



October 07, 2022

Mr. Michael Swidrack, AICP
Urban Planner III, Development Division
City of Alexandria
Department of Planning & Zoning
301 King Street
Room 2100
Alexandria, VA 22314

RE: Potomac River Generating Station Site
Compiled City Comments for Infrastructure DSP Concept #1
CDSP #2022-00024
christopher #17005.004.03

Dear Mr. Swidrack:

We are in receipt of your comments dated August 12, 2022 and offer the following in response along with the Infrastructure DSP Concept 2 Submission.

PLANNING & ZONING

Findings

1. Streetscape and public realm design elements of the Infrastructure DSP will be reviewed by the Urban Design Advisory Committee (UDAC) in compliance with the OTN-PRGS Design Guidelines or Design Excellence Prerequisites & Criteria. We are tentatively proposing the first UDAC review for November 2, 2022.

Response: Applicant and Staff met to coordinate elements for inclusion in the Infrastructure Development Site Plan (IDSP) on 08/24/2022, which resulted in an entitlement scope exhibit that was submitted 08/31/2022. This exhibit outlines which design elements are provided in the IDSP and which design elements will be provided in future Block and/or Open Space Development Special Use Plans (DSUPs). The IDSP is focused on roads and infrastructure and does not provide significant streetscape or open space details, which will be submitted in later Block and/or Open Space DSUPs. Initial streetscape materials are included on the Comprehensive Open Space Plan, Sheet L001.

2. Provide updates and design details (including connections from the site) to the proposed changes to the GWMP and Mount Vernon Trail in consultation with NPS per the CDD CDP conditions of approval and to be depicted in the plan set.

Response: Applicant will continue to coordinate with the National Park Service (NPS) and Staff on any proposed improvements to the George Washington Memorial Parkway (GWMP) and Mount Vernon Trail (MVT) that will be detailed in future DSUPs.

3. Per Condition 17 of the CDD CDP, the applicant shall submit the final CDD CDP for review no later than November 2.
 - a. The final CDD CDP and Infrastructure DSP shall incorporate the requirements of Condition 24 of the CDD CDP.

Response: Acknowledged. The final CDD CDP will be submitted prior to November 2, 2022, and will incorporate Condition 24, as will the IDSP.

Applications

4. Per the CDD conditions of approval, subdivision approval for the approximately 3,000 square-foot portion of PEPCO property is required prior to or concurrent with Infrastructure DSP approval.

Response: Acknowledged. Applicant obtained approval from PEPCO to file to straighten the boundary line between the two properties related to the approximately 3,000 square feet referenced above. Applicant will continue to coordinate with Staff on the appropriate timeframe for processing the subdivision of this property into the larger site parcel. Processing this subdivision first before the relevant subdivision for the dedication of new roads within the site would be preferred.

5. An additional subdivision application may be required based on the final delineation of the Road A public right-of-way, depending on if any new parcels are created from future right-of-way dedication.

Response: Acknowledged. Future dedication of Road A and the creation of any new parcels created thereby will be accomplished via a separate subdivision plat and application as part of the completeness submission for this IDSP.

Site Plan Comments

6. The next submission will need to provide a significantly deeper level of plan detail for staff to provide comments and facilitate the iterative review process. In addition to submitting a plan

set with the Concept II Checklist and with the items outlined in conditions 47-54 of the CDD CDP, the applicant should provide additional CAD information for review:

- a. Spot elevations and contour lines
- b. Any retaining walls and with TW/BW spot elevations
- c. Corner bump-outs, curb cuts and entrances to the parking garage
- d. Curb cuts for loading dock entrances
- e. Tree wells and tree planting areas, including any planters proposed in the street alternating with on-street parking spaces
- f. Bioretention planters and other stormwater facilities
- g. Green energy infrastructure
- h. Dimension plan
- i. Streetscape materials, including sidewalk and woonerf, not limited to paving materials, street furnishings and streetlights
- j. Temporary/interim roadway and sidewalk infrastructure
- k. Bicycle facilities, including what is outlined in conditions 72-75 of the CDD CDP
- l. Multimodal connections to NPS property
- m. On-street parking spaces
- n. Signals, signage and striping, including crosswalks
- o. DASH/bus infrastructure – including bus stops, pads and shelters
- p. Areas of specialty paving treatments (including the woonerf) and any draft details as available
- q. Ensure that all property annotation (for existing lines) is consistent with existing and recorded subdivisions
- r. The Concept 2 (at a minimum) requirements outlined in the 2019 Landscape Guidelines

Response:

- a. Spot elevations and contour lines have been provided in the Concept 2 Submission. Refer to Sheets C400-C403.
- b. Retaining walls with top of wall & bottom of wall spot elevations are shown on Sheet C400.
- c. Corner bump-outs are shown with the Concept 2 submission on Sheets C301-C309. Curb cuts and potential entrances to the shared parking garage will be submitted as a part of the future Block DSUPs. A note has been added to Sheets C301-309 which states that curb cuts will not be proposed along Road A nor along N. Fairfax Street other than immediately adjacent to Block A.
- d. Curb cuts for loading dock entrances will be detailed as a part of the future Block DSUPs. This note has been added to the plans, see Sheets C301-C309.
- e. Tree wells and tree planting areas will be provided with streetscape details in future Block DSUPs.
- f. Interim bioretention planters and/or other interim BMP facilities will be provided in the IDSP Completeness Submission. Final bioretention planters and BMP facilities will be provided with streetscape details in future block DSUPs.

- g. Green energy infrastructure is addressed in the Coordinated Sustainability Strategy (CSS) and will be further detailed in future Block and Open Space DSUPs.
 - h. A dimension plan is provided in this Concept 2 submission, refer to Sheets C310 & C311.
 - i. Streetscape materials and areas of specialty paving at flush road conditions are shown with the Concept 2 submission on Sheet L001. Conceptual design and street furnishing elements for the woonerf are shown on Sheet L003.
 - j. All roads and sidewalks will be in their interim condition until finalized with future Block DSUPs. Refer to Sheet C100 and C300-C309 for plans, notes, and details.
 - k. Bicycle facilities as outlined in CDD Conditions 72 - 75 are as follows:
 - i. Condition 72: Dedicated bicycle facilities on Road B and N Fairfax Street north of the woonerf are shown in the Preliminary Pavement Marking and Signage Plan, Sheets C312-C314.
 - ii. Condition 73: Trails intended for bicycle use and proposed to connect to the MVT are shown on Sheet C301. These connections require additional coordination with and approval by the NPS.
 - iii. Condition 74: Applicant proposes two Capital Bikeshare stations, one in Phase 1 and the other in Phase 3. The exact locations of the Capital Bikeshare stations will be determined in future lock DSUPs for these phases.
 - iv. Condition 75: Acknowledged. No additional bicycle facilities are contemplated at this time.
 - l. Multi-modal connections require additional coordination with and approval by the NPS, see Sheet A300.
 - m. On-street parking spaces are provided (Sheets C301-C304).
 - n. Signals, locations, signage, and striping, including crosswalks are shown in the Preliminary Pavement Marking and Signage Plan (Sheets C312-C314). Signal design will be detailed in the IDSP Completeness Submission.
 - o. Proposed bus stop locations are shown in the Preliminary Pavement Marking and Signage Plan (Sheets C312-C314) and will be detailed in future Block DSUPs.
 - p. Streetscape materials and areas of specialty paving at flush road conditions are shown with the Concept 2 submission on Sheet L001. Conceptual design and street furnishing elements for the woonerf are shown on Sheet L003.
 - q. Property annotations for existing property lines are located on Sheets C200 & C204.
 - r. This Concept 2 Submission includes the following details required by the 2019 Landscape Guidelines: existing conditions show a tree survey, topographical survey, and existing utilities, see Sheets C200-C204. A Preliminary Geotechnical Engineering Report (06/11/2021) has been included as a separate document with the plan submission. Interim BMPs will be provided with IDSP Completeness Submission and all proposed landscape plans will be submitted with future Block DSUPs and Open Space DSUPs.
7. Provide a layout of the underground parking garage located beneath the development Blocks and private streets on the site.

