

POTOMAC RIVER GENERATING STATION

COMMUNITY MEETING #10

MAY 12, 2022



 **Hilco**TM
Redevelopment Partners

 WIRE GILL

Gensler

OJB

 BURO HAPPOLD

**Thornton
Tomasetti**

 christopher
consultants

 CLARK
CONSTRUCTION

GOROVE SLADE
Transportation Planners and Engineers

 SP SUSTAINABLE
BUILDING PARTNERS

 WALKER
CONSULTANTS

 Michael Blades & Associates
Elevator and Escalator Consulting

 LERCH BATES
Building Design

AGENDA

1. HISTORY AND VISION FOR TRANSFORMATION

2. COMMUNITY ENGAGEMENT & OUTREACH

3. LAND USE

4. OPEN SPACE

5. TRANSPORTATION

6. ENVIRONMENTAL & SUSTAINABILITY

7. NEXT STEPS

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.

PHILADELPHIA ENERGY SOLUTIONS (PES) ((PES))



We transform unsightly blight...

...into sustainable communities.

SITE VISION

Coordinated Development District (CDD) Drivers

1

INTEGRATE THE SITE INTO OLD TOWN NORTH

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

2

CONNECT PEOPLE TO THE WATERFRONT

EXPAND EQUITABLE ACCESS TO ALEXANDRIA'S WATERFRONT

3

PROVIDE MEANINGFUL AND VARIED OPEN SPACE

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



ARTIST'S IMPRESSION OF FUTURE POTENTIAL DEVELOPMENT AND SURROUNDING AREAS. ANY CHANGES TO VEGETATION ON ADJACENT PROPERTY SHOWN FOR REFERENCE ONLY.

1 INTEGRATE THE SITE

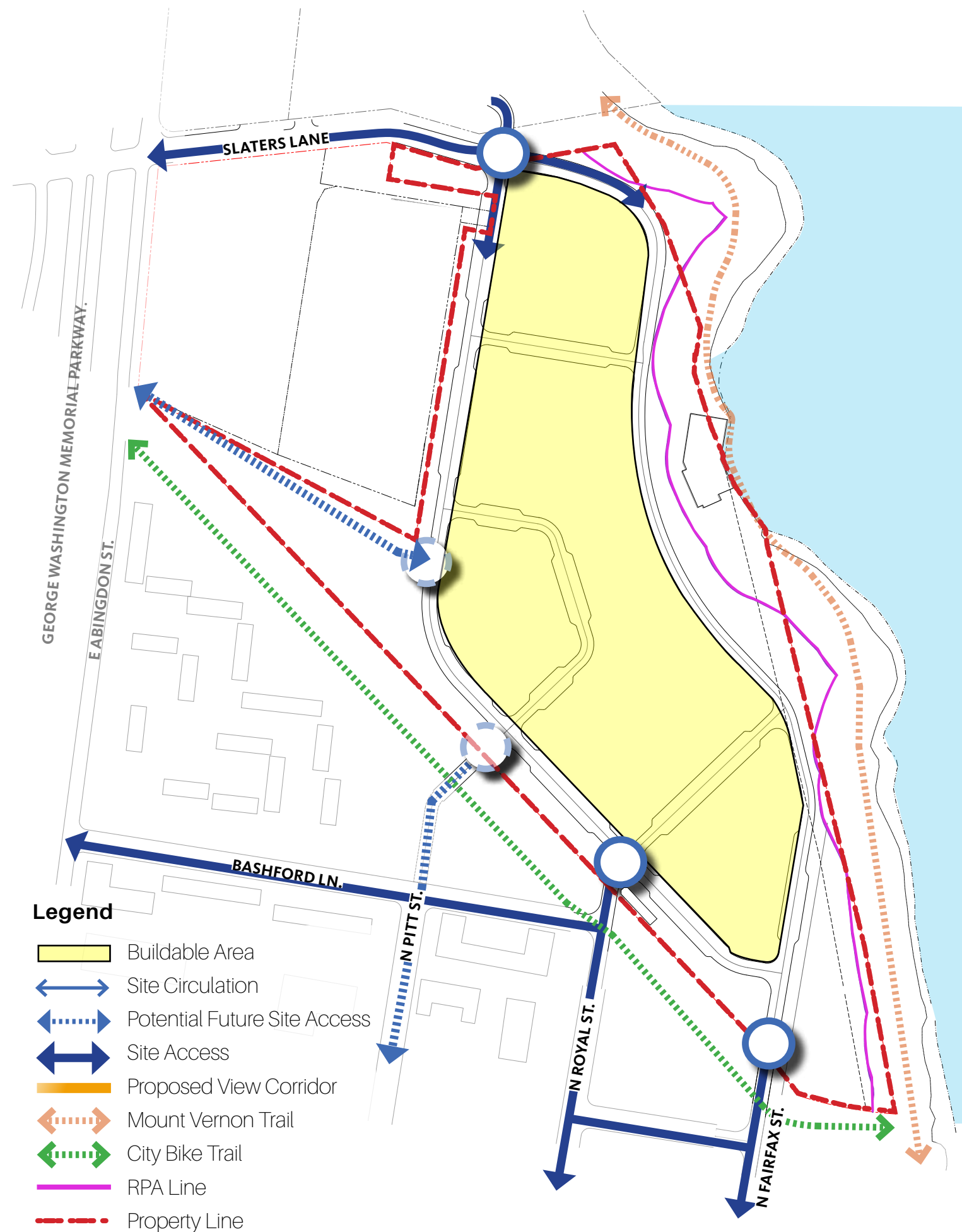
Site Access: Roadway Connections

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 access over the Norfolk Southern property.
- 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 GWM Parkway via East Abingdon Street may be possible.
- An additional southern connection at North Pitt Street may be possible.



2 CONNECT PEOPLE TO THE WATERFRONT

Optimize Waterfront Views and Access

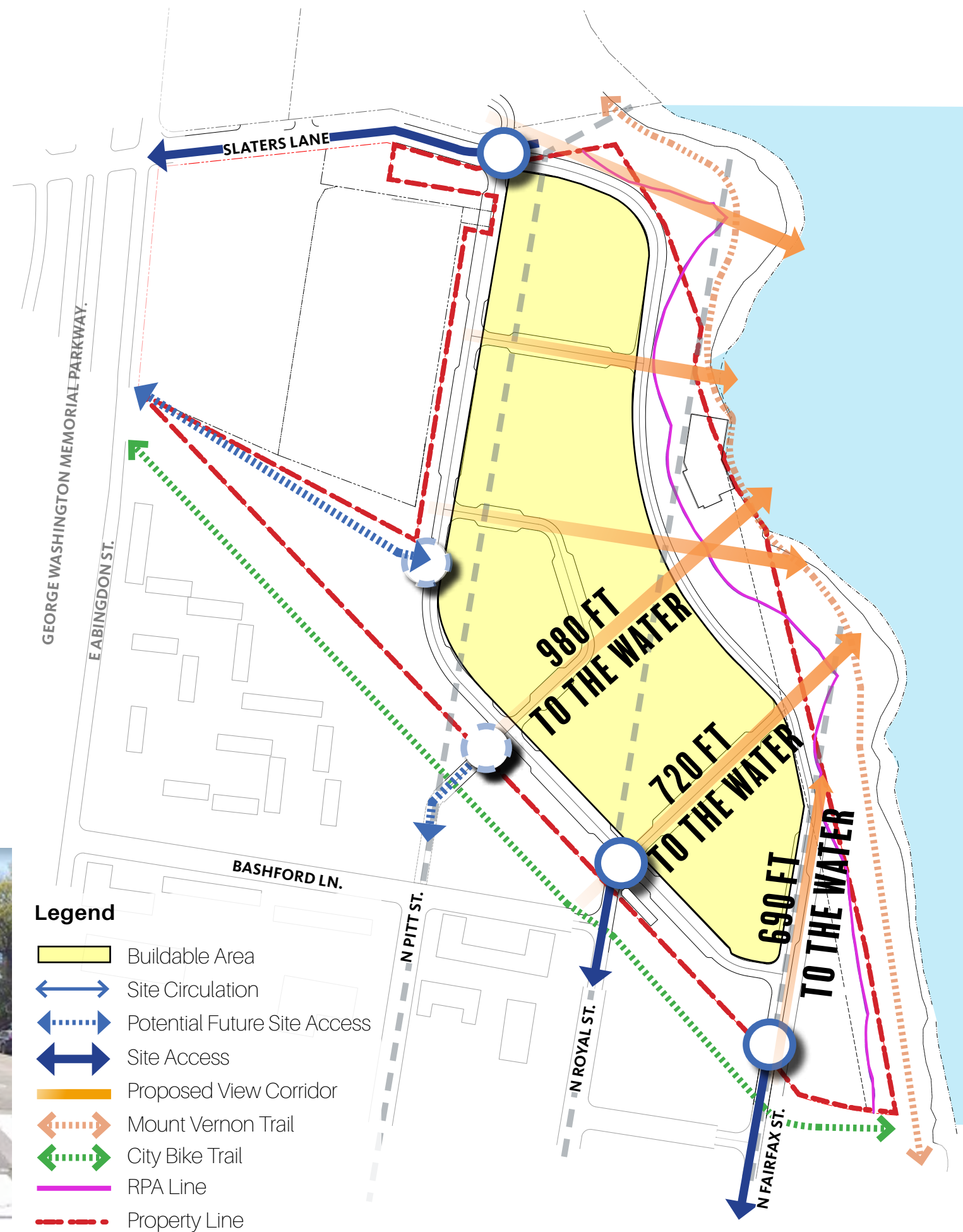
- Optimize views by shortening distance
- Turn peoples' views toward the waterfront
- Shorten physical and visual distance

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

1300'

1000'

700'



3 PROVIDE MEANINGFUL OPEN SPACE

On-site & Adjacent Open Space

Open Space on PRGS Property

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

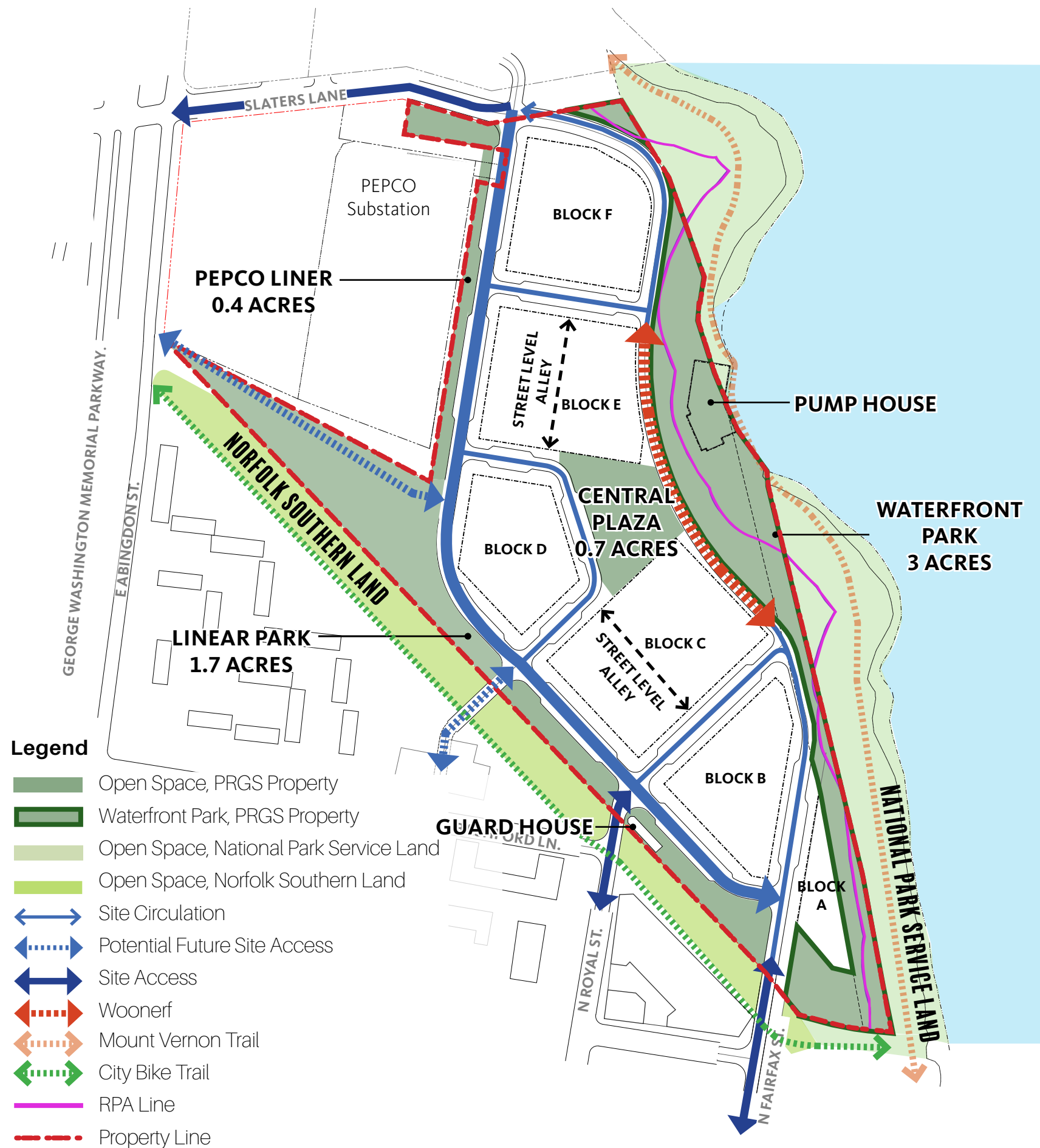
Total: Approximately 5.8 acres

Open Space on Adjacent Property

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

Total: Approximately 8.4 acres

Total Combined Open Space: Approximately 14.2 acres



VIBRANT, FRIENDLY COMMUNITY

Connection to the Neighborhood & Waterfront



THE RIGHT MIX AND AMOUNT OF RETAIL



FREQUENT BUILDING ENTRIES



WATERFRONT CONNECTIONS



INTEGRATED RECREATIONAL SPACES



DESIGN CONSIDERATIONS FOR FUTURE BUILDINGS

- Future buildings as part of later Development Special Use Permits (DSUPs) will be reviewed within the context of the Urban Design Standards and Guidelines for the PRGS site.
- Design elements implementing exemplary building design, massing, detailing, materials and energy conservation may be pursued on an alternative Design Excellence path.
- Building and open space design will incorporate context-sensitive scale and character and quality materials.



