



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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| Judy Lo, Principal Planner, RP&CA | judy.lo@alexandriava.gov |

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) [kgCO_2/m^2 or lbCO_2/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

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



Master Plan Amendment #2022-00002
Master Plan Amendment #2022-00001
Zoning Text Amendment #2022-00007
Zoning Text Amendment #2022-00006
Rezoning #2022-00004
Rezoning #2022-00003

Coordinated Development District Conceptual Design Plan #2021-00004
Potomac River Generating Station (PRGS) CDD - 1300 North Royal Street

0 130 260 520 Feet



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

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

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.

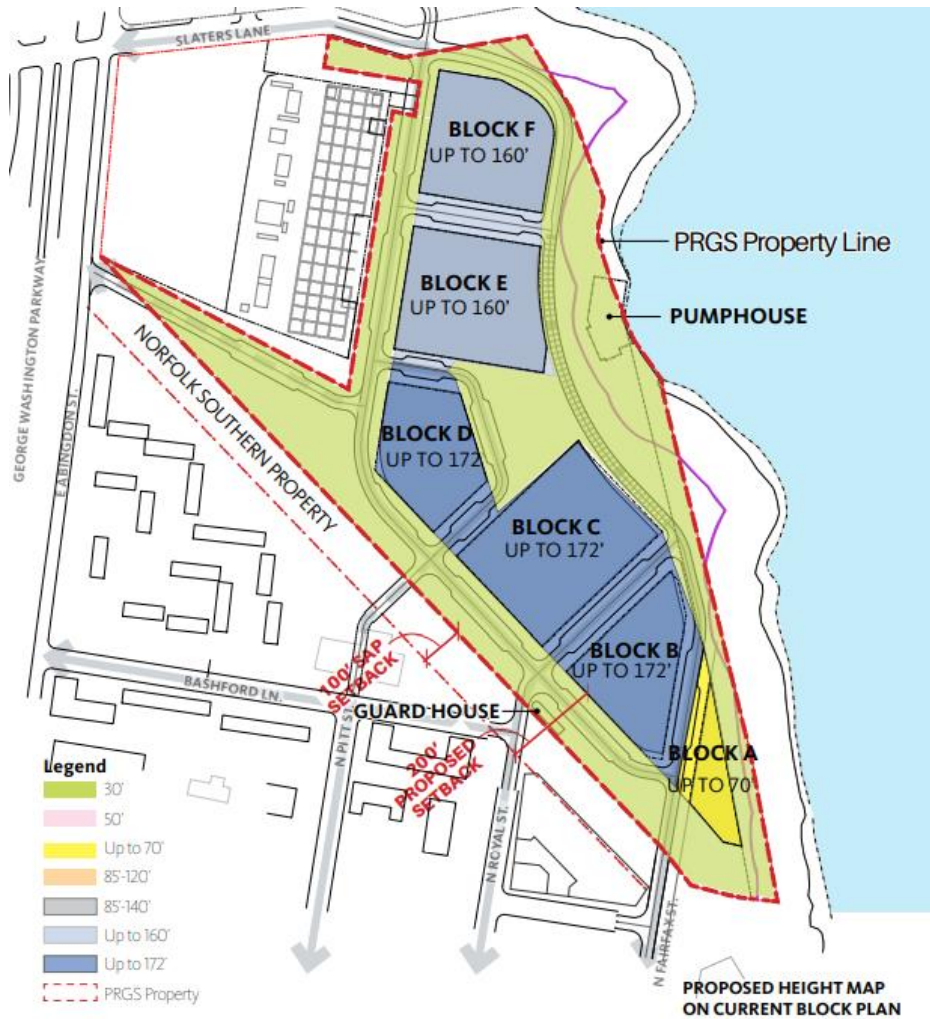


Figure 1: Conceptual Design Plan.

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

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

- 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.

