



February 25, 2022

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

RE: Potomac River Generating Station
CDD #2021-00004
City Compiled Comments for CDD Conceptual Design Plan Concept #2
christopher Project #17005.004.00

Dear Mr. Swidrack:

We are in receipt of your comments dated January 14, 2022 and offer the following in response.

PLANNING & ZONING

Findings

1. Staff and the applicant will continue to coordinate on community and stakeholder outreach and presentations to City Council and Boards and Commissions prior to the next submission. These will include:
 - a. The applicant-led community meetings (virtual and in-person if circumstances allow). Further develop interactive means of outreach, to include offering additional on-site open houses prior to public hearings.
 - b. Ongoing meetings with the National Park Service for continued coordination and discussion of NPS comments for each submission.
 - c. City-led work sessions with Planning Commission (February 1) and City Council (February 22 - Tentative).
 - d. Applicant-led discussion with UDAC (to be scheduled).
 - e. Additional meetings with NOTICe and other community groups.

Response: The Applicant has continued to coordinate with City Staff to schedule regular community and stakeholder outreach and engagement events including, but not limited to, those mentioned above. These meetings will continue leading up to the Completeness Submission. Current lists were presented at our January 27 and February 24 community meetings.

2. Staff is reviewing the applicant's preliminary traffic study findings and will provide feedback to the applicant when ready.
 - a. Work with staff on exploring additional vehicular connections to the site if needed.

Response: Noted.

CDD Checklist, Site Plan and Zoning Comments

3. Checklist comments:
 - a. Provide the maximum number of parking spaces on the Cover Sheet, based on the current submission, to the extent feasible.
 - b. Provide any details on project phasing, as relates to development blocks and commercial/residential space, if available.
 - c. Provide a preliminary grading plan in order to better understand the proposed site grading and relationship between the site and adjacent NPS property at the eastern portion of the site.
 - d. Confirm that the building/site extents for the redevelopment at 1201 N. Royal Street (The Muse) are properly depicted on the Existing Conditions and other plan sheets.
 - e. Provide a narrative describing how scenic areas and natural features will be preserved.
 - f. Label each OS area on Sheet A200.
 - g. Areas used for outdoor dining cannot count toward the CDD-wide (and each DSUP) open space requirement.

Response:

- a. Noted. The maximum number of parking spaces, as currently understood, is listed on Sheet C000.
- b. The CDD submission provides flexibility for the phasing of the Project both in terms of land use mix and timing. Generally speaking, the Applicant anticipates development will occur from south to north. Some blocks may be grouped into a single phase, but it is difficult at this early stage to know exactly how the development of each block will proceed. Due to their unique site locations, Block A and the pumphouse renovation could occur with any phase, but are likely to be combined with Block B and Block D or E, respectively.
- c. Refer to sheet C201 for an initial conceptual grading plan. Further development will be submitted in future DSUPs.
- d. The site extents for the redevelopment at 1201 N. Royal are properly depicted on the Existing Conditions and other plan sheets.
- e. The proposed landscape design offers unique and immersive experiences that allow visitors to interact with the natural environment in different ways. The location and design of these spaces take careful consideration of the site's existing ecology and topography to create unique spaces while protecting and sustaining the integrity of the site's local ecology through the preservation of existing trees, the removal of invasive species, coastal remediation and slope stabilization, and the revitalization of native habitats. Design changes are proposed both on-site and on adjacent properties, with landowner approval, to create one cohesive landscape.

The landscape design concept offers opportunities to strengthen the site's relationship to the Potomac River and improve users' experience along the Mount Vernon Trail, that could include:

1. Woodland Walk
2. Native Meadow
3. Overlooks
4. Integrated Seating
5. Kayak Launch
6. Boardwalk

f. Noted. Sheet A200 has been updated.

g. Acknowledged.

4. Building height should be measured based on the Zoning Ordinance definition (specifically Sections 2-154 and 6-400).
 - a. Provide more information on the process of confirming the proposed building heights through the FAA process per the Capitol Airspace Group report.

Response: The use of buildings roofs are subject to many competing interests that often exceed the 15' penthouse height limit of the Zoning Ordinance. Limited roof space will need to be allocated at future phased DSUPs to include green roof to meet stormwater and open space requirements; photovoltaic panels to help achieve renewable energy goals; mechanical space for building systems; and resident and tenant amenity space to support residential and commercial programs . The Applicant and Staff have agreed to a request for a Master Plan amendment to increase the maximum heights allowable from the limits shown in the OTN SAP to those needed to achieve 2.15 million gross square feet in order to balance these competing factors. The amended maximum height will include all rooftop space, including the mechanical penthouse and private building amenity space, if any. Rooftop space does not include residential units or commercial space.

- a. Applicant has engaged Capital Airspace Group as the FAA consultant who has completed the preliminary surface analysis for the runway approach and departure. This information has been used to inform height limitations proposed for the Project. Final FAA determination will be available during building design development as part of future phased DSUPs.

5. Provide additional information about where underground parking would be proposed other than directly under a development block. Staff discourages the location of underground parking under any private street or other common area unless it is for an integrated multi-block garage (to the satisfaction of the directors of P&Z and T&ES).

Response: Refer to Exhibit C for the proposed extent of the subterranean parking garage. The parking facility is designed to be a phased, connected, multi-block garage that spans the length of the development but lies outside the RPA. It extends under some streets and the Central Plaza to provide continuity between blocks,

maximizing both the efficiency of the garage and the opportunity for shared parking, reducing the overall parking supply. Due to the Pepco transmission line easement, the garage will not run under the spine street, which is proposed to be a dedicated public street. There are many examples in recent development cases where the City has permitted private streets in recognition of the need for efficiency in underground parking. For example, in the Potomac Yard North development for Virginia Tech, the City approved a garage for Virginia Tech that extends under the main road, Exchange Street. In addition, the recently approved Landmark Concept Plan included a mix of seven public and private streets. In particular, Street One in Landmark was approved as a private street due to an anticipated underground garage, among other reasons.

6. Provide the extent of the transmission line easement on the land use diagram and/or open space diagrams. Provide a square footage and acreage for the easement area.

Response: Refer to Sheet C200 for the extent of the transmission line easement shown on the land use diagram in both square footage and acreage.

General Comments

7. Bonus density and height and the associated public benefits related to arts and affordable housing will be established at the CDD level.
 - a. Continue to work with staff to determine an equitable application of arts anchor and affordable housing density bonuses recognizing the significant public benefits associated with both.

Response: Applicant requests that the mix of bonus density be shared equally between arts and affordable housing and will continue discussions with Staff to determine implementation at later phased DSUPs.

8. Staff asks for the applicant's continued coordination with the Office of Housing on maximizing implementation of affordable housing strategies for on-site units and through the use of public-private partnerships.

Response: Acknowledged. The Applicant submitted a draft Affordable Housing Plan to the Office of Housing on February 7, 2022. Further discussion with the Office of Housing will continue to finalize the plan in advance of its presentation to the Alexandria Housing Affordability Committee (AHAAC), anticipated to occur in early April 2022.

9. Staff acknowledges the challenges of losing buildable area on site due to the transmission line easement, unknown at the time of the OTNSAP adoption, and supports the transfer of density to blocks A through F. Staff will support a limited master plan amendment that would permit portions of blocks B, C and D that are located within the 50-foot maximum height limit per the OTNSAP to be up to 90 feet in height. Due to the transmission line easement, buildings on blocks A through D will be set back at least 100 feet from the southern property line shared with Norfolk

Southern (future Linear Park property). This acknowledges that bonus height per Section 7-700 (affordable housing) and/or Section 6-900 (arts and cultural anchor), will also be utilized on each block, including on the aforementioned portions of the site that would be subject to a master plan amendment.

- a. Per the OTNSAP, provide a narrative or supporting graphics on how height variety will be achieved for each block.

Response: The Applicant anticipates that Blocks B through F will each be designed to include multiple buildings situated above single- or multi-story above-grade podium buildings. Within each Block and across the project as a whole, building heights, orientations, forms and materiality will vary providing architectural variety and interest in multiple dimensions. Consideration will be paid to prioritizing views of the waterfront and other contextual elements.”

10. With the next submission, provide a height diagram that overlays the OTNSAP building heights over the site, and also provide the desired maximum height for each block and/or each portion of a block based on the use of bonus height and the limited master plan amendment above.

