

Hilco Redevelopment Partners (HRP) is pleased to provide the following responses to the questions received during our sixteenth community meeting held on October 19, 2023. For ease of review, we have attempted to group the questions by topic and where multiple attendees raised related questions, we have provided a combined response. Links to video recordings, presentation material, and responses to questions from all community meetings are posted on the project website at [www.hrpalex.com](http://www.hrpalex.com).

## **BLOCK DEVELOPMENT**

**Q: Could you re-share the website for details on timeline?**

*A: The project website is [www.hrpalex.com](http://www.hrpalex.com)*

**Q: Can the applicant provide 3D renderings that include nearby buildings? This would be useful in understanding how the proposed buildings will fit into the neighborhood.**

**Q: It is difficult to imagine that the view down N. Fairfax Street will include the river. Can you provide a visual showing this? This is supposed to be a “primary gateway,” so please show us the 3D of what someone standing on the ground at the intersection of N. Fairfax and Road A would actually see. It would be useful to do this for N. Royal St. from the intersection with Road A (prior to the Road B extension) as well so that we can understand what gateway impression it would provide.**

*A: Renderings for the first phase of development were shared at the October 19<sup>th</sup> community meeting presentation and are located on the project website ([here](#)). The closest existing structure to the future buildings on Blocks A, B, & C is the Muse Old Town (condominiums) which is separated from the new PRGS blocks by more than 150 feet. The Muse is shown in white profile on page 44 of the community presentation. The gateway intersection at N. Fairfax Street is shown on pages 7 and 42 and the gateway intersection at N. Royal Street is shown on pages 43 and 44 of this same presentation. Both intersections are designed to welcome visitors to the project, connect to the Old Town North neighborhood, and encourage people to continue toward the waterfront open space, with direct views of the Potomac River, which is at a much lower elevation than existing city streets at this point of the river.*

**Q: Do the proposed buildings have LEEDS green certification?**

*A: LEED (Leadership in Energy and Environmental Design) certification occurs after the buildings are constructed, have received their certificate of occupancy, and the U.S. Green Building Council (USGBC) has approved the final LEED checklists. The proposed buildings are designed to one of the strictest environmental sustainability standards in the City of Alexandria as described in the project’s Coordinated Sustainability Strategy (CSS), which is accessible on the project website [here](#). As described in the CSS, the buildings will achieve LEED Silver certification at a minimum and the site will achieve LEED Neighborhood Development certification.*

**Q: Will all the block be contemporary, or will you be using red brick to help integrate these buildings into N Old Town?**

*A: All of the buildings are designed to be both contemporary and contextual. It will be clear that the buildings are not historical but elements such as masonry may be used on portions of the buildings closest to the surrounding urban fabric to provide a sense of context and transition.*

**Q: Can you provide the anticipated unit count for each of the blocks/buildings again? And can you confirm that on-site affordable housing units are anticipated?**

*A: The proposed number of residential units for Blocks B and C are 310-325 and 460-490, respectively. This information can be found on page 13 of the community meeting presentation, located on the project website ([here](#)). HRP is coordinating with the City's Office of Housing to fulfill the affordable housing commitments described in the CDD (Coordinated Development District) in three ways. First a Voluntary Monetary Contribution will be made to the Housing Trust Fund, the amount of which is based on land use and square footage for each block. Second, approximately 58,000 SF of on-site affordable housing will be located in the market rate residential buildings, including a portion in Blocks B & C. Third, HRP will work with the City's Office of Housing to leverage affordable housing financing for the development of a 100,000 SF committed affordable housing building in a future phase.*

**Q: How much taller will the new buildings be in relation to the current plant height?**

*A: The power plant stacks are approximately 162' tall. The CDD-approved heights vary across blocks and are subject to FAA height restrictions. Block A is approved up to 70', Blocks B, C, & D up to 172', and Blocks E & F up to 160'. Additionally, mechanical penthouse and rooftop equipment space up to 20' in height are allowed on all blocks.*