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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

- 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

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

SITE TOURS
JUNE 10 & 11, 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 22 – City Council Work Session
- February 24 – Community Meeting #8
- [February 28 – 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 18 – EPC (Environmental Policy Commission)
- April 19- Waterfront Commission
- May 11– UDAC Meeting
- May 11– AHAAC (Alexandria Housing Affordability Advisory Commission)
- May 12 – Community Meeting #10
- ***June 10 & 11 - Site Tours ****
- ***June 23 & July 5 – Planning Commission and City Council Public Hearings ****

Key

* *Future Engagements (in italics)*

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

Engagements in the next month

DEVELOPMENT REVIEW PROCESS: WHERE WE ARE NOW

CDD

Coordinated Development District



DSP

Development Site Plan



DSUPs

Development Special Use Permits



MASTER PLANNING & ZONING

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

Outlines community benefit framework;
Carbon Neutrality Analysis

SITE & INFRASTRUCTURE

- Streetscape, roadways and sidewalks
- Utility routing and approach

Defines public infrastructure;
Coordinated Sustainability Strategy

BUILDING FORM & ARCHITECTURE

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

Building sustainability features

WHAT WE HEARD

SUPPORT FOR CARBON FOOTPRINT REDUCTION AND ENVIRONMENTALLY SUSTAINABLE MEASURES

EXCITEMENT FOR NEW OPEN SPACE AND PASSIVE AND ACTIVE RECREATIONAL OPPORTUNITIES

DESIRE FOR BETTER WATERFRONT ACCESS AND OPPORTUNITIES FOR WATERFRONT ACTIVITIES

SEPARATION OF VEHICULAR, CYCLIST, AND PEDESTRIAN TRAFFIC IS KEY

REQUESTS FOR ARTS AND INNOVATION SPACE

DESIRE FOR MIX OF RETAIL, CULTURAL, RESIDENTIAL, AND COMMERCIAL SPACE TO CREATE A WALKABLE COMMUNITY

EMBRACE THE WOONERF, OR "LIVING STREET" CONCEPT

**OVER 40
ENGAGEMENT EVENTS
IN 15 MONTHS**

SUPPORT FOR ENVIRONMENTAL REMEDIATION AND TRANSFORMATION OF THE SITE

CONNECT TO THE IMMEDIATE OLD TOWN NORTH NEIGHBORHOOD RESIDENTS, BUSINESSES, AND ORGANIZATIONS

THOUGHTFUL APPROACHES TO CYCLING AND TRANSIT INFRASTRUCTURE THAT CONNECTS TO EXISTING INFRASTRUCTURE

SUPPORT FOR AFFORDABLE HOUSING

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

Community Benefits



Environmental Remediation

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

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

\$60 Million



Economic Benefit

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

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

Estimated **\$12-15 million net annual taxes** after full completion

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



Affordable Housing & Subsidized Arts Uses

Affordable Housing:

- Voluntary Monetary Contributions
- Approx. **60 on-site units** through use of bonus density
- Approx. **100 on-site units** through potential Public-Private Partnership

Arts:

- Approx. **15,000 SF** of subsidized arts space through use of bonus density

\$48-111 Million / \$16 Million



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

A SHARED VISION FOR THE REDEVELOPMENT OF PRGS

Community Benefits



Open Space & Activation

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

Coordination with the City of Alexandria and NPS to provide recreation areas and **improved cyclist and pedestrian connectivity**.

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

Potential reuse of former pump house for **waterside dining**.

\$30-\$35 Million



Environmental Sustainability

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

Aggressive carbon reduction targets that exceed city policies and requirements.

\$65 Million



Transportation & Connectivity

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

Bike infrastructure connects to regional network including Mount Vernon Trail.

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

Below-grade parking garage improves pedestrian experience.

\$177 Million



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

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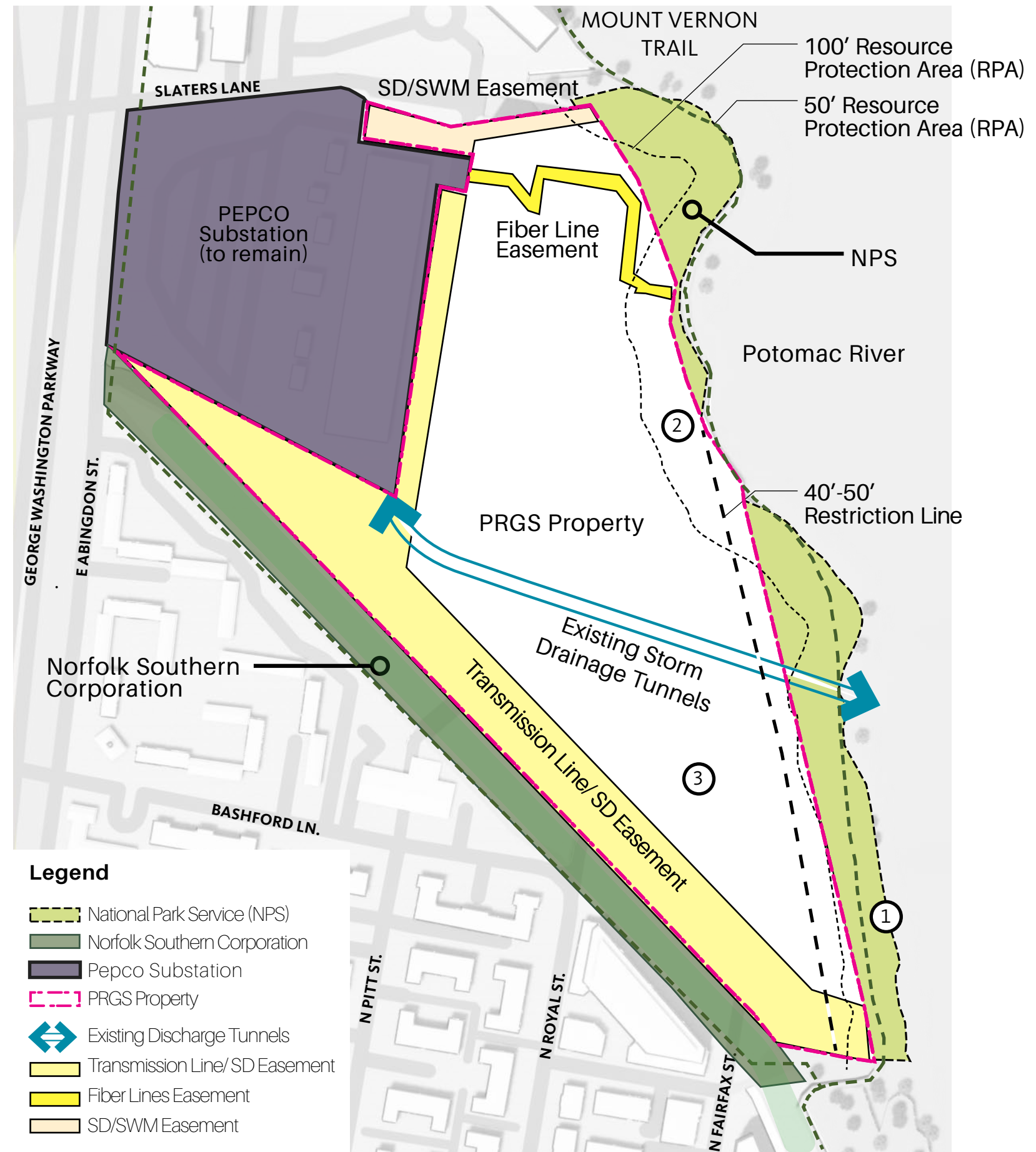
6. ENVIRONMENTAL & SUSTAINABILITY

7. NEXT STEPS

SITE CONTEXT + CONSTRAINTS

Existing Easements & Setbacks

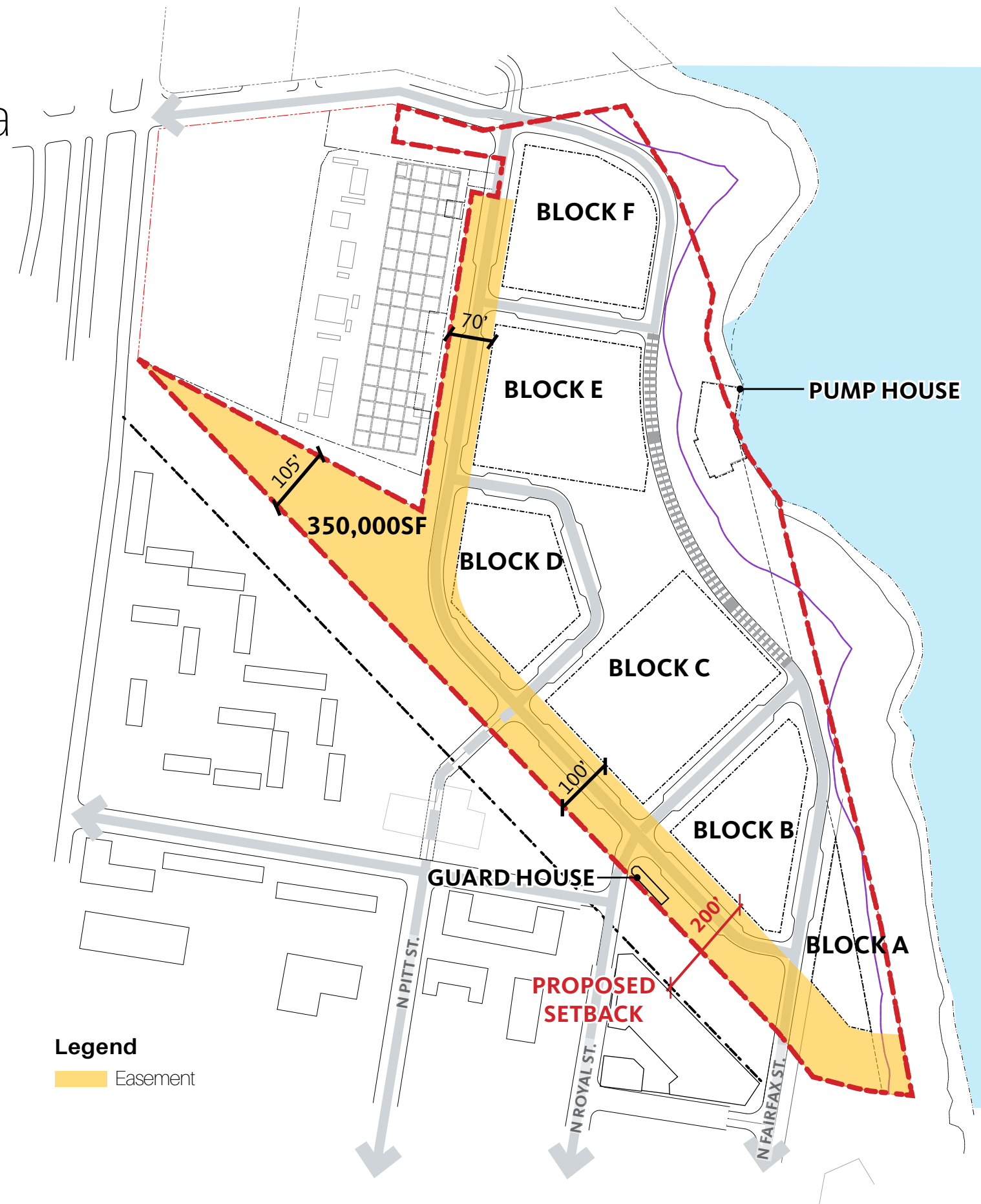
- Overall site is **18.8 acres**
- Only **11.9 acres** is available for building development (excluding easements and setback zones)
- Only **7-8 acres (approximately 40%)** is available for actual building construction once roads, sidewalks and open space are factored in



LAND USE APPROACH

Square Footage Transferred from Easement Area

- 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.
- The southern easement area increases distance between existing adjacent uses and new construction to 200'.



LAND USE APPROACH

Distribution of Uses

- Development is across 6 blocks, not including the existing Pump House or Guard House locations.
- A mix of commercial and residential uses is proposed on site. Commercial uses may include office, arts, innovation, hotel and retail.
- Flexibility to allow for phasing over time

FLEXIBLE DISTRIBUTION OF USES ACROSS SITE
2,500,000 GSF

COMMERCIAL
(CAN INCLUDE OFFICE, INNOVATION, HOTEL, RETAIL & ARTS)

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

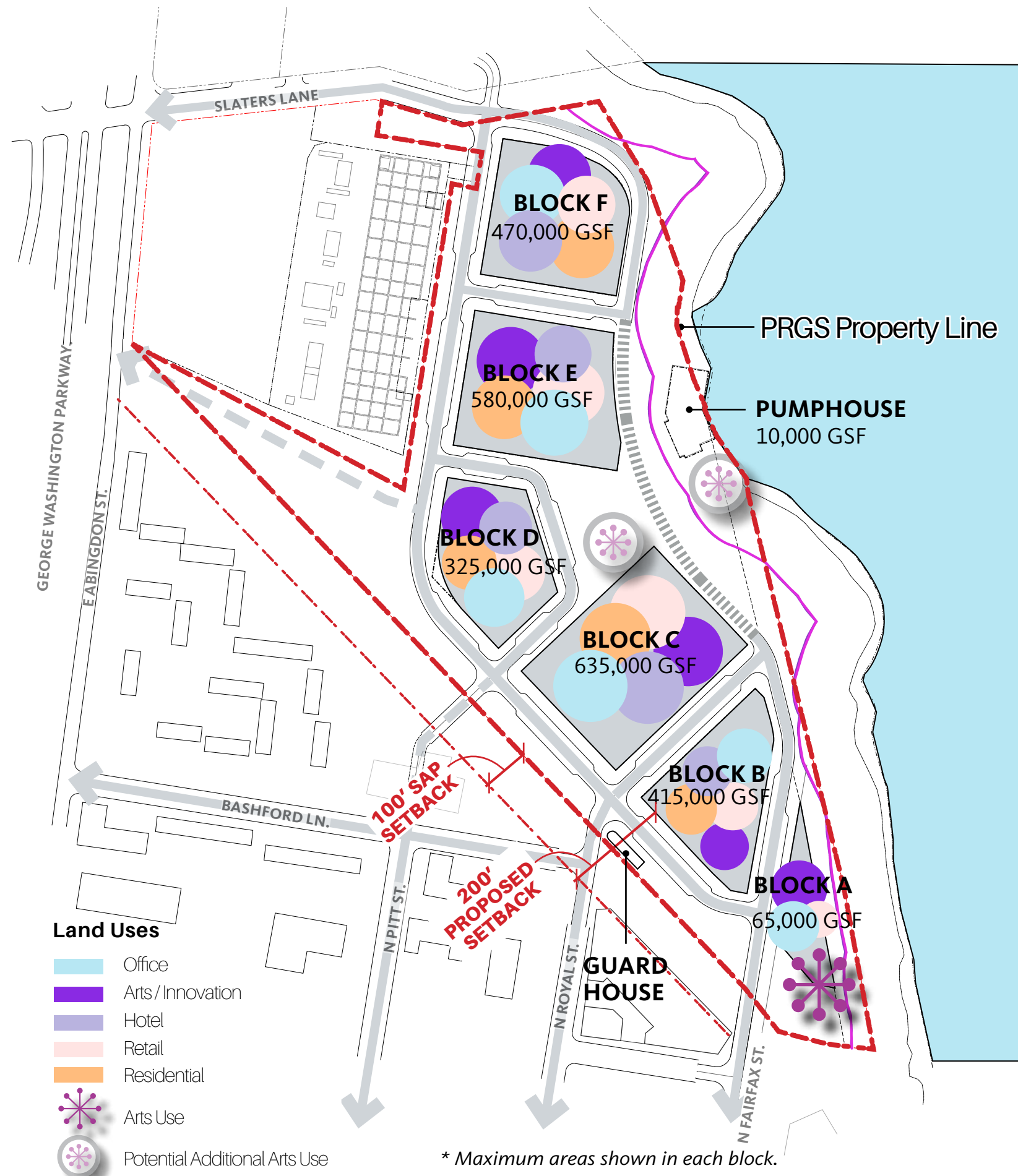
RESIDENTIAL

40-80%
1,000,000 - 2,000,000 GSF

*USES WILL BE MIXED ACROSS THE SITE.