Response: See Exhibit B, showing the OTNSAP heights overlayed on the site with the desired maximum heights for each Block.

11. Land Use Diagram comments:

- a. Per the gross floor area note, staff concurs that any GFA above 2.15 million SF and up to 2.5 million SF will be achieved through the use of bonus density commensurate with the application and benefit in Section 7-700 (affordable housing) and Section 6-900 (Arts and Cultural District). It should be noted that any density that transfers from the transmission easement area to Block A through Block F would be in the “base” GFA density up to 2.15 million SF.
- b. The applicant should still consider residential as a potential use on Block A on floors above ground level.

Response:

- a. Acknowledged.
- b. Residential use on Block A has been added to the Completeness Submission. However, the small site area, reduced footprint and lower height of Block A will make multifamily use challenging here as will the potential adjacency of an arts and cultural use on the ground floor.

12. Continue working with staff and AEDP on planning for two large arts and cultural anchors and integrated arts uses (anchors, tenants and public art) throughout the site. Identify space for other arts and cultural tenants at other places on the site.

- a. Provide the approximate planned square footage of the arts anchor spaces.

Response: The Applicant continues to meet and coordinate with AEDP to discuss potential arts and other users that might be interested in locating at the Project. The plan allows for the potential of multiple arts uses across the site. While it is too early

to commit to the number, type, size, or location of arts or cultural anchors, the Applicant is committed to the viability of arts uses in the Project. Should an arts or cultural anchor be incorporated, it is anticipated that that user would be a minimum of 5,000 SF.

13. P&Z staff supports public ownership of the woonerf with a maintenance agreement for nonstandard materials. Staff and the applicant will discuss ownership of the woonerf prior to the next submission.

Response: As the Applicant and Staff have discussed, it is anticipated that a portion of the subterranean garage will extend under the woonerf in order to create efficient parking. It is noted that the City has permitted private streets in other CDDs, recognizing the need for flexibility and efficiency in underground parking for urban redevelopments similar to the Project. For example, in the Potomac Yard North development for Virginia Tech, the City approved a garage for Virginia Tech that extends under the main road, Exchange Street. In addition, the recently approved Landmark Concept Plan included a mix of seven public and private streets.

14. The applicant should coordinate with City staff on improvements to Slaters Lane that will support all modes of transportation safely and facilitate access from the site and neighborhood to the Mount Vernon Trail, while providing a greener streetscape. Improvements should include the following:
- a. Providing an enhanced streetscape that will include additional sidewalk width and tree planting area(s).
 - b. Providing a bicycle connection between the site, Mount Vernon Trail and GW Memorial Parkway with a minimum of 10-12'-width cycle track.
 - c. Enhancement of the southern edge of Slaters Lane, including coordination with Pepco as feasible.
 - d. Enhanced connection to Mount Vernon Trail from Slaters Lane street end.
 - e. Coordination with Marina Towers on the improvement of the area where the site will connect to the end of Slaters Lane and continued right-of-way.

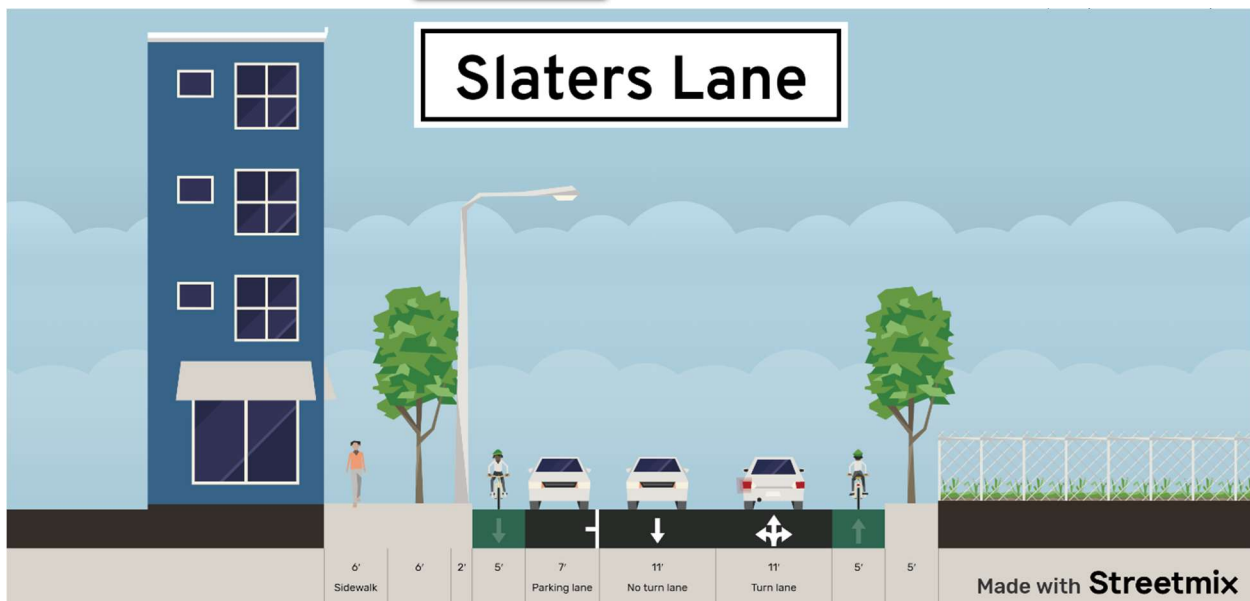
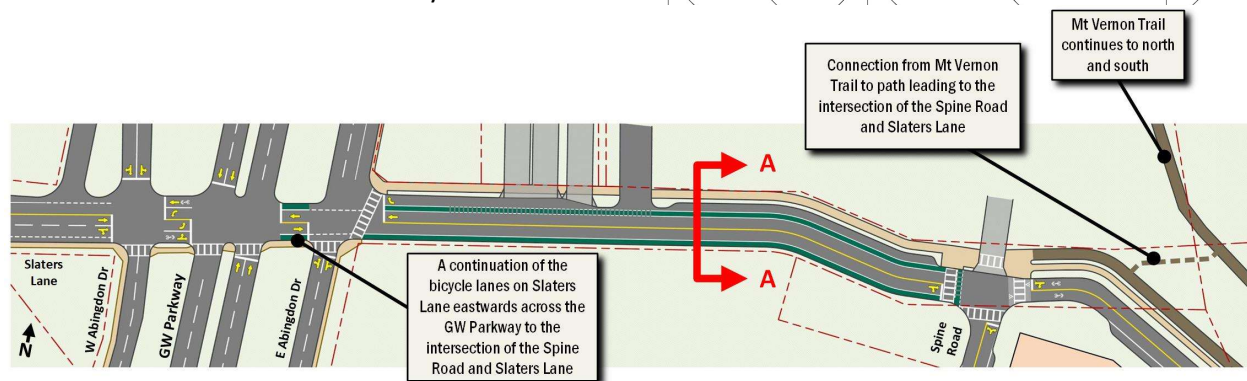
Response: The Applicant will continue coordinating with Staff on the provision of appropriate bicycle, pedestrian, and vehicular facilities to improve connectivity and the pedestrian experience along Slaters Lane. The design of these facilities will require additional study as part of the Infrastructure DSUP and will need to consider the following significant challenges:

- Lack of setback between the proposed cycle track and existing driveways on Slaters Lane limits sightlines between cyclists and vehicles.
- Lack of horizontal and/or vertical displacement between the sidewalk-level cycle track and sidewalk may cause pedestrians to treat the cycle track as an extension of the sidewalk, thereby exacerbating conflicts.
- Physical and operational constraints of connecting the proposed cycle track to the existing street and bicycle network at the intersection of GW Parkway and Slaters Lane is challenged due to:

- No existing crossing along northern legs of this intersection; and
- A cycle track tie-in at this intersection would require redesign of the entire intersection

Due to these challenges, the Applicant proposes the following improvements along Slaters Lane which we believe embody the spirit of Staff's request and provide the safest experience for cyclists and pedestrians:

- A connection from the Mt Vernon Trail to the Fairfax Street extension;
- A continuation of the existing bicycle lanes currently located on Slaters Lane east of the GW Parkway. New bike lanes would be installed on Slaters Lane west of the GW Parkway and continue to the intersection of the Spine Road and Slaters Lane; and
- Potential enhancements of pedestrian facilities on the south side of GW Parkway and Slaters Lane.