**Q: Could you explain garage entries and turning areas? The drawings do not make this sufficiently clear.**

*A: Garage entries for the shared underground garage are located at Blocks B and C and can be accessed from Road B (or the N Royal extension) from either side of the road.*

**Q: There are currently a number of vacant buildings in OTN. When do you expect to fill the residential 890 units envisioned in these 3 blocks? A number of residential units nearby have been on the market for a while.**

*A: A mix of for-sale and rental units are proposed on Blocks B and C; residential units are not proposed for Block A. Given the timeline for completing design, permitting and construction, units will not be delivered at the project for several years and it is anticipated that unoccupied units currently available in the market would have been absorbed by that time.*

**Q: What kind of arts use is considered for Block A? Why is a large office space needed in the building? If Block A houses a museum or cultural space, isn't it important to have a meeting or conference area, as opposed to office space?**

**Q: Block A takes its inspiration from sails. Will panels be movable so that they can be adjusted with sunlight, etc.? A museum in Paris has features like this.**

*A: Block A is designed to accommodate a range of potential arts & cultural and commercial users. Specific tenants have not yet been identified and the PRGS project team is only designing the "core and shell" of the building. Tenant-specific "fit-out" of space will be designed once specific tenants have been identified. The façade of Block A is not designed to move. Sadly, the operable apertures in the Institute du Monde Arabe's façade ceased to function soon after the building opened.*

**Q: Block A as shown includes large plates of glass facing the water. This is potentially a hazard for birds. Plate glass windows large and small with unbroken expanses of glass draw birds into collisions with the glass as they cannot distinguish reflection from reality. What will Gensler and HRP do to**

**protect birds from collisions with the large glass panels included in their building design? According to the US FWS, bird kills resulting from collisions with glass are second only to cat kills. (Same question regarding birds and prevention of collisions with predominance of glass panels used in buildings B and C.)**

*A: The buildings are still early in their design and are quite low compared to many of the high-rise buildings that confuse migrating birds in cities like Chicago and New York. As design develops, details such as mullions around operable windows on residential buildings will be added that will break up the glass. At commercial areas, such as Block A, operational techniques such as low night lighting and down lighting can be employed to reduce confusion.*

**Q: Block B presents a facade on the south side at two high levels. Could these two levels be separated to provide open space in between and view to the river? The massive facade should be reconsidered.**

**Q: These 2 buildings [on Block B] look like they are so close together that you can see into the windows of each other. The buildings look like they are casting shadows against each other. Perhaps they are too close together.**

*A: The Block B condominium and apartment buildings are approximately 70 feet apart along N. Royal Street and approximately 140 feet apart along N. Fairfax Street. At their closest point, which occurs at the interior of the block, they are 50 feet apart, which is approximately the width of a typical two-way street in Alexandria. Consideration is being given to interior unit layouts and balcony locations and windows will have shading devices to help provide privacy.*

**Q: A402. We were informed that “secondary activation opportunities” represent opportunities for additional retail space. Could you please provide a calculation of the total ground level open space associated with each proposed block if such “opportunities” and compare to ground level open space for each block currently included in the plans?**

*A: The CDD identified potential primary retail locations at Blocks C, D, & E and also potential secondary retail locations across the site to promote vibrant street activation. Both occur within the proposed building footprints and do not affect the amount of open space per block.*

## **OPEN SPACE & TRANSPORTATION**

**Q: Particularly for Blocks B and C, open space is minimal, and the area is covered with impervious spaces. More open space is needed to provide a feeling of connection to the river and the area.**

**Q: Show us where the trees will be in the open spaces.**

*A: The project creates or improves approximately 14 acres of publicly accessible open space on or adjacent to the PRGS site. This includes nearly 5 acres of new open space on the property itself that creates a continuous network of open space across the entire project. Nearly 8 acres of adjacent open space owned by others will be improved and seamlessly connected to the on-site open space. HRP is working with the National Park Service (NPS) to improve federally owned property along the waterfront and with the City of Alexandria on the potential acquisition and improvement of the Norfolk Southern property. New trees will be planted throughout both on- and off-site open space in addition to new street trees that will be planted along the new streets surrounding each development block. More information will be shared with the public as these planting plans are developed and approved.*

