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September 22, 2023

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

Re: Compiled City Comments for Concept 1 for PRGS Blocks A, B and C
CDSP#2022-00030 (Block A); CDSP#2022-00031 (Block B) and
CDSP#2022-00032 (Block C)

Dear Mr. Swidrak:

We are in receipt of your comments dated December 16, 2022 and offer the following in response.

PLANNING & ZONING

Findings

1. The Concept 2 submissions for each block should be submitted separately for each CDSP number, consistent with the Concept 1 submissions. The combined comment responses can be added to each CDSP case file.

   Response: Acknowledged.

2. The proposed development is located within the Old Town North Small Area Plan (OTNSAP) and is subject to the Urban Design Standards and Guidelines Addendum for PRGS or the Design Excellence Prerequisites and Criteria.

   Response: Acknowledged, Applicant has selected to proceed under the Design Excellence Prerequisites and Criteria for Blocks A, B & C.

3. The proposed developments are subject to conditions approved with the PRGS CDD2021-00004 Conceptual Design Plan, approved by City Council on July 5, 2022.
   a. Provide a separate document or table in the plan set that demonstrates how each applicable CDD condition is or will be met.

Response: Acknowledged. A separate document listing the CDD conditions and how they are addressed is attached as Exhibit One to this letter.

Applications

4. More information on the necessary applications for each block DSUP will come with the Concept 2 review when more information is provided.
    a. At a minimum, each block DSUP will require a CDD SUP for development within CDD#30.

    Response: Acknowledged.

5. The applicant shall work with the City on coordination with the FAA and MWAA on review of each of the Block DSUPs as early as the Concept 2 stage. Provide a schedule for the FAA/MWAA review process.

    Response: Acknowledged. Applicant has engaged Capital Airspace, a consultant with experience permitting projects in the Reagan National Airport flight path, to coordinate the FAA review process for PRGS. The FAA review process can take up to 9-12 months. Applicant intends to submit the necessary materials for initial review to the FAA in Fall 2023 and will coordinate with the appropriate officials at MWAA as part of that process.

6. Block A:
    a. A loading reduction SUP may be required based on the nature of the retail use. Section 8-200(B) does not require loading for office or theater uses.

    Response: Acknowledged, Applicant will include a loading reduction SUP in its list of applications.

General Comments

7. The applicant shall confirm the design review path for each block prior to the next submission (Urban Design Standards and Guidelines Addendum or Design Excellence Prerequisites and Criteria). The projects will be reviewed by UDAC after the Concept 2 submissions.
    a. This information shall be stated on the cover sheet of each plan.
    b. Provide documentation on how each of the DSUP proposals meets the prerequisites of the Design Excellence Prerequisites and Criteria (if this path is chosen).

    Response: Applicant has selected to proceed under the Design Excellence Prerequisites and Criteria for Blocks A, B & C.

a. **See note added to the Cover Sheet for each Block.**
b. **See Design Excellence Matrix for each Block attached as Exhibit Two to this letter as well as sheets A402-A403 of each Block's Concept 2 submission.**

8. The Concept 1 building footprints are subject to change/refinement based on the continuing staff review of the stormwater master plan DSP and the recommendations of the CSS in addition to these Concept 1 comments.

   Response: Acknowledged.

9. Each plan set should provide a detailed contextual plan that overlays the ground-floor site plans of each of the submitted blocks to better understand (and including) the adjacencies in uses, building entries, streetscape and curb cuts.

   Response: Acknowledged, see sheet C300.

10. Identify parking and loading (short-term parking) spaces on each blockface.

    Response: See sheet C300 and each Block's Curbside Management Signage Plan sheets at sheet C800.

11. Provide the final streetscape design, including planting areas and other streetscape amenities so the adequacy of the sidewalk widths can be determined.

    Response: Acknowledged. Please note sidewalk widths along N. Fairfax Street vary to provide articulation and interest at the pedestrian realm. See Dimension Plan (C300) on each Block's submission and Block A – sheets L101-L102, Block B – sheets L101-L103, and Block C – sheets L101-L104.

12. Sheet C400 Notes (on each plan):
    a. Note 6: Provide clarity on the "interim improvements" noted and the adjacent landowners' approval needed for said improvements (i.e. coordination with Norfolk Southern Railway is required for *any* site access at the south of the site). The applicant may consider deleting the note for clarity purposes.
    b. Note 8: Clarify that final streetscapes will be constructed adjacent to each constructed building/block per the phasing conditions of the CDD concept plan approval, with other streetscapes remaining in temporary condition.

    Response: Acknowledged. See notes 6 and 8 on sheet C300.

13. The applicant should incorporate any applicable permitted deductions in the residential parking ratios (Section 8-200[A][2]) for each block (i.e. for proximity to bus routes, walkscore, etc.) with next submission.

    Response: Acknowledged. Applicable permitted deductions are included in the residential parking ratios for each Block and shown for each Block in the plan sets on sheet C100.

14. Checklist Comments:
    a. Label the public section of N. Fairfax Street as such.
    b. The existing conditions plan shows the future/proposed street network instead of the current conditions on site.
    c. The existing conditions plan and site plan should provide ownership information about adjacent properties, including NPS and Norfolk Southern properties, Canal Center (Tidelock Park) and The Muse, in addition to applicant-held properties (i.e. Rail Corridor Park and Waterfront Park).
    d. Identify entrance locations or each use on the ground floor.

    Response:
    a. The public section of N. Fairfax Street has been labeled. See sheet C300.
    b. The overall infrastructure for this site is used as the existing condition based on the preliminary IDSP, approved June 6, 2023.
    c. This information is added to the existing conditions and site plans. See sheets C200 and C300.
    d. Entrance locations are provided on sheet C300.

15. Provide more background on the underground garage and garage extent while providing an initial garage layout:
    a. The reason for the jogs in the extent line in and out of Waterfront Park and the Woonerf.
    b. How the garage footprint will terminate next to Block C through the Central/Waterfront Plaza and how this may affect construction of that park and the remainder of Road C.
    c. How each garage entry/exit for each block relates to the garage layout.
    d. Connection of the underground garage between blocks and the phasing of construction.
    e. Staff also needs to see details that show how utilities will be routed through/above the garage slab and how planters will be situated above the slab.
    f. Provide more information on what parking spaces would be allocated to which building and uses, and how shared parking between uses and buildings will be utilized (using Article VIII of the Zoning Ordinance as a guide).

Response:
a. The "jogs" in the garage extent line are to maximize parking space counts and create a consistent drive aisle with parking on both sides (see sheets A1P1 & A1P2).
b. The underground garage is anticipated to be shared and connected between Blocks. At the northern parcel line of Block C, it is anticipated that a foundation wall will be constructed with knockout panels to connect Phase 1 with future phases. The Central Waterfront Plaza and a portion of the shared underground garage will be constructed in a later phase with future blocks. A portion of Road C will be constructed with Block C leading up to the condo lobby entry and will include a temporary connector street from the woonerf to Road C (see sheet A 900).
c. Block B and Block C include parking entries that lead to the shared underground parking garage. A single ramp leads to two levels of underground parking. Garage and ramp layout are detailed in sheets A1P1 and A1P2.
d. The underground garage will be shared and connected between Blocks A, B, and C. Construction phasing is being developed in coordination with the General Contractor.
e. Please see sheet C501-C506 and A400 of the recently submitted Final Site Plan 1 of the IDSP for the most recent depiction of how utilities will be routed over the lid of the garage including sections at A400 that show how the minimum depths for planters will be provided.
f. Additional information on parking allocation by use will be provided in the Transportation Study for each block.

16. Site plan sheets related to construction phasing for each block should be included with each plan per the CDD Concept Plan conditions in addition to the provided phasing plan.

    Response: Acknowledged. See Phasing Plan on sheets A900 for each Block submission.

17. Provide a chart with each plan set that shows the cumulative GFA by use for all of the blocks of the development total, to be updated with each subsequent submission. The chart can be combined with the chart requested for Condition 63 below.
    a. The chart(s) should clearly indicate when the applicant is requesting a transfer of GFA to a development block and where that GFA will be subtracted from future development blocks.

    Response: Acknowledged. See chart on Cover Sheet.

CDD Conceptual Design Plan Conditions of Approval

18. Condition 5: GFA diagrams should be included with each plan set based on condition language.

    Response: Acknowledged. See sheets A001 for each Block submission.

19. Conditions 13 & 56: Building sections should be provided that show building height based on condition language. The 18-foot height between the first and second floors should be depicted.

    Response: Acknowledged. See sections on sheets A300 and A301 for each Block submission. Condition 56 states that the 18' minimum can be changed if "determined to be infeasible due to site constraints". Slight reductions in this minimum are identified at the corner of N. Fairfax and Road A and also at the corner of Road A and Road B are due to grading conditions at Road A and grading transitions to Road B and N. Fairfax St. at the building frontage.

20. Condition 30: The applicant should be working with the City on preparations of the public process for the design of Waterfront Park and submittal of Concept DSUPs based on previous discussions.

    Response: The Waterfront and Railroad Corridor Open Space DSUPs are being coordinated with the first Block DSUPs and will be submitted separately. The public outreach process is coordinated with City staff and included a public open space survey through May 2023 in addition to previous open space outreach that informed the Open Space designs and subsequent DSUP submissions.

21. Condition 41: Plats, deeds and easement language should be provided by the first DSUP preliminary plan submitted.

    Response: Preliminary plats will be provided as a separate submission with the Concept II submission for each Block. Deed and easement language is not provided until Final Site Plan.

22. Condition 63: Provide a chart with each plan set detailing the GFA amount and percentage of commercial/nonresidential uses proposed as part of the total amount of CDD-sitewide GFA proposed.

    Response: Acknowledged. See Cover Sheet for each Block submission.

23. Condition 74: Identify location of Capital Bikeshare station for Phase 1.

Response: Location of proposed Capital Bikeshare stations in the Rail Corridor Open Space west of Block B, across Road A can be found on sheet C400.

24. Condition 108: The CDD historic interpretation plan shall be provided with the first DSUP preliminary plan submitted.

    Response: Acknowledged.

25. Condition 115: Submission of the preliminary public art plan which outlines the location for all public art throughout CDD#30 with the first completeness submission for any of the blocks.

    Response: Acknowledged.

26. Condition 116: The applicant will provide a summary of contributions provided with each preliminary DSUP submission.

    Response: Acknowledged, the calculation of the contribution will be provided with the preliminary DSUP submission.

Site Plan Comments (Block A – CDSP2022-00030).

27. Identify the area where on-street loading will be proposed.

Response: Block A is not conducive to a loading dock and a layby for on-street loading is proposed. See sheet C300.

28. Based on the building footprint and orientation, provide details on how the building will relate and connect to Waterfront Park to the south and east. For instance, will the arts anchor space "spill out" into the adjacent park space?

Response: A user has not yet been identified for the ground floor of Block A and any potential indoor/outdoor programming depends on the user of this space. Applicant is designing the open space around Block A to allow for this possibility but it will ultimately depend on the user of Block A ground floor space.

29. The office BOH area façade should be seamlessly integrated with the building design to minimize its visual impact (i.e. explore a smaller opening and materials to match the rest of the first floor façade.

