



In response to the questions received during our fourth community meeting held on September 29, 2021, HRP is pleased to provide the following responses. For ease of review, we have attempted to group the questions by topic and where multiple attendees raised similar questions, we have provided a combined response.

GENERAL QUESTIONS

Q: What is your website address?

Q: Can you please display the page again with the website address that we can access this presentation?

A: www.hrpalex.com

[City website for the project](#)

Q: Does Hilco intend to own the properties, or will they sell the blocks to other developers?

A: *HRP's intent is to develop the PRGS site, though future partnerships or sales are possible.*

PERMITTING AND APPROVALS

Q: Is this development project being offered any tax incentives by the City of Alexandria?

A: *No tax incentives have been discussed.*

Q: Who decides which zoning, height/open space is appropriate on the blocks in the site within the CDD and when does that occur?

A: *The Old Town North Small Area Plan (OTN SAP) was adopted by the City Council in 2017 after an extensive community planning process. The OTN SAP envisioned 2.15 million square feet of development on the PRGS site with building heights of up to 140 feet and open space along both the waterfront and the linear park. The CDD process will refine and further define these parameters and, when finalized, will be voted on by both the Planning Commission and the City Council.*

Q: Will the affordable housing planned for this site only be market rate or is there an opportunity to include subsidized housing for people at lower levels of income?

Q: Are there plans for any low-income housing at the site?

Q: I believe that a clarification of "affordable housing" would be helpful, as income levels to qualify for affordable housing not well understood

A: *The City of Alexandria's affordable housing policy involves a financial contribution the magnitude of which is tied to the amount of square footage developed. That financial contribution is then used to develop affordable housing throughout the city. The City also allows for height and density bonuses if affordable housing is developed on site. Levels of affordability are defined relative to the Average Median Income (AMI) as adjusted annually. As the project progresses, HRP will continue to work with the City on the affordable housing approach. For*



more information on Office of Housing, City of Alexandria, refer <https://www.alexandriava.gov/Housing>.

Q: What is an “Innovation Unit”?

A: Innovation unit is a term used in the OTN SAP. The city wanted to provide spaces in new developments for the innovative types of uses. The definition of these units will be narrowed down in consultation with the City of Alexandria.

PROJECT SCHEDULE

Q: When do you anticipate construction will begin in Areas A and B?

A: Pending approval of our Coordinated Development District (CDD) Concept Plan, currently anticipated to be in Q2 2022, and future approvals of our Infrastructure and Phase 1 Development Special Use Permit (DSUP) plans, HRP hopes to break ground on the first phase of the project in 2023. The components of the first phase have yet to be defined.

DECONSTRUCTION

Q: Deconstruction is a pleasant term for demolition. How do you intend to control stack implosion and prevent stacks from falling in the wrong direction?

Q: We live nearby. What precautions will be taken when dismantling the power station so that lead and other toxic materials don't go into the air and affect the surrounding residents?

Q: When do you anticipate the deconstruction noise to start and when construction noise end?

Q: What strategies are you planning that will provide parking for workers at the site going forward as development deconstruction and construction begins?

Q: How will Hilco remove deconstruction debris from the site?

A: Deconstruction is anticipated to start in the latter half of 2022 and will involve careful mechanical dismantling methods. The exact means and methods will be defined once the deconstruction contractor is onboard, but controlled implosions are NOT anticipated. Prior to beginning deconstruction, a comprehensive survey of any regulated materials that may be present in the structures will be performed. Once deconstruction begins, the existing structures will first be abated, meaning that regulated materials will be removed, prior to their dismantling. Dust mitigation measures such as negatively pressurized containment areas, wetting, and air monitoring will be employed. The project will comply with the City of Alexandria's allowable construction work hours of Monday - Friday: 7:00 a.m. to 6:00 p.m. and Saturday: 9:00 a.m. to 6:00 p.m. Construction schedules have not yet been developed. Prior to deconstruction and construction of each future phase, construction management plans will be prepared describing items such as construction vehicle access and worker parking. HRP will host informational public meetings in advance of the deconstruction and construction phases to



provide more detail on means and methods, mitigation measures, work hours, and construction traffic.

