

POTOMAC RIVER GENERATING STATION

COMMUNITY MEETING #12



 **Hilco**TM
Redevelopment Partners

WIRE GILL

Gensler

HANDEL
ARCHITECTS

SCB

OJB

christopher
consultants
IMEG

Thornton
Tomasetti

BURO HAPPOLD

GOROVE SLADE
Transportation Planners and Engineers

CLARK
CONSTRUCTION

ARUP

WALKER
CONSULTANTS

Michael Blades & Associates
Elevator and Escalator Consulting

LERCH BATES
Building Insights

vhb

Capitol Airspace Group

moftatt & nichol

AGENDA

1. PROCESS OVERVIEW

2. PROJECT VISION AND APPROVED CDD

3. INFRASTRUCTURE DEVELOPMENT SITE PLAN (IDSP)

4. COORDINATED SUSTAINABILITY STRATEGY (CSS)

5. DEVELOPMENT SPECIAL USE PERMIT (DSUP)

6. NEXT STEPS

SCHEDULE & PROCESS

➤ STEPS FORWARD



KEY

IDSP

DSUP

CDD APPROVAL

CSS

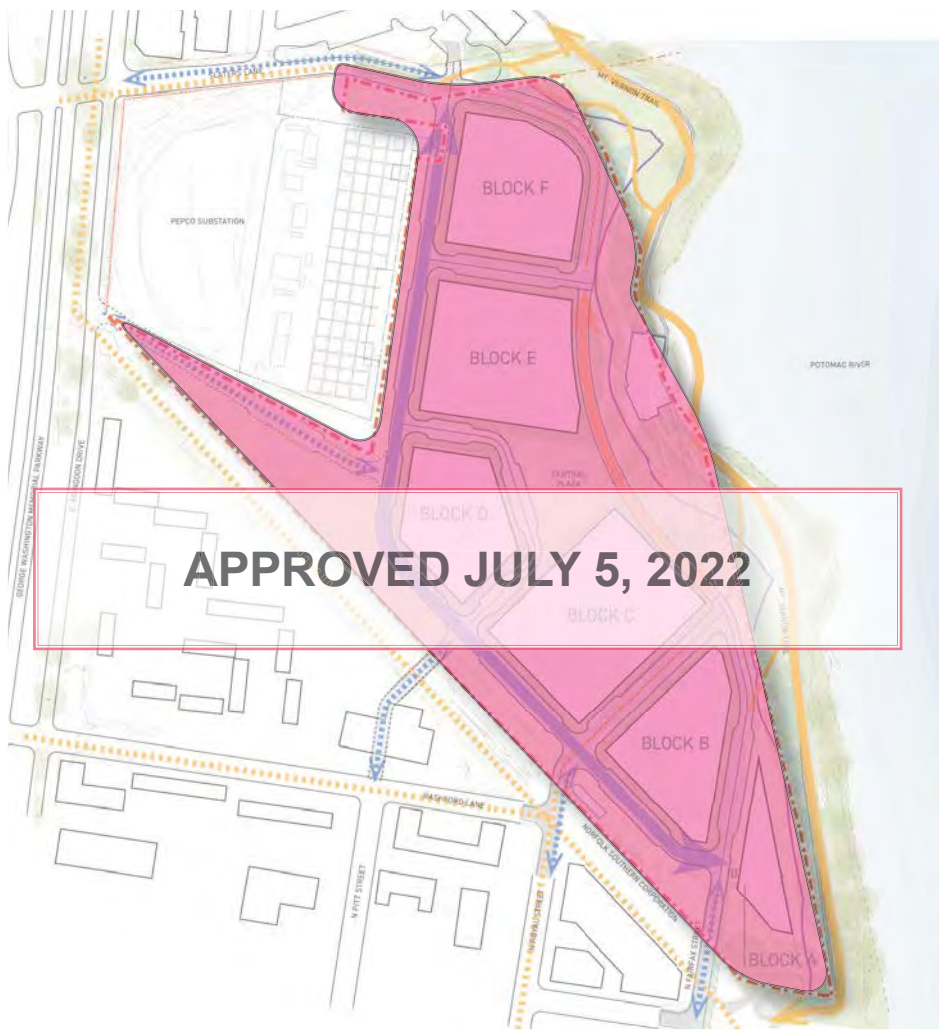
COMMUNITY MEETINGS

DEVELOPMENT REVIEW PROCESS

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

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:

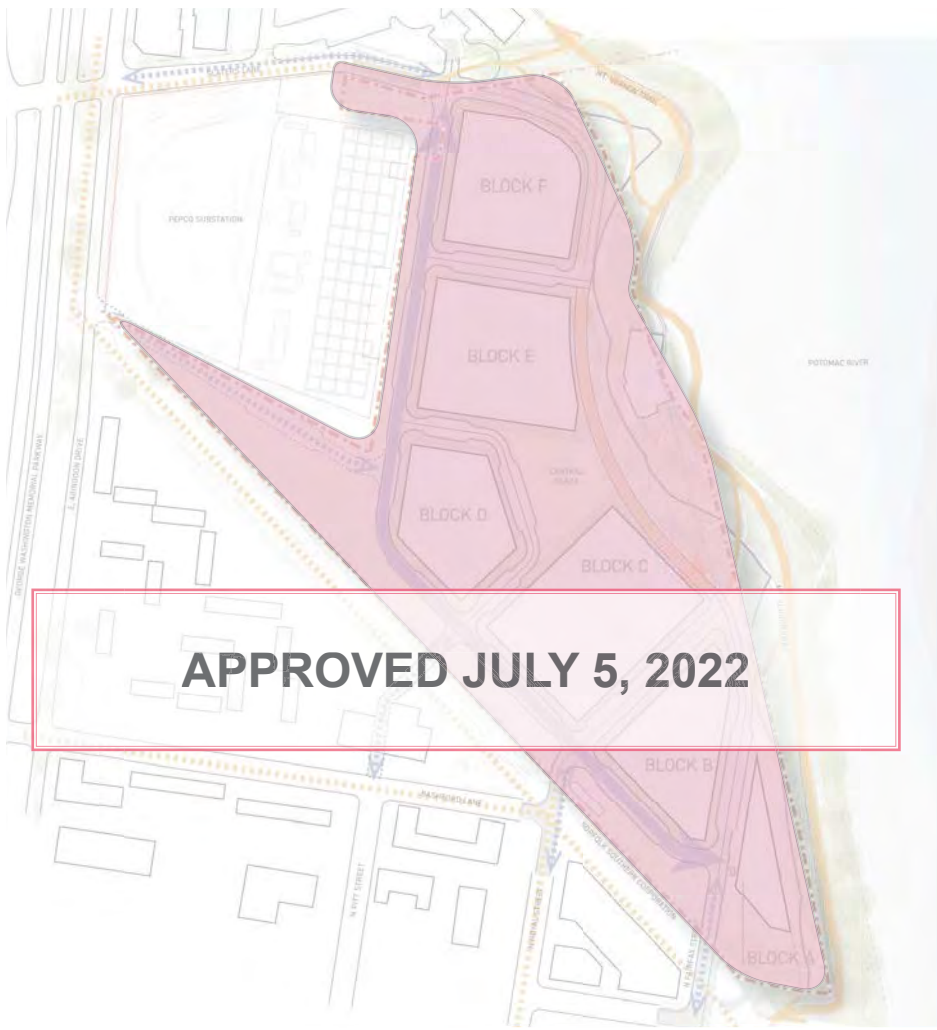
- North Old Town Independent Citizens' Association (NOTICE)
- Old Town North Community Partnership
- Marina Towers Board
- Harbor Terrace
- Watergate Townhouses Board
- Alexandria House
- Urban Design Advisory Committee
- Housing Affordability Advisory Committee (AHAAC)
- Transportation Commission
-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