Response: The office BOH space has been thoughtfully considered from the exterior façade and Applicant includes elevations that depict the treatment of how this space

is both aesthetically attractive and integrated into the façade while also serving programming purposes for both inside and outside Block A.

30. No Retail BOH is shown. Provide retail access to the BOH area or explain how trash, loading and other activities would be accommodated with the proposed layout.

Response: Retail BOH/trash is proposed for below grade handling with internal vertical access.

31. The retail space should expand southward into the office lobby space, which is less important to have at the ground level.

Response: The ground floor plan has been updated, see sheet A101.

32. Note if the open space to the north of the retail space will be reserved partially or fully for outdoor dining.

Response: Hardscape area at the northern end of Block A is proposed to be used as an extension of the interior retail use. The rest of the area is proposed for planting. See sheet L101.

33. Identify the location of the transformer.

Response: The transformer for Block A is located inside Block B and fed through the garage to power Block A.

34. Applicant should clarify the proposed type of arts use for Block A. Sheet C300 refers to the space as "Arts," and Sheet C100 refers to it as "Arts & Cultural Anchor Space," "Performance Art," "Theaters, Auditorium, etc," and "Museum (Arts Space)."

Response: A portion of Block A ground floor is proposed for Arts & Cultural space per CDD Condition 8. A user has not yet been identified.

Site Plan Comments (Block B – CDSP2022-00031).

35. Staff has concerns regarding the width of the curb cut on Road B.

- **a.** Explore separating the curb cuts and parking and loading entrances to give more pedestrian refuge.
- **b.** Provide background on the loading needs of the building and if a single loading space is sufficient.

Response:
a. Pedestrian refuges have been added, see sheet C301.
b. The amount of proposed square footage and variety of uses proposed for Block B requires three (3) loading berths to service retail, office, apartment, and condominium uses. See sheet A101.

36. Explain why there are two BOH areas on building frontages (including on Road A where there will be no loading activities).

Response: BOH areas have been adjusted in the Concept 2 submission and are based on the needs of the variety of users in the building. See sheet A101.

37. Staff recommends that the retail on Block B wrap around to the N. Fairfax/Road A corner and the N. Fairfax/Road B corner to be more prominent at the southern gateway of the CDD site and diagonal to the beginning of the Woonerf. The residential and condo lobbies would be better situated mid-block.

Response: Ground floor plans in the Concept 2 submission have shifted to locate retail at Block B corners, see sheet A101.

38. Confirm details regarding the transformer:
    a. Explain why the transformer area is so large (approx. 45' x 68') on the plan.
    b. Explore locating transformers below grade.

Response:
a. The dimensions of the transformer area is based on the transformer quantity and size and determined in consultation with experienced dry utility consultant and in coordination with Dominion Virginia Energy. Applicant will continue to work with utility consultants to ensure efficient transformers space.
b. Applicant explored multiple areas for locating the transformer, including the underground garage. This location was dismissed due to limited accessible space within the garage and private streets. Additionally, the City's standards do not permit HRP to locate the transformer under the new public Road A. Applicant's dry utility consultant has contacted Dominion Virginia Energy, which indicated preliminary support for this location.

Site Plan Comments (Block C – CDSP2022-00032):

39. Provide more details on Road B and the adjacent Block C streetscape. The streetscape design that includes the alternating tree wells and on-street parking spaces should be shown to understand if the streetscape adequately accommodates pedestrians and that the street safely accommodates bicycle traffic.

Response: Streetscape design has been updated in the Concept 2 submission. See sheet C300.

40. Coordinate with P&Z and T&ES staff for a circulation plan for Block C that includes interim conditions (including building access prior to construction of Block D).

Response: Acknowledged. The location of the temporary connector road from N. Fairfax to Road C in interim condition is shown in sheet A900. Applicant will continue to coordinate with T&ES and P&Z.

41. Provide more circulation details for entering and exiting the alley, and how bicyclists using Road B will be protected from vehicles entering and exiting the alley.

Response: Vehicles will access the alley from Road B. Trucks entering and exiting the alley do not encroach on the opposing bicycle lane according to the truck turning maneuvering analysis. Additionally, green bike pavement markings and signage will provide for cyclist visibility and awareness of cyclists. See sheet C803 for curbside management signage and, and sheet C800-C802 for the truck turning maneuvers.

42. Provide more details on the design of the alley and if the alley would serve any pedestrian use.
    a. A public access easement will be recommended for the alley.

Response: Acknowledged. Pedestrian access through the alley is planned but not encouraged given the extensive sidewalk and open space improvements proposed as part of the redevelopment. Design details for the alley can be found on sheets L103 & L104. Further information is provided in the response to Comment 43 below.

43. Per Condition 58a. of CDD2021-00004, the alley on Block C should be "open to the sky" except for "limited areas." The Concept 2 building architecture should be in compliance with this condition.

Response: The primary use of this alley is to house parking and loading dock access so that these back of house functions are "invisible" from the adjacent public realm and streets. A portion of the alley on Block C is open to the sky. In addition, the building peels back on either side of the alley outlet to the Waterfront Plaza creating a gracious open space and accessible pedestrian realm. The covered area of the alley mitigates the nuisance of parking and loading traffic noise, trash odors, and noise from other back of house functions recommended to be located in allies and limited on streets. See sheets A101 and A102.

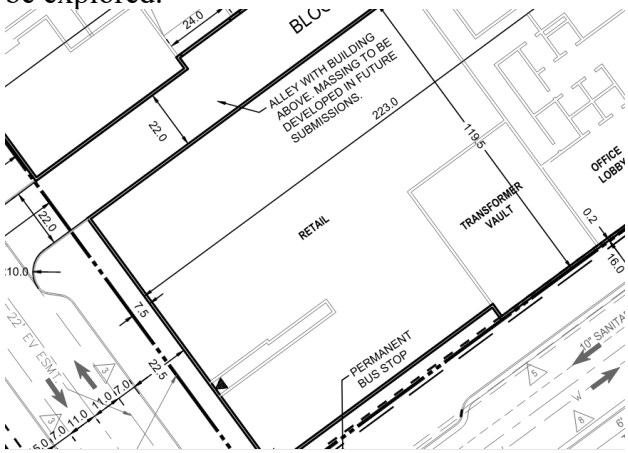
44. Provide more background on the need for the large areas of the ground floor dedicated to BOH and Loading.
    a. These areas should located on the alley to the extent feasible and not on the adjacent streets (public or private).

    Response: BOH areas have been located within the alley where possible, and are labeled, see sheet A101.

45. Identify any areas within the Block C parcel boundaries that would be potentially used for outdoor dining.

    Response: Depending on the future users, which have not yet been identified, more prominent locations for outdoor dining are proposed to be focused in the retail areas along the Woonerf and the Central Waterfront Plaza. Retail seating areas and layouts will be provided in future preliminary plan submissions.

46. The egress stairwell splits the retail space at the northwest corner and its relocation should be explored.



    Response: The egress stairwell has been relocated in the ground floor plan in the Concept 2 submission. See sheet A101.

47. Retail or active/amenity space should be located at the building corners.

    Response: Ground floor plans in the Concept 2 submission have shifted to locate most retail at Block C corners, with the exception of the apartment lobby, which is an active amenity use. See sheet A101.

48. Show more design details of Road C (i.e. paving treatments, bollards, tree plantings, "curb" material) to show how the road will accommodate multimodal transportation.

    Response: Road C is proposed to be partially constructed as part of the Block C development and completed with the development of Block D. The intent of this roadway is similar to the intent for the Woonerf, in that it will be curbless, not anticipated to include garage access, and will discourage vehicular priority driving and encourage multi-modal uses. Spaces designated for pick up/drop off (PU/DO) are proposed to be located specifically at this road to serve as a central multimodal location. Design details for Road C can be found on sheets C300 and L1.01-1.02.

49. Confirm details regarding the transformer:
    a. Explain why the transformer area is so large (approx. 45' x 57') on the plan.
    b. Explore locating transformers below grade.
    c. Can the transformer be located near or under the alley for access by Dominion?

    Response:
    a. The dimensions of the transformer area is based on the transformer quantity and size and determined in consultation with experienced dry utility consultant and in coordination with Dominion Virginia Energy. Applicant will continue to work with utility consultants to ensure efficient transformers space.
    b. Applicant explored multiple areas for locating the transformer, including the underground garage. This location was dismissed due to limited accessible space within the garage and private streets. Additionally, the City's standards do not permit HRP to locate the transformer under the new public Road A. Applicant's dry utility consultant has contacted Dominion Virginia Energy, which indicated preliminary support for this location.
    c. The transformer cannot be located within the underground garage beneath the alley as this area is reserved for parking ramps.

Sustainability

50. With each building DSUP, the applicant must demonstrate how they will achieve the sustainability targets per the CDD and Coordinated Sustainability Strategy (CSS).
    a. Indicate how each building design will achieve the building energy performance target as outlines in CDD Condition 139a.
    b. Per CDD Condition 139b, provide evaluation to evaluate strategies to increase the on-site energy generation beyond 3%.
    c. With the next submission, provide an estimate of the embodied carbon intensity (ECI) per CDD Condition 139c.

d. Per CDD Condition 139d, provide evaluation of building electrification limited exceptions contemplated for the building.

Response:
a-d. See sheet C108 for the LEED Checklist and CSS Target Chart for in-progress sustainability updates. The checklist and chart will continue to be updated as design progresses and resubmitted next with the Completeness Submission sets.

Developer Contributions

51. Per CDD Condition #116, pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy, a developer contribution shall be provided by the Applicant to the Old Town North Implementation Fund. The developer contribution amount shall be subject to the following:
    a. A total developer contribution amount of $21,495,167 (2022$) shall be provided for the site based on a developer contribution rate of $11.05 (2022$) for the total amount of 2,150,000 base GFA for the site, which includes a credit for the 204,736 GFA that is available under the existing UT zoning and which excludes the additional GFA (maximum of 350,000) used for the provision of affordable housing and arts and cultural uses.
    b. The developer contributions shall be used for the following:
        i. The Linear Park Norfolk Southern Railroad Corridor (Segment 2 in OTN Plan) and OS-4 as generally depicted in Exhibit 1.
        ii. Waterfront Park As generally depicted in the CDD Concept Plan submission as parcels OS-1, OS-2, and OS-7, as well as improvements made to the adjacent Waterfront Park land controlled by National Park Service (NPS), if approved by the National Park Service (NPS). Improvements to the Pumphouse not related to open space improvements will not count towards the contribution.
    c. The developer contributions as required herein shall be paid prior to the release of the first certificate of occupancy permit for each building(s) unless contributions are being made subject to paragraph d below.
    d. In lieu of the monetary contributions required herein, the condition may be fulfilled by the applicant through an in-kind contribution for the acquisition (as it relates to Norfolk Southern – Segment 2), design and construction of the Linear Park and Waterfront Park as defined herein in a manner consistent with the intent of the OTNSAP. The applicant shall submit an agreed upon scope of work and cost estimate to the City prior to the release of the final site plan for the Waterfront Park and/or the Linear Park (approval process pending). The final costs for each phase of these improvements will be finalized at the time of final inspection of each phase of these improvements. The work shall be completed in accordance with the CDD phasing requirements in the conditions of approval. The Linear Park improvements shall be completed prior to the end of Phase 3, pending acquisition of the Norfolk Southern Segment 2 by the City. If the in-lieu work costs less than the contribution

