INFRASTRUCTURE DSP CONCEPT 1 PLAN PRGS REDEVELOPMENT

ALEXANDRIA, VIRGINIA

VICINITY MAP
SCALE 1"= 350'



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A304-2 INFRASTRUCTURE CONDITIONS

COMPREHENSIVE OPEN SPACE PLAN

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	AND SIGNATURE	07/08/2022	CONCEPT 1 SUBMISSION	
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	JOHN L. HÈĹMS ► Lic. No.52485			
	07/08/2022			
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- 1				

APPLICANT

HRP

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LANDSCAPE ARCHITECT

ARCHITECT

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2020 K STREET NW

WASHINGTON, D.C. 20006

TRAFFIC ENGINEER

GOROVE SLADE 225 REINEKERS LANE

SUITE 750 ALEXANDRIA, VIRGINIA 22314

ATTORNEY

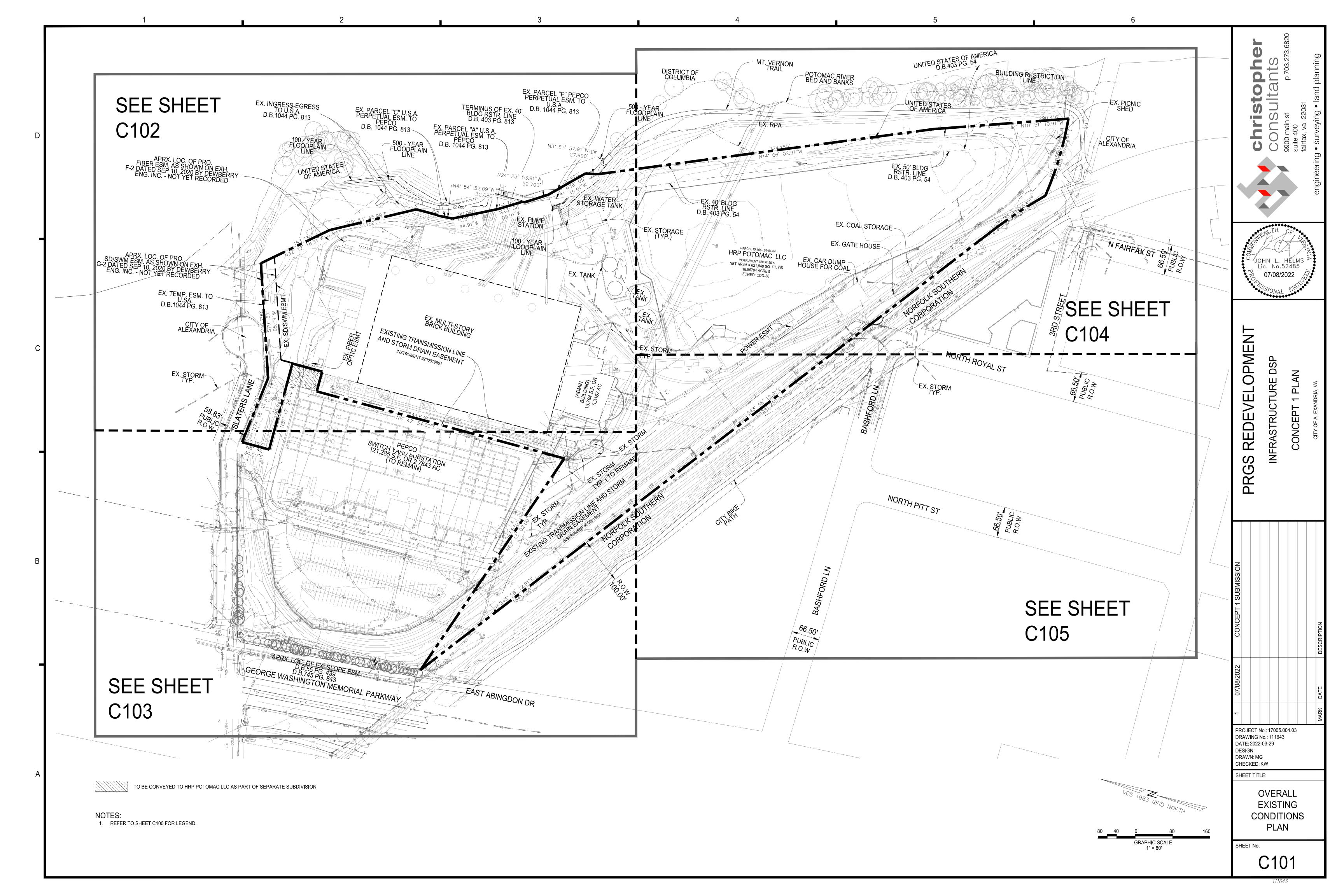
WIRE GILL 700 N FAIRFAX ST Suite 600 ALEXANDRIA, VA 22314 SUSTAINABILITY CONSULTANT

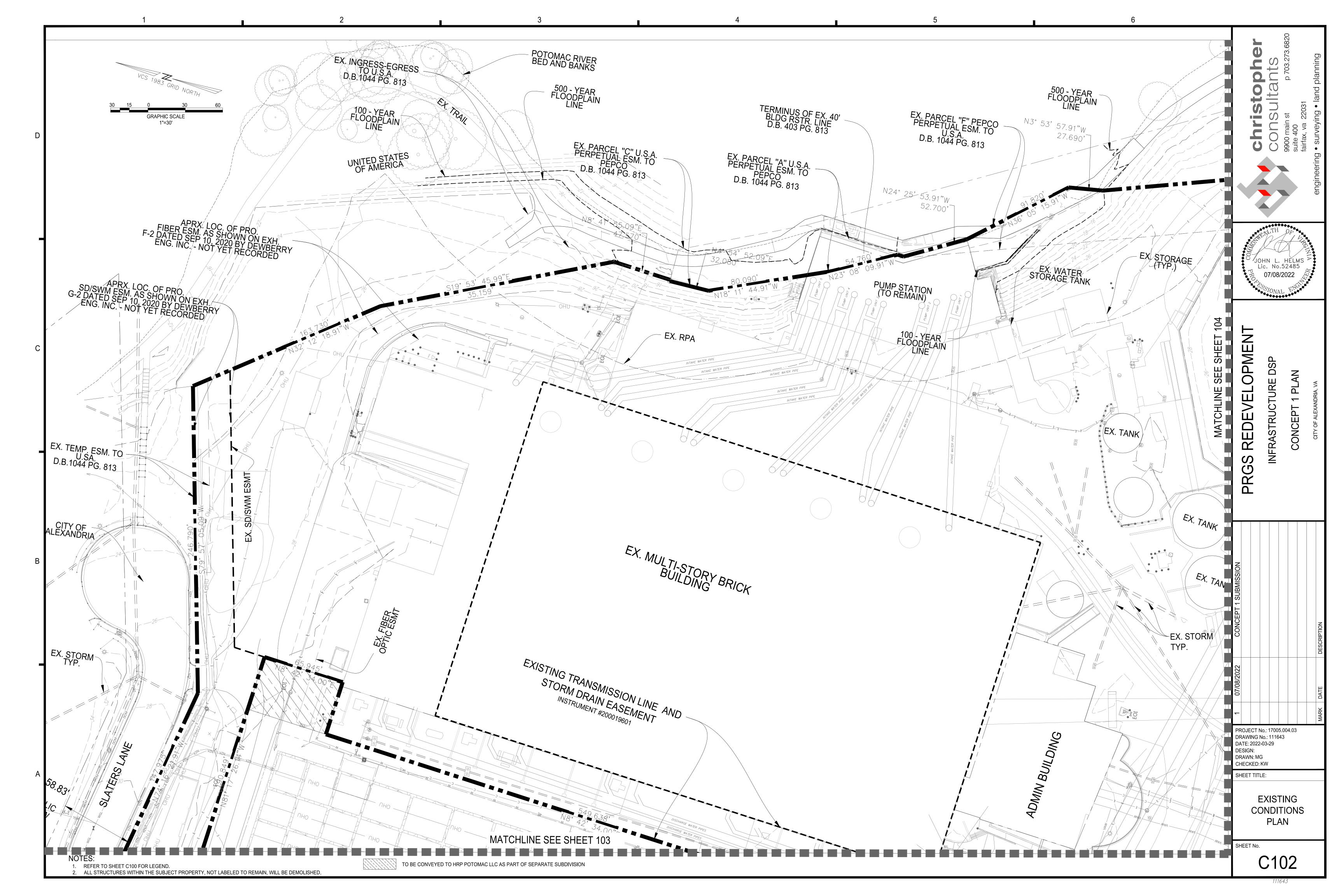
SUSTAINABLE BUILDING PARTNERS

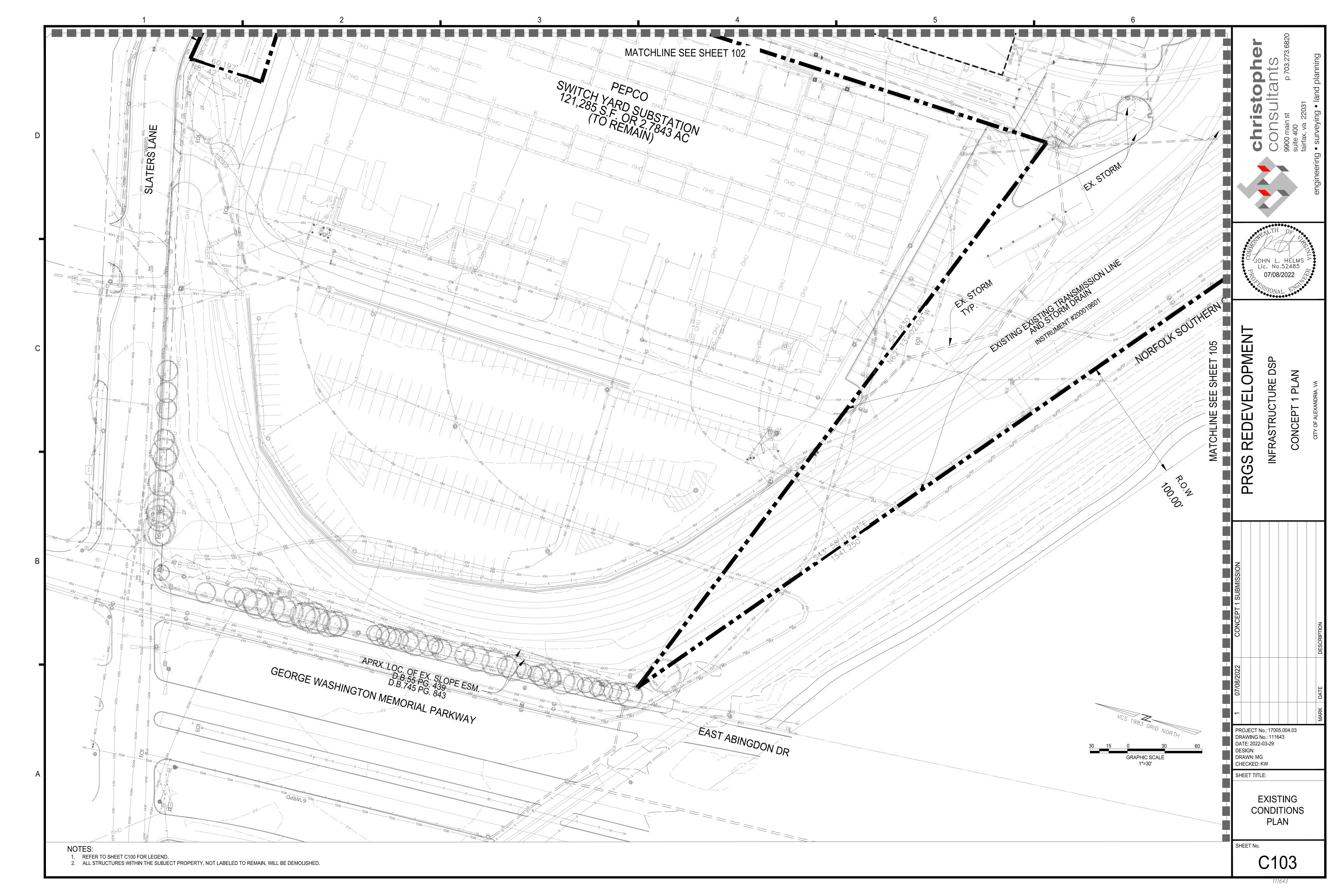
2701 PROSPERITY AVENUE SUITE 100 FAIRFAX, VIRGINIA 22031