These proposed improvements to Slaters Lane provide appropriate bicycle facilities which are currently lacking, continue and complement the City's existing bicycle network, and provide appropriate facilities to all modes along this section of Slaters Lane.

Small Area Plan (OTNSAP) and Urban Design Standards and Guidelines (OTNUDSG) Comments

15. Staff is currently drafting design standards and alternate design excellence standards as part of the CDD approval process and consistent with the recommendations of the OTNSAP. The urban design and architectural goals for the site are to provide for noteworthy and iconic buildings and urban spaces that respond to the site in an innovative and sustainable manner.
- Staff will provide an update to the applicant following the receipt of this comment letter.
 - The applicant can coordinate with staff on the identification of precedent images to be used in the design excellence standards.

Response: The OTNSAP states that design standards and guidelines will be evaluated and amended through the CDD process for the PRGS site. The Applicant will continue to collaborate with Staff to refine how the Standards and Guidelines are applicable to the PRGS site and how the Design Excellence Standards presented by Staff, can be implemented in light of the unique and specific vision for the redevelopment as outlined in the OTNSAP.

16. The proposed public right-of-way widths and street cross-sections are inconsistent with those depicted in the Old Town North Urban Design Standards and Guidelines (OTNUDSG). Revise the street cross-section to be consistent with the cross-sections of the Design Standards and Guidelines, including the minimum sidewalk widths (in future ROW and adjacent site area), tree planter/amenity areas and multi-use trails and bicycle facilities where shown and requested by T&ES.
- Staff encourages exploring sidewalk width in excess of what is proposed in the OTNUDSG, especially in areas adjacent to ground-floor commercial and arts uses and in the woonerf zone.

Response: Street sections shown in the OTNUDSG are for illustrative purposes only with the intention of setting the streetscape dimensions and relationships conceptually. Final street section configuration will be determined as part of the future Infrastructure DSUP and refined as appropriate as part of subsequent DSUPs.

Through coordination and concurrence with City Staff during the CDD review process on the street layout, the applicant has developed street sections that meet the spirit and objectives of the OTNUDSG, including but not limited to:

- An enhanced pedestrian circulation network
- Urban, human scaled streets with appropriate block sizes
- Provision of green infrastructure
- Provision of on-street parallel parking spaces
- Provision of narrow travel lanes where feasible
- Provision of curb extensions where feasible

Sidewalk widths and tree planer/amenity areas widths have been included in the updated drawings based on our weekly meetings and breakout meeting with T&ES.

17. Repeat comment: Based on the documentary study and archaeological evaluation, the applicant should provide a plan and narrative that establishes a historic interpretation strategy (per the OTNSAP) at a CDD-wide level which will provide guidance for future DSUP submissions.
- Identify themes to interpret on site in consultation with staff and the OTN Historic Interpretation Guide.
 - Meet with staff on site to identify existing elements that could potentially be reused on site as interpretive elements prior to next submission.
 - The publicly accessible open spaces will include areas where the industrial heritage of the site is incorporated through the restoration/preservation of industrial artifacts and interpretive elements.
 - Explore the potential to incorporate environmental interpretation as part of the historic interpretation plan for the CDD site.

Response: The Documentary Study prepared by John Mullen of Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. (WSSI) dated January 2022 confirmed that the historic development of the area spans from 18th century plantations to 20th century industrialization of Alexandria. As described in the Documentary Study,

The Potomac River Generating Station Redevelopment site is located within Old Town North, the northern edge of Old Town Alexandria. The creation of the Alexandria Canal and later the establishment of railroads that reinforced this area's importance as a transportation corridor, slowly transformed this early rural agricultural landscape into a more industrial landscape. Sandwiched between the Potomac River and the rail lines, and just south of Potomac Yards, the study area in the 20th century was the location of the American Chlorophyll company, Braddock Light & Power (later PEPCP and GenOn power plant) and was adjacent to the Potomac River Clayworks factory. The residents of Old Town North - plantation owners, tenant farmers, enslaved African Americans, Freedmen and free African Americans - continued to make their homes in this area, although never as dense as Old Town.

- Based on the results of the Documentary Study, a comprehensive historic interpretation strategy should incorporate references to both the industrial history of the site and the character of the neighborhood before its industrialization, that as a farming area for whites and people of color, free and enslaved. The Applicant will look to interpret that history in different areas on the site including potential locations in open spaces in and around the site, in the public space design and potentially in the design elements of the buildings being developed. The Applicant will continue to work with the City Staff to identify potentially salvageable artifacts and/or resources on the site. Please refer to Exhibit F.
- The Applicant met on site with City Staff from Planning & Zoning and Alexandria Archeology on February 23, 2022 to consider potential historic element identification. Several items were identified that warrant further consideration for preservation and/or reinterpretation in future open space or building design including items photographed below:



Components of the pumphouse or elements of the Steel Supports for the Stacks



Components of the Conveyor System and Glass Elements of the Station Building



Further Components of the Conveyor System and Rail Lines



Components of the Old Guard Shack



Components Related to Rail History/Balancing Train

- c. Acknowledged.
- d. Acknowledged.

18. The OTNSAP anticipates the site to provide innovation uses that enhances the vitality of the area's creative economy and create a distinctive sense of place. In future submittals, clarify how the Conceptual Design Plan will include innovation uses. Innovation uses can include, but are not limited to, an academic and research institution, incubator spaces, a culinary institute, or comparable uses which could serve as an anchor. In addition, uses such as a museum are envisioned for the site. Coordinate with Alexandria Economic Development Partnership to identify potential partners in innovation.

Response: While it is early in the redevelopment process, the Applicant is collaborating closely with the Alexandria Economic Development Partnership (AEDP) to identify potential future innovation uses that could include academic and/or research institutions, cultural and/or arts users, educational and/or incubator users, and commercial groups focused on innovative processes, technologies or public engagement. Organizations whose mission encompasses innovation will be prioritized as the development progresses and future users are identified.

19. Provide a plan for ground-level street frontage activation for each development block.
- As part of this plan, identify the location of retail focus areas on the site in accordance with the principles listed on page 24 of the OTNSAP.
 - Pages 27-33 of the OTNUDSG provide standards and guidelines for building design at the ground plane, including building entries and fenestration.
 - In order to provide for future flexibility for ground floor uses, the ground level of each building should have a minimum 18-foot floor-to-ceiling height, excluding parking and loading areas. The ground-level spaces should also have exhaust vents for future restaurants and food service uses, and proper access to utilities and loading areas to properly support ground floor commercial uses.

Response:

- Refer to sheet C200 for extents of retail concentration areas in accordance with the principles listed on page 24 of the OTNSAP.
 - Acknowledged.
 - Acknowledged. It is the desire of the applicant to provide viable and flexible retail spaces to meet current and future tenant demands. The spaces will have approximately 18' slab to slab, where possible. This may vary due to grading and specific building and site constraints that will be further developed in future phased DSUPs.
20. N. Royal Street is a designated Green Street in the OTNUDSG. Please update the application to incorporate green street elements.

Response: Acknowledged. N. Royal Street will be designed as a "green street" to incorporate guidelines from OTNUDSG. Please refer to "Note 1" added to sheet A200.

21. Pursuant to the Old Town North Small Area Plan Implementation Developer Contributions Policy, a contribution is required to the Old Town North Implementation Fund. Based on the policy adopted by City Council in 2018, the contribution amount is as follows:
- \$10.43 (2021\$) per net new square foot of development, excluding square footage achieved through the application of Sections 6-900 and 7-700 of the Zoning Ordinance, for the design and implementation of the following:
 - Linear Park, Segment 2 - Portion between Third Street and E. Abingdon Drive directly fronting the former power plant site
 - Waterfront Park
 - In lieu of the monetary contribution, the condition may be fulfilled through an in-kind contribution for design and implementation of each element to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks & Cultural Activities.
 - Contribution rates are subject to an annual escalation clause equivalent to the CPIU 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. All contributions shall be made via wire transfer to the City of Alexandria. Instructions will be provided by Planning and Zoning staff 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.