DEVELOPMENT REVIEW PROCESS

CDD

Coordinated Development District



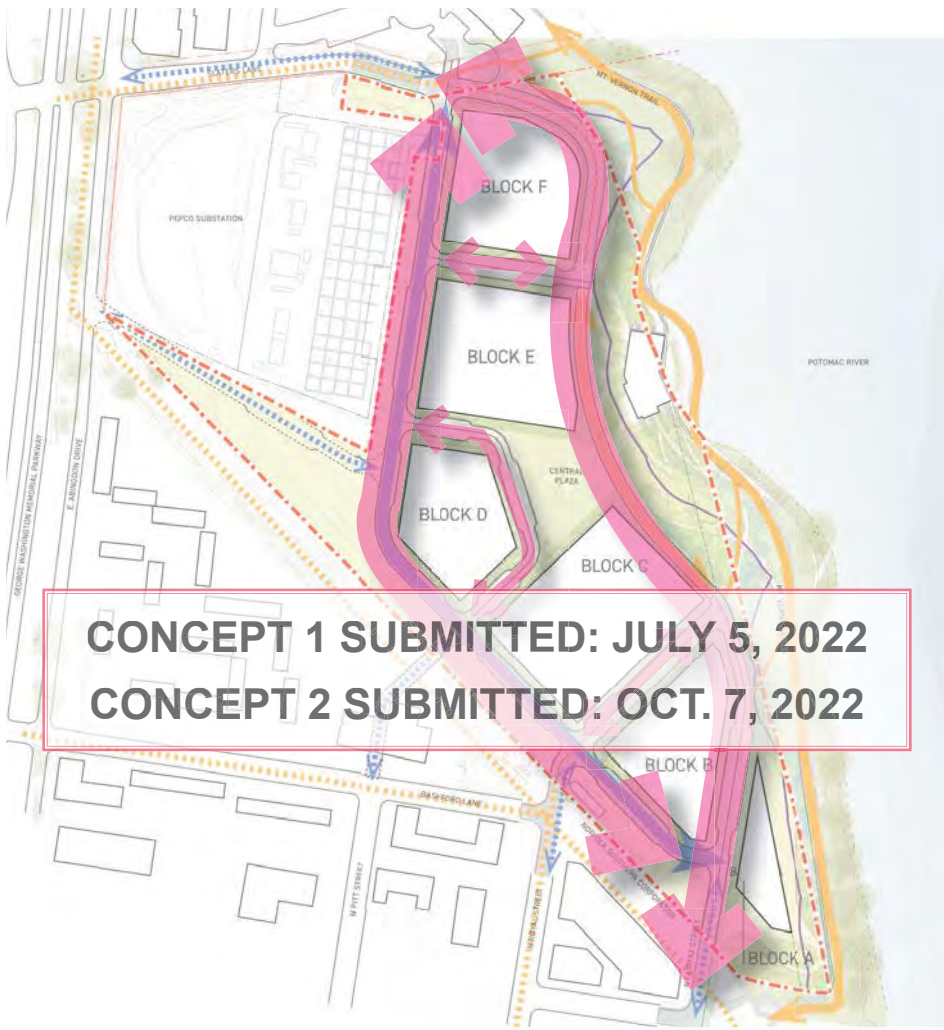
MASTER PLANNING & ZONING

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

Outlines community benefit framework;
Carbon Neutrality Analysis

IDSP

Infrastructure Development Site Plan



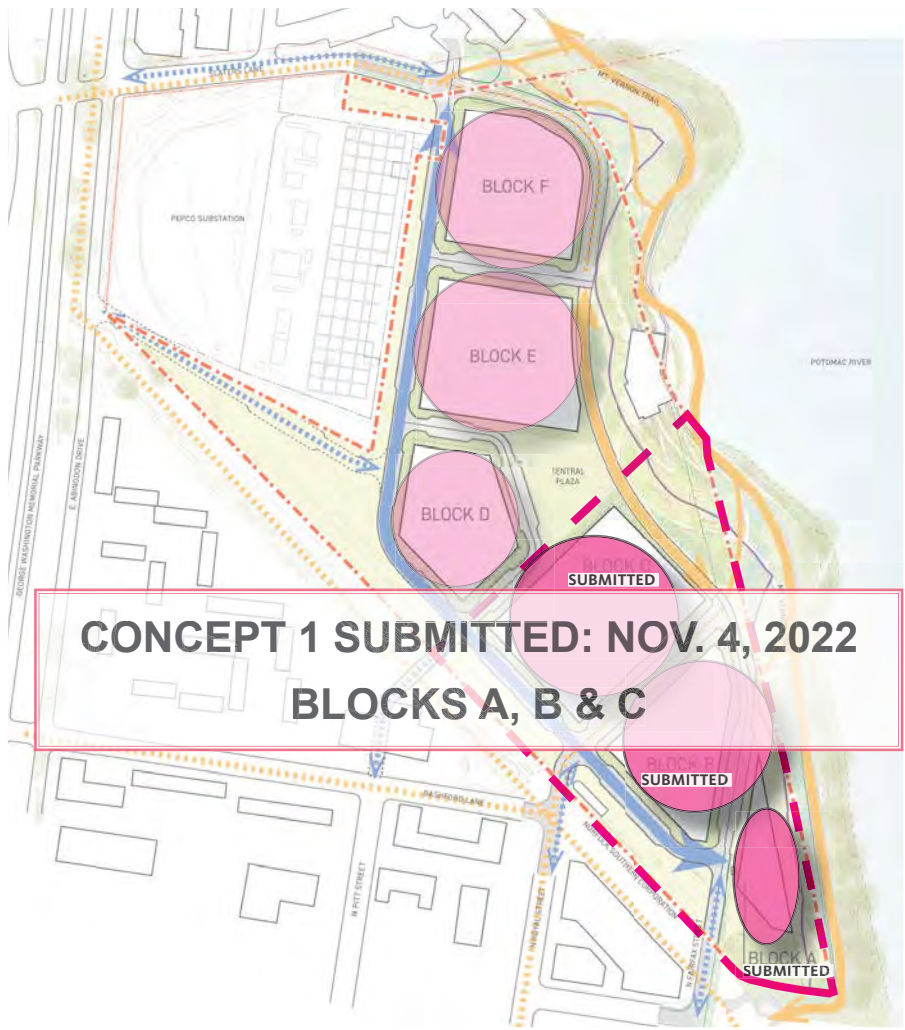
SITE & INFRASTRUCTURE

- Streetscape, roadways and sidewalks
- Utility routing and approach

Defines public infrastructure;
Coordinated Sustainability Strategy

DSUPs

Development Special Use Permits



BLOCK FORM, ARCHITECTURE & OPEN SPACE

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

Building sustainability features

AGENDA

1. PROCESS OVERVIEW

2. PROJECT VISION AND APPROVED CDD

3. INFRASTRUCTURE DEVELOPMENT SITE PLAN (IDSP)

4. COORDINATED SUSTAINABILITY STRATEGY (CSS)

5. DEVELOPMENT SPECIAL USE PERMIT (DSUP)

6. NEXT STEPS

ABOUT HRP

A TRANSFORMATION COMPANY WITH A COMMUNITY-FOCUSED APPROACH

Hilco Redevelopment Partners (HRP) is a leader in the redevelopment of complex real estate, focusing on responsible environmental remediation and creating new economic opportunities, all within a community-focused context.

A HISTORY OF PROVEN EXPERIENCE



776 Summer Street
Boston | 15.2 acres



The Bellwether District
Philadelphia | 1300 acres



The Gauge
Waltham | 8.2 acres

HRP ALEXANDRIA PROJECT TEAM



Roberto Perez
CEO

Our mission is to take on complex projects where we return economic opportunity to industrial sites that have run their useful life. We have been successfully acquiring and redeveloping obsolete properties in cities across the country, bringing new economic life to places in need of revitalization and opportunity.



Melissa Schrock
EVP, MIXED-USE
DEVELOPMENT



Julianna Connolly
EVP, ENVIRONMENTAL
REMEDiation



John Newhall
SVP, MIXED-USE
CONSTRUCTION



Michelle Beaman Chang
VP, MIXED-USE
DEVELOPMENT



Siobhan Steen
DIRECTOR, MIXED-USE
DEVELOPMENT



Rodney Dew
DEVELOPMENT MANAGER
MIXED-USE DEVELOPMENT

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.

***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

***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

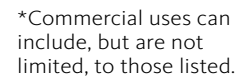
4

**CREATE A SUSTAINABLE
NEW PLACE**



Pursue sustainable and resilient strategies
through a multi-pronged approach

APPROVED IN CDD

- ## FLEXIBLE DISTRIBUTION OF USES ACROSS SITE

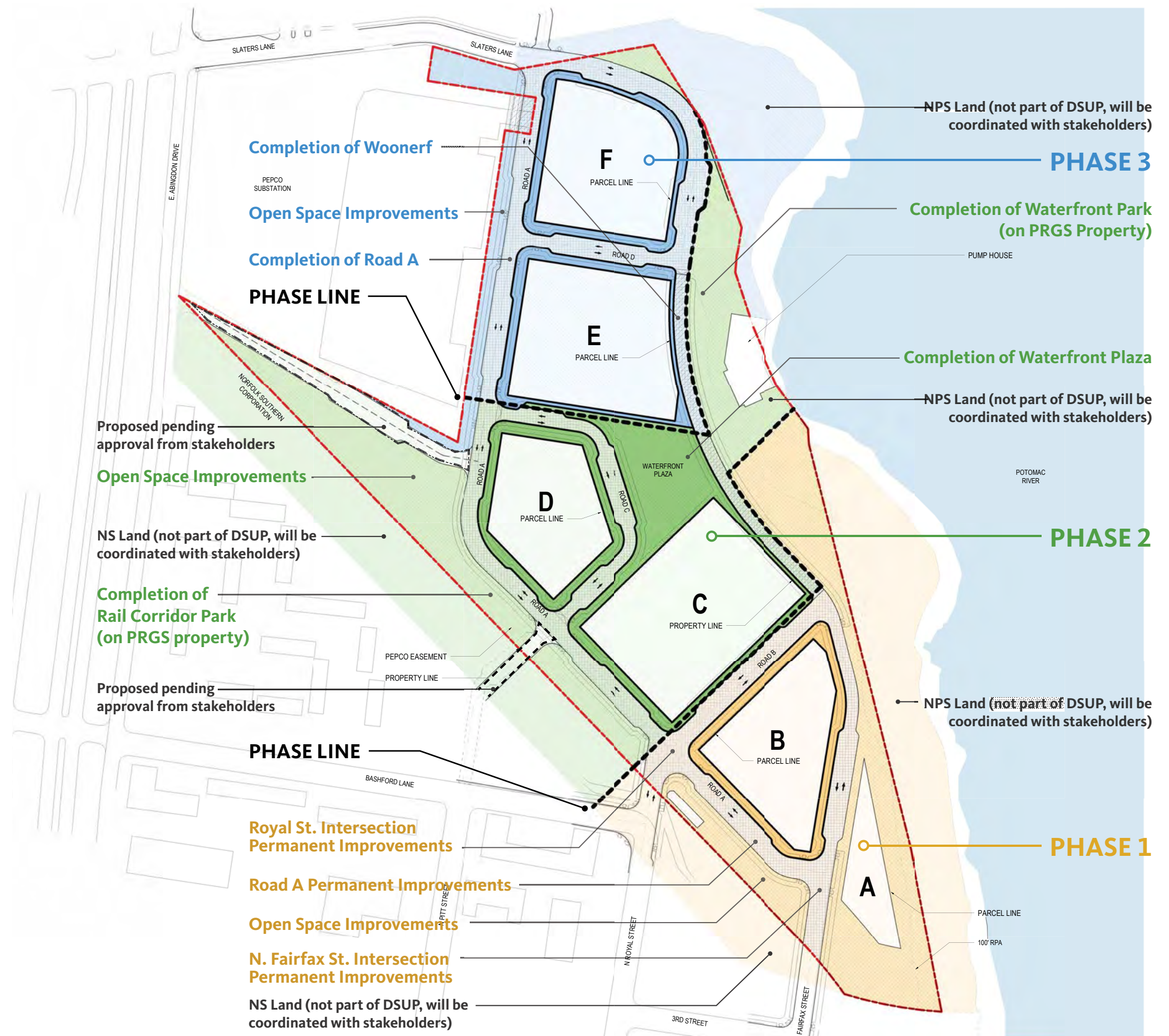


COMMUNITY BENEFITS

ENVIRONMENTAL REMEDiation	ECONOMIC BENEFIT	AFFORDABLE HOUSING & SUBSIDIZED ARTS USES	OPEN SPACE & ACTIVATION	ENVIRONMENTAL SUSTAINABILITY	TRANSPORTATION & CONNECTIVITY
					
Abatement & Deconstruction Of Power Plant	1,100 Construction Jobs 2,000 Permanent Jobs	8-16% Affordable 15,000 SF Arts space	14 Acres New or Improved Open Space	Aggressive Carbon Reduction Targets	Pedestrian & Bike Friendly Improved GWMP Connections New DASH Stops
<p>Site remediation in coordination with Virginia Department of Environmental Quality (VDEQ)</p> <p>\$60 Million</p>	<p>+/- 1,100 construction- related jobs +/- 2,000 permanent jobs +/- \$35 M net taxes during development \$12 -15 M net annual taxes at completion</p> <p>+/- \$35 Million Net Taxes (over 11 years)</p>	<p>Affordable Housing: \$8-11M monetary contribution +/- 60 units through bonus density +/- 100 units through P3</p> <p>Arts: +/- 15,000 SF subsidized arts space through bonus density</p> <p>\$48-111 Million \$16 Million</p>	<p>14.2 acres of publicly accessible open space created or improved</p> <p>- Improved cyclist and pedestrian connectivity - Active & passive open spaces - Potential waterside dining at pump house</p> <p>\$30-35 Million</p>	<p>- 25% Energy savings - 10% Embodied carbon reduction - 3% On site renewable - Electrification</p> <p>Comprehensive sustainability approach: reduced energy usage, renewable energy, storm water management, & decreased reliance on vehicles</p> <p>\$65 Million</p>	<p>Reconnection to Old Town North road network Bike infrastructure connected to Mt. Vernon Trail Woonerf provides pedestrian & cyclist priority. Below-grade parking garage</p> <p>\$177 Million</p>
					

PHASING CONTEMPLATED IN CDD

- Both temporary improvements and permanent improvements will be identified. The diagram at right shows permanent improvements across phases
- The exact order of Block and Building phasing may vary
- GWMP intersection improvements in Phase 1: operational and signal improvements
- GWMP intersection improvements in Phase 2: multimodal operational, physical and signal improvements
- Potential future connections to E/W. Abingdon Dr. and N. Pitt Street are subject to cooperation of abutting property owners
- Block A, Pump House and Guard House may be developed with any Phase
- Off-site improvements are also anticipated



