

Hilco Redevelopment Partners (HRP) is pleased to provide the following responses to the questions received during our twelfth community meeting held on November 9, 2022. For ease of review, we have attempted to group the questions by topic and where multiple attendees raised related questions, we have provided a combined response. Links to video recordings, presentation material, and responses to questions from all community meetings are posted on the project website at www.hrpalx.com.

GENERAL

Q: Are the hearings and planning meetings with the city going to be available remotely?

A: Currently, there have been no planned changes to the city meeting format so people will be able to continue participating both in-person and virtually at Planning Commission and City Council hearings.

INFRASTRUCTURE

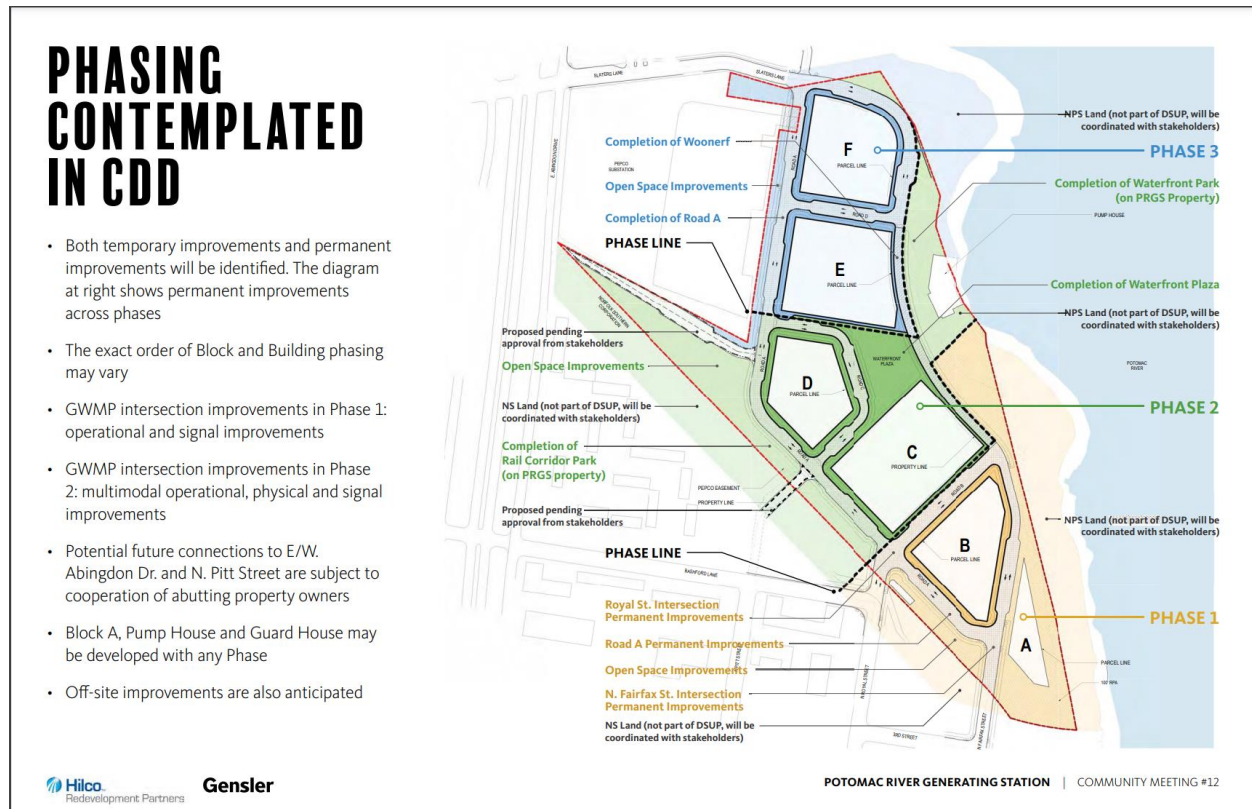
Q: What is the expected timetable for infrastructure and related street changes within and, separately, outside of the power plant property (GW PKWY, SLATERS LA, BASHFORD LANE, ABINGDONS EAST AND WEST, MOUNT VERNON TRAIL)? Start, completion dates?