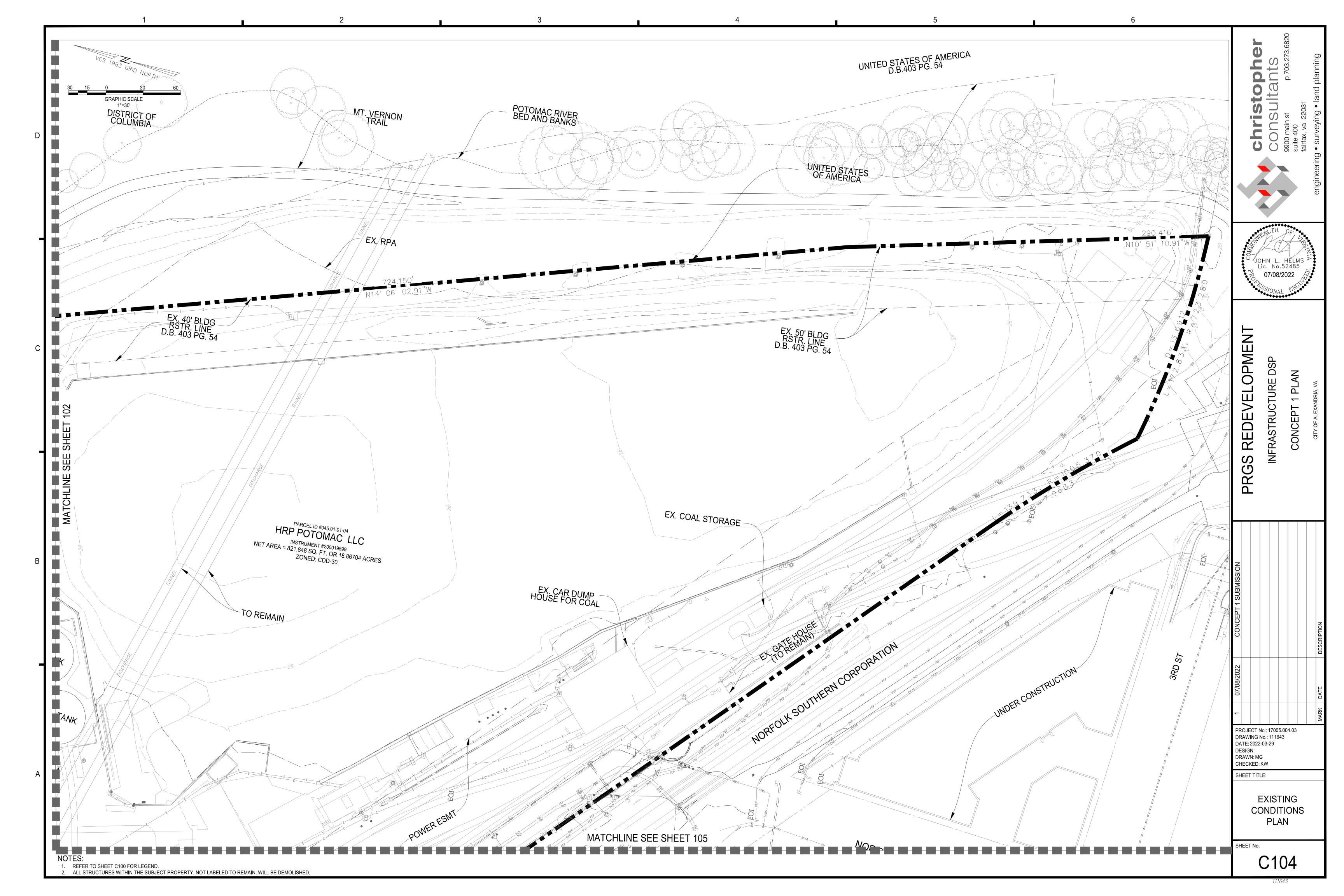
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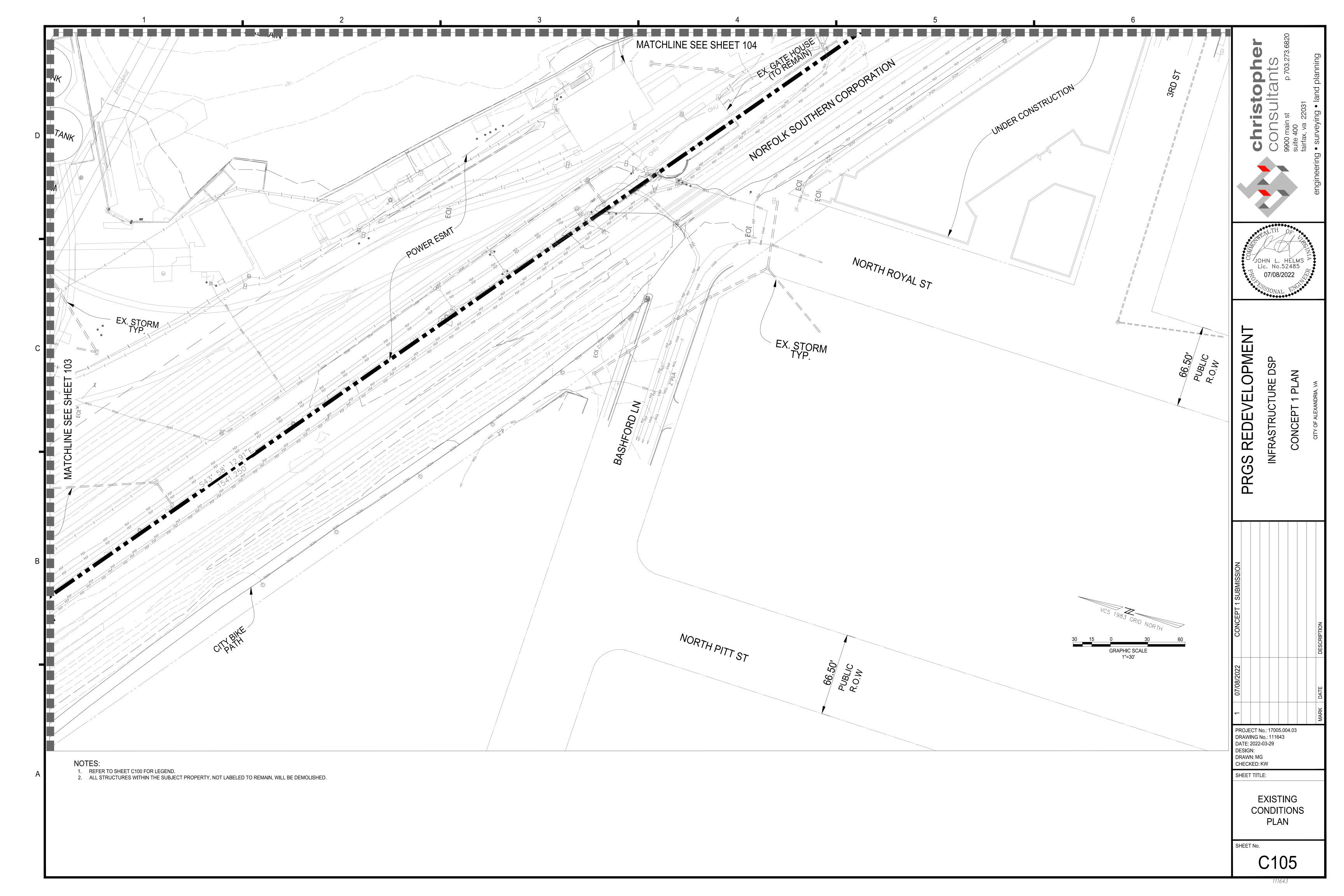
LEGEND **ZONING TABULATIONS** :PROP. PARKING SPACES 045.01-01-04 (1300 N ROYAL ST.) SITE ADDRESSES & TAX MAP NUMBERS: :PROP. RIGHT-OF-WAY **EXISTING ZONE:** CDD-30 :PROP. ROAD CENTERLINE SMALL AREA PLAN DISTRICT: OLD TOWN NORTH :PROP. BUILDING 821,848 S.F. OR 18.86704 AC. (AFTER SUBDIVISION) EXISTING SITE AREA: :PROP. CURBLESS CURB _____ **EXISTING USE:** FORMER POTOMAC RIVER GENERATING STATION PROPOSED USE: RETAIL, OFFICE, HOTEL, ARTS AND MULTIFAMILY 821,848 S.F. OR 18.86704 AC. PROPOSED :PROP. EDGE OF PAVEMENT SITE AREA: 821,848 S.F. OR 18.86704 AC. (AFTER SUBDIVISION) APPROXIMATE TOTAL :EX. PROPERTY LINE AREA DISTURBED: : EX. CONTOUR : EX. TREE LINE OPEN SPACE PROVIDED: +/- 5.77 AC. OR 251,341 SF (REFER TO SHEET A3 FOR LOCATION OF OPEN SPACE) (GROUND LEVEL) ___ x ___ x ___ x ___ : EX. FENCE PROJECT NARRATIVE: ---- 🌣 ∶EX. LIGHT THE APPLICANT IS SEEKING TO IMPLEMENT THE OLD TOWN NORTH SMALL AREA PLAN'S GENERAL GUIDELINES FOR THE FORMER POTOMAC RIVER GENERATING STATION SITE BY CREATING A MIXED-USE PROJECT THAT EXTENDS THE STREETS OF OLD TOWN NORTH INTO THE SITE ———е————— : EX. ELECTRIC AND CONNECTS THE PROPERTY TO THE GREATER OLD TOWN NORTH NEIGHBORHOOD, MAKING USE OF THE UNIQUE CHARACTER OF THE PROPERTY, INCLUDING MAXIMIZING THE VIEWS OF THE POTOMAC RIVER, AND CREATING A SENSE OF PLACE THAT WAS ENVISIONED IN THE — — — — — — : EX. WATERLINE OLD TOWN NORTH SMALL AREA PLAN, WITH SUFFICIENT FLEXIBILITY TO ENSURE THE FINANCIAL VIABILITY OF THE PROJECT. THIS DSP IS FOR THE MAJOR ROADS AND INFRASTRUCTURE NEEDED TO SUPPORT THE DEVELOPMENT DESIRED FOR THIS SITE. == == == : EX. STORM SEWER — T — T — : EX. TELECOM NOTE:
TO THE BEST OF OUR KNOWLEDGE CONTAMINATED SOIL MAY BE ON SITE. REFER TO SHEET C302 FOR MORE INFORMATION. Lic. No.52485 -- -- : EX. SANITARY SEWER : EX. STORM MANHOLE : EX. SANITARY MANHOLE OPMEN-TREE LEGEND DECIDUOUS TREE REDEVEL CONIFEROUS TREE S PRG PROJECT No.: 17005.004.03 DRAWING No.: 111643 DATE: 2022-03-29 DESIGN: JH DRAWN: MG CHECKED: KW SHEET TITLE: **NOTES AND TABULATIONS** SHEET No. C100

