



April 7, 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 Site  
CDD #2021-00004  
Compiled City Comments for CDD Conceptual Design Plan Completeness  
christopher Project #17005.004.00

Dear Mr. Swidrack:

We are in receipt of your comments dated March 24, 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 in advance of the projected June 23 and July 5 public hearings. 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. Scheduled meetings to City boards and commissions (UDAC, AHAAC, EPC, Waterfront Commission, etc).
  - d. Additional meetings with NOTICE and other community groups.

Response: Acknowledged. Community outreach and stakeholder engagement will continue to be a priority for Applicant in advance of the projected public hearings and through entitlement and redevelopment.

2. Staff will continue to work on refining the draft Design Excellence Pre-Requisites and Criteria, and the addendum to the OTN Urban Design Standards & Guidelines in advance of a UDAC presentation in May.

Response: Acknowledged. Applicant and Staff will continue to meet to finalize the criteria and guidelines in advance of May's UDAC meeting.

3. P&Z and T&ES staff will provide additional guidance on the road and bicycle network design, including the design of the waterfront street (including the woonerf) and Slaters Lane to the applicant prior to the next submission. This design guidance should be incorporated into the next submission.

Response: Acknowledged. Applicant and Staff met to review revised details regarding the road and bicycle network design as part of weekly coordination meetings. Those details have been incorporated into this submission. Final details of the road network, including bicycle facilities, will be addressed in the Infrastructure DSP submission.

4. Staff has reviewed and provided comments for the draft Carbon Neutrality Analysis. Staff will continue to work with the applicant in the development of CDD conditions that establish performance targets for buildings and the site to achieve carbon neutrality.

Response: Acknowledged. Applicant outlined in the Carbon Neutrality Analysis targets to strive for carbon neutrality on the PRGS property. More detailed information will be outlined in the Sustainability Master Plan submitted with the Infrastructure DSP.

#### **Applications and Completeness Items**

5. Separate rezoning (for rezoning from UT to CDD) and master plan amendment (for proposed changes to the OTNSAP height map) applications should be submitted/resubmitted.
  - a. Provide a Rezoning application based on the checklist items based on page 2 of the application package.
  - b. Master Plan Amendment comments:
    - i. Provide the application based on the checklist items based on page 2 of the application package.
    - ii. Provide an updated memo that outlines the justification for the requested amendments to the OTNSAP height map.

Response: In consultation with Staff it has been determined that a separate application is not necessary. The MPA/RZ application form and attachments have been updated for clarity.

6. In addition to the submitted applications, the applicant shall submit a separate subdivision application and required materials to incorporate a portion of the Spine Street and OS-9 (open space) into the applicant's site from Pepco property.

Response: Applicant is working with Pepco to convey the portion of CDD area currently part of its property to HRP for subdivision approval or will provide documentation of Pepco's intent to convey said property at the at the July 5th City Council hearing.

7. In addition to the submitted MPA and CDD Conceptual Design Plan applications, the City will be requesting two text amendments (TA) to the Zoning Ordinance:
- A TA to add zoning parameters to Section 5-602 for this CDD.
  - A potential TA to amend the Old Town North Arts and Cultural District Overlay (Section 6-900) to include the PRGS site.

Response: Acknowledged. These applications are made by Staff.

8. Staff is amenable to the proposed Master Plan Amendment (MPA) request to modify the maximum building height across the site per the OTNSAP based on the applicant agreeing to defined public benefits for the use of bonus density and not bonus height in the forthcoming CDD conditions of approval. The bonus density (between 2.15 and 2.5 million SF of gross floor area) will be employed by the applicant in a phased approach to provide additional public benefits related to the provision of on-site affordable dwelling units and arts and cultural anchor(s).
- As discussed in the phasing comment below, staff will condition integrating the benefits of 350,000 SF of bonus density split evenly for the provision of on-site affordable housing and arts and cultural anchor(s) into different phases of the CDD buildout.
  - The maximum utilization of the arts-related bonus density should yield arts and cultural anchor space that is generally a minimum combined 30,000 SF. This can be further refined in DSUP approvals based on the nature of the future arts and cultural anchors
  - Staff would support the height on Block A to stay at its current 85'-120' limit per the OTNSAP to allow for future design and use flexibility.