AGENDA

1. PROCESS OVERVIEW

2. PROJECT VISION AND APPROVED CDD

3. INFRASTRUCTURE DEVELOPMENT SITE PLAN (IDSP)

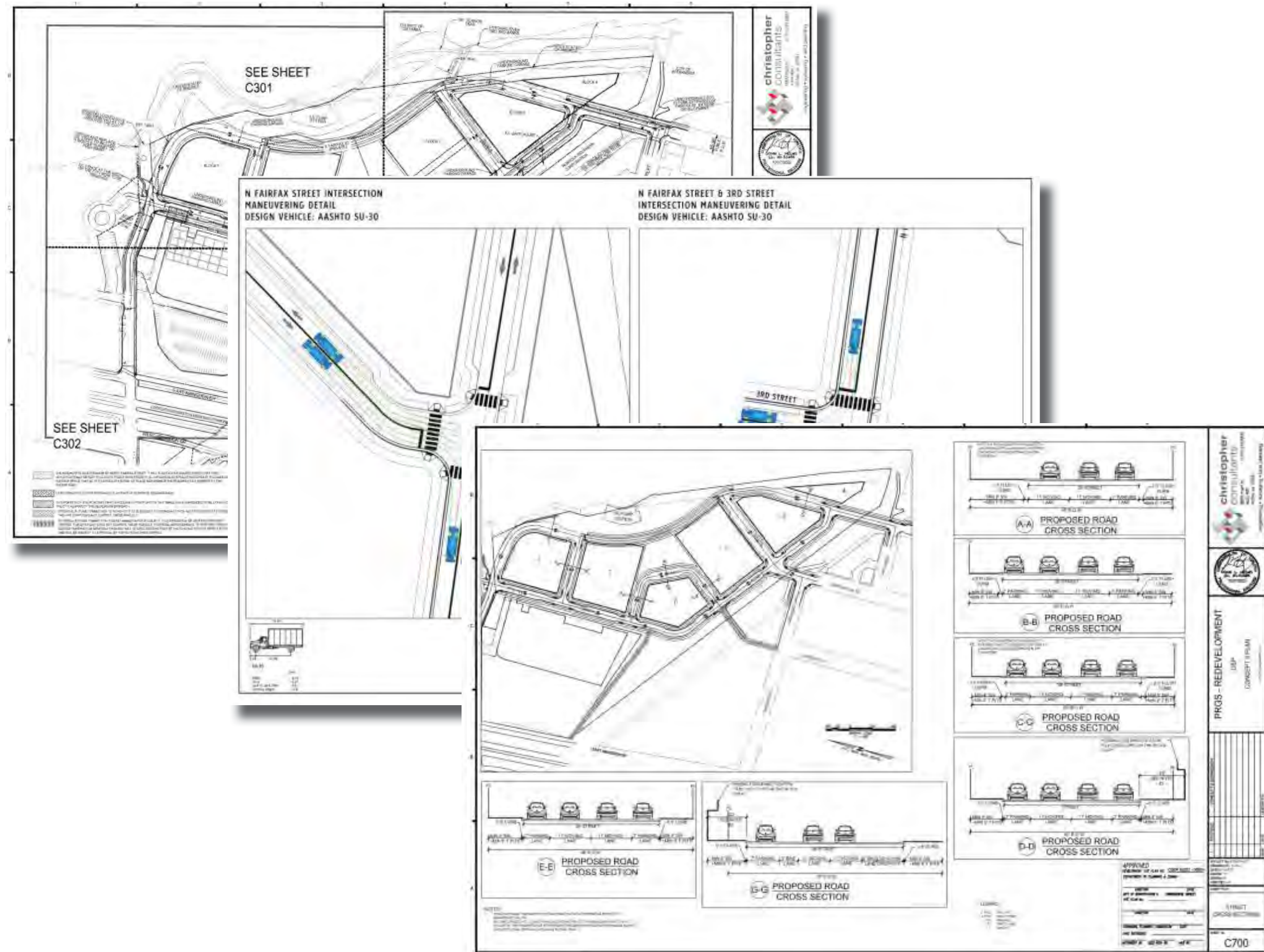
4. COORDINATED SUSTAINABILITY STRATEGY (CSS)

5. DEVELOPMENT SPECIAL USE PERMIT (DSUP)

6. NEXT STEPS

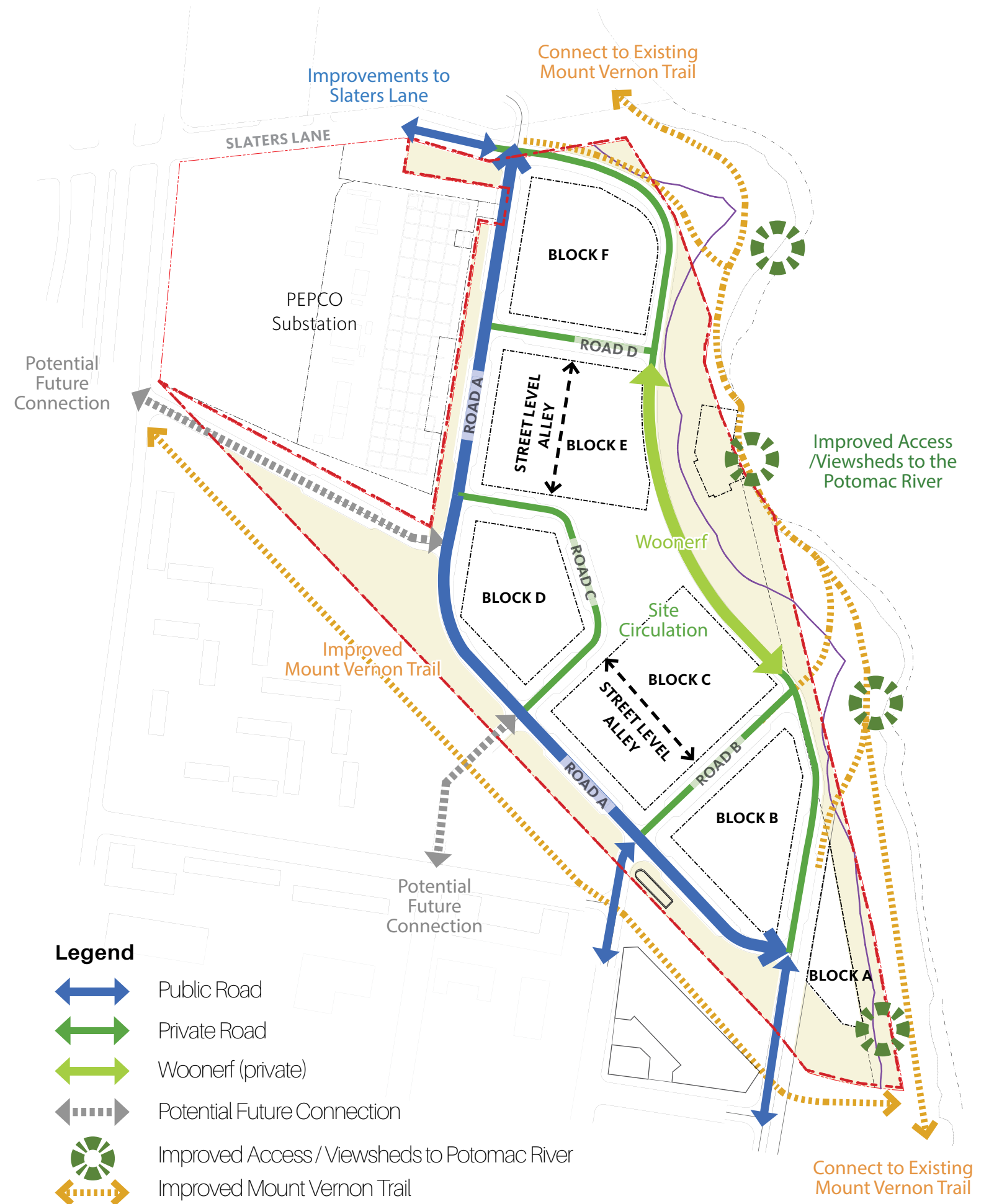
WHAT IS IN AN INFRASTRUCTURE DSP?

- An Infrastructure Development Site Plan (DSP) includes two submissions: Concept I and Concept II.
- The Concept II package submitted on October 7, 2022 included the following:
 - Existing conditions plans and tree schedule
 - New overall site plans, including grading
 - Street layouts, maneuvering studies, and street cross-sections
 - Comprehensive open space plan and precedents
 - Roadway and open space phasing plan



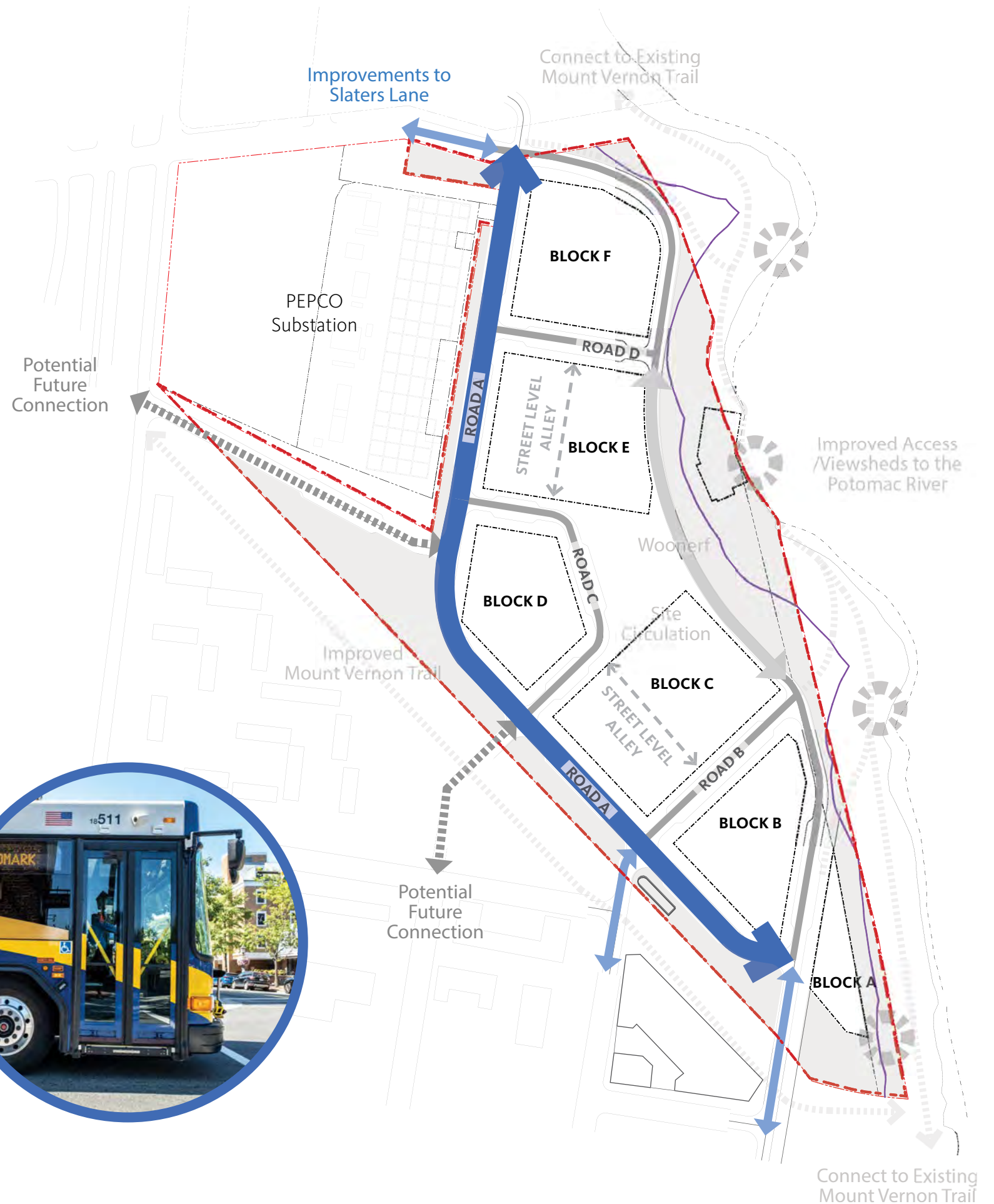
ROAD NETWORK

- New street network will be established on site
- Road A will be public, all other roads will be private, open to public travel
- Strategy is to separate flows of cars/trucks/buses and pedestrians/cyclists for safety and comfort
- Geometry of road network discourages cut through traffic



SPINE STREET (ROAD A)

- Vehicular focused multimodal “spine”
- Public road
- 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



CONNECTOR STREETS

- Privately owned / Publicly accessible
- Provides cycle connections to/from the Mount Vernon Trail and Old Town North
- N. Royal St. extension as green street
- Provides access to underground garage and service areas



WOONERF

- A people-focused street along the waterfront
- Prioritizes pedestrians and cyclists while still allowing for vehicular circulation
- Woonerf surface treatment will be different from other streets



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
- Existing gate to Mt. Vernon Trail will be removed