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

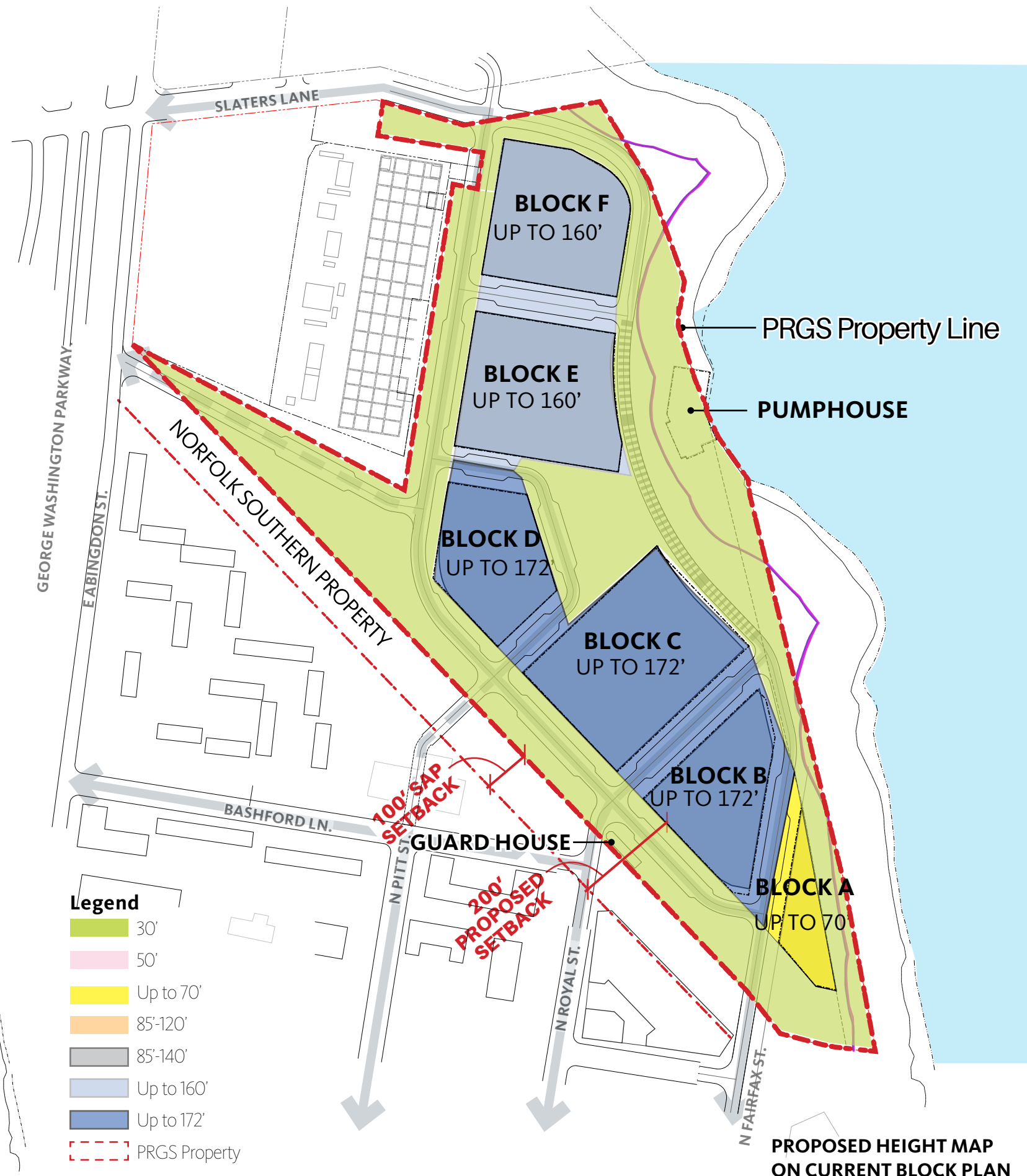
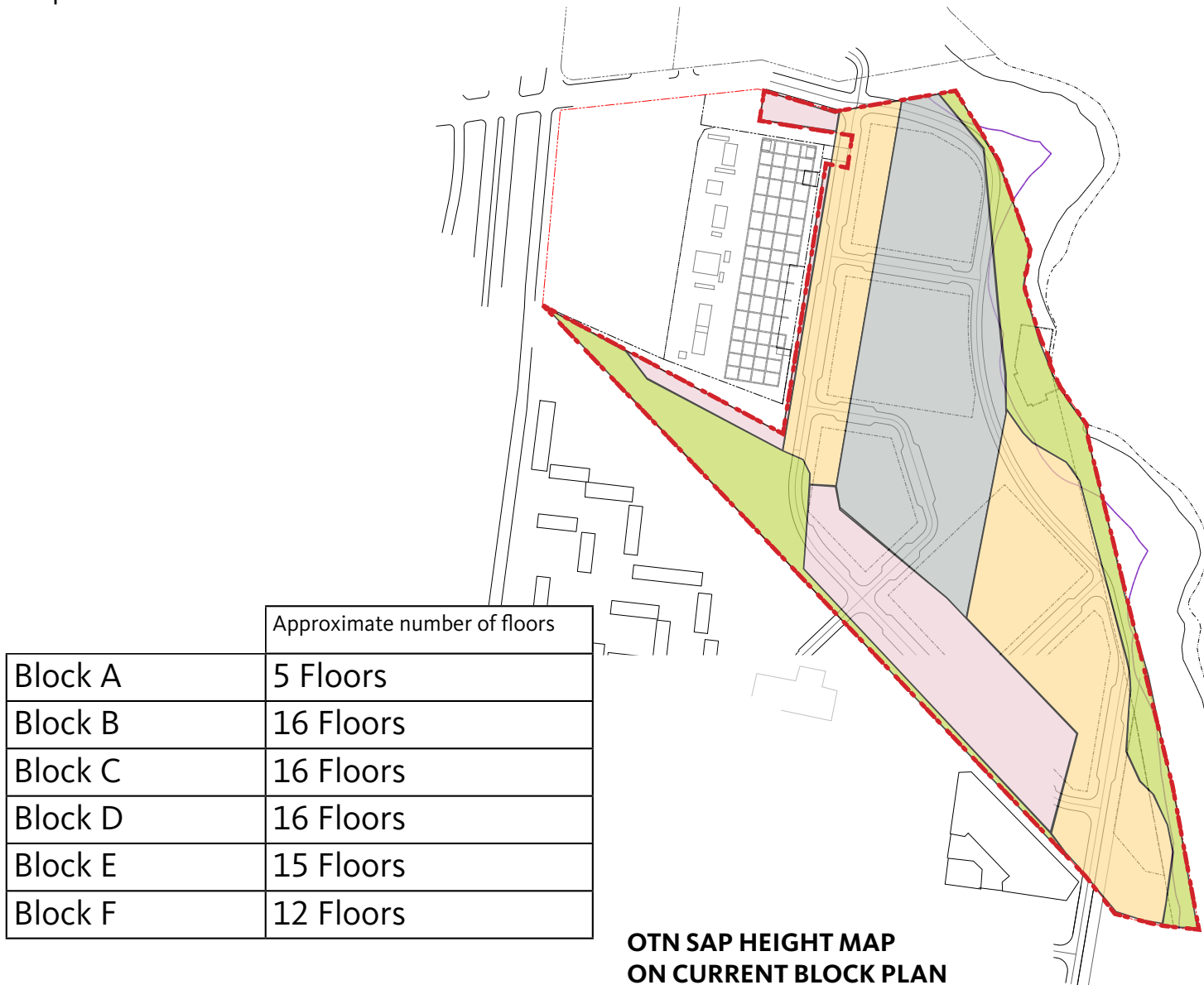
	BLOCK A	BLOCK B	BLOCK C	BLOCK D	BLOCK E	BLOCK F	PUMP HOUSE
	65,000 GSF	415,000 GSF	635,000 GSF	325,000 GSF	580,000 GSF	470,000 GSF	10,000 GSF
Commercial*	✓	✓	✓	✓	✓	✓	✓
Office	✓	✓	✓	✓	✓	✓	✓
Arts/Innovation	✓	✓	✓	✓	✓	✓	✓
Hotel		✓	✓	✓	✓	✓	
Retail	✓	✓	✓	✓	✓	✓	✓
Residential	✓	✓	✓	✓	✓	✓	



* Maximum areas shown in each block.

PROPOSED HEIGHTS

- 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
- Proposed plan has doubled the setback area along the west portion of the site.







GROUND PLANE RETAIL ACTIVATION

Retail Connectivity with Old Town North & the Waterfront



Key

-  Possible Primary Retail Concentration
-  Possible Secondary Retail Concentration
-  Potential Entries
-  "Optional Retail Corridor" outlined in the OTN SAP

CONCENTRATED,
CONTINUOUS RETAIL

STREET-FOCUSED
AND TRANSPARENT

A MIX OF WATER-
FRONT- AND
OLD TOWN
NORTH-FACING

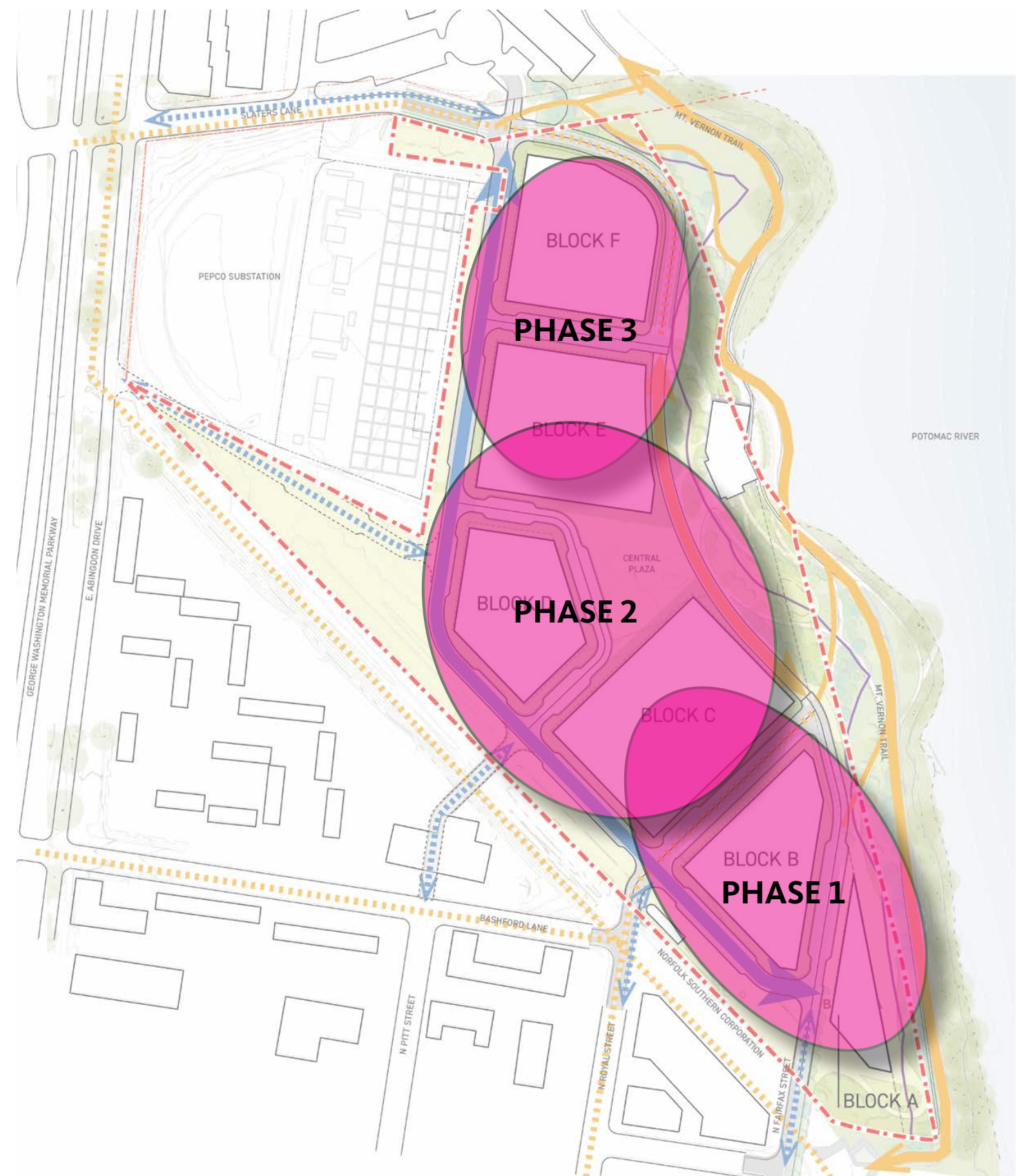


PHASING

SITE, INFRASTRUCTURE AND BUILDINGS

- The master plan anticipates development may occur from south to north
- Phasing considerations include:
 - Abatement and deconstruction of existing structures
 - Site remediation
 - Infrastructure development
 - Open space development
 - Individual block and building construction
- Phasing will also address off-site improvements

Note: Specifics regarding phasing of parks and roads subject to future review(s).



