

POTOMAC RIVER GENERATING STATION

COMMUNITY MEETING #9

MARCH 31, 2022



 **Hilco**TM
Redevelopment Partners

WIRE GILL

Gensler

OJB

BURO HAPPOLD

**Thornton
Tomasetti**

 **christopher
consultants**

**CLARK
CONSTRUCTION**

GOROVE SLADE
Transportation Planners and Engineers

 **SUSTAINABLE
BUILDING PARTNERS**

 **WALKER
CONSULTANTS**

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

 **LERCH BATES**
Building Design

AGENDA

1. PROJECT OVERVIEW

2. TRANSPORTATION

SCHEDULE & PROCESS

STEPS FORWARD

PAST MEETING TOPICS

- INTRODUCTIONS
- OVERVIEW OF OTNSAP
- SITE TOURS
- SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN
- SITE TOURS
- OPEN SPACE PLANNING
- LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING
- ENVIRONMENTAL & SUSTAINABILITY

COMMUNITY MEETING #1
INTRODUCTIONS
FEBRUARY 11, 2021

COMMUNITY MEETING #2
OVERVIEW OF OTNSAP
APRIL 29, 2021

COMMUNITY MEETING #3
SITE TOURS
JUNE 4-5, 2021

COMMUNITY MEETING #4
SITE CONCEPTS, OPPORTUNITIES & URBAN DESIGN
SEPTEMBER 29, 2021

COMMUNITY MEETING #5
SITE TOURS
NOVEMBER 13, 2021

COMMUNITY MEETING #6
OPEN SPACE PLANNING
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COMMUNITY MEETING #7
LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING | JANUARY 27

COMMUNITY MEETING #8
ENVIRONMENTAL & SUSTAINABILITY
FEBRUARY 24, 2022

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TRANSPORTATION
MARCH 31, 2022

COMMUNITY MEETING #10
CDD WRAP-UP MEETING
APRIL / MAY 2022

- PRE-FILING COORDINATION WITH CITY STAFF
- STUDY IDENTIFICATION
- SITE AND UTILITY SURVEYS
- VRP ENROLLMENT

FIRST SUBMISSION
JULY 30, 2021

SITE CHARACTERIZATION WORKPLAN TO VDEQ
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SITE CHARACTERIZATION FIELD WORK
OCTOBER - NOVEMBER 2021

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COMPLETENESS SUBMISSION
FEBRUARY 28, 2022

REZONING AND CDD CONCEPT PLAN REVIEW
JUNE 23 & JULY 5, 2022

PLANNING PROCESS
PHASE 1: REZONING AND CDD CONCEPT PLAN

COMMUNITY ENGAGEMENT + OUTREACH

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

Key

** Future Engagements (in italics)*

[CDD Submissions \(in blue\)](#)

Engagements in the next month

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

Community Benefits

Environmental Remediation

The abatement and deconstruction of a former coal-fired power plant left vacant for a decade

Site remediation in coordination with Virginia Department of Environmental Quality (VDEQ)

\$60 Million



Economic Benefit

Estimated 1,100 construction-related jobs and estimated +/- 2,000 permanent jobs at full build

Estimated +/- \$35 million in total net taxes to Alexandria over anticipated 11-year construction and initial occupancy period

+/- \$35 Million (Over 11 years)



Affordable Housing & Subsidized Arts Uses

A 3-pronged approach to **Affordable Housing**:

- Voluntary Monetary Contributions
- Approximately 60 on-site units created through use of bonus density
- Approximately 100 on-site units created through potential Public-Private Partnership

Arts

- Approximately 15,000 SF of subsidized arts space created through use of bonus density

\$48-111 Million / \$16 Million



** Early estimates of costs and values in 2021/2022 figures*

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

Community Benefits

Open Space & Activation

A combined 14.2 acres of publicly accessible open space will be created or improved.

Coordination with the City of Alexandria and National Park Service to provide passive recreation areas and improved cyclist and pedestrian connectivity.

Mix of active and passive open spaces, including community gathering space at the woonerf and central plaza.

Potential reuse of former pump house for waterside dining.

\$30-\$35 Million



Environmental Sustainability

Comprehensive approach to environmental sustainability including reduced energy usage, renewable energy, storm water management, and decreased reliance on vehicles.

Aggressive carbon reduction targets that exceed city policies and requirements

\$65 Million



Transportation & Connectivity

Reconnection to Old Town North neighborhood at N. Fairfax and N. Royal Streets and Slaters Lane

Bike facility infrastructure connects to regional network including Mount Vernon Trail.

Woonerf provides pedestrian and cyclist priority at center of new district.

Below-grade parking garage improves pedestrian experience.

\$177 Million



** Early estimates of costs and values in 2021/2022 figures*

PROJECT VISION

Primary Design Drivers

1

INTEGRATE THE SITE INTO OLD TOWN NORTH

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

2

CONNECT PEOPLE TO THE WATERFRONT

EXPAND EQUITABLE ACCESS TO ALEXANDRIA'S WATERFRONT

3

PROVIDE MEANINGFUL AND VARIED OPEN SPACE

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



1 INTEGRATE THE SITE

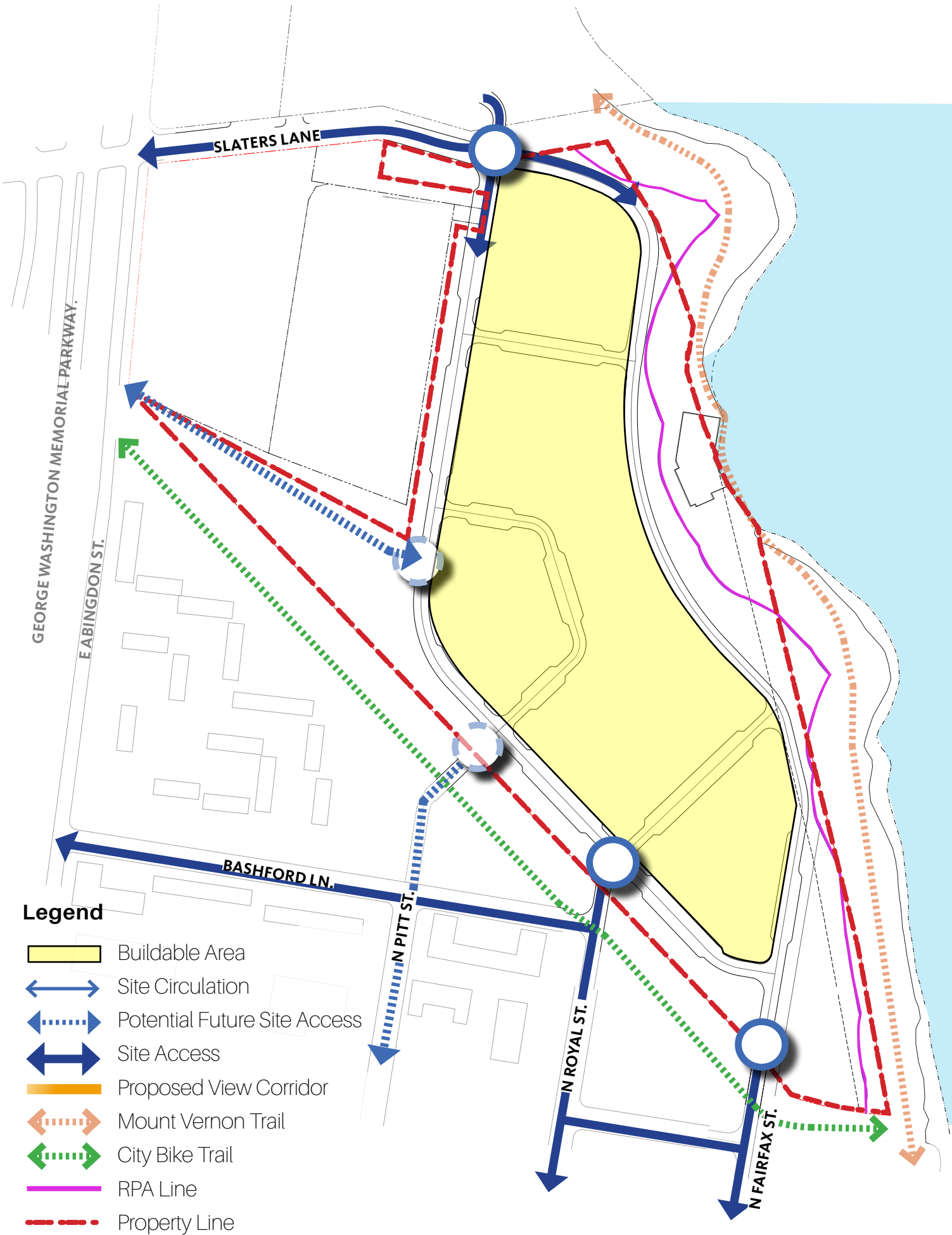
Site Access: Roadway Connections

Site Access

- Three site access points are proposed.
- North Royal and North Fairfax Street connections are planned at the southern side of the site. These will require an easement over the Norfolk Southern property or other arrangements with NSP.
- One connection off of Slaters Lane is proposed at the north side of the site.
- These connections are consistent with the Old Town North Small Area Plan.

Future Access

- Two additional potential future connections may be possible. These will require cooperation with abutting property owners.
- To the west, a connection to the GW Parkway via East Abingdon Street may be possible.
- An additional southern connection at North Pitt Street may be possible.