**Q: Why not extend the woonerf to Road A and N. Fairfax? This would provide a more pedestrian friendly site.**

*A: The street network approved in the CDD limited the woonerf to its centralized location to allow vehicular circulation around Blocks B and F at the entries of the development in order to service the site, provide appropriate pick-up/drop-off opportunities, provide an appropriate transition zone between existing city streets and the Woonerf, and to avoid back-ups into the adjacent existing road network. Extending the woonerf beyond its approved location would create confusion for drivers entering the development and could create dangerous pedestrian conflicts.*

**Q: Is there any landscape/ sculpture/ water works being planned to integrate the bike path up to the buildings?**

**Q: Please explain how the bike path will safely intersect with N. Royal and N. Fairfax streets, and what is envisioned for the area that extends to the east of Third Street.**

*A: HRP continues to work with NPS and the City on cycling infrastructure improvements throughout the project that will improve access and safety along the Mount Vernon Trail (MVT) and the proposed connections to it and to the surrounding streets. The improvements contemplated include: new connections to the MVT north and south of the pump house; extension of "green street" improvements along N. Royal Street into the site on the roadway between Blocks B and C; creation of the woonerf, which serves to connect cyclists not only to the project's buildings but also to points north and south of the project as well as to the MVT; and connections through the linear park to the existing City-owned bike path that connects to the George Washington Memorial Parkway. Additionally, crosswalks and stop signs are proposed for the N. Royal Street and N. Fairfax Street intersections for users of the bike path. The bike path will connect to the MVT to the east of 3<sup>rd</sup> Street.*

**Q: What is the status of negotiations with Norfolk Southern?**

*A: The City of Alexandria is working to acquire the property owned by Norfolk Southern, including the portion adjacent to the PRGS site, in a rails-to-trails conversion. As contemplated in the Old Town North Small Area Plan (OTN SAP), the entire Norfolk Southern spur line is anticipated to become a linear park.*

#### **DECONSTRUCTION, REMEDIATION & CONSTRUCTION**

**Q: Based on the opening slide with all the contractor consultant involve with PRGS site, would GeoSyntec be the one who will conducting the remediation of the entire development project and oversee the geotechnical data collection of their remediation effort for the project?**

**Q: How do you know that your massive underground parking areas are not going to de-stabilize the entire area? Are you checking water table depths?**

**Q: Would the hazardous materials survey be available publicly like the Ramboll GeoTech report, or is that information private?**

*A: Currently, Ramboll is providing environmental consulting services on the project. Engineering Consulting Services (ECS) performs geotechnical engineering services for the project. Yes, water table elevations have been measured and evaluated for both environmental and geotechnical purposes. The project team includes experienced engineers to design the underground parking garage. Hazardous materials surveys are not shared with the public.*

**Q: When does deconstruction start on Phase 1?**

**Q: Is that [deconstruction] website online now, or later down the road?**

*A: Deconstruction activities are currently anticipated to start in late 2024 or early 2025 as project planning and permitting advances. Please refer to the January community meeting presentation ([link](#)), video ([link](#)), and Q & A ([link](#)) for additional details.*

*Public informational meetings will be held in advance of deconstruction start and throughout the process and a deconstruction website will be created that will be shared with the community and updated on a regular basis.*

**Q: C609 indicates that construction will be ongoing Monday-Friday from 7 AM to 6 PM and Saturday from 9 AM to 6 PM. Pile driving in the same timeframe weekly and 10 AM to 4 PM Saturday. These timeframes will severely and negatively impact nearby residents and should be reduced.**

**Q: Where will the construction contractors be accessing the site? Slater Lane, Royal Street, or Fairfax.**

*A: A Construction Management Plan (CMP) will be developed in advance of deconstruction and construction activity on site. The CMP will identify construction hours and vehicular access areas. This plan will be reviewed by the City and shared with the public.*