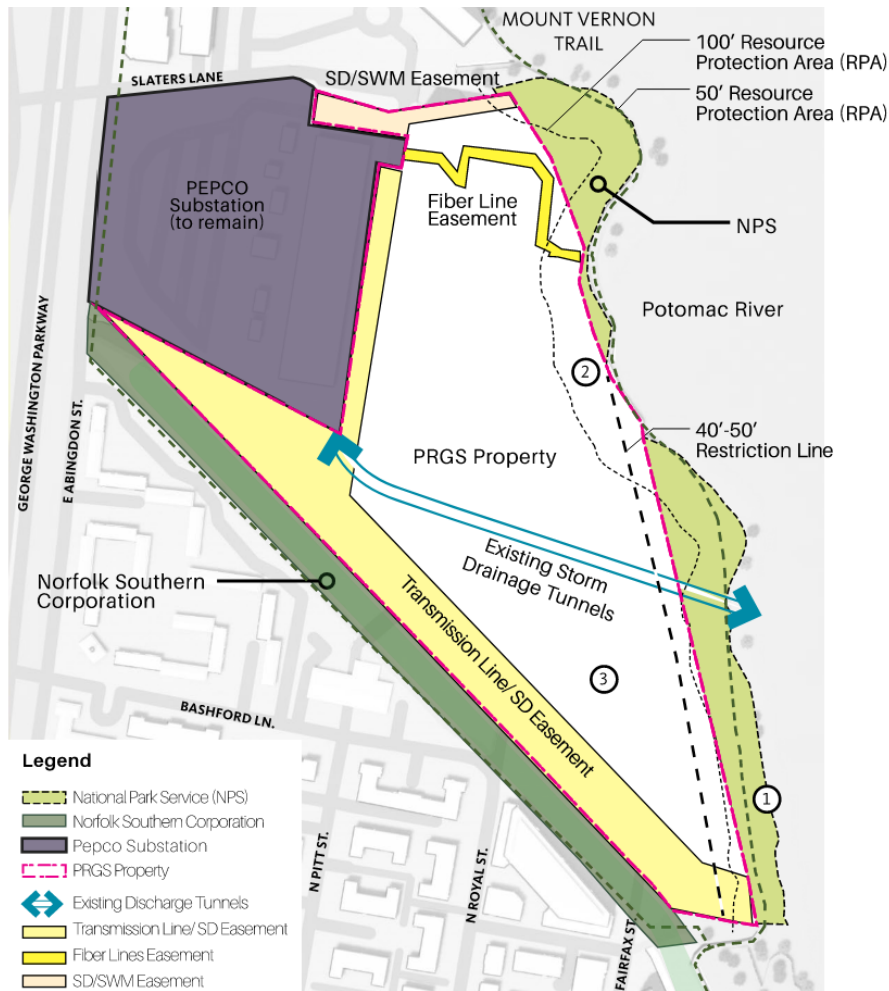


Figure 2. Existing site characteristics and restrictions.

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.