2 CONNECT PEOPLE TO THE WATERFRONT

Optimize Waterfront Views and Access

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

HOW CLOSE DO YOU NEED TO BE TO SEE THE WATERFRONT?
WISCONSIN AVENUE IN GEORGETOWN

1300'

1000'

700'



3 PROVIDE MEANINGFUL OPEN SPACE

On-site & Adjacent Open Space

Open Space on PRGS Property

- Waterfront Park: 3 acres
- Linear Park: 1.7 acres
- Central Plaza: 0.7 acres
- Pepco Liner: 0.4 acres

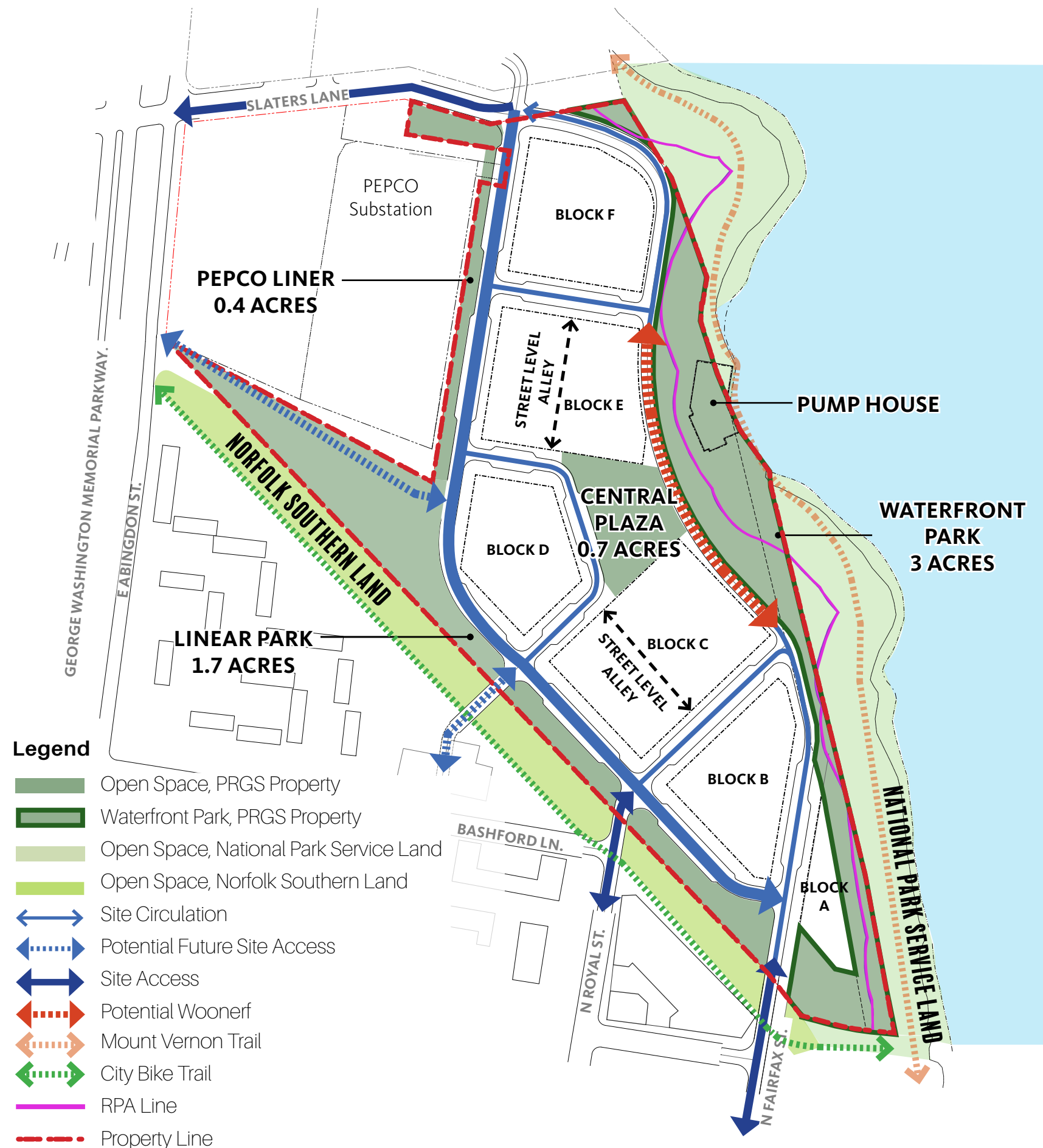
Total: Approximately 5.8 acres

Open Space on Adjacent Property

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

Total: Approximately 8.4 acres

Total Combined Open Space: Approximately 14.2 acres



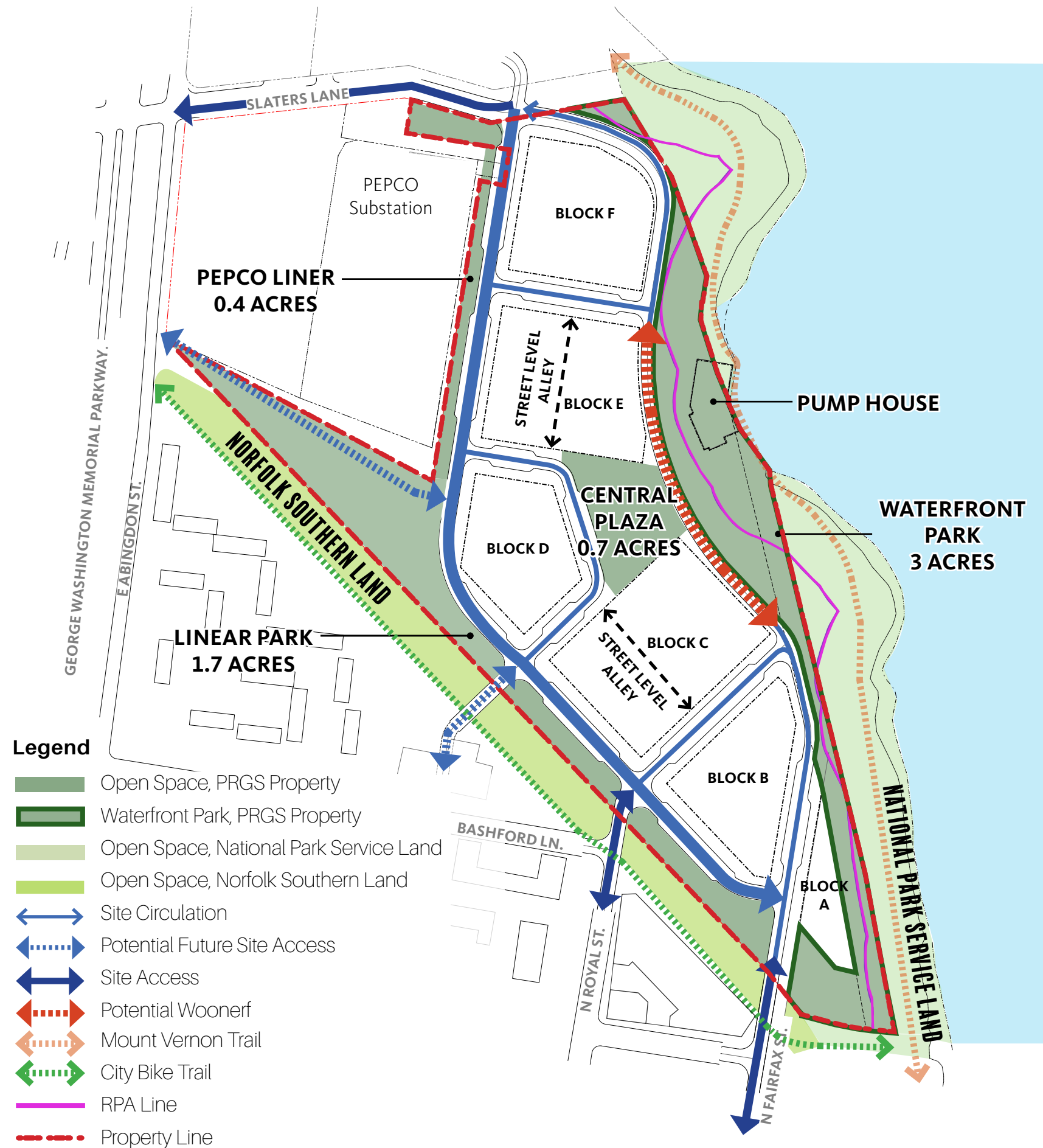
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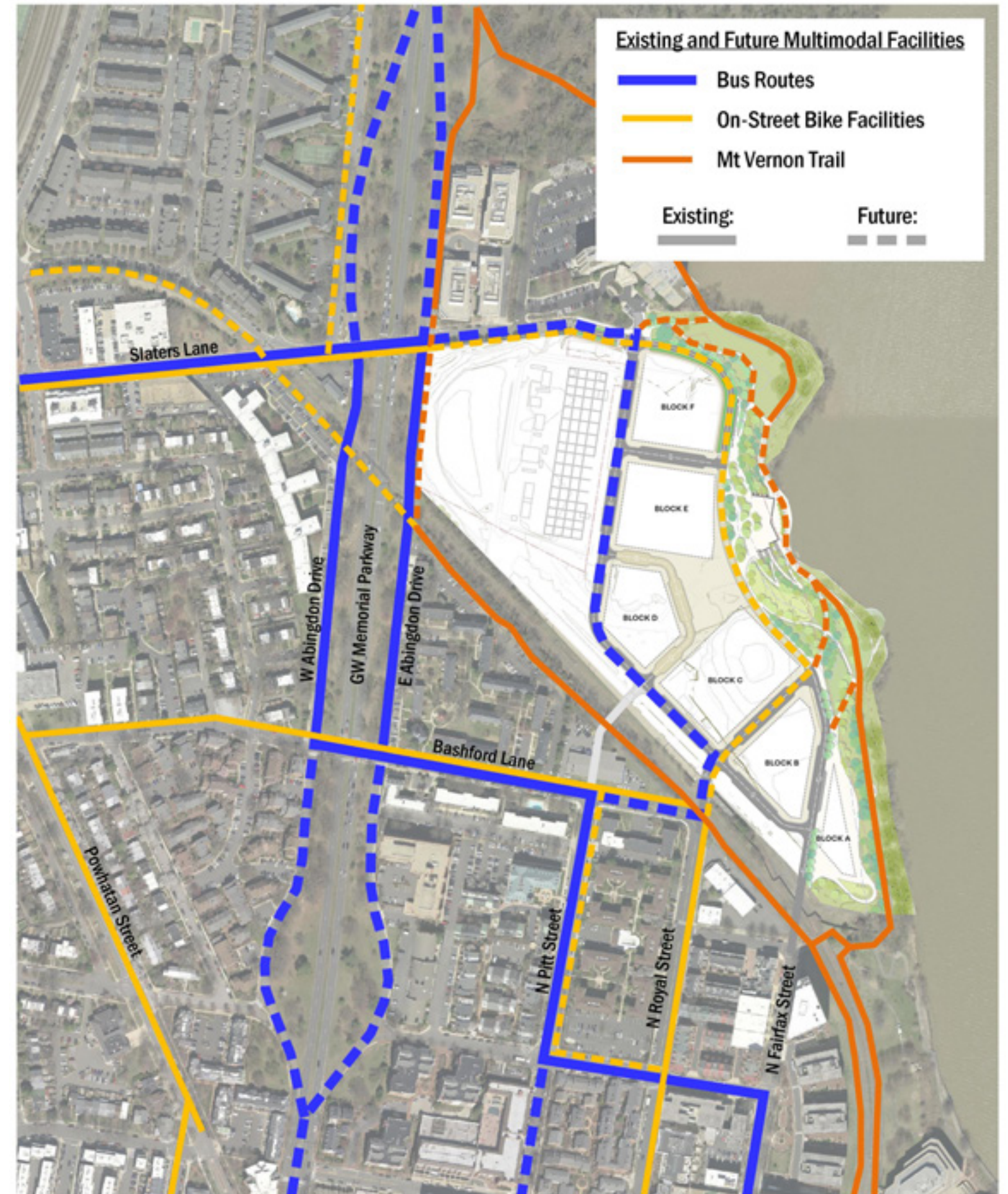
INTRODUCTION