SLATERS LANE AT GWMP

EXISTING CONDITIONS

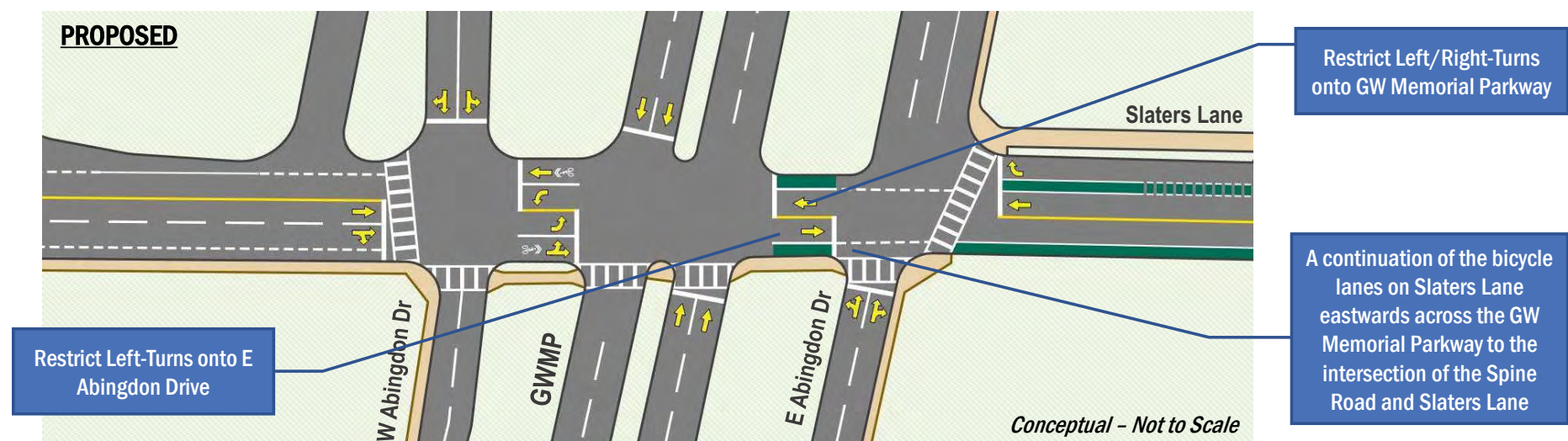
- Signal operations at GWMP prioritize north-south traffic and limit east-west mobility
- No east-west bike connectivity east of W Abingdon Drive
- Limited curb-to-curb width through intersection
- Pedestrian crossing not to standard across GWMP



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 plan Slaters Lane at GW Memorial Parkway (not to scale)

BASHFORD LANE AT GWMP

EXISTING CONDITIONS

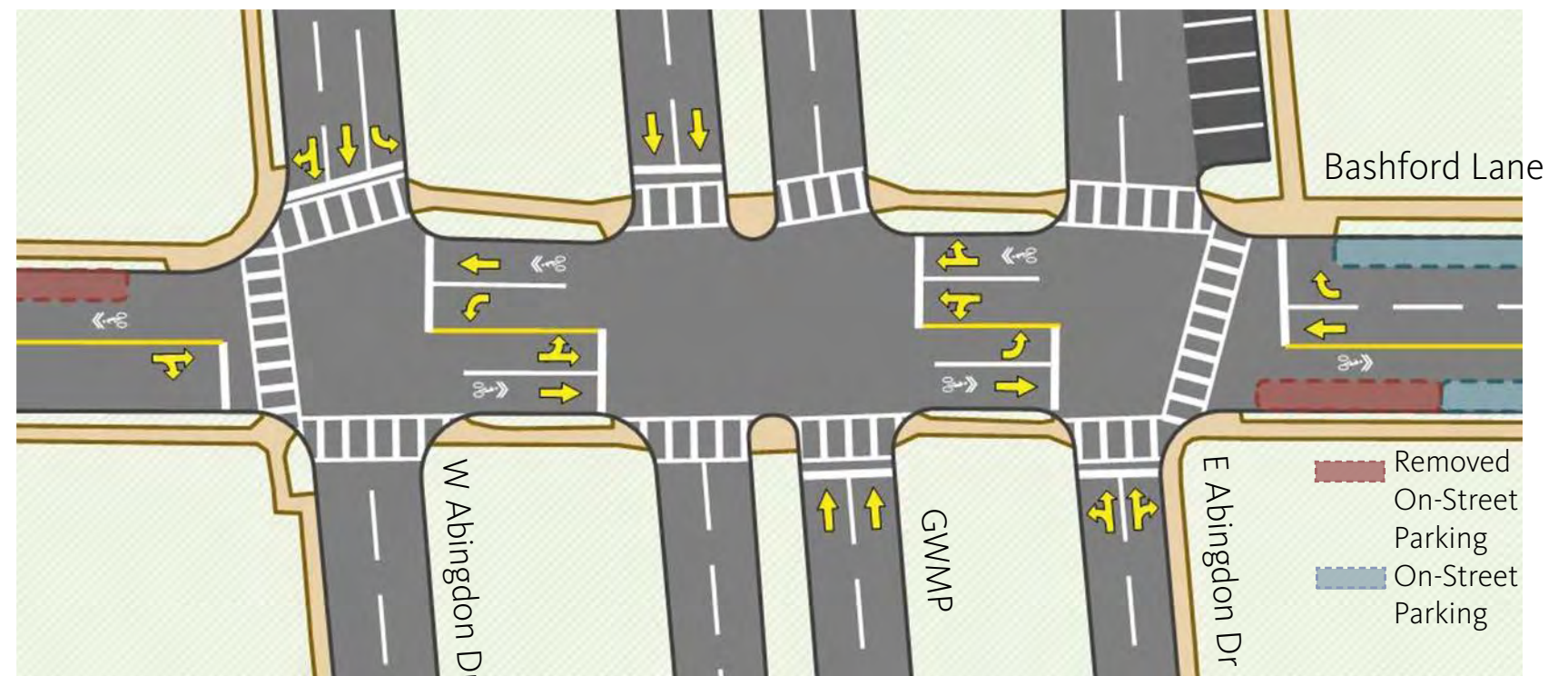
- Important east-west connection across GWMP
- Significant east-west connectivity and mobility challenges
- Signal operations at GWMP prioritize north-south traffic
- Sharrows across GWMP provide bike connectivity
- Pedestrian crossing not to standard across GWMP



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)

AGENDA

1. PROCESS OVERVIEW

2. PROJECT VISION AND APPROVED CDD

3. INFRASTRUCTURE DEVELOPMENT SITE PLAN (IDSP)

4. COORDINATED SUSTAINABILITY STRATEGY (CSS)

5. DEVELOPMENT SPECIAL USE PERMIT (DSUP)

6. NEXT STEPS

ARUP SUSTAINABILITY PRACTICE

- SUSTAINABILITY STRATEGY
- RESILIENCE AND ADAPTATION PLANNING
- CAMPUS DECARBONIZATION STRATEGY
- CLIMATE ACTION PLANNING AND GHG
- CLEAN ENERGY PROCUREMENT ADVISORY
- RENEWABLE ENERGY ANALYSIS
- BATTERY STORAGE SYSTEMS
- DISTRICT ENERGY FEASIBILITY
- GEOTHERMAL ANALYSIS
- BIOMASS FACILITY ASSESSMENT
- TRANSPORTATION ELECTRIFICATION
- EMBODIED CARBON REDUCTION AND CIRCULAR ECONOMY STRATEGY
- NATURE-BASED SYSTEMS
- CERTIFICATION AND RATING SYSTEM ADMINISTRATION
- SMART & DIGITAL MASTERPLANNING

A HISTORY OF PROVEN EXPERIENCE



Low carbon buildings with on-site renewables



Embodied carbon calculation and material specification expertise



Linda Toth
CLIMATE & SUSTAINABILITY



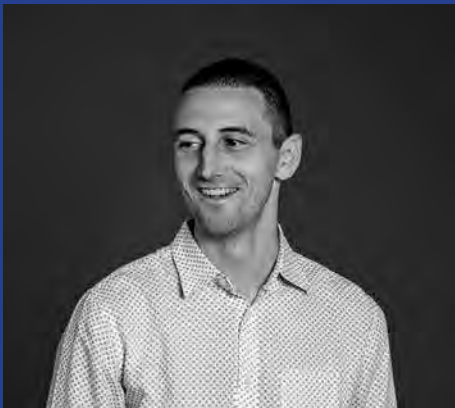
Rebecca Hatchadorian
CLIMATE & SUSTAINABILITY



Katherine Schwartz
CLIMATE & SUSTAINABILITY



Alan Glynn
DISTRICT ENERGY



Nick Swedberg
DISTRICT ENERGY

WHAT IS A COORDINATED SUSTAINABILITY STRATEGY (CSS)?

SIX CATEGORIES OF SUSTAINABILITY CONSIDERATIONS

The Coordinated Sustainability Strategy (CSS) is reviewed in parallel with the Infrastructure DSP.

The purpose of the CSS is to:

- Establish metrics for sustainable performance thresholds across six categories
- Demonstrate how the project complies with CDD commitments and sustainability goals
- Establish potential short-term, mid-term, and long term strategies



SITE



**INDOOR
ENVIRONMENT**



WATER



MATERIALS & WASTE



ENERGY & CARBON



CLIMATE & RESILIENCE

SUSTAINABILITY GOALS


SITE



INDOOR ENVIRONMENT




WATER



MATERIALS & WASTE



ENERGY & CARBON



CLIMATE & RESILIENCE



- Site Sustainability Strategies
- Open Space
- Native and Adaptive Planting for Ecosystem Support
- Circulation and Transportation
- Stormwater Management and Green Infrastructure
- Zero Emission Vehicle Infrastructure

- Indoor Environment Considerations
- Indoor Air Quality
- Daylight, Thermal and Acoustic Comfort
- Human Health and Wellness
- Construction Air Quality Management

- Water Conservation Strategies
- Potable Water Demand Reduction
- Indoor Water Use Efficiency
- Water Storage and Reuse

- Material and Waste Reduction
- Healthy Materials
- Responsible Sourcing
- Waste Management

- Energy & Carbon Reduction Strategies
- On-Site Renewables
- Embodied Carbon
- System Electrification
- Offsite Renewables
- Commissioning and Efficient Operations

- Climate Resilience Strategies
- Heat Island Effect and Tree Canopy
- Adaptation for Extreme Weather Event
- Future-proofing and Flexibility for Infrastructure Demands

CSS REPORTING & TRACKING

A Reporting & Tracking section in the CSS will outline:

- Building and neighborhood certifications
- Implementation and tracking obligations. This includes a custom tracking Dashboard developed to work across the entire site and multiple development parcels.