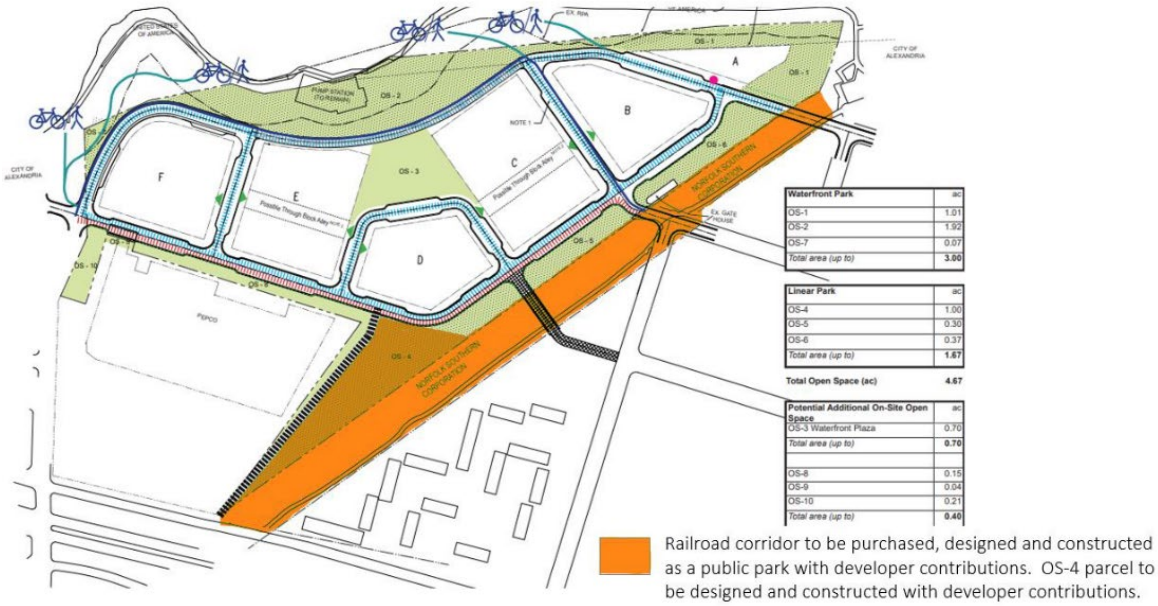
amount, as demonstrated by the confirmed final costs provided at the completion of each of the phased improvements, the remainder shall be provided to the City as a monetary contribution, prior to approval of final certificate of occupancy for Phase 3. For purposes of clarity, the value of the developer contribution will be calculated at the then current rates at the time the in-kind phased improvements are delivered. The City and the Applicant will continue to work together to coordinate and fund acquisition of the NS corridor.

e. The contribution rate(s) outlined herein are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates will be recalculated January of each year. The final contribution amount shall be calculated and verified by the Neighborhood Planning and Community Development Division of the Department of Planning and Zoning at the time of Certificate of Occupancy.

f. All contributions shall be made via wire transfer to the City of Alexandria or other approach as required by the City. Instructions will be provided by the Planning and Zoning Department prior to the time of deposit. Wire transfer documentation must include the source name, receiving department name (Planning & Zoning), applicable fund reference code and the condition number being fulfilled. Payments shall be made prior to the release of the first certificate of occupancy permit.

g. The applicant will provide an inception-to-date summary on the amount of Developer Contributions received and status of improvements as required herein, as part of each preliminary Development Special Use Permit process within the CDD Conceptual Design Plan area. (P&Z)

Exhibit 1 – PRGS Developer Contribution Condition



Response: It is anticipated that this condition will be wholly fulfilled through the significant in-kind improvements the project is delivering both on- and off-site. Calculations for in-kind contributions related to the improvements to the Waterfront Open Space (OS-1, OS-2, OS-3), Waterfront Park (on NPS property, with NPS coordination and approval), the Linear Open Space (OS-4, OS-5, 0S-6, OS-8, OS-9, OS-10), the Railroad Corridor Park (currently owned by Norfolk Southern) will be provided in accordance with the timeframe contemplated in the CDD Condition. Applicant will estimate what portion of the contribution is attributable to each block, however, the in lieu of calculation is based upon the scope shown in the Open Space DSUP approval and determined prior to release of the final site plan for each open space.

TRANSPORTATION AND ENVIRONMENTAL SERVICES (T&ES)

General Findings for Each Block

1. OEQ and PWS have no comments.

   Response: Acknowledged.

2. DASH, Resource Recovery and VAWC provided no comments.

   Response: Acknowledged.

BLOCK A (CDSP2022-00030):

Comments

3. Depict the LOD on the plan. (DROW)

   Response: Limits of disturbance can be found on sheet C500.

4. Please depict the portion of the road network that will be constructed with this application. (DROW)

   Response: The portions of the road network proposed to be constructed with Block A include the extension of N. Fairfax and the private road between Blocks A and B, and the portion of public Road A immediately adjacent to Block A. See sheet A900.

5. Will the construction of the parking garage be phased? If so, please show the portion of the garage that will be constructed with this application. (DROW)

Response: Yes, it is anticipated that the underground garage will be shared and connected between Blocks. Construction phasing is being developed in coordination with the General Contractor. See sheets A1P1A&B, A1P2A&B for the delineation of the extents of the garage. Refer to responses to Planning & Zoning Comment 15 for further detail.

6. If any portion of the proposed garage is located beneath a private roadway then that prevents that portion of the roadway from becoming public in the future. This limits future option for the HOA/BID and the City. (DROW)

   Response: Acknowledged.

7. The next submission must be prepared per the requirements of Stage II Concept Submission and Memorandum to Industry 02-09 dated December 3, 2009. (DROW)

   Response: Acknowledged.

8. 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, supported by an outlined contour map. (DROW)

   Response: Storm water management design details are provided on sheets C602-C611.

9. 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. (DROW)

   Response: See sheets C608-C610.

10. Show location of electrical transformers and switches. No transformers or switch gears shall be installed in the public right of way (per Memo to Industry 19-06) or public access easements (unless not visible and not obstructive to public access). (DROW)

    Response: Transformer and switch locations are identified on sheet C400 and are not located within the public right of way.

11. Applicant to include the following note on the DSP plans and the plans issued for construction:
    a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
    b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-721-3500 x2020. (AlexRenew)

    Response: Acknowledged. See General Notes 8 & 9 on sheet C100.

12. Applicant shall coordinate with the City of Alexandria T&ES to ensure that the planned flow does not exceed the City of Alexandria's allotted capacity in AlexRenew's Water Resource Recovery Facility or in the Potomac Interceptor during wet and average flow conditions. (AlexRenew)

    Response: Acknowledged.

13. Applicant shall show existing and proposed sanitary sewer connections on the plans. (AlexRenew)

    Response: Existing and proposed sanitary sewer connections are shown on sheets C700-C701

14. The applicant shall complete a sanitary sewer adequate outfall analysis (AOA) as part of the infrastructure DSP site plan and AOA sheets shall be included in the site plan for each PRGS block. (Sanitary)

    Response: The sanitary sewer adequate outfall analysis was provided in the IDSP and is included in this Concept 2 submission on sheets C700-C701.

15. The city's 10 to 18-inch sewers along N Fairfax St do NOT have sufficient capacity to serve the project site. The sanitary flow from PRGS shall be connected to the 27-inch sewers along Mount Vernon Trail. (Sanitary)

    Response: See the IDSP Final Site Plan 1 submission sheet C724 depicting the proposed connection at First Street to the 27-inch sewer adjacent to Canal Center and Mount Vernon Trail. The same connection is shown on the Concept 2 submission at sheet C700.

16. Plan cannot be reviewed for compliance with stormwater requirements until the Stormwater Master Plan has been completed. Additional comments will follow once additional information from the stormwater master plan has been provided. (SWM)

    Response: The third submission of the SWMP was submitted to Staff on February 3, 2023 and no further comments have been received from the City.

17. On C400: Please revise wording of note #3 to further clarify that those features shown as 'existing' on this sheet are actually shown per *proposed* features of CDSP#2022-00024. (Survey)

    Response: Note has been adjusted, see sheet C300.

18. Please add a note to C400 similar to the following: proposed parcels such as Blocks A-C, private street parcels, etc… will be created via new Subdivision Plat that is forthcoming. Block designations on this plan will be replaced and/or supplemented by the new Subdivision Lot #s when available. (Survey)

    Response: Acknowledged. Note has been added to sheet C300.

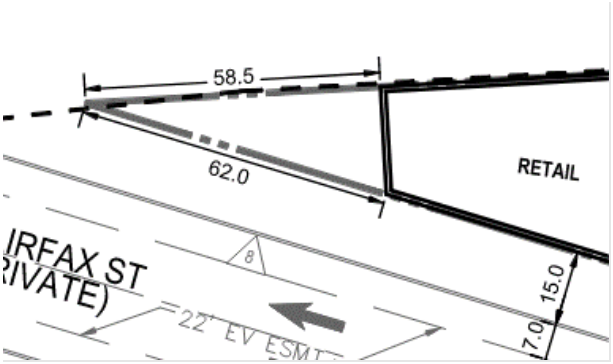
19. On sheet C400: Please depict proposed public easements within the Block (if any). On C400 and/or Sheet C301: please depict any existing easements that are proposed to be vacated (if any). Note: both of these must ultimately appear on preliminary site plan, but is better to include them on this plan as well and if possible. (Survey)

    Response: Existing and proposed easements, and any proposed vacations thereof, have been added to sheets C300 and C201.

20. On sheet A900, Phase 1: For NS Land, please exclude the proposed street extension areas (N Fairfax and N Royal at a minimum) from the 'potential future phase' hatching as these street extensions do not fall into that category. Please add separate label or hatching that reads something like 'proposed street extensions to be acquired from Norfolk Southern' for these street extensions. (Survey)

    Response: Sheet A900 has been revised to match what was submitted with the first Infrastructure FSP submitted on August 22, 2023

21. Clarify the use of the 58.5' and 62' triangle north of the building. (Transportation Planning)



Response: The triangle area referenced is the result of an awkwardly situated site resulting from the direct extension of N Fairfax to the waterfront. Applicant proposes this space to be used for landscaping and covered, outdoor seating for the retail user at this corner of the Block A. See sheet A101.

22. Show proposed access points and entrances to the building on site plans. (Transportation Planning)

    Response: Entrances and access points are located on ground floor plans, see sheet C300.

23. Note that EV charging will be expected. The number and level of charging will be determined with conditions for the site. (Transportation Planning)

    Response: Acknowledged.

24. The parking garage plan should be included with each DSUP submission. Provide the parking garage plan and include parking counts per block, number of EV ready spaces, parking controls, and access points. (Transportation Planning)

    Response: Parking is provided in both plan view and in counts for each Block DSUP submission. See sheets A1P1-A&B, A1P2-A&B. The number of EV ready spaces will be determined with conditions for each Block DSUP as referenced in Comment 23 above.

25. Show full streetscape around the site amenities like street trees, bike racks, utilities, landscaping, trash receptacles, parking meters, and lighting on the site plan. (Transportation Planning)

Response: Streetscape design can be found on sheets L101-L102.