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



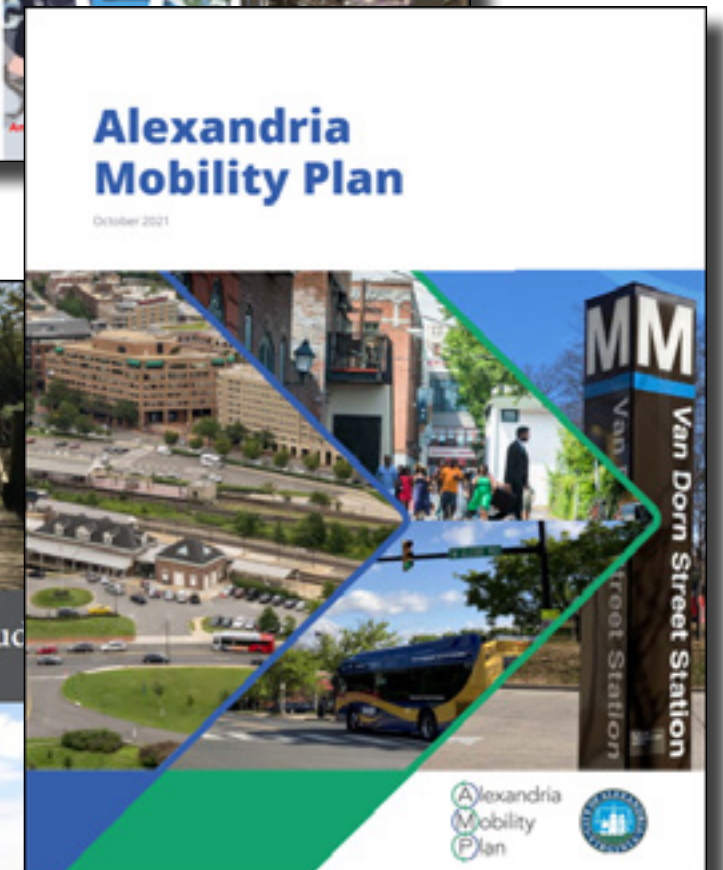
SURROUNDING CONTEXT

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



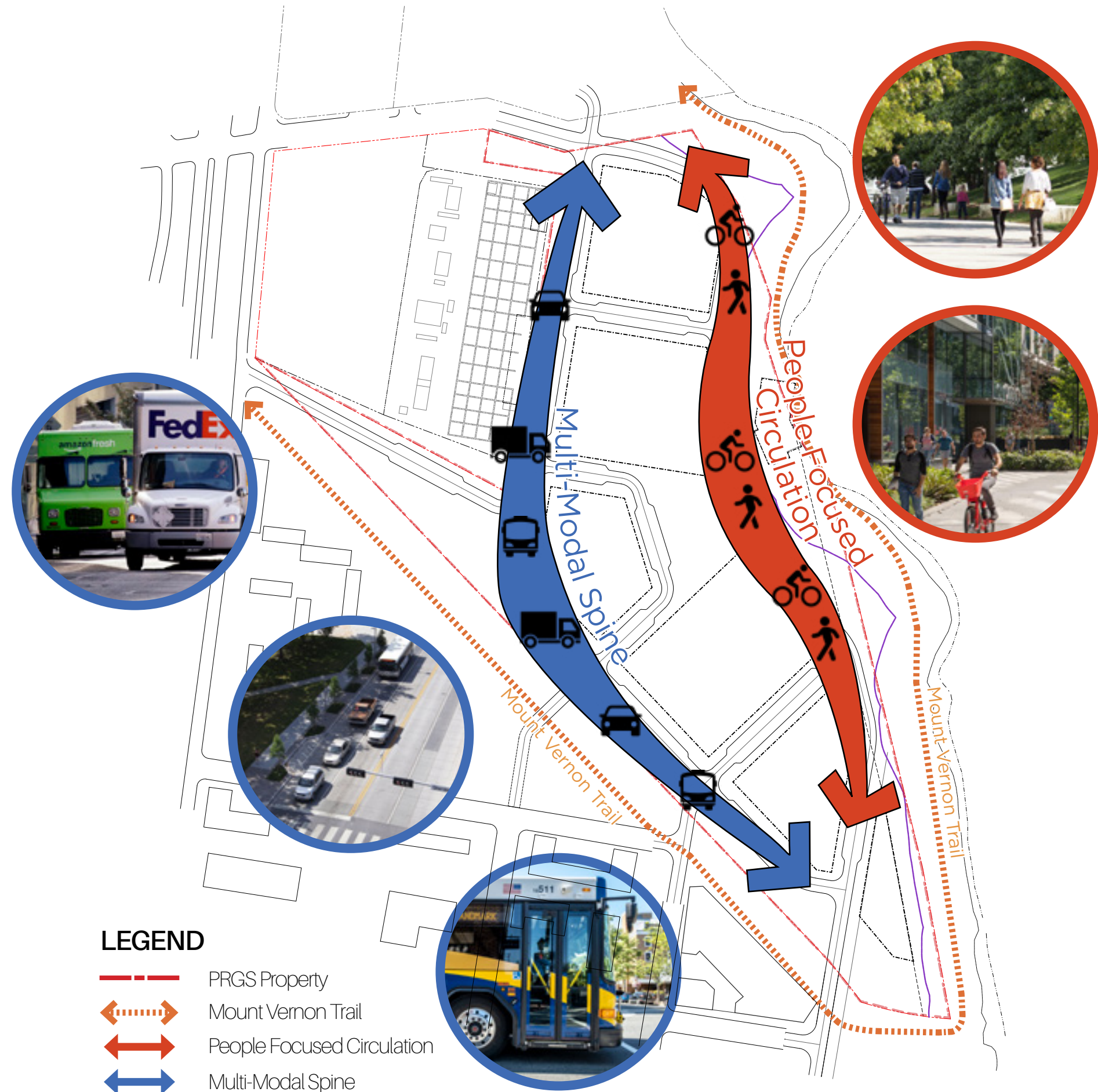
BACKGROUND

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

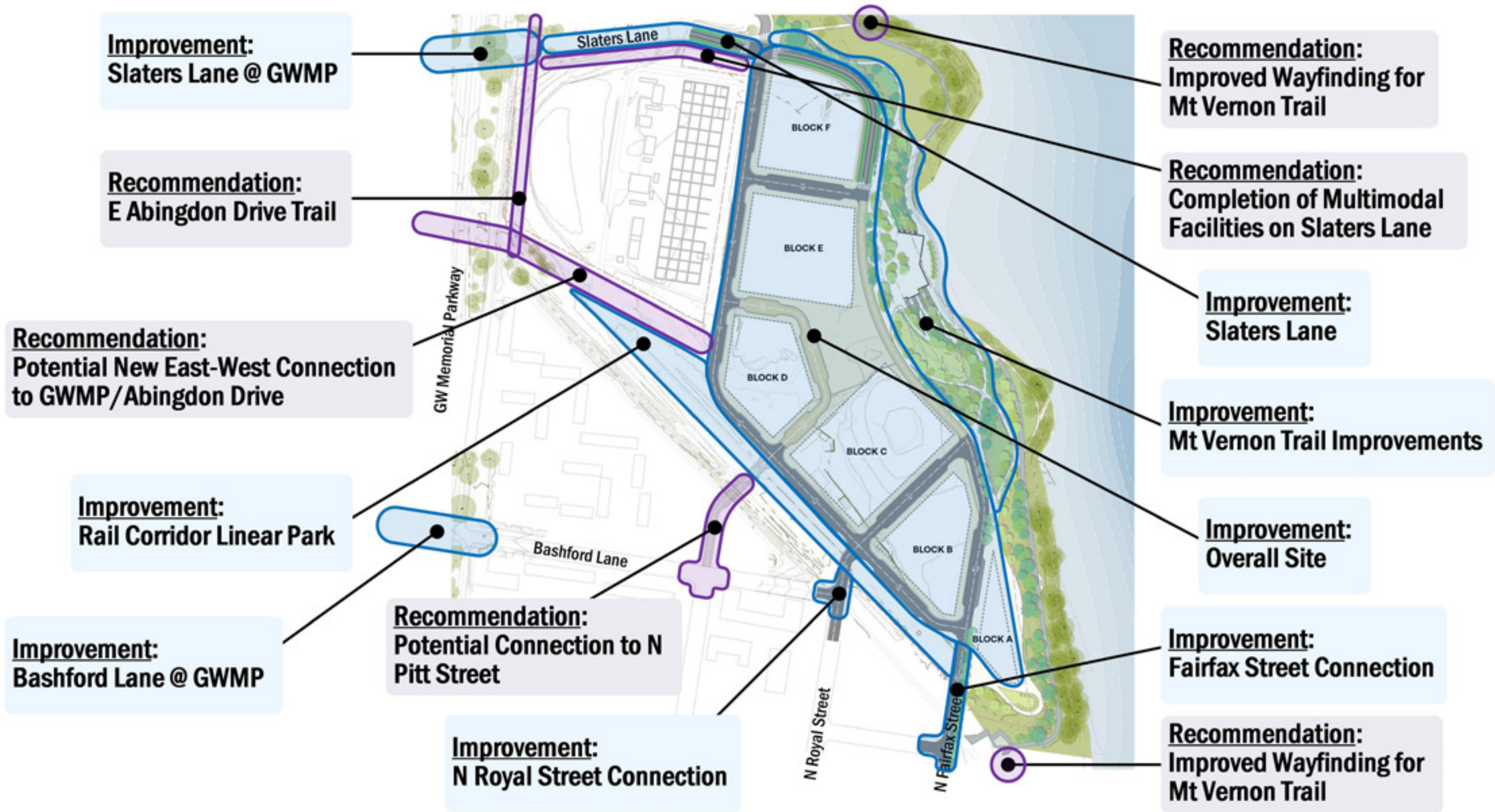


OVERVIEW

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



OVERVIEW

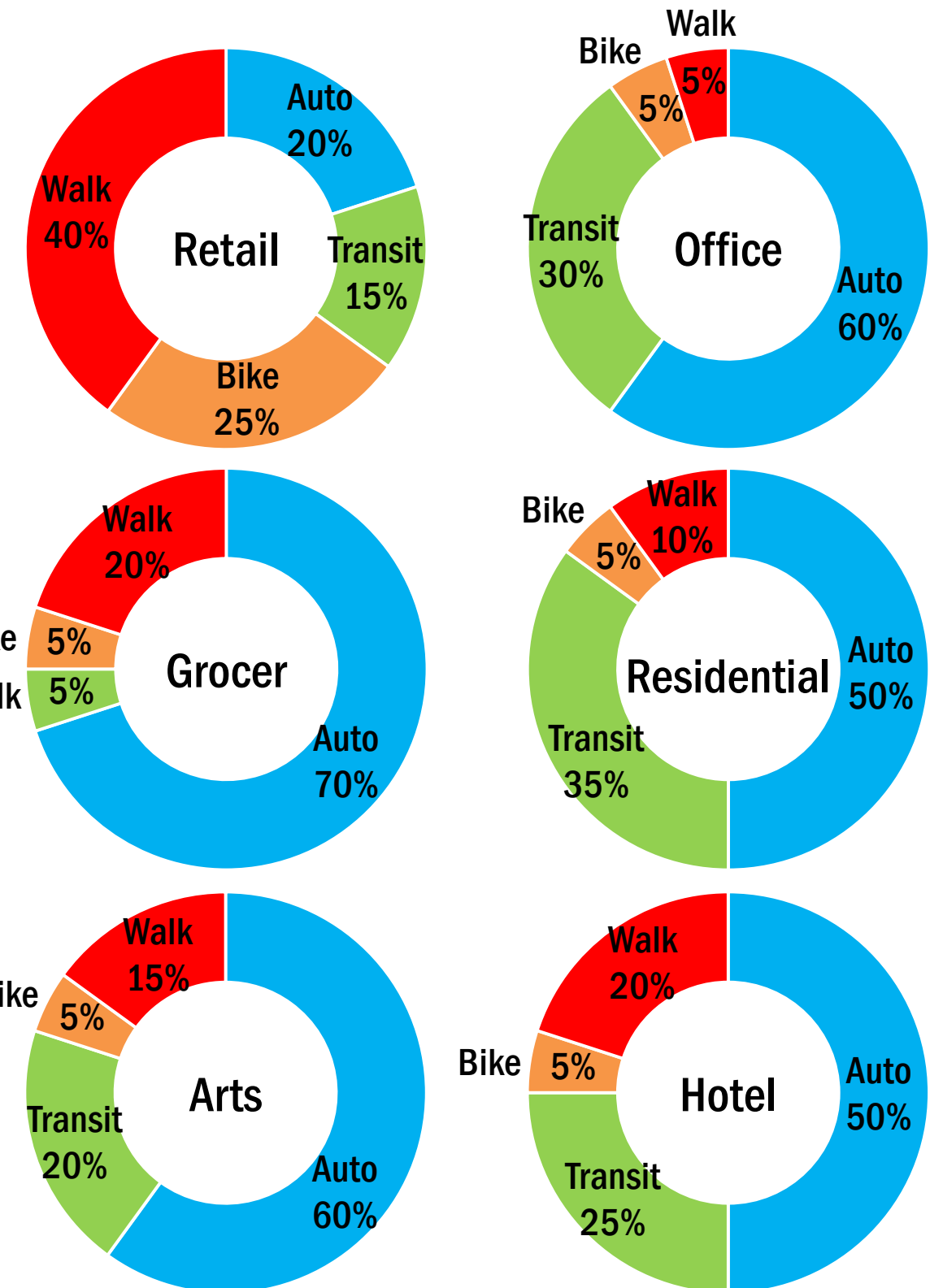


COMPARISON TO OTNSAP

	OTNSAP	2022 PRGS Proposal
Density & Uses	<ul style="list-style-type: none">2,150,000 GSFMix of commercial, residential, arts and innovation	<ul style="list-style-type: none">2,150,000 GSFUp to 2,500,000 GSF (w/ Arts and Affordable Housing Bonuses)Mix of commercial, residential, arts and innovation
	Comparable trip generation	
External Connection Points	Four (4) external connections: <ul style="list-style-type: none">Slaters LaneN Fairfax StreetN Royal StreetN Pitt Street + Potential East-West Connection to GWMP	Three (3) external connections: <ul style="list-style-type: none">Slaters LaneN Fairfax StreetN Royal Street + Potential N Pitt Street Connection + Potential East-West Connection to GWMP
Internal Roadways	Extension of existing street network	Extension of existing street network <ul style="list-style-type: none">Prioritization of viewshedsPrioritization of placemakingPrioritization of open spacePorous, inefficient for cut-throughRight-sized to balance modes and connectivity

