

Hilco Redevelopment Partners (HRP) is pleased to provide the following responses to the questions received during our fifteenth community meeting held on May 24, 2023. 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.hrpalex.com.

OPEN SPACE

Q: How would you characterize HRP's working relationship with the National Park Service?

Q: As part of connecting to the waterfront, will there be any boat ramps for boats or personal water craft?

A: The National Park Service (NPS) owns over 95% of the property along the waterfront, except for an area near the pumphouse, which is owned by HRP. HRP is fortunate to have regular coordination meetings with NPS and we share the goal of improving access to the Mount Vernon Trail (MVT) and its condition adjacent to the pump house. We are also working together on the creation of a personal (non-motorized) watercraft launch on NPS property that could be accessed from either the MVT or the PRGS property.

Q: "The Cage"... It's benefit to Trail walkers is that it is shaded. Do you have ideas how that shaded area can be maintained?

A: The shade within the cage is actually provided by an invasive species called kudzu that overtakes and chokes out native plants and trees. Kudzu is removed regularly by Friends of the Mount Vernon Trail volunteers, an organization HRP supports. Kudzu will be removed from NPS and HRP property, in coordination with NPS. The redevelopment will preserve healthy trees and add to the existing tree canopy along the MVT adjacent to the PRGS site. Shade will be provided throughout the project through shade structures and tree canopy as shown in the Open Space Development Special Use Permit ("DSUP") Concept 1 and later submissions.

Q: Has there been a study of the ecological impacts of the development, specifically on the waterfront ecology?

A: Yes, HRP is coordinating with NPS on a federal review of environmental impacts associated with work on NPS property, known as a National Environmental Protection Act or "NEPA" review. HRP has also proposed to remove invasive species, reintroduce native ecology, and establish stormwater management practices for the filtration of stormwater prior to its release to the Potomac River (there is currently no stormwater management on the site). Additionally, a wildlife assessment of the PRGS site was conducted by a third-party to inform management strategies to be employed as the site is redeveloped.

Q: How does the abandonment of the rail line work? Does the property revert to an original owner, or will it have to be purchased?

Q: Will the existing railway tracks be removed? Have you considered leaving the linear park along and just leaving the rail lines there?

A: For decades, rail lines served power plant operations and other industrial uses on the Alexandria waterfront. These lines have been dormant for years. The City of Alexandria is working to acquire the property owned by Norfolk Southern, including the portion adjacent to the PRGS site in a rails-to-trails conversion. As contemplated in the Old Town North Small Area Plan ("OTN SAP"), the entire corridor is anticipated to become a linear park. Elements of the rail line's history may be incorporated into the design in certain areas.

Q: Any consideration about community garden plots?

A: The project team has considered a community garden program, however, this use is more restrictive by nature and limits the number of people who actively use the program whereas HRP's intent is to provide a broader level of access commensurate with a public use. Also, these spaces can fall into disuse and become an eyesore without professional management.

Q: There was an earlier design for an amphitheater on Block A which would create a great open space for the citizens, better than the strip along North Royal behind the buildings. Can you put that back? It would also tie into the arts theme of Old Town North with concerts and live shows.

Q: At some point, there was discussion of a theater or ampitheater [sic] in Block A. Is it still an option? How might it be constructed to encourage public gathering and access?

A: The Open Space DSUP Concept 1 is an initial submission that provides a general overview of landscape elements, which will continue to be refined as the design develops. The current concept allows for the potential of outdoor seating or an amphitheater adjacent to Block A, pending identifying a user for the ground floor of the building.

Q: Can you please ensure any kids play areas are fully accessible to those with various disabilities?

A: Designing for accessibility for all ages and abilities is paramount to HRP. We will be prioritizing accessibility in all areas of the site, not just the play area.

Q: Will we have any ability to see Open Space DSUP Concept 2 before you submit it to the city?

A: Community feedback collected from the May 24th Community Meeting and the open space survey will help inform the Concept 2 submission. The open space survey ran for the entire month of May, over 800 responses were received, and results will be posted to the project website. DSUP submissions are not released to the public in advance of filing with the City's Department of Planning and Zoning, however, another community meeting will be held to review the Concept 2 submission post-filing..

Q: Many kinds of activities proposed for the open space - how will you decide which activities to include in the open space to avoid creating a disjointed experience?