Response: The general outline of the extent of the shared underground garage beneath Blocks and streets is shown on Sheet C300. Details of the garage layout, which depends on square footage and land use of said square footage, will be provided with each Block DSUP.

8. Label each area that with a future public access easement or park and recreation easement.

Response: Public access easements are shown on private streets and temporary sidewalks. All park areas (Waterfront Park, Railroad Corridor Park, and PEPCO Liner Park) have been labeled as with a Park and Recreation Easement, and the Central Plaza has been labeled with a Public Access Easement, see Sheets C301 to C304 and C306 to C309.

9. Clearly draw/delineate the boundaries and dimensions of the Road A public right-of-way boundaries and each private right-of-way consistent with the CDD CDP conditions.
- Label all existing property lines that extend into the proposed right-of-way areas as “to be vacated.”
 - Staff and the applicant will need to discuss the width and adjacencies of Road A and the Pepco Liner open space.

Response:

- There are no existing property lines extending into proposed right-of-way areas to be vacated. Road A will be dedicated to the City as a public road and a separate subdivision plat will be submitted with the IDSP Completeness Submission. (Sheet C300-C309).
- Road A right-of-way width, including sidewalks on the western side, is shown in this Concept 2 Submission (Sheets C310-C311).

10. The improvements to off-site areas, including Slaters Lane, the Mount Vernon Trail and the GWMP should be depicted on separate plan sheets at a scale comparable to plan sheets covering the site. Provide a 1”-20’ scale for plan sheets if possible.

Response: Proposed improvements based on the results of the Multimodal Transportation Study (MTS) are included in the Preliminary Pavement Marking and Signage Plan for intersections at the GWMP (Sheets C312-C314). Proposed connections to the MVT at Slaters Lane are shown on Sheets A300 & C301. Applicant will continue to coordinate with NPS and Staff on the design of improvements to NPS property.

11. Provide plan sheets that depict temporary and interim streetscape and roadway conditions as outlined in the CDD CDP conditions 31-35 and 51.

Response: Temporary and interim streetscape and roadway conditions have been provided, see Sheets C300-C305 for plan views and Sheet C100 for additional notes and details.

12. Provide more details on pedestrian connections and facilities in locations where a sidewalk is currently not shown, including:
- The west side of Road A
 - To the east of N. Fairfax Street and the woonerf
 - N. Fairfax Street and N. Royal Street connections through Norfolk Southern Property southward into the remainder of Old Town North.

Response:

- A temporary 8' asphalt sidewalk has been provided on the west side of Road A (Sheets C301-C304).
- A temporary 8' asphalt sidewalk has been provided on the east side of N. Fairfax St. and the woonerf (Sheets C301 & C303).
- A temporary 8' asphalt sidewalk has been provided along N. Fairfax St and N. Royal St. over Norfolk Southern Property southward to connect to Old Town North (Sheets C300 & C303).

13. Provide more information regarding the mid-block alleys proposed for Blocks C and E, acknowledging that the final design of the alleys within the block footprints will come with the respective building DSUPs.

Response: Mid-block alleys are referenced in Sheet C303 for Block C and Sheet C301 for Block E in this IDSP Concept 2 Submission. Final design of the mid-block alleys will be provided with each Block DSUP.

14. Provide details confirming that the underground parking structure will be designed to accommodate the planting depth needed for large shade trees and street trees per the Landscape Guidelines.

Response: The shared underground parking structure will be further designed and submitted with future Block DSUPs. The top of the garage is designed 5' below grade to accommodate planting depth for larger trees.

15. Open space and circulation plan (Sheet A200) comments:

- Remove "potential" from the on-site open space identifier in the legend at the bottom left corner of the page.
- The reference to the Comprehensive Open Space Plan is labeled as Sheet L100 instead of Sheet LA2.4.
- The note that outlines the conveyance of OS.9 should also note that a portion will be dedicated to the City for the Road A right-of-way.

Response:

- a. Acknowledged. This has been updated, see Sheet A300.
- b. Acknowledged. The Comprehensive Open Space plan has been updated to Sheet L001.
- c. Acknowledged. This has been updated, see Sheet A300.

16. Phasing Plan (Sheet A303) comments:

- a. The extension of the N. Royal and N. Fairfax Street rights-of-way northward from around the Muse property into the site through Norfolk Southern property should be shown as a requirement of Phase 1 development.
 - i. Provide more information regarding public street/ROW access across the Norfolk Southern property.
- b. Condition 77 of the CDD CDP (improvements to Slaters Lane Street end) should be included in the Phase 1 diagram.
- c. Note 4 on each diagram should separate out the Pump House, which will need to be completed by the end of Phase 2 based on Condition 32c. of the CDD CDP approval.
- d. The Phase 3 diagram should make clear reference to the in-kind or monetary contribution for the development of the Old Town North Linear Park.

Response:

- a. The extension of N. Royal and N. Fairfax right-of-ways are shown in the Sheet A900 as part of the phasing plan, however, Staff coordination with Norfolk Southern is required for either a public crossing easement or acquisition of the right-of-way from Norfolk Southern.
- b. Proposed improvements to Slaters Lane, including the removal of the existing fence and connections to the MVT are shown on Sheets A300 & C301. Improvements and connections to the MVT require additional coordination with and approval by NPS.
- c. Condition 32c excludes the pump house from improvements required by the end of Phase 2.
- d. A note has been added to Sheet A900 that in-kind contributions to support acquisition and the cost of design and construction of the publicly accessible Linear and Waterfront parks as set forth in CDD Condition 116.

Sustainability

17. The Coordinated Sustainability Strategy (CSS) is to provide a framework for achieving carbon neutrality by 2040 and guide for long-term sustainable practices, including regular evaluation of how targets are being achieved at the site. The CSS will be developed as part of the Infrastructure DSP and endorsed by City Council prior to approval of that DSP.

Response: The draft CSS was submitted prior to the Infrastructure DSP Concept 2 Submission. The CSS will, in its final form, include approaches for on-site energy generation and outline short, mid, and long-term sustainability strategies including electrification implementation consistent with EAP 2040 targets and

goals, and reporting and tracking mechanisms, pursuant to CDD Conditions 144-149.

18. Per the CDD, the site shall achieve a minimum of 3% onsite renewable energy. Prior to the approval of the Infrastructure DSP, strategies to increase this will be evaluated as part of the CSS.

Response: The CSS includes strategies to achieve 3% on-site renewable energy generation across the CDD area and outlines the variety of strategies necessary to meet this this aggressive target pursuant to CDD Condition 139b.

19. The applicant shall work with staff on coordinating future presentations with the Environmental Policy Commission (EPC) (preferably in October), Planning Commission and City Council (in November) for feedback on the CSS.

Response: Applicant will continue to work with Staff to schedule presentations to the EPC, Planning Commission and City Council.

20. Per Condition 144, submit the Coordinated Sustainability Strategy (CSS) prior to the 2nd concept submission of the Infrastructure DSP. The CSS must include the evaluation of approaches for increasing on-site energy generation as part of the review of the Infrastructure DSP. Continue to work with staff on the submission and review of the CSS in alignment with the infrastructure DSP submissions.

Response: The draft CSS was submitted prior to the Infrastructure DSP Concept 2 Submission. Applicant will continue to coordinate submission and review of the CSS with Staff.

21. The applicant shall explore methods to achieve a minimum embodied carbon reduction for infrastructure and site elements as contemplated in the CDD. As the project advances, provide analysis/documentation to determine how this can be achieved for infrastructure related elements.