A: Infrastructure improvements will occur over the course of redevelopment, which is anticipated to take approximately 7 to 10 years and will be subject to coordination and approval by the City and, in the case of the George Washington Memorial Parkway (GWMP) and the Mount Vernon Trail (MVT), with the National Park Service (NPS). The Coordinated Development District (CDD) specified phasing for infrastructure improvements across the site in three phases (refer to slide 15 from the November 9, 2022 [Community Meeting Presentation](#)) also shown in the image below.

New on-site infrastructure and off-site infrastructure improvements begin with the first phase of on-site construction. Internal roadways will be delivered in final condition as the blocks that they serve are built. Phase 1 includes the construction of the internal spine road (Road A) along Blocks A & B as well as connections to N. Royal and N. Fairfax Street and the internal streets around these two blocks in their final condition. Additionally, the balance of Road A will be constructed in an interim condition to the north and will connect to Slaters Lane. Signal operations at the GWMP may be made by the city in coordination with NPS. On-site improvements to the open space around Blocks A & B will occur as they are built, and off-site open space improvements will be coordinated with the City and NPS and installed pending their approval at the end of Phase 1.

The second phase of development will deliver permanent street conditions for the roads surrounding Blocks C & D, including a portion of Road A and a portion of the woonerf. Changes to striping and signal operations at the GWMP may be made in coordination with the City and NPS, pending their approval. On-site improvements to the open space around Blocks C & D will occur as they are built. On-site open space improvements at the linear park and waterfront park will be coordinated with the City and NPS with the contiguous off-site open space improvements and installed pending their approval at the end of Phase 2.

The third phase of development will deliver the balance of the street and open space network in a permanent condition, including off-site improvements to the GWMP, MVT, Norfolk Southern-owned and NPS-owned open space pending approval of the City and these stakeholders.



HRP has submitted Development Special Use Permits (DSUPs) for Blocks A, B, & C, which includes all CDD Phase 1 and a portion of Phase 2. Construction of these blocks is currently anticipated to begin mid-2024 and continue through the end of 2027. Construction timelines for the other blocks has not yet been determined.

Q: Will any streets be closed for any part of the infrastructure improvement process? Which?

A: Potential street closures outside of the PRGS property are unknown currently. We will have more details once we get closer to construction start and will provide that information at future community meetings.

Q: Who is paying for infrastructure within the power plant property? Outside the power plant, including roadways traffic changes and access to Mount Vernon Trail?

A: All on-site and off-site infrastructure improvements contemplated are currently anticipated to be project costs.

Q: How much advance written notice time will adjacent neighbors be given before infrastructure impacting their properties and related traffic changes occur?

A: Notice will be provided prior to any infrastructure construction in the form of advance community meetings and e-mail notifications to the larger community, and written notice to immediate neighbors. The exact timeframe will be determined closer to the start of work on site but will be a minimum of 30 days.

Q: How will neighboring properties be involved on planning and preparing for changes impacting their residents and businesses ((INCLUDING CHANGES TO THE GW PARKWAY)?

A: HRP will continue to engage with the community, the City and NPS as part of the development review process for both the Infrastructure Development Site Plan (IDSP) and individual block DSUPs. A regular cadence of public meetings will be held, and advance notice will be provided for each of these outreach events.

Q: Does the infrastructure plan include fiber and wireless antenna siting?

A: HRP continues to work through the details of infrastructure improvements with the city, including fiber and wireless service.

BLOCK A, B, & C DSUPs

Q: What will be the heights of the proposed buildings in blocks A, B and C?

A: The CDD defined maximum heights for Block A of 70 feet, and Blocks B & C of 172 feet. Buildings located on blocks are required by the CDD to have height variation, which will be presented during the DSUP process.

Q: Have there been changes in the square foot estimates of blocks A, B and C since June 23, 2022?

A: No, the maximum square footage at each block has not changed since the CDD was approved by the Planning Commission on June 23, 2022, and by City Council on July 5, 2022. This square footage is unchanged in the DSUP Concept I Submissions for Blocks A, B & C on November 04, 2022. Square footage at each block will continue to be refined as part of each DSUP.