26. Provide long-term and visitor bike parking consistent with the Alexandria Bicycle Parking Requirements. (Transportation Planning)

    Response: Bike parking will be provided consistent with the Alexandria Bicycle Parking Requirements. Residential and office bike storage and changing room and shower for office users will be located within the garage/podium, see sheets A1P1 and A1P2. Retail bike storage will be coordinated with the podium layout.

27. Show a parking table with calculations for the parking count. Include zoning minimum and maximums and any allowable residential credits as part of the parking tabulation, like the example provided below. (Transportation Planning)

PARKING & LOADING TABULATION

PROVIDED BY GOROVE SLADE (05/11/2022)

Zoning Requirements Based on Residential Performance-Based City Standards (Minimums)

	Baseline Zoning Ratio[1]	Total Credits	Final Zoning Ratio		Development Size	Bedrooms		Minimum Spaces
Residential Rates								
ADUs - 60% AMI	0.75 /unit	15%	0.64 /unit[2]	x	212 units		=	136
ADUs - 50% AMI	0.65 /unit	15%	0.55 /unit[2]	x	163 units		=	91
1 Bedroom	1.00 /bdrm	15%	0.85 /bdrm[2]	x	40 units	40 bdrms	=	34
2+ Bedroom[2]	1.00 /bdrm	15%	0.85 /bdrm[2]	x	59 units	118 bdrms	=	101
Residential Subtotal					474 units			362
Allowable Residential Credits (Voluntary):								
Metro Station / BRT walkshed (10%)								0%
Market-Rate: Located outside 0.5 mile Metro Station walkshed but within 0.5 mile BRT stop walkshed (10%)								0%
ADU: Located within 0.5 mile Metro Station walkshed OR the 0.5 mile BRT stop walkshed (10%)								0%
Walkability Index score is between 90-100 (10%)								10%
Walkability Index score is between 80-89 (5%)								0%
Four or more bus routes stop within 0.25 mile of development entrance (5%)								5%
Development project has 20% or more studio units (5%)								0%
Non-Residential								
Specific Commercial (Retail)[3]			0.75 /ksf	x	35 ksf[4]		=	26
Non-Residential Subtotal								26
Total with Zoning Requirements								388

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.
2. The ratio shown above includes a reduction to the 0.75, 0.65, and 0.50 space per unit rate for affordable housing based on units at 60%, 50%, and 30% AMI, respectively, and walkability credit.
3. The ratio shown above includes a reduction to the 1.0 space per bedroom rate based on site being within 0.5 mile BRT stop walkshed (10%) and walkability credit.
4. Units with 80% AMI are considered market rate units. Calculations assumed all 80% AMI units are 1-bedroom units.
5. Parking ratio for specific commercial uses is 0.75 spaces per 1,000 sf for a project located outside the Enhanced Transit Area per City of Alexandria's Parking Code dated September 29, 2020.
6. Non-residential uses that have a minimum parking requirement of 2 spaces or less shall be exempt from providing the spaces, per City of Alexandria's parking code dated September 29, 2020.

Zoning Requirements Based on Residential Performance-Based City Standards (Maximums)

	Baseline Zoning Ratio	Total Credits	Final Zoning Ratio		Development Size	Bedrooms		Maximum Spaces
Residential								
1 Bedroom	1.00 /bdrm	0%	1.00 /bdrm	x	189 units	189 bdrms	=	189
2+ Bedroom[2]	1.00 /bdrm	0%	1.00 /bdrm	x	285 units	570 bdrms	=	570
Residential Subtotal					474 units			759
Non-Residential								
Specific Commercial (Retail)[3]			4 /ksf	x	35 ksf		=	140
Non-Residential Subtotal								140
Total with Zoning Requirements								899

Notes:
1. Use of income-restricted affordable housing parking ratios is voluntary.
2. Units with 2 bedrooms or more counted as 2-bedroom units.
3. Parking ratio for specific retail uses is 4 spaces per 1,000 sf for a project located outside the Enhanced Transit Area, per City of Alexandria's Parking Code dated September 29, 2020.

PARKING PROVIDED
GARAGE PARKING = 379 SPACES (307 STANDARD, 63 COMPACT, 4 ADA, 5 ADA VAN)
SURFACE PARKING WITHIN INTERNAL ROAD = 3 SPACES (3 STANDARD)

TOTAL PARKING PROVIDED 382 SPACES

LOADING

LOADING REQUIRED: ONE (1) LOADING SPACE / 20,000 SF COMMERCIAL FLOOR AREA = 38,312 / 20,000 = 2 SPACES
LOADING PROVIDED = 2 SPACES*
* ONE (1) LOADING SPACE EACH IS PROVIDED WITHIN BUILDINGS R1 AND R2.

BIKE PARKING

BIKE PARKING PROVIDED: CLASS 1: 150 SPACES (INSIDE)
CLASS 3: 22 SPACES (OUTSIDE)**
** OUTSIDE SPACES ARE INTENDED TO SERVE AS GUEST SPACES TO SATISFY THE RETAIL AND RESIDENTIAL VISITOR BIKE PARKING REQUIREMENTS.
SEE ARCHITECTURE PLANS FOR INSIDE BIKE PARKING LOCATION & LANDSCAPE PLANS FOR OUTDOOR LOCATIONS.

Response: The parking count is provided on sheets A1P1-A&B, A1P2-A&B. Parking tabulations are provided on sheet C100.

28. Provide trash pickup route and loading for the building (Transportation Engineering)

Response: The trash room is shown on sheet A101. The location of curbside loading and trash pickup for Block A is shown on sheet C800.

29. Provide curbside management signage on N. Fairfax Street along the perimeter of the block A. (Transportation Engineering)

    Response: See curbside management signage plan on sheet C800.

1. BLOCK B (CDSP2022-00031):

Comments

30. Depict the LOD on the plan. (DROW)

    Response: Limits of disturbance can be found on sheet C500.

31. Please depict the portion of the road network that will be constructed with this application. (DROW)

    Response: The portions of the road network that will be constructed with Block B include the extension of N. Fairfax and the private road between Blocks A and B, the extension of N. Royal Street and the private road between Blocks B and C, and the portion of public Road A immediately adjacent to Block B. See sheet A900.

32. Will the construction of the parking garage be phased? If so, please show the portion of the garage that will be constructed with this application. (DROW)

    Response: The underground garage is anticipated to be shared and connected between Blocks. Construction phasing is being developed in coordination with the General Contractor. See sheets A1P1A&B, A1P2A&B for the delineation of the extents of the garage. Refer to responses to Planning & Zoning Comment 15 for further detail.

33. If any portion of the proposed garage is located beneath a private roadway, then that prevents that portion of the roadway from becoming public in the future. This limits future option for the HOA/BID and the City. (DROW)

    Response: Acknowledged.

34. The next submission must be prepared per the requirements of Stage II Concept Submission and Memorandum to Industry 02-09 dated December 3, 2009. (DROW)

    Response: Acknowledged.

35. 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, supported by an outlined contour map. (DROW)

    Response: Storm water management design details are provided on sheets C602-C611.

36. 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. (DROW)

    Response: See sheets C608-C610.

37. Show location of electrical transformers and switches. No transformers or switch gears shall be installed in the public right of way (per Memo to Industry 19-06) or public access easements (unless not visible and not obstructive to public access). (DROW)

    Response: Transformer and switch locations are identified on sheets C400, C401 and A101 and are not located within the public right of way.

38. Applicant to include the following note on the DSUP plans and the plans issued for construction:
    a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
    b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-721-3500 x2020. (AlexRenew)

    Response: Acknowledged. See General Notes 8 & 9 added to sheet C100.

39. Applicant shall coordinate with the City of Alexandria T&ES to ensure that the planned flow does not exceed the City of Alexandria's allotted capacity in AlexRenew's Water Resource Recovery Facility or in the Potomac Interceptor during wet and average flow conditions. (AlexRenew)

    Response: Acknowledged.

40. Applicant shall show existing and proposed sanitary sewer connections on the plans. (AlexRenew)

    Response: Existing and proposed sanitary sewer connections are shown on sheets C700-C701.

41. The applicant shall complete a sanitary sewer adequate outfall analysis (AOA) as part of the infrastructure DSP site plan and AOA sheets shall be included in the site plan for each PRGS block. (Sanitary)

    Response: The sanitary sewer adequate outfall analysis was provided in the IDSP and is included in this Concept 2 submission on sheets C700-C701.

42. The city's 10 to 18-inch sewers along N Fairfax St do NOT have sufficient capacity to serve the project site. The sanitary flow from PRGS shall be connected to the 27-inch sewers along Mount Vernon Trail. (Sanitary)

    Response: See the IDSP Final Site Plan 1 submission sheet C724 depicting the proposed connection at First Street to the 27 inch sewer adjacent to Canal Center and Mount Vernon Trail. The same connection is shown on the Concept 2 submission at sheet C700.

43. On C400: Please revise wording of note #3 to further clarify that those features shown as 'existing' on this sheet are actually shown per *proposed* features of CDSP#2022-00024. (Survey)

    Response: Note has been adjusted, see sheet C300.

44. On C400: please remove the Woonerf note if that does not pertain to Block B. (Survey)

    Response: Note has been removed, see sheet C300.

45. Please add a note to C400 similar to the following: proposed parcels such as Blocks A-C, private street parcels, etc… will be created via new Subdivision Plat that is forthcoming. Block designations on this plan will be replaced and/or supplemented by the new Subdivision Lot #s when available. (Survey)

    Response: Acknowledged. Note has been added to sheet C300.

46. On sheet C400: Please depict proposed public easements within the Block (if any). On C400 and/or Sheet C301: please depict any existing easements that are proposed to be

vacated (if any). Note: both of these must ultimately appear on preliminary site plan, but is better to include them on this plan as well and if possible. (Survey)

Response: Existing and proposed easements, and any proposed vacations thereof, have been added to sheets C300 and C201.

47. On sheet 7, Phase 1: For NS Land, please exclude the proposed street extension areas (N Fairfax and N Royal at a minimum) from the 'potential future phase' hatching as these street extensions do not fall into that category. Please add separate label or hatching that reads something like 'proposed street extensions to be acquired from Norfolk Southern' for these street extensions. (Survey)

    Response: Sheet A900 has been revised to match what was submitted with the first final Infrastructure FSP submitted on August 22, 2023.

48. Plan cannot be reviewed for compliance with stormwater requirements until the Stormwater Master Plan has been completed. Additional comments will follow once additional information from the stormwater master plan has been provided. (SWM)

    Response: The third submission of the SWMP was submitted to Staff on February 3, 2023 and no further comments have been received from Staff.

49. Show proposed access points and entrances to the building on site plans. (Transportation Planning)

    Response: Entrances and access points are located on ground floor plans, see sheet C300.

50. Note that EV charging will be expected. The number and level of charging will be determined with conditions for the site. (Transportation Planning)

    Response: Acknowledged.

51. The parking garage plan should be included with each DSP submission. Provide the parking garage plan and include parking counts per block, number of EV ready spaces, parking controls, and access points. (Transportation Planning)

    Response: Parking is provided in both plan view and in counts for each DSUP Block submission. See sheets A1P1_A&B, A1P2_A&B. The number of EV ready spaces will

be determined with conditions for each Block DSUP as referenced in Comment 50 above.

