

POTOMAC RIVER GENERATING STATION

CITY COUNCIL HEARING

JULY 5, 2022



 **Hilco**TM
Redevelopment Partners

 **WIRE GILL**

Gensler

OJB

BURO HAPPOLD

**Thornton
Tomasetti**

 **christopher
consultants**

CLARK
CONSTRUCTION

GOROVE SLADE
Transportation Planners and Engineers

 **SUSTAINABLE
BUILDING PARTNERS**

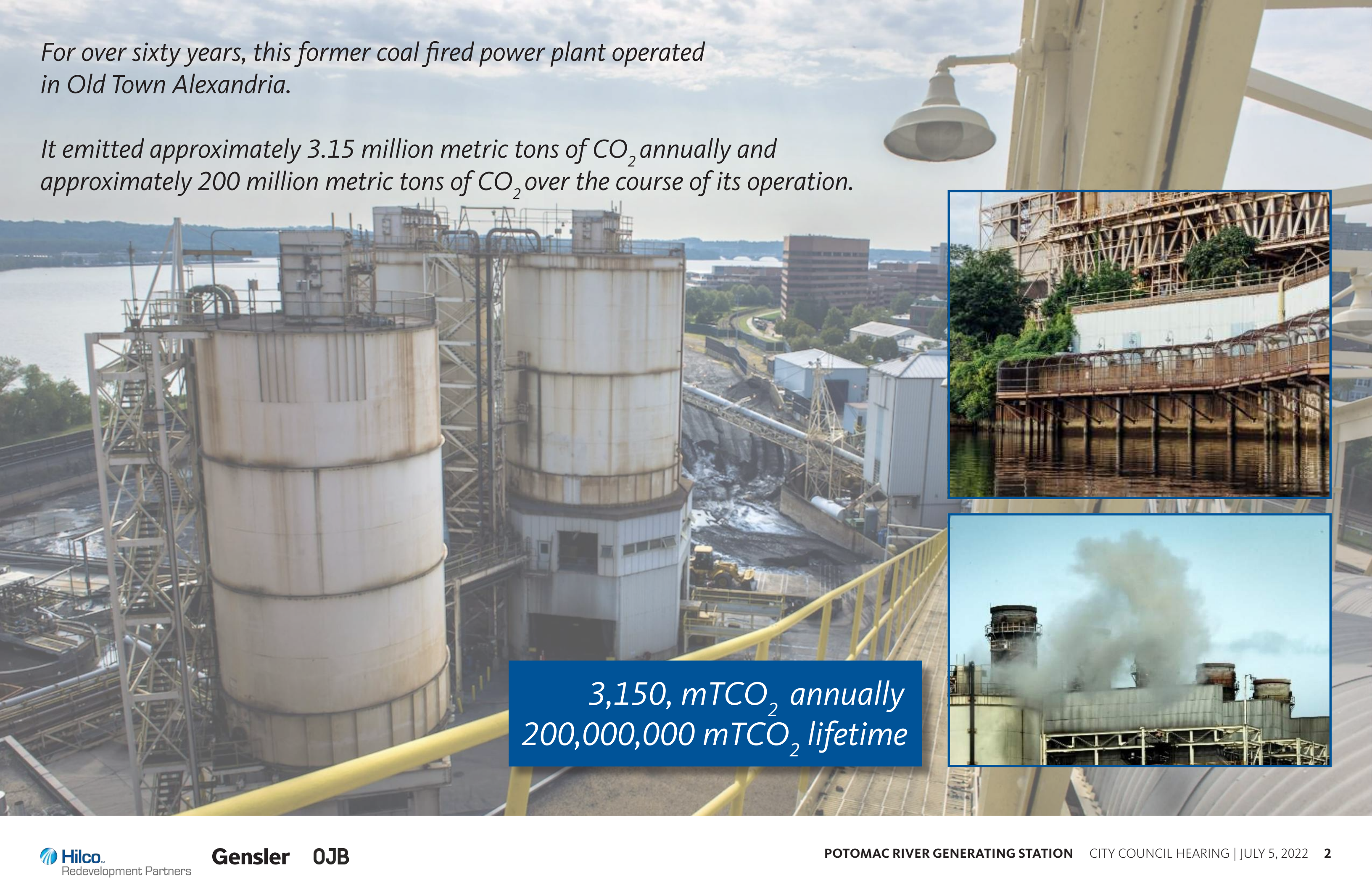
 **WALKER
CONSULTANTS**

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

 **LERCH BATES**
Building Insight

For over sixty years, this former coal fired power plant operated in Old Town Alexandria.

It emitted approximately 3.15 million metric tons of CO₂ annually and approximately 200 million metric tons of CO₂ over the course of its operation.



*3,150, mTCO₂ annually
200,000,000 mTCO₂ lifetime*

The plant was closed in 2012 thanks to the advocacy of many Alexandrians.



The vision for reintegrating this site into the neighborhood was established in a two+ year planning process that culminated in the adoption of the Old Town North Small Area Plan (SAP) in 2017.

Hilco Redevelopment Partners (HRP) purchased the site in late 2020 and began the process of transforming this defunct industrial relic into a vibrant, waterfront district within Old Town North.



***WE TRANSFORM
UNSIGHTLY BLIGHT...***

***INTO SUSTAINABLE
COMMUNITIES***

A COMPREHENSIVE SITE VISION

1

INTEGRATE THE SITE INTO OLD TOWN NORTH

Create a 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 & VARIED OPEN SPACE

Create places for a variety of activities
seamlessly connected to neighboring parks

COMMUNITY ENGAGEMENT

A ROBUST COMMUNITY ENGAGEMENT PROCESS

16+ Months of Community Engagement

45+ Engagement Events

11 Community Meetings

- Introductions
- Overview of OTNSAP
- 3 Site Tour Weekends (@1000 people)
- Site Concepts, Opportunities & Urban Design
- Open Space Planning
- Land Use, Building Heights & Affordable Housing
- Environmental & Sustainability
- Transportation
- Wrap Up Meeting

11 National Park Service Meetings

20+ Meetings with Civic Organizations, HOAs & City Agencies, including:

- North Old Town Independent Citizens' Association (NOTICE)
- Old Town North Community Partnership
- Marina Towers Board
- Harbor Terrace
- Watergate Townhouses Board
- Alexandria House
- Urban Design Advisory Committee
- Housing Affordability Advisory Committee (AHAAC)
- Transportation Commission
- Environmental Policy Commission
- Parks and Recreation Commission
- Waterfront Commission



Artist's impression of future potential development and surrounding areas.
Any changes to vegetation on adjacent property shown for reference only.

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** COMMUNITY BENEFITS



Environmental Remediation

Abatement & deconstruction of power plant

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

\$60 Million



Economic Benefit

+/- 1,100 construction-related jobs

+/- 2,000 permanent jobs

+/- \$35 M net taxes during development

\$12 -15 M net annual taxes at completion

+/- \$35 Million Net Taxes (over 11 years)



Affordable Housing & Subsidized Arts Uses

Affordable Housing:

- **\$8-11M** monetary contribution
- **+/- 60 units** through bonus density
- **+/- 100 units** through P3

Arts:

- **+/- 15,000 SF** subsidized arts space through bonus density

\$48-111 Million/ \$16 Million



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

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

PRGS PROJECT WILL DELIVER **TRANSFORMATIONAL** COMMUNITY BENEFITS




Open Space & Activation

14.2 acres of publicly accessible open space created or improved

- **Improved cyclist and pedestrian connectivity**
- **Active & passive open spaces**
- Potential **waterside dining** at pump house

\$30-\$35 Million






Environmental Sustainability

Aggressive carbon reduction targets

- 25% Energy savings**
- 10% Embodied carbon reduction**
- 3% On site renewable Electrification**

Comprehensive sustainability approach:
reduced energy usage, renewable energy, storm water management, & decreased reliance on vehicles

\$65 Million





Transportation & Connectivity

Reconnection to Old Town North road network

Bike infrastructure connected to Mt. Vernon Trail

Woonerf provides pedestrian & cyclist priority.

Below-grade parking garage

\$177 Million



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

DEVELOPMENT REVIEW PROCESS

THE **FIRST STEP** IN A MULTI-STEP PROCESS

CDD

Coordinated Development District



MASTER PLANNING & ZONING

- Road and block configuration
- Open space amount and approach
- Land use, density & height maximum

Outlines community benefit framework;
Carbon Neutrality Analysis

DSP

Development Site Plan



SITE & INFRASTRUCTURE

- Streetscape, roadways and sidewalks
- Utility routing and approach

Defines public infrastructure;
Coordinated Sustainability Strategy

DSUPs

Development Special Use Permits



BUILDING FORM & ARCHITECTURE

- Building massing and use
- Architectural definition and character
- Detailed open space associated with blocks

Building sustainability features

LAND USE & HEIGHT

A FLEXIBLE AND RESPONSIVE LAND USE APPROACH

- A mix of commercial and residential uses is proposed on site. Commercial uses may include office, arts, innovation, hotel & retail.
- A modest increase in height over the OTN SAP is proposed to offset on-site easements and increase publicly accessible open space.

FLEXIBLE DISTRIBUTION OF USES ACROSS SITE



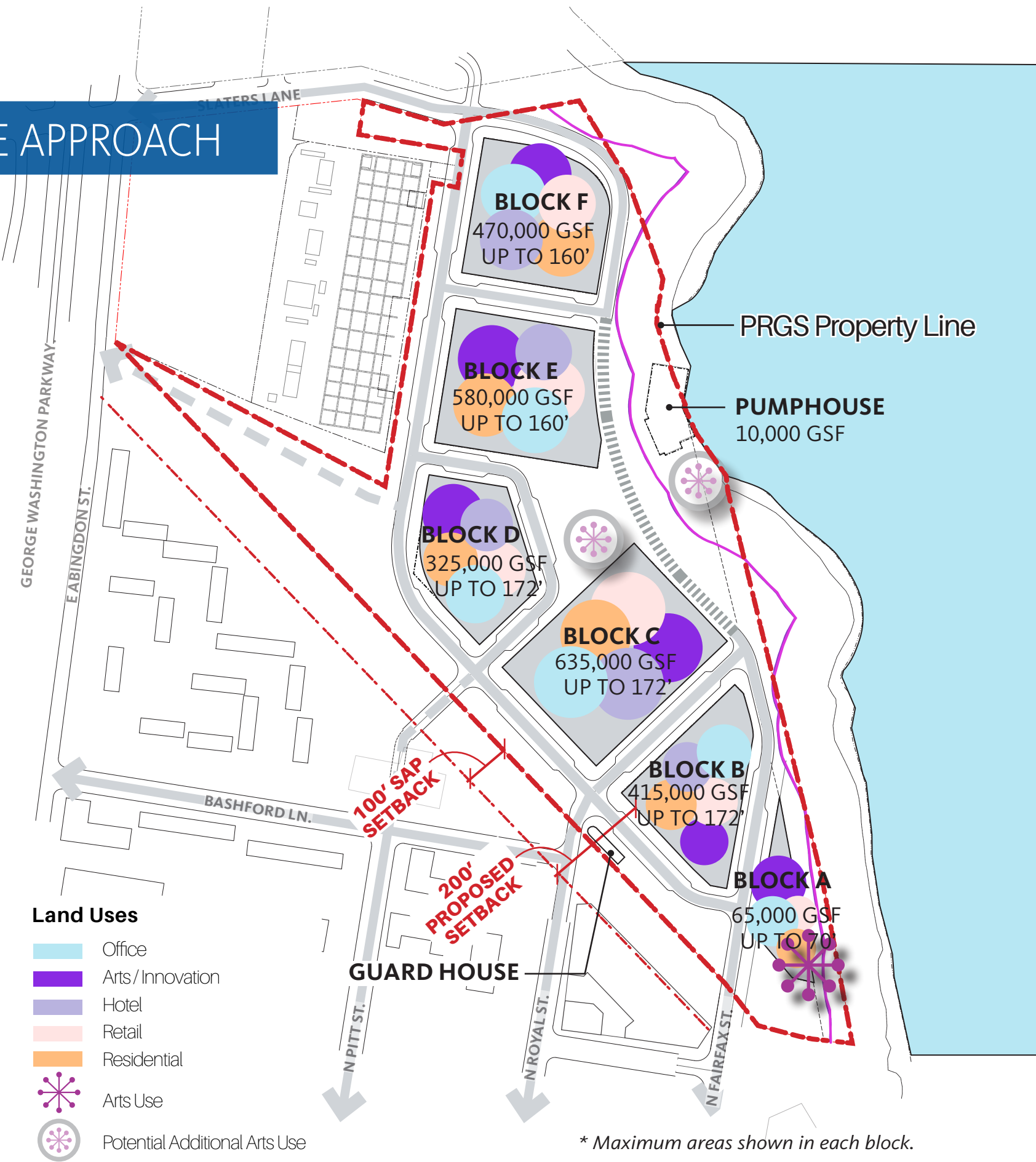
COMMERCIAL
20-60%
430,000 - 1,500,000 GSF

RESIDENTIAL
40-80%
860,000 - 2,000,000 GSF

*USES WILL BE MIXED ACROSS THE SITE.

*Commercial uses can include, but are not limited, to those listed.