Response:

- Acknowledged, however, the application of the arts density bonus is distinguishable from the affordable housing density bonuses. Arts uses may be contemplated across the property that doesn't require using the arts density bonus.
- The arts density bonuses under the existing ordinance (6-904(C)) provides that up to 30% additional square footage can be requested for a minimum of 5,000 square feet of arts anchor space. Applicant proposes that half of the potential 350,000 SF of bonus density, 175,000 SF, be allocated to the arts density bonus, which is approximately 8% of the 2.15M SF base density. Therefore, the maximum utilization of arts-related bonus density will not be implemented. Applicant proposes a minimum combined 15,000 SF of arts and culture anchor space if the maximum utilization of 175,000 SF of arts bonus density is utilized.
- Acknowledged. Height reduction in Block A was proposed as a consequence of the height increased on the other blocks.

9. Staff asks the applicant to resubmit the phasing plan with three main phases. Provide the phasing plan sheet below that incorporates the phasing requirements as detailed below (and to be added to the conditions of approval:
- **Phase 1** – Items to be provided by the first CO for the first building DSUP (and after approval of the Infrastructure DSP):
    - Spine Street constructed in interim condition (including roadway and sidewalks) from southern property line to Slaters Lane.
    - Submission and approval of a PRGS Waterfront Park DSUP and completion of one-half of the PRGS Waterfront Park
    - On-site affordable dwelling units tied to 25,000 SF of housing bonus density based on ratio in Section 7-700 (unless first developed building is at least 80% commercial.
    - All rights-of-way fronting the constructed building(s) shall be constructed to their final condition.
    - A detailed plan that outlines the size, function and location(s) of the arts and cultural anchor space(s).
  - **Phase 2** – Items to be provided by the first CO for the building that increases the constructed CDD square footage above 1.25M GFA:
    - Waterfront Street (including Woonerf section) in interim condition (including roadway and sidewalks) from southern property line to Slaters Lane
    - Constructing Waterfront Park, including pumphouse
    - Submission and approval of a Rail Corridor Park/Pepco Liner DSUP(s) and half of related park improvements
    - Construction of OS-3/Waterfront Plaza (if Block C, D or E are constructed)
    - On-site affordable dwelling units tied to 75,000 SF of housing bonus density based on ratio in Section 7-700 (100,000 SF including Phase 1)
    - Develop, in collaboration with the Office of Housing, a plan that identifies location options, timeline, and potential funding strategy (including LIHTC) to create committed affordable housing through a public-private-nonprofit partnership. Participate in LIHTC funding applications during several funding cycles (as needed) to secure an award of credits to help finance and develop an affordable LIHTC project.
    - Construction of at least one arts anchor spaces detailed in the Phase 1 arts and cultural anchor space plan
    - An updated multimodal transportation study that assesses the need for an additional east-west road connection to the GWMP based on conditions at this phase of CDD development
    - Completion of the improvements to Slaters Lane between the GWMP and the Mount Vernon Trail
    - Completion of any improvements to the GWMP
    - All rights-of-way fronting the constructed building(s) shall be constructed in their final condition
    - An approved DSUP for Block A (unless the block is dedicated to the City or its partner prior)
  - **Phase 3** – Items to be provided by the first CO for the final building (excluding Block A):
    - All public and public access easement improvements to be constructed in finalized condition



- Construction of at least the minimum required arts anchor SF in one or more locations in the CDD
- Construction of Rail Corridor Park and Pepco Liner (on and off site)
- Addition of on-site affordable dwelling units tied to the final 75,000 SF of housing bonus density based on ratio in Section 7-700
- Construction of east-west road connection to the GWMP (if required by T&ES based on Phase 2 MTS update)

A note in the phasing plan will need to be included that states that more specific improvements may be conditioned per each phase with each DSUP (i.e. internal streets) based on specific block phasing. A DSUP may require any of the above bullets earlier than the thresholds outlined above if stipulated in the individual DSUP conditions.

Response: Applicant has worked through phasing diagrams in consultation with Staff at Weekly Coordination Meetings. Those phasing diagrams have been added to this submission as sheet A301. Proposed improvements to property owned by others is subject to their approval. The items to be coordinated, including those related to the implementation of on-site affordable units listed above, will be included in the conditions to the CDD.

10. Provide an update on any potential arts and innovation uses that could be located on the site.

Response: The Applicant continues to meet with the Alexandria Economic Development Partnership as well as other independent arts users in an attempt to locate arts and innovative uses on the site. It is too early to identify future users on the property.

11. Provide a table that breaks down the 3,200 underground parking spaces proposed as a parking maximum by use and Zoning Ordinance requirements. The table can include a range based on the residential low and high scenarios.