Response: The OTNSAP Developer Contribution policy identifies that the “The former power plant site will fund or implement the Waterfront Park improvements/expansion and Segment 2 of the Linear Park.” Therefore, in lieu of a monetary contribution, the Applicant intends to make an in-kind contribution consisting of the design and implementation of significant improvements to the Waterfront Park and the future Linear Park adjacent to the site (Segment 2). The estimated costs of these improvements are anticipated to be well in excess of the \$21 million estimate prepared at the time of the OTNSAP.

Open Space and Site Design

22. Provide more information on the proposed programming of the waterfront open spaces and integration of the site open space with adjacent NPS open space with the next conceptual design plan submission.

Response: The proposed landscape design extends the City of Alexandria’s network of active and passive open spaces in a way that is sensitive to the site’s ecology and that improve upon existing site features. The existing site conditions offer little connection to the Potomac River, despite being immediately adjacent. Therefore, a priority of the proposed landscape design is to create opportunities to strengthen the site’s relationship to the water and improve users’ experience along the Mount Vernon Trail. The design will be coordinated with the National Park Service (NPS) as it relates to the integration of open space within NPS land and require their approval. The Applicant and City Staff have been meeting regularly with NPS to discuss the design of potential future improvements.

The landscape design is guided by three main principals:

- To protect and sustain the integrity of the site’s local ecology,
- To design flexible open spaces that can accommodate a variety of activities, and
- To create a cohesive system of open spaces and experiences that are accessible and inclusive.

The initial programming plan will present a gradient of potential active and passive open spaces. When developing these spaces, special consideration will be paid to their qualities, the activities they could accommodate, and their relationship to one another as they begin to create a sequence of different user experiences. Refer to Exhibit E.

The Waterfront Park along the eastern edge of the site bordering the Potomac River is proposed to be broken up into three areas: Waterfront Zone A (North), Waterfront Zone B (Central), and Waterfront Zone C (South). The key difference

between the three areas is the potential for them to host passive versus active programming, as described below.

Waterfront Zone A is located to the North and includes site area from both the Project and NPS land. The current NPS area has a grove of large existing trees that would cater well to the contemplative activities proposed for this area including minimally intrusive landscape features, such as: Woodland walk Forest Fixed seating pods that cater to contemplation and relaxation

Waterfront Zone B Is centrally located along the Potomac River and includes site area from both the Project and NPS land. The concept design studies the potential adaptive reuse of the existing pumphouse as an amenity at the waterfront in addition to a potential dock that could accommodate a water taxi, which will require approval from NPS and other Authorities Having Jurisdiction. The proposed programming for this area is both active and recreational and may include elements such as:

- A boardwalk connecting the exiting pump house and the site to the river.
- A flexible lawn that could accommodate organized recreational activities, such as outdoor movies, sports games, and food markets, but may also be used day-to-day for more passive activities, such as picnics.
- A terraced landscape that connects the development to the Mount Vernon Trail with pockets of social spaces along the descent from which visitors can view the water below.
- A kayak launch that could offer the local community access to water recreation. The proposed location and design concept for a floating feature would be minimally invasive to the site's existing topography and ecology.

Waterfront Zone C is located along the southern end of the site and is predominantly situated on NPS land. The design strategy for this area focuses on the preservation of existing trees, coastal remediation, removal of invasive species and slope stabilization. The proposed programming is passive open spaces composed of accessible pedestrian trails and native gardens. This area may include elements such as:

- An overlook that connects people from the Mount Vernon Trail out to the water
- A shade structure with flexible furniture
- Integrated natural stone seating that represent the local geology of the site
- Potential public arts use where local artists can display their work
- Native meadow and specialty gardens

23. Provide updates on the development and reuse of the pumphouse as a central open space area, public-facing indoor space and as a potential place for water access.

Response: The Applicant is performing extensive analysis of the feasibility of the renovation and reuse of the pumphouse that includes structural, mechanical, waterproofing and floodproofing studies. Should it prove feasible, it is the

Applicant's goal to renovate and reuse the pumphouse as a central waterfront feature containing restaurant uses as waterfront dining opportunities in OTN are limited and our public engagement survey indicated waterfront dining is a top priority for local residents. Further development will be presented in later phased DSUPs.

24. Provide the property lines for the Norfolk Southern right-of-way (incorporating property line changes with the 1201 N. Royal Street redevelopment) that will become the Linear Park on the open space plan sheet.

Response: The property lines for the Norfolk Southern right-of-way and for 1201 N. Royal Street development have been added to the plan Sheet C200.

25. Provide a narrative on programming of the open space adjacent (and to be integrated) with the Linear Park with the next submission as the applicant plans for its first Parks and Recreation Commission meeting. Coordinate with RPCA and P&Z staff on programming elements.

Response: The Applicant presented the project to the Parks and Recreation Commission on January 20, 2022 and will continue to coordinate with City Staff as it relates to the Linear Park, which is situated along the southwestern edge of the site and borders Norfolk Southern Land. Please see Exhibit E. While neither the applicant nor the City currently control the Norfolk Southern Land, should the City acquire it in a rails-to-trails conversion, it is envisioned that the park will be designed to span seamlessly across both the PRGS site and the adjacent Norfolk Southern Land. As described in the OTNSAP, the potential program could include a variety of passive and active spaces that may include elements such as:

- Artifacts, salvaged and/or inspired, from the existing site infrastructure
- Entry plaza
- Children's play areas
- Flexible lawns
- Flexible game courts
- Fitness loop.
- Storm water infrastructure.
- Shade structures.

26. Provide information on the programming of the portion of open space at the extreme northwest corner of the site. Discuss how this space may be integrated into an enhanced multimodal Slaters Lane.

Response: See response to Comment 22, specifically Waterfront Area A, above and Exhibit E.

27. As previously discussed, staff will recommend an open space requirement that is 20 percent of the site area for each block/DSUP as a CDD condition, consistent with recent CDD approvals. Open space can be a combination of ground-level and above-grade.

Response: The Applicant is providing well over 5 acres of publicly accessible on-site open space as part of the project which equates to over 30% of the site area. Given this significant contribution to the open space network, the Applicant suggests 10% is a more appropriate percentage for additional open space on each Block. Given the significant site constraints, 20 percent may not be achievable.

28. Continue to refine the design of the western edge of the site, including screening for the Pepco substation, landscaping and a linear park/walkway with bicycle and/or pedestrian access.

Response: The area that borders the existing PEPCO substation is proposed to include both passive and active uses, as described below. The primary design intervention in this area is the introduction of substation screening that will obscure the view of the substation. Additionally, potential programming in this area may include elements such as:

- Dog run
- Site furnishings
- Fitness station
- Small Ball Courts

29. Continue to refine and provide updates on the pedestrian and bicycle linkages from the Linear Park on Norfolk Southern property and the waterfront area controlled by the National Park Service to the site.

Response: Acknowledged. Please refer to Exhibit A which provides a visual summary of the narrative contained in these responses and supplements the plans and sections included in the CDD submission.

30. Provide more information regarding the implementation of the “woonerf.”

- a. Provide information on the bicycle and pedestrian transitions between the adjacent riverside street and the woonerf.
- b. Provide additional information on how the woonerf will employ traffic calming, connect the site and the open space to the east and when it will transition from a shared space to a non-motor-vehicle space.

Response: Located between the proposed Central Plaza and Waterfront Park, the woonerf would function as a shared street that prioritizes pedestrian movement and incentivizes vehicles to slow down or take the Spine Street. Bollards or moveable planters will differentiate the space and provide flexibility for usage that could vary depending on the season or for special events. Please see Exhibits A and D for additional conceptual information.

Potential Woonerf features could include:

- Vehicle deterrents to create priority for pedestrian and cyclist use.
- Shade trees.
- Site furnishings.

- Specialty lighting for evening activation (such as catenary lights).
- Changes in pavement to differentiate the Woonerf from surrounding streets.

Sustainability

31. The anticipated carbon neutrality analysis will need to be submitted and reviewed by staff and the community. Prior to the next submission, it is recommended that the applicant meet with staff to discuss findings of the analysis. Future conditions of the CDD Concept Plan will be based on this analysis. The narrative is intended to provide a high-level approach to how sustainability practices will be integrated across the entire site to meet the carbon neutrality recommendation of the OTNSAP.

- a. The sustainability analysis should include strategies and approaches to implement the goal of carbon neutrality as outlined in the plan.
- b. Provide a narrative for how carbon reduction and energy master planning will be incorporated into site and building design and neighborhood infrastructure.