	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	BLOCK F	PUMP HOUSE
	65,000 GSF	415,000 GSF	635,000 GSF	325,000GSF	580,000 GSF	470,000 GSF	10,000 GSF
Commercial *	✓	✓	✓	✓	✓	✓	✓
Office	✓	✓	✓	✓	✓	✓	
Arts/ Innovation	✓	✓	✓	✓	✓	✓	✓
Hotel		✓	✓	✓	✓	✓	
Retail	✓	✓	✓	✓	✓	✓	✓
Residential	✓	✓	✓	✓	✓	✓	



AFFORDABLE HOUSING

A **COMPREHENSIVE, THREE-PART STRATEGY** FOR DELIVERING AFFORDABLE HOUSING

1. **\$8 - \$11 Million** in voluntary affordable housing contribution

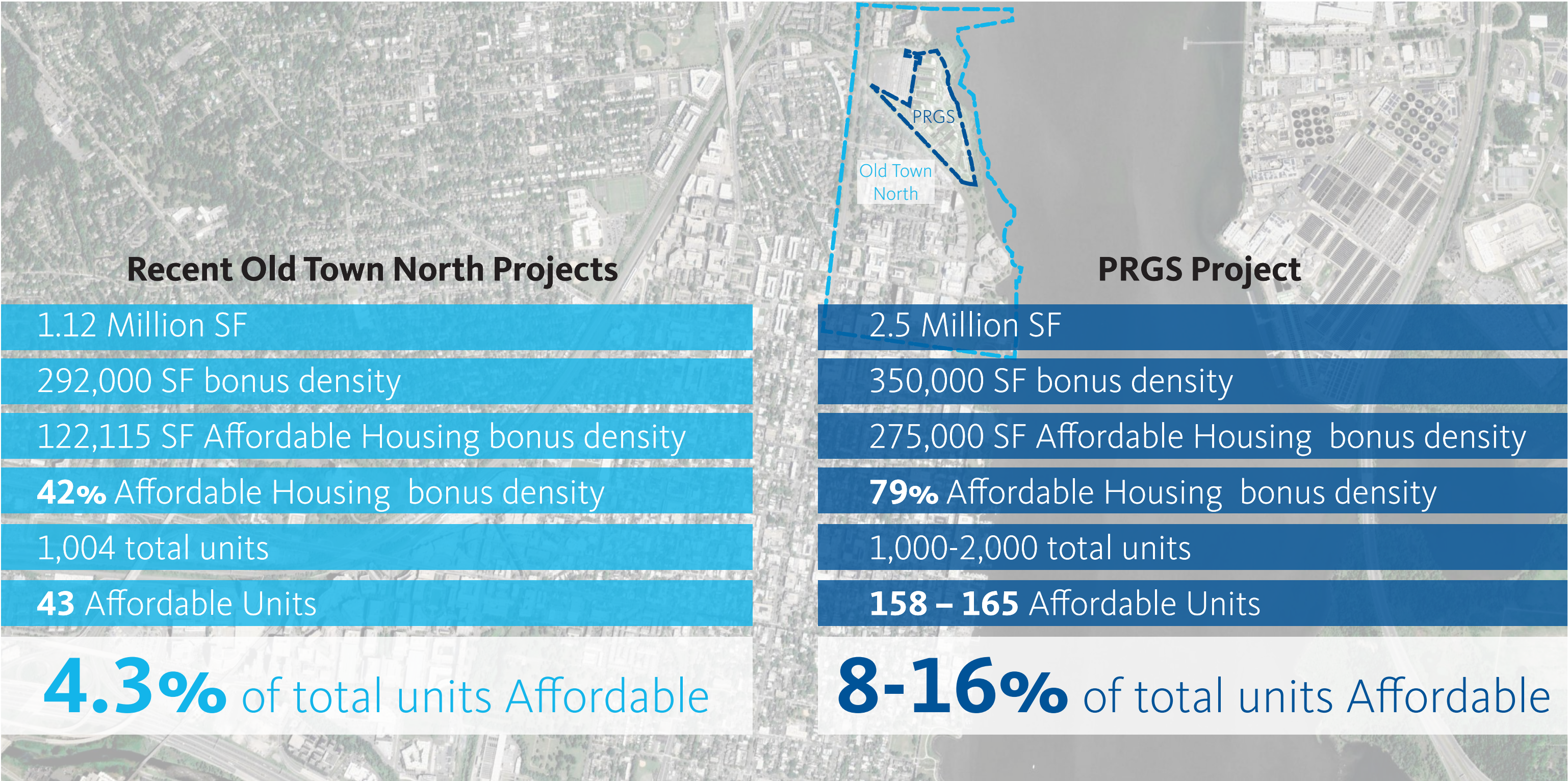
2. **175,000 SF** of bonus density used to create approximately **58-65 on-site units at 60% AMI**
(Estimated cost of affordable units: \$40 million)

3. **100,000 SF** of bonus density used by potential **Public-Private Partnership** leveraging voluntary contribution with tax credits and/or City funds



AFFORDABLE HOUSING

PRGS PROJECT **WILL EXCEED** OTHER RECENT AFFORDABLE HOUSING COMMITMENTS



ARTS AND CULTURE

THE EXISTING **ARTS AND CULTURE DISTRICT** WILL BE **EXTENDED** INTO THE SITE

The Old Town North Arts District will be extended into the PRGS site.

This will include planning for arts uses and potentially re-purposing existing site elements for new, creative uses.

75,000 SF of the 350,000 SF Bonus density is being used to enable **15,000 SF of subsidized arts and cultural space** throughout the CDD.



A VIBRANT & FRIENDLY COMMUNITY

EXTENDING THE OLD TOWN NORTH COMMUNITY + **CONNECTING** TO THE WATER



THE RIGHT MIX AND AMOUNT OF RETAIL

VIBRANT AND WELL-PLANNED STREET ACTIVITY

WATERFRONT CONNECTIONS

INTEGRATED RECREATIONAL SPACES

INTEGRATED OPEN SPACE NETWORK

PRGS & Adjacent Properties

SUBSTANTIAL NEW OPEN SPACE NETWORK EXCEEDS OTN SAP

Total Open Space
Required within
PRGS Property by OTN SAP
3.0 acres



Total Open Space
Provided within
PRGS Property
5.77 acres

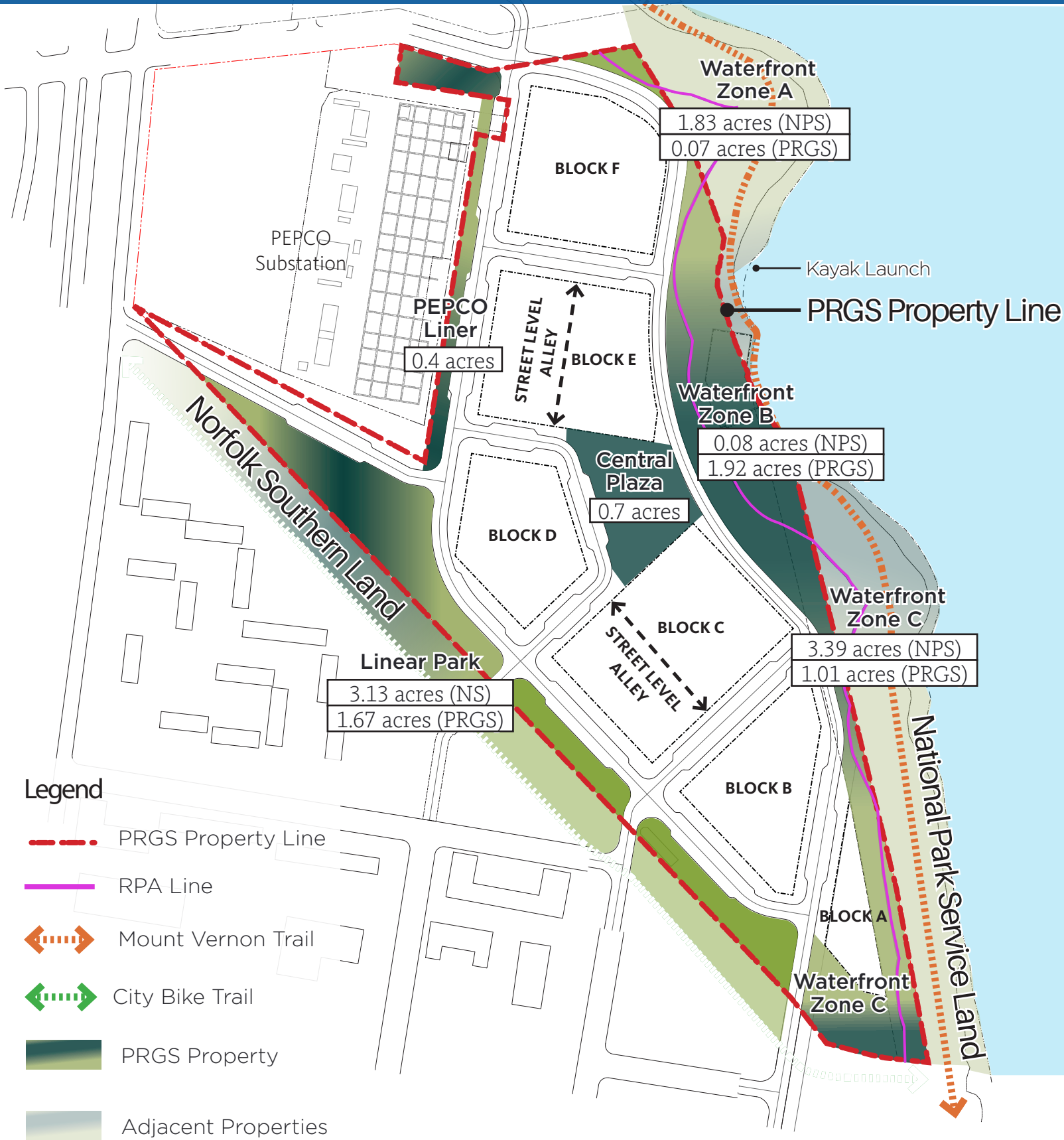
Total Open Space within PRGS Property + Abutters:
14.2 acres



PASSIVE

ACTIVE

PASSIVE

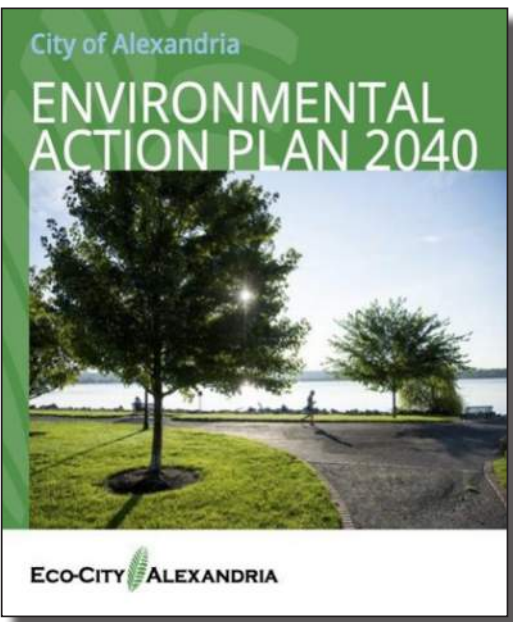
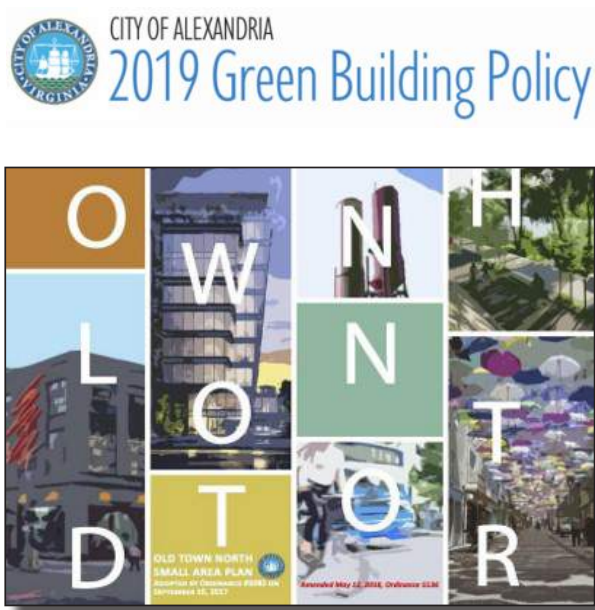


SUSTAINABILITY AND LEED FRAMEWORKS

SUSTAINABILITY FRAMEWORK

Existing sustainability guidance for development on the PRGS site includes:

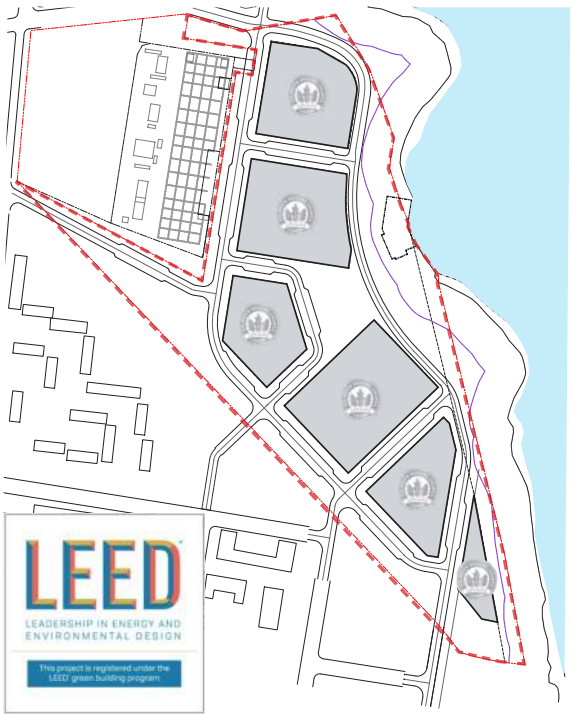
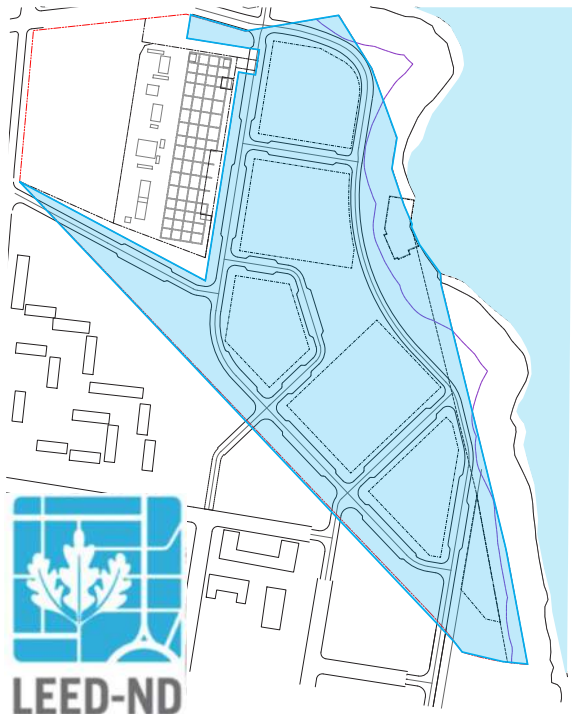
- o Old Town North Small Area Plan (2017)
- o City of Alexandria Green Building Policy (2019)
- o City of Alexandria Environmental Action Plan 2040 (2019)



LEED FRAMEWORKS

The Old Town North Small Area Plan (OTN SAP) envisions that the PRGS site applies the green building rating system Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND). This is a plan level certification.