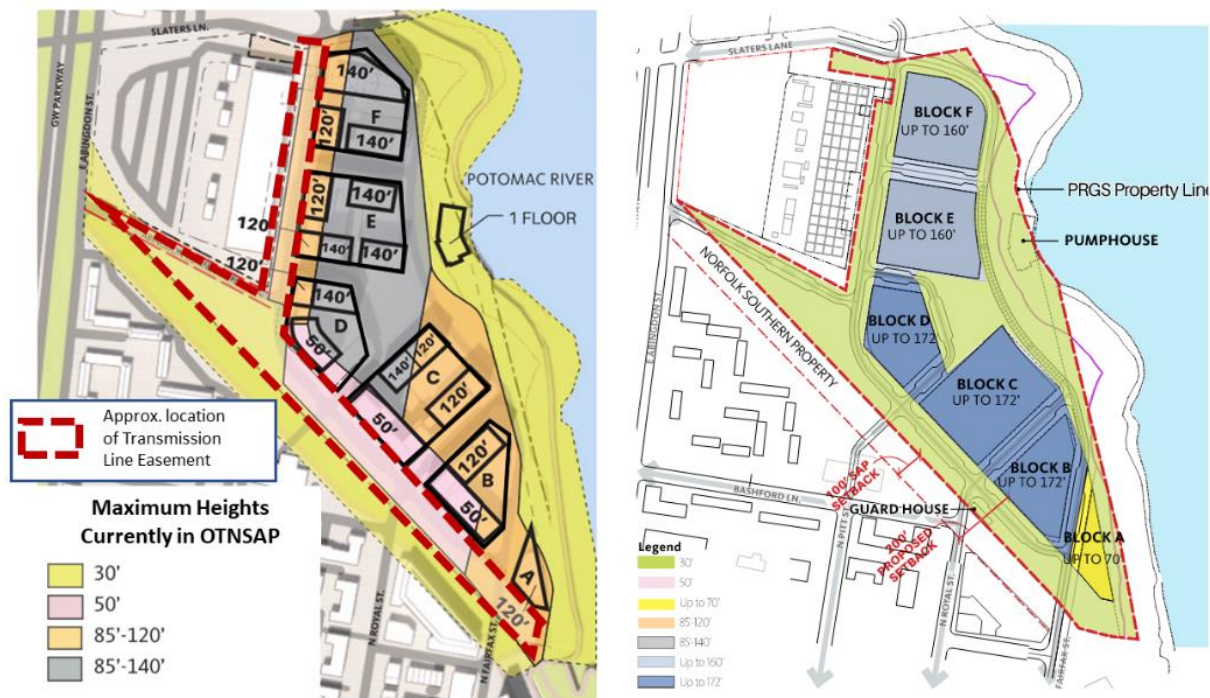


Figure 4: The proposed street and block layout with the existing OTNSAP building heights (left) and the proposed MPA building heights (right).

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.

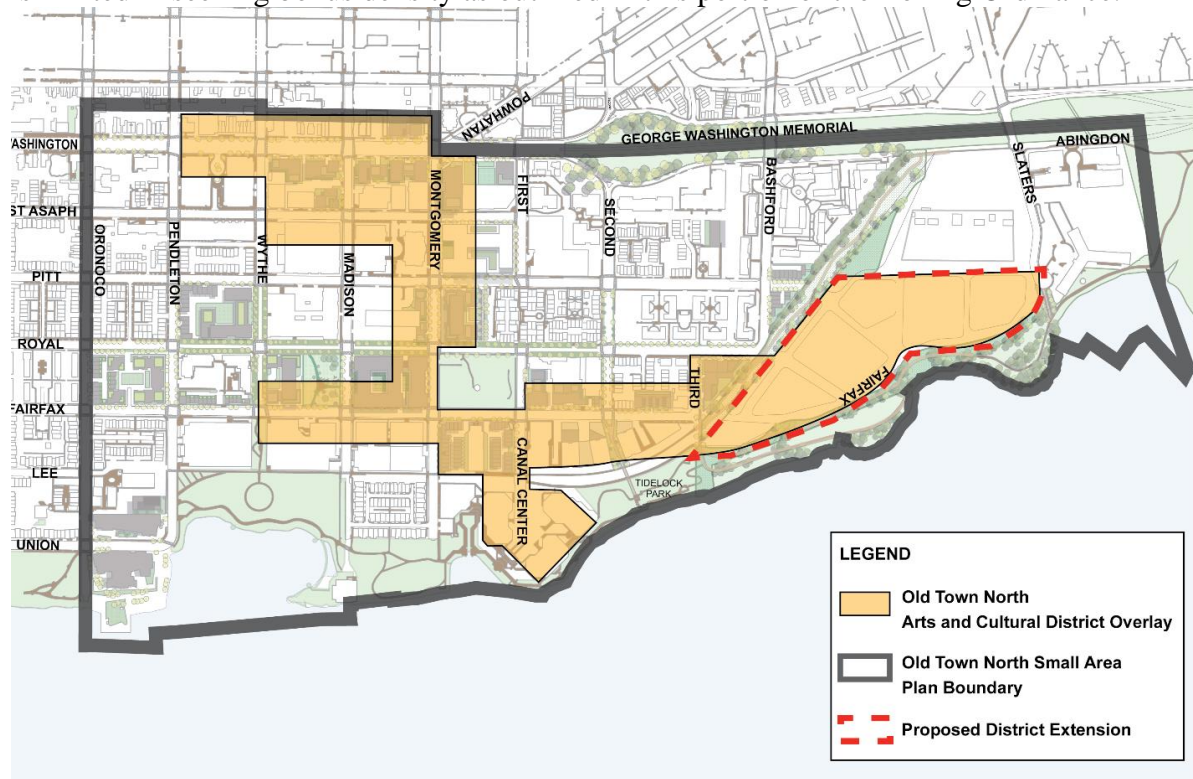


Figure 5: Proposed Old Town North Arts and Cultural District Overlay Map



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> |
|--|--|--|--|---------------------|---|

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).