AFFORDABLE HOUSING + ARTS BONUS DENSITY

- Voluntary monetary contribution of **\$7.5 - 11.4 million** for affordable housing
- **350,000 SF** of potential bonus density
 - Split 50/50 between Affordable Housing and Arts
 - To be delivered in phases as project achieves bonus density
- **175,000 SF of Affordable Housing bonus** density with 1/3 delivered as Affordable Housing set aside on-site units (in market rate buildings) at 60% AMI (**estimated cost \$40 million**)
 - Potential Public-Private Partnership to leverage voluntary contribution with tax credits and/or City funds to create additional on-site affordable housing (**estimated cost \$60 million**) *
- **175,000 SF of Arts bonus** density with associated arts anchors

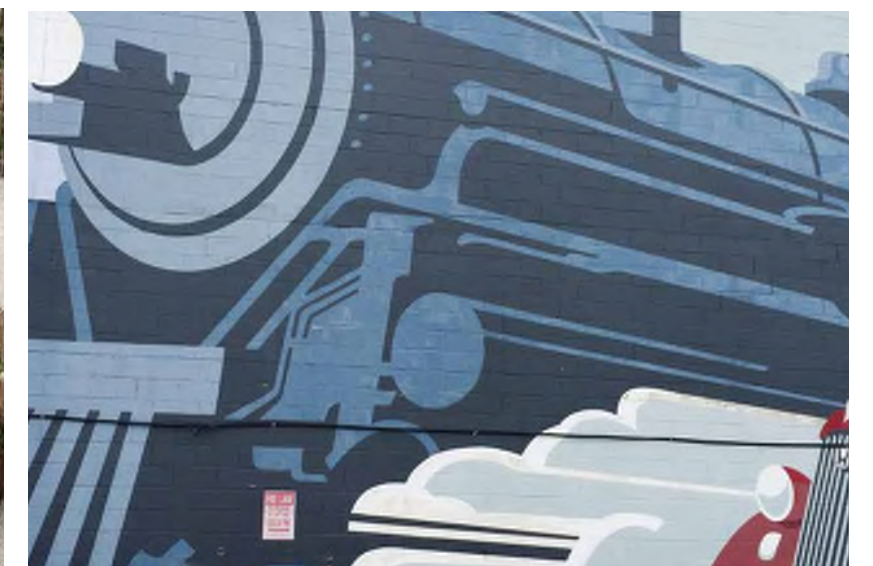
* PPP would utilize a portion of the Arts Bonus Density

Note: The usage and amount of bonus density is subject to further discussion with AHAAC and staff.



EXTENSION OF THE ARTS AND CULTURAL DISTRICT

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



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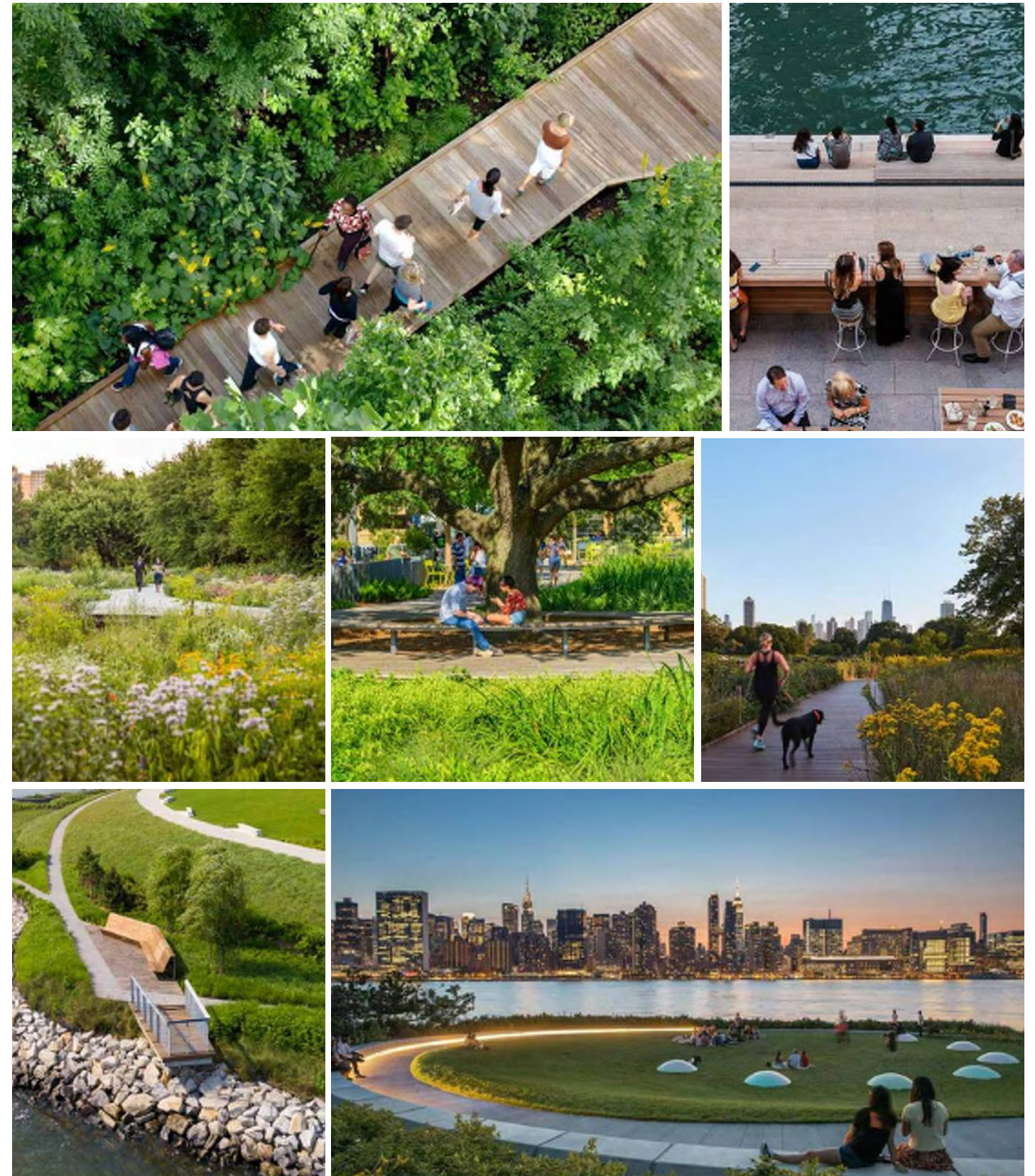
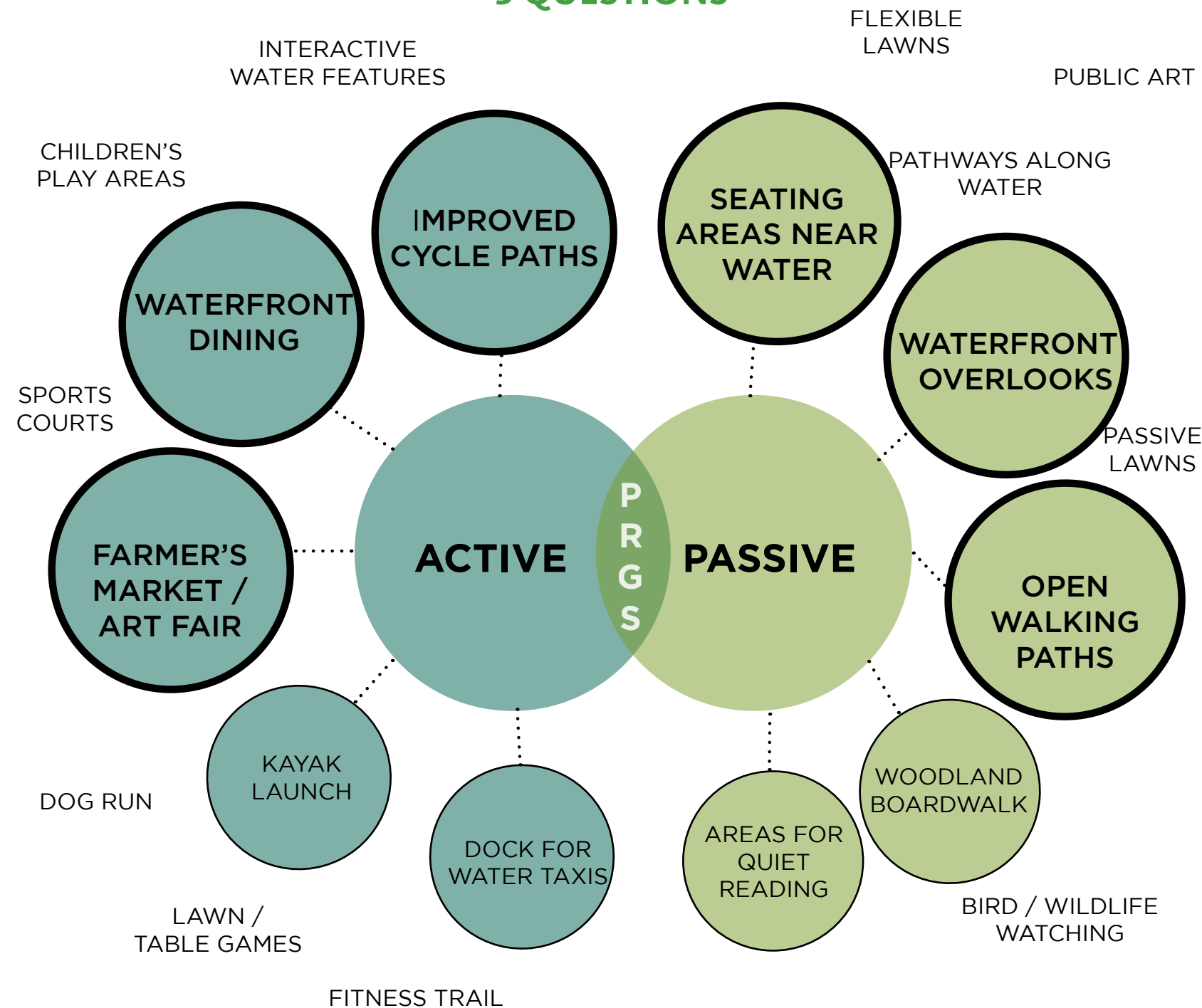
7. NEXT STEPS

WHAT WE HEARD - OPEN SPACE

OPEN SPACE POLL RESULTS

NOVEMBER - DECEMBER 2021

215 PARTICIPANTS
5 QUESTIONS



INTEGRATED OPEN SPACE NETWORK

PRGS & Adjacent Properties



Total Open Space within PRGS Property + Abutters:
14.2 acres

INTEGRATED OPEN SPACE NETWORK

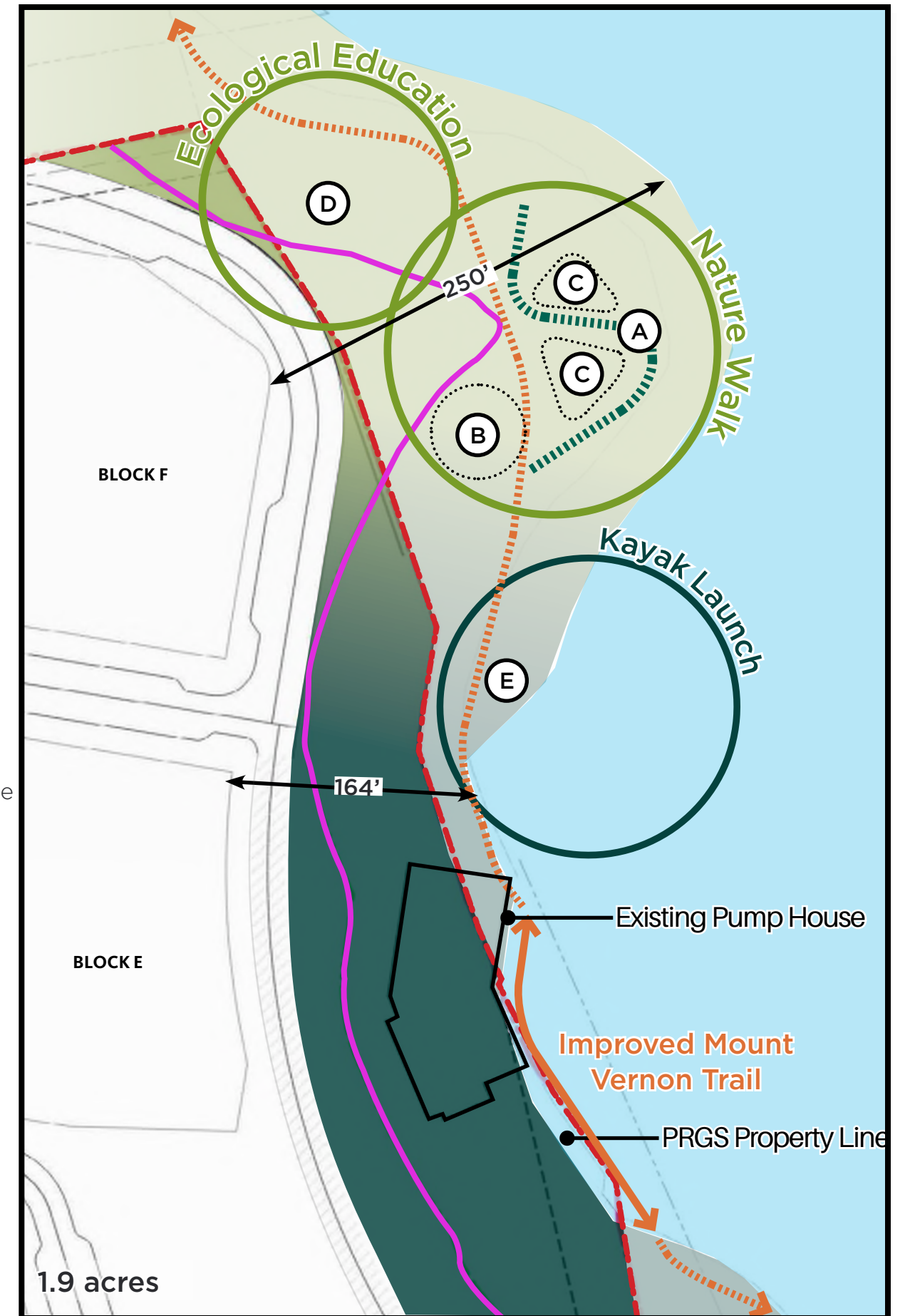
Waterfront Zone A



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

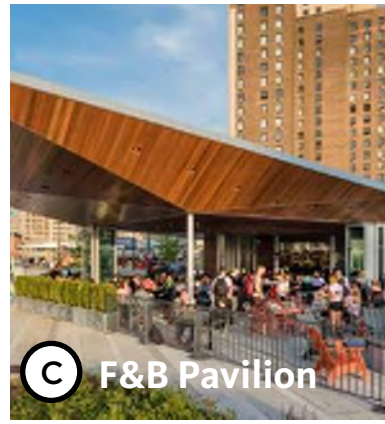
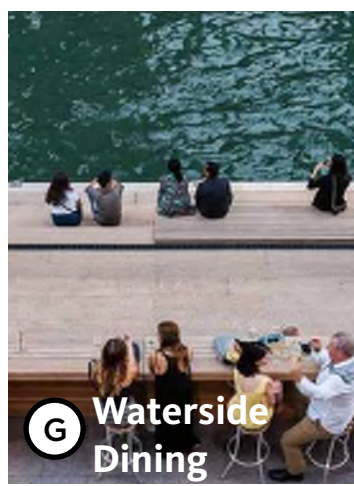
Key Map