Each building will also be LEED Silver certified, at minimum. This is a building certification.



SUSTAINABILITY APPROACH

SIX CATEGORIES OF SUSTAINABILITY CONSIDERATIONS



SITE

- OPEN SPACE
- STORM WATER
- HABITAT & ECOSYSTEM
- SHADING



WATER

- POTABLE REDUCTION
- REUSE OPPORTUNITIES
- PROCESS WATER
- APPLIANCES



RESILIENCY

- INFRASTRUCTURE
- ESSENTIAL SYSTEMS
- ADAPTABLE BUILDINGS



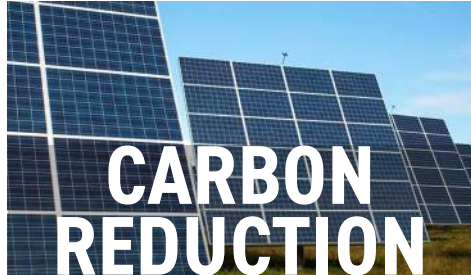
WASTE

- RECYCLING
- WASTE MANAGEMENT
- INFRASTRUCTURE
- OPERATION



HEALTH & WELLNESS

- MATERIALS
- INDOOR AIR QUALITIES
- COMFORT
- FACILITIES



CARBON REDUCTION

- VOLUNTARY CARBON NEUTRALITY ANALYSIS
- TRANSPORTATION AND TRANSIT IMPROVEMENTS



25% Energy Use Reduction

- Baseline LEED v4 / ASHRAE 90.1-2010
- **Double** the ALX Green Building Policy targets of **14% residential** and **11% commercial**



10% reduced Embodied Carbon target



3% of onsite energy use will come from Onsite Renewable Energy



Electrification minimizes onsite combustion



Transportation and transit improvements

ENERGY REDUCTION TARGETS

	RESIDENTIAL	COMMERCIAL
Typical LEED BD+C Silver Building	12%	9%
Typical LEED ND Silver Site	5%	2%
Alexandria Green Building Policy	14%	11%
POTOMAC RIVER GENERATING STATION	25%	25%

* Percentages measured **BETTER** than ASHRAE 90.1-2010

OVERVIEW

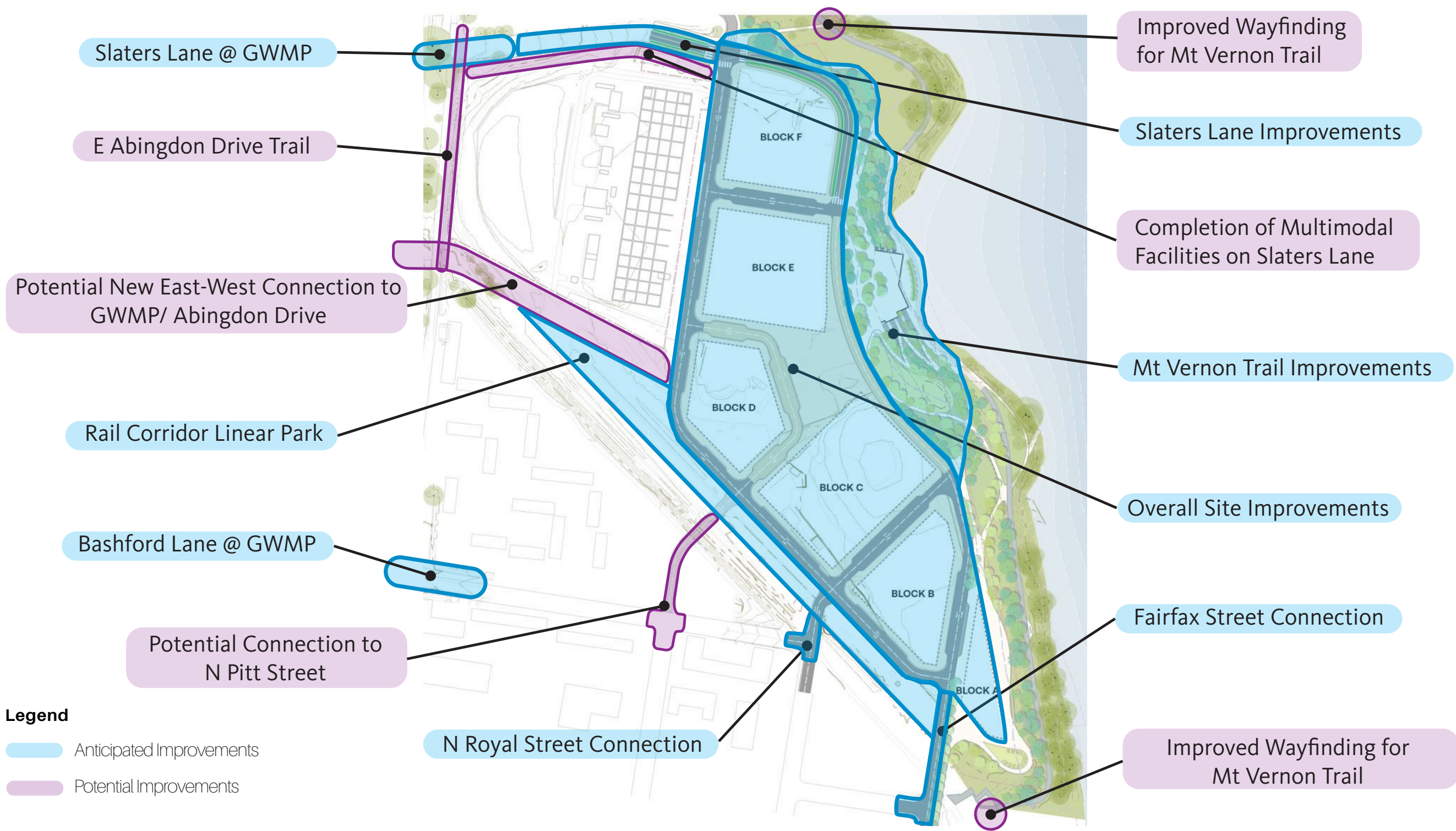
SEPARATING FLOWS FOR SAFETY AND COMFORT

- Separate flows of cars/trucks/buses and pedestrians/cyclists for safety and comfort
- A multimodal “spine” street along the west is used for vehicles and buses
- A people-focused street along the water facilitates pedestrian and bicycle movement, and allows for vehicle movement
- Geometry of road network discourages cut through traffic
- Provision of DASH transit route and facilities (2 bus stops in either direction) through the site and continued coordination with City and DASH to improve frequency of planned service.



TRANSPORTATION IMPROVEMENTS

ON-SITE AND OFF-SITE IMPROVEMENTS TO SUPPORT MOVEMENT IN AND THROUGH SITE



COMPREHENSIVE TRANSFORMATION OF PRGS SITE

TRANSFORMING A BLIGHTED SITE...
TO GO ABOVE & BEYOND POLICY REQUIREMENTS ON:



THANK YOU!

POTOMAC RIVER GENERATING STATION
CITY COUNCIL HEARING | JULY 5, 2022



APPENDIX

SCHEDULE & PROCESS

STEPS FORWARD

PAST MEETING TOPICS

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

COMMUNITY MEETING #1
INTRODUCTIONS
FEBRUARY 11, 2021

COMMUNITY MEETING #2
OVERVIEW OF OTNSAP
APRIL 29, 2021

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

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

COMMUNITY MEETING #5
SITE TOURS
NOVEMBER 13, 2021

COMMUNITY MEETING #6
OPEN SPACE PLANNING
NOVEMBER 29, 2021

COMMUNITY MEETING #7
LAND USE, BUILDING HEIGHTS & AFFORDABLE HOUSING | JANUARY 27

COMMUNITY MEETING #8
ENVIRONMENTAL & SUSTAINABILITY
FEBRUARY 24, 2022

COMMUNITY MEETING #9
TRANSPORTATION
MARCH 31, 2022

COMMUNITY MEETING #10
CDD WRAP-UP MEETING
MAY 12, 2022

SITE TOURS
JUNE 10 & 11, 2022

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

FIRST SUBMISSION
JULY 30, 2021

SITE CHARACTERIZATION WORKPLAN TO VDEQ
SEPTEMBER 2021

SITE CHARACTERIZATION FIELD WORK
OCTOBER - NOVEMBER 2021

SECOND SUBMISSION
2021 Q4

COMPLETENESS SUBMISSION
FEBRUARY 28, 2022

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

PLANNING PROCESS
PHASE 1: REZONING & CDD CONCEPT PLAN

COMMUNITY ENGAGEMENT + OUTREACH

- February 11 – Community Meeting #1
- April 28 – National Park Service Kickoff Meeting
- April 29 – Community Meeting #2
- June 4 & 5 – Public Site Tours/ Community Meeting #3
- June 29 – National Park Service Meeting
- [July 30 – CDD-1 Submission](#)
- September 9 – National Park Service Meeting
- September 29 – Community Meeting #4
- September 30 – Taste of Old Town/ NOTICe Tours
- October 21 – National Park Service Meeting
- October 29 – Marina Towers Property Visit
- November 08 – NOTICe Meeting
- November 08 – Affordable Housing Kickoff Meeting
- November 10 – National Park Service Meeting
- November 13 – Community Site Tour/ Community Meeting #5
- November 15 – Marina Towers Board Meeting

- November 18 – National Park Service Meeting
- November 29 – Community Meeting #6
- [December 8 – CDD-2 Submission](#)
- January 13 – National Park Service Meeting
- January 20 – Parks & Recreation Meeting
- January 27 – Community Meeting #7
- February 1 – Planning Commission Work Session
- February 17 - National Park Service Meeting
- February 22 – City Council Work Session
- February 24 – Community Meeting #8
- [February 28 – CDD Completeness Submission](#)
- March 9 – UDAC Meeting
- March 14 – NOTICe Meeting
- March 15 – Old Town North Alliance Board
- March 16 - Transportation Commission Meeting
- March 17 - National Park Service Meeting
- March 21– Old Town North Community Partnership Meeting
- March 23 - Alexandria House Board Meeting

- March 29– Marina Towers Resident Meeting
- March 31– Community Meeting #9
- April 4 - Watergate Townhouses Board Meeting
- [April 7 - Second CDD Completeness Submission](#)
- April 18 – EPC (Environmental Policy Commission)
- April 19 - Waterfront Commission
- April 21 - National Park Service Meeting
- May 11– UDAC Meeting
- May 11– AHAAC (Alexandria Housing Affordability Advisory Commission)
- May 12 – Community Meeting #10
- May 19 - National Park Service Meeting
- June 10 & 11 - Site Tours
- June 20 - Harbor Terrace Meeting
- June 23 - Planning Commission Hearing (CDD Approved)
- June 30 – National Park Service Meeting
- July 5 – City Council Hearing

WHAT WE HEARD FROM THE COMMUNITY



1 INTEGRATE THE SITE

Site Access: Roadway Connections

Site Access

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

Future Access

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



2 | CONNECT PEOPLE TO THE WATERFRONT

Optimize Waterfront Views and Access

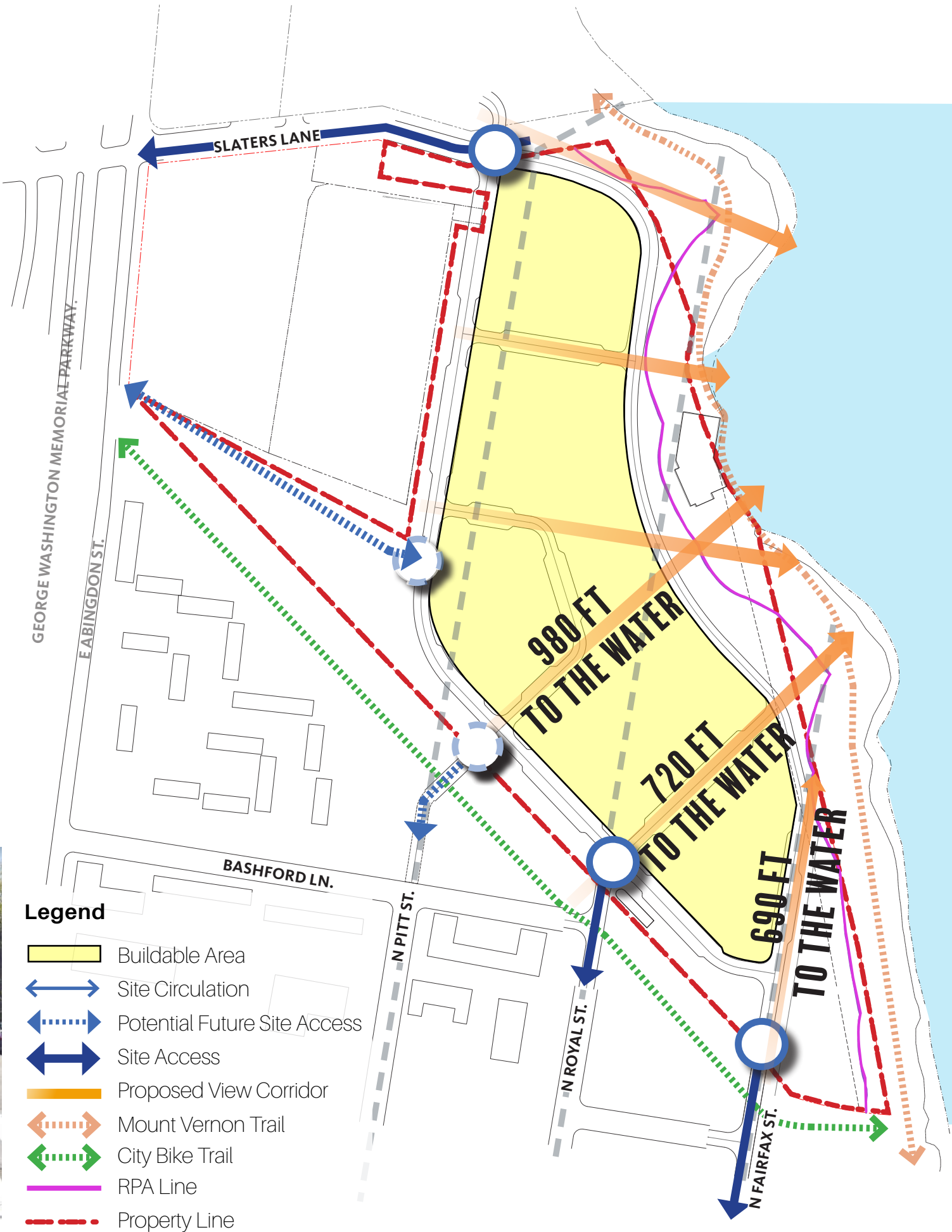
- Optimize views by shortening distance
- Turn peoples' views toward the waterfront
- Shorten physical and visual distance