- The CDD defines required reporting timelines:
 - **Prior to Release of Final Site Plan**, submit a draft scorecard for each DSUP
 - **At Building Permit**, submit a scorecard reflecting final design
 - **One year following Certificate of Occupancy**, submit final scorecard reflecting as-built conditions, including offsite renewable strategies
 - **For the first 5 years of occupancy**, monitor and report energy usage

Dashboard Snapshot

Source		Goal/Intent	Key Metric	Sitewide Performance	Performance By Submission	
SOURCE	REFERENCE	CATEGORY	DEFINITION / GOAL / INTENT	KEY METRIC	Sitewide Performance	Infrastructure DSP
CDD	154 155	CARBON	Public benchmarking results for each new building(s) within the CDD plan area will be made available to the City through ENERGY STAR ® Portfolio Manager platform or equivalent. Monitor and provide tracking documentation following occupancy of each building for the first 5 years of occupancy.	N/A	N/A	N/A
CDD	96	SITE	The applicant shall design and provide the following publicly accessible and public open space a. Central Plaza - approximately 0.70 acres b. Rail Corridor Park - approximately 1.67 acres c. Waterfront Park - approximately 3.00 acres d. Pepco Liner - approximately 0.40 acres	Minimum 5 acres	### acres (delivered)	N/A
CDD	139.a	CARBON	Each building(s) shall achieve a minimum 25% reduction in operational emission based on ASRHAE Standard 90.1-2010 Appendix G established by 2019 Alexandria's Green Building Policy or achieve an EUI target based table CC103.1 of the 2021 IECC.	> 25% reduction in energy (Design) - or - EUI ≤ 45 kBtu/sf - Multifamily (Table CC103.1) EUI ≤ 28 kBtu/sf - Office (Table CC103.1) EUI ≤ 69 kBtu/sf - Hospitality (Table CC103.1)	###% reduction ###.# kBtu/sf (residential) ###.# kBtu/sf (commercial)	N/A
CDD	139.b	RENEWABLES	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). The applicant will evaluate strategies to increase the onsite generation above 3%.	> 3% on-site renewable generation (site aggregated basis - designed)	> ##% on-site renewable generation (site aggregated basis)	N/A
CDD	139.c	CARBON	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].	≥ 10% reduction embodied carbon	≥ ##% reduction #### mt/CO2e - reduced (site aggregated basis - delivered)	% reduction (mt/CO2e - reduced)
			Each building(s) and all land use(s) permitted herein shall			

CSS PLANNING TIMEFRAMES

CSS PLANS ACROSS THREE TIMEFRAMES



AGENDA

1. PROCESS OVERVIEW

2. PROJECT VISION AND APPROVED CDD

3. INFRASTRUCTURE DEVELOPMENT SITE PLAN (IDSP)

4. COORDINATED SUSTAINABILITY STRATEGY (CSS)

5. DEVELOPMENT SPECIAL USE PERMIT (DSUP)

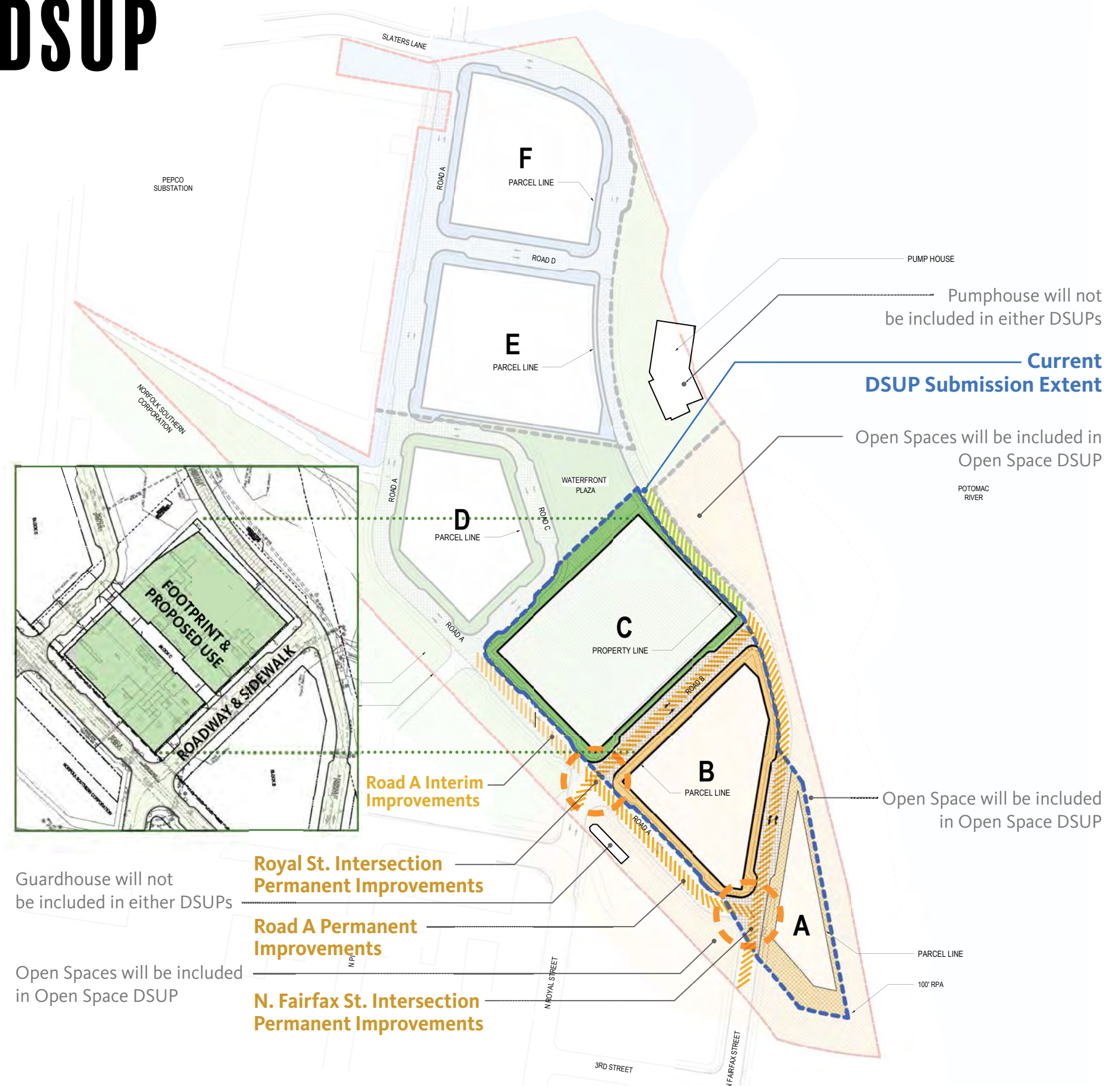
6. NEXT STEPS

PRGS BLOCKS A, B & C DSUP

- Blocks A & B (CDD phase 1) and Block C (portion of CDD phase 2)
- Block DSUPs include area within parcel lines
- Future open space DSUPs for waterfront and linear park (on PRGS property) will include areas outside block parcel lines
- Presentations to UDAC & Community meetings in 2023 will include building designs for Blocks A, B, & C

Per the requirement of Concept 1 & 2 submissions:

- Concept 1 depicts roads and sidewalk within block and building footprint and uses
- Building designs in progress and will be included in Concept 2



WHAT'S IN A DSUP CONCEPT 1 SUBMISSION?

The DSUP Concept 1 submission includes:

- Building ground level footprints
- Site parking and curb cuts
- Uses by block
- Relationship of open space, sidewalks and building

BLOCKS A, B & C AREA SUMMARY			
	BLOCK A	BLOCK B	BLOCK C
BLOCK AREA	15,750 GSF	47,086 GSF	75,379 GSF
Commerical	59,500 GSF	66,000 GSF	103,000 GSF
Residential	--	327,500 GSF	508,000 GSF
Back of House/Service	5,500 GSF	21,500 GSF	24,000 GSF
TOTAL GSF	65,000 GSF	415,000 GSF	635,000 GSF



AGENDA

1. PROCESS OVERVIEW

2. PROJECT VISION AND APPROVED CDD

3. INFRASTRUCTURE DEVELOPMENT SITE PLAN (IDSP)

4. COORDINATED SUSTAINABILITY STRATEGY (CSS)

5. DEVELOPMENT SPECIAL USE PERMIT (DSUP)

6. NEXT STEPS

SCHEDULE & PROCESS

➤ STEPS FORWARD



KEY

IDSP

DSUP

CDD APPROVAL

CSS

COMMUNITY MEETINGS

QUESTIONS?

POTOMAC RIVER GENERATING STATION
REDEVELOPMENT

WEBSITES:

HRPALX.COM
ALEXANDRIA.VA.GOV/PLANNING/INFO

APPENDIX

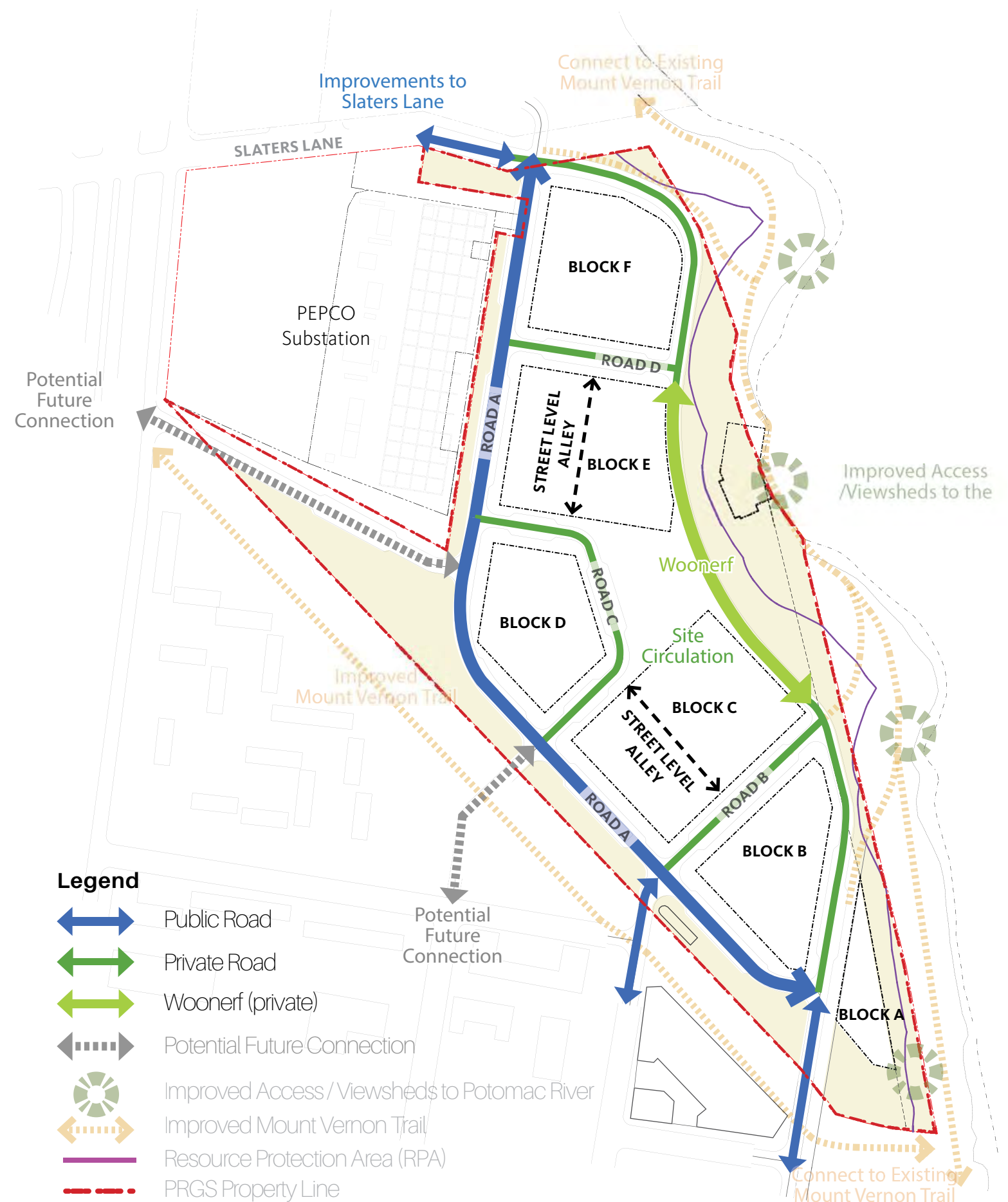
INTEGRATE THE SITE

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.