INTEGRATED OPEN SPACE NETWORK

Central Plaza & Waterfront Zone B

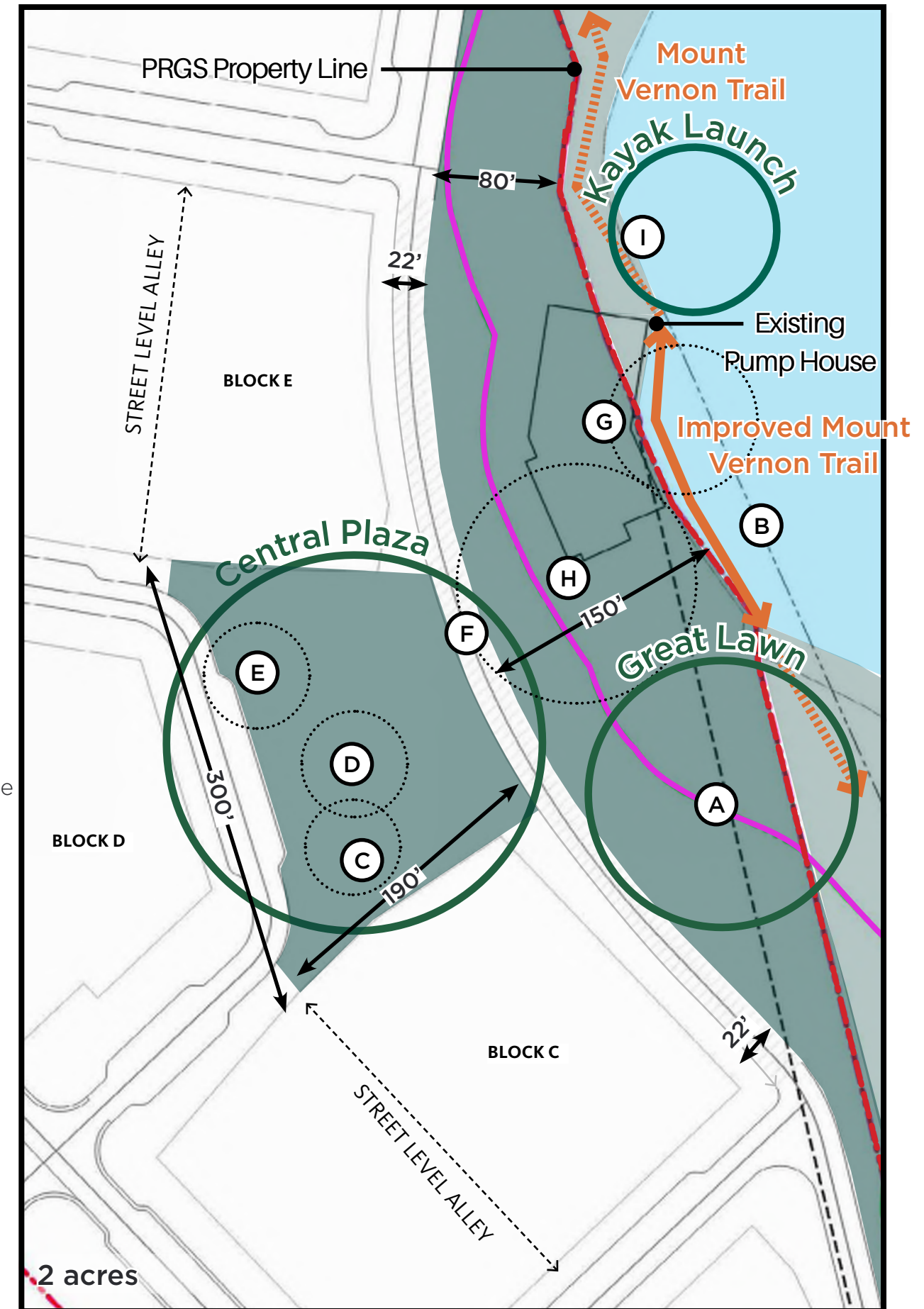
ACTIVE



Legend

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

Key Map



INTEGRATED OPEN SPACE NETWORK

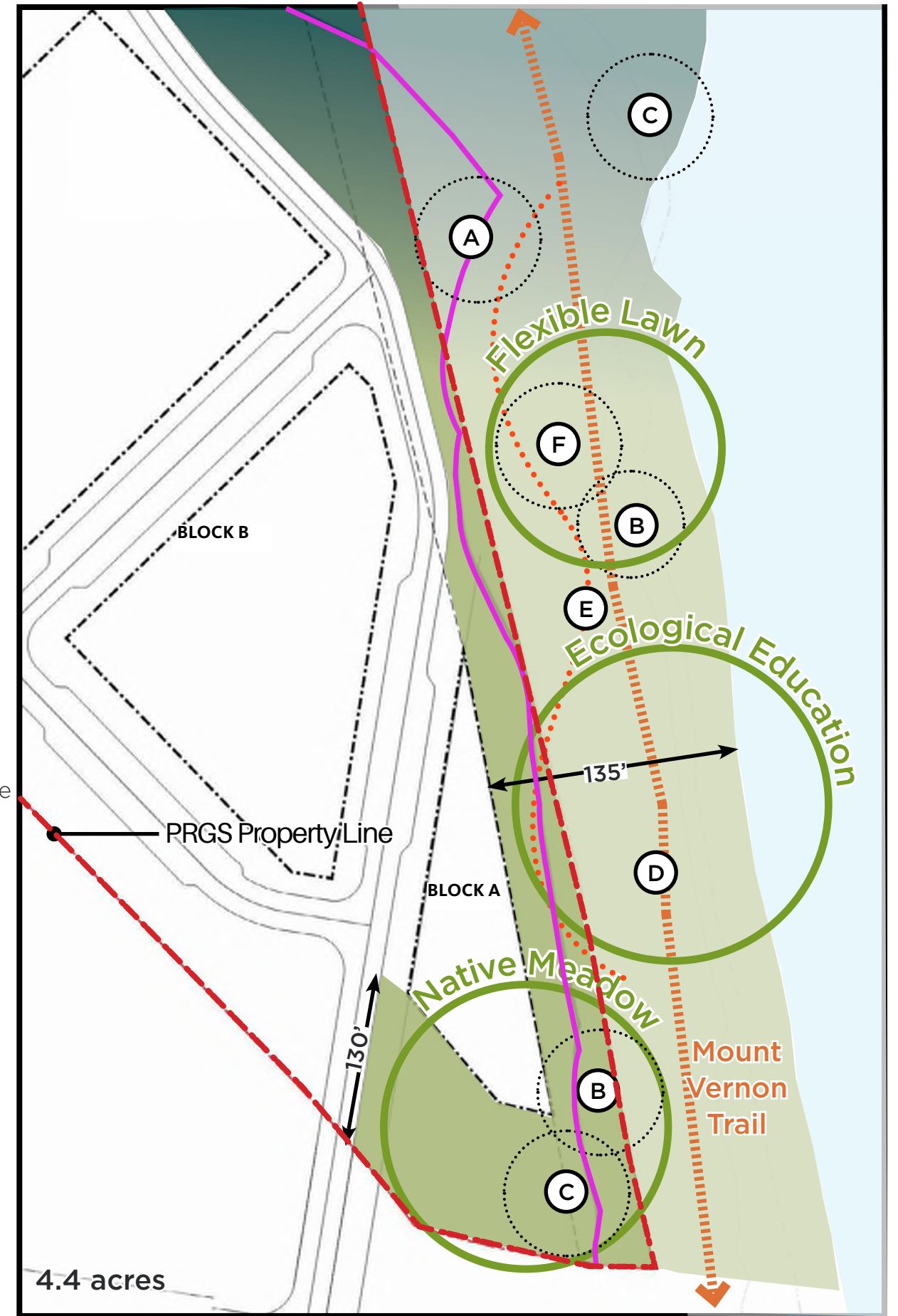
Waterfront Zone C



Legend

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

Key Map



INTEGRATED OPEN SPACE NETWORK

PEPCO Liner

ACTIVE



PASSIVE



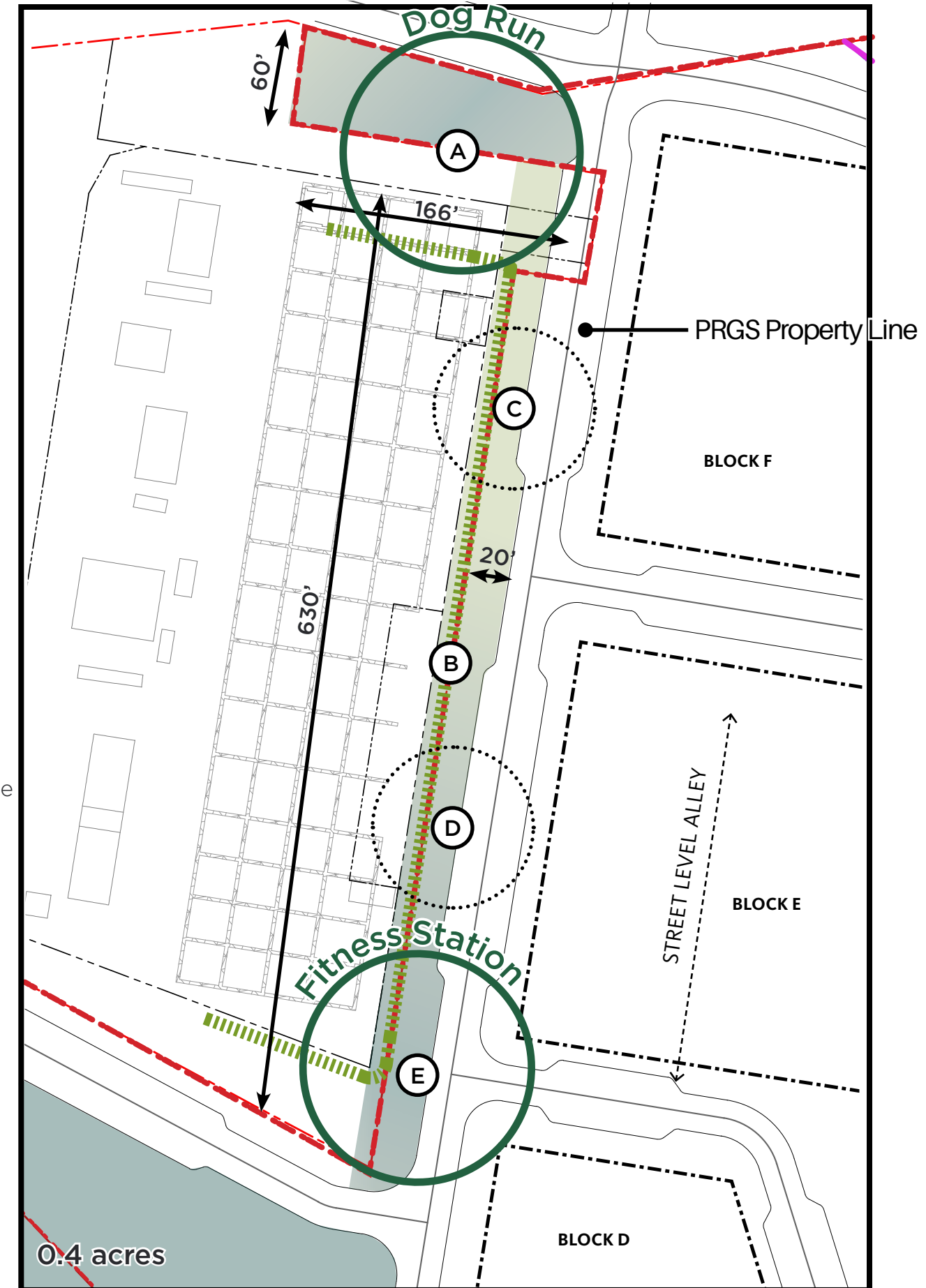
ACTIVE



Legend

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

Key Map



INTEGRATED OPEN SPACE NETWORK

Linear Park

ACTIVE



A Kids Play

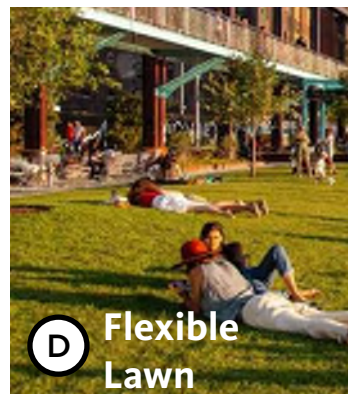


B Flexible Game Courts

PASSIVE



C Potential Re-purposing of Rail Infrastructure



D Flexible Lawn

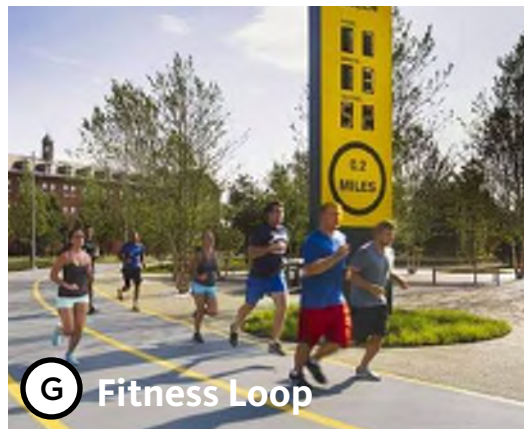


E Storm Water

ACTIVE



F Shade Structure & Seating Opportunities

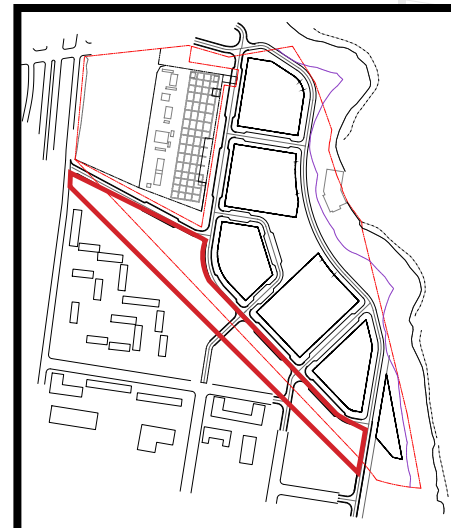


G Fitness Loop

Legend

- PRGS Property Line
- RPA Line
- Mount Vernon Trail
- City Bike Trail
- PEPCO Liner
- PRGS Property
- Norfolk Southern Land