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

1300'

1000'

700'



3 PROVIDE MEANINGFUL OPEN SPACE

On-site & Adjacent Open Space

Open Space on PRGS Property

- Waterfront Park: 3 acres
- Linear Park: 1.67 acres
- Central Plaza: 0.7 acres
- Pepco Liner: 0.4 acres

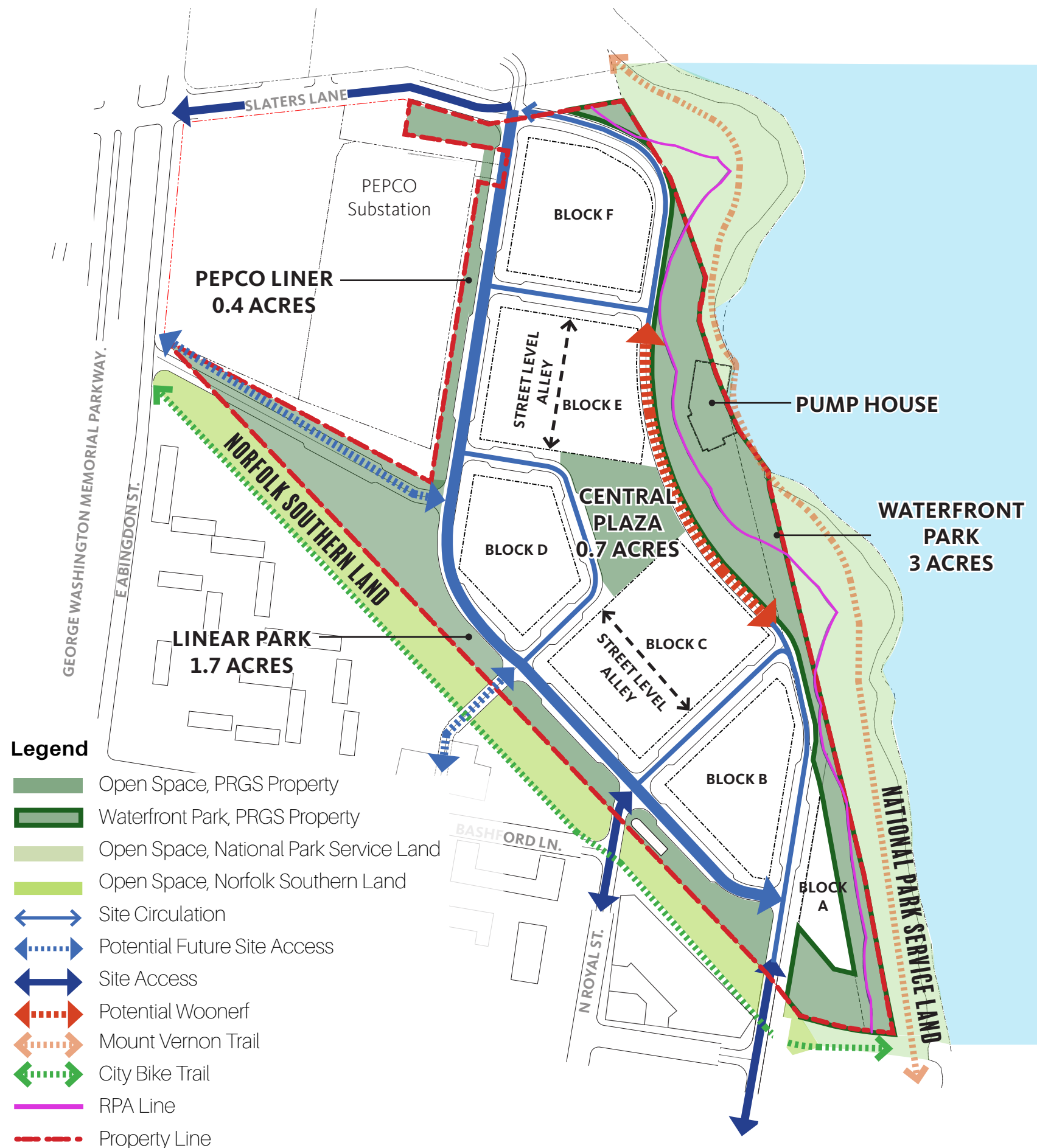
Total: Approximately 5.77 acres

Open Space on Adjacent Property

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

Total: Approximately 8.4 acres

Total Combined Open Space: Approximately 14.2 acres



PRIOR TO DECONSTRUCTION START

- HRP will hold public informational meetings in advance of deconstruction start.
- Planning for deconstruction includes the following:
 - o Construction Management Plan (CMP) will be coordinated per the City's requirements.
 - o Rodent Control Plan will be established and include regular site inspections.
 - o Noise and Vibration Control Plans will include on-site monitoring.
 - o Dust Monitoring Plan will be established.
 - o Worker Parking Plan will be established.
 - o Existing Conditions Survey for immediately adjacent abutting properties.



VRP AREAS OF INTEREST

- Known Petroleum Release Area (**light green**)
- Former Chemical Storage and Use Areas (**blue**)
- Former Power Plant Buildings (**orange**)
- Drain Lines and Outfalls (**yellow**)
- Former Coal and Ash Storage Areas (**dark green**)
- Transformers and Electrical Equipment (**red**)
- Rail Yard (**brown**)



VRP NEXT STEPS

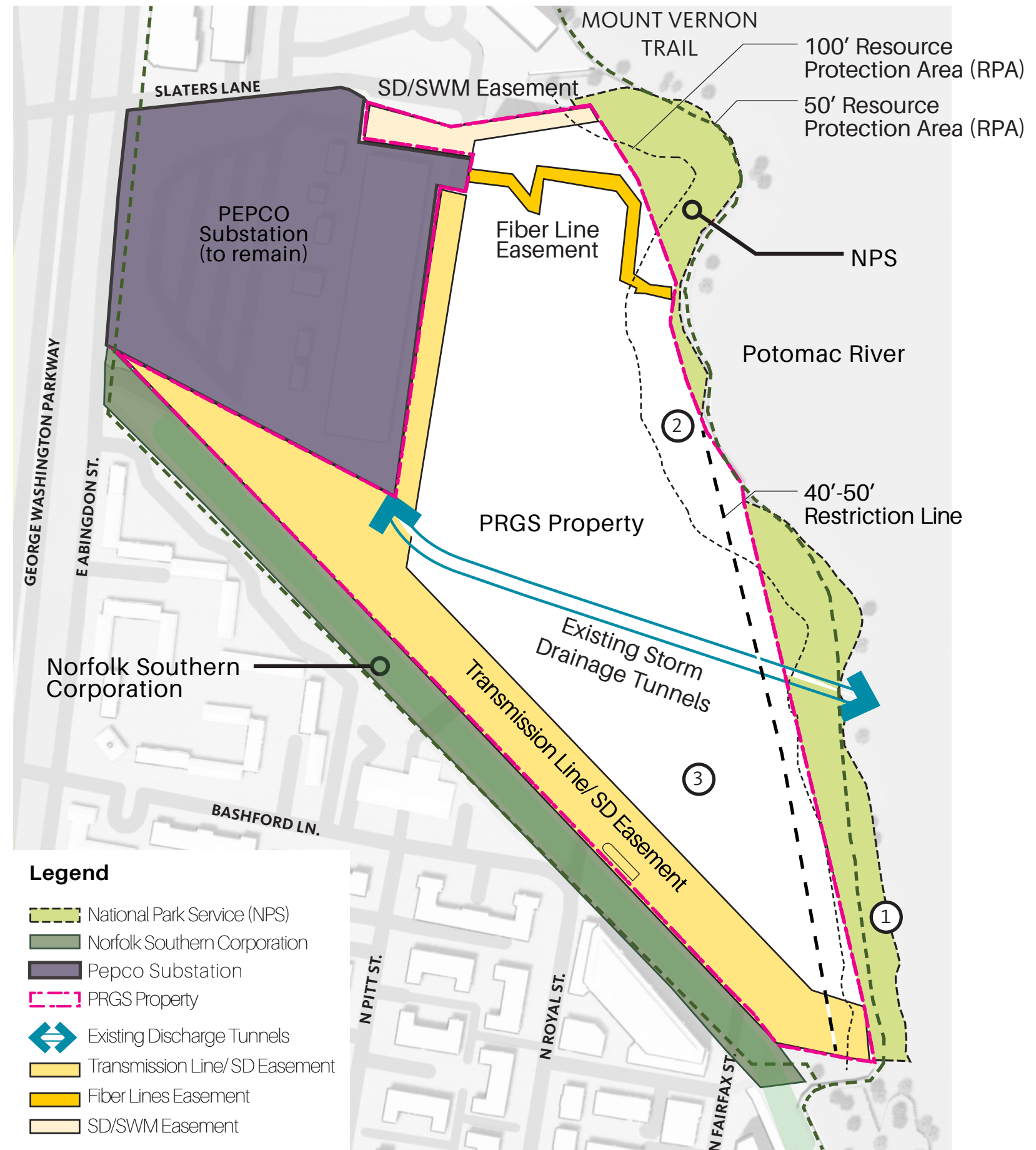
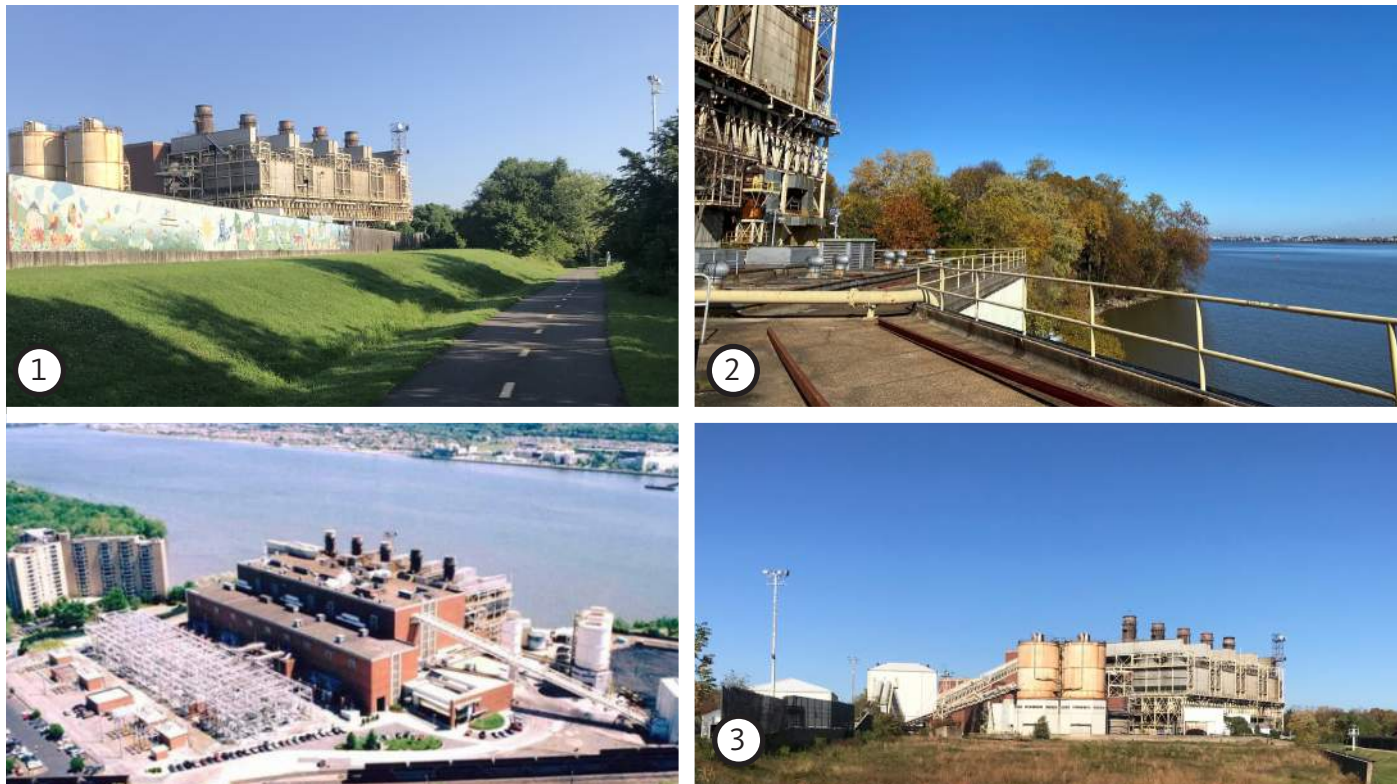
- Results from the Fall 2021 sampling were documented in a Preliminary Site Characterization Report, which was submitted to VDEQ in April
- Additional sampling will be conducted in currently inaccessible areas (beneath buildings, near active utilities) and documented in a Site Characterization Report
- After additional sampling is complete, locations where concentrations exceed VDEQ Screening Levels will be evaluated in a Human Health Risk Assessment
- Results of the Human Health Risk Assessment will be used to identify areas where remediation is warranted
- Remedial actions will be selected, designed, and implemented in coordination with deconstruction and redevelopment



SITE CONTEXT + CONSTRAINTS

Existing Easements & Setbacks

- Overall site is 18.8 acres
- Only 11.9 acres is available for building development (excluding easements and setback zones)
- Only 7-8 acres (approximately 40%) is available for actual building construction once roads, sidewalks and open space are factored in



EASEMENT AREAS

PROPOSED PLAN

- The portion of the easement area shown in orange was unknown at the time the Old Town North Small Area Plan was completed. The Small Area Plan assumed buildings could be located in those areas
- The current proposed plan does not show any building development in those easement areas
- The easement area could house at least 350,000 sf of development, if it were buildable.