Response: The CSS includes strategies to reduce embodied carbon across the CDD area. An estimate of the Embodied Carbon Intensity will be submitted as part of each preliminary DSUP and re-evaluated at each subsequent DSUP pursuant to CDD Condition 139c.

22. Revise the street cross-sections and plan views to depict the requirements of CDD condition "Buildings on blocks B, C, E and F shall be set back a minimum of 20 feet from building face to curb fronting N. Fairfax Street (including the woonerf) or to the satisfaction of the Director of P&Z based on individual DSUP reviews."

Response: Acknowledged. In accordance with CDD Condition 57, the applicable sections have been revised to show the 20-foot setback from building face to face of curb at the ground floor with possible building variation and overhangs, subject to final approval at each future Block DSUP. (Sheets C700 & C701)

23. Revise the plan to be designed (i.e. alignment and grading) to not preclude a future street connection to N. Pitt Street as envisioned by the Master Plan and CDD approval.

Response: Acknowledged. Sheet C304 depicts the potential future connection to N. Pitt Street, subject to current property owners.

24. Provide updates to the submitted Comprehensive Open Space Plan based on Condition 87 of the CDD CDP and RP&CA comments below.

Response: Acknowledged The updated Comprehensive Open Space Plan is shown on Sheet L100.

Board of Architectural Review (BAR)/Historic Preservation Comments

25. The westernmost section of the parcel is located within the Old and Historic Alexandria District due to its proximity to the GWMP. Any permanent structures or new construction in this area other items designated in the City's Zoning Ordinance, must be approved by BAR. The Concept 1 submission site plan, dated 07/08/2022, does not indicate any construction in this area which would require BAR approval.

Response Acknowledged.

26. If any part of the project would be considered a federal undertaking, the applicant will be required to properly adhere to all applicable requirements of Section 106 of the National Historic Preservation Act of 1966. This process should begin early and must engage all interested parties.

Response: Acknowledged. Applicant will continue to coordinate with NPS and Staff on any work related to improvements on federally owned property.

27. Staff recommends that the applicant provide a professional documentary study of the full history of the project site. The documentary study will consist of maps in addition to primary and secondary source information. The archival research shall include, but is not limited to, deeds, plats, title documents, probate and other court records, tax and census records, business directories, published and unpublished manuscripts of first-hand accounts, historical maps, newspaper articles, and oral histories. The study should also include photographs and measured drawings of the buildings in the development.

Response: An Archeological Assessment and Documentary Study was submitted to Alexandria Archeology with the recommendation that no further archeological work is required. Alexandria Archaeology concurs with this recommendation, as stated in Archaeology Conditions below.

28. Staff recommends that the applicant provide a public summary of the documentary study suitable for posting on the City's website.

Response: The Archeological Assessment submitted to Staff is an excellent summary and may be posted to the City's website.

29. The applicant should begin to draft the CDD-level historic interpretation plan per the OTN SAP and Condition 108 of the CDD CDP. The plan, which is to be drafted by a historic preservation consultant, must be submitted with or prior to the preliminary plan submission for the first development special use permit (DSUP) in the CDD.

Response: Acknowledged. Applicant will submit the historic interpretation plan in accordance with Cond. 108 before the preliminary plan is submitted for the first Block DSUP.

TRANSPORTATION AND ENVIRONMENTAL SERVICES (T&ES)

Findings

1. DASH, Resource Recovery, VAWC, and AlexRenew provided no comments
2. Development/buildings not in the floodplain. (Floodplain)
3. OEQ, PWS, Permits Reviewer, and C&I have no comments

Response: Acknowledged.

Comments

1. The next submission of this plan must be prepared per the requirements of Development Preliminary Site Plan Checklist and Memorandums to Industry 02-09 dated December 3, 2009 on Design Guidelines and City Standard Notes. (D-ROW)

Response: This IDSP Concept 2 Submission has been prepared in accordance with the Development Preliminary Site Plan Checklist. DSP plans will be submitted in accordance with the details set forth in the Memorandums to Industry 02-09 dated December 3, 2009, on Design Guidelines and City Standard Notes.

2. Provide preliminary computations on generation of pre and post development runoff from the site using the rainfall depths for the City of Alexandria as: 1Yr 24 hour = 2.70, 2 Yr 24 hour = 3.20 and 10 Yr 24 hour = 5.20 inches per NRCS (formerly SCS) TR-55 method. The overland relief shall be provided for 100 Yr 24 hour = 8.2 inches of rainfall depth in the final site plan. (D-ROW)

Response: Acknowledged. Preliminary computations of pre and post development runoff will be submitted in the IDSP Completeness Submission, as required.

3. Provide details and supporting calculations for storm water management design that include adequate outfall analysis. Include a complete drainage area map, in acres, including all off-site drainage areas in their entirety, supported by an outlined contour map. (D-ROW)

Response: Acknowledged. Details and supporting calculations for storm water management design will be submitted in the IDSP Completeness Submission, as required, and amended with each future Block DSUP.

4. Call out on the plan that all existing overhead utilities and utility poles along Richmond Highway and Calvert Street shall be relocated underground. (D-ROW)

Response: This comment is not applicable to the redevelopment of the former Potomac River Generating Station; this comment is for the Oakville project.

5. Lighting shall be provided along all street frontages per City Standards regarding fixture type and illumination. (D-ROW)

Response: Acknowledged. Lighting details and illuminations will be provided with the Final Site Plan for the IDSP, unless otherwise approved pursuant to future Block or Open Space DSUPs.

6. Provide detailed grading of all proposed streets. This should include only spot shots, no need for profiles at this point. All high points and low points within the proposed roadway system shall be identified. (DROW)

Response: Acknowledged. Refer to Sheets C400-C403 for grading and spot elevations.

7. Identify all Overland Relief paths within the detailed grading plan. (DROW)

Response: Acknowledged. Refer to Sheets C400-C403 for Overland Relief paths.

8. Provide a dimension plan that identifies all land widths, sidewalk widths, ROW widths. (DROW)

Response: Acknowledged. Refer to Sheets C310-C311 for dimension plans that identify all land widths, sidewalk widths, ROW widths.

9. Show all existing and proposed right-of-way lines for public and private streets. (DROW)

Response: Acknowledged. Refer to Sheets C303 and C304 for existing and proposed right-of-way lines for public streets and public access easement lines for private streets.

10. Transportation Engineering Staff acknowledges the submission of the VISSIM Model Calibration Technical Memorandum. Staff will provide comments to traffic consultants and include in next comment letter for the record. (Transportation Engineering)

Response: Thank you for your acknowledgement of receipt of the VISSIM Model Calibration Technical Memorandum.

11. Provide through-block alleys for Block C and Block E to accommodate pedestrians and vehicles, including loading activities. (Transportation Planning)

Response: Acknowledged. Through-block alleys will be further developed in future Block DSUPs and will accommodate pedestrians & vehicles, including loading access.

12. Per CDD Condition 48, show the entire length of proposed Road A, between Slaters Lane and the North Fairfax Street extension including roadway, sidewalks, and interim multimodal facilities. Include any difference in materials in the interim and final condition. (Transportation Planning, Transportation Engineering)

Response: Acknowledged. Refer to Sheets C301-C303 and C312-C314.

13. Show travel lane widths and parking lane widths on dimension plans. (Transportation Planning, Transportation Engineering)

Response: Acknowledged. Refer to Sheets C310-C311.

14. Provide a general layout of the proposed signs and striping plan. Please note a separate signage and striping plan is required in the Final Design set that includes all signs, roadway markings, lane markings, etc. (Transportation Planning, Transportation Engineering)

Response: Acknowledged. A Preliminary Pavement Marking and Signage Plan is provided Sheets C312-C314.

15. On-street parking shall be striped parallel with the roadway and individual spaces should not be striped as it is less efficient, requires more maintenance, and fails to visually narrow the roadway to the same extent. (Transportation Planning)

Response: Acknowledged.