ENVIRONMENTAL REMEDIATION

Q: Will the tract of land that HRP is planning to develop require any hazardous material remediation? If no, why?

Q: How long is remediation expected to take? How much contamination is anticipated to remain?

A: Yes, there is currently one identified area where remediation will be required. An area east of the powerplant building, between the building and the Potomac River, has a historic fuel oil release from underground storage tanks that were used in the powerplant's operation. The prior owner of the site completed some remediation work and cleaned up most of the impacts. HRP will address the residual impacts that remain on site during our redevelopment work, as that area becomes physically accessible.

Furthermore, HRP is beginning the process of soil and groundwater sampling at the site to identify other potential areas of contamination that may require remediation. This work is in accordance with the Site Characterization Plan approved in October 2021 by the Virginia Department of Environmental Quality (VDEQ) under the Voluntary Remediation Program (VRP). Our team is currently collecting soil and groundwater samples, which will be sent to a laboratory for chemical analysis. Depending on the types of constituents present and the extent of impacts, the team will determine what remediation technologies might be available to address contamination and respective timelines. Remediation will occur in coordination with deconstruction and development.

Q: Are there still radioactivity issues (due to fly ash) around this plant?

A: Coal was used as fuel in this power plant and fly ash is a by-product of the process. Because of the small footprint of the PRGS site, fly ash was only stored in small quantities for short periods and then transported off site. While on site, fly ash was collected and stored in above ground silos. According to historical records from the facility no ash was disposed of on site, and residual ash was removed from silos by 2013. This is different than other powerplants where coal ash is stored or disposed of on site. Accordingly, radioactivity associated with coal ash is not anticipated to be a significant concern at this site.

Q: Are you doing air sampling for as part of your testing?

A: Yes, there will be air sampling. There are different types of air sampling used at various stages of the project. For instance, sampling for asbestos fibers will be performed during asbestos abatement both during the abatement process for worker safety and to demonstrate that containment measures are effective and afterward to demonstrate completion of abatement. There will likely be air monitoring for dust and other constituents during



deconstruction and earthwork once we have a clearer understanding of the nature and extent of contaminants present.

Q: Is remediation required on the Norfolk Southern rail line?

A: The Norfolk southern property is not owned or controlled by HRP. We do not have any sampling data from that property.

DEVELOPMENT PLAN AND PROGRAM

Q: What is the proposed population and population density for the power plant development and how does this compare to the surrounding Old Town North area?

A: The OTN SAP approved by City Council in 2017 envisioned 2.15 million square feet of development on the PRGS site. The exact mix of uses to be developed will evolve over time depending on market conditions but approximately 60-80% of the total square footage is envisioned as residential with up to 2000 units, 20-40% as commercial office, 10-20% as hotel and approximately 5% as retail.

Q: Where is the proposed 200 room hotel located on the site?

A: Hotel uses may be approximately 10-20% of the total square footage and may be developed on Blocks B, C, D, E or F.

Q: What is the relationship between the plans here with the existing Torpedo Factory Arts facility?

A: HRP envisions extending the existing Arts and Cultural corridor, which into the PRGS site. This was also contemplated in the OTN SAP. While it is too early to know what type of arts and cultural user could be located here, additional info will be shared as plans develop.

Q: How many stories are on block A and block B? And is this approved by city?

Q: How many stories would a building of 50 -65 be?

Q: If I read the plans correctly, they anticipate heights of 14 to 16 stories for buildings on portions of the site. Those seem very high, overwhelming heights in the nearby area. Won't those heights create a visual barrier between much of the surrounding area and the waterfront?

Q: building height is a large concern. Who do the residents talk to on the planning board to limit building heights?

Q: Why are the building heights so high? What is rational? Seems unnecessarily high and will lead to traffic congestion in an area that is already burdened with immense traffic congestion.

A: The OTN SAP approved by City Council in 2017 envisioned 2.15 million square feet of development on the PRGS site with building heights up to 140 feet. Existing onsite structures and surrounding buildings offer important context for the heights contemplated. The existing PRGS stacks stand approximately 162 feet tall. Marina Towers is approximately 135 feet in



height, 1199 N. Fairfax Street is approximately 120 feet in height and The Muse is approximately 95 feet in height.