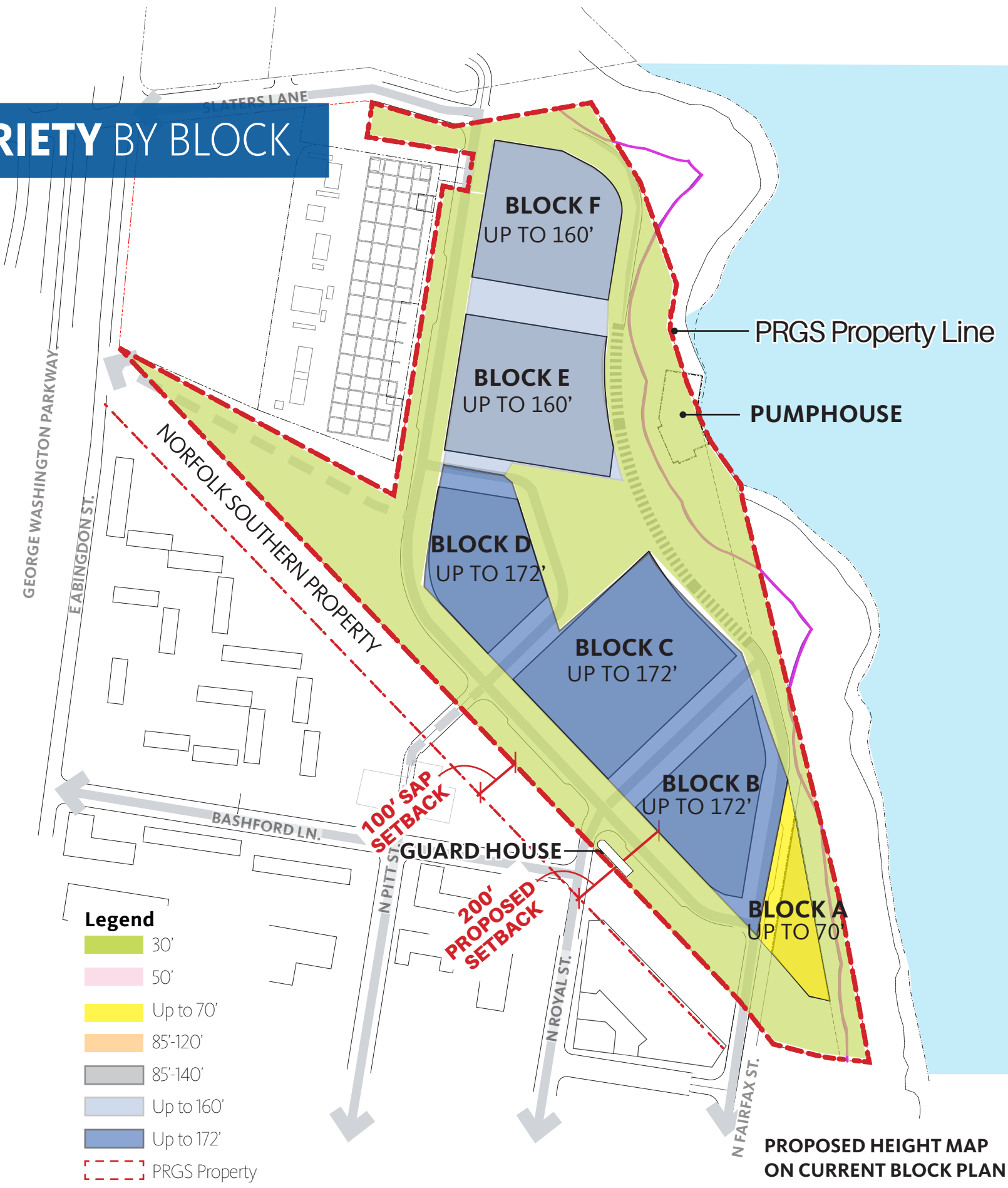
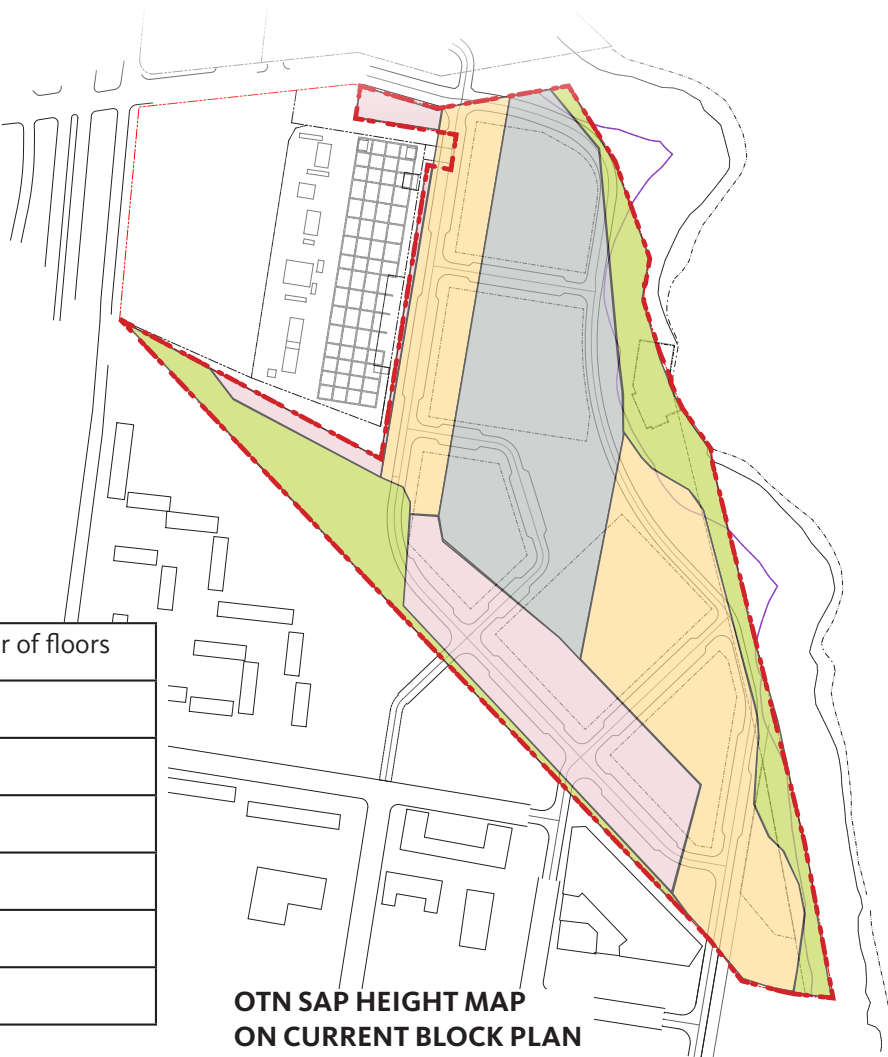


PROPOSED HEIGHTS

INCREASED SETBACKS AND HEIGHT VARIETY BY BLOCK

- Each block will have a variety of heights up to the maximum shown. Specific building heights will be determined in the DSUP phase.
- Proposed heights are a modest change to OTN SAP heights.
- Increases the distance between existing adjacent buildings and new buildings on the PRGS site to 200’.

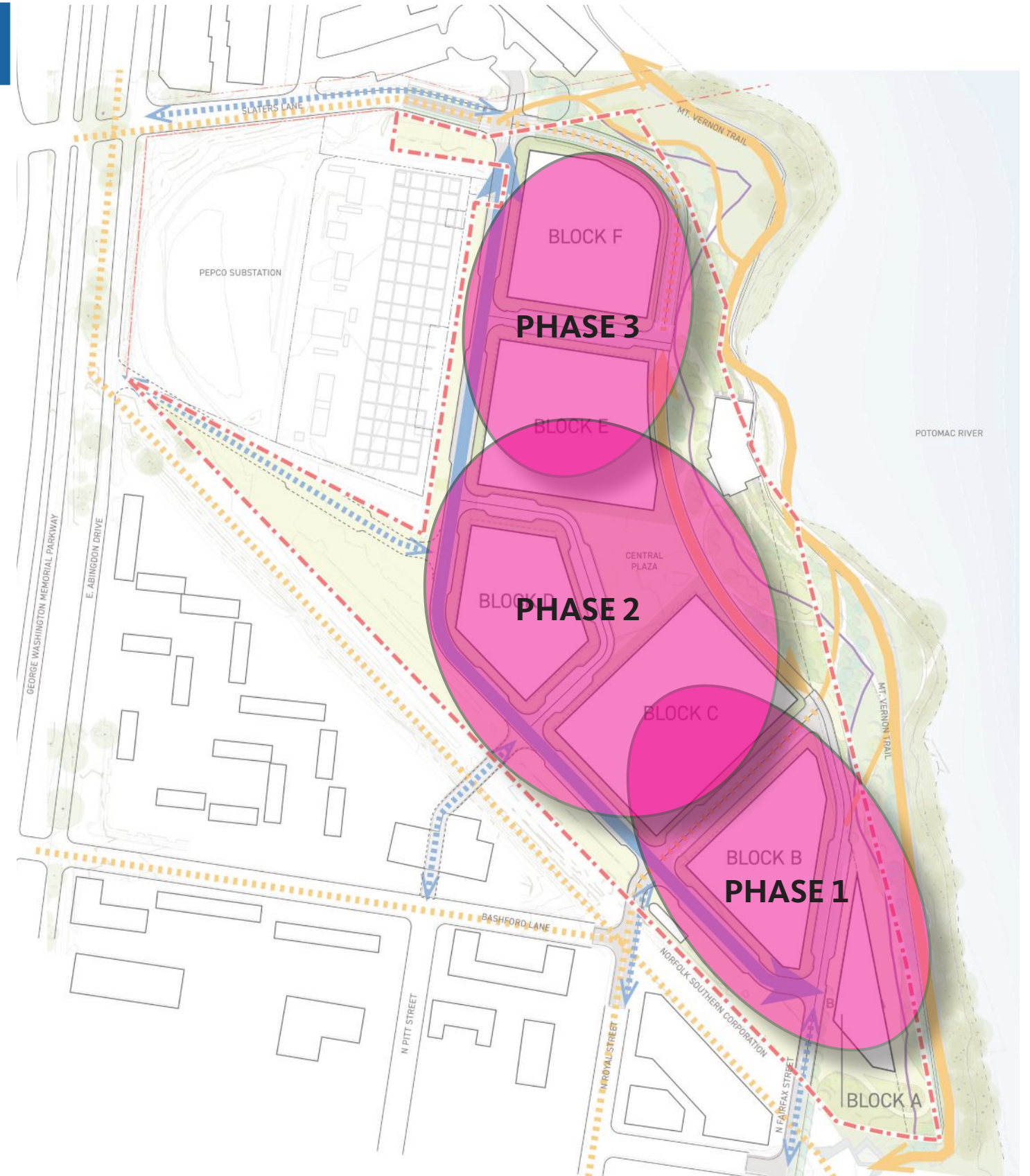
	Approximate number of floors
Block A	5 Floors
Block B	16 Floors
Block C	16 Floors
Block D	16 Floors
Block E	15 Floors
Block F	12 Floors



A PHASED APPROACH

A COORDINATED AND PHASED STRATEGY

- The CDD anticipates development in three phases occurring from South to North.
- Infrastructure and open space is anticipated to be delivered similarly as the blocks are developed from south to north.
- Off site improvements are anticipated to be delivered with each phase.