52. Show full streetscape around the site with street trees, bike racks, utilities, landscaping, trash receptacles, parking meters, and lighting on the site plan. (Transportation Planning)

    Response: Streetscape design can be found on sheets L101-L103.

53. Provide long-term and visitor bike parking consistent with the Alexandria Bicycle Parking Requirements. (Transportation Planning)

    Response: Bike parking will be provided consistent with the Alexandria Bicycle Parking Requirements. Residential and office bike storage and changing room and shower for office users will be located within the garage/podium. Retail bike storage will be coordinated on the podium level.

54. Show a parking table with calculations for the parking count. Include zoning minimum and maximums and any allowable residential credits as part of the parking tabulation, like the example provided below. (Transportation Planning)

PARKING & LOADING TABULATION

PROVIDED BY GOROVE SLADE (05/11/2022)

Zoning Requirements Based on Residential Performance-Based City Standards **(Minimums)**

	Baseline Zoning Ratio[1]	Total Credits	Final Zoning Ratio		Development Size	Bedrooms		Minimum Spaces
Residential Rates								
ADUs - 60% AMI	0.75 /unit	15%	0.64 /unit[2]	x	212 units		=	136
ADUs - 50% AMI	0.65 /unit	15%	0.55 /unit[2]	x	163 units		=	91
1 Bedroom	1.00 /bdrm	15%	0.85 /bdrm[3]	x	40 units	40 bdrms	=	34
2+ Bedroom[4]	1.00 /bdrm	15%	0.85 /bdrm[3]	x	59 units	118 bdrms	=	101
Residential Subtotal					**474 units**			**362**
Allowable Residential Credits (Voluntary):								
Metro Station / BRT walkshed (10%)								0%
Market-Rate: Located outside 0.5 mile Metro Station walkshed but within 0.5 mile BRT stop walkshed (10%)								0%
ADU: Located within 0.5 mile Metro Station walkshed OR the 0.5 mile BRT stop walkshed (10%)								0%
Walkability Index score is between 90-100 (10%)								10%
Walkability Index score is between 80-89 (5%)								0%
Four or more bus routes stop within 0.25 mile of development entrance (5%)								5%
Development project has 20% or more studio units (5%)								0%
Non-Residential								
Specific Commercial (Retail)[5]			0.75 /ksf	x	35 ksf[6]		=	26
Non-Residential Subtotal								**26**
Total with Zoning Requirements								**388**

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.
2. The ratio shown above includes a reduction to the 0.75, 0.65, and 0.50 space per unit rate for affordable housing based on units at 60%, 50%, and 30% AMI, respectively, and walkability credit.
3. The ratio shown above includes a reduction to the 1.0 space per bedroom rate based on site being within 0.5 mile BRT stop walkshed (10%) and walkability credit.
4. Units with 80% AMI are considered market rate units. Calculations assumed all 80% AMI units are 1-bedroom units.
5. Parking ratio for specific commercial uses is 0.75 spaces per 1,000 sf for a project located outside the Enhanced Transit Area per City of Alexandria's Parking Code dated September 29, 2020.
6. Non-residential uses that have a minimum parking requirement of 2 spaces or less shall be exempt from providing the spaces, per City of Alexandria's parking code dated September 29, 2020.

Zoning Requirements Based on Residential Performance-Based City Standards **(Maximums)**

	Baseline Zoning Ratio	Total Credits	Final Zoning Ratio		Development Size	Bedrooms		Maximum Spaces
Residential								
1 Bedroom	1.00 /bdrm	0%	1.00 /bdrm	x	189 units	189 bdrms	=	189
2+ Bedroom[2]	1.00 /bdrm	0%	1.00 /bdrm	x	285 units	570 bdrms	=	570
Residential Subtotal					**474 units**			**759**
Non-Residential								
Specific Commercial (Retail)[3]			4 /ksf	x	35 ksf		=	140
Non-Residential Subtotal								**140**
Total with Zoning Requirements								**899**

Notes:
1. Use of income-restricted affordable housing parking ratios is voluntary.
2. Units with 2 bedrooms or more counted as 2-bedroom units.
3. Parking ratio for specific retail uses is 4 spaces per 1,000 sf for a project located outside the Enhanced Transit Area, per City of Alexandria's Parking Code dated September 29, 2020.

PARKING PROVIDED

GARAGE PARKING = 379 SPACES (307 STANDARD, 63 COMPACT, 4 ADA, 5 ADA VAN)
SURFACE PARKING WITHIN INTERNAL ROAD = 3 SPACES (3 STANDARD)

TOTAL PARKING PROVIDED 382 SPACES

LOADING

LOADING REQUIRED: ONE (1) LOADING SPACE / 20,000 SF COMMERCIAL FLOOR AREA = 38,312 / 20,000 = 2 SPACES
LOADING PROVIDED = 2 SPACES*
* ONE (1) LOADING SPACE EACH IS PROVIDED WITHIN BUILDINGS R1 AND R2.

BIKE PARKING

BIKE PARKING PROVIDED: CLASS 1: 150 SPACES (INSIDE)
CLASS 3: 22 SPACES (OUTSIDE)**
** OUTSIDE SPACES ARE INTENDED TO SERVE AS GUEST SPACES TO SATISFY THE RETAIL AND RESIDENTIAL VISITOR BIKE PARKING REQUIREMENTS.
SEE ARCHITECTURE PLANS FOR INSIDE BIKE PARKING LOCATION & LANDSCAPE PLANS FOR OUTDOOR LOCATIONS.

Response: A1P1-A&B, A1P2-A&B. Parking tabulations are provided on sheet C100.

55. Staff has concerns with the curb cuts on the bike route. Consider moving the loading entrance to Road A and using the parking garage entrance in the alley on Block C for Block B parking to prevent conflicts with cyclists. Any curb cuts shall be a maximum of 22' to be consistent with the City's Complete Streets Design Guidelines. (Transportation Planning)

    Response: Loading and parking entrances on Road B have been adjusted to minimize the width of any one curb cut and are no wider than 22'.

56. Show full dimensions of the bus shelters on Road A on the site plan. Demonstrate there is a minimum of 6' of clear space on the sidewalk behind the bus stop. Ensure there are no obstructions within 40' of the bus stop including crosswalks or trees. (Transportation Planning)

    Response: Dimensions of the bus shelter on Road A meet the above requirements, see sheet C301.

57. Provide turning movement at the loading bays. (Transportation Engineering)

    Response: See sheet C800-C802.

58. Provide turning movement from Road B to the parking garage ramp. (Transportation Engineering)

    Response: See sheet C800-C802.

59. Provide detail of the ramp to the parking garage. (Transportation Engineering)

    Response: See sheets A1P1-A&B, A1P2-A&B.

60. Provide curbside management signage on the Road A, B and N. Fairfax St. around the perimeter of the Block B. (Transportation Engineering)

    Response: A Curbside Management Signage Plan is shown on sheet C803.

2. BLOCK C (CDSP2022-00032):

Comments

61. Depict the LOD on the plan. (DROW)

Response: Limits of Disturbance can be found on sheet C500.

62. Please depict the portion of the road network that will be constructed with this application. (DROW)

    Response: The portions of the road network that will be constructed with Block C include the extension of N. Fairfax to the east of Block C (Woonerf, in an interim condition until CDD Phase 2 is complete with Block D), the extension of N. Royal Street and the private street between Blocks B and C, the portion of public Road A immediately adjacent to Block C, and the portion of Road C to the north of Block that will temporarily connect to the Woonerf.

63. Will the construction of the parking garage be phased? If so, please show the portion of the garage that will be constructed with this application. (DROW).

    Response: The underground garage will be shared and connected between Blocks A, B, and C. Construction phasing is being developed in coordination with the General Contractor. See sheet A1P1, A1P2 for the delineation of the extents of the garage. Refer to responses to Planning & Zoning Comment 15 for further detail.

64. If any portion of the proposed garage is located beneath a private roadway then that prevents that portion of the roadway from becoming public in the future. This limits future option for the HOA/BID and the City. (DROW)

    Response: Acknowledged.

65. The next submission must be prepared per the requirements of Stage II Concept Submission and Memorandum to Industry 02-09 dated December 3, 2009. (DROW)

    Response: Acknowledged.

66. 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, supported by an outlined contour map. (DROW)

    Response: Storm water management design details are provided on sheets C602-C611.

67. 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. (DROW)

Response: See sheets C608-C610.

68. Show location of electrical transformers and switches. No transformers or switch gears shall be installed in the public right of way (per Memo to Industry 19-06) or public access easements (unless not visible and not obstructive to public access). (DROW)

    Response: Transformer and switch locations are identified on sheet C400 and are not located within the public right of way.

69. Applicant to include the following note on the DSP plans and the plans issued for construction:
    a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
    b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-721-3500 x2020. (AlexRenew)

    Response: Acknowledged. See General Notes 8 & 9 added to sheet C100.

70. Applicant shall coordinate with the City of Alexandria T&ES to ensure that the planned flow does not exceed the City of Alexandria's allotted capacity in AlexRenew's Water Resource Recovery Facility or in the Potomac Interceptor during wet and average flow conditions. (AlexRenew)

    Response: Acknowledged.

71. Applicant shall show existing and proposed sanitary sewer connections on the plans. (AlexRenew)

    Response: Existing and proposed sanitary sewer connections are shown on sheets C700-C701.

72. The applicant shall complete a sanitary sewer adequate outfall analysis (AOA) as part of the infrastructure DSP site plan and AOA sheets shall be included in the site plan for each PRGS block.

    Response: The sanitary sewer adequate outfall analysis was provided in the IDSP and is included in this Concept 2 submission on sheets C700-C701.

73. The city's 10 to 18-inch sewers along N. Fairfax St do NOT have sufficient capacity to serve the project site. The sanitary flow from PRGS shall be connected to the 27-inch sewers along Mount Vernon Trail.

    Response: See the IDSP Final Site Plan 1 submission sheet C724 depicting the proposed connection at First Street to the 27 inch sewer adjacent to Canal Center and Mount Vernon Trail. The same connection is shown on the Concept 2 submission at sheet C700.

74. Plan cannot be reviewed for compliance with stormwater requirements until the Stormwater Master Plan has been completed. Additional comments will follow once additional information from the stormwater master plan has been provided. (SWM)

    Response: The third submission of the SWMP was submitted to Staff on February 3, 2023 and no further comments have been received from Staff.

75. On C400: Please revise wording of note #3 to further clarify that those features shown as 'existing' on this sheet are actually shown per *proposed* features of CDSP#2022-00024. (Survey)

    Response: Note has been adjusted, see sheet C300.

76. Please add a note to C400 similar to the following: proposed parcels such as Blocks A-C, private street parcels, etc… will be created via new Subdivision Plat that is forthcoming. Block designations on this plan will be replaced and/or supplemented by the new Subdivision Lot #s when available. (Survey)

    Response: Acknowledged. Note has been added to sheet C300.

77. On sheet C400: Please depict proposed public easements within the Block (if any). On C400 and/or Sheet C301: please depict any existing easements that are proposed to be vacated (if any). Note: both of these must ultimately appear on preliminary site plan, but is better to include them on this plan as well and if possible. (Survey)

    Response: Existing and proposed easements, and any proposed vacations thereof, have been added to sheets C300 and C201.