Response: The proposed maximum number of parking spaces is based on a program of 2.5M SF, with 80% residential and 20% commercial use split. Article VIII, Section 8 of the City of Alexandria's zoning code was used to determine the maximum number of parking spaces and The City of Alexandria Shared Parking Adjustment Factors were then applied. This results in a peak parking requirement on weekday evenings of approximately 3,200 spaces (see table below). Walkability Adjustment reductions were not applied since the site location does not currently meet the minimum criteria. However, it is anticipated that when development proceeds, walkability will increase, which will result in a potential future reduction of maximum number of parking spaces.

Parking maximums listed in the table below are based on residential and commercial use low and high scenarios as listed in this CDD submission for base plus bonus density:

<b>Parking Maximum</b>		
	<b>Scenario 1</b>	<b>Scenario 2</b>
	80% Residential	40% Residential
<b>Use</b>	20% Commercial	60% Commercial
Commercial	647	2,148
Residential	2,501	744
<b>Total</b>	<b>3,148</b>	<b>2,892</b>

12. Ensure that the minimum open space acreage shown on the CDD conceptual design plan is 5 acres per the OTNSAP.

Response: The open space acreage on the CDD conceptual design plan exceeds the minimum acreage requirements in the OTNSAP.

13. Indicate if the segment of roadway between Block D and the urban plaza will include an at-grade condition/design/material similar to the Woonerf.

Response: Yes. That portion of the road between Parcel D and the central plaza will be flush. See cross-section BB on CDD plan sheet C202.

#### **Non-Completeness Items to Address with Next Submission**

14. Provide the property lines for the Norfolk Southern right-of-way for the Open Space Plan sheet in addition to the Land Use Diagram sheet.

Response: Acknowledged. See updated sheet A200.

15. Provide additional visuals and/or information on the programming of the Slaters Lane street end. The extent of the maps that are part of the exhibits included in the comment response letter should include the entire adjacent Slaters Lane right-of-way, including the Slaters Lane street end that meets the Potomac River and Mount Vernon Trail.

Response: Acknowledged. Applicant added to this submission Exhibit G to show the proposed connection to Slaters Lane. Applicant will coordinate with the National Park Service on proposed program to their property, which is subject to federal approval.

16. Provide additional information on the existing tree plantings in the Slaters Lane right-of-way adjacent to the connection with the site. The right-of-way connection north of Block F involving Slaters Lane should minimally impact existing shade tree plantings to the extent feasible.

Response: Applicant discussed with staff at our meeting on March 29, 2022 that due to the timing of resubmission a tree survey and a tree condition analysis on the property and on NPS property will be submitted at a later date. Applicant is working with NPS to obtain their permission through their permitting process to survey on their land.

17. Continue to work with T&ES on the refinements of a bicycle facility network through the right-of-way and open spaces through the site.

Response: Acknowledged.

18. Provide an exact acreage/square footage amount for the transmission line easement area. It is unclear if the easement area is 6.9 acres based on the statement regarding the 11.9-acre developable area of the 18.8-acre site.

Response: The acreage for the transmission line and storm drainage easement has been added as note #4 on sheet C200.

19. Provide easement/deed language or sections for more detailed information on the restrictions and permissions for the use and maintenance of the transmission line easement area.

Response: Pursuant to the Easement Agreement recorded as Instrument No. 200019601, HRP has the right to use and access certain improvements in the transmission easement as part of what is called "Pre-Approved Construction" under the terms of the Agreement. The Pre-Approved Construction provision provides that HRP needs to obtain PEPCO's permission to perform construction activities in the Easement, however, that permission will not be unreasonably withheld except to the extent any such activities are considered to "materially impact" the easement. Certain construction activities are named that do not constitute a "material impact" and those activities include roadways, trails, landscaping, etc. The specific language includes "paving, associated road improvements at grade (including pedestrian and bicycle trails), landscaping (other than the planting or removal of trees or shrubs within the Easement Area which shall require Grantee's review and consent pursuant to the Agreement) or maintenance or reconstruction of any existing facilities including without limitation, existing stormwater facilities located within the Easement Area.

20. Change the note on C200 shown below to state the following: \*GFA over and above 2.15 million square feet is achieved through the utilization of bonus density tools.

<b>GROSS FLOOR AREA<sup>1</sup></b>	<b>2,500,000 GFA</b>
*GFA over and above 2.15 million square feet is achieved through density relocation from transmission easement area and bonus density tools.	