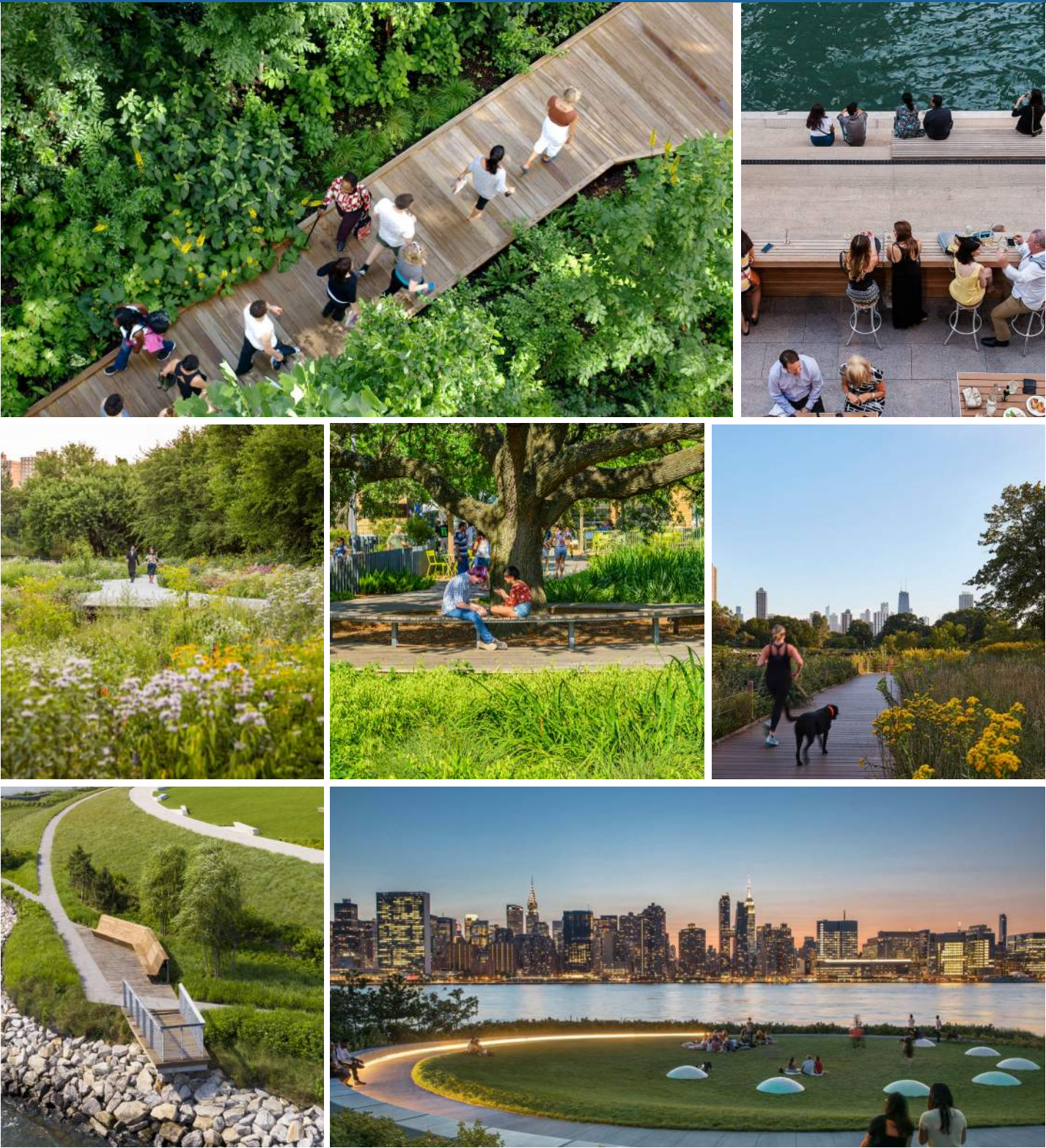
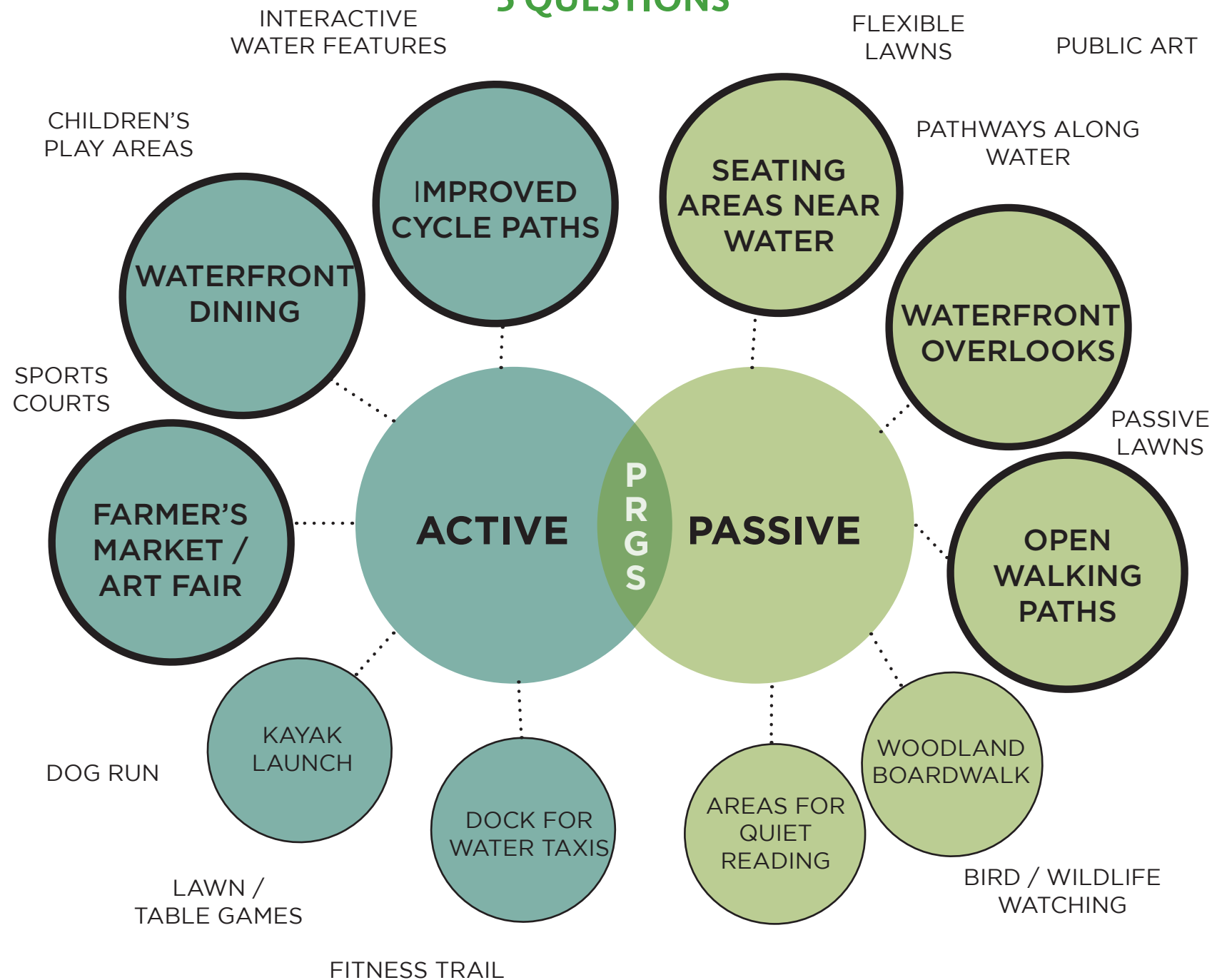


WHAT WE HEARD - OPEN SPACE

COMMUNITY INPUT INFORMED OPEN SPACE PLANNING AND PROGRAMMING

OPEN SPACE POLL RESULTS (NOVEMBER - DECEMBER 2021)

215 PARTICIPANTS
5 QUESTIONS



INTEGRATED OPEN SPACE NETWORK

Waterfront Zone A

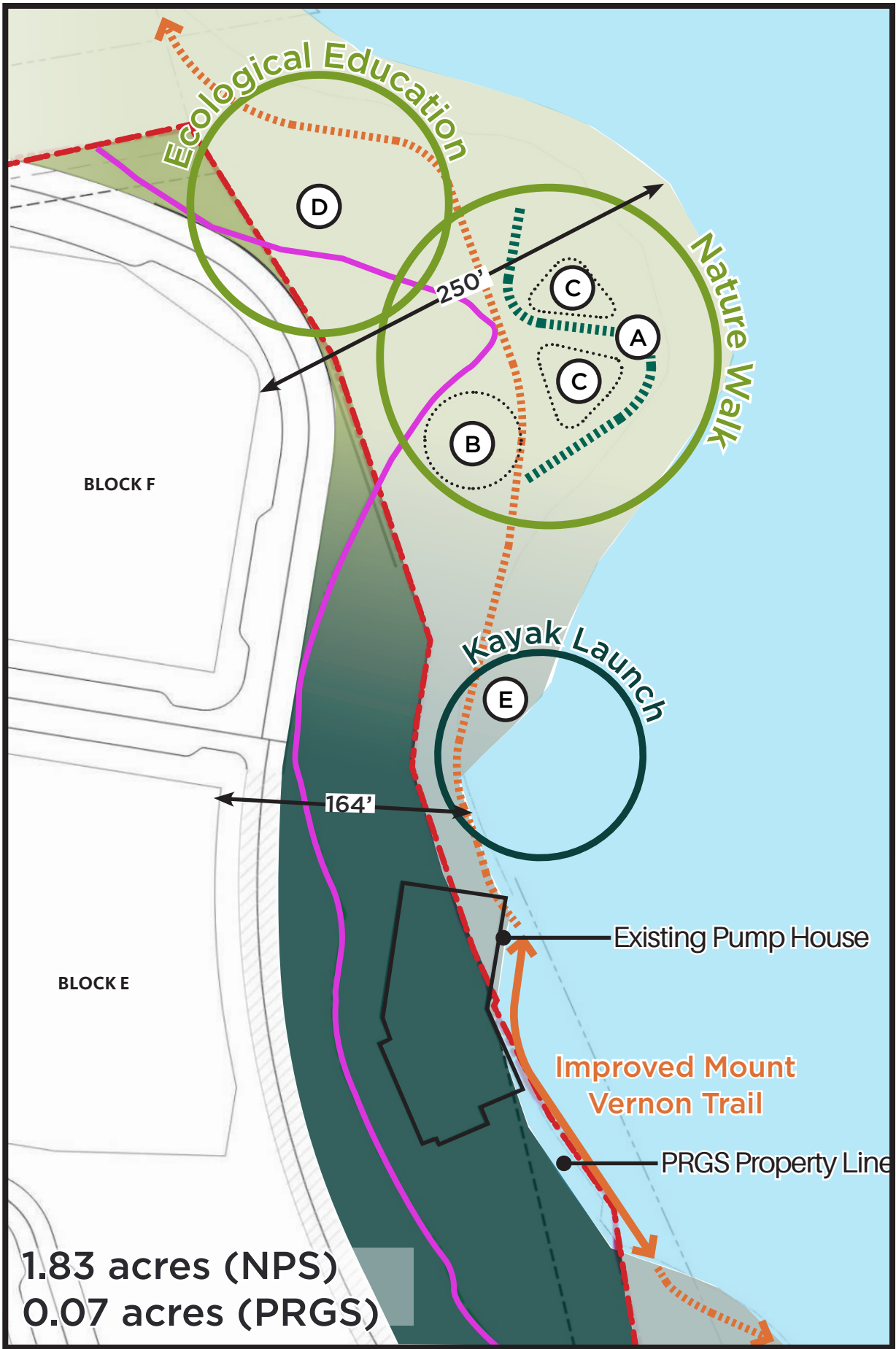
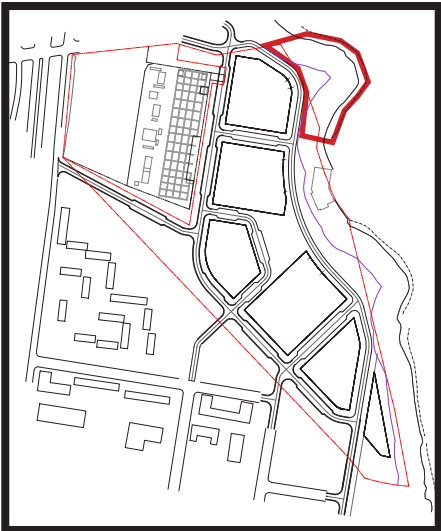
PASSIVE



Legend

- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- Potential Woodland Walk
- PRGS Property
- National Park Service Land
- Potomac River