78. On sheet A900, Phase 1: For NS Land, please exclude the proposed street extension areas (N Fairfax and N Royal at a minimum) from the 'potential future phase' hatching as these street extensions do not fall into that category. Please add separate label or hatching that reads something like 'proposed street extensions to be acquired from Norfolk Southern' for these street extensions. (Survey)

Response: A900 has been revised to match what was submitted in the first final Infrastructure FSP submitted on August 22, 2023.

79. On C400: please make the extents of proposed sidewalk around Block C more clearly. (Survey)

    Response: Sidewalk design is updated and includes sidewalk extents.

80. Please depict a public access easement for alley through Block C. (Survey)

    Response: A public access easement is shown on sheet C300.

81. Show proposed access points and entrances to the building on site plans. (Transportation Planning)

    Response: Entrances and access points are located on ground floor plans, see sheets C300 and A101.

82. Note that EV charging will be expected. The number and level of charging will be determined with conditions for the site. (Transportation Planning)

    Response: Acknowledged.

83. The parking garage plan should be included with each DSP submission. Provide the parking garage plan and include parking counts per block, number of EV ready spaces, parking controls, and access points. (Transportation Planning)

    Response: Parking is provided in both plan view and in counts for each DSUP Block submission. See sheets A1P1-A1P2. The number of EV ready spaces will be determined with conditions for each Block DSUP as referenced in Comment 82 above.

84. Confirm that 10 feet clear of sidewalk and an adequate area for streetscape amenities is provided on the Road B frontage. Show the full streetscape around the site with street trees (in the parking lane), bike racks, utilities, landscaping, trash receptacles, parking meters, and lighting on the site plan. (Transportation Planning)

    Response: Dimensions of the streetscape along Road B are provided on Sheets C301 and L102-L103. The sidewalk dimension is 8 feet, not 10 feet, which complies with the CDD street sections.

85. Provide long-term and visitor bike parking consistent with the Alexandria Bicycle Parking Requirements. (Transportation Planning)

Response: Bike parking will be provided consistent with the Alexandria Bicycle Parking Requirements. Residential and office bike storage and changing room and shower for office users will be located within the garage/podium. Retail bike storage will be coordinated on the podium level. See potential locations for bike parking on sheets A1P1 & A1P2.

86. Show a parking table with calculations for the parking count. Include zoning minimum and maximums and any allowable residential credits as part of the parking tabulation, like the example provided below. (Transportation Planning)

PARKING & LOADING TABULATION

PROVIDED BY GOROVE SLADE (05/11/2022)

Zoning Requirements Based on Residential Performance-Based City Standards (**Minimums**)

	Baseline Zoning Ratio[1]	Total Credits	Final Zoning Ratio		Development Size	Bedrooms		Minimum Spaces
Residential Rates								
ADUs - 60% AMI	0.75 /unit	15%	0.64 /unit[2]	x	212 units		=	136
ADUs - 50% AMI	0.65 /unit	15%	0.55 /unit[2]	x	163 units		=	91
1 Bedroom	1.00 /bdrm	15%	0.85 /bdrm[3]	x	*40 units*	40 bdrms	=	34
2+ Bedroom[4]	1.00 /bdrm	15%	0.85 /bdrm[3]	x	*59 units*	118 bdrms	=	101
Residential Subtotal					**474 units**			**362**
Allowable Residential Credits (Voluntary):								
Metro Station / BRT walkshed (10%)								0%
Market-Rate: Located outside 0.5 mile Metro Station walkshed but within 0.5 mile BRT stop walkshed (10%)								0%
ADU: Located within 0.5 mile Metro Station walkshed OR the 0.5 mile BRT stop walkshed (10%)								0%
Walkability Index score is between 90-100 (10%)								10%
Walkability Index score is between 80-89 (5%)								0%
Four or more bus routes stop within 0.25 mile of development entrance (5%)								5%
Development project has 20% or more studio units (5%)								0%
Non-Residential								
Specific Commercial (Retail)[5]			0.75 /ksf	x	35 ksf[6]		=	26
Non-Residential Subtotal								**26**
Total with Zoning Requirements								**388**

1. Residential performance-based ratios based on the Guiding Document for Parking Standards for Multi-Family Residential Development Projects dated February 24, 2016.
2. The ratio shown above includes a reduction to the 0.75, 0.65, and 0.50 space per unit rate for affordable housing based on units at 60%, 50%, and 30% AMI, respectively, and walkability credit.
3. The ratio shown above includes a reduction to the 1.0 space per bedroom rate based on site being within 0.5 mile BRT stop walkshed (10%) and walkability credit.
4. Units with 80% AMI are considered market rate units. Calculations assumed all 80% AMI units are 1-bedroom units.
5. Parking ratio for specific commercial uses is 0.75 spaces per 1,000 sf for a project located outside the Enhanced Transit Area per City of Alexandria's Parking Code dated September 29, 2020.
6. Non-residential uses that have a minimum parking requirement of 2 spaces or less shall be exempt from providing the spaces, per City of Alexandria's parking code dated September 29, 2020.

Zoning Requirements Based on Residential Performance-Based City Standards (**Maximums**)

	Baseline Zoning Ratio	Total Credits	Final Zoning Ratio		Development Size	Bedrooms		Maximum Spaces
Residential								
1 Bedroom	1.00 /bdrm	0%	1.00 /bdrm	x	*189 units*	189 bdrms	=	189
2+ Bedroom[1]	1.00 /bdrm	0%	1.00 /bdrm	x	*285 units*	570 bdrms	=	570
Residential Subtotal					**474 units**			**759**
Non-Residential								
Specific Commercial (Retail)[2]			4 /ksf	x	35 ksf		=	140
Non-Residential Subtotal								**140**
Total with Zoning Requirements								**899**

Notes:
1. Use of income-restricted affordable housing parking ratios is voluntary.
2. Units with 2 bedrooms or more counted as 2-bedroom units.
3. Parking ratio for specific retail uses is 4 spaces per 1,000 sf for a project located outside the Enhanced Transit Area, per City of Alexandria's Parking Code dated September 29, 2020.

PARKING PROVIDED
GARAGE PARKING = 379 SPACES (307 STANDARD, 63 COMPACT, 4 ADA, 5 ADA VAN)
SURFACE PARKING WITHIN INTERNAL ROAD = 3 SPACES (3 STANDARD)

TOTAL PARKING PROVIDED 382 SPACES

LOADING

LOADING REQUIRED: ONE (1) LOADING SPACE / 20,000 SF COMMERCIAL FLOOR AREA = 38,312 / 20,000 = 2 SPACES
LOADING PROVIDED = 2 SPACES*
* ONE (1) LOADING SPACE EACH IS PROVIDED WITHIN BUILDINGS R1 AND R2.

BIKE PARKING

BIKE PARKING PROVIDED: CLASS 1: 150 SPACES (INSIDE)
CLASS 3: 22 SPACES (OUTSIDE)**
** OUTSIDE SPACES ARE INTENDED TO SERVE AS GUEST SPACES TO SATISFY THE RETAIL AND RESIDENTIAL VISITOR BIKE PARKING REQUIREMENTS.
SEE ARCHITECTURE PLANS FOR INSIDE BIKE PARKING LOCATION & LANDSCAPE PLANS FOR OUTDOOR LOCATIONS.

Response: The parking count is provided on sheets A1P1 & A1P2. Parking tabulations are provided on sheet C100.

87. Provide bollards and detectable warnings where the road is flush with the curb on North Fairfax Street and Road C. (Transportation Planning)

Response: Vehicular deterrents have been added to Road C and the Woonerf portion of N. Fairfax St. to include both temporary and permanent deterrent measures. Detectable warnings have been included where crossings are proposed. See sheets C301 & L101- L102, L104.

88. Show the full dimensions of the bus shelters on Road A on the site plan. Demonstrate there is a minimum of 6' clear space on the sidewalk behind the bus stop. Ensure there are no obstructions within 40' of the bus stops including crosswalks or trees. (Transportation Planning)

    Response: Dimensions of the bus shelter on Road A meet the above requirements, see sheet C301.

89. Provide information about the material of the alley on site plan. (Transportation Planning)

    Response: More detail on the material of the alley will be provided in future submissions.

90. Add curb extensions at the alley entrance on Road B to provide better visibility to turning vehicles. Consider reducing the curb extensions at the north and south ends of the site to offer space for additional parking. (Transportation Planning)

    Response: Curb extensions at the north and south end of Road B have been sized to provide improved visibility for crossings, additional planting space, and on-street parking where possible. Adding curb extensions would force trucks to swing out into the opposing bike lane when they exit the alley, as well as other potential impacts to the width of the bike lane. Truck turning maneuvers are shown on sheet C800-C802.

HOUSING

General Comments

1. Consistent with Condition #20 of CDD #2021-00004, the applicant shall provide a monetary contribution to the Housing Trust Fund consistent with the 2022 monetary contribution rates shown below:

Development Category	2022 Contribution Rates per (Net) Square Foot
Non-Residential	$2.41
Residential	$6.42

   a. Additional density associated with the provision of affordable housing shall be exempt from contributions to the HTF.
   b. With the subsequent submission, the applicant shall provide a breakdown of the proposed floor area, as defined by Sec. 2-145, by land use.

   Response: Acknowledged. Applicant and Office of Housing Staff are scheduled to meet on October 4, 2023 to review the draft affordable housing contribution calculation. As part of the potential PPP referenced in the CDD Concept Plan

conditions, Applicant would anticipate that the contribution should be earmarked for that potential PPP.

2. It is noted that pursuant to Condition #22 of CDD #2021-00004, within three years of approval of the CDD Concept Plan or by the initial Preliminary Plan submission for the fourth DSUP in the CDD Plan area, whichever happens sooner, the applicant shall submit an Affordable Housing Strategy, prepared in consultation with the Office of Housing, to develop a committed affordable housing project within the CDD Plan area through a Public Private Partnership, and work cooperatively with one or more development partners, identified in consultation with the City and subject to its approval, to apply for LIHTC funding for the project. It is noted that the applicant has met with Housing staff on several occasions to discuss potential development approaches. Internal research is ongoing.

   Response: Acknowledged. Applicant and Office of Housing Staff are scheduled to meet on October 4, 2023 to discuss next steps in the affordable housing strategy.

Block A and Block B (Phase 1)

3. Pursuant to Condition #21 of CDD #2021-00004, the applicant shall provide a minimum of 8,500 square feet (GFA) of affordable housing in the form of set-asides units in market-rate residential development proposed in Phase 1. Due to the commercial nature of Block A, this condition shall be met entirely in Block B.
   a. With the subsequent submission, the applicant is encouraged to provide information on the anticipated residential tenure of the proposed units. The City's standard practice is for set-aside unit tenure and unit mix to generally reflect the overall tenure and unit mix.
   b. An Affordable Housing Plan (AHP), as described in Part C of the City of Alexandria Procedures Regarding Affordable Housing Contributions, should be submitted no later than at the time of the Completeness submission. The applicant is encouraged to submit a draft AHP three weeks prior to that submission. Following staff review, the applicant will present the final draft AHP to the Alexandria Housing Affordability Advisory Committee prior to the application's consideration by Planning Commission. AHP guidelines can be accessed at: alexandriava.gov/uploadedFiles/housing/info/2019AffordableHousingPlanGuidelines_03.18.19.pdf.