Key Map



4.8 acres



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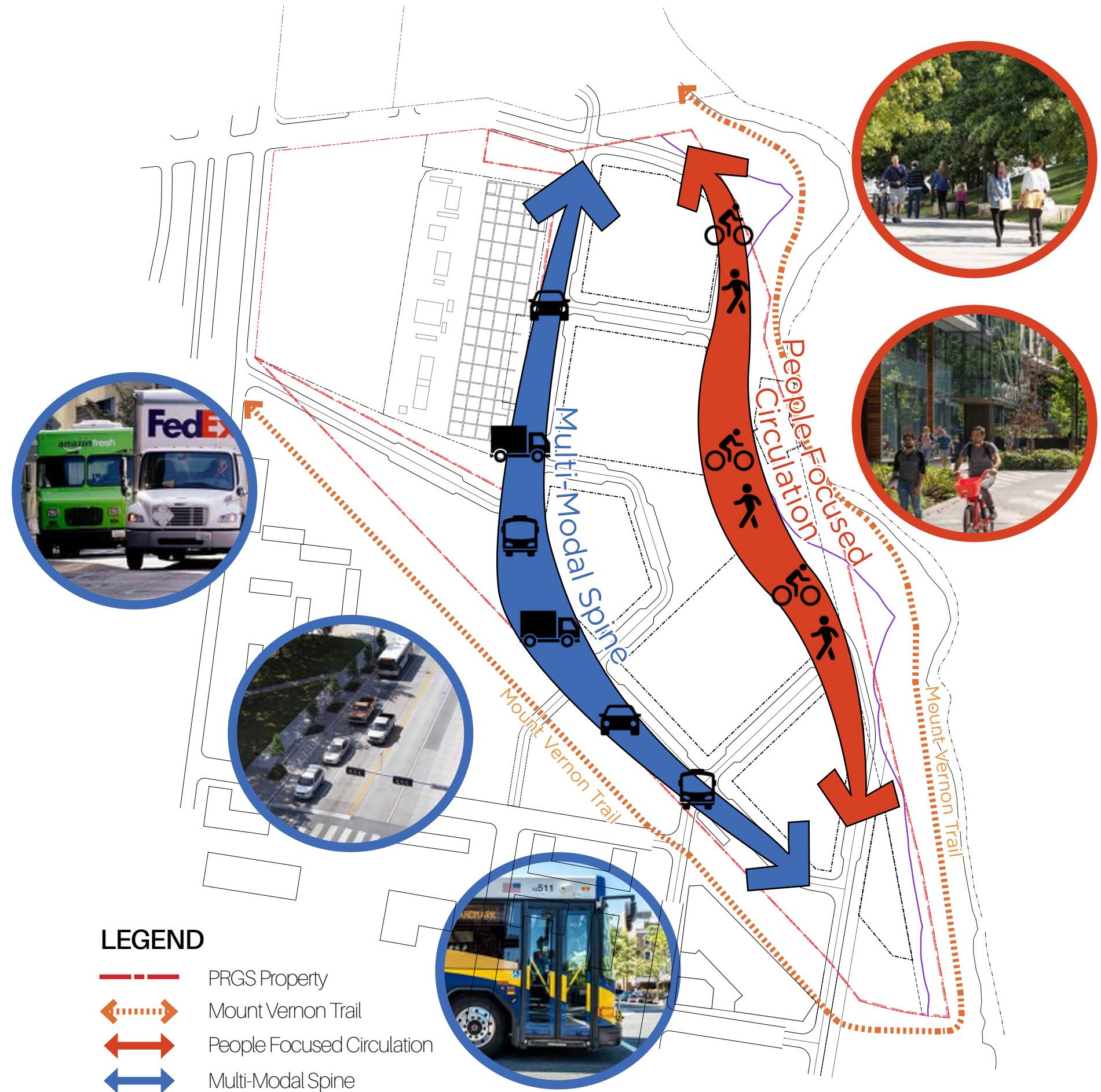
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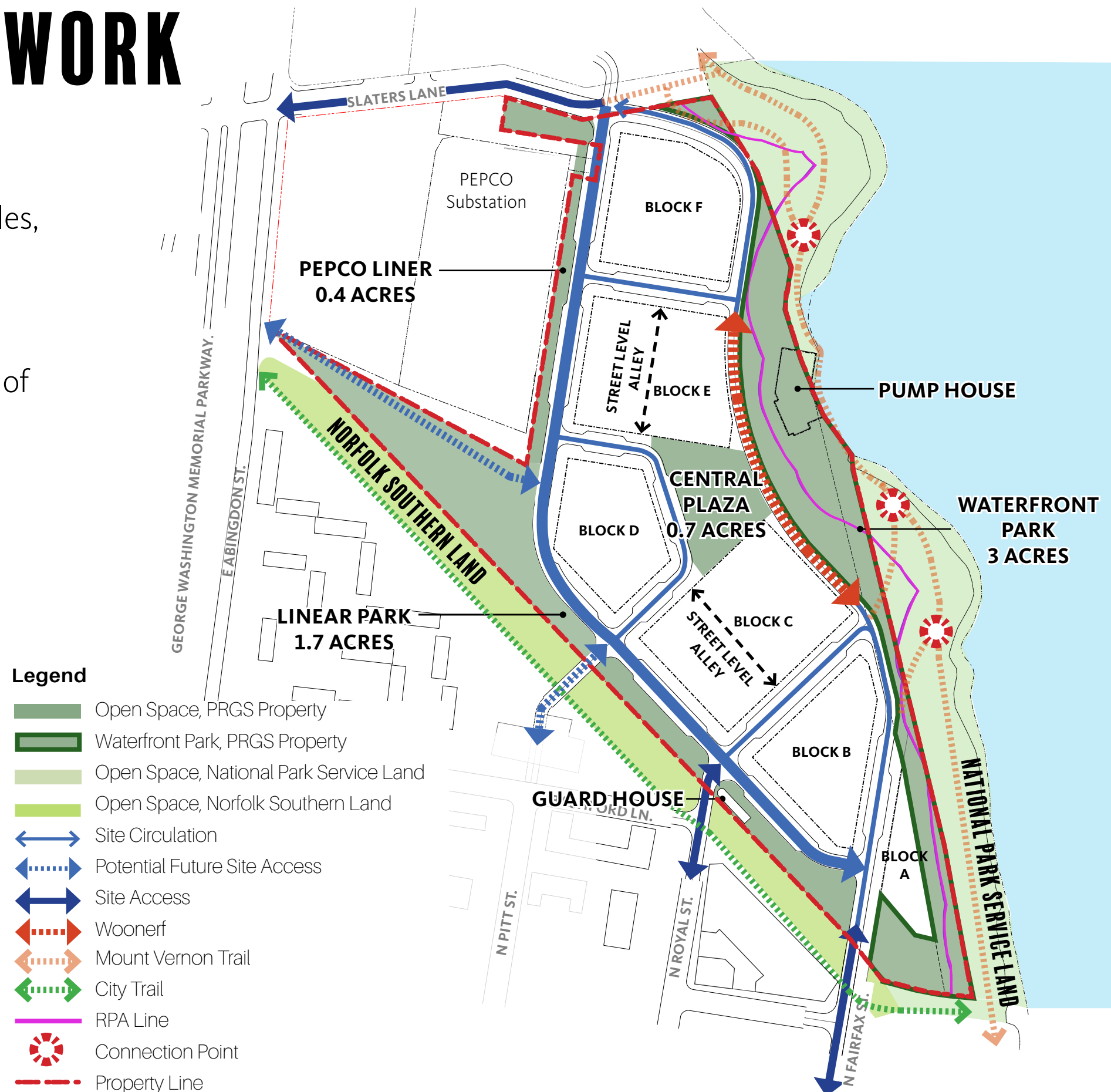
OVERVIEW

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



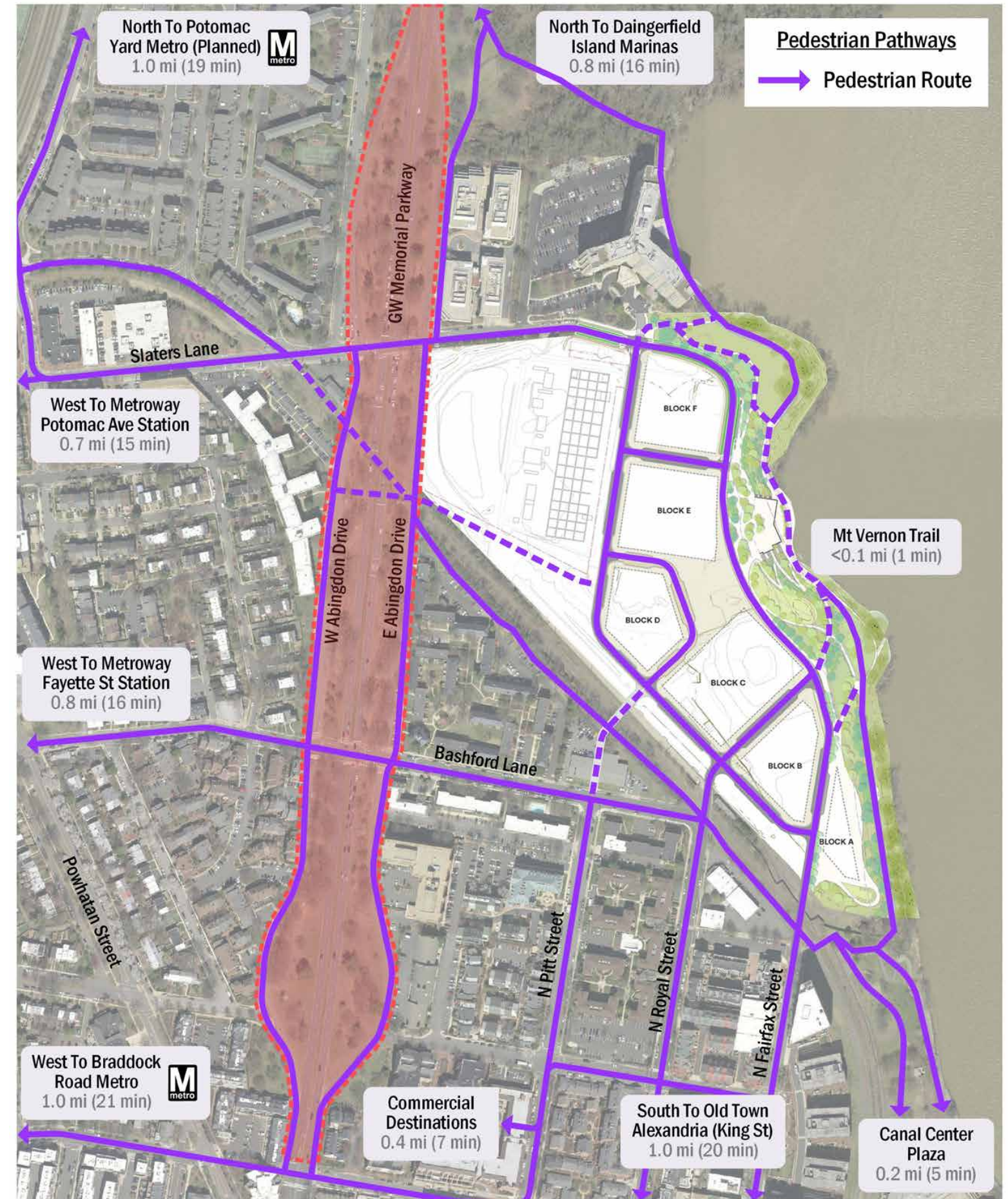
SITE CIRCULATION NETWORK

- 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 CIRCULATION & CONNECTIVITY

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



BICYCLE CIRCULATION & CONNECTIVITY

LEGEND

----- PRGS PROPERTY

LEISURELY ROUTE

← MOUNT VERNON TRAIL
BIKE & PEDESTRIAN

COMMUTER ROUTE

← MULTI-USE TRAIL
BIKE & PEDESTRIAN

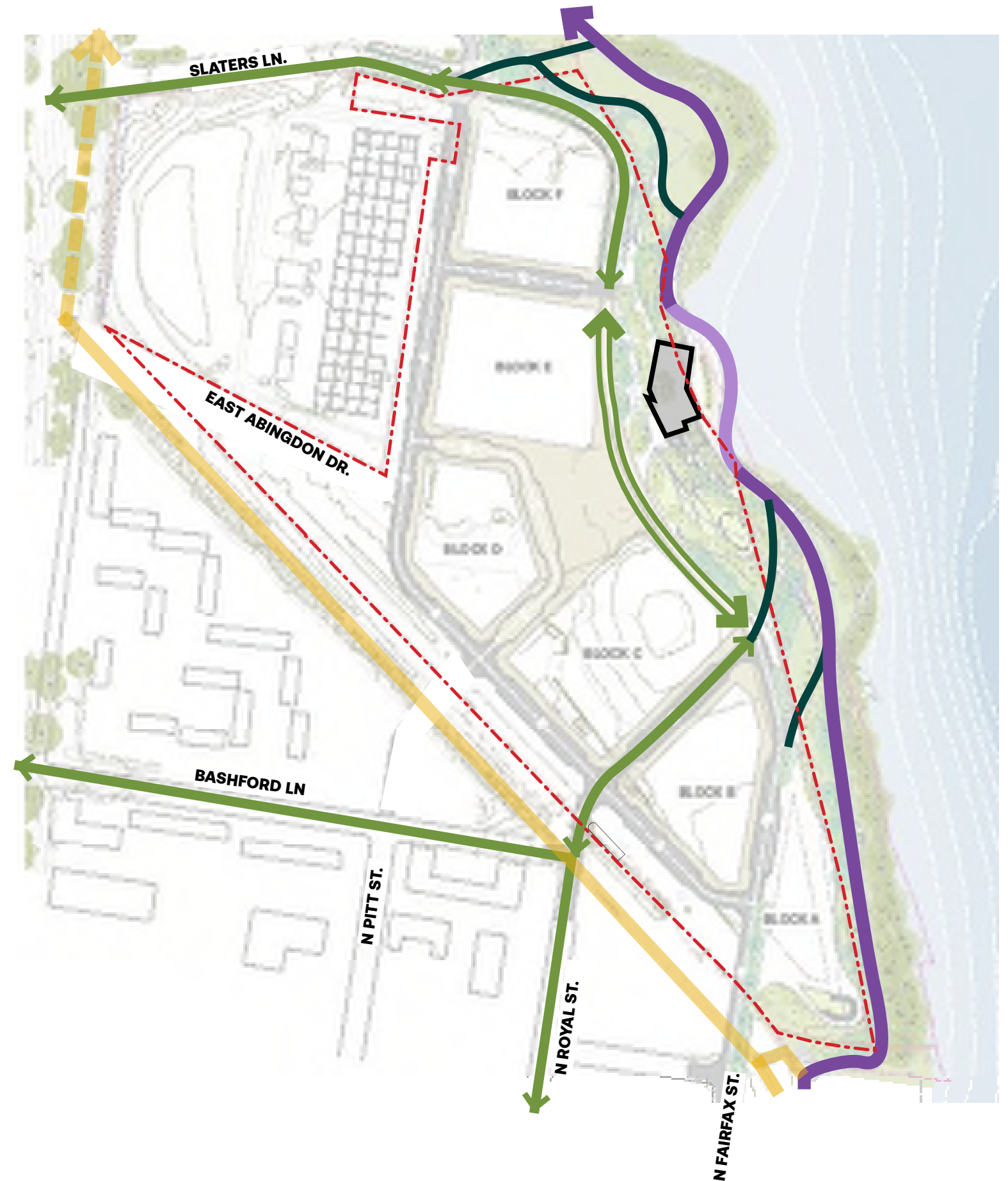
← TRAIL IMPROVEMENT PLANNED BY CITY
BIKE & PEDESTRIAN