Response: The Applicant committed to voluntarily perform a Carbon Neutrality Analysis (CNA) during this early CDD submission to help create a meaningful dialogue around energy efficiency, embodied carbon, on- and offsite renewable energy, and electrification strategies. The Applicant submitted a draft CNA in January to Staff and met in February with Staff and the EPC to review the analysis and carbon neutrality targets. The goal and intent of the CNA is to identify the feasible targets that help move the Project closer to carbon neutrality and offer guidance as design advances. The CNA outlines options for reducing the embodied carbon of the Project, the potential of on-site renewable energy, and building-level energy efficiency strategies. The CNA identifies what is feasible for decreasing the Project's carbon footprint, while balancing competing priorities. District and site-wide decisions will evolve and be determined as part of the later Infrastructure DSUP and building-specific decisions will evolve and be presented at future phase DSUPs.

32. With the next submission, describe the broad approach for how sustainability will be implemented across the site along the following areas:

- a. Stormwater Management
- b. Waste
- c. Open Space & Streetscape
- d. Water
- e. Resilience

Response: The Applicant will submit a Sustainability Master Plan (SMP) during review of the Infrastructure DSUP. The SMP will address sustainability goals of the Project. The Applicant envisions the Project as a sustainable neighborhood that emphasizes energy efficiency and other sustainable measures that include resiliency considerations, stormwater management, open space and landscape design, water conservation measures, Indoor Air Quality (IAQ) strategies,

embodied carbon and materials selection, walkability, and alternative modes of transportation, among others.

33. Conduct solar/shade studies for the plaza and waterfront park areas that consider the proposed heights to best determine how this open space can be designed and what type of vegetation can be supported.

Response: Solar & shade studies are an important consideration for the design of the project and the ground plane. In order to be meaningful, these studies need to factor in building heights and forms, and will therefore be completed as a part of future phase DSUPs. However, given that both the site and Blocks are primarily distributed in a North-South orientation, it is anticipated that all areas of the site will receive sunlight at different periods of the day, allowing for a variety of vegetation to be considered.

TRANSPORTATION AND ENVIRONMENTAL SERVICES (T&ES)

Findings

1. Conditions will be provided with the next submission. (SWM)

Comments

2. Repeat Comment: Provide two bus stop areas, one near Blocks B/C and one near Blocks E/F, with a stop in each direction with bus shelters and pads. (Transportation Planning/ DASH)

Response: Two bus stops, one near Blocks B/C and one near Blocks E/F, with a stop in each direction with bus shelters and pads, will be provided. Details will be further coordinated as part of the Infrastructure DSUP.

3. Repeat Comment: Provide a connection from the portion of Mt. Vernon Trail along the waterfront to the alternative route that connects from Abingdon Street down to near the intersection of Bashford Street and North Royal Street. Work with staff on details of crossing Royal Street with Infrastructure Plan. (Transportation Planning)

Response: The Applicant will contribute to improvements to the multi-use trail that connects E Abingdon Drive and the intersection of Bashford Lane and N Royal Street. Details of the crossing of Royal Street will be included in the Infrastructure DSUP.

4. Repeat Comment: Provide a dedicated bicycle facility from Royal Street through to where Fairfax will follow along the waterfront and then up Fairfax to the connection with Slaters Lane. (Transportation Planning)

Response: Sharrows are shown in the CDD on Sheet C202.

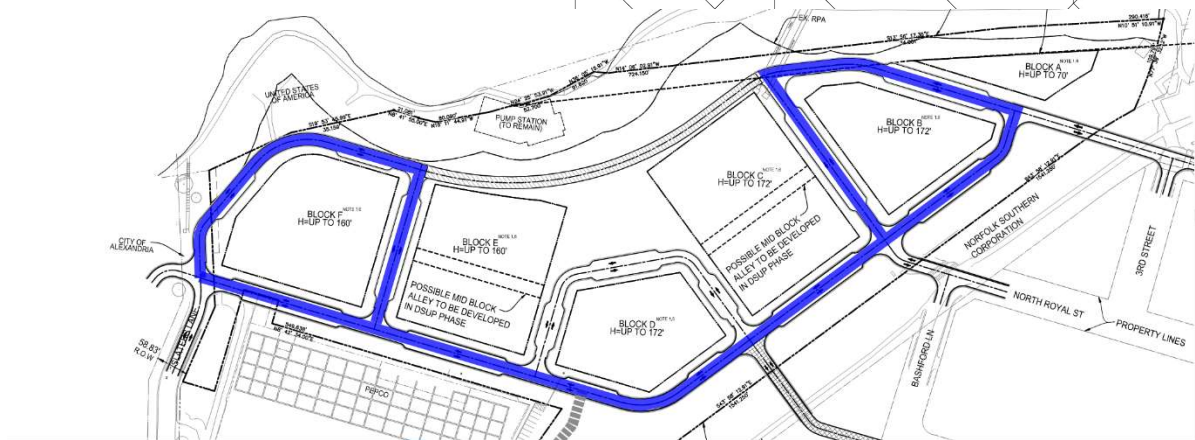
5. A full streetscape building out including sidewalks is expected on both sides of all new streets, and adjacent to portions not currently proposed for development as part of future infrastructure and DSUPs. (Transportation Planning)

Response: Acknowledged. This will be included in future Infrastructure and phased DSUPs.

6. Following guidance from the Old Town North Small Area Plan, on-site parking should incorporate shared parking strategies and should be made available to the public. (Transportation Planning)

Response: Acknowledged.

7. Clearly label on the plan which streets are to be public or private. City would like to see the streets highlighted in blue below as Public Streets. (DROW)



Response: Please refer to Exhibit C for the proposed extent of the subterranean parking garage. The parking facility is designed to be a phased, connected, multi-block garage that spans the length of the development but lies outside the RPA. It extends under some streets and the Central Plaza to provide continuity between blocks, maximizing both the efficiency of the garage and the opportunity for shared parking, reducing the overall parking supply. Due to the Pepco transmission line easement, the garage will not run under the spine street, which is proposed to be a dedicated public street. There are many examples in recent development cases where the City has permitted private streets in recognition of the need for efficiency in underground parking. For example, in the Potomac Yard North development for Virginia Tech, the City approved a garage for Virginia Tech that extends under the main road, Exchange Street. In addition, the recently approved Landmark Concept Plan included a mix of seven public and private streets. In particular, Street One in Landmark was approved as a private street due to an anticipated underground garage, among other reasons.

8. Staff has concerns with the cross-section D-D and E-E showing a rolled curb, which appears to be mountable. This is not ideal in an urban environment. Convert to a typical curb such as cross-

section H-H or provide further explanation as to why this type of curb is proposed. (Traffic Engineering)

Response: The rolled curb has been removed and a typical curb is now shown on sheets C202 & C203.

9. Given Block D's size and orientation, each street block surrounding the building appears to be smaller in length, which limits the placement of on-street parking spaces and potential curb cuts for a garage and loading areas. Consider designating one of the blocks for potential curb cuts and removing parking along the same block. This should be reflected in the cross-section exhibit. (Traffic Engineering)

Response: Acknowledged. The placement of on-street parking will be further refined as part of the Infrastructure DSUP and subsequent DSUPs.

10. As the Multimodal Transportation Impact Study progresses, the plans should denote potential added bus stops along the Main Road. Adjustments to on-street parking may be required. (Traffic Engineering)

Response: Noted. Two bus stops, one near Blocks B/C and one near Blocks E/F, with a stop in each direction with bus shelters and pads, will be provided. Details will be further coordinated as part of the Infrastructure DSUP.

11. As the Multimodal Transportation Impact Study progresses, the traffic control for each intersection should be denoted in the plans. Identify which intersections will be all way stops, two-way stops, or signal controlled. (Traffic Engineering)

Response: Noted. Proposed intersection controls will be included in the MTS.

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

Response: The proposed connection to the existing sanitary sewer system has been added to sheet C201. Further details will be provided with the Infrastructure DSUP.

13. Applicant to include the following note on the DSP plans and the plans issued for construction: (AlexRenew)

- 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.

Response: Acknowledged.

14. 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.