16. Per Condition 51, include the interim as well as proposed final conditions and operations of each roadway improvement and new intersection. (Transportation Planning, Transportation Engineering)

Response: Interim conditions of each roadway improvement and new intersection are shown on Sheet A900. Interim intersection signalization will be studied and will be amended, if necessary, in future Block DSUPs. Final conditions and operations for roadways are included in the Preliminary Pavement Marking and Signage Plan on Sheets C312-C314.

17. Show the multimodal operation, physical, and signal improvements to all off-site facilities such as the existing Bashford Lane and Slaters Lane signalized intersections as part of this plan. (Transportation Planning, Transportation Engineering)

Response: Conceptual improvements based on the results of the Multimodal Transportation Study (MTS) are included in the Preliminary Pavement Marking and Signage Plan, refer to Sheets C312-C314. Further design of proposed improvements impacting GWMP requires completion of the VISSIM analysis and continued coordination and review by NPS and Staff.

18. Show 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, to be provided as approved by NPS. (Transportation Planning)

- a. Show bicycle infrastructure and details with the Slaters Lane Connection with the Mount Vernon Trail.
- b. Per CDD condition 77, show temporary or permanent bicycle infrastructure within the right-of-way to connect Slaters Lane with the Mount Vernon Trail.
- c. The Slaters Lane and GWMP intersection (including east and west Abingdon Drive) in coordination with NPS. Completion of multimodal operational, physical, and signal improvements at the intersections of Slaters Lane and Bashford Lane with the GWMP (including E. and W. Abingdon Drive)

Response:

- a. Bicycle infrastructure and the connection from Slaters Lane to the MVT is shown on Sheet C301 and are subject to NPS approval. Applicant will continue to coordinate with NPS and Staff.
- b. Bicycle infrastructure and the connection from Slaters Lane to the MVT is shown on Sheet C301 and are subject to NPS approval. Applicant will continue to coordinate with NPS and Staff.
- c. Conceptual improvements based on the results of the MVT are included in the Preliminary Pavement Marking and Signage Plan, refer to Sheets C312-C314. Further

design of proposed improvements impacting GWMP requires completion of the VISSIM analysis and continued coordination and review by NPS and Staff.

19. Show general locations of curb cuts at garage entrances and through-alleys. (Transportation Planning)

Response: Acknowledged. Proposed locations of curb cuts at garage entrances and through-alleys will be submitted as a part of each future Block DSUP. A note has been added to Sheets C301-C304 that curb cuts will not be proposed along Road A or along N. Fairfax Street, except immediately adjacent to Block A.

20. Show separate curb ramps for each crossing with detectable warnings and high visibility crosswalks. (Transportation Planning)

Response: Acknowledged. Refer to Sheets C301-C309.

21. Show the limits of the sidewalk and the landscape strips on each street on the site plan. (Transportation Planning)

Response: Acknowledged. Refer to Sheets C301-C309 for limits of temporary sidewalks and landscape strips.

22. Show potential connections at the proposed access points from the Mount Vernon Trail to the site. (Transportation Planning)

Response: Acknowledged. Refer to Sheets A300 & C301. Proposed connections to the MVT require additional coordination with and approval by NPS. Applicant will continue to coordinate with NPS and Staff.

23. Show the design of the Norfolk Southern Trail as it crosses through site at North Royal Street and at North Fairfax Street. (Transportation Planning)

Response: Applicant will continue to coordinate on the plans and proposed improvements to the Railroad Park with Staff in bi-weekly meetings and in relationship to the future Linear Park DSUP. The conceptual design of proposed trail improvements on currently owned Norfolk Southern property as it intersects N Royal Street and N Fairfax Street is shown on Sheets C301-C309.

24. Show limits of public access easement over private roads and sidewalks. (Transportation Planning)

Response: Acknowledged. Refer to Sheets C301-C309 for public access easements over private roads and temporary sidewalks.

25. Provide vertical barriers and a detectable warning strip along on all flush curbs on Road C. (Transportation Planning)

Response: Acknowledged. Vertical barriers and detectable warning strips on all flush curbs on Road C will be shown with future Block DSUPs.

26. Show ramps/transitions between the areas of roadway with curb and gutter and the flush portion of the roadways. (Transportation Planning)

Response: Acknowledged. Refer to Preliminary Pavement Marking and Signage Plan on Sheets C312-314.

27. Show any proposed on-street parking controls and restrictions including loading zones, time limits, etc. Note that unrestricted parking, even if just a temporary condition, can lead to issues with storage of vehicles. (Transportation Planning)

Response: Acknowledged. Parking controls will be provided and coordinated as part of the final site plan for each future Block DSUP.

28. Provide information about the intention and details of the underground garage such as how the approximate limits of the garage were determined and if the garage will be one structure under all buildings. (Transportation Planning)

Response: The extent of the shared underground garage is shown on Sheets C300 through C309. The garage is proposed to be continuous and connected below blocks and adjacent roadways between blocks. The final design of the garage beneath each block depends on design details determined in each future Block DSUP, specifically total square footage, land use program, and residential unit type and unit count. The limits of the garage are based on preliminary layout sketches to determine possible circulation and efficiencies based on a series of parameters at this conceptual stage of design. The underground garage will be designed and constructed with each block and submitted with each future Block DSUP.

29. Provide green paint and bicycle markings where bicycle facilities transition or continue through intersections. (Transportation Planning)

Response: Acknowledged. Shown in Preliminary Pavement Marking and Signage Plan on Sheets C312-C314.

30. Provide City of Alexandria dedicated bicycle facility markings with a bicycle rider with helmet and an arrow in the center of the lane at proposed bicycle facilities. (Transportation Planning)

Response: Acknowledged. Shown in Preliminary Pavement Marking and Signage Plan on Sheets C312-C314.

31. Show all curbs and gutters for all streets. Additional space may need to be provided for gutter pan at curbs on Road B and North Fairfax so that bike lanes do not encroach into gutters, as Complete Streets standards do not allow gutters to count towards width of 5-foot bike lanes. (Transportation Planning)

Response: Acknowledged. Curbs and gutters are shown on Sheets C301-C305.

32. Show on-road bike facilities around the site. Bike lanes on North Royal Street shall be complete through the internal intersections before transitioning into sharrows. (Transportation Planning)

Response: Acknowledged. Shown in Preliminary Pavement Marking and Signage Plan on Sheets C312-C314.

33. Per CDD condition 74, show a minimum of two Capital Bikeshare stations on the site plan. (Transportation Planning)

Response: A minimum of two Capital Bikeshare stations will be provided within the CDD area and submitted in future Block DSUPs for Phases 1 and 3 pursuant to CDD Condition 74.

34. Show four transit stops, two in each direction, with bus shelter and dimensions at the bus bulb outs on Road A. (Transportation Planning)

Response: General bus stop/pad locations are shown in the Preliminary Pavement Marking and Signage Plan (Sheets C312-C314); further details will be submitted in future Block DSUPs.