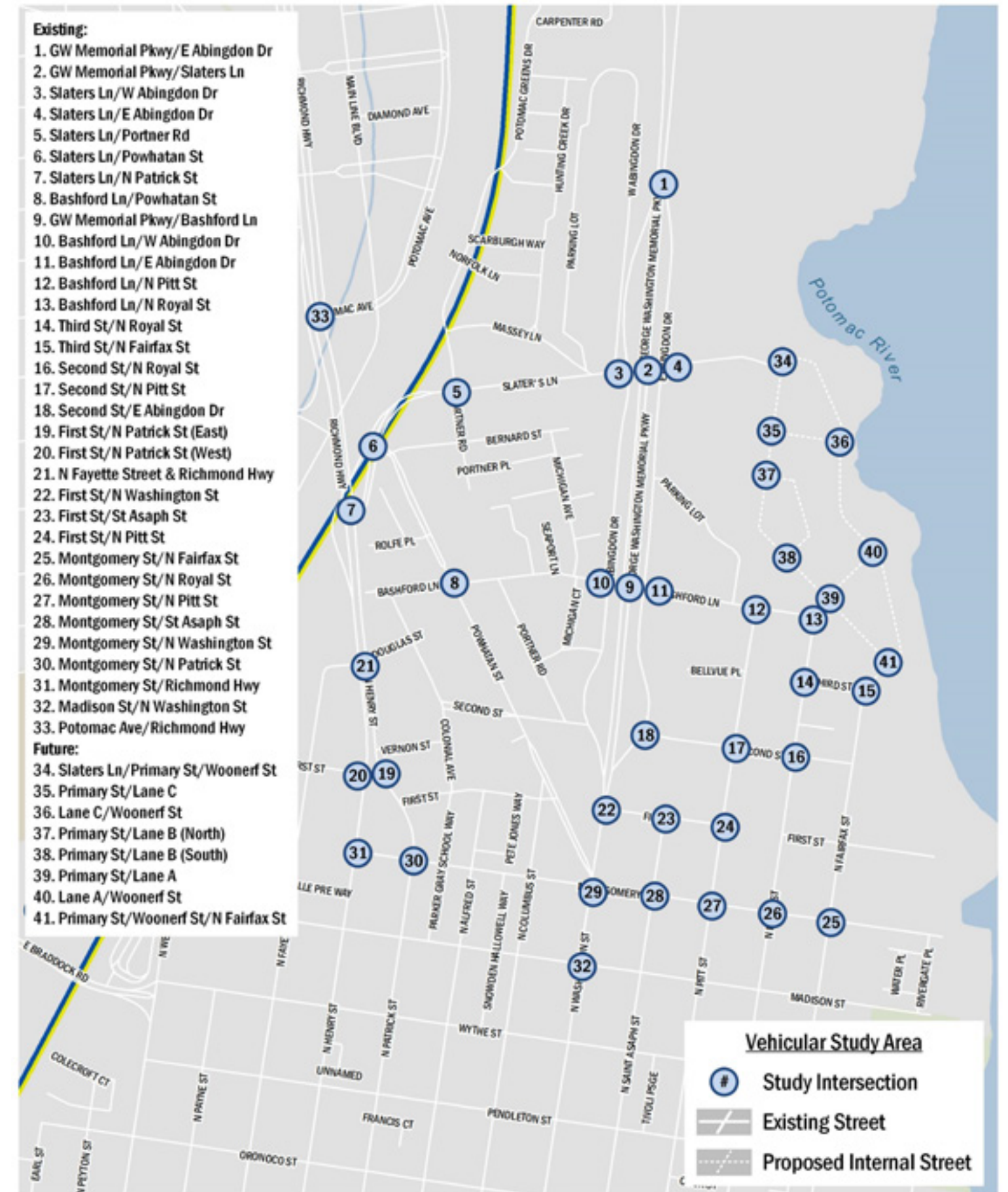
MULTIMODAL TRANSPORTATION STUDY

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



STUDY SCOPE

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

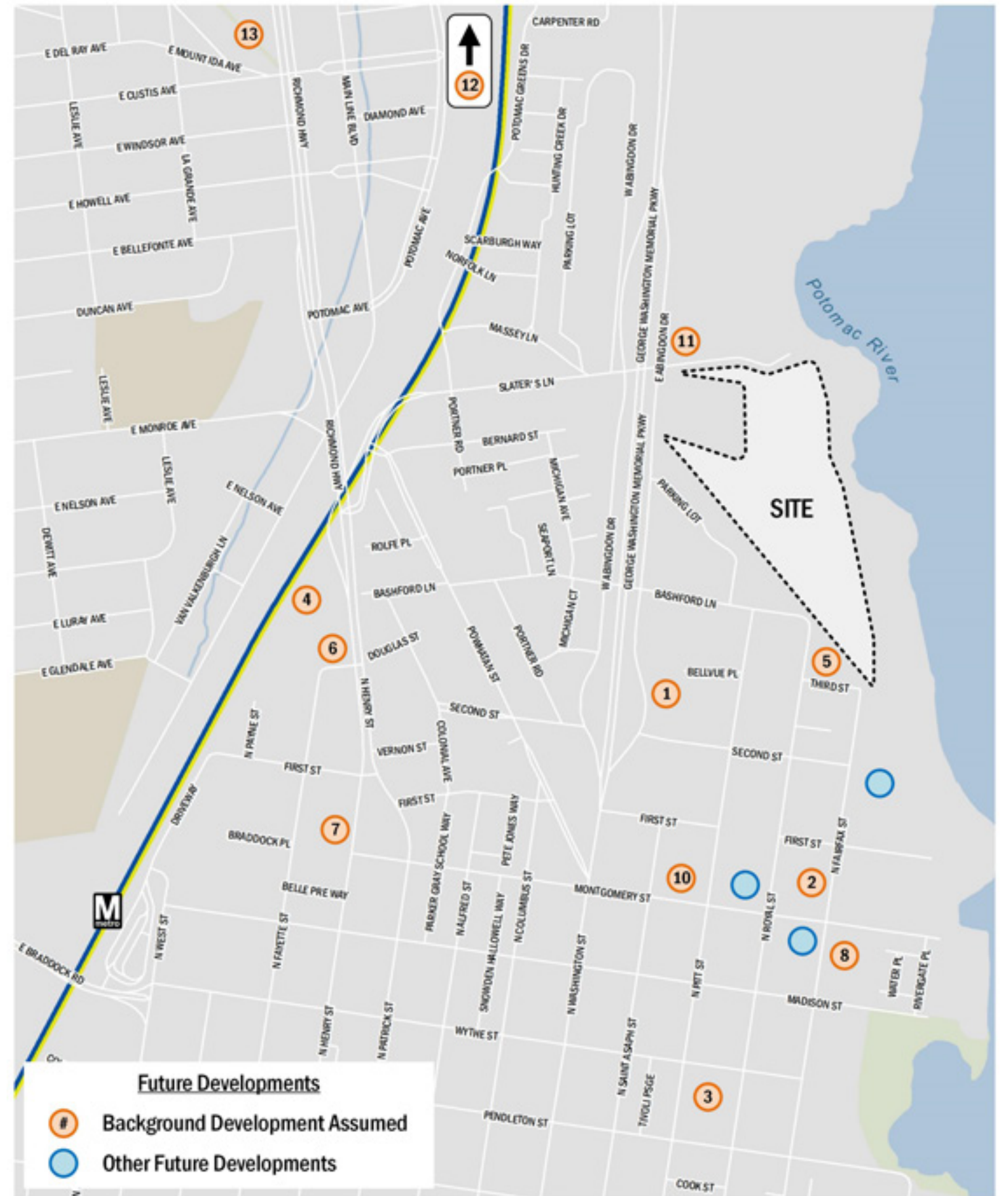


●

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

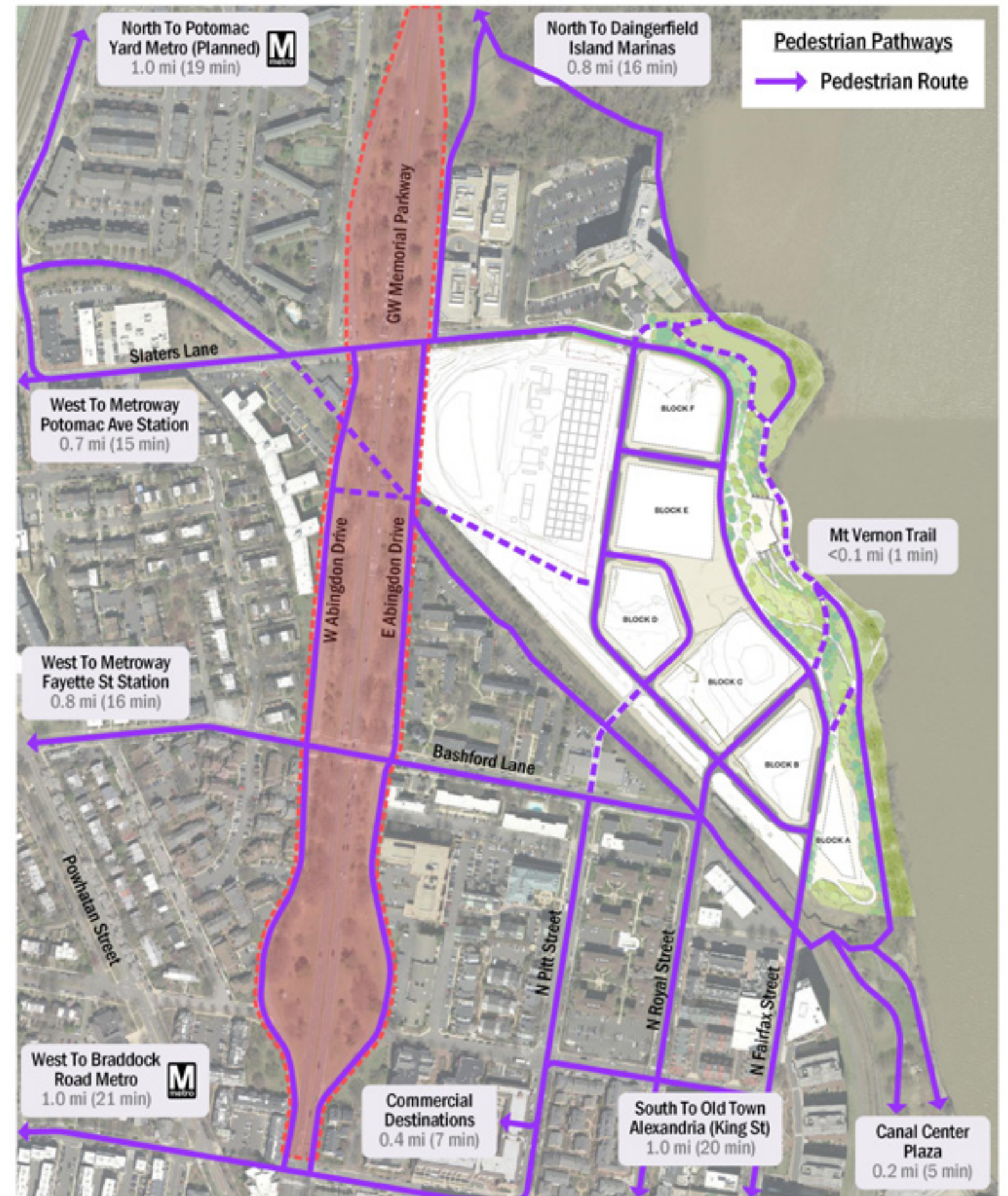
- **Future Office to Residential Conversions/Developments**
(Not Yet Approved at time of Scoping):