15. Provide both the 100- and 500-year floodplain lines on the plan set, as the lines are close in horizontal position on the FIRM map but are not the same line. Use the profiles in FEMA's 2011 Flood Insurance Study for Alexandria for the elevation of the 500-year flood elevation, as they are not shown on the FIRM maps. (SWM)

Response: This has been updated per the profiles in FEMA's 2011 Flood Insurance Study for Alexandria. Please refer to sheet C100.

OFFICE OF HOUSING

Comments

1. The *Draft Affordable Housing Principles* outline the intent, recommended approaches, assumptions, and preliminary expectations underlying the affordable housing contributions for the subject site. The Principles are intended to serve as a framework to guide continued dialogue among staff, the applicant, and the community regarding how housing affordability, leverage, equity, inclusivity, and innovation can be most effectively addressed to maximize affordable housing development through the PRGS redevelopment.

Affordable Housing Principles

I. Intent

- a.** Maximize onsite housing opportunity and affordability and innovation consistent with the OTN SAP's vision.
- b.** Advance socio-economic and racial equity consistent with the ALL Alexandria Resolution.
- c.** Contribute to the Housing Master Plan and Regional Housing Initiative's housing production goals.

II. Approach—Incorporate housing affordability through a multi-pronged and innovative approach by:

- a.** Maximizing the provision of on-site rental and for sale set-aside affordable units secured through Section 7-700;
- b.** Proactively pursuing public-private-nonprofit partnerships that:
 - i.** leverage City and non-City resources;
 - ii.** tap into opportunities for "vertical" mixed-income developments (e.g., use of air rights);
 - iii.** explore opportunities to co-locate affordable housing with arts uses; and/or
 - iv.** explore opportunities to construct affordable arts-related housing.
- c.** Exploring opportunities to convert monetary contributions to the Housing Trust Fund to buy-down additional set-aside units and/or to fund one or more affordable housing projects on site.

III. Assumptions

- a.** Levels of affordability: Set-aside rental units shall be affordable at 60% AMI; leveraged rental units generally range in affordability from 40 to 80% AMI; and affordable for-sale units generally range in affordability from 70 to 100% AMI (with sale prices set by city policy).
- b.** Terms of affordability: minimum 40 years for rental; in perpetuity for for-sale.
- c.** Distribution: Dispersion of set-aside units to the extent feasible.

IV. Expectations—Establish in coordination with staff an aspirational affordable housing goal that meets the intent of the Principles and that is expressed as a percentage of total residential units to be provided as affordable rental and workforce for-sale housing. The aspirational goal will include all affordable units, including set-aside units secured through Section 7-700, set-aside units resulting from a conversion of monetary contributions to the Housing Trust Fund, and units secured through on-site leveraged public-private-nonprofit partnerships. It is understood that an aspirational target may require City financial participation in leveraged projects.

Response: Acknowledged. The Applicant supports the City's Affordable Housing Principles and will explore a range of options with Office of Housing staff that will be committed to and implemented at future phased DSUPs. The range of options are described in the Affordable Housing Plan and include monetary contributions, on-site units, and the potential for bonus density. The Applicant has appreciated the coordination with the Office of Housing throughout the process and submitted a proposed Affordable Housing Plan (AHP) to Staff on February 7, 2022.

2. The applicant is challenged to explore innovative development and funding strategies to meet and exceed City housing policies and goals using a range of tools described above.

Response: Acknowledged.

3. Staff will continue to discuss with the applicant the allocation of bonus density and height for affordable housing.

Response: Acknowledged. A proposed allocation of bonus density between the arts and cultural bonus and the affordable housing bonus was included in the AHP submitted in early February.

4. An Affordable Housing Plan (AHP), as described in Part C of the City of Alexandria Procedures Regarding Affordable Housing Contributions, must be submitted no later than at the time of Completeness. The applicant is encouraged to submit a draft AHP for staff review at least three weeks prior to the submission of the Completeness application. The applicant shall present the AHP to the Alexandria Housing Affordability Advisory Committee (AHAAC) for feedback at least four weeks prior to the application's consideration by Planning Commission. The City's guidelines on AHPs can be accessed at https://www.alexandriava.gov/uploadedFiles/housing/info/2019AffordableHousingPlanGuidelines_03.18.19.pdf

In addition, the applicant is encouraged to introduce the project to AHAAC prior to the Completeness submission. Staff will help coordinate these meetings.

Response: The Applicant submitted a proposed AHP to the Office of Housing on February 7, 2022. The meeting with AHAAC is tentatively scheduled for April 7, 2022.

5. The subject site is currently zoned UT. No residential uses are permitted either by-right or through a special use permit in this zone. All residential development that is not associated with the Section 7-700 shall be treated as Tier 2 for the purposes of calculating the monetary affordable housing contribution at the time of future DSUP applications. This is consistent with the definition of Tier 2 Residential Contribution Rate and is illustrated in the application of the contribution procedures in DSUP 2017-00025 (The Muse); floor area associated with the UT Zone in this application was subject to the Tier 2 residential contribution rate.

Response: The Applicant notes that this is not consistent with how the calculation has been made on other CDD projects. In the Greenhill property CDD rezoning in 2019, the calculation was applied differently than described above. In that case, multiple properties were rezoned from Industrial and Commercial General to CDD and they utilized the Base FAR for both of those zones for the Tier One portion of the calculation for residential development even though no residential development was permitted in those zones.

RPCA

Findings

1. Integrate a Linear Park design that encompasses both the Norfolk Southern property and the power plant site.

Response: Please see response to Comment 25 above.

2. RPCA discourages the placement of utilities which limit programming and design within the open spaces.

Response: Acknowledged.

3. Each DSUP will be required to comply with the 2019 Landscape Guidelines which include the requirement that each DSUP provide 25% tree canopy cover. Please note that public street trees do not count towards canopy cover.

Response: Acknowledged, however, the Landscape Guidelines also provide alternative means if canopy cover cannot be met on each individual block. Further discussion is necessary to determine if the Project can meet this Guideline site-wide.

4. Best practice for tree canopy cover is to have it distributed evenly throughout the site and not concentrated in one portion of the DSUP and CDD.

Response: Acknowledged, however, the Landscape Guidelines also provide alternative means if canopy cover cannot be met on each individual block. Further discussion is necessary to determine if the Project can meet this Guideline site-wide.

5. Coordinate Park and Recreation Commission meetings with RPCA.

Response: Acknowledged, the Applicant presented to the Parks and Recreation Commission at the meeting held on January 20, 2022.

Comments

6. Prior to the next submission, work with RPCA staff to develop open space design and programming principles. RPCA staff would like to see a combination of active and passive uses that accommodate users of all ages and abilities. Each DSUP submission shall comply with the principles.

- a. Staff will ask the applicant for more specific programming details for each open space section after the next submission.

Response: Please see responses to Comments 22-31, above.

7. Work with staff to develop and program the linear open space area adjacent to the Pepco substation and the “finger” portion of property at the extreme northwest corner of the site.

Response: Please see response to Comment 28, above.

8. In the next submission identify utility easements and restrictions within the proposed open space.

Response: The Applicant has provided information regarding transmission line, storm drains and other encumbrances in Sheet C100 of the CDD. Future utility easements and restrictions will be identified as part of the Infrastructure and later phased DSUPs.

9. Provide information about the proposed design and usage for the existing pumphouse, including the proposed amenities that would serve the adjacent open space and waterfront areas.

Response: The Applicant is performing extensive analysis of the feasibility of the renovation and reuse of the pumphouse that includes structural, mechanical, waterproofing and floodproofing studies. Should it prove feasible, it is the Applicant’s goal to renovate and reuse the pumphouse as a central waterfront feature containing restaurant uses as waterfront dining opportunities in OTN are limited and our public engagement survey indicated waterfront dining is a top priority for local residents. Further development will be presented in later phased DSUPs.

10. Provide a graphic showing the proposed sidewalks and trails, and the proposed material, within the open spaces.

Response: Please see Exhibits A and E for additional conceptual information. The Applicant will submit more specific designs and material information in later phased DSUPs as they relate to open space and parks.

11. Provide clarity with what the identified “potential open space” is and the certainty that exists with it becoming open space within the CDD.

Response: Applicant was referring to the variations that often occur during the final design phase for each open space that may operate to potentially cause the actual open space acreage to vary somewhat from the CDD.