Key Map



INTEGRATED OPEN SPACE NETWORK

Central Plaza & Waterfront Zone B

ACTIVE



A Great Lawn



B Potential Dock



C F&B Pavilion



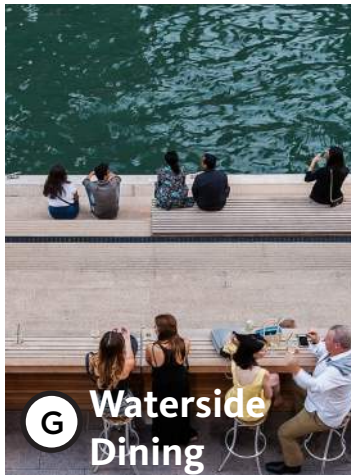
D Urban Groves



E Interactive Water Feature



F Woonerf



G Waterside Dining



H Event Lawn

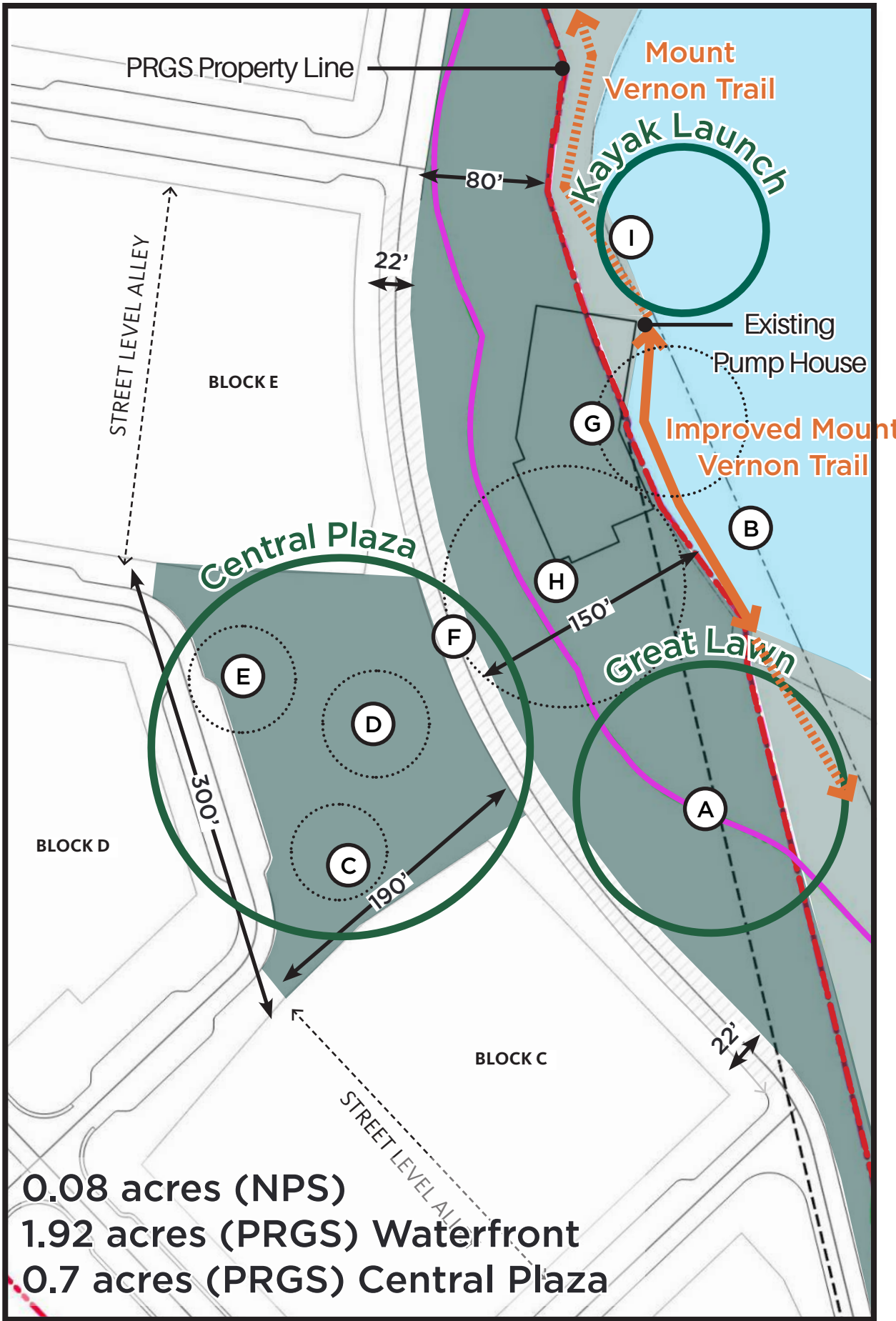
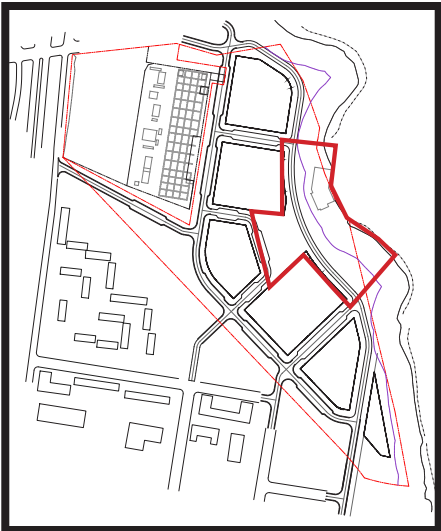


I Kayak Launch

Legend

- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- Improved Mount Vernon Trail
- PRGS Property
- National Park Service Land
- Potomac River

Key Map

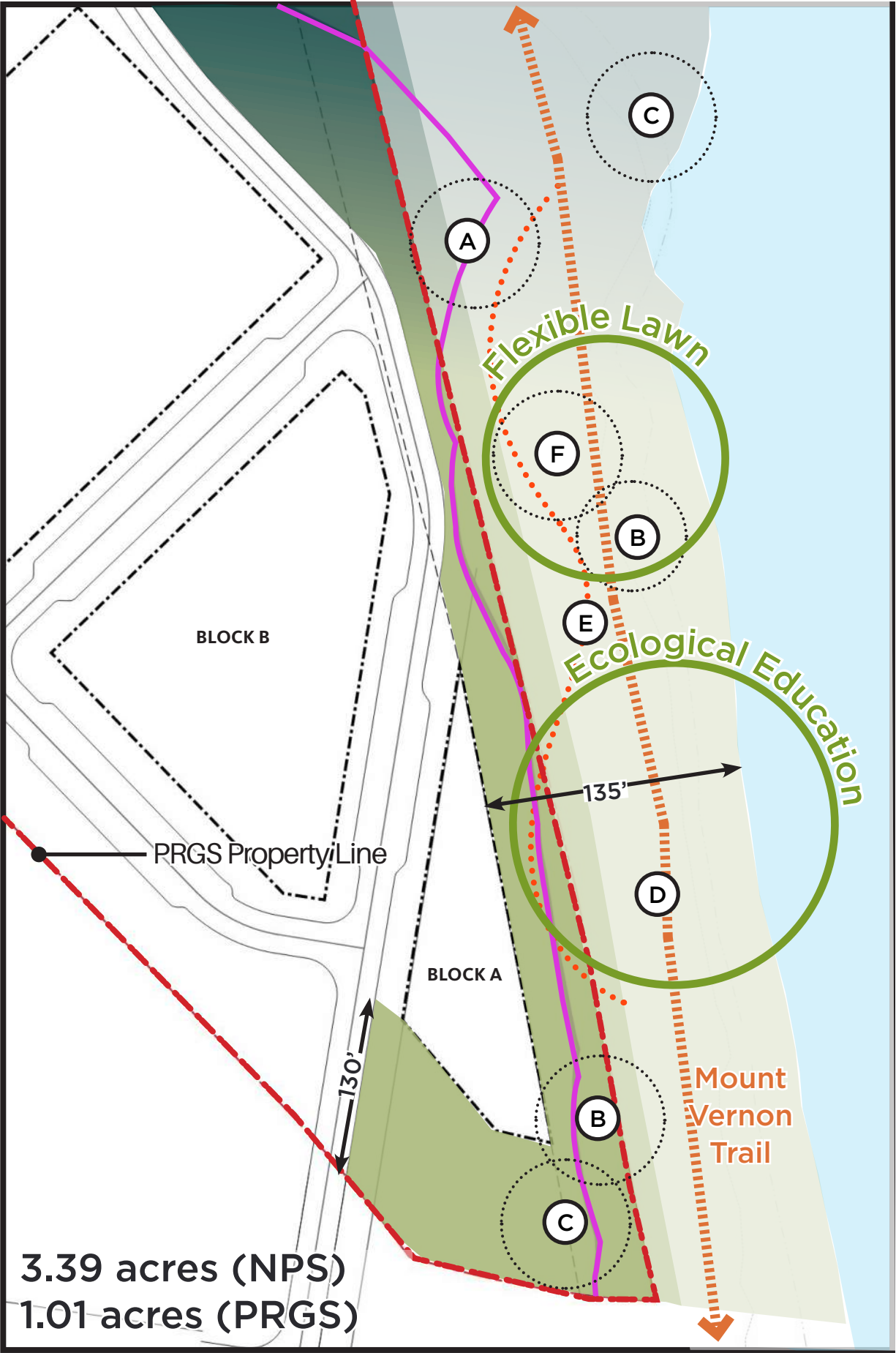


INTEGRATED OPEN SPACE NETWORK

Waterfront Zone C



- Legend**
- PRGS Property Line
 - RPA Line
 - Mount Vernon Trail
 - Improved Mount Vernon Trail
 - Sinuous Path
 - PRGS Property
 - National Park Service Land
 - Potomac River

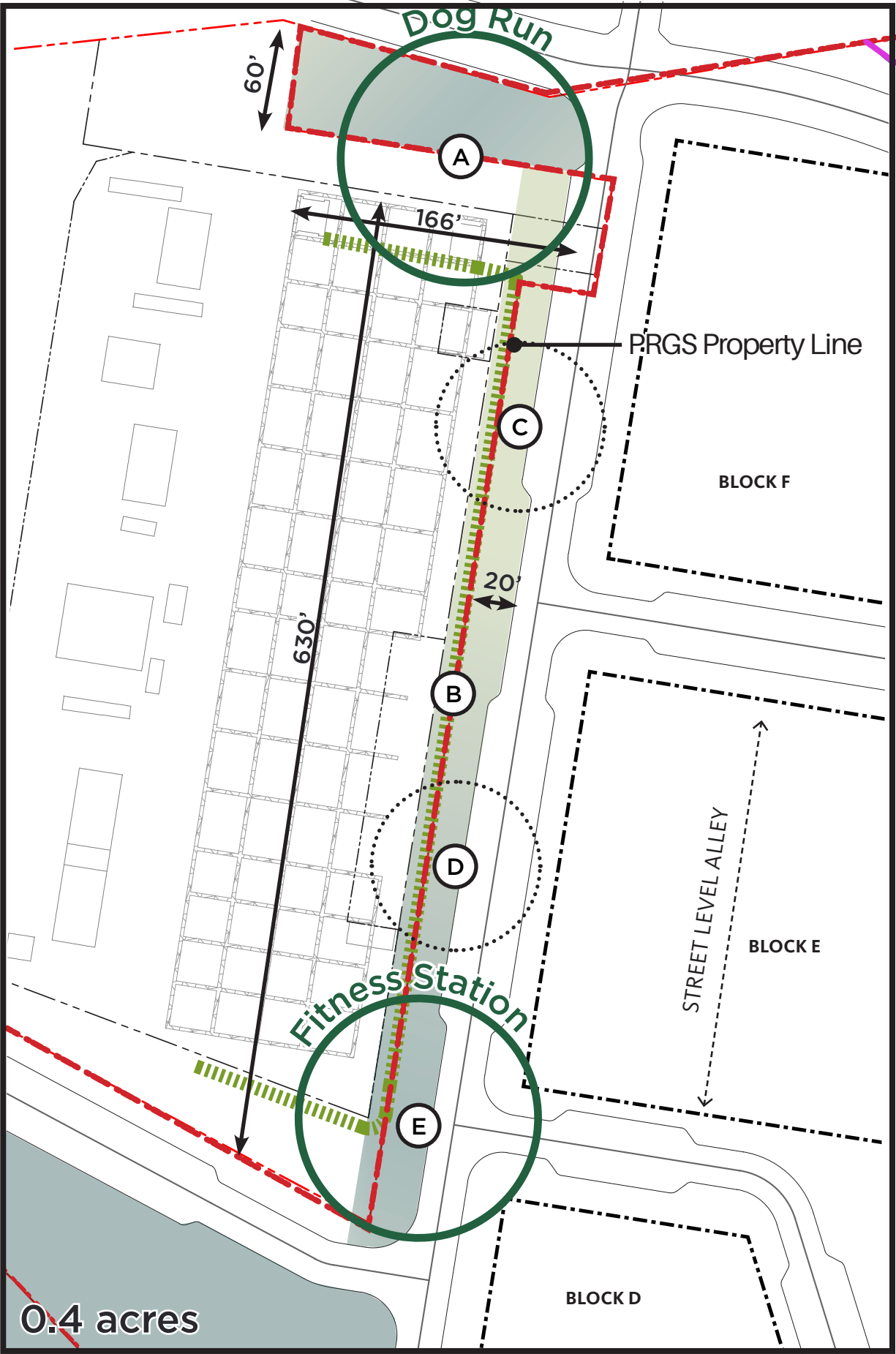
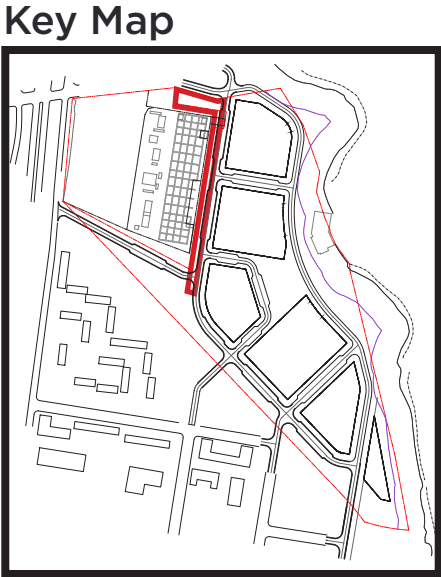


INTEGRATED OPEN SPACE NETWORK

PEPCO Liner



- Legend**
- PRGS Property Line
 - RPA Line
 - Mount Vernon Trail
 - Improved Mount Vernon Trail
 - PEPCO Liner
 - PRGS Property
 - National Park Service Land



INTEGRATED OPEN SPACE NETWORK

Linear Park

ACTIVE

A Kids Play

B Flexible Game Courts

PASSIVE

C Re-purposing of Rail Infrastructure

D Flexible Lawn

E Storm Water

ACTIVE

F Shade Structure & Seating Opportunities

G Fitness Loop



ENERGY REDUCTION

- **Targeting 25% Energy Savings over Baseline**
 - **Double the targets in ALX Green Building Policy of:**
 - 14% Residential
 - 11% Commercial
- **Energy efficiency and demand reduction** is the most critical strategy to reduce carbon emissions.
- Energy loads for base building systems (elevators, common area lighting, ventilation, etc) and tenant-controlled loads (plug loads, individual unit lighting, appliances, etc) represent over half of a building's operational energy use.
- Of the base building loads, ventilation represents roughly 1/3 of the total owner-controlled operational energy use.
- Advancements in **scalable heat pump technology** are a critical component of achieving operational carbon reductions.
- The team is currently evaluating the feasibility of “**district-wide**” (central utility plant, GSHP, etc.) and localized energy efficient HVAC systems.