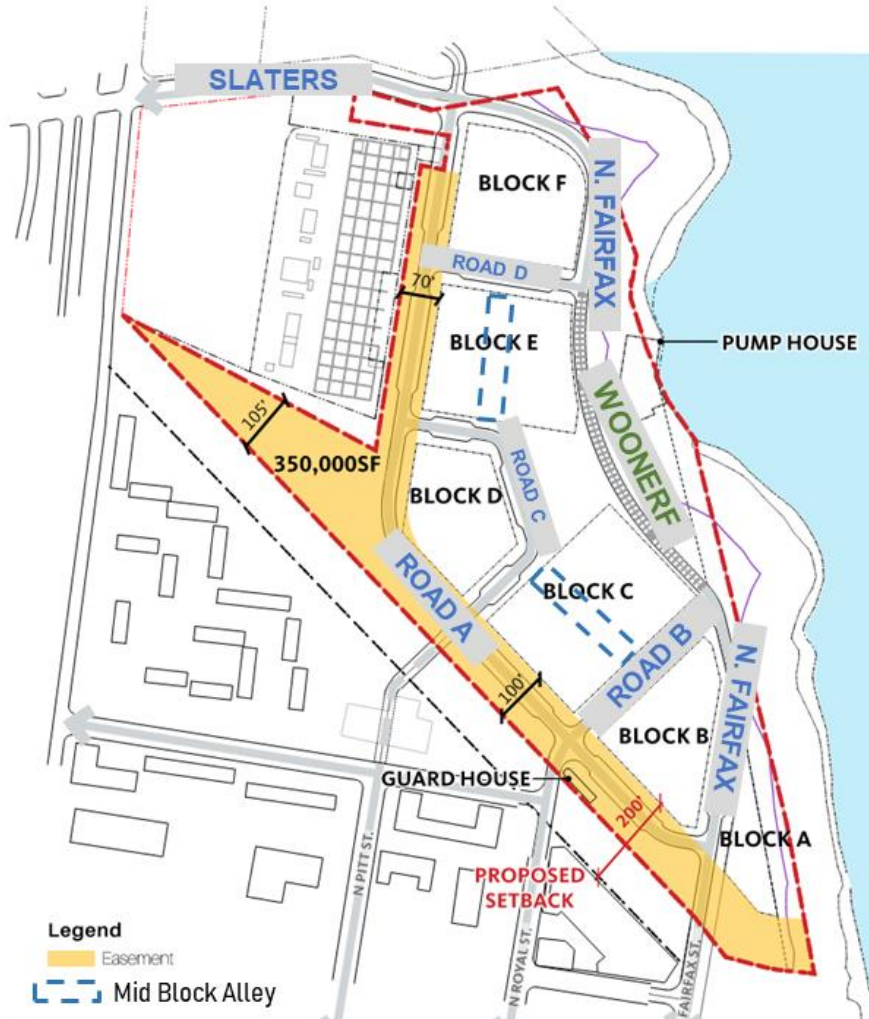


Figure 7. Proposed site layout and street network, including area of easement (in yellow).

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.

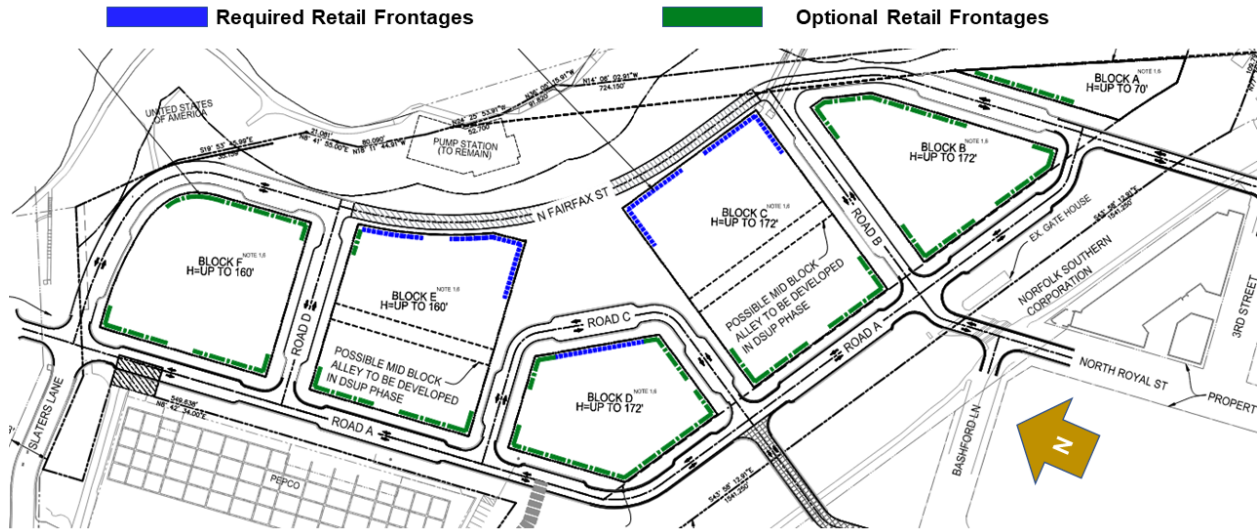


Figure 8: Required and optional retail frontages.