12. Clarify if the grey line on Sheet A200 is a future pedestrian or vehicular connection.

Response: The grey line in Sheet A200 is a potential future vehicular connection to east Abington Drive that is subject to cooperation of the abutting property owners.

13. Clarify if the woonerf will be a street along the block or if it will be the entire identified hatched parcel (plan) north of Block D. RPCA supports the proposed open space (plan) north of Block D to be useable open space not an area for vehicles.

Response: The woonerf will be a street along the block. The hatched parcel (plan) north of Block D is proposed open space. Refer to Sheet C202 & Sheet C203 and to Exhibit D for more information on the Woonerf.

14. Identify proposed private and public streets and sidewalks.

Response: Please see Exhibit C.

15. Identify the proposed public and private open spaces with a public access easement open space within the CDD.

Response: Applicant anticipates that all ground level open space will have public access easements, which will be defined in Infrastructure and later phased DSUPs.

Future DSUP Comments

16. For future DSUPs, provide a community engagement process and schedule and present the open space designs to the Parks and Recreation Commission.

Response: Acknowledged, the Applicant presented to the Parks and Recreation Commission at the meeting held on January 20, 2022. The Applicant has provided and will continue to provide a community engagement schedule at every community meeting. An Open Space survey of community preferences was conducted at the

November 29, 2021 community meeting and left open for 2 weeks after the meeting. The results have been presented to City Staff and were included in the presentation to the Parks and Recreation Commission in January.

17. Provide park-compatible amenities in the public open spaces such as (but not limited to) playspaces, water fountains, public restrooms and shade structures. Staff will work with the applicant on implementation of these amenities with future submissions.

Response: Acknowledged. Applicant will submit in later phased DSUPs.

18. The applicant should design the central plaza adjacent to Block D to accommodate adequate soil depth and planting areas for shade trees to be incorporated with landscape and hardscape areas.

Response: Noted. The Central Plaza will be located over a parking structure and adequate depths for planting will be considered.

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.

Response: Acknowledged.

- 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.

Response: Acknowledged.

Open Space and Landscaping

0. 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 each development project and identified as part of the CDD Conceptual Design Plan. The OTN Historic Interpretation Guide should be utilized as part of this process. 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: The Applicant will coordinate with City Staff on historical interpretation measures for the Property. As stated in the Old Town North Small Area Plan, these may include:

- a. Incorporating character defining historic elements into site design as part of an interpretive strategy; or
- b. The potential re-use and integration of the character defining portions of significant elements of the site's industrial heritage, as feasible.
- c. The potential integration of railroad lines, and other historical features that come to light in archaeological investigations as interpretive elements and historic artifacts in public and other spaces, as feasible.

Archaeology Conditions

1. Hire an archaeological consultant to complete a Documentary Study and an Archaeological Evaluation. 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)

Response: A Documentary Study was completed by WSSI and submitted to City Archaeology in January 2022.

2. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. * (Archaeology)

Response: Acknowledged.

3. 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. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Response: Acknowledged.

4. 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.

5. 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.

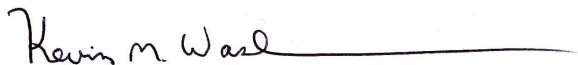
Code

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

Response: Acknowledged.

We trust that the above responses satisfactorily address the comments related to this project. Should you have any questions or need additional information, please do not hesitate to contact this office.

Very truly yours,



Kevin M. Washington
Vice President, Urban Land

KMW/mb

See Exhibits Enclosed:

- Exhibit A: Proposed Circulation Network
- Exhibit B: Heights Overlay
- Exhibit C: Public Road Diagram
- Exhibit D: The Woonerf
- Exhibit E: Open Space
- Exhibit F: Historic Interpretation Strategy

PROPOSED CIRCULATION NETWORK

EXHIBIT A - BIKE CIRCULATION & CONNECTIVITY



LEGEND

--- PRGS PROPERTY

LEISURELY ROUTE

← **MOUNT VERNON TRAIL**
BIKE & PEDESTRIAN

COMMUTER ROUTE

← **MULTI-USE TRAIL**
BIKE & PEDESTRIAN

← **TRAIL IMPROVEMENT PLANNED BY CITY**
BIKE & PEDESTRIAN

LOCAL ROUTE

← **BIKE SHARROW**

← **BIKE LANE**

↔ **WOONERF**
(CURBLESS, MIXED-USE STREET)
BIKE & PEDESTRIAN CIRCULATION PRIORITIZED

— **SMART CONNECTIONS**
BIKE & PEDESTRIAN (5% SLOPE OR LESS)

BLOCK HEIGHTS PLAN

EXHIBIT B



OTN SMALL AREA PLAN HEIGHTS
(BASE HEIGHTS WITHOUT ANY HEIGHTS BONUSES APPLIED)

Legend- OTN SAP Map

- 30'
- 50'
- 85'-120'
- 85'-140'
- PRGS Property



PROPOSED HEIGHTS

Legend- OTN SAP Proposed Map

- 30'
- UP TO 70'
- UP TO 160'
- UP TO 172'
- PRGS Property

PUBLIC ROAD DIAGRAM

EXHIBIT C

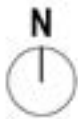
PUBLIC ROADWAY *

----- **BELOW GRADE GARAGE OUTLINE**
(location to be further developed in future DSUP phase)



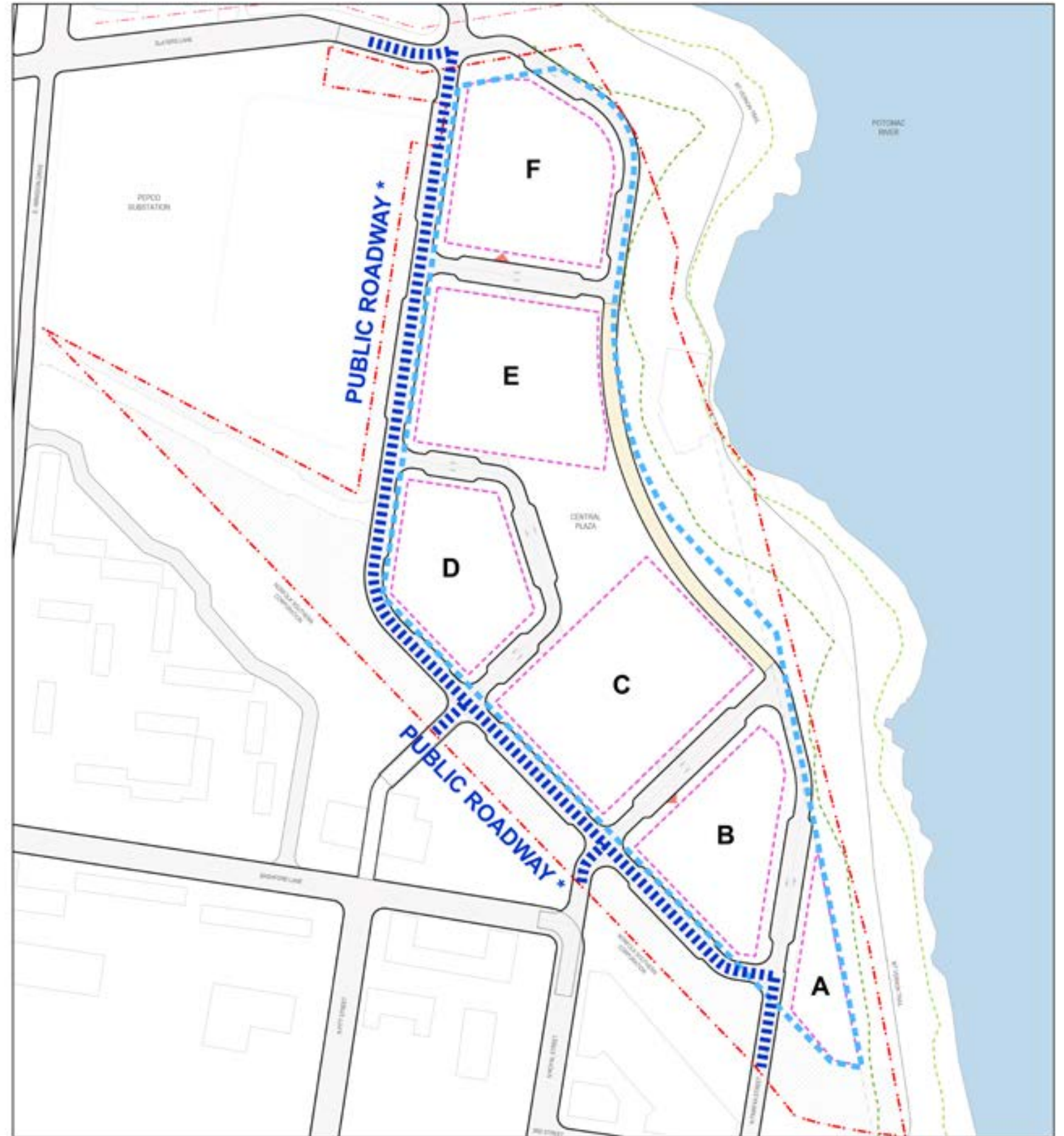
EXISTING PROPERTY LINE

----- **PARCEL LINE**
(approximate location)