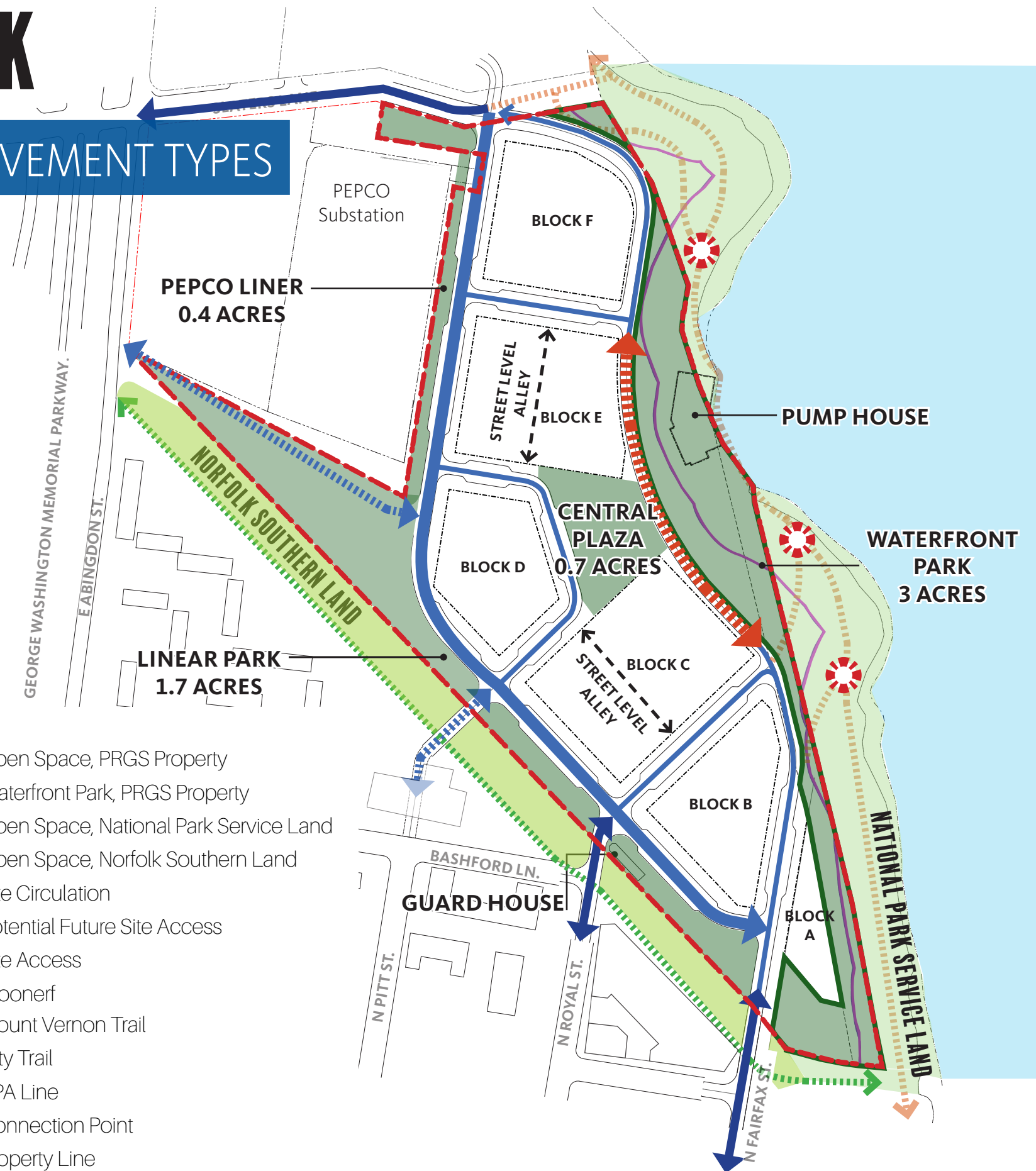
SITE CIRCULATION NETWORK

A COMPREHENSIVE NETWORK FOR ALL MOVEMENT TYPES

- The site circulation network considers delivery vehicles, private vehicles, bicycles and pedestrians
- Facilities have been designed to accommodate people of all ages and abilities
- Deliberate connections have been made to existing surrounding trails and green space
- Pedestrian network has been upgraded by providing direct and comfortable connections for pedestrians to the Mount Vernon Trail and the Old Town North neighborhood

Legend

- Open Space, PRGS Property
- Waterfront Park, PRGS Property
- Open Space, National Park Service Land
- Open Space, Norfolk Southern Land
- Site Circulation
- Potential Future Site Access
- Site Access
- Woonerf
- Mount Vernon Trail
- City Trail
- RPA Line
- Connection Point
- Property Line



BICYCLE CIRCULATION & CONNECTIVITY

LEGEND

PRGS PROPERTY

LEISURELY ROUTE

MOUNT VERNON TRAIL
BIKE & PEDESTRIAN

COMMUTER ROUTE

MULTI-USE TRAIL
BIKE & PEDESTRIAN

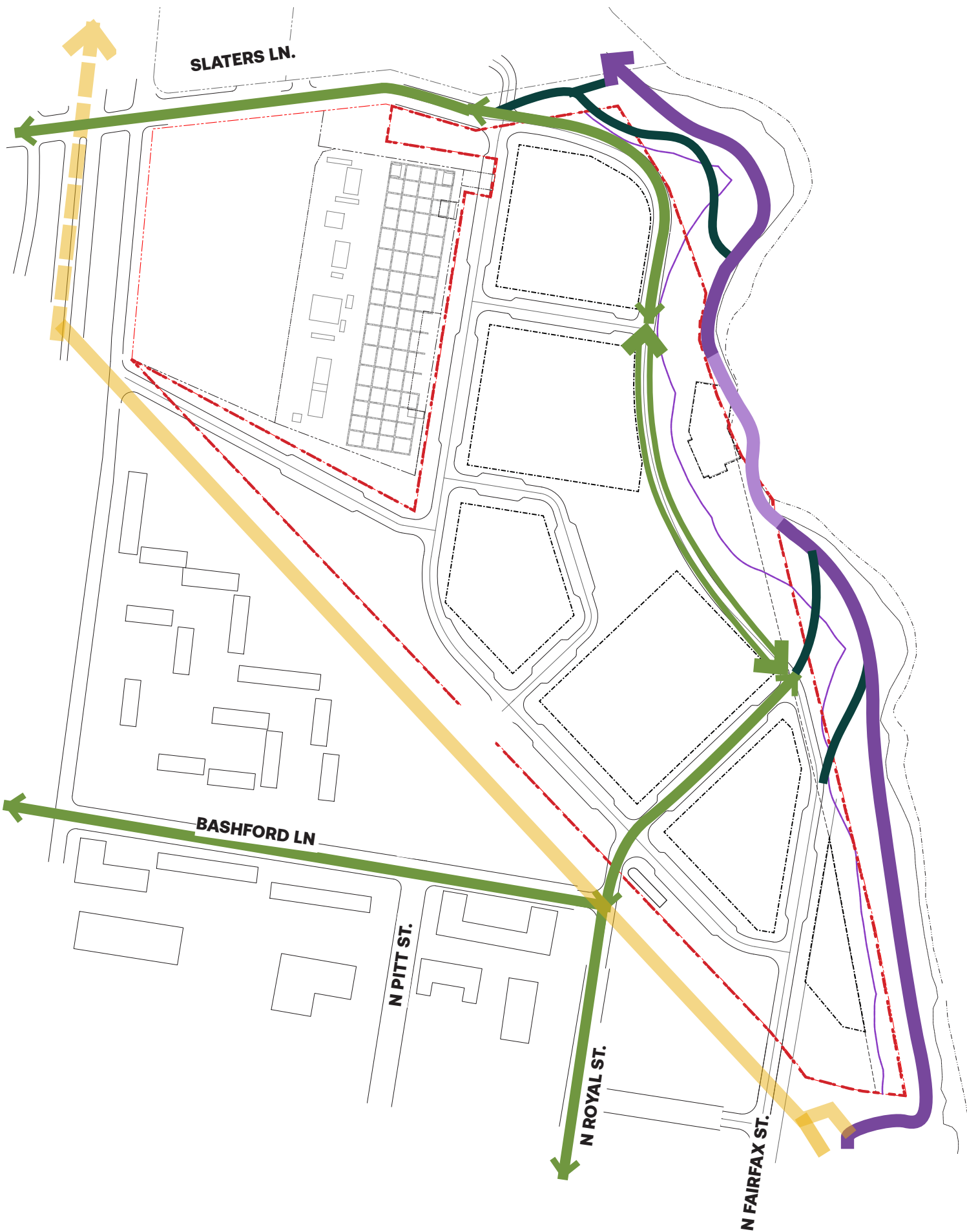
TRAIL IMPROVEMENT PLANNED BY CITY
BIKE & PEDESTRIAN

LOCAL ROUTE

BIKE FACILITY

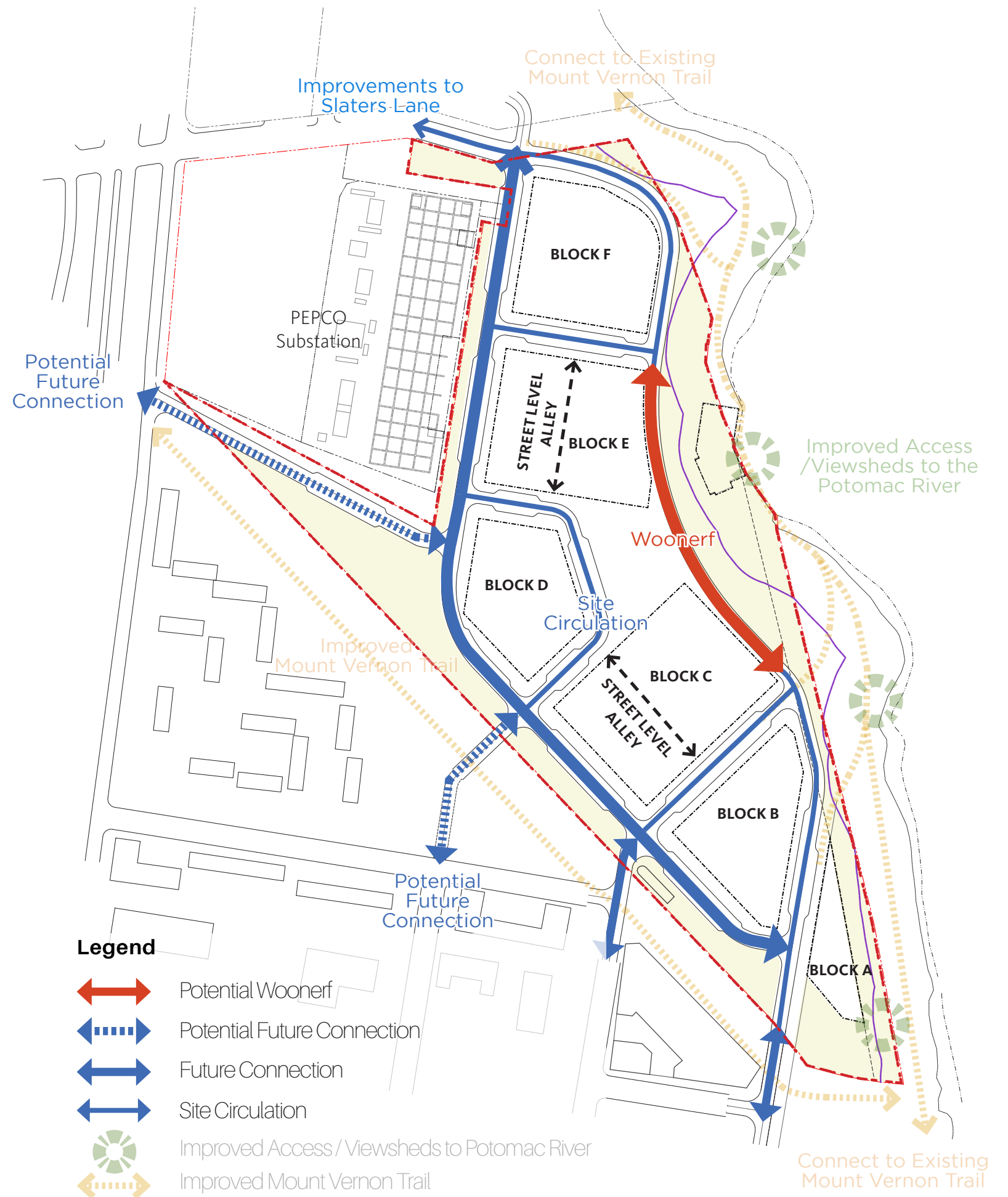
WOONERF
(CURBLESS, MIXED-USE STREET)
BIKE & PEDESTRIAN CIRCULATION PRIORITIZED

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



VEHICULAR ACCESS & CURBSIDE MANAGEMENT

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



THE WOONERF

POTENTIAL SITE FEATURES



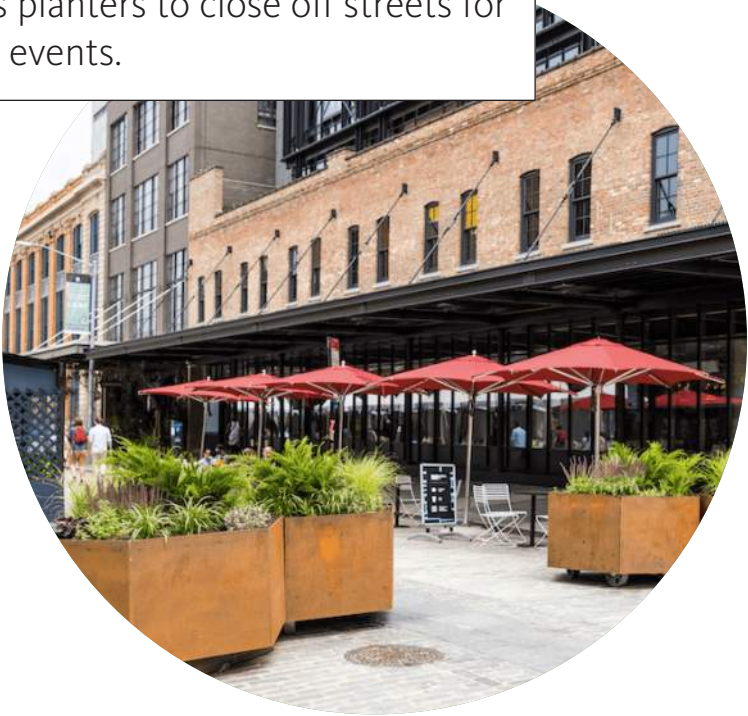
CHANGE IN PAVING

- 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