Q: Shouldn't the residential buildings be closest to the river for maximum views?

A: The street and block layout approved in the CDD allows some portion of every block to have river views.

Q: How many floors fit in 160 feet?

A: A commercial building could accommodate approximately ten to eleven floors within 160 feet. A residential building, which typically has lower ceiling heights, could accommodate approximately fourteen to fifteen floors within 160 feet. A mixed-use building that includes both commercial and residential uses could accommodate approximately eleven to fourteen floors within 160 feet.

Q: The geometry of Building A looks difficult to furnish. Has it been studied?

A: The shape of Block A is the result of prioritizing the continuation of N. Fairfax Street straight into the site as desired by the city. Despite its odd form, the footprint of Block A is approximately 12,000 SF, which can accommodate a variety of uses.

DECONSTRUCTION & VERTICAL CONSTRUCTION

Q: What is the timeline for dismantling the power station and beginning of building in blocks A, B and C? When do you anticipate this to begin? What will the process look like?

A: It is anticipated that construction of the first blocks will begin in mid-2024 and that deconstruction of the existing power plant will begin some months before that. The schedule is currently being developed and will be shared along with additional details on the process in 2023 in advance of commencing any work on site.

Q: How will this process effect people who live close to the plant?

Q: As an owner in Marina Towers, I am worried about the pollution, noise, and pest control during deconstruction of the plant

A: HRP will continue public outreach and communication efforts leading up to and during the deconstruction and construction processes. Prior to commencement, construction management plans will be prepared in coordination with the City and HRP will host informational public meetings to provide more detail on noise, dust and rodent control measures, work hours, and construction traffic.

REMEDIATION

Q: Has it been determined that no remediation of the former coal storage site (blocks A, B and C) is necessary?

A: Based on initial soil samples, we do expect to encounter impacted soils that they will be managed with the excavation of the garage for Blocks A, B, & C. Additional soil samples will be collected closer to and in anticipation of excavation start. The site Characterization Report is posted to the project website at www.hrpalx.com.

SUSTAINABILITY & ENVIRONMENTALISM

Q: There's an opportunity between the city and Hilco, possibly Marina towers, to upgrade the wetlands and park area to the north of the site that is basically a dump site right now.

A: HRP continues to coordinate with the City and NPS on significant improvements to be delivered to NPS property adjacent to the PRGS site. In total, the project will deliver approximately 14 acres of new or improved publicly accessible open space, both on- and off-site.

Q: The amount of green space on site seems quite small. What types of recreation uses are you thinking of? The community would like to see space for impromptu concerts or something that we don't currently have in Old Town North.

A: Thank you for the suggestion. The project will create or improve approximately 14 acres of open space on- and off-site including a wide variety of open space accommodating both passive and active recreation. The waterfront plaza in front of Block D may accommodate events such as concerts. HRP will continue to solicit community input on open space programming and will add this suggestion to the list!

Q: The CSS says sustainability decisions are made based on an eight-year payback financial feasibility basis. How is that determined and how does that allow energy efficiency? Will this be detailed in the plan?

A: A 7 to 8-year payback period is typical in commercial real estate investment decisions and is based on requirements of institutional capital providers. Financial feasibility of a particular measure is evaluated

by comparing the upfront capital investment to the annualized savings that measure creates over a period of 7 years. Specific measures will be evaluated as each building is designed.

TRAFFIC

Q: How are you incorporating the increased traffic on Slater's Lane from the Towngate North Condominiums, Marina Towers, and the Hilco Redevelopment along with the Salvation Army?

A: A comprehensive Multimodal Transportation Study (MTS) was conducted based on national and City standards that include future forecasts for changes in travel patterns and growth in volumes due to regional and local growth, as well as other approved, unbuilt projects near the PRGS site. These forecasts and background information were included in the analysis and help form the basis for the findings and recommendations in the MTS. These recommendations factor in the new transportation alternatives created as part of reconnecting Slaters Lane to the existing street network to the south as part of the redevelopment of the PRGS site.