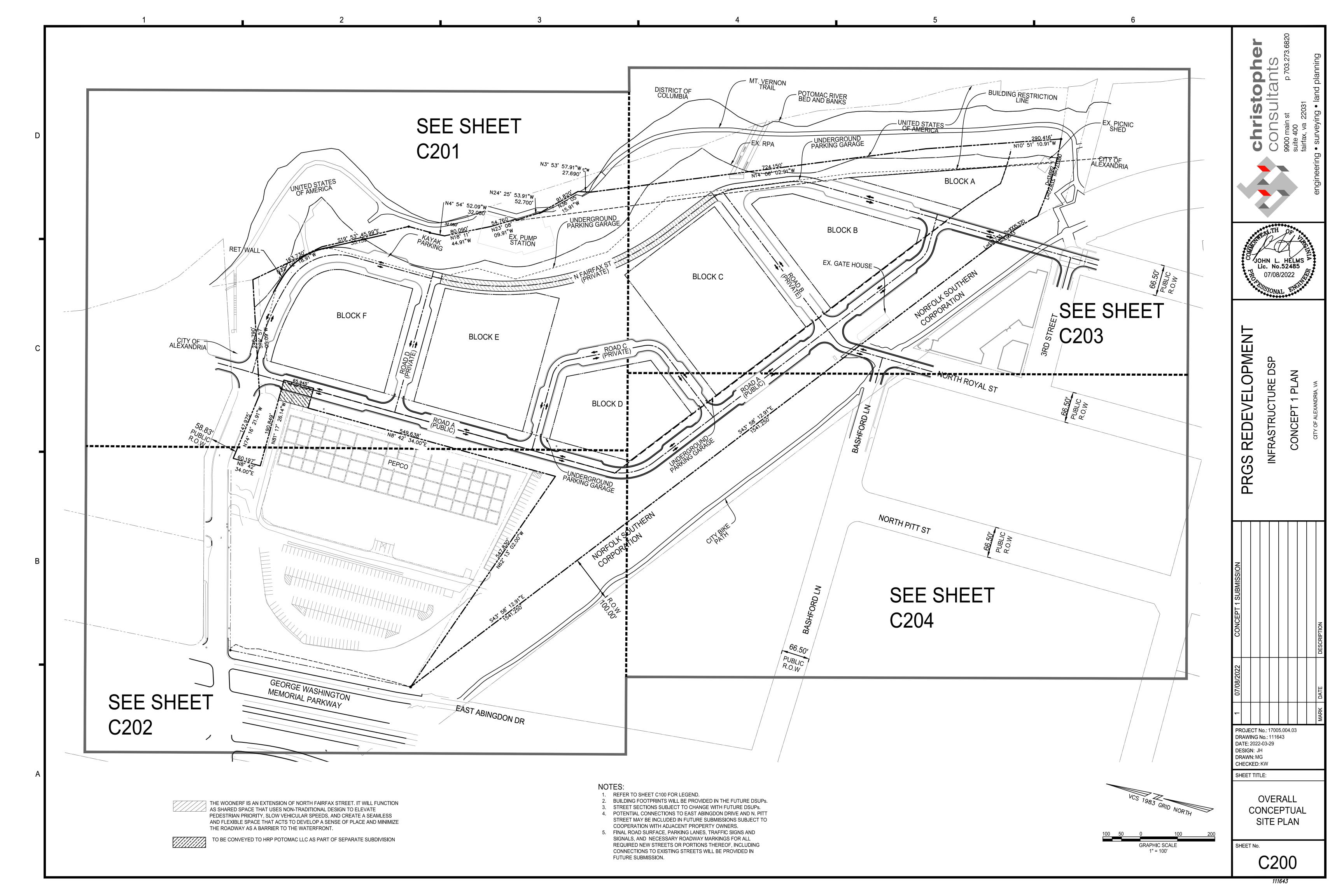


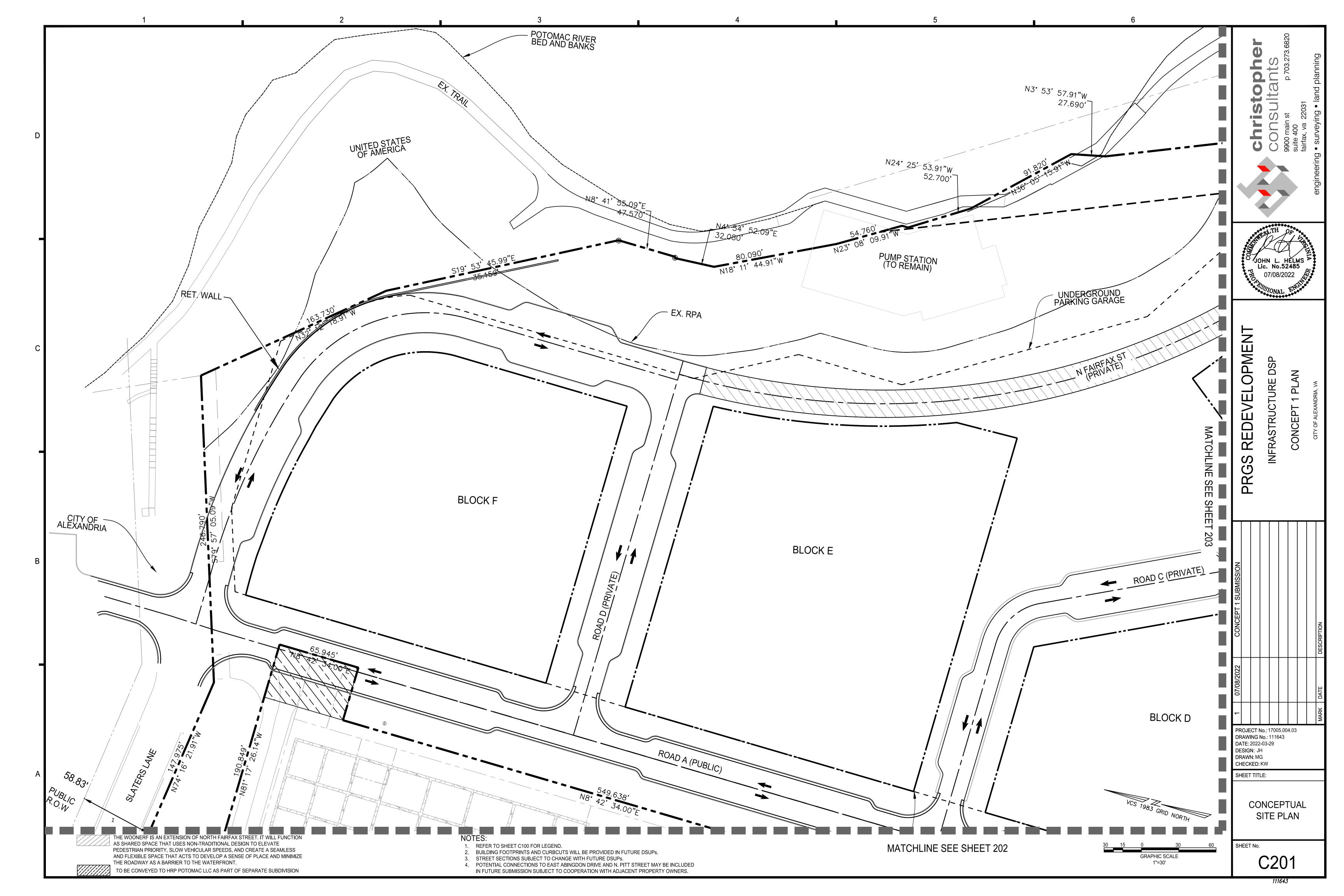


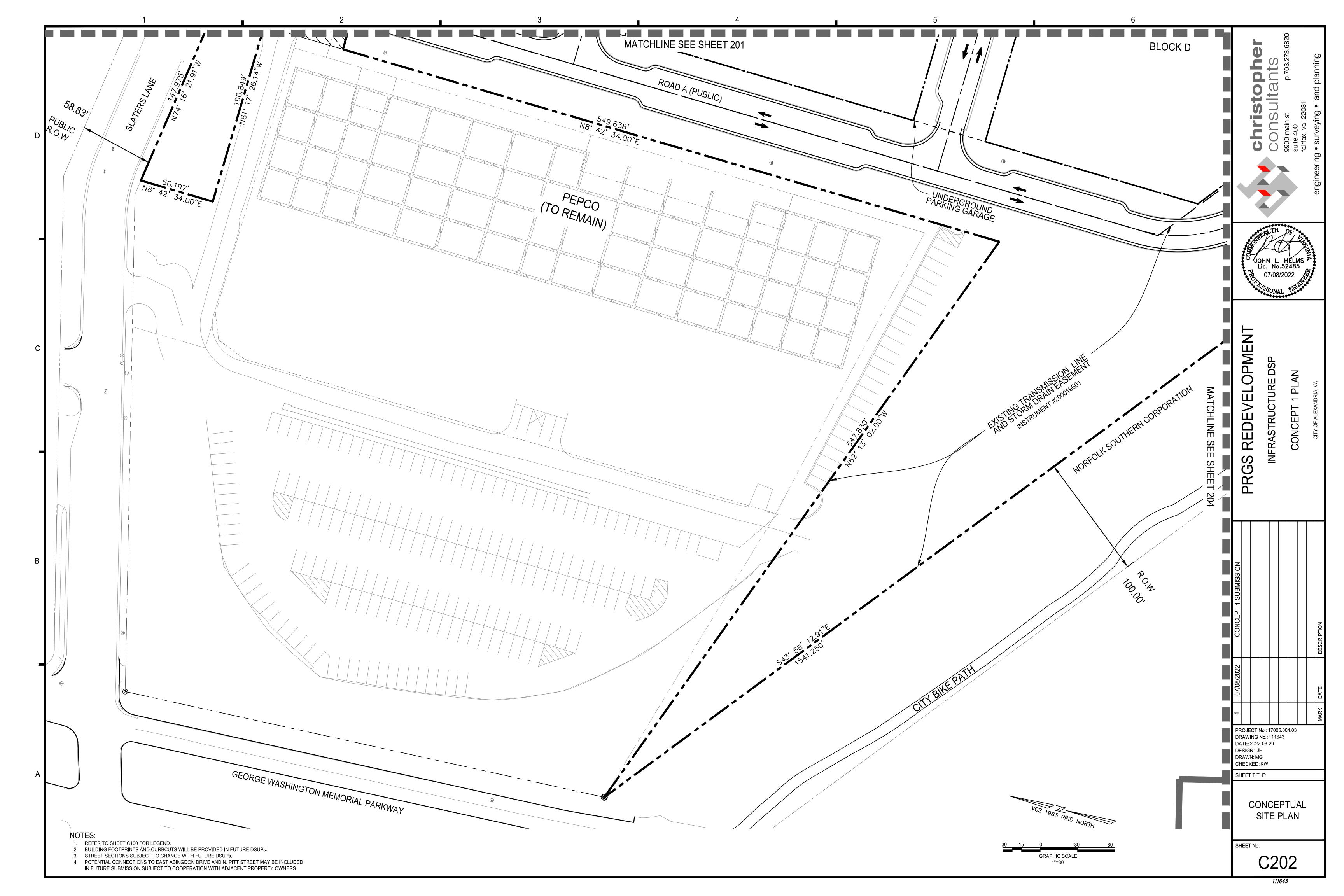


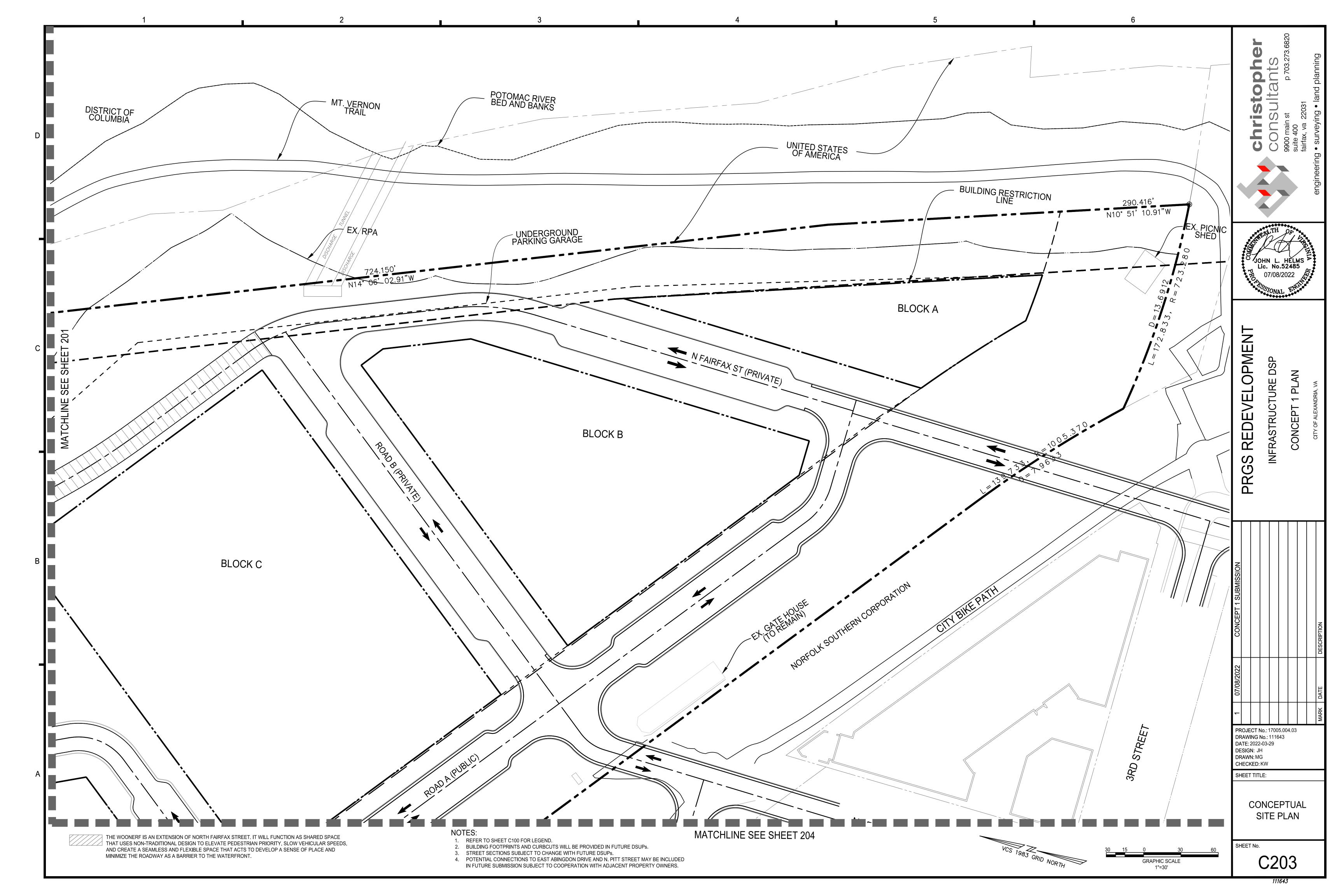


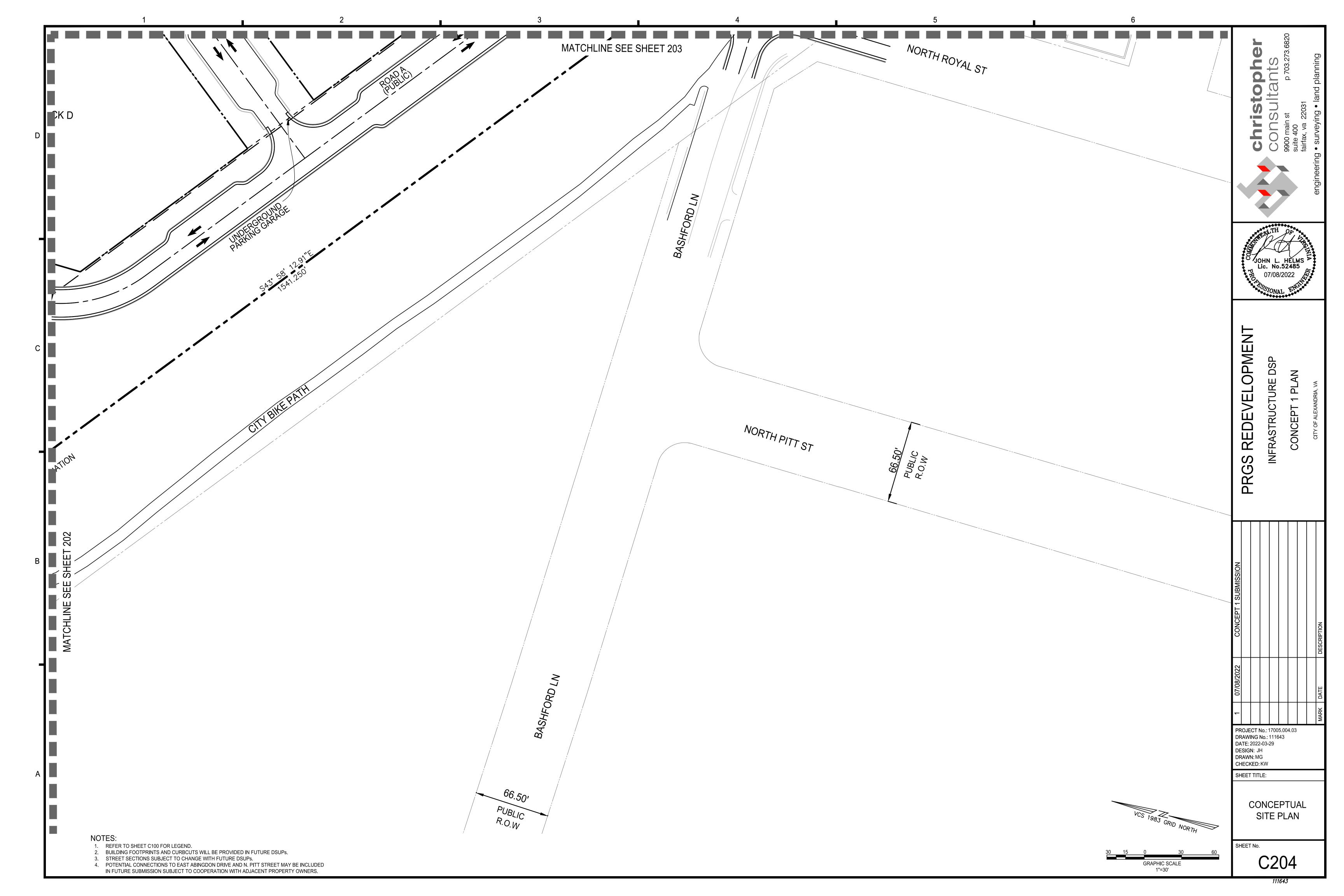


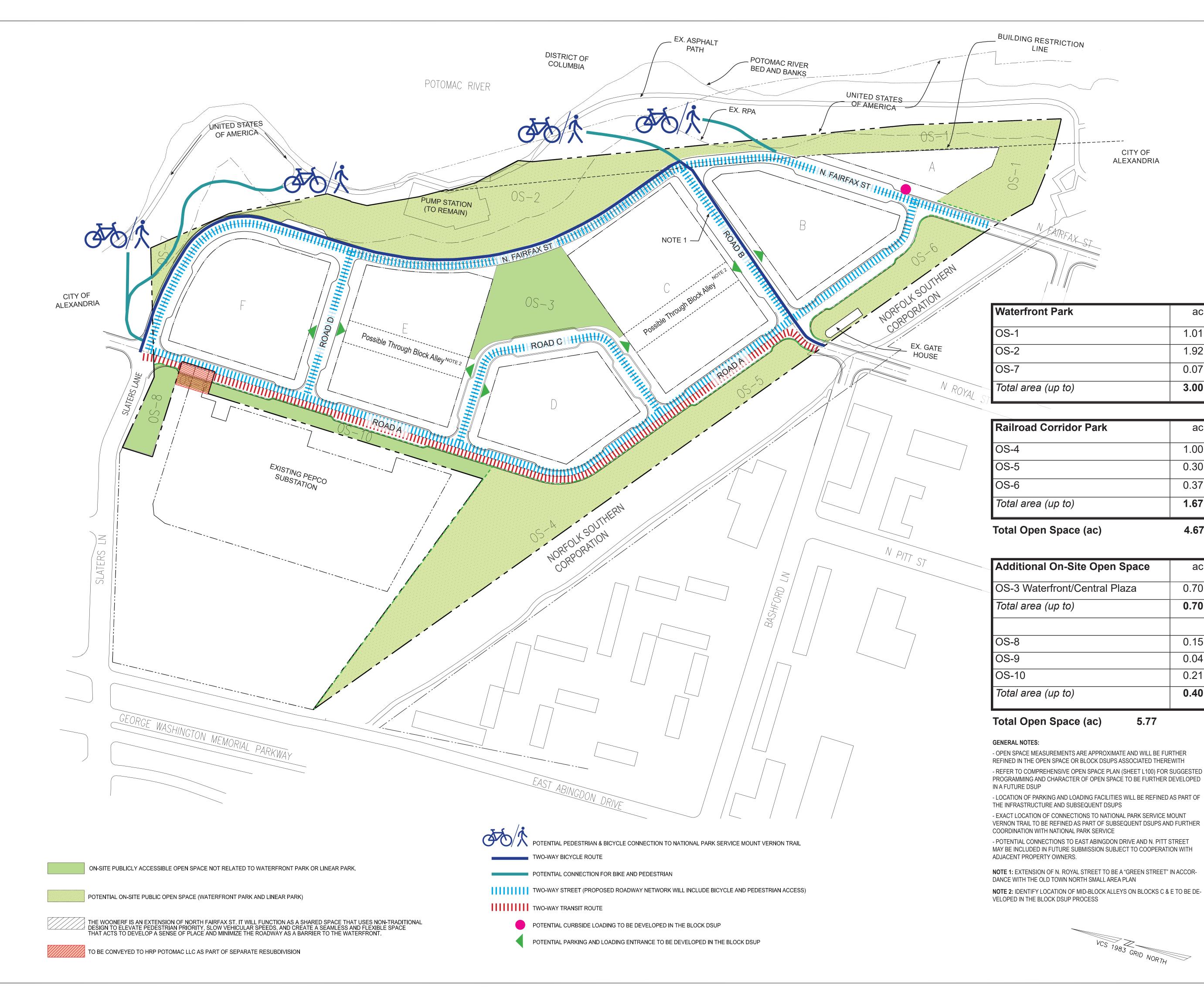












PRGS Redevelopment

Infrastructure DSP Concept I Plan



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

CITY OF ALEXANDRIA

Gensler

2020 K Street, Northwest Suite 200 Washington, DC 20006 Tel 202.721.5200 Fax 202.872.5857

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Date	Description
7-8-2022	Concept I Submission