SCALE
1" = 180'

*** All other roadways within the property lines are to be private with public access easement.**



THE WOONERF

EXHIBIT D - POTENTIAL SITE FEATURES



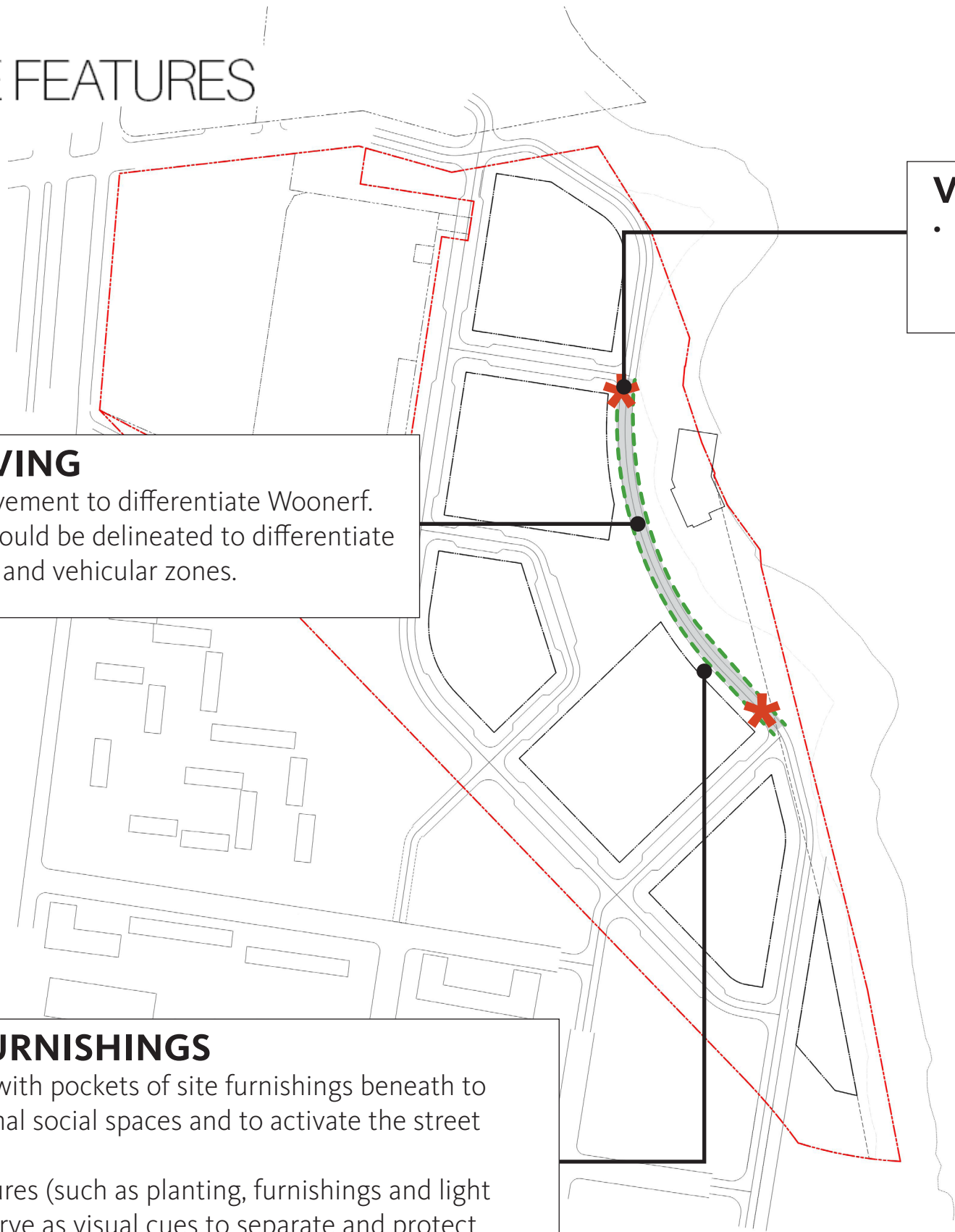
CHANGE IN PAVING

- Clear contrast in pavement to differentiate Woonerf.
- Edges of Woonerf would be delineated to differentiate between pedestrian and vehicular zones.



TREES & FURNISHINGS

- Shade trees with pockets of site furnishings beneath to create informal social spaces and to activate the street edges.
- Vertical features (such as planting, furnishings and light poles) will serve as visual cues to separate and protect pedestrian circulation from vehicular movement.



VEHICLE DETERRENCES

- Potential traffic calming installations such as planters to close off streets for special events.



THE WOONERF

POTENTIAL SITE FEATURES

Project Name: District Wharf Promenade
Project Location: Washington, D.C.



Project Name: Ithaca Common
Project Location: Ithaca, NY.



OPEN SPACE ON PRGS PROPERTY

EXHIBIT E - POTENTIAL SITE FEATURES

Total: approximately 5.8 acres on site

PEPCO LINER
approximately 0.4 acres

- SITE FURNISHINGS
- DOG RUN
- FLEXIBLE GATHERING SPACES
- PICKLE BALL
- FITNESS STATION

LINEAR PARK
approximately 1.7 acres

- KIDS PLAY
- FLEXIBLE GAME COURTS
- FLEXIBLE LAWNS
- SHADE STRUCTURE
- STORM WATER INFRASTRUCTURE
- FITNESS LOOP
- RE-PURPOSED INFRASTRUCTURE
- ARRIVAL PLAZA



CENTRAL PLAZA
approximately 0.7 acres

- CANOPY TREES
- FLEXIBLE PLAZA
- TREE GROVES
- SHADE STRUCTURE / PAVILION
- INTERACTIVE WATER FEATURE
- GAME FURNITURE
- UNIQUE FURNISHINGS

WATERFRONT PARK
approximately 3 acres

- FLEXIBLE LAWNS
- EVENT LAWN
- BOARDWALK
- SHADE STRUCTURES
- SOCIAL GROVES
- SITE FURNISHINGS
- ECOLOGICAL EDUCATION
- NATIVE MEADOW
- SINUOUS PATHS
- PUBLIC ART
- RE-PURPOSED PUMP HOUSE
- INTEGRATED STONE SEATING

OPEN SPACE ON ADJACENT PROPERTIES

EXHIBIT E - POTENTIAL PROGRAMMING

Total: 8.4 acres off site
*Subject to coordination and approvals
with adjacent property owners.*

**OPEN SPACE
NORFOLK SOUTHERN**
approximately 3.1 acres

- KIDS PLAY
- FLEXIBLE GAME COURTS
- FLEXIBLE LAWNS
- SHADE STRUCTURE
- STORM WATER INFRASTRUCTURE
- FITNESS LOOP
- RE-PURPOSED INFRASTRUCTURE
- ARRIVAL PLAZA
- POTENTIAL PV INTEGRATION
- TRAIL IMPROVEMENTS



**OPEN SPACE
NATIONAL PARK SERVICE**
approximately 5.3 acres

- WOODLAND WALK
- ECOLOGICAL EDUCATION
- GARDEN PODS
- INTEGRATED SEATING
- KAYAK LAUNCH
- BOARDWALK
- DOCK
- SITE FURNISHINGS
- NATIVE MEADOW
- SINUOUS PATHS
- OVERLOOK
- TRAIL IMPROVEMENTS

HISTORIC INTERPRETATION STRATEGY

EXHIBIT F

Legend

★ Potential locations for interpretative elements
(includes salvaged industrial articles)