Q: One of the main Open Space areas for children playing, moms with strollers, volleyball, general picnicking and recreation is placed alongside North Royal Street, behind the tall buildings away from the Potomac. According to Hilco, that street is expected to be a major thoroughfare with 4 bus stops, a main traffic route and will be the road to access the entrances and exits for the 3000 cars planned for the underground garages. This plan is both unsafe and inappropriate. Can you move that open space to the River side of the buildings, increasing the open space where people want it?

A: The open space is being thoughtfully planned and programmed considering appropriate locations for both passive and active recreational opportunities and transitional areas between them. It is important

to note that some of the improvements are on land HRP owns, while other improvements are on land controlled by NPS or Norfolk Southern/City and those improvements need to be coordinated with those landowners. Consideration is also being given to existing grade and slopes – for example, ball courts and playgrounds are better sited on land that is relatively flat, while sloped areas can be used for walking trails and seating.

Q: It seems some of the proposed open space/art uses will be redundant, like offering farmer's market space when north old town has an existing farmer's market. Will the project promise that subsidized art spaces (subsidized with bonus density) be new additions to the arts district and not just replacement of existing arts uses?

A: HRP is committed to creating an environment that expands the existing Arts & Cultural District with a variety of uses that complement the existing corridor.

Q: Is the Woonerf an Open Space element or an Infrastructure Plan element? We LOVE Woonerf for pedestrian priority to open space.

Q: In order to make the project a real showcase for open space on the waterfront, why not extend the woonerf both to the north and south, perhaps to the intersection on south with Road A? This would enhance the Arts Walk and the pedestrian-friendly aspects of the plan.

Q: Can open space be enhanced by installing telescopes and viewpoints in key spots along the woonerf, etc?

A: The Woonerf is part of the Infrastructure Development Site Plan and is also closely related to open space design given that it serves as a connection between the Waterfront Plaza and the waterfront open space in addition to providing pedestrian- and bike-priority circulation through the site. The street network approved in the Coordinated Development District (CDD) limited the woonerf to its centralized location to ensure vehicular circulation around Blocks B and F at a capacity that will not cause back-ups in the immediate the road network due to vehicles moving at the same pace as pedestrians. Additionally, extending the woonerf along these blocks would create a visual barrier for vehicles turning onto these streets without a straight away therefore creating dangerous pedestrian conflicts.

The pumphouse roof has been identified as an area for a potential overlook from which there are views of D.C. monuments and The Capitol.

Q: The survey asked about whether the design aesthetic for the open space elements should reflect the industrial history of the site. Is consideration also being given for design to instead be consistent with the Old Town history/architecture?

A: The site is not within any historic designation boundaries and is eccentrically located relative to Old Town's historic core. Additionally, the scale of the future blocks is more comparable to recent adjacent projects, like The Muse, than it is to the historic buildings of Old Town. Having said that, it is anticipated that the architecture will be thoughtfully designed considering the site's waterfront location within the historic city of Alexandria but will also be appropriate for its scale and period.

Q: Preservation of the central patio is critical to the community gathering aspects of this project. Please preserve this focal point and make it a center of relaxed, leisure activities on the waterfront.

Q: How much open space does the "Retail Patio" take up? See L000. Is a patio really necessary? What kind of structure do you anticipate?

A: The Waterfront Plaza is a key component of the project located between the Woonerf and Blocks C, D and E. L000 in the Open Space DSUP Concept 1 submission identifies areas that will have different

material treatment based on different uses. The “retail patio” area is located on either side of the Waterfront Plaza, immediately adjacent to retail and restaurant uses anticipated inside Blocks C and E. The “patio” area is anticipated to accommodate outdoor restaurant seating or retail zones to activate the Waterfront Plaza.

Q: L101 and L102: Please explain in greater detail how the bike path connects at N Fairfax. It looks like bikers will need to make 2 dismounted crossings. Is that correct? What about an overpass?

A: The existing bike path that runs along the Norfolk Southern line and connects to the MVT southeast of the PRGS site will be incorporated into the Railroad Open Space as contemplated in the OTN SAP. L101 depicts a proposed crossing at N Fairfax Street and L102 depicts a proposed crossing at Bashford Lane and N Royal Street. While the design of these connections will advance with subsequent DSUP submissions, this bike path will need to cross both intersections. Overpasses are not being considered.