CONNECT PEOPLE TO THE WATERFRONT

- 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’



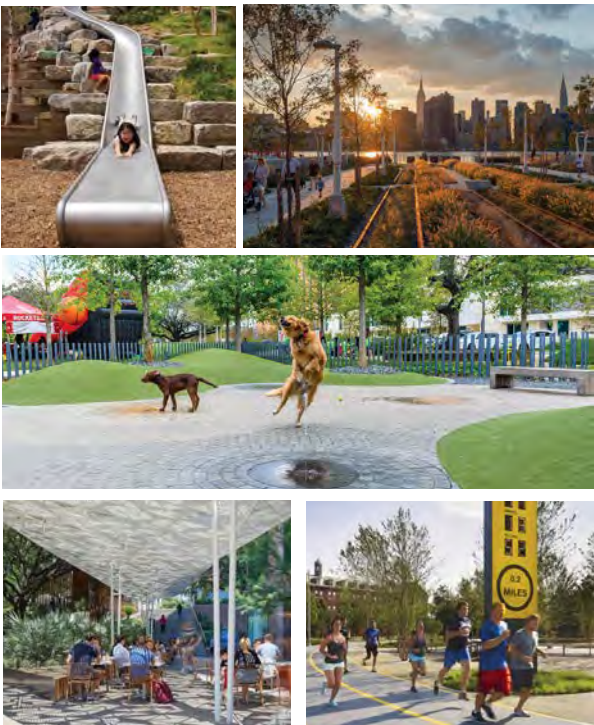
700’



PROVIDE MEANINGFUL OPEN SPACE

Open Space on PRGS Property: Approximately 5.52 acres
Open Space on Adjacent Property: Approximately 8.4 acres

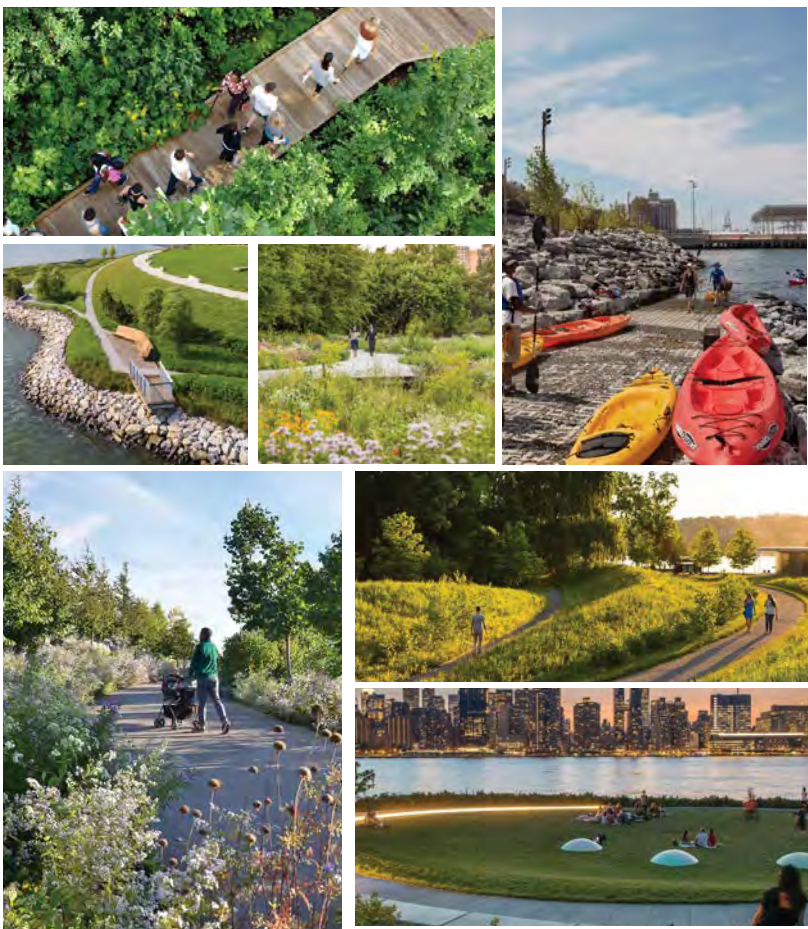
LINEAR PARK



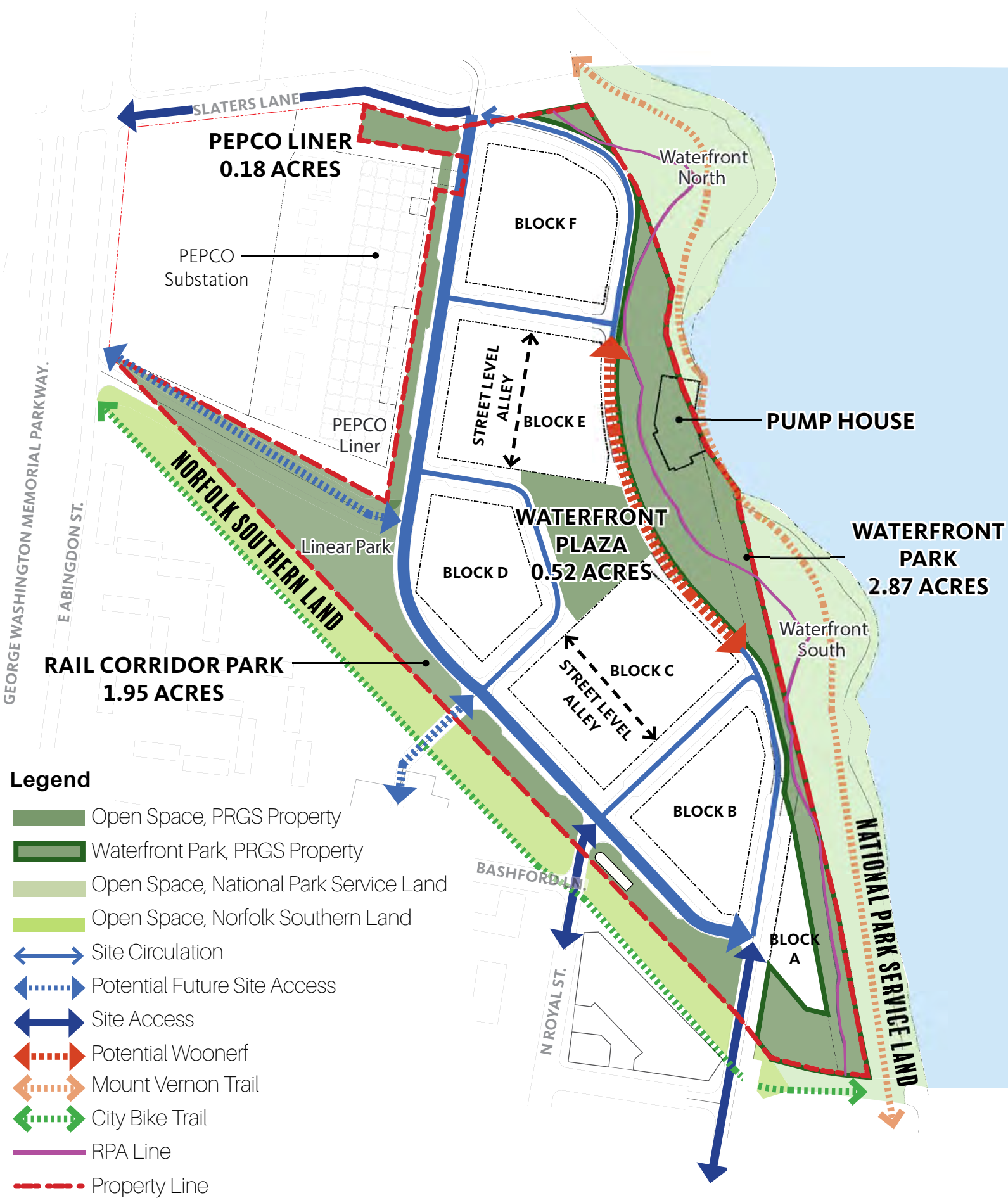
PEPCO LINER



WATERFRONT NORTH & SOUTH



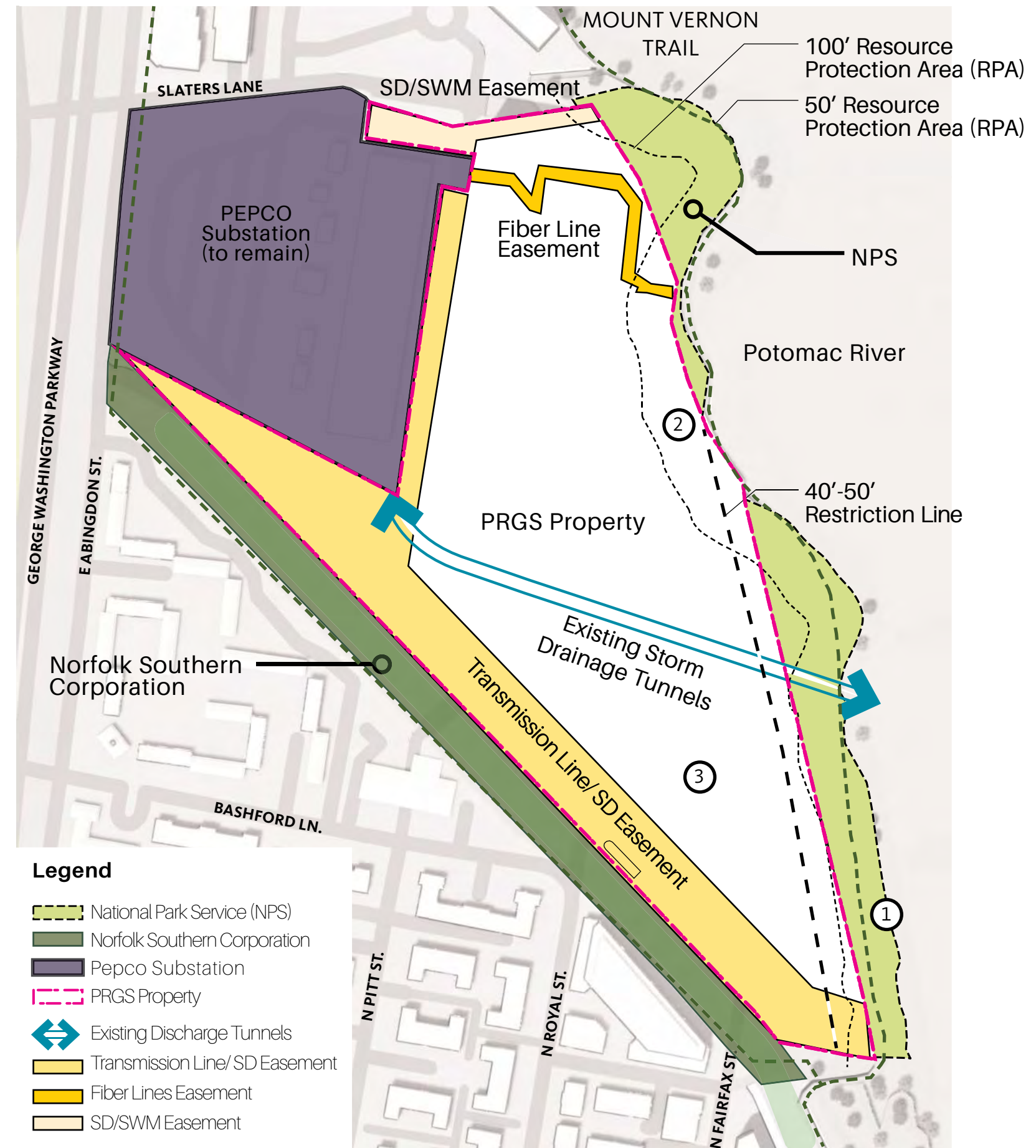
WATERFRONT PLAZA AREA



UTILITIES AND SITE CONSTRAINTS

Existing Easements & Setbacks

- There is existing utility infrastructure on site that includes:
 - Transmission line easements
 - Stormwater easements
 - Storm drainage tunnels
- These existing utility components impact the buildable area of the site
- PRGS will rely upon stormwater filtration and release and not municipal stormwater system
- Other utility providers will be brought in to supply
 - Power/electricity (Dominion Power)
 - Water
 - Domestic wastewater
 - Internet connectivity