   Response: Acknowledged. Applicant and Office of Housing Staff are scheduled to meet on October 4, 2023 to discuss next steps in the affordable housing strategy.

Block C (Phase 2)

4. Pursuant to Condition #21 of CDD #2021-00004, the applicant shall provide a minimum of 25,000 square feet (GFA) of affordable housing in the form of set-asides units in market-rate residential development proposed in Phase 2 (Blocks C and D). With the subsequent submission, the applicant is encouraged to provide information on the anticipated residential tenure of the proposed units. The City's standard practice is for set-aside unit tenure and unit mix to generally reflect the overall tenure and unit mix.
   a. With the subsequent submission, the application is encouraged to provide information on how it anticipates distributing the affordable housing between Blocks C and D. The City's standard practice is for set-asides to be provided proportionally across residential/mixed-use residential phases. As currently proposed, it is noted that Block C is equivalent to approximately 66% of the total development envisioned in Phase 2.
   b. An Affordable Housing Plan (AHP), as described in Part C of the City of Alexandria Procedures Regarding Affordable Housing Contributions, should be submitted no later than at the time of the Completeness submission. The applicant is encouraged to submit a draft AHP three weeks prior to that submission. Following staff review, the applicant will present the final draft AHP to the Alexandria Housing Affordability Advisory Committee prior to the application's consideration by Planning Commission. AHP guidelines can be accessed at: alexandriava.gov/uploadedFiles/housing/info/2019AffordableHousingPlanGuidelines_03.18.19.pdf.

Response: Acknowledged. Applicant and Office of Housing Staff are scheduled to meet on October 4, 2023 to discuss next steps in the affordable housing strategy.

RP&CA

1. Assign different line types and line weights for parcel/block boundaries and property lines.

Response: Different line types and weights have been assigned in the Block DSUP Concept 2 sets.

2. Clearly label right-of-way and open space areas and boundaries.

Response: Right-of -way labels have been added. See sheets C104-C106.

3. Show stormwater infrastructure consistent with the infrastructure and stormwater master plan.

Response: Acknowledged.

4. Label adjacent parcels, including future open spaces (i.e. Waterfront Park and Rail Corridor Park).

Response: Labels for adjacent parcels and future open spaces have been added. See sheets C104-C106.

5. In the next submission, provide landscape plans in conformance with Landscape Guidelines Chapter 3, including:
    a. Street trees
    b. Crown coverage calculations
    c. Locations and dimension of areas to be landscape
    d. Grading and spot elevations
    e. Plant biodiversity, urban tree and native plant tabulations
    f. Soil volume exhibit of street tree wells and planting above structure

Response: Acknowledged.
    a. Street trees are included, see sheets L100A for species, L101-L104 for plans.
    b. Crown coverage calculations are included, see L600 series.
    c. To be provided in completeness submission per Landscape Guidelines.
    d. To be provided in completeness submission per Landscape Guidelines.
    e. To be provided in completeness submission per Landscape Guidelines.
    f. To be provided in completeness submission per Landscape Guidelines.

6. Provide open space tabulations and exhibits. Right-of-way, driveways, utility transformers shall not count towards open space acreage.

Response: Acknowledged. See sheet A002 in each Block DSUP submission.

7. Discuss and show how the open space on each block will integrate with the design of adjacent open spaces, including interim open space conditions. The adjacent open spaces include Waterfront Park, Rail Corridor Park and the Central/Waterfront Plaza for Block C.

Response: Applicant has been working with Staff to coordinate all on and off-site open space designs to maximize integration of those spaces.

8. Please see Appendix A below for a draft park design schedule.

Response: Acknowledged.

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.

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.

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

3. 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.

4. 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.

5. 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.

6. 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: Acknowledged, however, Certificates of Occupancy will be issued in a phased manner and therefore the interpretive elements will likewise be delivered in a phased manner.

Code

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

Response: Acknowledged.

HEALTH DEPARTMENT

Food Facilities

1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.

   Response: Acknowledged.

2. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a $200.00 plan review fee payable to the City of Alexandria- fee must be paid separate from any other departmental fees.

   Response: Acknowledged.

3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

   Response: Acknowledged.

4. A Food Protection Manager shall be on-duty during all operating hours.

   Response: Acknowledged.

5. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

   Response: Acknowledged.

6. In many cases, original wooden floors, ceilings and wall structures in historical structures may not be suitable for food service facilities. Wood materials shall be finished in a manner that is smooth, durable, easily cleanable, and non-absorbent.

   Response: Acknowledged.

7. Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially hazardous; vacuum packaging, cook-

chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods.

Response: Acknowledged.

8. Starting on 1/1/2023, The Virginia Department of Agriculture and Consumer Services (VDACS) is the point of contact for the following type of establishments: grocery stores, convenience stores, ice cream stores, wine shops, or bakeries. The divisions of Food Safety can offer further guidance. Please use the following contact information:

VDAC's Food Safety Program
804.786.3520
804.371.7792
foodsafety@vdacs.virginia.gov

Response: Acknowledged.

Hotel/Motels

1. An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Permit application and fee are required.

   Response: Acknowledged, however, no hotel or motel is proposed in Block A, B, or C DSUPs for this first phase of development.

2. Construction plans shall be submitted to the Health Department located at 4480 King Street and the Multi-Agency Permit Center. Construction plans shall be submitted and approved by the Health Department prior to construction. There is a $40.00 plan review fee payable to the Alexandria Health Department and a Plan Review Application.

   Response: Acknowledged, however, no hotel or motel is proposed in Block A, B, or C DSUPs for this first phase of development.

3. Construction plans shall comply with State Code 35.1, Hotels, Restaurants, Summer Camps and Campgrounds. Construction plans shall include equipment specification sheets including hot water information.

   Response: Acknowledged, however, no hotel or motel is proposed in Block A, B, or C DSUPs for his first phase of development.

Aquatic Facilities

1. An Alexandria Health Department Permit is required for each regulated facility, including swimming pools, wading pools, spas, waterparks, interactive water features and water activity pools. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another. Electrical inspection, Permit Application and Fee are required.

   Response: Acknowledged.

2. Construction plans and Fee shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a plan review fee per body of water payable to the City of Alexandria.

   Response: Acknowledged.

3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 11, The Aquatic Health Ordinance. Pump curves, hydraulic calculations, equipment specifications, site plans, and piping plans shall be submitted.

   Response: Acknowledged.

4. The filter room shall be located so that the pool operator does not have to leave the pool enclosure, it opens onto pool deck, and so pool operator has a full line of sight when inside room.

   Response: Acknowledged.

5. The bathhouse shall be located to open onto the pool deck with patrons being required to enter and pass through bathhouse prior to accessing pool.

   Response: No public pools are anticipated as part of the project. Any private pools in the residential buildings will be restricted to occupants and guests and, as such, are not required to provide access through a bathhouse. Restrooms will be provided separately as part of the pool amenity.

6. A direct dial, hard-wired telephone shall be provided within the swimming pool area.

   Response: Acknowledged.

7. All regulated aquatic facilities shall have a pool operator on-duty. Pool operators must be on-site during all operating hours except for spas and interactive water features. At least

one certified lifeguard shall be on-duty during all operating hours for aquatic facilities with the exception of spas and interactive water features. Additional lifeguards may be required due to the configuration of the facility and/or use of the facility.

Response: Acknowledged.

Child Care Facility

1. An Alexandria Health Department Permit is required for all regulated facilities that are serving and/or preparing food. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another.

   Response: Acknowledged.

2. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Construction plans shall be submitted and approved by the Health Department prior to construction. There is a $200.00 plan review fee payable to the City of Alexandria.

   Response: Acknowledged.

3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.

   Response: Acknowledged.

4. A Food Protection Manager shall be on-duty during all operating hours.

   Response: Acknowledged.

5. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

   Response: Acknowledged.

<u>FIRE DEPARTMENT</u>

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 Maurice Jones at maurice.jones@alexandriava.gov or 703-966-0377.

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. To improve fire department operational capabilities and where practicable, it is recommended that all stairways extend to the roof level for direct access to the roof.

Response: Acknowledged.

4. In the event an existing building will be razed, contact the Alexandria Fire Department Training Division at 703-746-5265 or 703-746-5194 during the Final Site Plan review to discuss utilizing the structure(s) for training exercises prior to demolition. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Response: Acknowledged.

Code

5. The Applicant shall provide a separate Fire Service Plan which illustrates **where applicable**:
   a) Emergency ingress/egress routes to the site
   b) One fire department connection (FDC) for buildings under 5 stories or under 55 feet; two sufficiently remote FDC's for buildings 5 stories or more and over 55 feet;
   c) FDC's located within one hundred (100) feet of any existing or new fire hydrants
   d) New fire hydrants installed not less than forty (40) feet from building
   e) On site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site
   f) Emergency vehicle easements (EVE) around the building with a minimum width of twenty-two (22) feet
   g) The location and size of the separate fire line(s) for the building fire service connection and fire hydrants

Response: Acknowledged.

6. The Applicant shall provide a building code analysis with the following building code data on the plan:
   a) Use group
   b) Number of stories
   c) Type of construction
   d) Floor area per floor
   e) Fire protection plan

   Response: Acknowledged.

7. If building or structure is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Equivalency may be demonstrated through methods outlined in the City Fire Prevention Code Appendix D. All elevated structures designated as an EVE shall be designed to AASHTO HS-20 loading.

   Response: Acknowledged.

8. The Applicant shall provide two wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The fire flow analysis shall be based on the ISO *Guide for Determination of Needed Fire Flow Edition* 06-2014. The two copies shall be submitted to Alexandria Fire Department, C/O Battalion Chief Michael Sharpe, 900 Second Street, Alexandria, VA 22314.

   Response: Acknowledged.

9. A Knox Box Rapid Entry key access system shall be installed to facilitate building entry by fire department personnel during an emergency. The size and number of Knox Boxes, number of key sets, and required keys or access devices shall be determined by Alexandria Fire Department personnel.

   Response: Acknowledged.