Seal / Signature



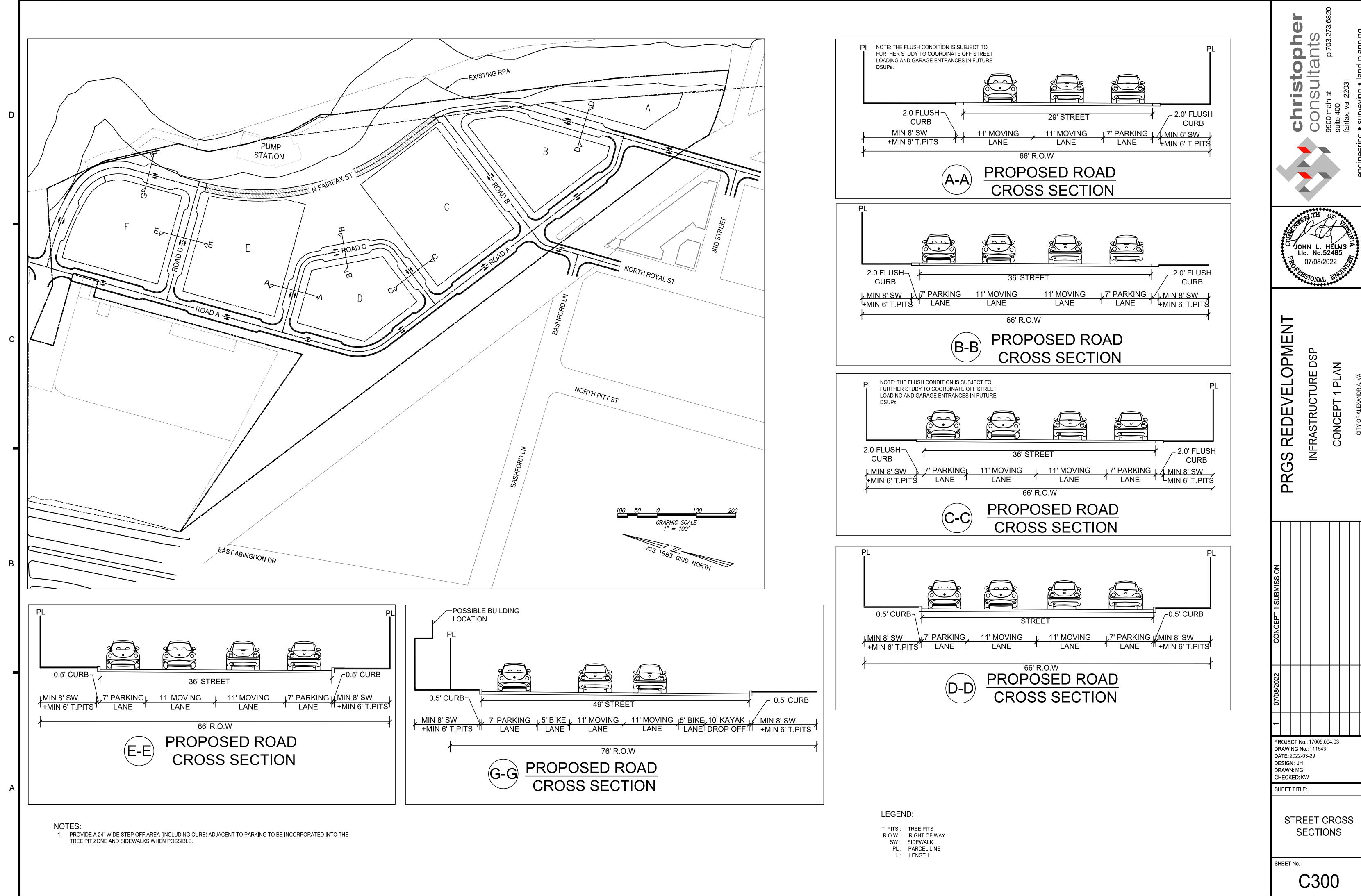
Project Name PRGS Redevelopment

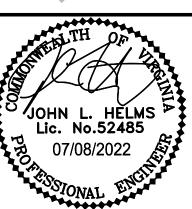
Project Number 09.9145.000

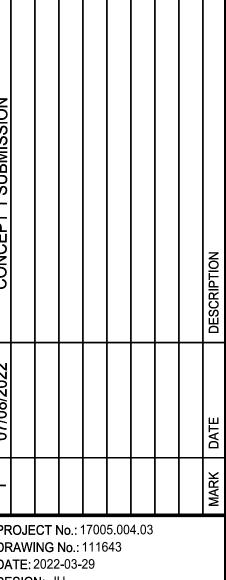
Scale See Drawings

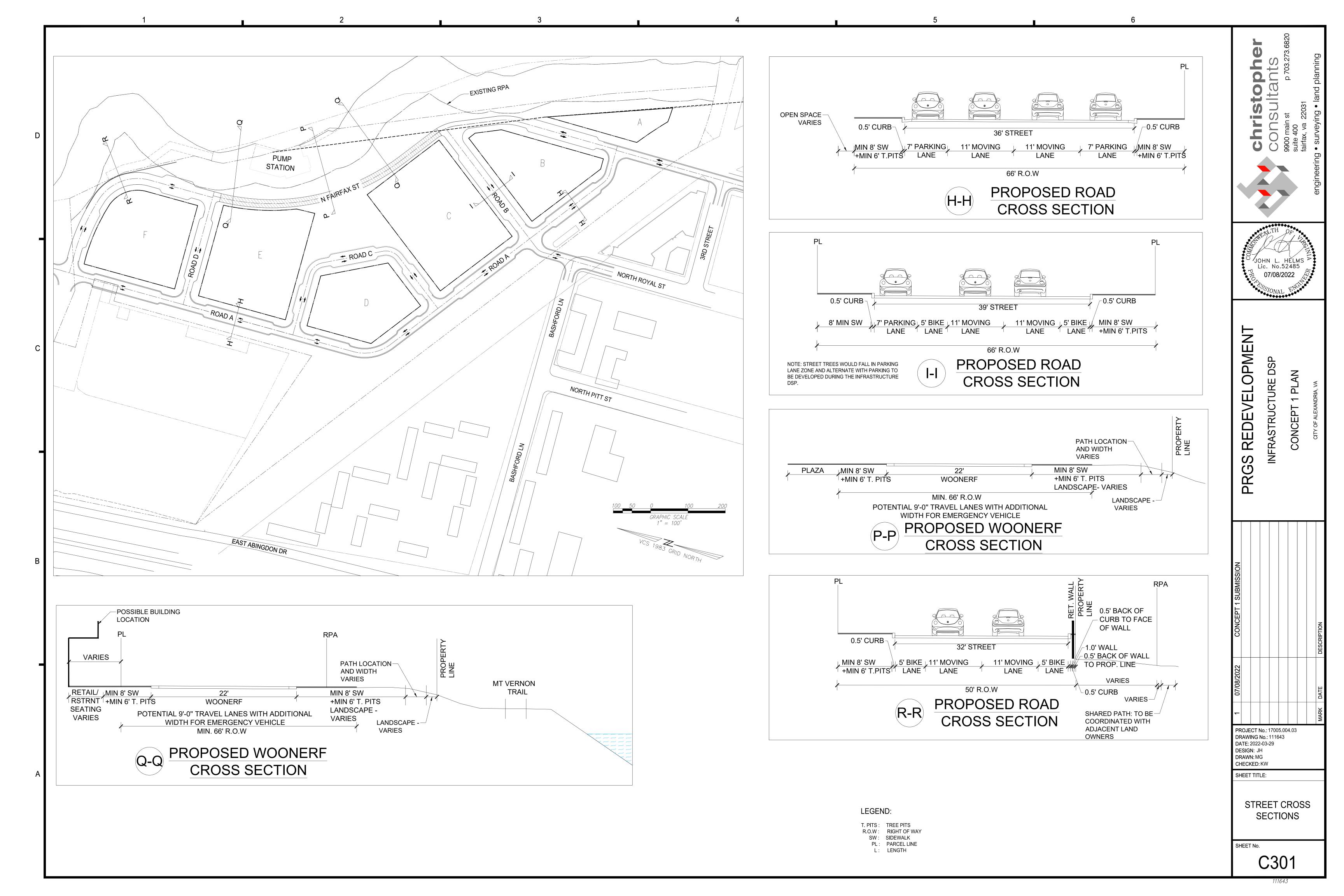
Description OPEN SPACE & CIRCULATION PLAN

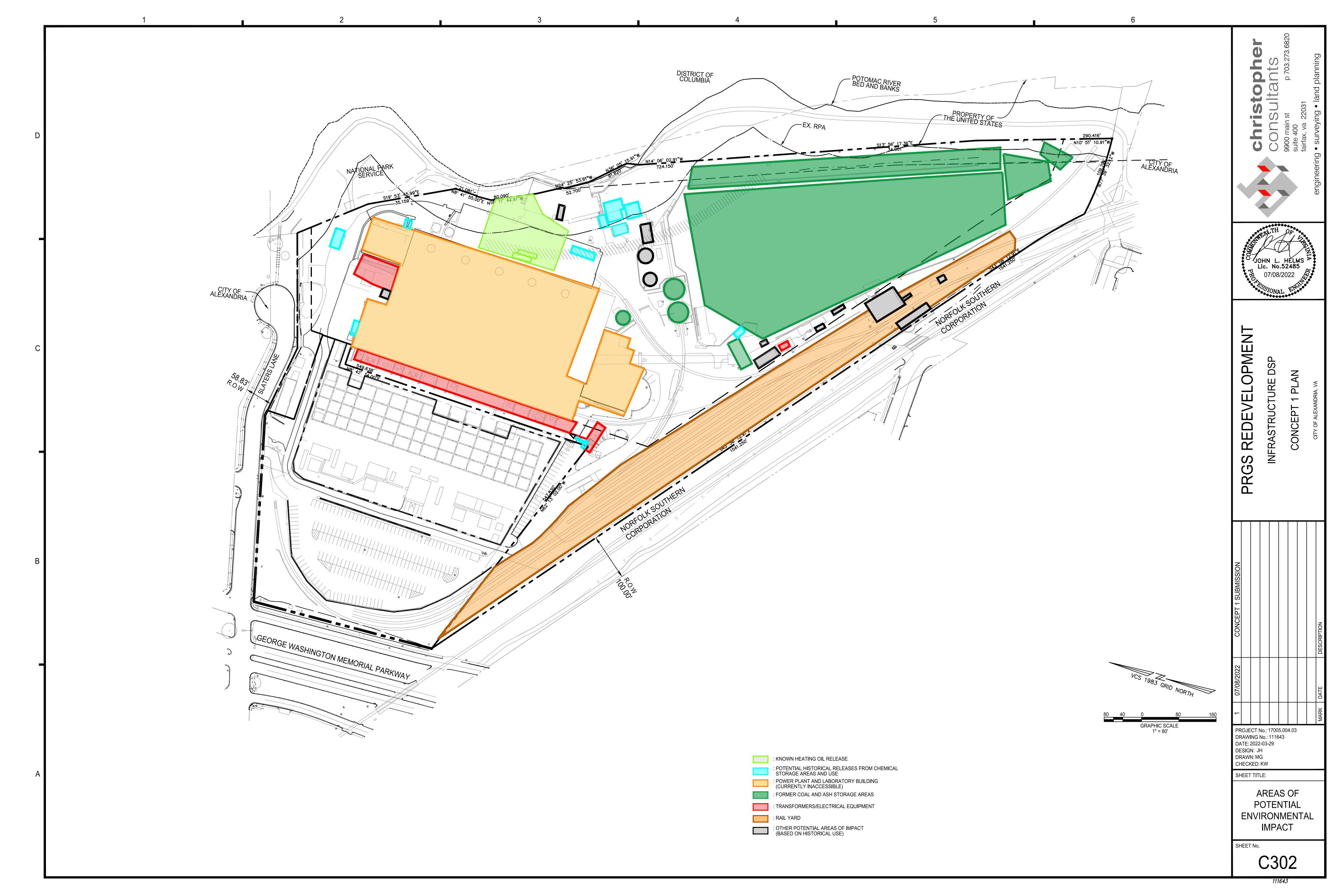
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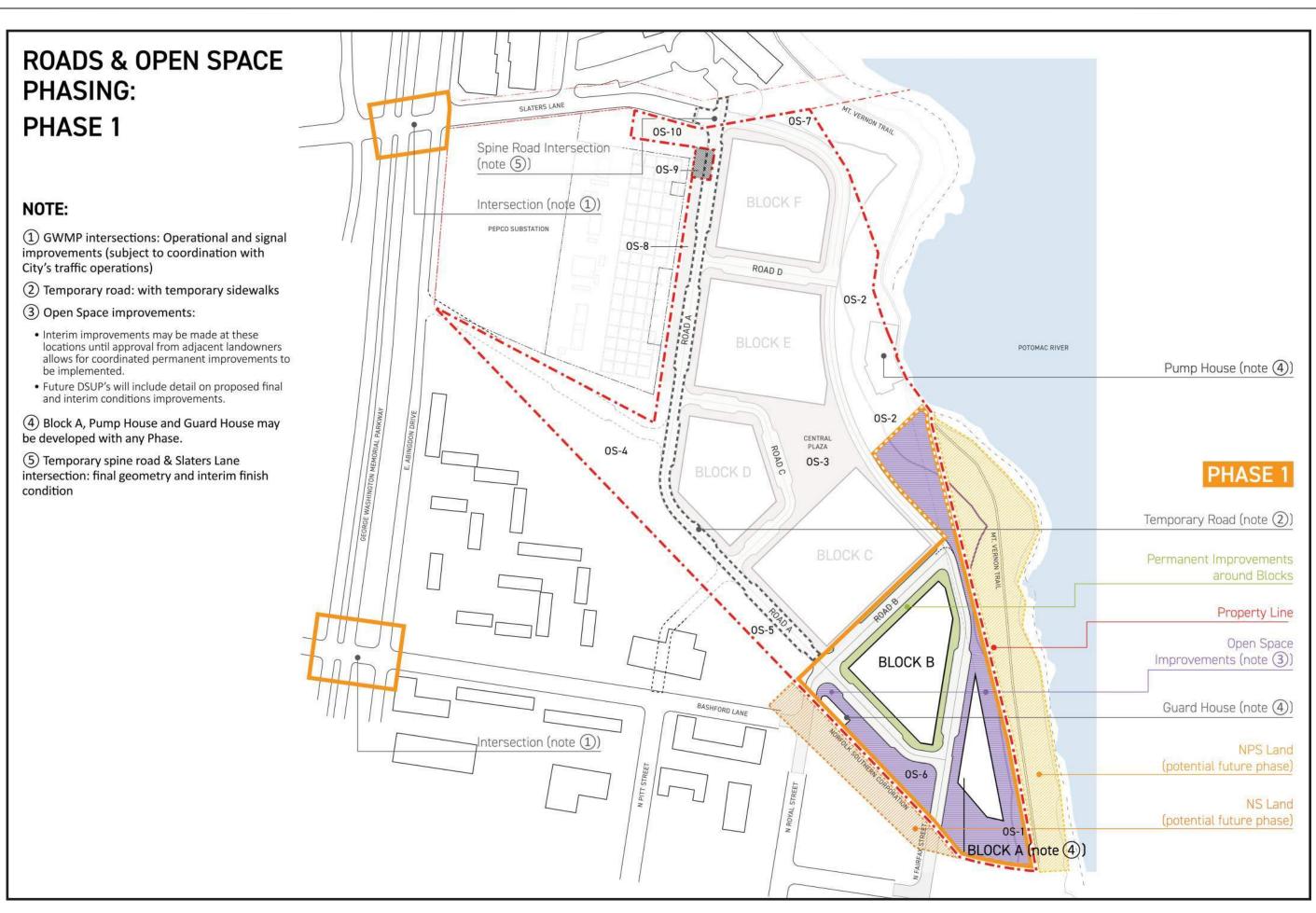