- Montgomery Center
- 901 N Pitt Street
- TideLock



PEDESTRIAN CIRCULATION & CONNECTIVITY

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



BICYCLE CIRCULATION & CONNECTIVITY

LEGEND

----- PRGS PROPERTY

LEISURELY ROUTE

← MOUNT VERNON TRAIL
BIKE & PEDESTRIAN

COMMUTER ROUTE

← MULTI-USE TRAIL
BIKE & PEDESTRIAN

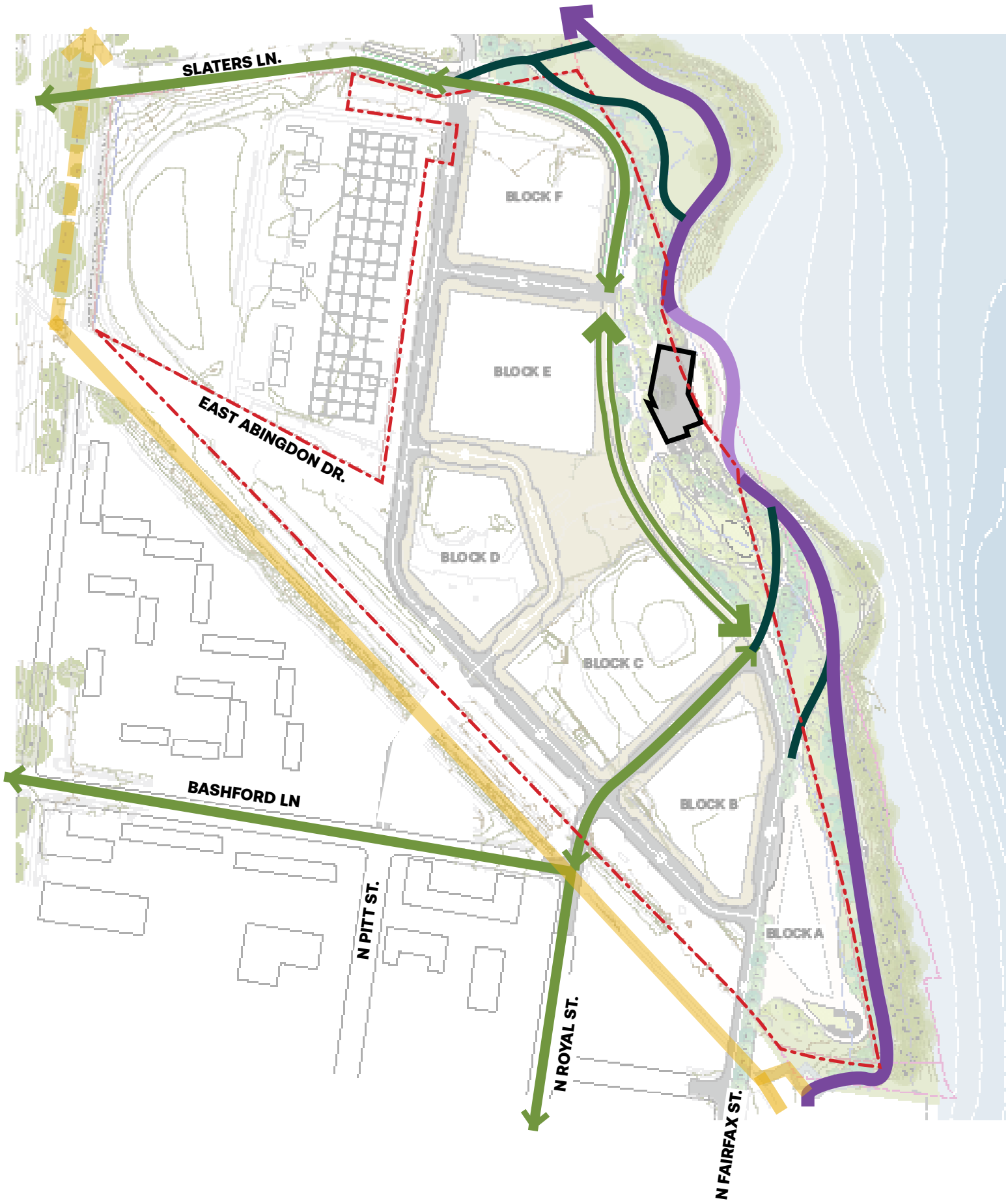
← TRAIL IMPROVEMENT PLANNED BY CITY
BIKE & PEDESTRIAN

