scale
See Drawings

Description
INFRASTRUCTURE CONDITIONS

A304 - 1

33	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)	-	Acknowledged.
34		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)	-	Acknowledged.
35		119a	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)	-	Will be included in a future building DSUP.
36		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.	-	Will be included in a future building DSUP.
37		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)	-	Acknowledged.
38		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)	-	Will be included in a future preliminary DSP submission.
39	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)	-	Acknowledged.
40		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)	-	Stormwater master plan will be coordinated between concept I & concept II.
41		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)	-	Acknowledged.
42		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)	-	Acknowledged.
43		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)	-	Acknowledged.
44		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)	-	Acknowledged.
45		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)	-	Will be included in final site plan.
46		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)	-	Will be included in a future building DSUP or final site plan.
47		134	Above ground critical infrastructure must be located outside of the 500-year floodplain. (T&ES)	-	Acknowledged.
48		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)	-	Acknowledged.
49		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)	-	Acknowledged.
50		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)	-	Acknowledged.

51	T. Sustainability	144	**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.	-	Will be included in a future infrastructure DSP Concept II submission and refined through final site plan.
52	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)	-	Will be included in DSP concept II submission and refined through final site plan.
53	Coordination for Offsite Improvements	165a	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.	-	Acknowledged. **Point of Contact:** Michelle Beaman Chang Vice President, Mixed-Use Development Hilco Redevelopment Partners (HRP) 1199 N Fairfax St, Suite 808 Alexandria, VA 22314 Mobile: 202 210-9981 mchang@hilcoglobal.com
54		165b	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.	-	Acknowledged.
55		165c	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.	-	Acknowledged.
56		165d	The applicant shall share and/or include the City in any correspondence with the National Park Service.	-	Acknowledged.
57		165e	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)	-	Acknowledged.

PRGS Redevelopment

Infrastructure DSP Concept I Plan

Hilco Redevelopment Partners

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	Date	Description
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Seal / Signature

Project Name
PRGS Redevelopment

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Scale
See Drawings

Description
INFRASTRUCTURE CONDITIONS

A304 - 2

WATERFRONT PARK
Approximately 3 acres

- FLEXIBLE LAWNS
- EVENT LAWN
- BOARDWALK
- SHADE STRUCTURES
- CANOPY TREES
- SITE FURNISHINGS
- ECOLOGICAL EDUCATION
- NATIVE MEADOW
- SINUOUS PATHS
- PUBLIC ART
- RE-PURPOSED PUMP HOUSE
- INTEGRATED STONE SEATING

RE: Note 2

WATERFRONT / CENTRAL PLAZA
Approximately 0.7 acres

- CANOPY TREES
- FLEXIBLE PLAZA
- TREE GROVES
- SHADE STRUCTURE / PAVILION
- INTERACTIVE WATER FEATURE
- GAME FURNITURE
- UNIQUE FURNISHINGS

RE: Note 2

RAILROAD CORRIDOR PARK
Approximately 1.67 acres

- KIDS PLAY
- FLEXIBLE GAME COURTS
- FLEXIBLE LAWNS
- SHADE STRUCTURE
- STORM WATER INFRASTRUC-TURE
- FITNESS LOOP
- RE-PURPOSED INFRASTRUC-TURE
- ARRIVAL PLAZA

RE: Note 2

PEPCO LINER
Approximately 0.4 acres

- SITE FURNISHINGS
- DOG RUN
- FLEXIBLE GATHERING SPACES
- PICKLEBALL COURT
- FITNESS STATION

RE: Note 2

WOONERF
OPEN SPACE
CENTRAL PLAZA
TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE SUBDIVISION

NOTES:
1. POTENTIAL CONNECTIONS TO EAST ABINGDON DRIVE AND N. PITT STREET MA BE INCLUDED IN FUTURE SUBMISSION SUBJECT TO COOPERATION WITH ADJACENT PROPERTY OWNERS.
2. ALL PROGRAM LISTED AS POTENTIAL AND WILL BE CONFIRMED THROUGH THE DSUP PROCESS.

PRGS REDEVELOPMENT

INFRASTRUCTURE DSP CONCEPT 1 PLAN

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COMMONWEALTH OF VIRGINIA
JAMES BURNETT
No. 001105
LANDSCAPE ARCHITECT

REV.	DATE	DESCRIPTION
1	CONCEPT 1 SUBMISSION	7.8.2022

Job Number: AL-PGS
Issue Date: JULY 08, 2022

COMPREHENSIVE OPEN SPACE PLAN

LA-2.4

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