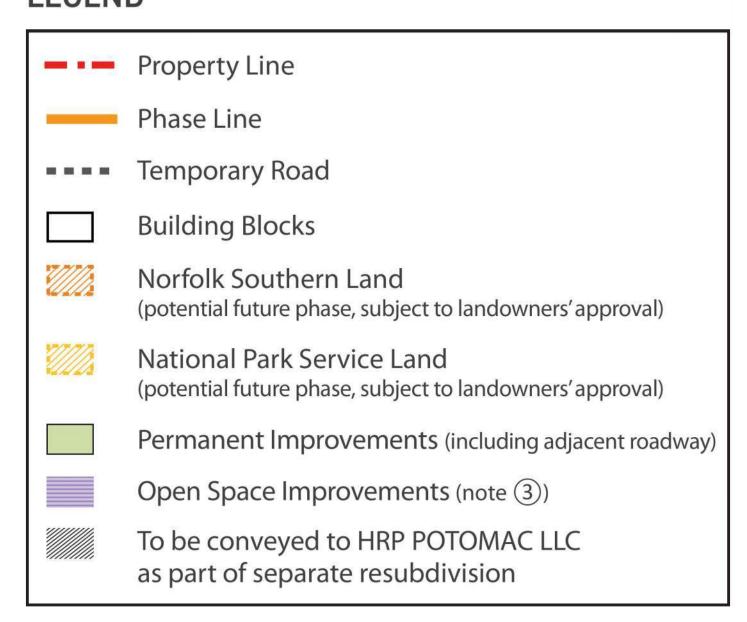




1 ROAD & OPEN SPACE PHASING PLAN: PHASE 1

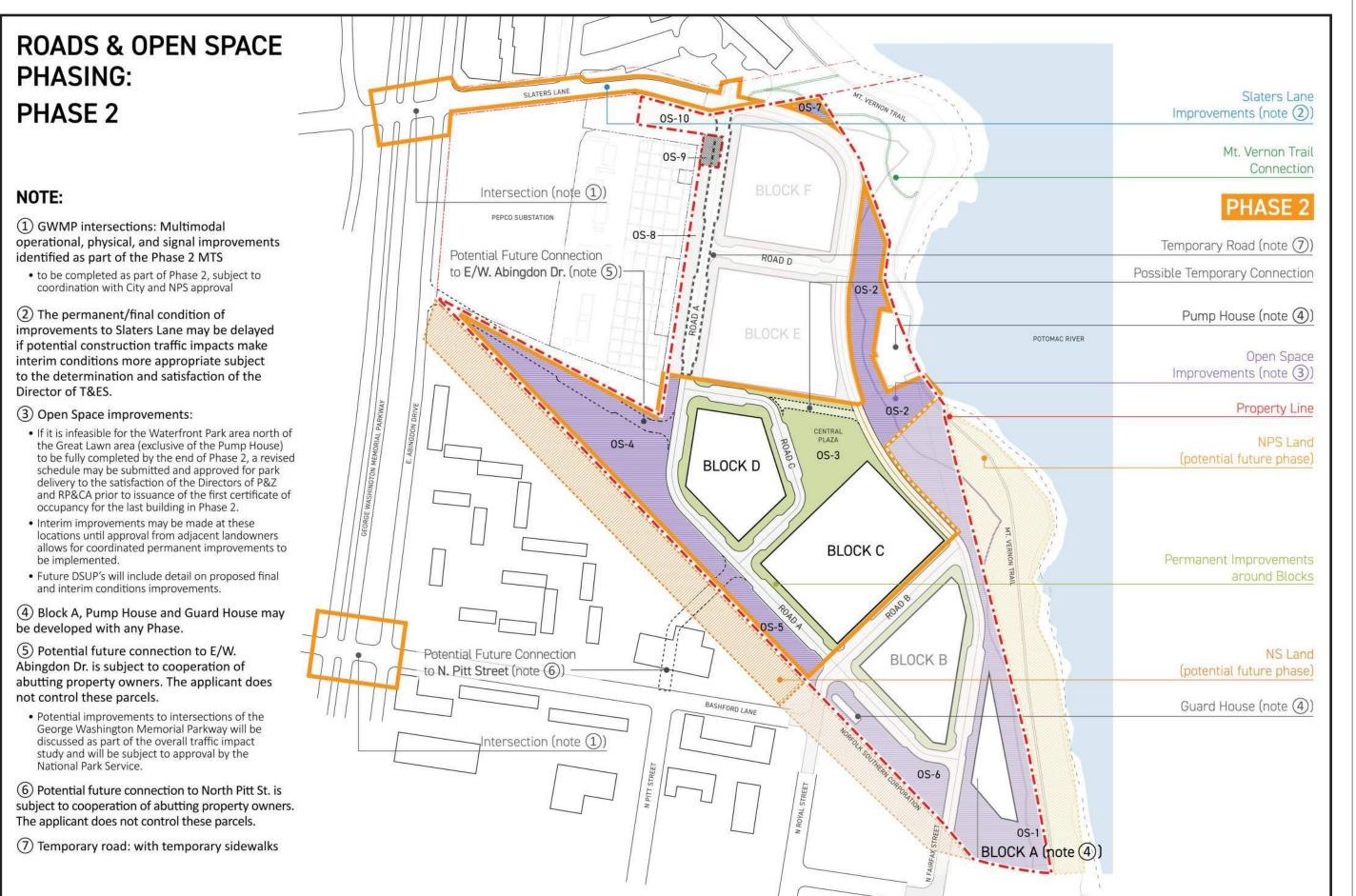


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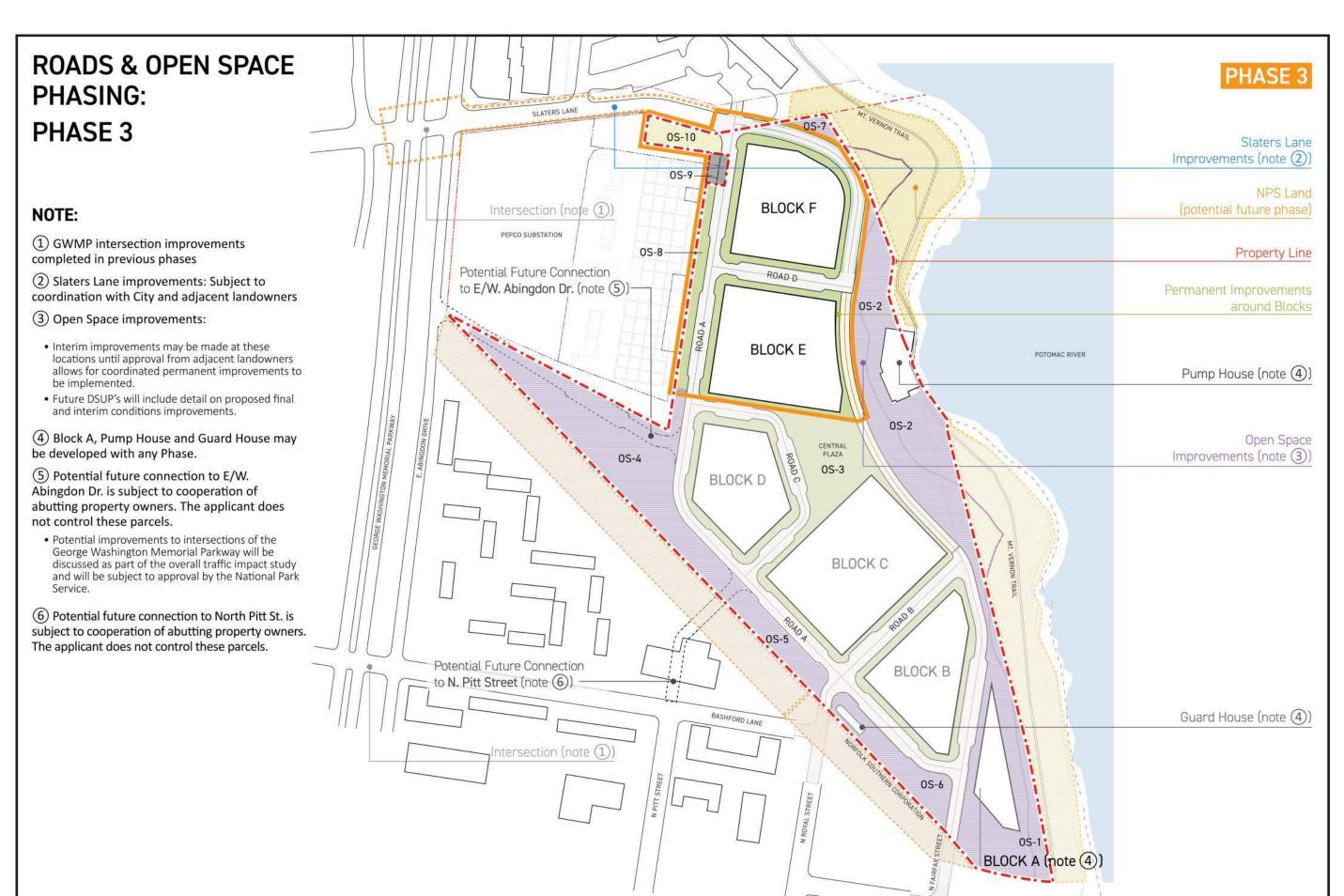


NOTE:

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



ROAD & OPEN SPACE PHASING PLAN: PHASE 2



ROAD & OPEN SPACE PHASING PLAN:

PRGS Redevelopment

Infrastructure DSP Concept I Plan



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Date Description

7-8-2022 Concept I Submission

Seal / Signature

Project Name

PRGS Redevelopment

Project Number

09.9145.000

Scale

See Drawings

Description

ROADWAY & OPEN SPACE SPECIFIC PHASING PLAN

A303

tem#		Item#in	Description	Drawing Poference	Domorks
1 ·		Conditions 30	The applicant shall construct future development within the CDD Conceptual Design Plan area in the phases. The phases may be revised at the election of the applicant through a future submission of a Supplemental Phasing Plan to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services. Each building DSUP is placed in the phases below based on their order of approval. Each phase is considered completed when the first certificates of occupancy are sought for the last building in a given phase. The following conditions contemplate the phasing, unless revised through a future Supplemental Phasing Plan:	Drawing Reference A303	Remarks
			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)		
2		31	In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following physical improvements with the completion of Phase 1. Phase 1 will be considered complete at the first request for a certificate of occupancy for the last building constructed in Phase 1. a.Road A constructed in interim condition (including roadway, sidewalks and interim multimodal facilities to the satisfaction of the Director of T&ES) from southern property line to Slaters Lane. b.The extension of N. Fairfax Street northward into the site from the N. Fairfax Street and Third Street intersection and the extension of N. Royal Street northeastward into the site (Road B) from the N. Royal Street and Bashford Lane intersection shall be constructed in the final condition and fully operational. c.In the event that Block B is not included in Phase 1, construct all roads adjacent to the Phase 1 block(s) in final condition and fully operational. d.Implementation of a final design for the southern half of Waterfront Park which includes interim improvements up to the Great Lawn area that ends approximately at the northern boundary of Block C with interim connections to the Mount Vernon Trail, pending approval from NPS for off-site connections and to the satisfaction of the Directors of RP&CA, T&ES and P&Z. e.Completion of operational and signal improvements to the intersections of Slaters Lane and Bashford Lane with the George Washington Memorial Parkway (GWMP) identified in the Multimodal Transportation Study (MTS) completed with the CDD. These improvements would be limited to signal timing and phasing improvements and not include physical or signal equipment upgrades. (Pending City and NPS approval) (P&Z) (T&ES) (RP&CA) (PC)	A303	
3		32	In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Phase 2 of the CDD. Phase 2 will be considered complete with the first request for a certificate of occupancy for the last building in Phase 2: a.N. Fairfax Street (including Woonerf section) in final condition (including roadway and sidewalks) from southern property line to southern parcel line of Block E. b.A Feasibility Study as more particularly described in Condition 37 below. c.The completion of all improvements in final condition to Waterfront Park and interim improvements to Rail Corridor Park. If it is infeasible for the Waterfront Park area north of the Great Lawn area (exclusive of the Pump House) to be fully completed by the end of Phase 2, a revised schedule may be submitted and approved for park delivery to the satisfaction of the Directors of P&Z and RP&CA prior to issuance of the first certificate of occupancy for the last building in Phase 2. d.Completion of the improvements in permanent/final condition to Slaters Lane east of the GWMP and the intersection with Road A and N. Fairfax Street, and the multimodal trail connection between the Slaters Lane end and the Mount Vernon Trail if NPS approval has been granted. The permanent/final condition of improvements to Slaters Lane may be delayed if potential construction traffic impacts make interim conditions more appropriate subject to the determination and satisfaction of the Director of T&ES. e.Improvements to Slaters Lane shall include the Slaters Lane and GWMP intersection (including E. and W. Abingdon Drive) in coordination with National Park Service approval. Completion of the multimodal operational, physical, and signal improvements at the intersections of Slaters Lane and Bashford Lane with the GWMP (including E. and W. Abingdon Drive) identified as part of the CDD MTS, Infrastructure DSP, Feasibility Study and/or subsequent studies, excluding the potential future connection to E. A	A303	
4	ture	33	In addition to any improvements or requirements outlined in these conditions, the applicant shall provide the following improvements with the completion of Phase 3. Phase 3 will be considered complete with the first request for a certificate of occupancy for the last building In Phase 3: a.All improvements to the public realm (dedicated public and public access easement) shall be constructed in finalized condition. b.Construction of the Pepco Liner open space in final condition. c.A construction of an east-west road connection to the GWMP if determined to be feasible and viable by the Feasibility Study described in Condition 37 below and if approved by NPS and other adjacent property owner(s). d.Improvements to Rail Corridor Park in final condition and improvements to the Old Town North Linear Park consistent with the Contributions section below. (P&Z) (T&ES) (RP&CA)	A303	
5	G. Infrastructur	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	<i>u</i>	Acknowledged.
6		47a	The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for all required new streets or portions thereof, including connections to existing streets	-	Will be included in DSP concept II submissi and refined through final site plan.
7		47b	Curbs and gutters for all streets		Will be included in DSP concept II submissi and refined through final site plan.
8		47c	ADA-compliant curb ramps		Will be included in DSP concept II submiss and refined through final site plan.
9	and Transportation & Environmental Services, along existing streets adjacent to the CDD Conceptual Design Plan area The approved streetscape dimensions as generally shown on the CDD Final Site Plan			-	Will be included in final site plan.
10			The approved streetscape dimensions as generally shown on the CDD Final Site Plan	C300 - C301	Will be tooled to Bon
11			-	Will be included in DSP concept II submiss and refined through final site plan.	
12		47g	All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connection	-	Will be included in DSP concept II submiss and refined through final site plan.
13		47h	Any necessary temporary facilities related to transit facilities. (P&Z) (T&ES)		Will be included in DSP concept II submiss and refined through final site plan.
14		48	The entire length of the proposed Road A, between Slaters Lane and the N. Fairfax Street extension, shall be designed and shown on the Infrastructure DSP. (T&ES)	2	Will be included in DSP concept I submiss and refined through final site plan.

.5		49	Improvements to Slaters Lane between E. Abingdon Drive and the intersection to Road A as well as the trail connection between Slaters Lane and the Mount Vernon Trail shall be designed and shown in the Infrastructure DSP Plan to the satisfaction of the Director of T&ES. a.Any improvements located within NPS property are subject to NPS approval and absence of that approval will not delay approval of the Infrastructure DSP. (T&ES)	-	Will be included in DSP concept II submissio and refined through final site plan.
.6		50	The N. Fairfax Street and N. Royal Street extension intersecting Road A shall be designed and shown on the Infrastructure DSP to the satisfaction of the Director of T&ES. (T&ES)	C203	
7		51	The Infrastructure DSP shall include interim as well as proposed final conditions and operations of each roadway improvement and new intersection. (T&ES)	-	Will be included in DSP concept II submission and refined through final site plan.
8		52	Hydrants on public streets are the responsibility of the city. Hydrants on private streets shall be included within public easements and are the responsibility of the City. (Fire)	-	Will be included in DSP concept II submission and refined through final site plan.
9		53	All infrastructure within future public rights-of-way shall be designed and constructed to City Standards while materials used within private streets may be alternate materials to the satisfaction of the Directors of T&ES and P&Z and determined during the Infrastructure DSP and amended as applicable in related development block Development Special Use Permits to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)	-	Acknowledged.
0		5 4 a	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.	NEC.	Will be included in DSP concept II submission and refined through final site plan.
L		54b	Due to the signals' location along NPS land, the applicant shall coordinate with the NPS on all required processes and complete the required documentation. Any required submission shall be reviewed and to the satisfaction of the Director of T&ES, prior to submission to NPS. (T&ES)	*	Understood. We are in the process of collaborating with NPS.
2		72	The applicant will be required to provide dedicated bicycle facilities on Road B and N. Fairfax Street north of the Woonerf, to be discussed with City staff. (T&ES)	-	Will be included in DSP concept II submission and refined through final site plan.
3	Traffic	73	Provide bicycle infrastructure with the Slaters Lane connection with the Mount Vernon Trail subject to NPS approval. Details shall be provided with the Infrastructure DSP in coordination with NPS. (T&ES)		Will be included in DSP concept II submissi and refined through final site plan.
1	Transportation/Traffic	74	A minimum of two (2) Capital Bikeshare stations shall be located on the site to the satisfaction of the Director of T&ES. The first station shall be provided in Phase 1 and the second shall be provided in Phase 3. (T&ES)	-	Specific locations will be included in futur block DSUPs.
5	L. Transp	75	Additional on or off-street bicycle facilities may be added to Road B and/or the Pepco Liner open space (OS-8, OS-9 and OS-10) to the satisfaction of the Directors of T&ES, RP&CA and P&Z during the Infrastructure DSP and/or the DSUP tied to the Pepco Liner plan. (T&ES) (P&Z) (RP&CA)	·	Acknowledged.
5		76	N. Fairfax Street north of the Woonerf shall have a minimum 50-foot right-of-way width. (T&ES) (P&Z)	C301	Refer to section R-R.
,	Transit	78	Provide a total of four transit stops along Road A, two in each direction. Bus bulb-outs should be included at all four transit stops given the width of Road A (H-H). (T&ES/DASH)	-	Will be included in DSP concept II submission and refined through final site plan.
3	M. Tra	79	Bus bulb-outs should extend out into the street beyond any adjacent on-street parallel parking spaces, so buses are able to pull up to the bulb-out curb even when all parking spaces are occupied. (T&ES/DASH)	-	Will be included in DSP concept II submissi and refined through final site plan.
9	Parks and Open Space	87	With the initial Concept-level Infrastructure DSP submission, the applicant shall submit a Comprehensive Open Space Plan, identifying the open space use types for each publicly accessible open space anticipated throughout the CDD plan area. At the request of the Director of RP&CA, this plan shall be amended, if necessary, with subsequent DSUP applications. The open space plan shall provide a mix of active and passive recreation amenities and event/festival space to serve the proposed development subject to the following: a. Active recreation amenities may include volleyball courts, tennis courts, basketball courts, playgrounds, climbing walls/gyms, splash grounds, ice skating rinks, pools, and dog exercise areas. b. An event space/festival area for small concerts or community events, play areas, and dog exercise areas shall be provided at grade, along with other active amenities determined through the DSUP plans. c. Passive recreation amenities may include trails, promenades, plazas, fountains, restrooms, overlooks, open lawn areas, seating, public art, and gardens. d. All publicly accessible open space shall be designed with high quality special paving, furnishings, lighting, electrical service, and irrigation, active and passive amenities to achieve their design intent. e.Interim open space conditions and programming for each space. f.CDD#30 shall incorporate a network of private and public open space that is integrated with adjacent park property and the regional park system. g.The design of the open spaces shall be coordinated with approved plans for the adjacent portion of the future Old Town North Linear Park and improvements to the Mount Vernon Trail (in coordination with the National Park Service). (RP&CA) (P&Z)	L100	Further details related to specific open spac will be included in future relevant DSUP's.
0	N. Pa	89	Support infrastructure for events and park and open space maintenance shall be provided. Include utilities such as power and water, storage, maintenance access and other accommodations to ensure long-term maintenance. (RP&CA)		Will be included in a future preliminary DS submission.
		90	Infrastructure to allow for Wi-Fi and the City fiber optics may be incorporated with each appropriate open space plan to the satisfaction of the Director of RPCA. (RP&CA)	•	Will be included in a future preliminary DS submission.
2		97	When feasible, existing and future utilities shall not be located in the public and publicly accessible open space because of the limitations they may pose on the design and programming of the open spaces, recognizing that a significant amount of the open spaces planned are located in areas that contain existing utilities and infrastructure in existing easements to remain. Utilities in these open spaces shall be coordinated with the Infrastructure DSP. (RP&CA) (P&Z)		Acknowledged.