LOCAL ROUTE

← BIKE FACILITY

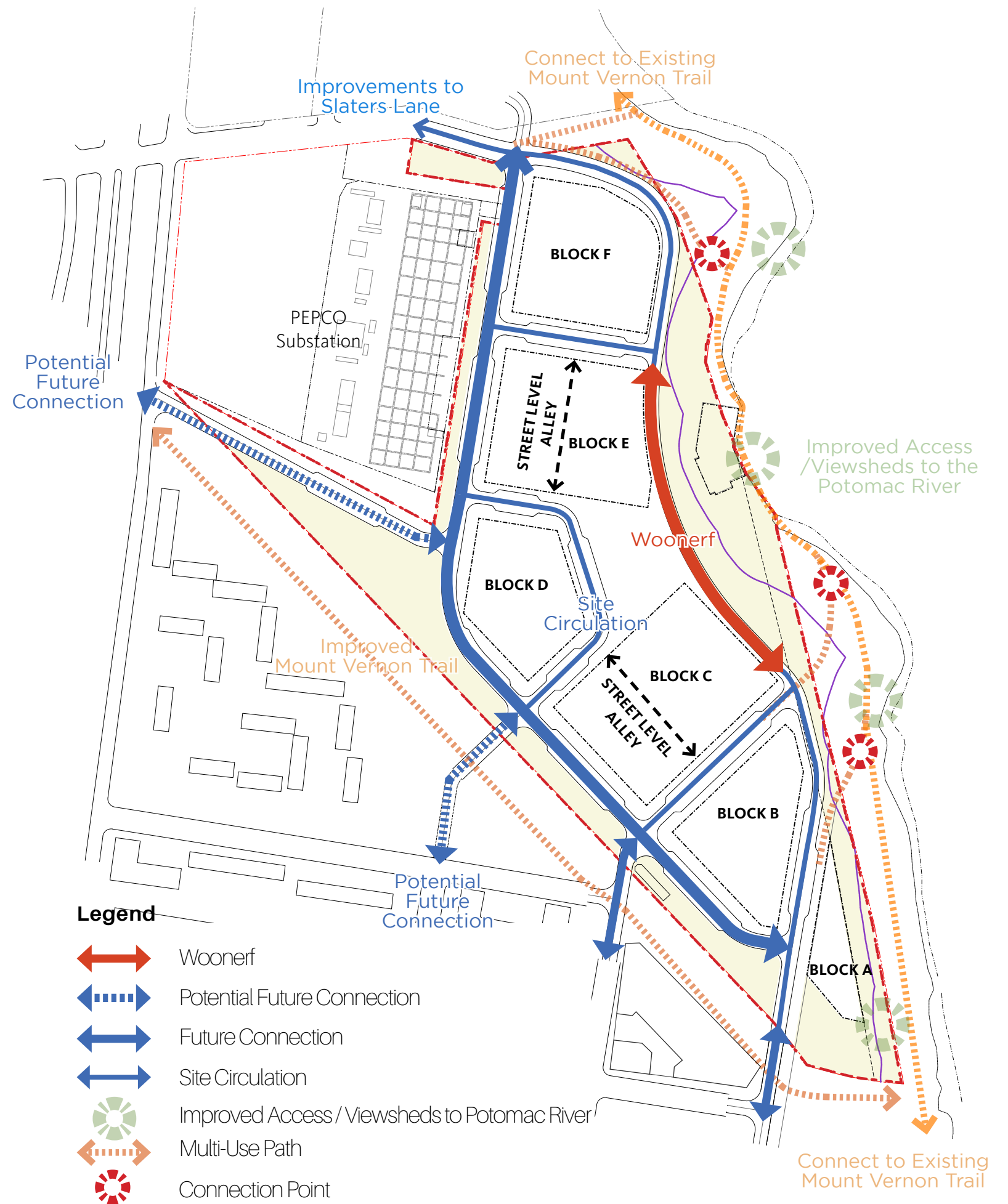
↔ WOONERF
(CURBLESS, MIXED-USE STREET)
BIKE & PEDESTRIAN CIRCULATION PRIORITIZED

— 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
- Continued coordination with City and DASH to improve frequency of planned service



THE WOONERF

Planned 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.



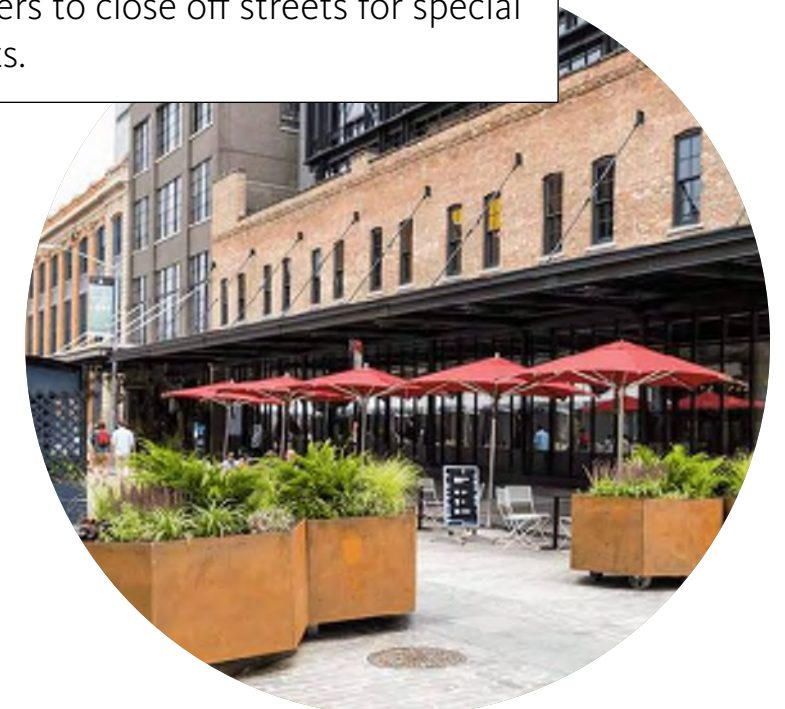
TREES & FURNISHINGS

- 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.



VEHICLE DETERRENCES

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



SLATERS LANE

EXISTING

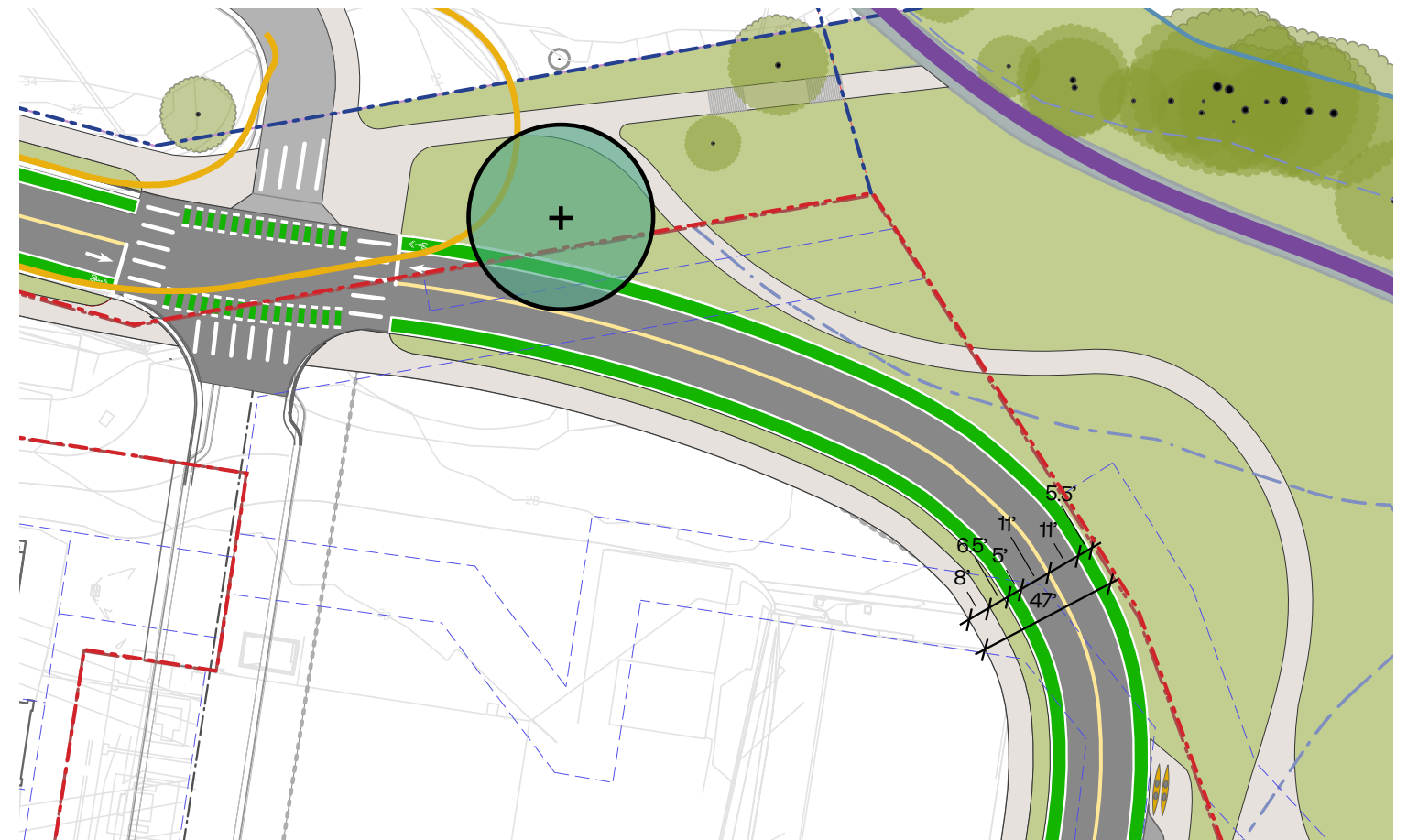
- Important east-west connection across George Washington Memorial Parkway (GWMP) for residential and commercial users north of PRGS
- Vehicular “dead end” and no pedestrian and bike connection to Mt. Vernon Trail
- Only accessible from GWMP

PROPOSED

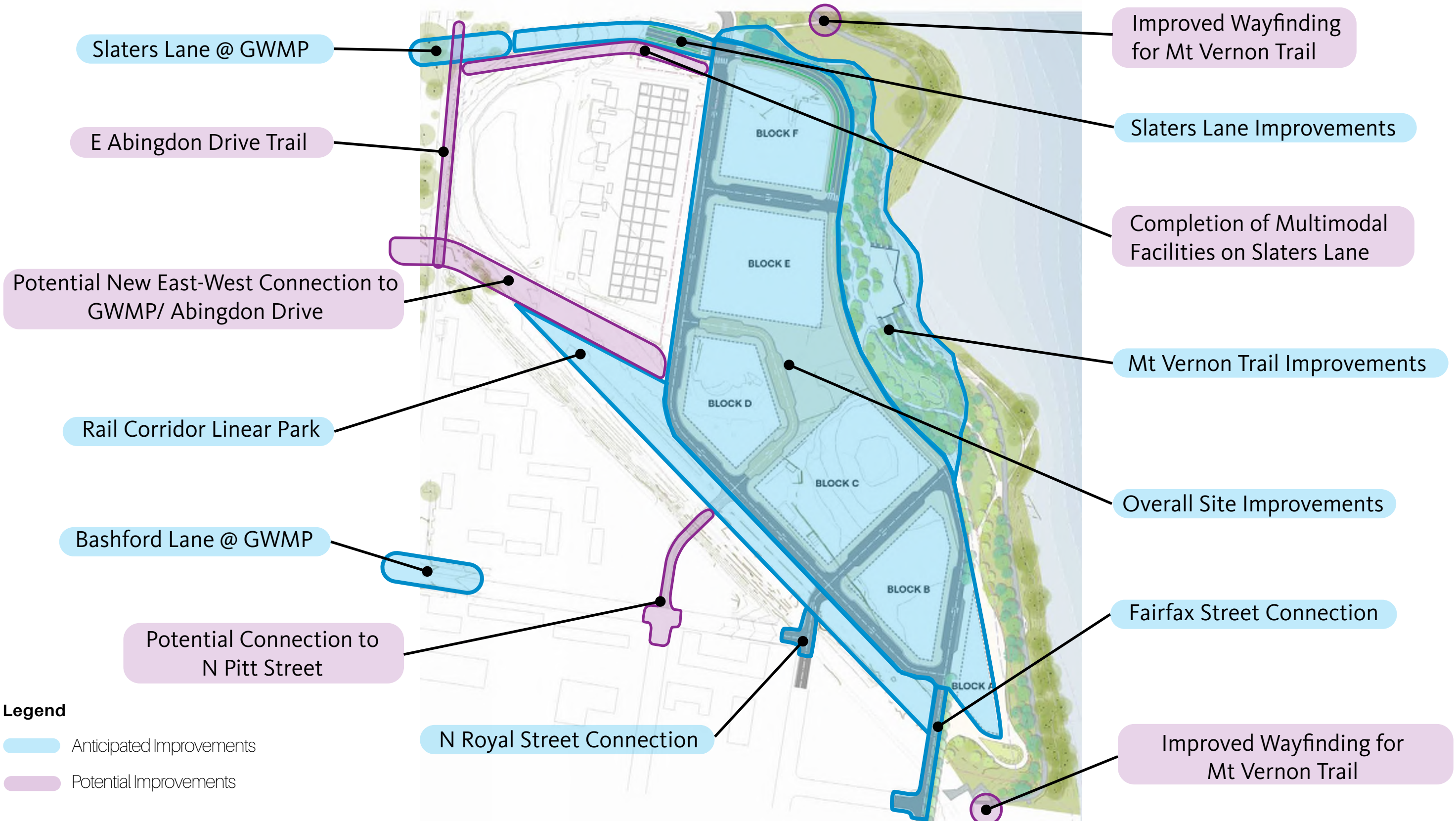
- Tie Slaters Lane into overall street network as envisioned by Old Town North Small Area Plan
- Improved connectivity and alternatives routes
- Compact intersection with driveway treatment into Marina Towers
- Pulled roadway to the south to maximize open space to the north and setback from Marina Towers
- 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



TRANSPORTATION IMPROVEMENTS



AGENDA

1. HISTORY AND VISION FOR TRANSFORMATION

2. COMMUNITY ENGAGEMENT & OUTREACH

3. LAND USE

4. OPEN SPACE

5. TRANSPORTATION

6. ENVIRONMENTAL & SUSTAINABILITY

7. NEXT STEPS

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 Hauling Routes will be established.
 - o Rodent Control Plan will be established.
 - o Noise and Vibration Control Plans will be established.
 - o Dust Monitoring Plan will be established.
 - o Worker Parking Plan will be established.
 - o Existing Conditions Survey for immediately adjacent abutting properties.



