

Hilco Redevelopment Partners (HRP) is pleased to provide the following responses to the questions received during our ninth community meeting held on March 31, 2022. 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. Links to video recordings, presentation material, and responses to questions from all community meetings are posted on the project website at www.hrpalex.com.

DEVELOPMENT PLAN AND PROGRAM

Q: Will Hilco manage some or all of the property after the various elements are built? If so, what elements (i.e., residential, commercial) and roughly what proportion of those elements will remain under Hilco's control? In short, how long will Hilco be involved with this property?

A: HRP plans to redevelop and continue to control the PRGS property post redevelopment.

Q: Concern of the height of these buildings because of being located in the historical district of N Old Town. In our community of Slaters Lane we have to go through BAR of Alexandria City and I'm very concerned and planned for keeping this a historic look to the area.

A: The proposed development blocks on the PRGS property are not located within the Old and Historic Alexandria District.

Q: The rails to trails proposition on the Norfolk Southern parcel abutting the site has been proposed as a public park. Are these rails being considered from historic preservation point of view?

A: The proposed future linear park on the Norfolk Southern parcel will be a City-owned park. The design and programming for this open space has not yet been planned but will be reviewed in a future public process.

Q: The Public Benefits + Mitigation slide shows four images. Numbers 1 and 3 show a waterfront that does not reflect the topography of the steep and narrow strip of land between the project site and the river. That is the case as well with the Project Vision slide. Will you please have your artists create more realistic images?

A: The renderings are based on the actual topography and grading of the site as confirmed by onsite surveys. The majority of the waterfront area, both on the PRGS site and on National Park Service (NPS) land, is gently sloping with a few isolated steeper areas. The programming and landscaping shown in the renderings are illustrative and not intended to represent actual design which hasn't yet begun.

TRANSPORTATION

Q: When the east side of Slaters and Bashford are reworked, will there also be changes necessary to the west side of these streets?

Q: How far will the off-site improvements on Slaters Lane reach to the west? Specifically, the intersection of Slaters and Rt. 1 for bicycles is awful. It is getting worse as Potomac Green and the new Metro station is built out.

A: The exact scope and extent of improvements proposed at the intersections of George Washington Memorial Parkway (GWMP) at Slaters Lane and Bashford Lane will be further studied and coordinated with the NPS and City staff. The improvements proposed as part of the PRGS redevelopment are not expected to extend further west than the GWMP intersections.

Q: As you know, Pedestrian and Bicycle paths are separated on Alexandria Park property directly South of you. Does your transportation plan protect pedestrians from Bicyclists, esp North-South commuters? Thank you!

A: The transportation and trail improvements proposed as part of the PRGS redevelopment are based on a circulation vision that prioritizes cyclist and pedestrian safety. Routes for commuter cyclists are proposed along the western edge of the property with dedicated bike facilities located on future streets within the redevelopment. Pedestrians and cyclists traveling at a leisurely pace are prioritized along the eastern edge of the property, including along the proposed woonerf. The design process for these improvements will be coordinated with the NPS and City staff on appropriate accommodations for the multi-use paths with an emphasis on safety and comfort for people of all ages and abilities.

Q: You talked about accessibility to the redevelopment area, does this include ADA compliant, specifically legally blind residents accommodations, including the G/W Parkway crossings?

A: The PRGS redevelopment will meet ADA standards across the site and will work with the City and the NPS to bring pedestrian facilities crossing the GWMP at Slaters Lane and Bashford Lane into compliance.

Q: If you're traveling west on Bashford, and you want to turn right onto the Parkway to head north, it's very difficult to turn into only the right lane due to the angle of the turn. It inhibits cars that are traveling from the west trying to make a left onto the parkway. Will the angles be improved? Thanks for another great presentation.

A: This will be studied as part of the design of the improvements at this intersection, in coordination with the NPS and City staff.

Q: Thoughts on cross bridges to get across the GW Parkway?

A: Potential improvements to the intersections of the GWMP at Slaters Lane and Bashford Lane include balancing and prioritization of all modes, in line with current City practices and with an emphasis on safety. This will make crossing the GWMP more pleasant and comfortable for pedestrians and help complete the City's Street network.

Q: And a comment: when using a survey to measure bike volume, you need to know that currently many cyclists will opt out if they feel it is too dangerous. If you do this right, the bike volume will go up significantly.

A: The PRGS redevelopment project is prioritizing the design for alternative modes of transportation, including pedestrians, cyclists, and transit, with emphasis on safety and comfort for people of all ages and abilities.

Q: Was population density and its impact considered for the Multimodal transportation analysis?

A: The Multimodal Transportation Study (MTS) was conducted based on national and City standards. It included 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.

SUSTAINABILITY

Q: Will there be a sustainability master plan.

Q: I am very pleased to hear that Hilco is shooting for zero carbon by 2040 and I look forward to seeing the details of how that will be achieved. In this regard, has consideration been given to preparing an Energy and Resilience Plan which delineates its proposed concepts, elements, metrics, and phasing for (a) individual building efficiency and site wide energy demand, (b) on site renewable energy, (c) on site district energy, (d) on site electrical storage, (d) off-site renewable energy, (e) building and grid integration, and (f) resilience.? This was something agreed to by developers at Landmark Mall and seems consistent with recommendations submitted to the Mayor and City Council by the Planning Commission, Environmental Policy Commission and Transportation Commission in February 2022.

Q: I am thrilled to see what is happening on this site and is obviously a huge improvement over the past. We had black dust falling over my toddlers 15 years ago.

I want to know more about the sustainability goals. (i) Will there be a detailed plan including plans for all electric buildings and zero gas to the site in advance of the June city council meeting for approval of the site. (ii) EV charging capacity for multifamily buildings, commercial office and visitors. (iii) District wise energy

A: HRP thinks of sustainability holistically and is considering the feasibility of a wide range of sustainability strategies that include: energy efficiency measures, embodied carbon reduction, on-site and off-site renewable energy, demand-response programs, energy storage, minimization of on-site fossil fuel use, water-use reduction, stormwater management, heat island effect reduction, alternative modes of transportation, site and building resiliency, provision of open space and green infrastructure and other sustainability efforts and performance measures. A Sustainability Master Plan will be submitted with the next phase of the development review process, which is the Infrastructure Development Site Plan (DSP). Please see our [presentation](#) and [webinar recording](#) from Community Meeting #8 that focused on sustainability measures being considered for the redevelopment.