Response: The note has been changed.

**Future Conditions & Items to Address prior to Public Hearings**

21. 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: As previously responded to this comment, HRP continues to believe that asking for an additional 20% open space on each block is excessive. The total at grade open space provided by HRP as part of this CDD is approximately 30% of the site area, much of which is outside individual blocks in order to create several dedicated park areas. Asking for an additional 20% on each block would far exceed the standard open space requirements normally applied to development and impact the submission. A reduction in this percentage is warranted in this unique case where the overall open space percentage will be exceeded across the aggregation of multiple DSUPs.

22. Staff will require a 20-foot minimum building face to curb (or roadway) setback for the buildings on blocks B through F or as determined through the DSUP process for each block.

Response: As has been discussed at the weekly coordination meetings with Staff, this new request is in excess of the requested right of way widths that have been agreed to by the parties. Such a minimum requirement around the entire site will negatively affect the overall achievable density on the site that can't be solved with height due to FAA limitations and other site related constraints. Applicant may provide more width at the sidewalk level of blocks that provide significant retail frontage once buildings are designed and future phase DSUPs are submitted.

23. Per Note 3 on Sheet C200, the density transfer permitted per block will be outlined in the forthcoming CDD conditions.

Response: Acknowledged.

24. The applicant should work with the City on the potential dedication of Block A to the City or designee for its potential use for arts, innovation and/or affordable housing.

Response: Applicant is not considering dedication of Block A.

25. **Repeat Comment/Future Condition:** 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:

- a. \$10.43 (2021\$) per net new square foot of development, excluding square footage achieved through the application of Section 7-700 of the Zoning Ordinance, for the design and implementation of the following:
  - i. Linear Park, Segment 2 - Portion between Third Street and E. Abingdon Drive directly fronting the former power plant site
  - ii. Waterfront Park
- b. 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.
- c. 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: As has been stated in previous responses to this comment, Applicant intends to fulfill this requirement with in-kind contributions towards the design and implementation of park improvements to the Waterfront Park and the portion of the Linear Park directly adjacent to the PRGS site.

“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.”

## **TRANSPORTATION AND ENVIRONMENTAL SERVICES (T&ES)**

### **Findings**

1. T&ES deems this plan incomplete.

Response: The items identified as incomplete under this section are better characterized as items that will be resolved either under future conditions in the future Infrastructure DSP or future block DSUPs.

2. DROW, SWM, Sanitary, Public Works and AlexRenew have no comments. (DROW)

3. Resource Recovery, VAWC, Survey and Dash provided no comments. (DROW)

#### **Multimodal Transportation Impact Study comments**

4. Based on the findings of the Multimodal Transportation Impact Study, the applicant should be working with the City, NPS and other landowners on the following transportation network improvements:
  - a. Design and implementation of improvements to Slaters Lane
  - b. Improvements to the Slaters Lane and GWMP intersection including, but not limited to, dedicated bike facilities through the intersection, adequate sidewalk width and separation from the travel lanes, an additional north side crosswalk, lane configuration changes, and potential added turn lanes On Abingdon Drive for improved operation
  - c. Continuing to study the feasibility of providing an east-west connection between the site and the GWMP between Bashford and Slaters lanes.

#### **Response:**

- a. Acknowledged. Proposed improvements reflected in Exhibit G are the result of continued collaboration with adjacent landowners.
  - b. Applicant's proposed improved design (Exhibit G) for the intersection of Slaters Lane and GWMP balances multimodal facilities and vehicular operations at this intersection without roadway widening or other significant interventions as the City requests. Applicant commits to continued coordination with the City and NPS regarding the design, approval, and implementation of improvements to this intersection.
  - c. Acknowledged. Applicant commits to continued coordination with the City and NPS regarding the design, approval, and implementation of improvements to this intersection.
5. Considering the 2008 Transportation Master Plan has been amended by other City-wide plans such as the Alexandria Mobility Plan and the Alexandria Transit Vision Plan, consider removing the dedicated sections and instead referenced in the more recent and updated efforts. (i.e. "These goals are consistent with previous plans as outlined in the 2008 Transportation Master Plan")

**Response:** Text on page 18-19 under the City-wide Initiatives section has been revised to remove the 2008 Transportation Master Plan sections and include references to the previous plan as part of the Alexandria Mobility Plan and Alexandria Transit Vision Plan sections. This change is also reflected in the Transit Facilities, Bicycle Facilities, and Pedestrian Facilities chapters.