LOCAL ROUTE

← BIKE FACILITY

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

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



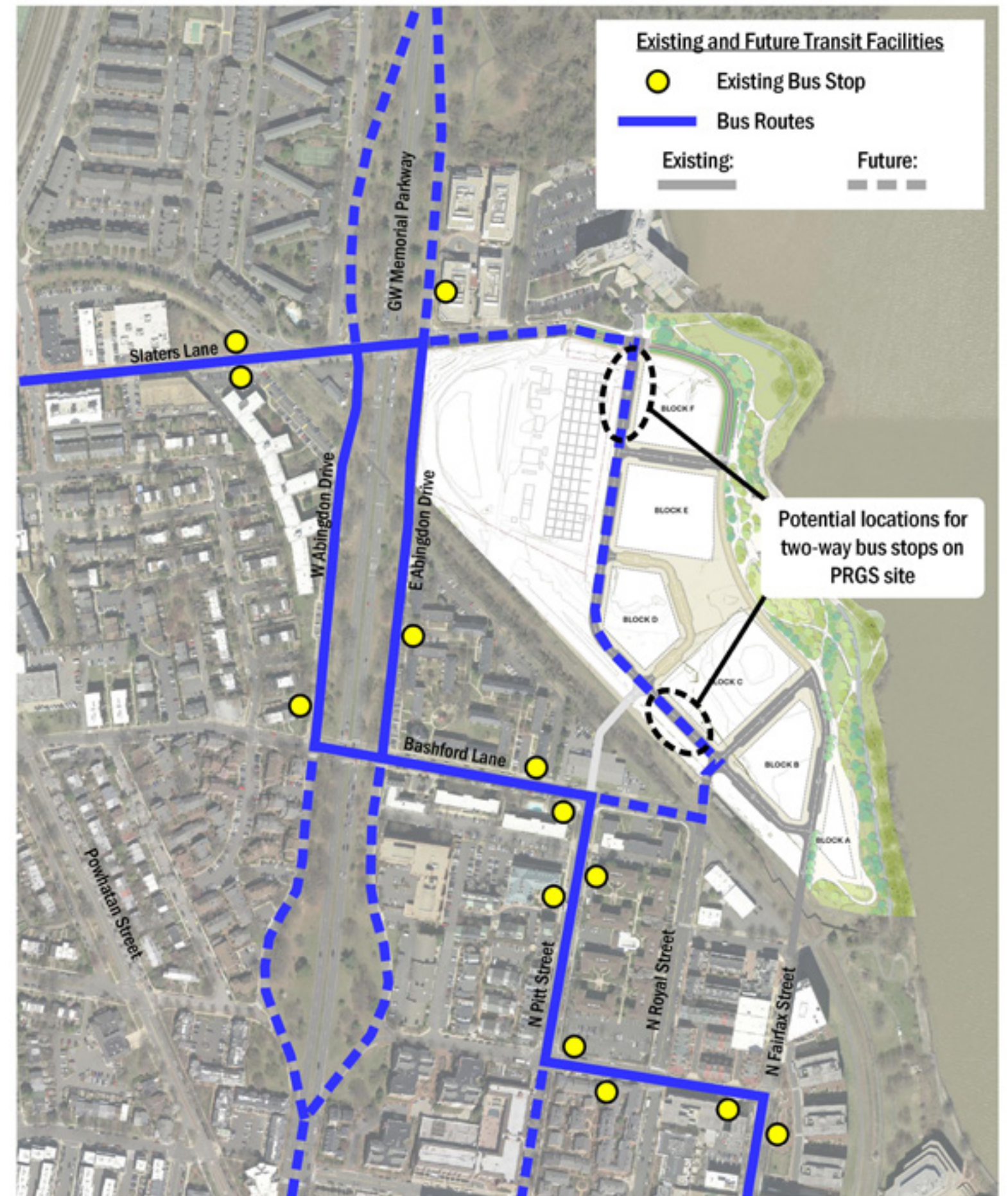
BICYCLE CIRCULATION & CONNECTIVITY

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



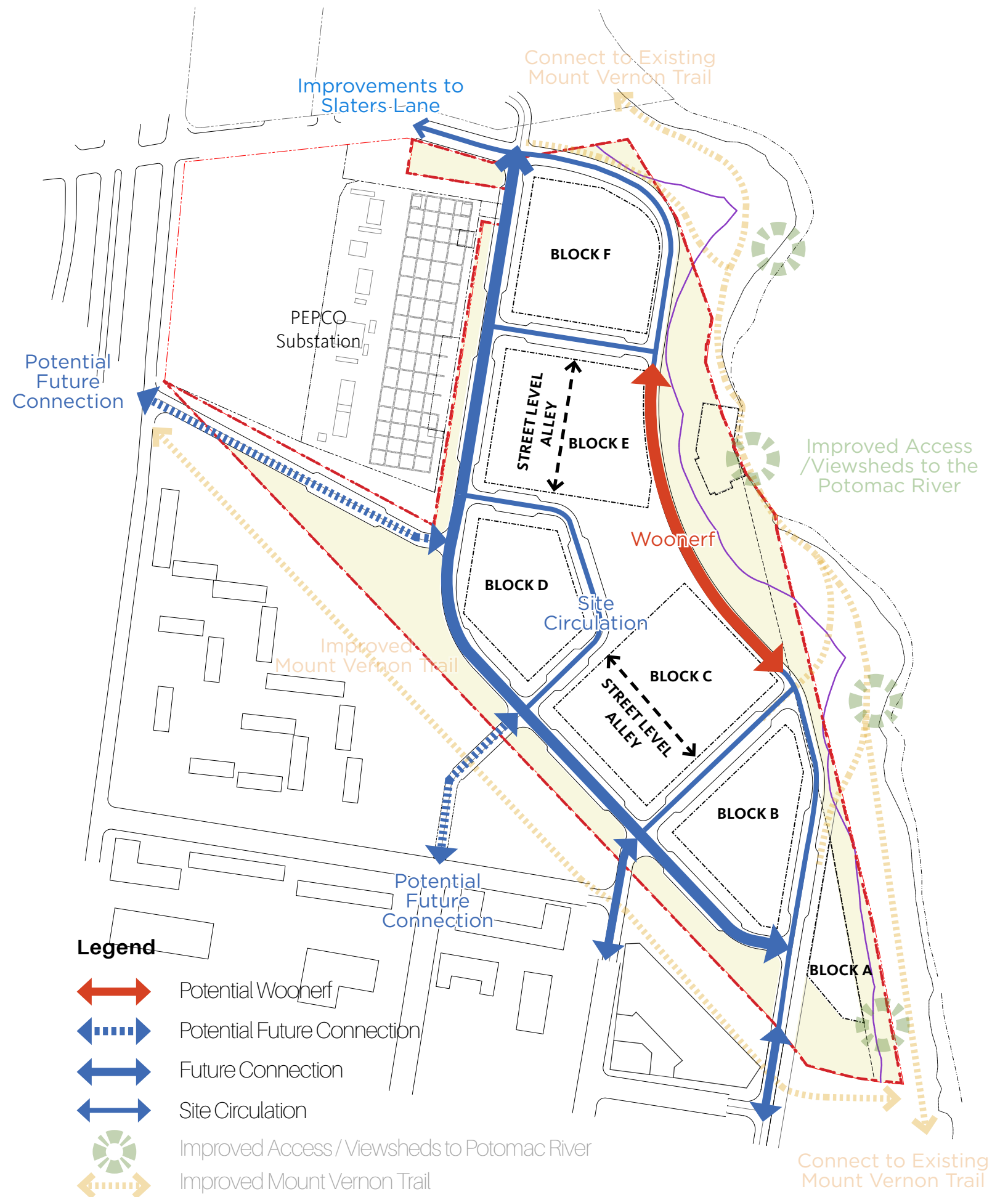
TRANSIT CIRCULATION & CONNECTIVITY

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



VEHICULAR ACCESS & CURBSIDE MANAGEMENT

- New connections and completion of existing street network
 - Slaters Lane
 - N Royal Street
 - N Fairfax Street
- Parking, loading, and pick-up/drop-off
- Strategies:
 - Provision of alleys to for back-of-house operations
 - Locating access controls to minimize conflicts and queuing
 - Timing/phasing strategies to balance prioritization of modes
 - Prioritization of local versus commuter traffic
 - Traffic calming to discourage cut-through
 - Promotion of safety and Vision Zero strategies
- Potential connections to be further studied and coordinated with City and NPS
 - Results of MTS show these connections as nice-to-have, not necessary to have



THE WOONERF

POTENTIAL SITE FEATURES



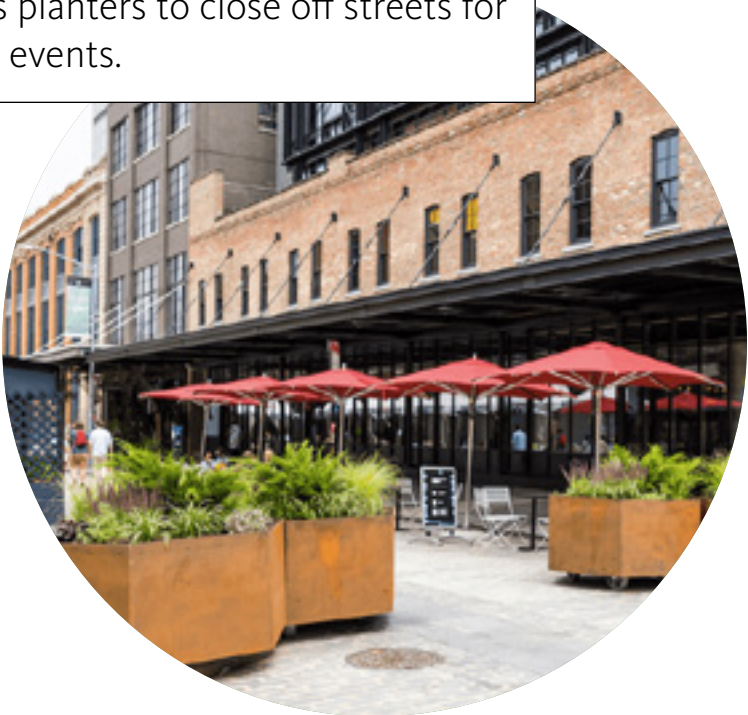
CHANGE IN PAVING

- Clear contrast in pavement to differentiate Woonerf.
- Edges of Woonerf would be delineated to differentiate between pedestrian and vehicular zones.



VEHICLE DETERRENCES

- Potential traffic calming installations such as planters to close off streets for special events.



TREES & FURNISHINGS

- Shade trees with pockets of site furnishings beneath to create informal social spaces and to activate the street edges.
- Vertical features (such as planting, furnishings and light poles) will serve as visual cues to separate and protect pedestrian circulation from vehicular movement.