Not all site constraints were understood at the time the OTN SAP was adopted, and some adjustments are proposed. The heights indicated in the CDD Concept 1 submission range from 50 feet to 160 feet. Some blocks are proposed to be lower than the heights shown in the OTN SAP and other blocks are proposed to be somewhat higher than the heights shown in the OTN SAP.

A Multimodal Transportation Study is currently being prepared and results will be shared at an upcoming community meeting.

Q: Do you have an image of the existing pump house?

A: The pumphouse is located just landward of the bridge section of the Mount Vernon Trail (MVT) near the northern end of the PRGS property. An image was shown at the community meeting.

Q: Would it be possible to complete the construction with no off-street or garage parking? To do so would be a bold statement, ensuring an exciting, intentional, even bohemian clientele for residential and retail tenants. This would also increase the amount of develop-able area significantly!"

A: Current market and transportation conditions would not allow for a car-free development. However, encouraging alternative modes of transportation is a goal of the project. We have had early coordination meetings with DASH and bus routes are expected to be extended into the site. Shared bicycles, improved cycle paths and electric vehicle charging stations are other strategies anticipated to be employed. Additionally, the majority of parking is anticipated to be constructed in below-grade parking garages, so eliminating parking would not increase the amount of developable area.

OPEN SPACE AND LANDSCAPE DESIGN

Q: What happens to the riverfront RPA with the construction of the “woonerf”? Is there really an RPA along the river after construction?

A: A Resource Protection Area (RPA) is an environmental buffer between development and the edge of the water resources like streams and rivers. Parks, sidewalks, and pathways are normally allowed to be constructed within RPAs.

HRP has surveyed the RPA on the property and measured the extent of existing impervious area within it, which will be reduced with the project. The proposed woonerf is located outside of the RPA.

Q: Will you be improving the Mount Vernon Trail bridge you referred to as the cage? And will you address the infestation of kudzu (a nonnative, invasive plant) along that bridge and fronting the river?

Q: Who will be responsible for all the green space? Will you share maintenance with the NPS for their land along the river?

Q: The PRGS grounds are currently covered in highly invasive kudzu vines that have spilled over on to NPS land. Has HRP contemplated how the kudzu will be removed in a way that doesn't spread it over the development?

Q: RE: OPEN SPACE AND LANDSCAPING: I hope there will be a commitment to use native trees and plants as the majority of the landscaping of the site. Especially as the site relates to NPS land and other park land, it's important to allow the landscape to relate to the existing natural ecosystem. There are a number of efforts already in NOldTown, see Montgomery park and Alexandria House Park

A: HRP is in early coordination with the National Park Service (NPS) and the City of Alexandria on a variety of issues, including reconstruction of the portion of the Mt. Vernon Trail adjacent to the PRGS pumphouse, which is intended to remain, and how best to address invasive species along the river and on the PRGS site. Use of native trees and plants is planned for the future development and it is anticipated that some proposed improvements on NPS land may require maintenance agreements.

Q: Will the pedestrians and bicyclists be on the same trail, or will they be separated but parallel?

A: The MVT is a multi-use path owned and maintained by the NPS. It is anticipated that it will continue to function as a multi-use path but the PRGS project may offer additional connections to it that would prioritize and separate pedestrians and cyclists.

Q: Please comment on the tree canopy and ground level unorganized open space by % of the total developable property.

A: While it is too early to quantify the precise tree quantities and canopy coverage at this stage of design, the project will deliver a significant increase in total canopy coverage and public green space.

The project offers approximately 5.2 acres of ground level open space on the 18.8-acre PRGS site. Additionally, it will be designed to connect seamlessly to surrounding existing open space along the waterfront and planned open space along the future linear park. There will be a good distribution of different kinds of open space within the site, with some areas accommodating active uses like the plaza where events could be hosted and some areas accommodating passive uses like nature walks or reading. A future community meeting will address open space design and programming in more detail. Additional open space will be planned at the block level during future stages of the project.