6. In reference to the Transit Facilities Section, any reference to the N6 route should account for the name change to Line 34. Same as N24 should refer to Line 104.

**Response:** Text on page 30-38 in the revised MTS Transit Facilities chapter has been revised to account for the name change from the N6 route to Line 34 and from the N24 route to Line 104.

7. On page 34, under the Proposed Transit Benefits and Amenities section, bus shelters, benches, and lighting should be included and/or mentioned.

Response: Text on page 33 in the revised MTS under the Proposed Transit Benefits and Amenities section has been revised to mention bus shelters, benches, and lighting.

8. On page 39, Figure 12 should depict the correct route for the proposed future Line 34, which is projected to travel on N. Pitt Street, turn right onto Bashford Lane, then turn left onto the Primary Road in the site.

Response: Figure 12 in the revised MTS has been corrected to show proposed future Line 34 traveling on N Pitt Street, turning right onto Bashford Lane, and turning left on the Primary Street through the site.

9. The Transit Facilities, Bicycle Facilities, and Pedestrian Facilities should incorporate the mode split assumptions for the site into the proposed improvements.
- The Transit Facilities should include a projected increase in ridership in the proposed Dash routes or line in accordance to the transit mode split
  - The Bicycle Facilities should include a projected increase in bicycle users generated from the site and ensure bike parking and Bikeshare stations are adequate.
  - The Pedestrian Facilities should include a projected increase in pedestrians generated from the site and ensure pedestrian network and block sizes are adequate.

Response: The MTS has been revised to include a discussion of the transit users, bicycle users, and pedestrians generated for the site and how the future transportation network will accommodate the projected increase in trips. This discussion is included in the Transit Facilities, Bicycle Facilities, and Pedestrian Facilities under the Site-Generated Impacts section (page 33, 43, and 51, respectively).

10. Provide figures that depicts a side-by-side comparison of the existing condition to the mitigation measure for the following:
- Restricting movements within the Slaters Lane and Bashford Lane as compared to the allowed movements within the existing condition.
  - A comparison of the Phasing Diagram for the existing and proposed conditions
  - Any lane configuration changes

Response: The MTS has been revised to include figures depicting the movement restrictions and proposed changes to lane configurations and volumes at Slaters Lane and Bashford Lane (Figure 78) and a comparison of the existing and proposed phasing at Slaters Lane (Figure 79).

11. On page 83, Figure 31, there appears to be trips within the Slaters Lane and W. Abingdon Dr intersection coming from east leg of Slaters Lane. However, this does not show in any of the

adjacent intersections such as the Parkway and E. Abingdon Drive intersection. Correct or modify for consistency.

Response: Growth along westbound Slaters Lane west of GW Memorial Parkway is captured in the southbound right-turn movement at W Abingdon Drive, as shown in Figure 32 and Figure 51. The MTS has been revised to remove the trips coming from the east leg of Slaters Lane. The Synchro files and figures have been revised accordingly.

12. On Page 83, Figure 31, staff would suspect growth rate would appear within the following intersections and movements. Modify or address accordingly.
- a. The northbound left turning movement within the Slaters Lane and E. Abingdon Dr intersection (#4 int) due to its connectivity to Route 1.
  - b. The northbound right and westbound right movement within the Slaters Lane and Richmond Hwy intersection (#7) due to its connectivity to Arlington and the airport.

Response: The MTS has been revised to include growth to these movements, as shown in Figure 32 and Figure 51. The Synchro files and figures have been revised accordingly. Growth for the northbound left-turn movement at Slaters Lane and E Abingdon Drive was only applied in the PM peak hour as there is an AM peak hour turning restriction

13. On page 93, Figure 41 shows the site-generated trips entering the Parkway from E. Abingdon Drive (Intersection #1) below 10 vehicles in AM and PM peak hour. This seems low for the amount of development anticipated and the projected trip distribution. Confirm or modify as appropriate.

Response: The site trips at Intersection #1 have been corrected in Figure 42 and Figure 60. Trips entering GW Memorial Parkway from E Abingdon Drive are 4 and 42 for AM and PM peaks, respectively. Given the concentration of commercial space on the north side of the site, outbound trips in the AM peak hour are low. With the recommended restriping and simplification of movements mitigation at the Slaters Lane/GW Memorial Parkway/Abingdon Drive intersections, site trips accessing GW Parkway from E Abingdon Drive will increase (to 33 AM/118 PM under Mitigated conditions).