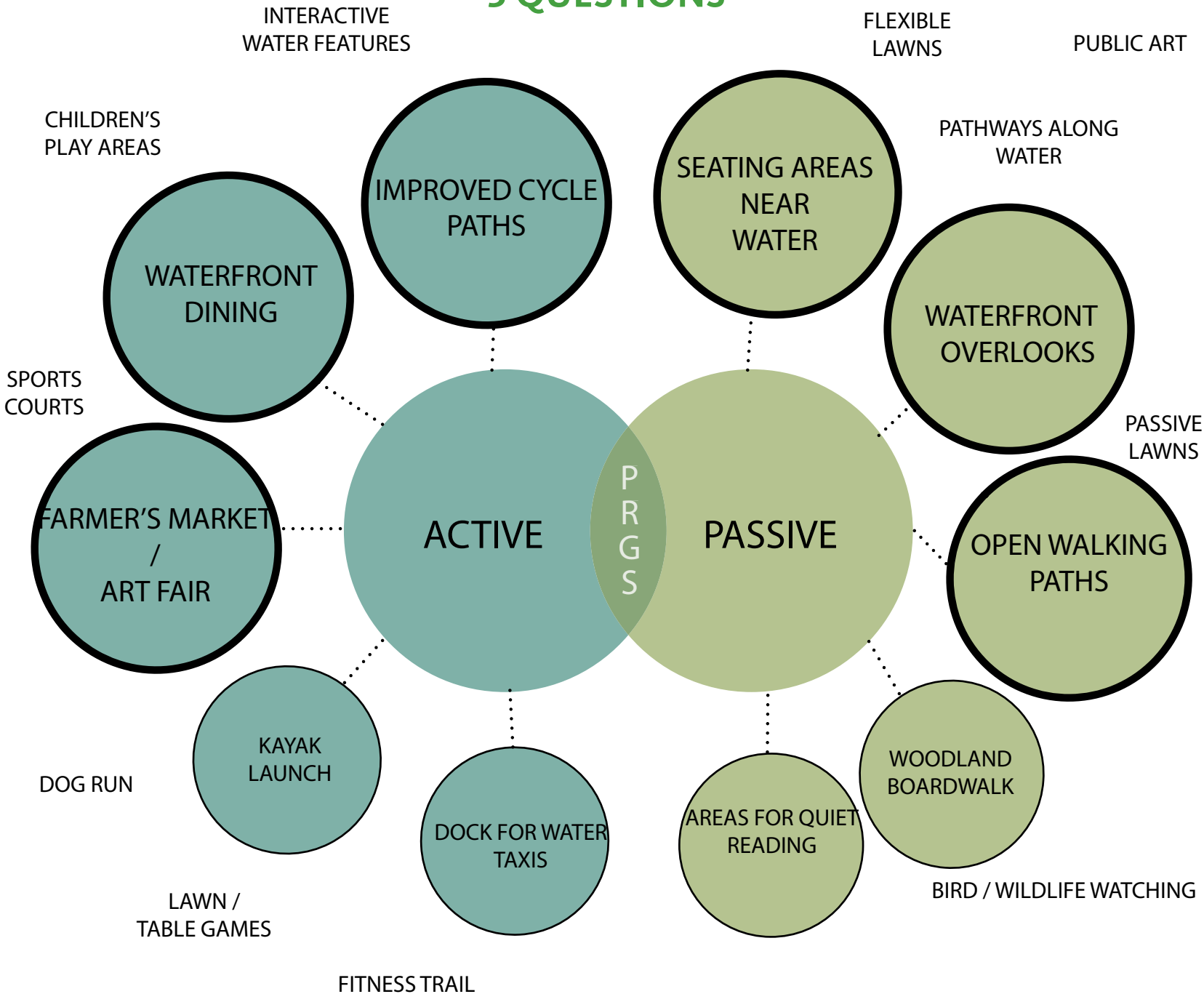


WHAT WE HEARD - OPEN SPACE

COMMUNITY INPUT INFORMED OPEN SPACE PLANNING AND PROGRAMMING

OPEN SPACE POLL RESULTS (NOVEMBER - DECEMBER 2021)

215 PARTICIPANTS
5 QUESTIONS



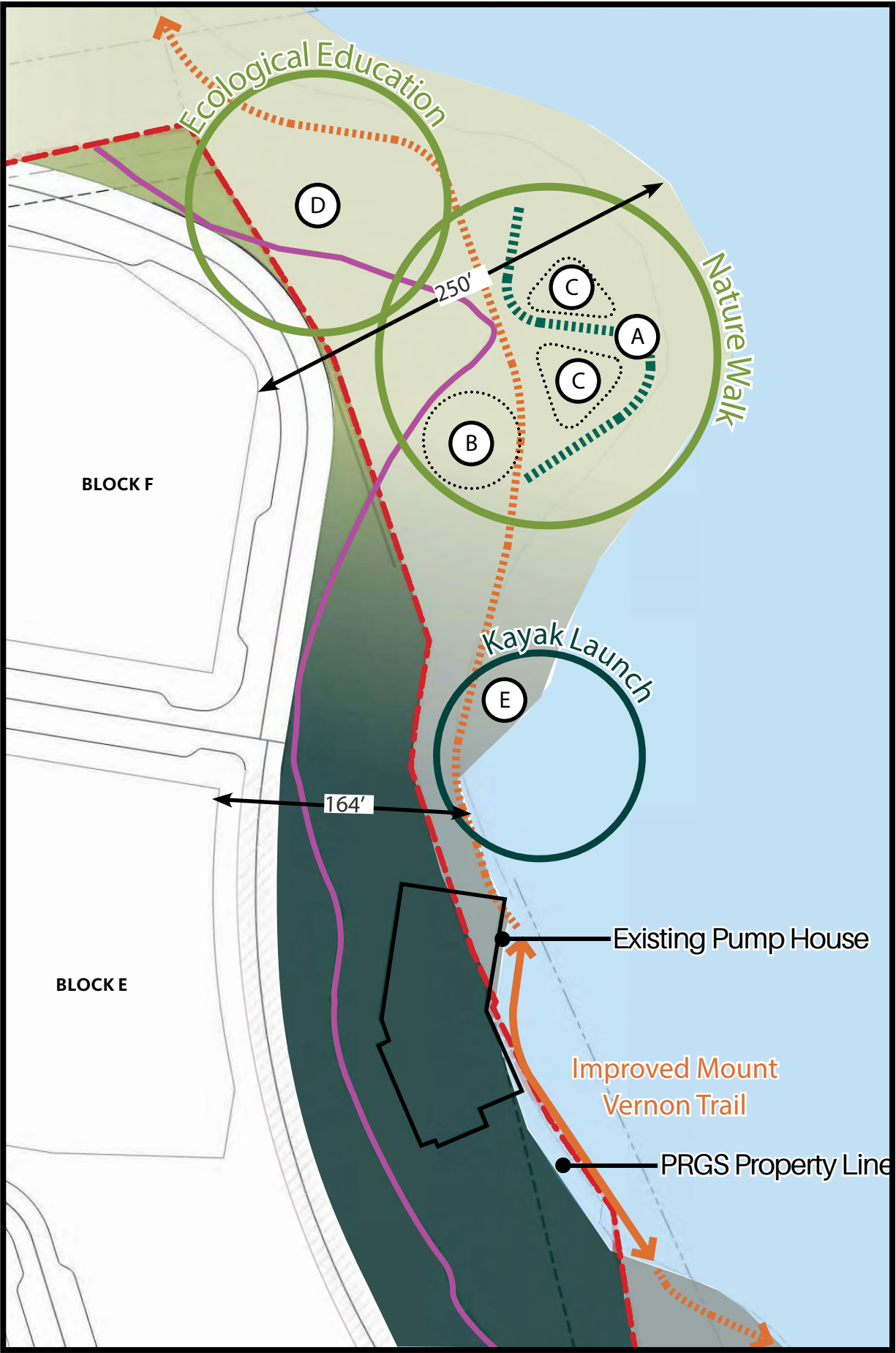
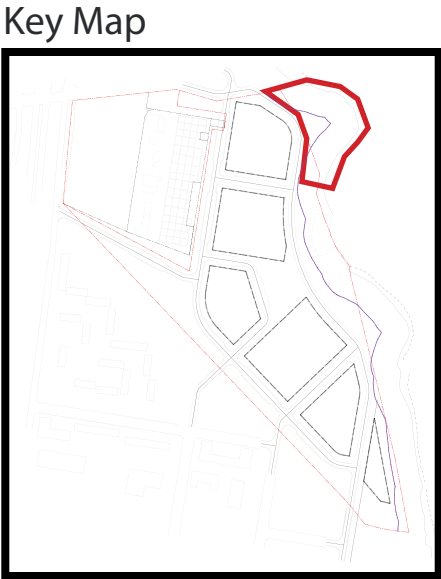
INTEGRATED OPEN SPACE NETWORK