SLATERS LANE

EXISTING

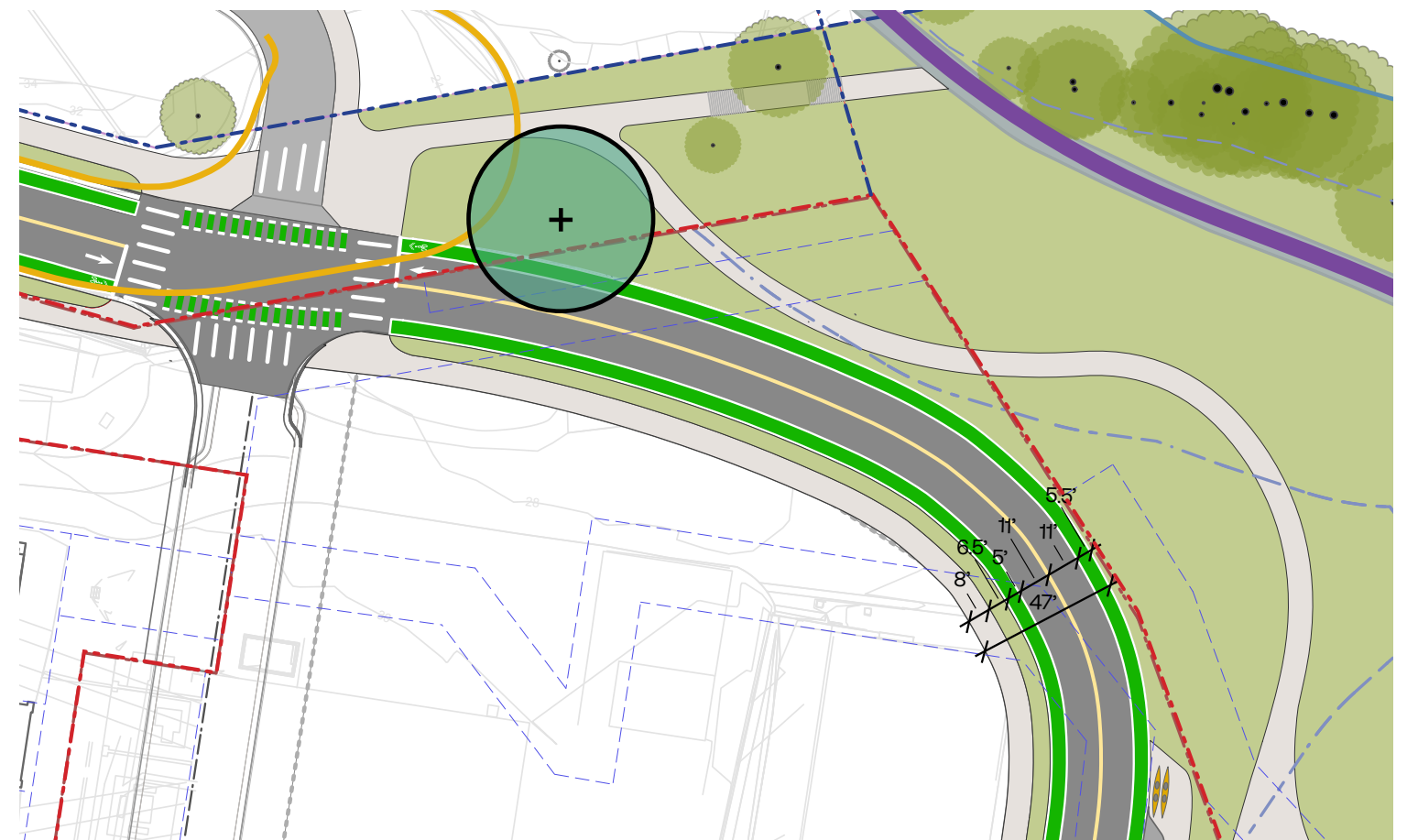
- Important east-west connection across George Washington Memorial Parkway (GWMP) for residential and commercial users north of PRGS
- Vehicular “dead end” and no pedestrian and bike connection to Mt. Vernon Trail
- Only accessible from GWMP

PROPOSED

- Tie Slaters Lane into overall street network as envisioned by Old Town North Small Area Plan
- Improved connectivity and alternatives routes
- Compact intersection with driveway treatment into Marina Towers
- Pulled roadway to the south to maximize open space to the north and setback from Marina Towers
- Extend bike facilities through intersection at GWMP to Slaters Lane and connect to Mt. Vernon Trail

LEGEND

- PRGS PROPERTY
- PROPERTY LINE (OTHERS)
- RPA
- ← MOUNT VERNON TRAIL BIKE & PEDESTRIAN
- BIKE LANE
- EXISTING CURB LINE
- CONCEPTUAL BLDG FOOTPRINT



SLATERS LANE

EXISTING CONDITIONS

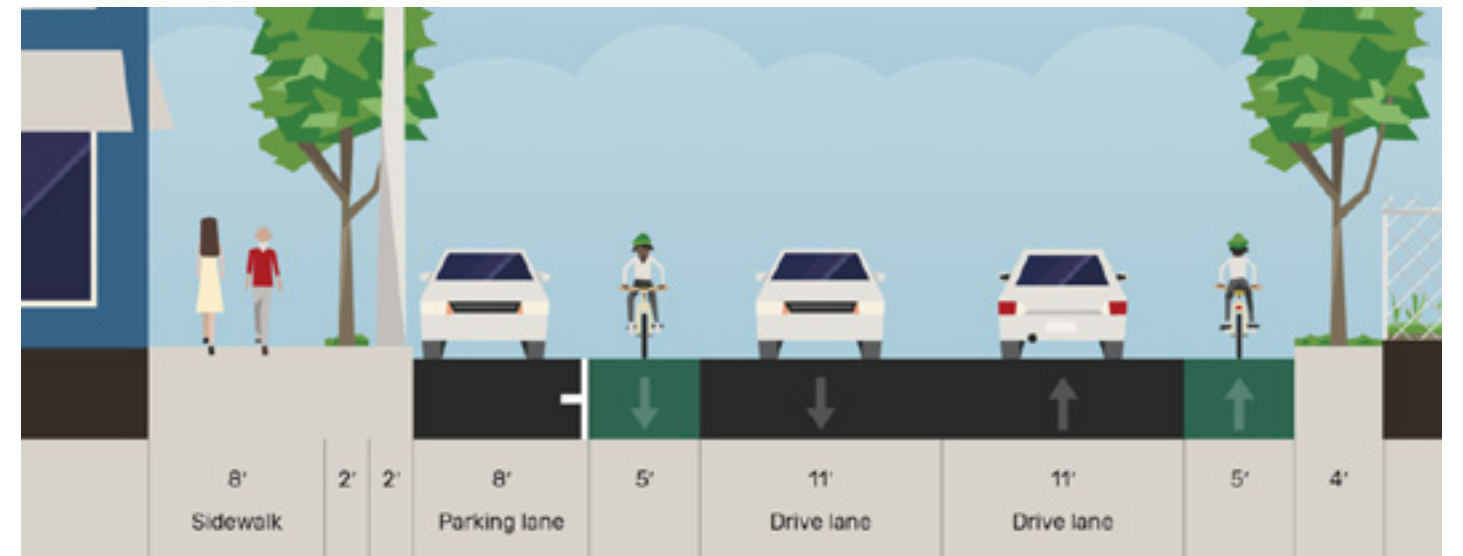
- Signal operations at GWMP prioritize north-south traffic and limit east-west mobility
- No east-west bike connectivity east of W Abingdon Drive
- Limited curb-to-curb width through intersection
- Pedestrian crossing not to standard across GWMP



Existing Slaters Lane at GW Memorial Parkway (Looking East)