14. Referring to the Inherent Growth section under both the 2033 Traffic Volume and 2039 Traffic Volume (page 75 and page 102), ensure to include both W. Abingdon Dr and E. Abingdon Dr.

Response: On page 75 and page 102 in the revised MTS, under the Inherent Growth section, the text has been revised to state that growth was applied to E/W Abingdon Drive in addition to the roadways previously listed.

15. On page 37, under the Phasing Modification at Slaters Lane and E. Abingdon Drive section, change the phrase "As an alternative phasing improvement..." to "In addition to the alternative phasing improvement..."



Response: On page 137 and page 142 in the revised MTS, under the Phasing Modification at Slaters Lane and E. Abingdon Drive section, the text has been revised to replace the phrase “As an alternative to the above phasing improvement” with “In addition to the above phasing improvement”.

### Completeness Comments

16. Bus bulb outs should extend out into the street beyond any adjacent on-street parallel parking spaces, so buses are able to pull up to the bulb out curb even when all parking spaces are occupied. (Transportation Planning)

Response: Acknowledged. Details related to these bulb-out conditions will be finalized in the Infrastructure DSP.

17. Provide a total of four transit stops along the Spine Street, including two in each direction. Bus bulb outs should be included at all four transit stops given the width of the Spine Street (H-H). (Transportation Planning)

Response: The CDD plans show two bus stops (with stops on both sides of the street for a total of 4). Details related to these bulb-out conditions will be finalized in the Infrastructure DSP.

18. Bus shelters and basic stop amenities must conform to ADA requirements per conditions. (Transportation Planning)

Response: Acknowledged.

19. The applicant will be required to provide separated bicycle facilities on cross-sections E-E (N. Royal Street extension between blocks B and C) and G-G (Waterfront Street north of the Woonerf), to be discussed with City staff. (Transportation Planning)

Response: Per further discussions with City staff, Applicant’s updated plans show street-level bicycle lanes in both directions for the N. Royal Street extension between blocks B and C and G-G (Waterfront Street north of the Woonerf). Please refer to new sections R-R and I-I on Sheet C203.

20. The CDD Final Site Plan shall include a note for Cross-Section A-A, B-B, and C-C that the flush condition is subject to change if the street adjacent to Block D includes off street loading area, trash area, and/ or garage entrance. (Transportation Engineering)

Response: A note has been added to sections A-A and C-C that the flush condition is subject to further study based on the potential for off-street loading/trash areas or garage entrances. Off-street loading, trash areas, or garage entrances will not be located at Block D at Cross-Section B-B.

21. The phasing plan sheet should separate the block phasing and the street phasing. Considering the Spine Street will be an important connection to and through the site during the construction phase, the construction of this street from N. Fairfax Street to Slaters Lane shall be shown in the first phase. (Transportation Engineering, Transportation Planning)

Response: Separate phasing sheets are included in this submission distinguishing block phasing from streets/open space phasing. A phasing plan (sheet A301) includes the provision of an interim condition Spine Street that will connect from N. Fairfax Street to Slaters Lane in the first phase.

22. Additional analysis using VISSIM will be required to determine the appropriate operation and configuration of the existing parkway connections and proposed connection. (Transportation Engineering)

Response: Acknowledged. The VISSIM analysis will be included parallel to the Infrastructure DSP submission.

#### **Non-Completeness Comments**

23. Bus shelters and basic stop amenities must conform to ADA requirements per conditions. (Transportation Planning)

Response: Acknowledged.

24. The future bus route will enter the site from North Royal St. Provide autoturn diagrams that show a 45' bus navigating North Royal along the Spine Street to Slaters Lane and vice versa. (Transportation Planning)

Response: Acknowledged. This will be studied further as part of the Infrastructure DSP submission.

25. Staff continues to have concerns with the flush condition of Cross-section A-A, B-B, and C-C in the event Block D's off-street loading area and trash area is off of any of these streets. A note should indicate "flush condition subject to change if Block D's off-street loading area, trash area, or garage entrance is off of these streets." (Transportation Engineering, Transportation Planning)

Response: A note has been added to sections A-A and C-C that the flush condition is subject to further study based on the potential for off-street loading/trash areas or garage entrances. There will be no off-street loading/trash areas or garage entrances from Block D at Cross-Section B-B.