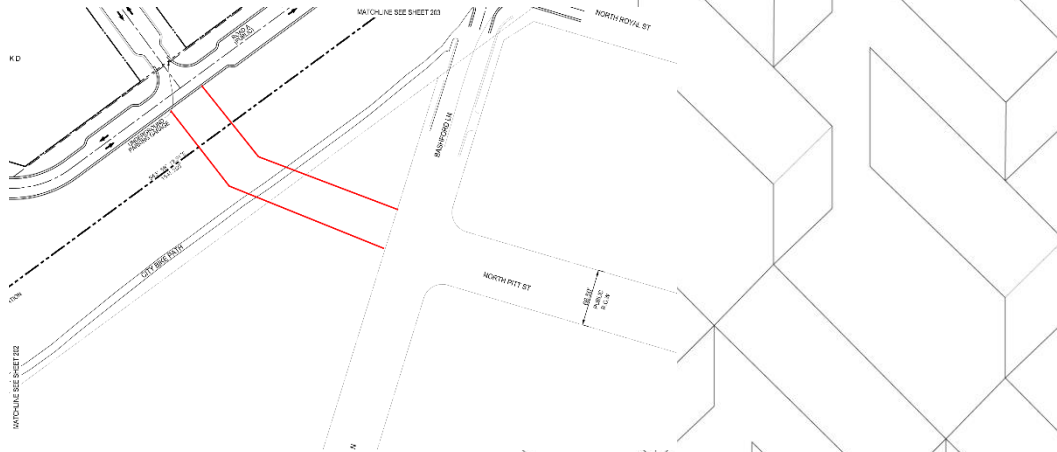
35. The primary bus route on Road A should have concrete pavement to support the increased impact of bus traffic. (Transportation Planning)

Response: Acknowledged. Refer to Preliminary Pavement Marking and Signage Plan (Sheets C312-C314).

36. Provide auto-turn movements for buses on the proposed bus route on Bashford Lane to North Royal and Road A through the site. (Transportation Planning)

Response: Acknowledged. Refer to Sheets C800-C812.

37. Show the potential future connection of North Pitt Street into the site at Road A. (Transportation Planning)



Response: Acknowledged. Refer to Sheet C304, which depicts the potential future connection to N. Pitt Street, subject to current property owners.

38. Per the CDD conditions, A stormwater management master plan must be submitted and approved prior to approval of the preliminary plan of the Infrastructure DSP. Please coordinate with the SWM reviewer prior to submittal for requirements. (SWM)

Response: Acknowledged. Applicant will continue to coordinate with the SWM reviewer.

39. A Major WQIA must be submitted and approved prior to approval of the preliminary plan. Refer to Chapter 13 of the Zoning ordinance for requirements. (SWM)

Response: Acknowledged and as discussed with Staff, any replacement plantings required with the WQIA will be submitted with the Waterfront Park DSUP.

40. Per the CDD conditions, Submit a landscape management plan for removal of invasive plants from the RPA and replanting in a manner consistent with an RPA. A maintenance plan must be included. (SWM)

Response: A landscape management plan for the removal of invasive plants from the RPA will be submitted with the IDSP Completeness Submission. As discussed with Staff, any replanting required within the RPA will be provided with the Waterfront Park DSUP.

41. Per the CDD conditions, the underground garage and kayak parking cannot be located within the RPA (SWM)

Response: Acknowledged. Neither underground parking garage nor kayak parking is located within the RPA. Refer to Sheets C300-C309.

42. Per the CDD conditions, BMPs in the ROW must be designed per the City's Green Streets and Sidewalks guidelines. (SWM)

Response: Acknowledged. Interim bioretention planters and/or other interim BMP facilities will be provided in the IDSP Completeness Submission. Final bioretention planters and BMP facilities will be provided with streetscape details in future Block DSUPs.

43. Per the CDD conditions, an assessment of the stormwater outfall condition must be performed by the applicant and submitted to the City for review. This must occur prior to preliminary plan approval. 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. (SWM)

Response: Acknowledged, Applicant will perform an assessment of the stormwater outfall condition and submit to the City for review. Applicant will continue to coordinate with NPS and Staff on ownership and adequate maintenance access to NPS property in monthly NPS meetings.

44. Per the CDD conditions, educational signage and/or creative educational exhibits that provide information about water quality and/or the RPA must be incorporated into the site. Provide mockups of educational signage/exhibits. (SWM)

Response: Acknowledged, proposed signage as relates to the RPA will be submitted in the Waterfront Park DSUP.

45. The applicant shall complete a sanitary sewer adequate outfall analysis (AOA) in accordance with Memo to Industry 06-14 with submission of the preliminary site plan. (Sanitary)

Response: Acknowledged, the sanitary sewer AOA will be submitted with the IDSP Completeness Submission pursuant to Memo to Industry 06-14.

46. Please correct the annotation setting of the Bearings such only the closest 1" is being used. Appears that 0.01" is currently being used. Please correct distance annotation setting such that the closest 0.01' is being used. (Survey)

Response: The annotations for the property lines have been updated per the latest recorded subdivision (Sheets C200-C204).

47. Several property line lengths (according to the annotation) do not match recorded subdivision plat, please revise. For instance, approximately 150' difference for a line along the NE border. Please correlate all lines to those shown on recorded subdivision plat. (Survey)

Response: The annotations for the property lines have been updated per the latest recorded subdivision (Sheets C200-C204).

48. Several pieces of property line annotation appear to be missing, including but not limited to the 1.02' line along NE border. Please correct and ensure that comprehensive annotation is being included. (Survey)

Response: The annotations for the property lines have been updated per the latest recorded subdivision, (Sheets C200-C204).

49. On page 9: Road A will be a public road and is labeled as such on this plan. Therefore, for the area hatched as 'to be conveyed to HRP Potomac LLC as Part of Separate Subdivision,' please change the wording to the following "...to be subdivided and conveyed to City of Alexandria prior to approval of final site plan." Alternatively, this area might be eligible for street dedication instead, in which case applicant could coordinate the dedication of this area to public street purposes and change the (hatching) label to something like the following: "dedicated to public street purposes" and applicant would then coordinate the process of obtaining the grantor's signature on that eventual deed, which would also need to be submitted to COA prior to approval of final site plan. (Survey)

Response: A hatch and a note has been added to Sheets C300 and C301 to indicate the portion of the roadway that will be acquired by Applicant from PEPCO and intended to be conveyed to the City as part of the dedication of Road A.

50. Please add the ROW Line/Property line that delineates the edge of Road A near its northern extent and extending from the 'hatched' area mentioned in the comment immediately preceding this one. (Survey)

Response: The right-of-way line for Road A has been added to the plans. (Sheets C301-C304.)

51. If Road D is to be private, then applicant needs to draw the property line/ROW line that delineates the beginning of private ownership, extending from NW corner of Block F to the existing PL. (Survey)

Response: Road D will be private and the ROW line that delineates the beginning of private ownership has been shown on Sheets C301-C304.

52. Please add additional labels for underground parking garage for clarity, particularly in the northern section of the site. (Survey)

Response: Additional labels have been added for the underground parking garage, refer to Sheets C301-C304.

53. In conjunction with the preceding comments on this topic: this plan generally lacks sufficient detail to illustrate the proposed Right of Way lines and property lines for this infrastructure development. There are numerous ROW lines that are missing, such as those that define the western line of Road A. Staff recommends a meeting prior to Concept 2 submission to achieve the best ROW location and configuration. (Survey)

Response: Members of the Applicant team met with representatives of the survey section of T&ES prior to submission of this Concept 2 plan set, see Sheets C300-C311 for ROW lines and property line detail.

54. It appears that all proposed utility lines are absent from this concept plan. Please add, and include any necessary easements for any public utilities, including the word 'public' in the label for these easements (ie "Public Sanitary Sewer Easement", etc...) (Survey)

Response: Proposed water, sanitary, and stormwater utility lines are included in this IDSP Concept 2 Submission, see Sheets C300-C309. Stormwater does not connect to the municipal system. All storm lines from the garage lid down to the discharge at the river will be privately maintained, including the existing tunnels unless and until coordinated differently between the Applicant, the City and NPS. Public utility lines that run on top of the private underground garage will be privately maintained.

Dry utility lines will be submitted with the Infrastructure Completeness Submission.

Two wet utility options have been included with this IDSP Concept 2 Submission to provide for flexibility in the final utility layout based on an existing Pepco transmission easement.

1. Option 1 (C300-C304) proposes water and sanitary utilities are located within public Road A. Stormwater runs along the east side of the site and under Road A, with one connection across the private garage.
2. Option 2 (C305-C309) proposes water and sanitary utilities run along the east side of the site. Stormwater runs along the east side of the site, with two connections across the private garage.