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.

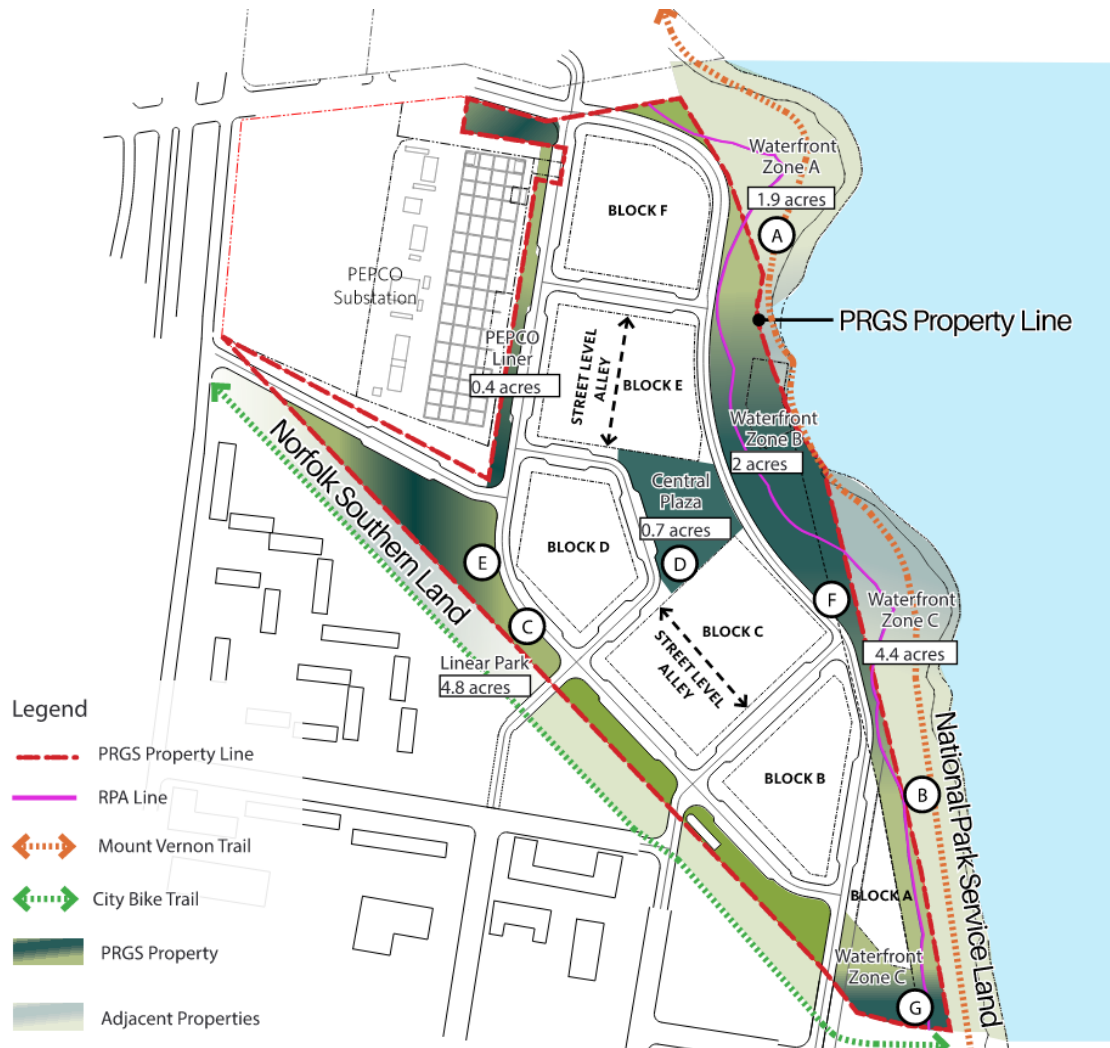


Figure 9. Proposed open space on site and adjacent to site.

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.