## **OFFICE OF HOUSING**

### **Office of Housing Comments**

1. It is noted that the applicant submitted a draft Affordable Housing Plan (AHP) prior to the submission of the Completeness application. The applicant shall continue to discuss and refine the draft AHP with staff prior to presenting the AHP to the Alexandria Housing Affordability Advisory Committee (AHAAC) 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](https://www.alexandriava.gov/uploadedFiles/housing/info/2019AffordableHousingPlanGuidelines_03.18.19.pdf) To maximize the amount of affordable housing provided onsite and to provide more equitable access to housing within planned residential blocks, the applicant is encouraged to work with staff to establish an aspirational affordable housing goal; deliver affordable set-aside units by phase (see *P&Z Applications and Completeness Items* for additional guidance); and explore innovative development and funding strategies to facilitate a leveraged project consistent with the Affordable Housing Principles introduced as part of the Concept 2 comments.

Response: Applicant continues to work with the Office of Housing to refine and finalize the Affordable Housing Plan.

2. 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 bonus density shall be treated as Tier 2 for the purposes of calculating the monetary affordable housing contribution at the time of future DSUP applications.

Response: As has been stated in previous responses to this comment, this is not how the affordable housing calculation was applied in previous CDD's where the underlying zoning was one that did not permit residential uses.

## **RP&CA**

### **RP&CA deems this plan incomplete.**

1. Staff will condition a submittal of a Comprehensive Open Space Plan in the CDD conditions to be submitted with the Infrastructure DSP.

Response: Acknowledged.

2. In the next submission provide a diagram that shows open space proposed to be dedicated, proposed to have a public access easement (private) and private open space. Also delineate potential proposed areas for outdoor dining or similar privatized uses which will not count toward the CDD or individual DSUP open space requirements.

Response: Please see sheet A200.

3. RPCA previous comment 11 – Per the Old Town North Small Area Plan, provide the minimum five acres of open space within the property boundaries of the CDD. Update the tables to account for the minimum five acres, including OS-8, OS-9 and OS-10.

Response: The open space acreage on the CDD conceptual design plan exceeds the minimum acreage requirements in the OTNSAP.

4. Sheet A200, update the legend to correct the woonerf designation. It is currently shown as green hatching in OS-3. The woonerf should not count towards the open space totals.

Response: Sheet A200 has been updated.

5. Sheet C-300, Note 3 states open space adjacent to buildings will be developed with the building DSUP. Because new open space is contiguous throughout most of the CDD, provide a phasing plan that would allow for high quality useable permanent open space to be available for public use. Staff does not support implementation of open space in a piecemeal manner.

Response: Note 3 relates to the individual open spaces provided by block in addition to the coordinated open space being provided at grade. Please refer to open space phasing plan on sheet A301.

6. Clarify if open spaces will be used for construction staging, if so, for which blocks will the open space be used for.

Response: Construction staging and location is unknown at this time and will be determined as part of the DSUP for each block.

7. Previous Comment 23 – if the pump station becomes a private space it would not count toward the open space acreage because privatized areas do not count towards publicly accessible/public open space. Staff asks that the pump station continue to be open for public use. Restaurant uses, parking and supporting/accessory uses should be identified and will not count as open space.

Response: The pumphouse includes both internal space and ground level space at the roof level. Applicant acknowledges that space utilized for dedicated dining space for restaurant use cannot be counted towards open space. Further details will be determined and submitted as part of the overall reuse of the pump house.

## **ARCHAEOLOGY**

Documentary study comments provided under separate cover.

Response: Acknowledged. Applicant is working to respond to these comments.

April 7, 2022

Page 17

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,

A handwritten signature in dark ink, reading "Kevin M. Washington". The signature is fluid and cursive, with a long horizontal line extending to the right.

Kevin M. Washington  
Vice President, Urban Land

KMW/mb

See exhibits enclosed (both those referenced in previous comment response letters and current):

- 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
- EXHIBIT G: Slater's Lane Improvement

# 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 FACILITY

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

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

NOTE 1: PROPERTY TO BE CONVEYED TO HRP POTOMAC  
LLC AS PART OF SEPARATE RESUBDIVISION

# 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

NOTE 1: PROPERTY TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE RESUBDIVISION