10. An Applicant for construction of any building or structure, or addition to any building or structure, more than 10,000 square feet shall contact the City of Alexandria Radio System Manager in the Department of Emergency Communications prior to submission of a final site plan. The proposed project shall be reviewed with the Radio System Manager for compliance with City of Alexandria public safety radio communications requirements. The minimum requirements follow:

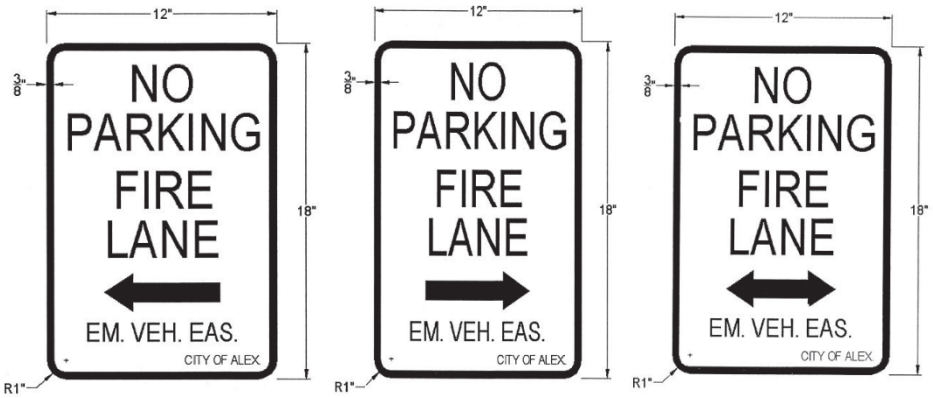
a. The design shall allow penetration of radio signals in the 806 to 815 MHz and 851 to 860 MHz frequency range.
b. The design shall support minimum signal reception strength of -95 dBm, on signals transmitted from the radio system, when received within 90 percent or greater of each floor area.
c. The design shall support minimum signal reception strength of -95 dBm on signals received by the radio system, when transmitted at a power level of 3 watts (35dBm) from within 90 percent or greater of each floor area.
d. Areas deemed critical by the City of Alexandria, such as fire control rooms, exit stairways, and exit passageways shall provide 99 percent coverage or greater with minimum received strength of -95 dBm.
e. If the building or structure fails to meet the above criterion the Applicant shall install, to the satisfaction of the Radio System Manager and in compliance with relevant building codes, a radio frequency amplification and distribution system designed to meet the above requirements. Amplifiers and any other powered equipment must consist of two power sources:
f. Primary Source: Dedicated branch circuit.
g. Secondary Source: Battery backup capable of powering the system for 12 hours at 100 percent capacity.
h. The public safety radio communications system control panel shall provide a "signal booster failure" output that shall be connected and report a supervisory signal to the fire alarm system and annunciation panel if provided.
i. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio System Manager.
j. The building or structure shall be tested annually for compliance with City of Alexandria public safety radio communication requirements. Test results shall be submitted to the Radio System Manager. (Eric Parker, 703-746-1863 or radiomanager@alexandriava.gov.

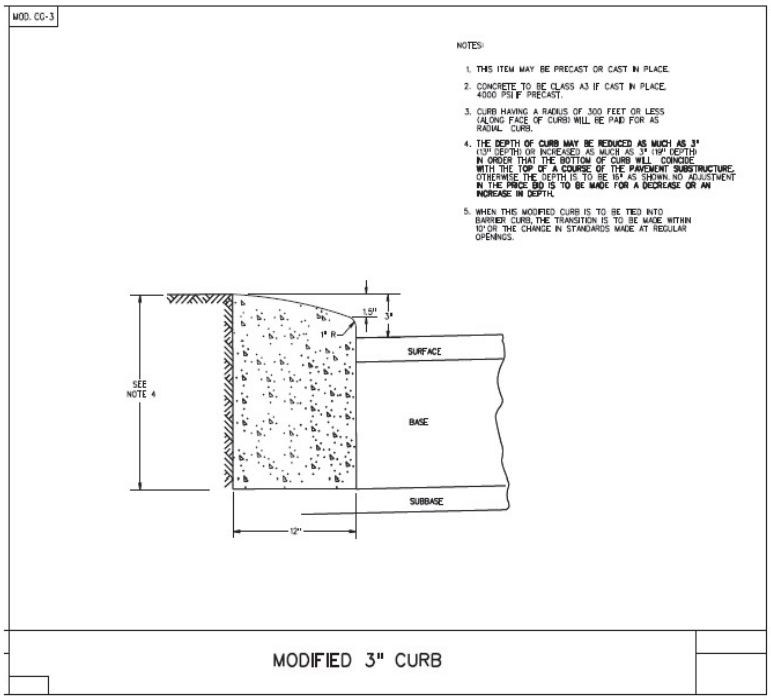
Response: Acknowledged.

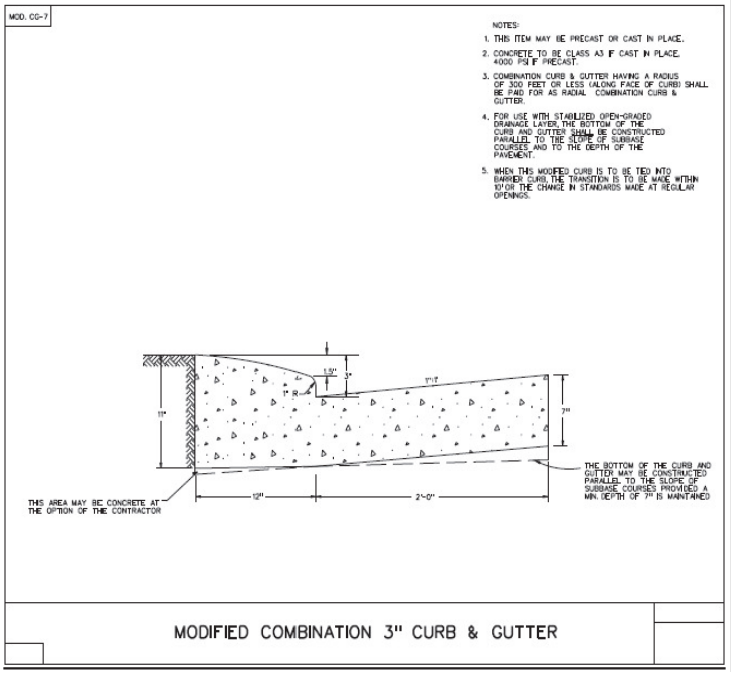
11. The fire service plan shall show placement of emergency vehicle easement signs. See sign detail and placement requirements are as follows:
    a. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas 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.

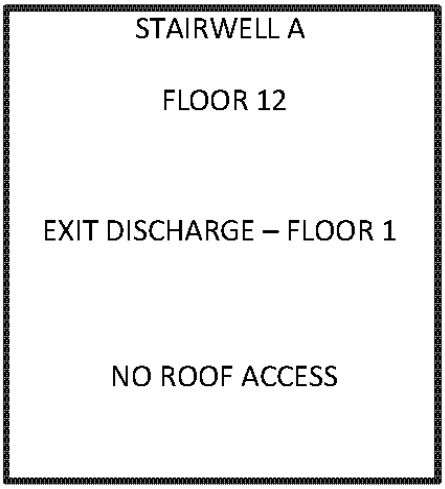
12. Show fire apparatus vehicle turning radius based on the following specifications:
    a. Turning Radius – Wall to Wall = 44 feet 6 inches
    b. Curb to Curb = 36 feet 5 inches
    c. Inside turning radius = 20 feet 3 inches
    d. Overall Length – 46 feet 9.25 inches
    e. Overall Width – 101 inches
    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°

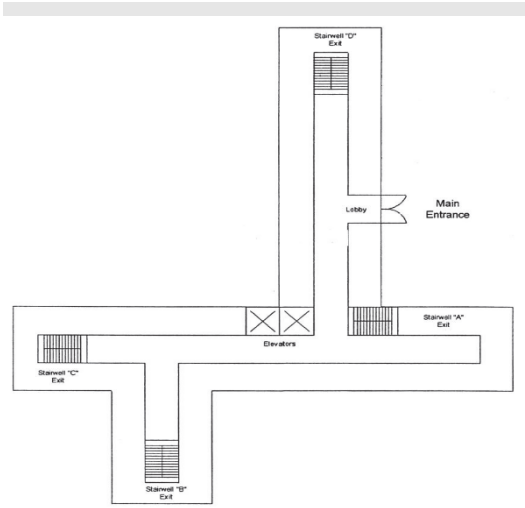
    Response: Acknowledged.

13. Provide Stairway Identification. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval before occupancy.

    Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall, but all lettering must be of a color contrasting with the background stairway wall color.

    In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the building exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as required.





Response: Acknowledged.

14. Existing fire hydrants shall remain in-service and unobstructed during construction.

    Response: Acknowledged.

15. The proposed security gates shall be equipped with an override system that opens the gates in the event of a power failure, activation of a yelp siren, or with a Knox Box key. These features shall be designed and installed to the satisfaction of the Alexandria Fire Department Operations and Fire Prevention and Life Safety Sections.

    Response: Acknowledged.

16. Applicant shall provide data on the incline (slope) of the driveway. This information shall be presented in percentage of slope for each change in elevation. Note: The maximum percentage for Trucks to be able to fully deploy the ladder is 8%. 3.5% provides 100 % tip capability. 3.5% - 8% provides 50% tip capability.

    Response: Acknowledged.

17. The applicant shall insure any existing EVE remains open during construction.

    Response: Acknowledged.

18. A fire prevention code permit is or may be required for the proposed use and occupancy condition. Some permits may require an egress plan showing fixture location, aisles and exit doors or inventory and MSDS sheets for hazardous materials to be submitted for review with the permit application.

Response: Acknowledged.

19. All fire department connections shall be Knox® StorzGuard® with Locking Cap and 30-degree Elbow Knox® part number 5022.

Response: Acknowledged.

APPENDIX A: PARK DESIGN SCHEDULE (red typeface is from city)

January/February 2023: Internal City staff preparation

- City Staff Stakeholder Meetings: A City staff stakeholder group develops design guidelines delineating City expectations for Waterfront Park and Railroad Park and community engagement. How does NPS fit with this process?
- Applicant team, in collaboration with RPCA, develop a Waterfront Park and Railroad Park process and timeline for the design of the parks.

March/April 2023: City/Applicant preparation

- Applicant team to work with City staff to identify community needs, preferences, and goals for the Waterfront and Railroad parks. Work includes identifying gaps in the open space system, site context, existing conditions, background information, and Small Area Plan recommendations for the area.
- Applicant and RPCA present the planning process for parks to the Park and Recreation Commission asking for their endorsement of the park planning process.
- Applicant team creates a survey (and other engagement methods) seeking information about the community's needs and preferences on the future design and character of Waterfront Park and Railroad Park. RPCA staff will review the survey prior to release. The survey results are to be used to inform the future design of the parks.

May/June 2023: Community Engagement kickoff

- 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.

July/August 2023: Applicant/City Concept design development collaboration

- Using the public input, the applicant design team works with RPCA/City staff and prepares design options for the two parks.
- Applicant submits Concept I?

September/October 2023: Community Engagement – Concept design

- Applicant submits Concept I or II?
- 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.

- 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.

November/December/January 2023: Community Engagement – Concept design (City Boards, Stakeholder groups)

- Applicant and RPCA presents park designs to the Park and Recreation Commission (November). Commission does not meet in December
- Applicant and RPCA presents park designs to the Park and Recreation Commission for public hearing and endorsement (January).
- Presentations to Waterfront Commission, UDAC and other community groups (OTN, etc.)
- Applicant submits Concept II/Completeness?

February/March 2024: Planning Commission/City Council

- The park design DSUPs (Waterfront) are docketed for Planning Commission and City Council Public Hearings.

  Response: Acknowledged. Open Space DSUPs are being processed in parallel with the Block DSUPs and a public outreach process has been prepared as part of that process. A second public survey is not anticipated.

Should you have any questions or need additional information, please do not hesitate to contact us.

Very truly yours,

Mary Catherine Gibbs

List of Exhibits:

Exhibit 1: List of CDD Conditions and How Each is Satisfied
Exhibit 2: Design Excellence Matrix for Each Block

cc: Michelle Beaman Chang, VP, Mixed Use Development, Hilco Redevelopment Partners