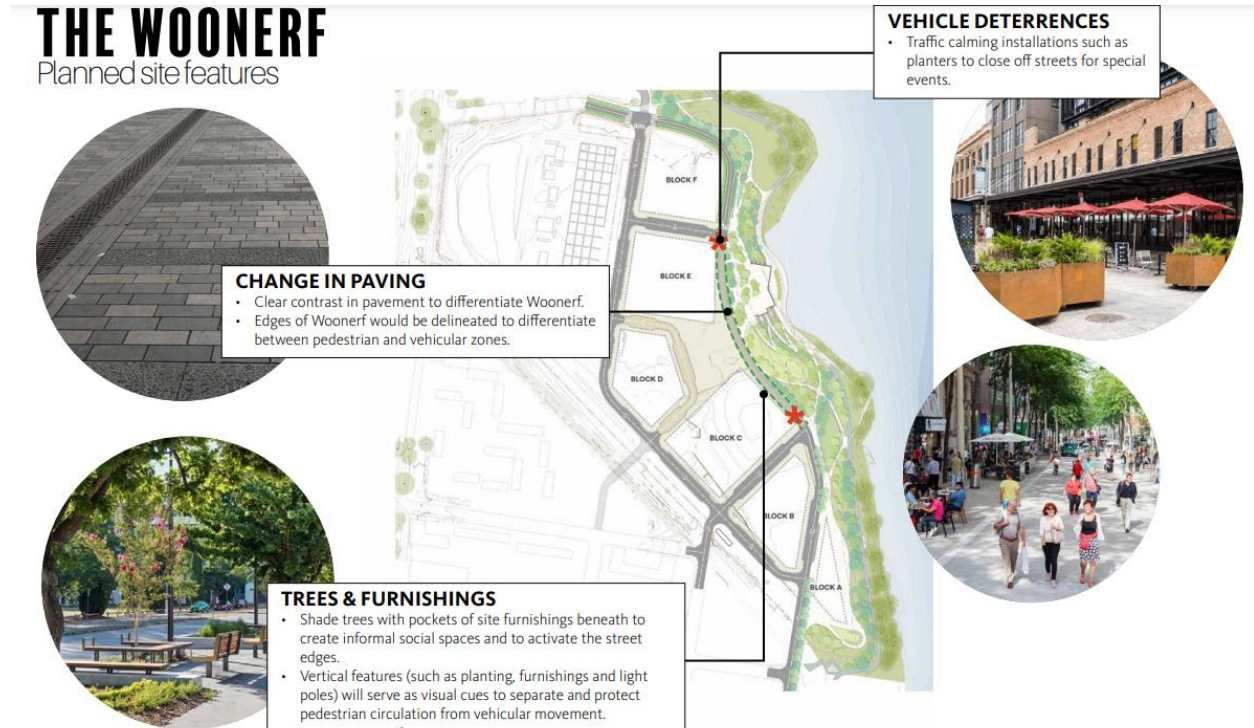


Figure 10: Design elements for the Woonerf. Source: Hilco Redevelopment Partners

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

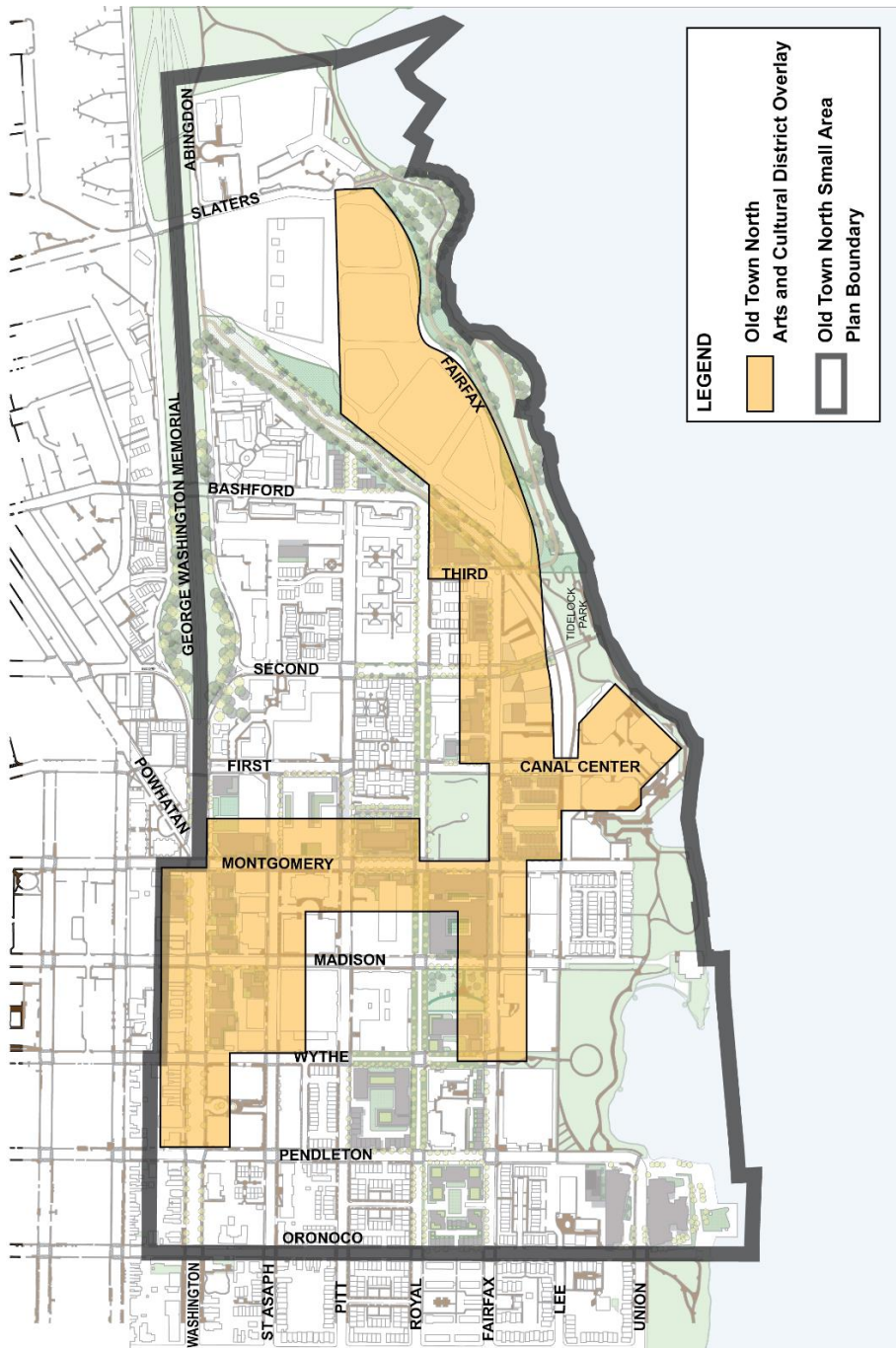
Staff recommends **approval** of the Master Plan Amendment, the rezoning, the text amendments, and the CDD Conceptual Design Plan, subject to complying with all applicable codes and the following staff recommendations.