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Gensler

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\triangle	Date	Description		
	7-8-2022	Concept I Submission		

Seal / Signature



Project Name
PRGS Redevelopment

Project Number

09.9145.000

Scale
See Drawings

Description

INFRASTRUCTURE CONDITIONS

A304 - 1

33		117	All proposed storm sewers located within private roads and or land shall be privately owned and maintained. All proposed storm sewers located within public roads or land shall be publicly owned and maintained. (T&ES)	-	Acknowledged.						
34			All proposed sanitary sewer mains shall be public owned and maintained. All sanitary mains located within private roads and land shall have a public sanitary sewer easement. (T&ES)	-	Acknowledged.						
35		119a	All electrical transformers and associated utilities shall be provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets - public right-of-way, or shall be provided with inlaid paving materials equivalent to those in the surrounding field paving according to Dominion Virginia Power standards and to the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the preliminary Development Special Use Permit review for each building/block. a.No building transformers shall be located within any proposed or future public right-of-way. (P&Z) (T&ES) (RP&CA)	-	Will be included in a future building DSUP.						
36	R. Utilities		The project site is located in the combined sewer system area and shall be in compliance with the Combined Sewer System Management Policy set forth in the Memo to Industry 07-14. Stormwater and sanitary flows from the project site shall be discharged to fully separated sewer systems. Sanitary flow shall be discharged to a separate sanitary sewer system which connects to the Potomac Interceptor.	-	Will be included in a future building DSUP.						
37		122	All new utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground at the cost of applicant. All utilities with the exception of those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)	-	Acknowledged.						
38	communication and connecti		A connected underground conduit grid shall be installed in preparation of fiber and cable installation to provide high-speed communication and connectivity to all buildings and traffic signals within the site. The conduits shall be the satisfaction of the Director of T&ES. This shall either be shown as part of Development Special Use Permits for individual buildings or within the Infrastructure DSP. (T&ES)	=	Will be included in a future preliminary DSP submission.						
39		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)	e.	Acknowledged.						
40		125	For projects that implement a Stormwater Master Plan (SWMP), each phase of the development must meet the water quality requirements adopted by the City of Alexandria at the time of the submittal of each preliminary Development Site Plan/Development Special Use Permit. This includes the 1) state phosphorus reduction and 2) Alexandria water quality volume default (WQVD) requirements. The SWMP must be updated prior to the release of each individual DSP/DSUP. (T&ES)	-	Stormwater master plan will be coordinated between concept I & concept II.						
41	tormwater	126	The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each Development Special Use Permit. In addition, all development shall meet the green infrastructure requirements of the Old Town North Small Area Plan. Underground sand filters and proprietary BMPs may be used a case-by-case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the director of T&ES or his or her designee. (T&ES)	-	Acknowledged.						
42		127	The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)	÷	Acknowledged.						
43		128	All stormwater treatment facilities (BMPs) and detention facilities shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way. (T&ES)	-	Acknowledged.						
44		Stormwater	129	The RPA adjacent to the Potomac River within the CDD area shall be revegetated in a manner compatible with riparian buffer areas. All impervious surfaces must be removed from the RPA with the exception of the existing Pump House, new or existing retaining walls and new or existing trails and stairs constructed for the purpose of connecting the CDD area to the Mount Vernon Trail. No new impervious surfaces may be placed within the RPA except for allowable uses per the City's Environmental Management Ordinance subject to the approval of the director of T&ES. (T&ES)	÷	Acknowledged.					
45	5.5	130	A landscape management plan must be submitted with the infrastructure DSP for removal of invasive species plantings from the RPA in the CDD area and future maintenance of the RPA buffer plantings in the CDD area. (T&ES)	-	Will be included in final site plan.						
46	 							131	A minimum of approximately 75 percent of the total surface area of the building roofs after deducting amenity space and any rooftop mechanical equipment including elevator overruns/air handlers, etc. in each phase shall be used for sustainable practices. Unless otherwise approved by the Director of T&ES, approximately half of that available building roof area after deducting amenity space and any rooftop mechanical equipment including elevator overruns/air handlers, etc. shall be vegetated green roof where feasible and approximately half shall be used for solar energy, or a combination of these practices. Per the Old Town North Small Area Plan, all buildings with flat rooftops must have some portion of vegetated green roof where feasible. Artistic/Visually appealing designs when viewed from overhead are encouraged due to the site's location within the DCA flight path. (T&ES)	-	Will be included in a future building DSUP or final site plan.
47		134	Above ground critical infrastructure must be located outside of the 500-year floodplain. (T&ES)	÷	Acknowledged.						
48		135	All stormwater must ultimately discharge directly to the Potomac River. No stormwater connections will be allowed to the existing combined sewer system. (T&ES)		Acknowledged.						
49		136	Prior to approval of the Infrastructure DSP, the existing outfall must be evaluated for structural integrity and pending the outcome of that evaluation, will be replaced or lined only if the existing outfall is determined to be compromised or have a remaining useful life of less than 30 years. The assessment must be signed and sealed by a professional engineer and the results reviewed and approved by the Director of T&ES. Ownership and adequate maintenance access must be coordinated and provided by the applicant to allow the City access to maintain the portion of the outfall located on National Park Service property in perpetuity to the satisfaction of the Director of T&ES. (T&ES)	=	Acknowledged.						
50		137	Educational signage and/or creative educational exhibits that provide information about water quality and/or the RPA must be incorporated into the site. (T&ES)	-	Acknowledged.						

51	T. Sustainability	144	Coordinated Sustainability Strategy (Sustainability Master Plan): 144. Prior to the 2nd concept submission of the Infrastructure Development Site Plan (Infrastructure DSP), the Applicant shall develop and submit the Coordinated Sustainability Strategy (CSS) and include the evaluation of approaches for on-site energy generation as part of the review of the Infrastructure DSP. This CSS shall be reviewed and endorsed by City Council prior to or concurrent with the approval of the Infrastructure DSP and implemented through DSP/DSUP approvals.		Will be included in a future infrastructure DSP Concept II submission and refined through final site plan.
52	V. Interim uses and Interim Conditions	158	The applicant shall provide interim infrastructure improvements in the CDD Conceptual Design Plan area to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services when necessary in order to access to a given block from existing public right-of-way. (P&Z) (T&ES)	-	Will be included in DSP concept II submission and refined through final site plan.
53	ements	165a	As the applicant works through the National Park Service approval process for improvements or modifications to the GWMP within the Slaters Lane and Bashford Lane intersections, the applicant shall coordinate with T&ES staff prior to any submission to the National Park Service: a.At the concept 1 submission of the Infrastructure DSP, the applicant shall designate a point of contact to manage communication and ensure all requirements are met throughout the process.	-	Acknowledged. Point of Contact: Michelle Beaman Chang Vice President, Mixed-Use Development Hilco Redevelopment Partners (HRP) 1199 N Fairfax St, Suite 808 Alexandria, VA 22314 Mobile: 202 210-9981 mchang@hilcoglobal.com
54	l ation for Offsite Improvements	165b	At the concept 2 submission of the Infrastructure DSP, the applicant shall submit scope, design plans, supportive documents, and any other required documentation to the City thirty (30) business days prior to National Park Service submission for City's review and comments.	-	Acknowledged.
55		165c	By the preliminary plan submission of the Infrastructure DSP, the applicant shall begin coordination with the National Park Service pertaining to improvements associated with this site.		Acknowledged.
56	Coordination	165d	The applicant shall share and/or include the City in any correspondence with the National Park Service.	Ħ	Acknowledged.
In the event the improvements are approved by National Park Service, the developer shall continue coordination with the City for implementation/construction prior to the first building Development Special Use Permit of Phase II as shown in the CDD Site Plan. (T&ES)		-	Acknowledged.		

PRGS Redevelopment

Infrastructure DSP Concept I Plan



Hilco
 Redevelopment Partners

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

Gensler

2020 K Street, Northwest Suite 200 Washington, DC 20006 Tel 202.721.5200 Fax 202.872.5857

\triangle	Date	Description
	7-8-2022	Concept I Submission

Seal / Signature



Project Name

PRGS Redevelopment

Project Number

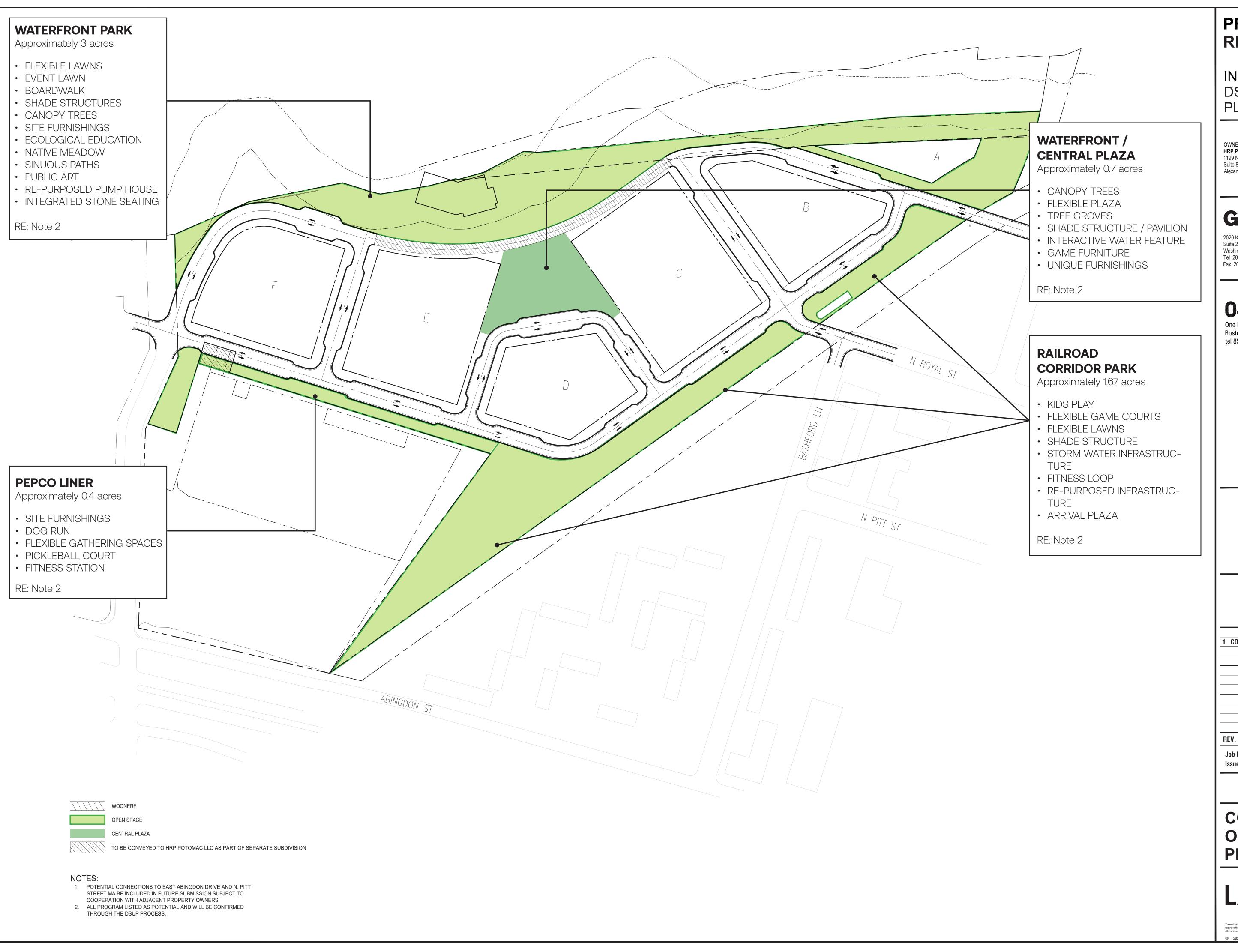
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See Drawings

Description

INFRASTRUCTURE CONDITIONS

A304 - 2



PRGS REDEVELOPMENT

INFRASTRUCTURE DSP CONCEPT 1 PLAN

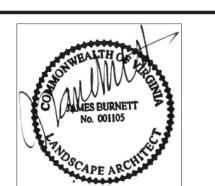
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1 CONCEPT 1 SUBMISSION 7.8.2022

REV. DATE DESCRIPTION

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

COMPREHENSIVE OPEN SPACE PLAN

LA-2.4

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