55. The Property Line and Right of Way line configuration that is currently being proposed will likely require a new subdivision and associated SUB application/submission. If so, please plan accordingly and submit SUB application with preliminary subdivision plat at DSP Completeness

stage. In addition, please add 'proposed subdivision' to the project narrative on sheet 1. (Survey)

Response: The cover sheet has been updated to include a note for the SUB application with preliminary subdivision plat. The Applicant will apply for the appropriate subdivision applications as needed. The applicant will discuss the timing and sequence of these proposed subdivision with Staff. There likely will need to be two separate subdivision applications: the first to adjust the boundary line between the PEPCO parcels and the HRP parcel to include the hatched area already noted on the IDSP plans; and the second to reflect the dedication of the ROW for Road A and any parcels that are created from such dedication.

56. Please add sufficient labels to clearly depict the intended street ownership of the easternmost streets. The current hatching and labels are confusing but seem to suggest public ownership of part of this street, switching to private ownership at the area hatched and labeled as 'N Fairfax Street Private). Please add additional labels and adjust hatching as necessary. (Survey)

Response: Labels have been added to Sheets C300-C309 to reflect this area of N. Fairfax that is hatched to indicate the location of the woonerf will remain a private street with public access easement.

57. Please clarify whether pump station is to remain (as depicted on Proposed Layout sheet C201), and if so, please show existing easement(s) that to pertain to this building on all proposed layout sheets. (Survey)

Response: Applicant intends to renovate the existing pump house for future use. A portion of the pumphouse, at the northeast corner of the structure, sits offsite on federally owned property managed by NPS. A perpetual easement exists for this portion of the structure that permits the perpetual existence of the pump house on land owned by the United States (Ex Parcel A) that was granted to Pepco at (DB 1044 Pg 813). Applicant will continue to coordinate with NPS and Staff on the reuse of the pump house and submit further details with the Open Space DSUP.

58. Applicant is proposing improvements on private property across Slaters Lane. Applicant will be responsible for obtaining all necessary agreements/easements from that owner prior to construction. (Survey)

Response: Acknowledged.

59. Please coordinate the vacation of the existing power easement that overlaps with extension of public streets (such as extension of N. Royal Easement). (Survey)

Response: Pepco's existing transmission line easement will remain when the extension of public streets are conveyed to the City.

60. On all layout sheets (such as C200 and C203) please depict the proposed ROW lines for N Royal and N Fairfax Street. (Survey)

Response: Right-of-way lines have been added to Sheets C200-C204.

61. On A303: Please exclude the ROW areas mentioned in preceding comment from the hatching that indicates 'potential future phase, subject to landowner's approval', as the fee simple dedication from Rail Road for these proposed street extensions is a requirement for this development. (Survey)

Response: Applicant will continue to coordinate with Staff on the City's acquisition of the Norfolk Southern line adjacent to the Property as either a public crossing across N Royal and N Fairfax streets or as part of a future rails-to-trails park conversion.

62. On all existing conditions sheets: please depict all lot numbers as shown on recorded subdivision plat (Lots 1-3). In addition, please label the current owner and associated instrument # of conveyance, existing Tax Map # and existing address for all parcels (1-3) shown on ex. Conditions sheet.

Response: All lot numbers have been updated on existing conditions sheets, see Sheets C200-C204.

63. Please depict proposed subdivision lot #s on all layout sheets. (Survey)

Response: Proposed subdivision lots will be provided on plat at IDSP Completeness Submission.

64. On the existing conditions sheets: please depict all existing easements, including all those as depicted on recorded subdivision plat. (Survey)

Response: All recorded easements are shown, see Sheets C200-C204.

65. Please depict proposed public access easement on all streets and alleys depicted on all design sheets. (Survey)

Response: Public access easements are shown on private streets (Sheets C300-C304). The design and easement areas affiliated with mid-block alleys will be submitted as part of future Block DSUPs.

RP&CA

1. The design process for Waterfront Park and Rail Corridor Park will reflect the planning process taken for public parks. This process should be completed prior to submission of the Concept 1 DSUPs.
 - a. A City stakeholder group comprised of staff from Park Planning, Planning and Zoning, Transportation and Environmental Services, and Archaeology creates design guidelines delineating City expectations for Waterfront Park and Railroad Park.
 - b. Applicant team to work with City staff to identify community needs, preferences, and goals for the Waterfront and Rail Corridor parks. Work includes identifying gaps in the open space system, site context, existing conditions, background information, and Small Area Plan recommendations for the area.
 - c. Applicant team, in collaboration with RPCA, to develop a Waterfront Park and Rail Corridor Park process and timeline for the design of the parks.
 - d. Applicant and RPCA present the planning process for the two park projects to the Park and Recreation Commission asking for their endorsement of the process.
 - e. Applicant team creates a survey seeking information about the community's needs and preferences on the future design and character of Waterfront Park and Railroad Park. RPCA staff to review the survey prior to release. The survey results are to be used to inform the future design of the parks.
 - f. Community kickoff meeting for the design planning phase of the parks. Project website is launched to inform the community of the park design processes. First survey is released to the community after the kickoff meeting.
 - g. Using the public input, the applicant design team works with RPCA staff and prepares design options for the two parks.
 - h. Second community meeting with the applicant to share the design proposals for the parks. After the community meeting, a second online survey and public engagement is conducted asking for community feedback on the design options. RPCA staff to review the survey prior to release.
 - i. Applicant design team prepares the final park designs using community input collected. Applicant design team explains how they incorporate the community's feedback into the designs. Opportunity for RPCA staff to provide feedback on designs.
 - j. Applicant and RPCA presents park designs to the Park and Recreation Commission for public hearing and endorsement.
 - k. The park design DSUPs are docketed for the Planning Commission and City Council Public Hearings.

Response: The applicant met with representatives of the RPCA staff to discuss the need to design the community outreach process for the design of the Open Space DSUPs. At that meeting, staff clarified that the comment was on a stakeholder group of city staff and that the public process referenced will outline public outreach for coordination of the Open Space DSUPs that will need to be worked out, and not a formal city public park process.

- a. Acknowledged that the City will designate staff who will be responsible for coordination of these plans with the Applicant.
 - b. Acknowledged and will be coordinated with the Open Space/park DSUPs.
 - c. Acknowledged.
 - d. Acknowledged.
 - e. The Applicant will work with the City to design the outreach program to be followed for each Open Space DSUP.
 - f. The Applicant will work with the City to design the outreach program to be followed for each Open Space DSUP.
 - g. The Applicant will work with the City to design the outreach program to be followed for each Open Space DSUP.
 - h. The Applicant will work with the City to design the outreach program to be followed for each Open Space DSUP
 - i. Acknowledged.
 - j. Acknowledged.
 - k. Acknowledged.
2. Revise the limits of the underground parking garage so that it is contained within the existing street network and does not intrude into open space.

Response: The shared underground parking garage may extend into open space within the proposed street network. Adequate depths will be provided to ensure landscape plantings will meet the requirements of the City's Landscape guidelines. The shared underground garage will not extend into the RPA.

3. Show the PEPCO liner easement and other park easement areas on all plans. Describe the restrictions and limitations.

Response: Public access easements on the PEPCO liner park will be submitted as part of the future Block DSUPs for Blocks E and F, as described in phasing diagrams.

4. Provide all infrastructure information per Condition 47 of CDD2021-00004.

Response: Acknowledged. All Infrastructure information per CDD condition 47 shown on Sheets C301-C304 and C312-314. Private utilities will be provided with the completeness submission.

5. Provide street trees, as required in the City Landscape Guidelines, <https://www.alexandriava.gov/planning-and-zoning/city-of-alexandria-2019-landscape-guidelines>.

Response: Street trees will be submitted in future Block DSUPs with streetscape design of those blocks.