DECONSTRUCTION & REMEDIATION

Q: What is the long term plan for the old Pepco plant itself?

Q: Do you have a perspective for when the demolition of the powerplant infrastructure will begin?

A: The existing powerplant structure will be abated and deconstructed as part of the PRGS redevelopment. Deconstruction activities are currently anticipated to start in late 2024 or early 2025 and deconstruction of the powerplant structure itself will not occur before 2025. Please refer to the January community meeting presentation ([link](#)), video ([link](#)), and Q & A ([link](#)) for additional details.

Q: Have there been any soil testing where the old coal supplies were kept any remediation required or hazardous materials that need to be removed?

A: HRP has entered the property into the Virginia Department of Environmental Quality’s (VDEQ) Voluntary Remediation Program (VRP). Under the VRP, soil samples were collected from the former coal storage area as part of the Preliminary Site Characterization. The Preliminary Site Characterization report is available on the project website ([link](#)). Under the VRP, the next step after Site Characterization is Risk Assessment. The Risk Assessment will determine whether remediation is necessary to address potential risks to human health or the environment in the former coal storage area and other areas of the site.

GENERAL

Q: Was this area filled or original grade?

A: Preliminary geotechnical reports and borings indicate a varying elevation and depth of fill across the site.

Q: Will there be any requirement in block B through F for green space or trees along the roadways/sidewalks?

A: Yes, the design of the streetscape, including planting and trees, will follow the requirements of the Alexandria Complete Streets Design Guidelines and will be subject to review by the City in each block’s individual DSUP process. The Alexandria Complete Streets Design Guidelines can be found on the City’s website ([link](#)).

Q: Will HRP consider being an advocate to the FAA for shifting the flight path back over to the middle of the river, as it historically was, to reduce noise pollution?

A: HRP appreciates the community's noise concerns and supports shifting the flight path to its pre-pandemic location over the Potomac River to improve the neighborhood environment for everyone.

Q: What is the estimated additional population that will be moving into the Hilco property.

Q: What services will you be providing on site so as not to overwhelm OTN with the number of new residents?

A: The maximum number of units allowable under the CDD is 2,000. The OTN SAP provided a framework for the redevelopment of the PRGS site to include a mix of uses with a significant residential component. The development will provide retail, publicly accessible open space, recreational and cultural opportunities, programming, and public parking. As a new district within Old Town North, the site will be walkable and accessible to both residents and surrounding neighbors.

Q: What are the plans for blocks B through F, will they be mixed use, commercial/retail/residential developments?

Q: What will the height limitations on the new residential buildings?

Q: Will any public parking be provided?

A: The CDD defines the allowable uses on the site to be 40-80% residential (condominium and apartment) and 20-60% commercial (office, retail, hotel). The CDD also set maximum heights for each block, which range from 70' (Block A), 160' (Blocks E & F) to 172' (Blocks B, C, & D). Parking to serve the site users, including visitors, will be located below grade and on-street publicly accessible parking will also be provided throughout the site.

Q: The sidewalk along East Abingdon running from Slater's Lane to Bashford Lane behind the Pepco substation is very narrow and a safety concern. Has HRP been in contact with Pepco about improving that sidewalk? Is Pepco planning any changes?

Q: Has Pepco submitted any changes in their land design or coordinated anything with you?

A: HRP does not control Pepco's property including the substation, parking lot or adjacent sidewalk on E Abingdon. To our knowledge, Pepco is not planning any changes to their property.

Q: Will there be public transit access the development?

Q: Do you have any updated traffic studies to determine if you need a 2nd access to the Parkway?

A: Per the CDD and Infrastructure Development Site Plan (IDSP) conditions, four DASH bus stops will be located on Road A, two in either direction, to serve existing DASH bus routes that connect to both the Braddock and the new Potomac Yard Metro stations.

A Multimodal Transportation Study ("MTS") was prepared as part of the CDD process and is located [here](#) on the project website. The MTS found that an additional roadway connection from the project to the GW Memorial Parkway and/or E Abingdon Drive is not necessary. The MTS will be re-reviewed and updated, if necessary, as part of the second phase of development.