Q: Of the open space shown in the plan, how much of it is flat, or at a moderate grade? (i.e., useful as open space)

A: Over half of the approximately 5.2 acres of open space is anticipated to be flat or at a moderate grade conducive to a variety of recreational activities along both the waterfront and the future linear park. Sloped areas will also be programmed to the extent possible, keeping accessibility in mind. A combination of active and passive spaces is envisioned.

Q: There is a lot of wildlife along this property -- how will this wildlife be preserved e.g., eagles, hawks, foxes, fishing?

A: HRP has engaged a wildlife consultant to perform an assessment of existing wildlife within the PRGS site. It may be necessary to relocate certain species or discourage them from nesting on site during deconstruction and construction. The future significant open space to be provided on the PRGS site and integrated into the surrounding open space will allow new opportunities for wildlife habitat and observation.

TRAFFIC & TRANSPORTATION

Q: Who (company, assigned lead) exactly is conducting the traffic study? When will it be done? And what are its parameters?

Q: Has your team considered how these street/vehicle connections, especially the one via N. Royal which is currently a largely residential street in the blocks adjacent to this property will impact traffic flow/volume? Have traffic studies been done on how these limited entries onto the site? N. Royal in particular has a designated on-road bike path and increased traffic creates a safety issue there.

Q: As a prospective purchaser at The Muse, what is the anticipated volume of traffic on the Fairfax extension?

Q: All traffic seems to flow to/through Slaters. Slaters at Abingdon has been a failed intersection for decades. How do you keep the Fairfax/Royal from becoming cut throughs from Old Town through your property and gridlock at Slaters to/from the parkway?

Q: Will there be any traffic calming measures taken to reduce cut-through traffic?

A: A transportation study was previously performed as part of the OTN SAP and HRP's proposed development program trip generation is anticipated to be similar to what was analyzed during that study in 2017. A Multimodal Transportation Study for the proposed PRGS redevelopment is currently being prepared by Gorove Slade. The scope has been reviewed and commented on by the City and NPS and results will be presented in an upcoming community meeting once available. Future volume projections, before and after the project is complete, will be provided.

The proposed street connections were also previously analyzed as part of the OTN SAP transportation study. It is anticipated that traffic will flow through both N. Fairfax Street and N. Royal Street as well as through Slaters Lane and Bashford Lane. The design of the new street network discourages vehicular cut-through traffic, promotes traffic calming through best design practices, and encourages non-auto modes of travel. The Multimodal Transportation Study will

explore existing origins and destinations within the area (both regional commuter and local) and include a discussion of potential cut-through traffic through the project. Recommended mitigation measures will be identified where appropriate.

Q: The traffic signal at the intersection at Slaters and GW Parkway offers approximately 15 - 30 seconds for cars to enter the Parkway from the east. How can all the proposed traffic be accommodated, not to mention the existing commuter traffic that uses Slaters Lane coming east from the Monroe St. bridge? Added to which, there is a large amount of bicycle traffic at this intersection going in all directions.

Q: How do you plan to deal with the traffic backup at Slaters Lane and E. Abingdon which is already rated as "F"?

A: The Multimodal Transportation Study will examine signal timings throughout the study area, including key traffic signals along Slaters Lane, and will recommend physical mitigation measures where appropriate. A robust Transportation Demand Management (TDM) will also be developed for the project to reduce single occupancy vehicle (SOV) trips.

Q: It will be very important to engage the actual owners of properties along Slaters Lane and Bashford Lane in creating transportation plan. The Parkway is a major commuting route, from as far away as Woodbridge to the South; from Maryland and DC from the North. Meanwhile, Slaters is a major commuting route for people moving from route 1 to the GW Parkway. These city and regional transportation requirements would be important to include in the project's transportation study.

Q: How will you engage the property owners along Slaters Lane in the Transportation study scoping?

Q: Do you anticipate having a task force meeting regularly with the City and neighboring properties to discuss issues which arise, specifically regarding traffic and congestion at Slaters Lane/Abingdon/GW Parkway?