6. Show future and proposed utilities, including stormwater management.

Response: Acknowledged. Utility lines are submitted in this IDSP Concept 2. The Stormwater Management Master Plan has been submitted contemporaneously with this Concept 2 Submission.

7. Provide the infrastructure phasing plans in detail.

Response: Acknowledged, refer to Sheet A900 for phasing plans.

8. Revise the submitted Comprehensive Open Space Plan with more detail consistent with the requirements of Condition 87 of CDD2021-00004. As each Block and/or Open Space DSUP is submitted, update the plans with site specific details and graphics, including private open spaces. Include the following:

- a. Identify the publicly accessible open spaces with Public Access Easements and/or Park and Recreation Easements
- b. Identify active and passive uses for each space.
- c. Provide precedent images for each open space identified.
- d. Identify whether the open space is private, private with a public access easement, or public within the CDD.
- e. Show the private open space (including rooftop or other above grade space)
- f. Call out the pump house and other building structures that will be renovated and repurposed
- g. Include the interim open space conditions. Breakout the interim uses and permanent uses.
- h. Show improvements to the Mount Vernon Trail (NPS and Old Town North Linear Park)
- i. Note the future connection to Abingdon Drive
- j. Label the "Great Lawn" area
- k. Indicate the approximate timing /delivery of the permanent and interim open space improvements

Response: Acknowledged. Applicant has updated the Comprehensive Open Space Plan per coordination with RPCA Staff.

- a. See sheets L001 & C301-C309.
- b. See Comprehensive Open Space Plan, Sheet L001.
- c. See Open Space Precedents, Sheet L002.
- d. All ground level open space within the CDD area is private with a Park and Recreation Easement or Public Access Easement, see Sheets C300-C309 & A300.
- e. Private open space within each block will be submitted with each future Block DSUP.
- f. Guardhouse and pump house labels are added to the Comprehensive Open Space Plan, Sheet L001.

- g. Interim open space conditions and permanent uses, as currently known, are submitted in Sheet A900. Permanent open space program will be further detailed in future Open Space and Block DSUPs.
 - h. Improvements to the MVT and Linear Park are subject to NPS approval and City acquisition of the Norfolk Southern line. Applicant will continue to coordinate with NPS and Staff. Further details will be submitted in future Open Space DSUPs.
 - i. The potential future connection to Abingdon Drive has been added to Sheet C302.
 - j. A note identifying a potential great lawn area has been added to Sheet L001.
 - k. Delivery of interim and permanent open space timing will be determined as part of future Block and Open Space DSUPs.
9. Include plans for when the Pump House will be phased into the development. Additionally, provide information on how the space will be designed and programmed.

Response: Timing for the reuse and renovation of the existing pump house structure is not yet determined and is subject to NPS approval. Applicant will continue to coordinate with NPS and Staff on the design, construction, and delivery.

10. As indicated in the Comprehensive Open Space Plan comments, assign timelines for the permanent and interim improvements. Provide an overall schedule of the open space delivery, including permanent and interim conditions, and NPS improvements.

Response: Timing for the delivery of interim and permanent open space improvements within the CDD area is subject to future Block and Open Space DSUPs. Refer to Sheet A900.

ARCHAEOLOGY

Archaeological Findings

- F-1 The Bellevue Plantation was established on the subject property shortly after the American Revolution. By 1801 William Hodgson and his wife Portia Lee began leasing the 17-acre plantation that bordered the Potomac River. At that time the main house was described as a "50 ft. long & 28 ft. wide, 1 story high with a Dutch roof and was constructed of wood." The house had a 20 ft. by 23 ft. brick cellar. Nearby stood a wood frame 28 ft. by 18 ft. kitchen and the yard was populated with a stable, smokehouse, and dairy. The estate was valued at \$4,000 in 1795, one of the more valuable plantation properties in the area. Hodgson was a local merchant and regularly sold goods from his store on Prince Street. By 1820 Bellevue Plantation was put up for sale. Later in the 1840s John Slater acquired Bellevue, built greenhouses, and established a floral business. Slater had learned the trade from William Yeates, a prominent local horticulturalist. During the Civil War there are at least three small "farms" (possibly greenhouses) depicted on the property, each fenced and planted in orchards or other formal plantings, such as might have been part of Slater's floral business. The property remained in the

Yeates family into the twentieth century and continued to operate as a productive farm.

Response: Acknowledged, no action required.

F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

Response: Acknowledged. Applicant will continue to coordinate with NPS and Staff on any work related to improvements on federally-owned property.

Open Space and Landscaping

1. Hire a professional consultant to work with staff and the landscape designers to incorporate and interpret elements of the historical character and archaeological findings into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. Prior to release of the final site plan, the consultant shall provide text and graphics for the signage subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)

Response: Acknowledged.

Archaeology Conditions

The applicant hired an archaeological consultant who completed a Documentary Study and an Archaeological Evaluation. Based on the degree of prior disturbances within the study area, the consultant recommended that no further archeological work is necessary for the study area. Alexandria Archaeology concurs with this recommendation.

Response: Acknowledged.

Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology). The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Response: Acknowledged.

The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Response: Acknowledged.

Certificates of Occupancy shall not be issued for this property until interpretive elements have been constructed, interpretive markers have been erected, and the final archaeological report has been received and approved by the City Archaeologist. *** (Archaeology)

Response: Applicant will implement historical interpretative plan with each Block and Open Space DSUP across each phase of the development.

Code

C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Response: Acknowledged.

FIRE DEPARTMENT

Findings

1. The following comments are for concept 1 only. Additional comments may be forthcoming or current comments deleted once the Applicant provides supplemental information for review. Please direct any questions to Ray Overkott at 703-746-4256 or raymond.overkott@alexandriava.gov.