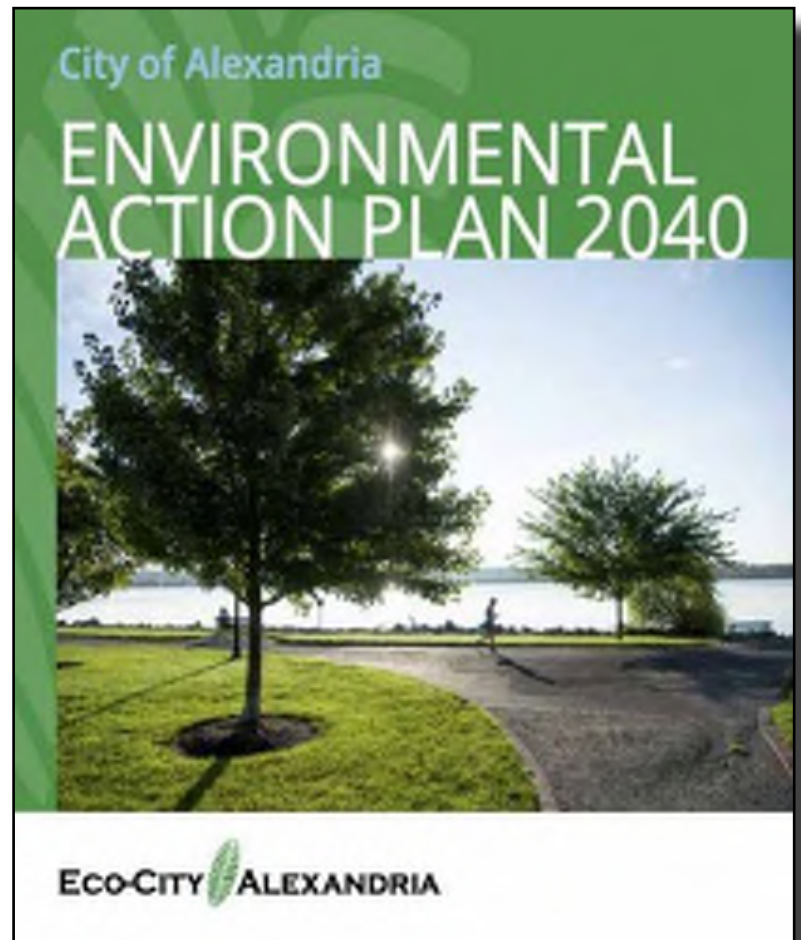
VOLUNTARY REMEDIATION PROGRAM

- Results from the Fall 2021 sampling were documented in a Preliminary Site Characterization Report, which was submitted to Virginia Department of Environmental Quality (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



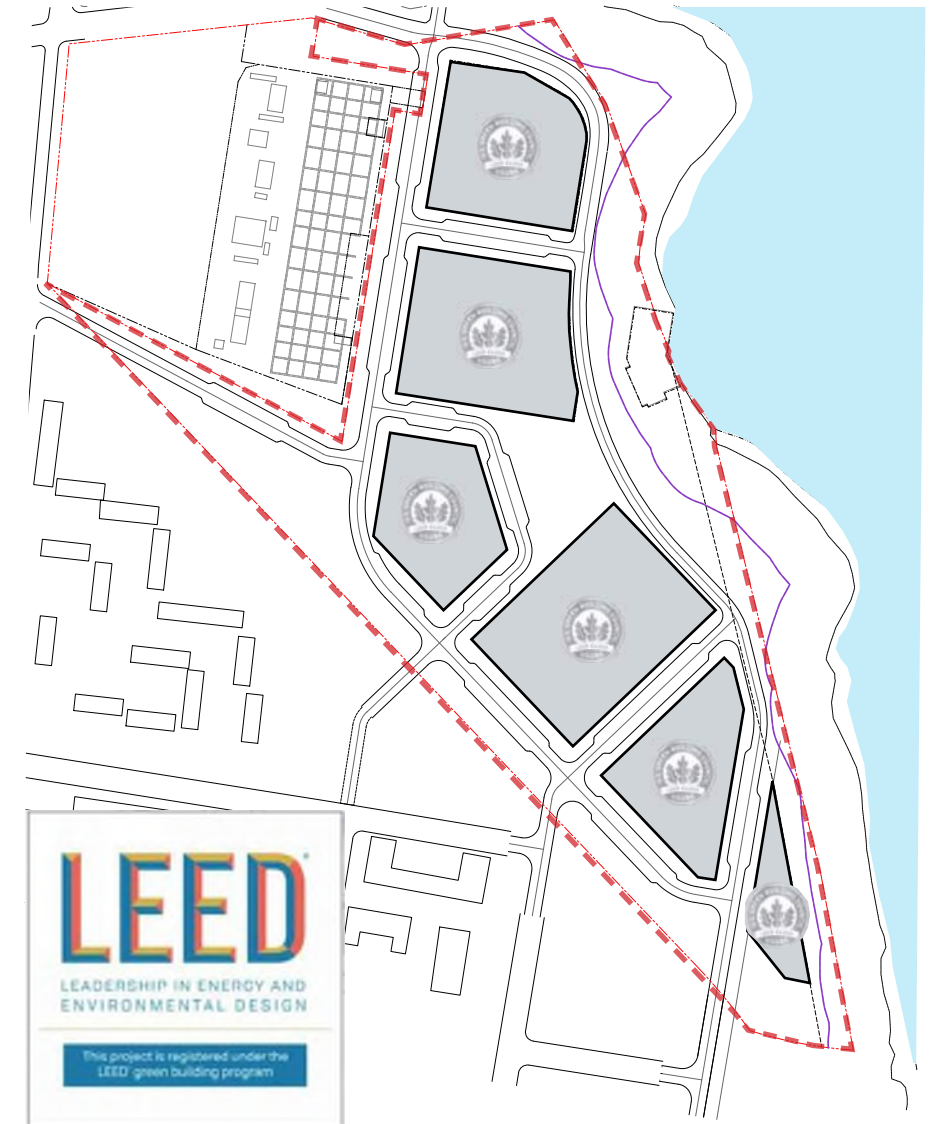
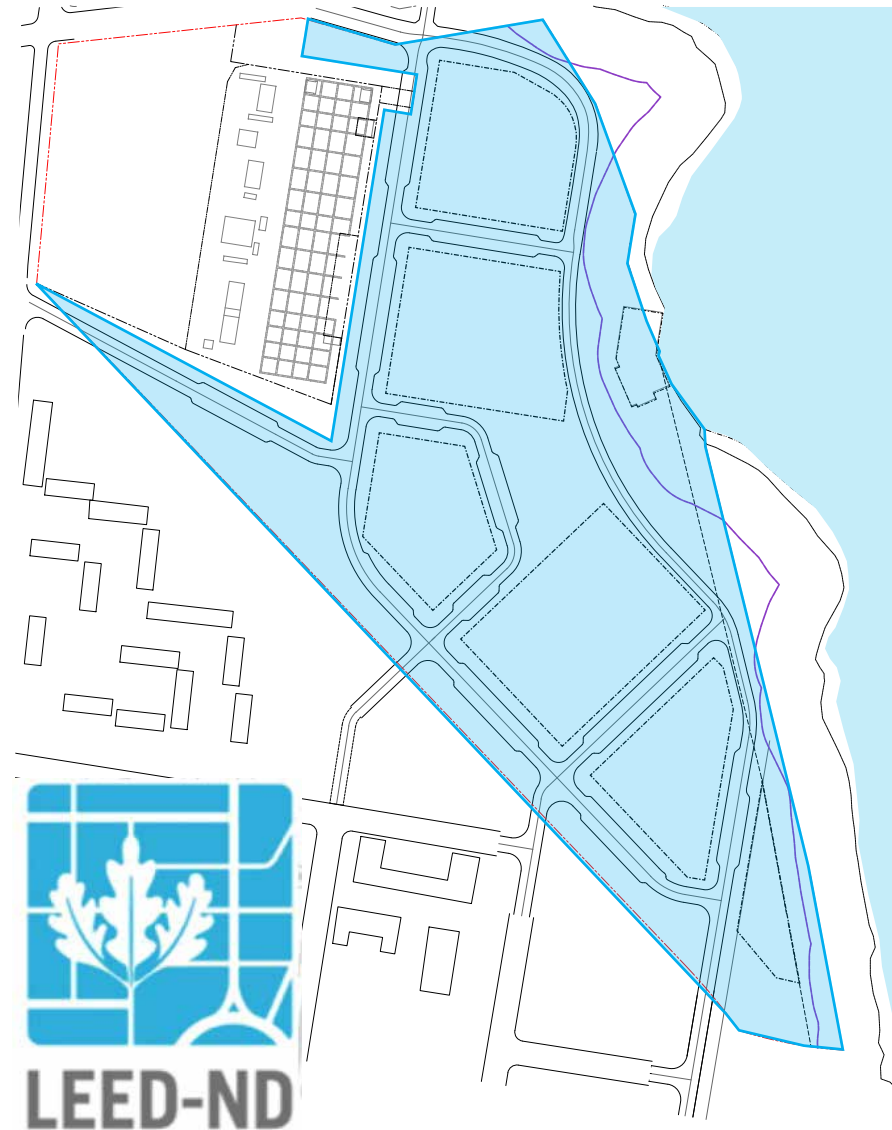
SUSTAINABILITY FRAMEWORK

- 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)



APPLICABLE 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



SITE



WATER



RESILIENCY



WASTE



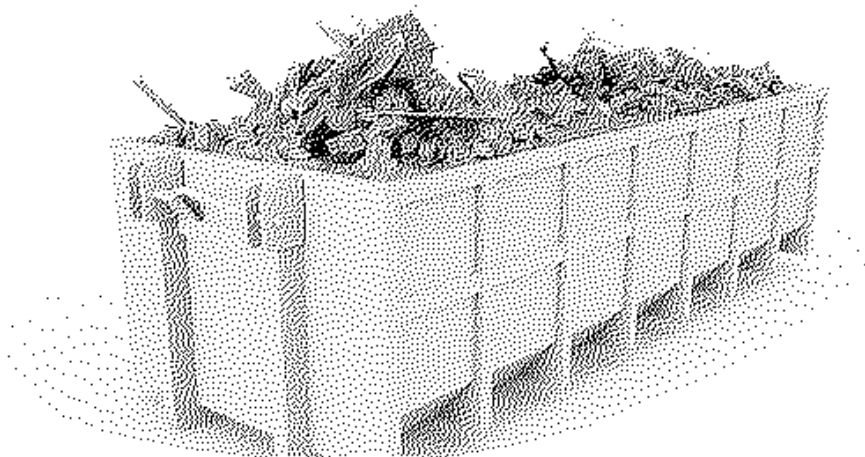
**HEALTH
WELLNESS**



**CARBON
REDUCTION**

- **District Wide Systems Under Analysis:**
 - Heating & cooling
 - Stormwater management
- Cycling, pedestrian and public transportation
 - Renewables

WHAT IS CARBON NEUTRALITY?



WHAT DOES THAT MEAN?

WHERE DO WE START?

HOW DO WE GET THERE?

TO NEUTRALIZE THE LIFE-CYCLE CARBON EMISSIONS ASSOCIATED WITH THE DESIGN, CONSTRUCTION, AND OPERATIONS OF THE PROJECT

PATH TO CARBON NEUTRALITY

OPERATIONAL CARBON

Exploring **site-wide and building-specific strategies** to increase energy efficiency

EMBODIED CARBON

Exploring **material selection and source** to reduce embodied carbon

ELECTRIFICATION

Emphasizing appropriate **Electrification** and relationship to the grid

ONSITE RENEWABLE

Incorporation of **onsite renewable** energy generation

OFFSITE RENEWABLE

Exploring the potential for off-site renewable **(PPAs, RECs, Offsets)** energy generation



Details will be refined as part of future infrastructure DSP and future phase DSUPs

CARBON REDUCTION

Voluntary Carbon Neutrality Analysis (CNA) outlines path to Carbon Neutrality

25% **Energy Efficiency Target**

- Exceeds the current Green Building Policy
- Studying district-wide HVAC systems

Double the targets in ALX Green Building Policy of:

14% Residential

11% Commercial

10% **Reduced Embodied Carbon Target**
Expanded scope of Carbon Neutrality beyond energy

Electrification
Minimization of on-site combustion

3% **Onsite Renewable Energy Target**

Off-Site Renewables



Transportation and transit improvements encourage the use of alternative modes of transportation

AGENDA

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THANK YOU!

SITE TOURS JUNE 10TH & 11TH

REGISTRATION INFORMATION COMING SOON

HRPalx.COM

follow us on



@hilcoredev



ALEXANDRIAVA.GOV/PLANNING/INFO



Redevelopment Partners

Gensler