A: The scope of the Multimodal Transportation Study has been reviewed and commented on by the City and NPS and results will be presented in an upcoming community meeting once there are findings to share with the public. Scoping for the study follows the professional standards recognized and recommended in the industry. The Multimodal Transportation Study will explore existing origins and destinations within the area (both regional commuter and local). HRP is happy to have an open line of communication with the City and neighboring property owners in addition to the regular community meetings to discuss this study in more detail.

Q: You repeatedly mention the N. Fairfax extension as being a cycle and pedestrian extension, but several times mentioned vehicular traffic. How is that compatible with cycles and pedestrian traffic and how and when would it be included?

A: The woonerf is a type of street that prioritizes pedestrians and cyclists through a variety of traffic calming devices such as differentiated surface materials, flush curbs, signage and other devices. As designed, the proposed street network encourages the majority of vehicular traffic to use the spine street rather than the waterfront street.

ABBUTING LAND OWNERSHIP

Q: Who owns the land on E. Abingdon St. where the one potential access point may be placed?

A: HRP's property comes to a point as it approaches East Abingdon Drive. There is not sufficient dimension to create an intersection on our property. We have been coordinating with the City and other abutters to consider the possibility of a Rails to Trails conversion of the Norfolk Southern land bordering the PRGS site. If that is achievable, it's possible that a portion of that land could be used to create an intersection with East Abingdon Drive and the George Washington Memorial Parkway (GWMP). This would require extensive coordination with the National Park Service, which HRP and the City have initiated.

Q: As a neighbor, I very much welcome the mixed-use development of all of the former power plant property. I noticed the land along E Abingdon, immediately south of Slaters Ln is not included in HRP's development, why?

Q: Would it make sense for Dominion to buy the substation? What's the advantage of Pepco ownership without the coal plant?

Q: Will the PEPCO land still be fenced?

Q: What are the long, rectangular, and small six buildings at the northwest corner just outside your property line?

A: PEPCO retained ownership of the parking lot to the south of Slater's Lane and the existing substation, which was not powered by the adjacent power plant. PEPCO intends to maintain operation of the substation for the foreseeable future. The existing fence will remain although HRP has the right to screen the substation with PEPCO's approval.

In reference to the "long, rectangular, and small six buildings" in the presentation, that is the PEPCO substation, and those rectangles represent the associated substation structures.

Q: PEPCO has been pumping like crazy at the substation and the parking lot for the past six months. Any information about what that is?

A: HRP is unaware of this activity. The response given by PEPCO to Department of Environmental Quality, City of Alexandria in response to this question- Pepco crews and contractors performed excavation and construction activities related to the replacement of sections of underground feeder pipe from July to the end of August. At least monthly, Pepco contractors remove and discharge water to the sanitary sewer under permit issued by Alexandria ReNew.

INFRASTRUCTURE

Q: Are there any "intrusions" (drains, pipelines, etc.) into the Potomac from the site that you will be responsible for removing?

A: There are two existing stormwater outfalls that drain water from the PEPCO substation site and the PRGS site which will be retained. The storm drainage tunnel (slide 22) will be re-routed within the property but left unaltered beyond the site. There are four existing decommissioned outfalls that will be abandoned in place to limit waterfront disturbance.

Q: There are major flooding issues with GW Parkway so what will your development plan do so as not to compound this problem?

A: As part of the project, we will install a storm sewer system that will adequately handle HRP's proposed development and outfall to the Potomac River. In addition, there is ~ 10 feet of elevation difference between the PRGS site and the GWMP. The PRGS site is lower than the GWMP and will not contribute to the water on the parkway.

Q: To what extent are water, electricity and waste providers being involved at this early stage to provide insights on technology and systems innovations to provide financial and environmental benefits?

A: We are beginning conversations with local utilities on planning for required building capacities, EV charging and other topics. Incentives, where available, will be explored. Efficient and responsible design requires not only getting utilities into the site but also being mindful of the resources used for them. For example, landscape and open space design can be used to mitigate the need for engineered based stormwater management solutions. Electrification of buildings should also be considered from a carbon perspective and the fuel source used to power the grid.