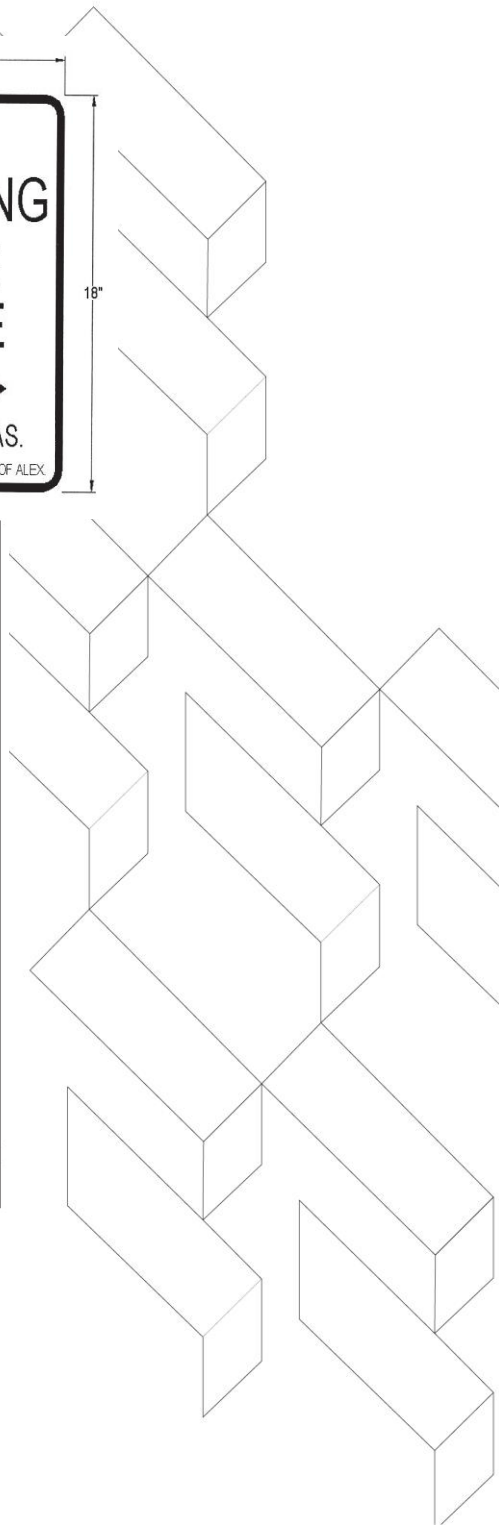
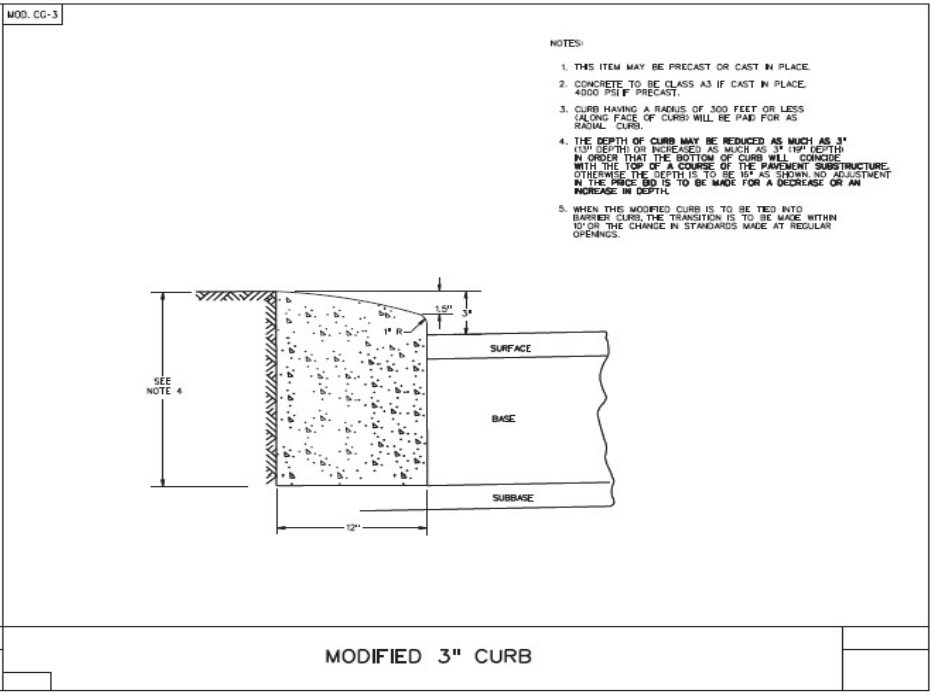
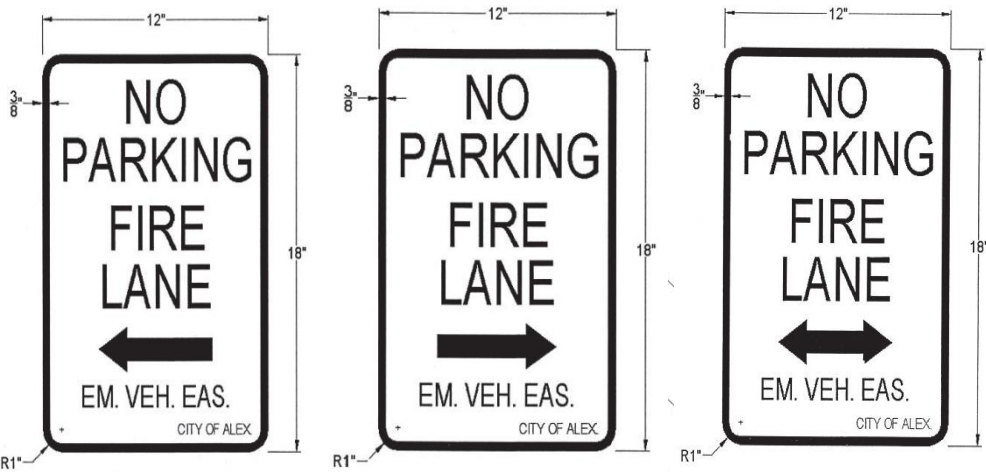
Response: Acknowledged.

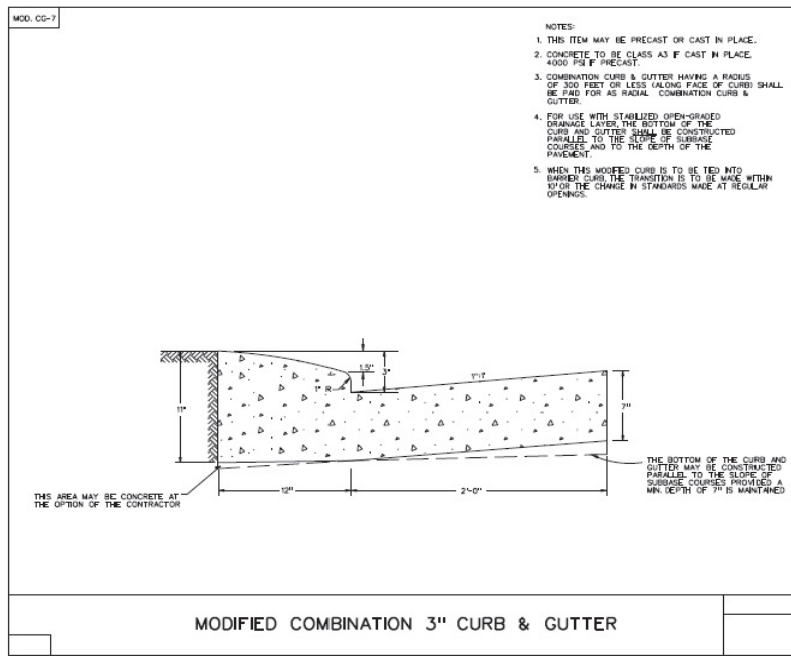
2. All new fire hydrants on city streets shall be City owned and maintained. All hydrants on private streets shall be owned, inspected, tested, and maintained by the property owner or their representative.

Response: Acknowledged.

Recommendations

3. The fire service plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:
 - a. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.
 - b. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "FIRE LANE," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "FIRE LANE" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.
 - c. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement. Except for flush curbs, any fire department access points that require fire apparatus to mount a curb shall conform to the modified 3-inch curb design standard MOD CG-3 or MOD CG-7 design as shown.





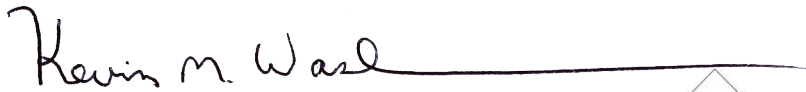
Response: Acknowledged.

4. Show fire apparatus vehicle turning radius based on the following specifications:
 - a. Turning Radius – Wall to Wall = 44 feet 6 inches
 - b. Curb to Curb = 36 feet 5 inches
 - c. Inside turning radius = 20 feet 3 inches
 - d. Overall Length – 46 feet 9.25 inches
 - e. Overall Width – 101 inches
 - f. Wheelbase from front axle to both rear axles – 257 inches
 - g. Tandem axle spacing – 55" CL of axle to CL of axle
 - h. Gross Weight – 80,000 pounds as built with no equipment or water gross weight
 - i. Angle of Approach – 9 feet 7 inches
 - j. Angle of Departure – 10 feet 8 inches
 - k. Ramp Break Over – Break over angle is 4.42°

Response: Acknowledged. Fire apparatus vehicle (E-One Quest 100' Aerial Platform) was used in the maneuvering analysis provided Sheets C811-C812).

We trust that the above responses satisfactorily address the comments related to this project. Should you have any questions or need additional information, please do not hesitate to contact this office.

Sincerely,

A handwritten signature in black ink that reads "Kevin M. Wash". The signature is written in a cursive style and extends to the right, ending in a long horizontal line.

Kevin M. Washington
Principal-Client Executive
Kevin.M.Washington@imegcorp.cm

KMW/kn