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

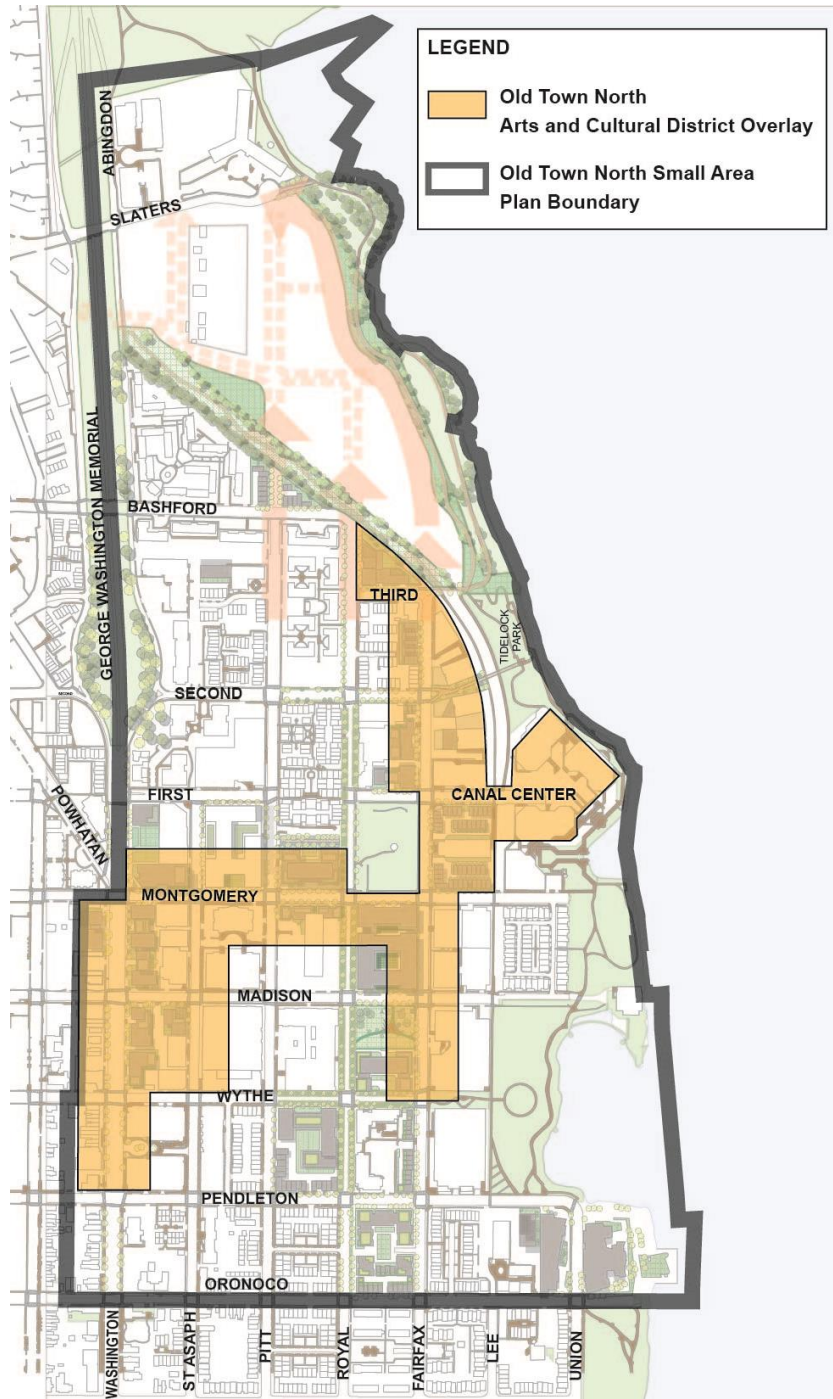
VI. GRAPHICS

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.

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

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.
 - a. 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.
 - b. 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).
 - c. 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 area 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),

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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.

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- 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

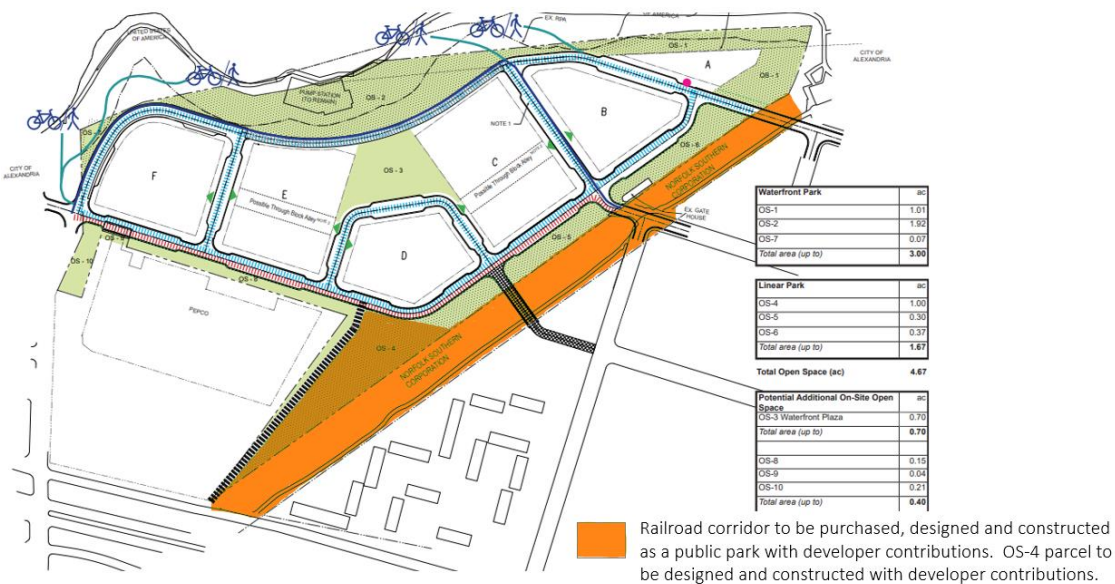
116. Pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy, a developer contribution shall be provided by the Applicant to the Old Town North Implementation Fund. The developer contribution amount shall be subject to the following:
- a. A total developer contribution 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 Pumhouse 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) [kgCO_2/m^2 or lbCO_2/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

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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/adjointing 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:

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

- 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)