POTENTIAL IMPROVEMENTS

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

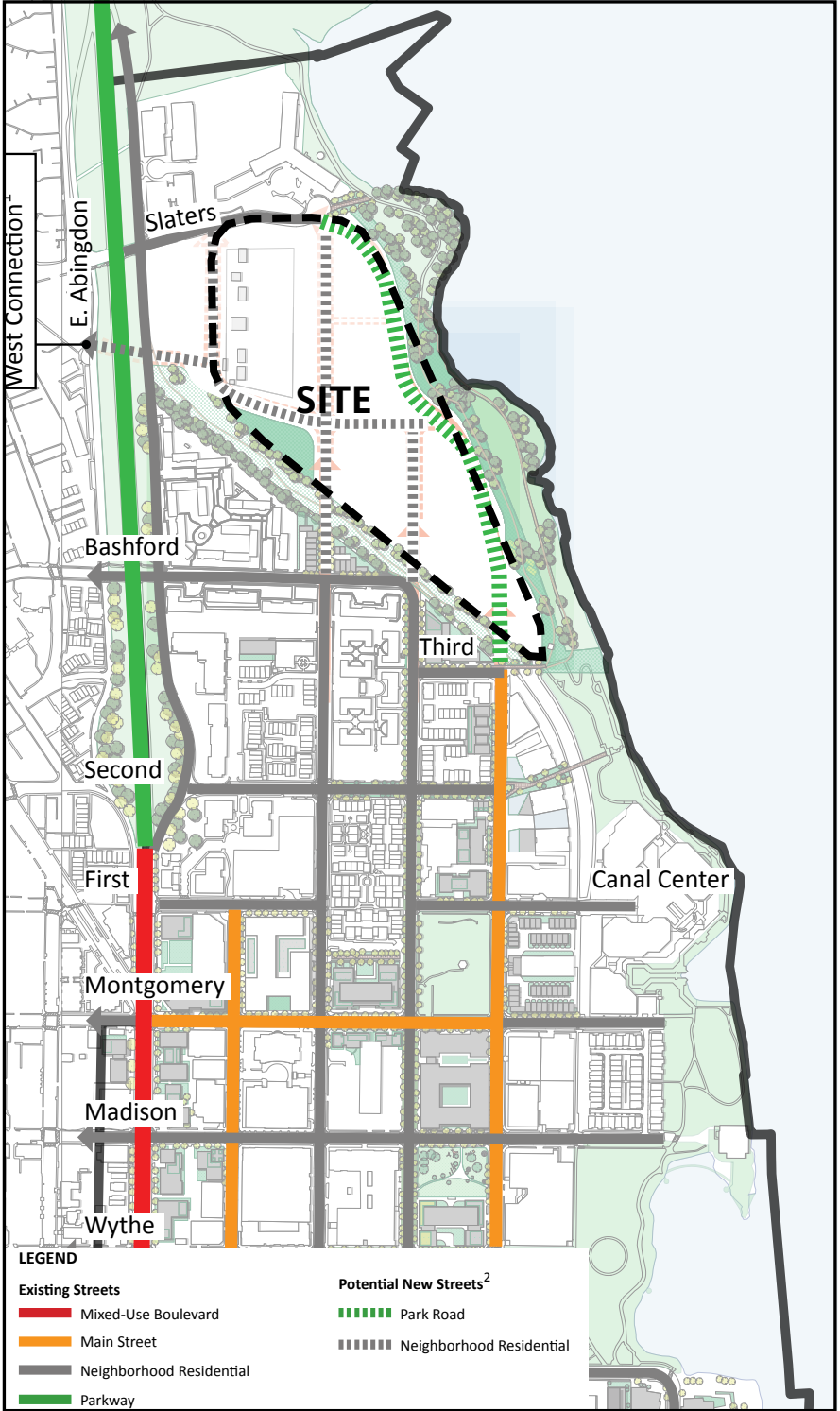


Proposed Cross-Section Between East Abingdon Drive and Spine Road

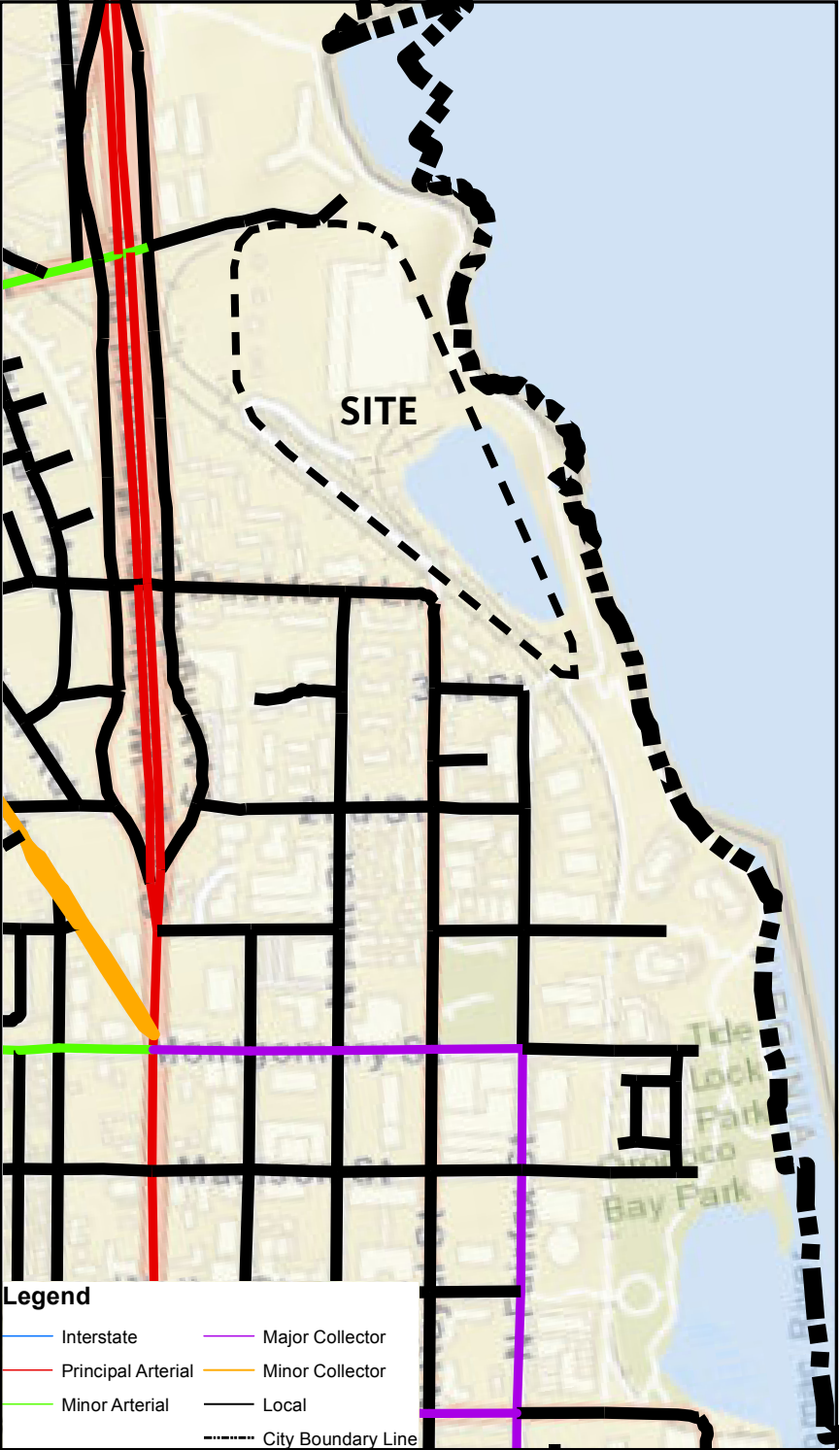
SLATERS LANE HISTORY



1915 City Engineer's Map



2017 OTNSAP



City of Alexandria Road Classification

BASHFORD LANE

EXISTING CONDITIONS

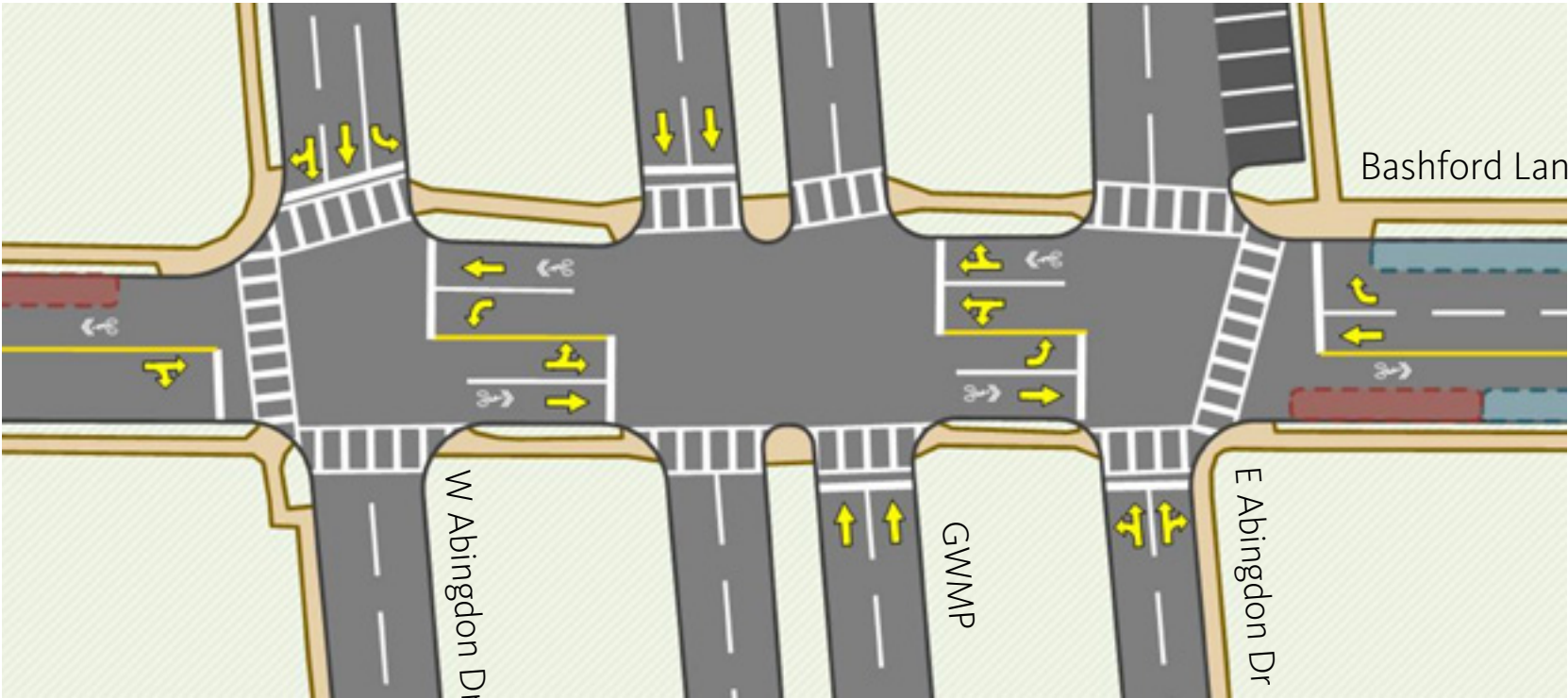
- Important east-west connection across GWMP
- Significant east-west connectivity and mobility challenges
- Signal operations at GWMP prioritize north-south traffic
- Sharrows across GWMP provide bike connectivity
- Pedestrian crossing not to standard across GWMP



Existing Bashford Lane Configuration at GW Memorial Parkway

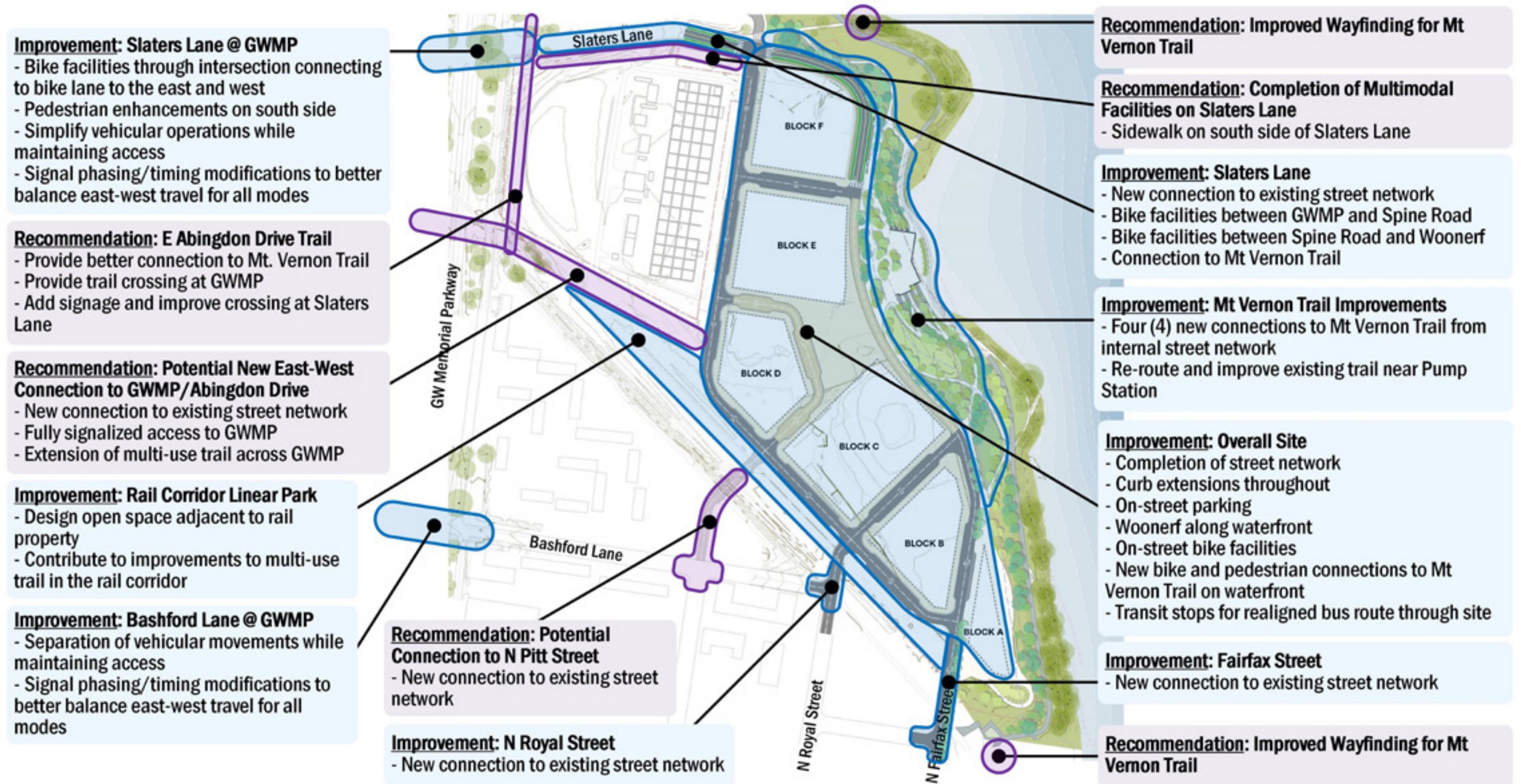
POTENTIAL IMPROVEMENTS

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



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

PROPOSED IMPROVEMENTS & RECOMMENDATIONS



TRANSPORTATION MANAGEMENT PLAN (TMP)

• General

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

• Transit Infrastructure and Subsidies

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

• Bicycle Infrastructure

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

• Parking

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

• Marketing and Promotions

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

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THANK YOU!

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Redevelopment Partners

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