Waterfront Zone A



- Legend

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

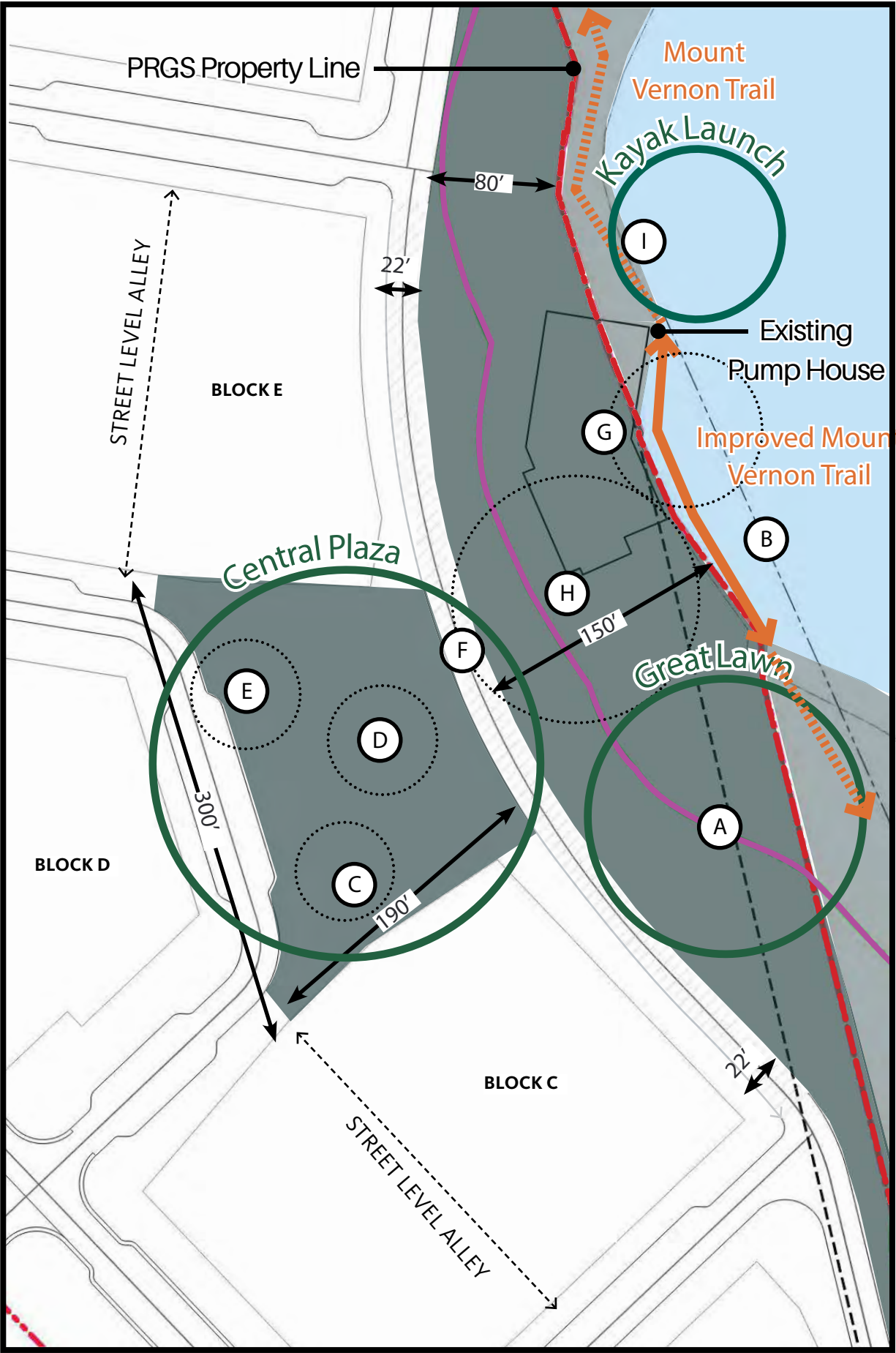


INTEGRATED OPEN SPACE NETWORK

Central Plaza & Waterfront Zone B

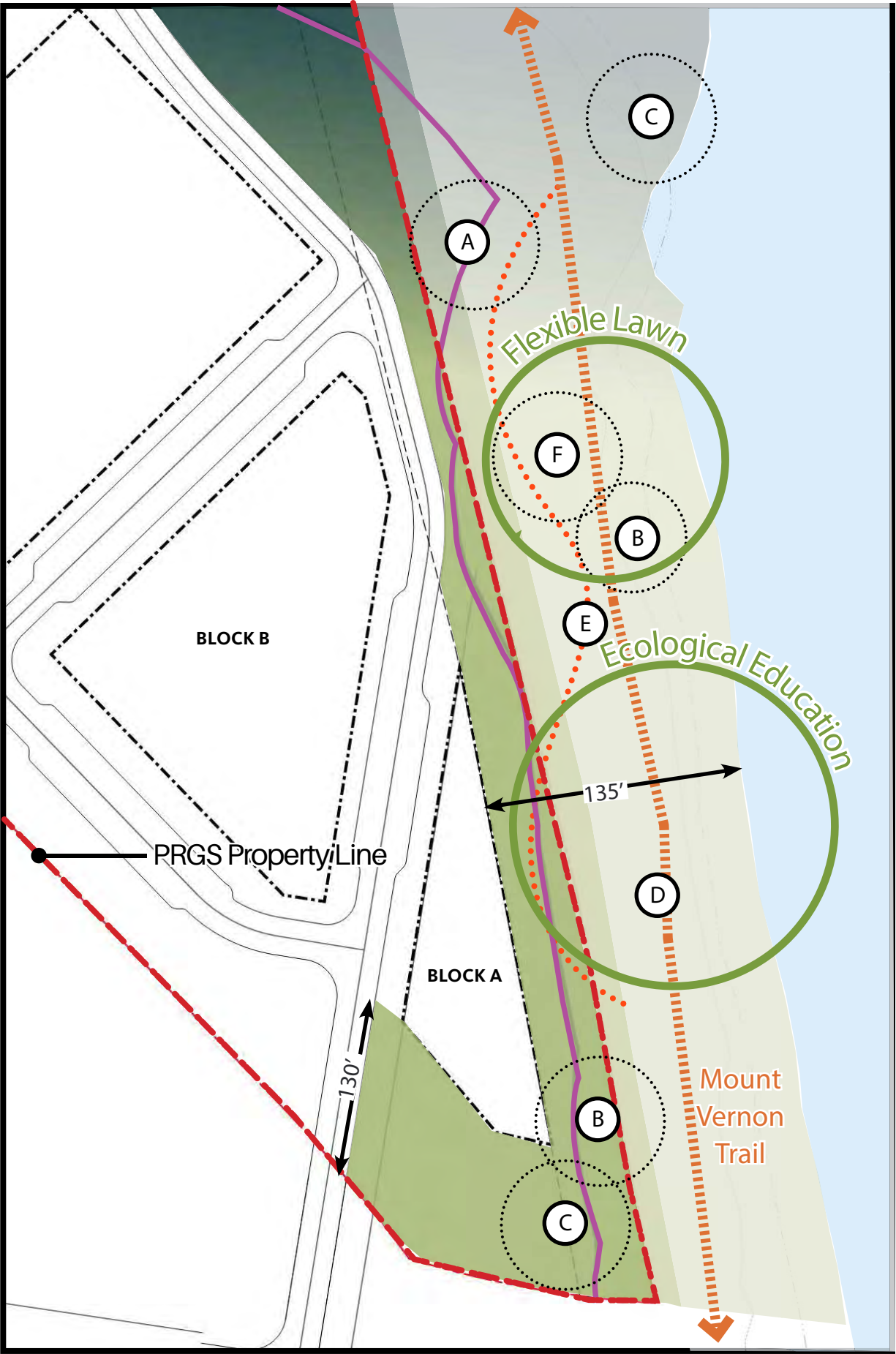
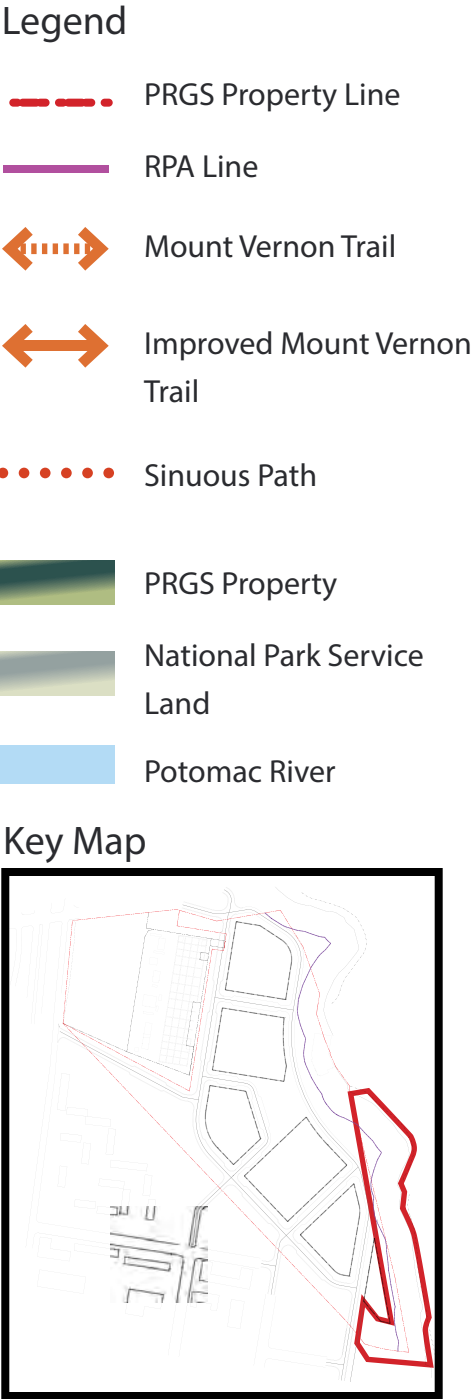


- Legend
- PRGS Property Line
 - RPA Line
 - Mount Vernon Trail
 - Improved Mount Vernon Trail
 - PRGS Property
 - National Park Service Land
 - Potomac River



INTEGRATED OPEN SPACE NETWORK

Waterfront Zone C

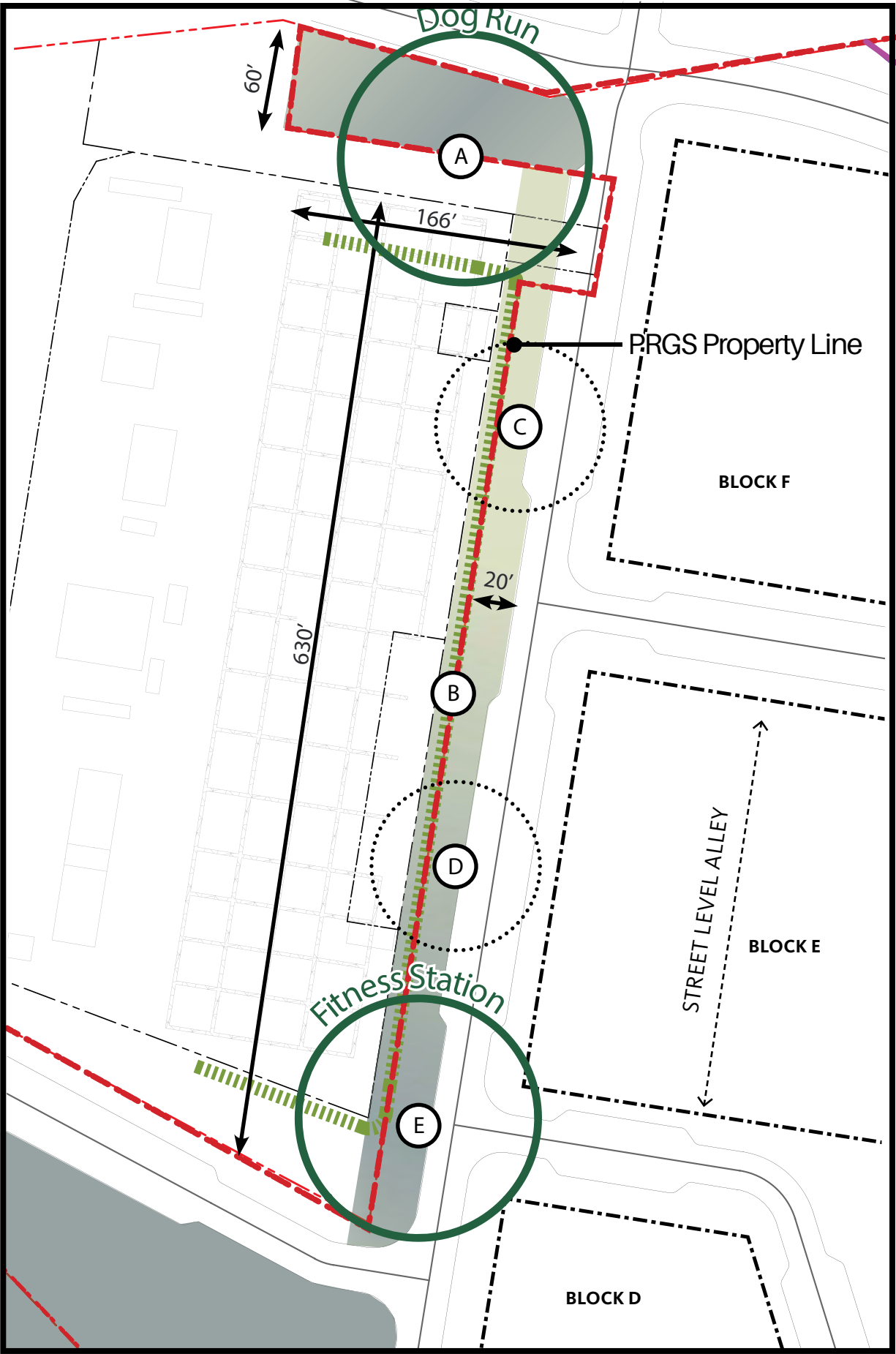
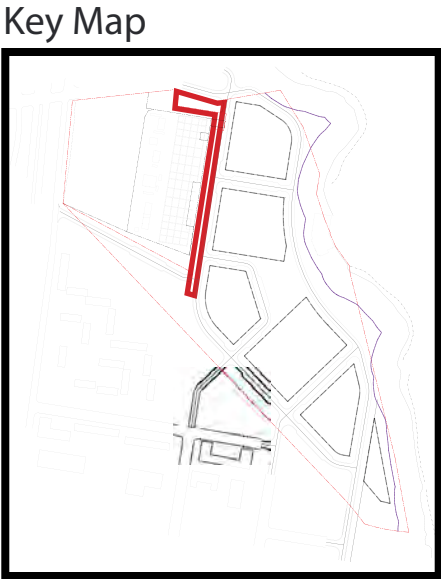


INTEGRATED OPEN SPACE NETWORK

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



AFFORDABLE HOUSING & ARTS

350,000 SF of potential bonus density

275,000 SF for Affordable Housing (**79% of total**)

75,000 SF for Arts and Cultural Anchors & Tenants (**21% of total**)

8-16% AFFORDABLE HOUSING

+/- 160 UNITS of
Affordable Housing

- **\$8 - \$11 Million** in voluntary affordable housing contribution
- **175,000 SF** of bonus density used to create approximately **58-65 on-site units at 60% AMI** (Estimated cost \$40 Million)
- **100,000 SF** of bonus density used by potential **Public-Private Partnership** leveraging voluntary contribution with tax credits and/or City funds to create approx. **100+ on-site units at 40-60% AMI** (Estimated cost of affordable units: \$60 million)



15,000 SF of Subsidized Arts & Cultural Space

- The **Old Town North Arts District** has been extended into the PRGS site.
- This will include planning for arts uses and potentially repurposing existing site artifacts for new, creative uses.

ARTS USES