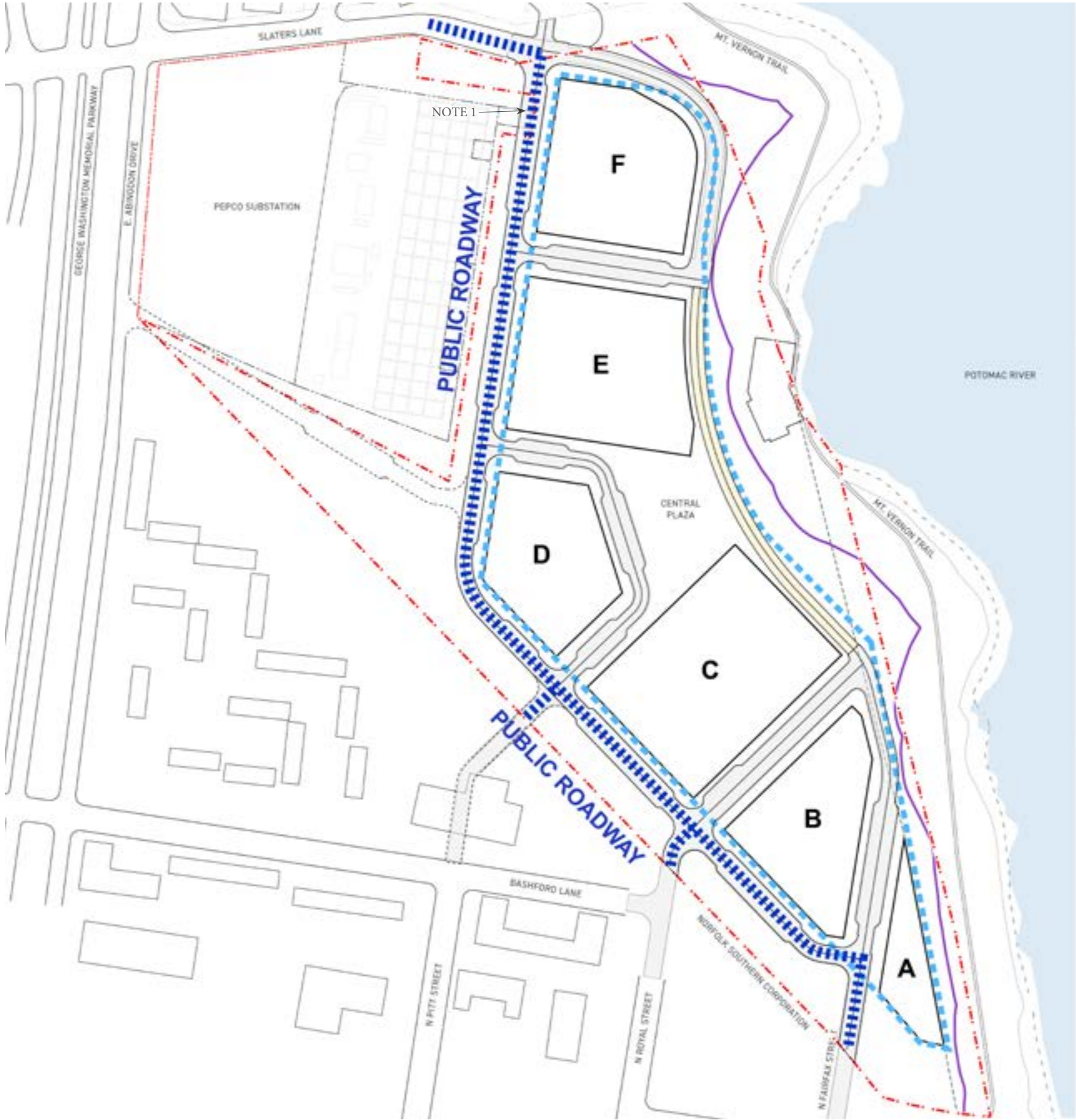
# PUBLIC ROAD DIAGRAM

EXHIBIT C

-  PUBLIC ROADWAY \*
-  BELOW GRADE GARAGE OUTLINE  
(location to be further developed in future DSUP phase)
-  PROPERTY LINE
-  PARCEL LINE  
(approximate location)

N  
  
SCALE  
1" = 180'

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



NOTE 1: PROPERTY TO BE CONVEYED TO HRP POTOMAC  
LLC AS PART OF SEPARATE RESUBDIVISION



# 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.



## NOTE 1

## VEHICLE DETERRENCES

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



NOTE 1: PROPERTY TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE RESUBDIVISION.



# THE WOONERF

## EXHIBIT D: 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 PROGRAMMING

**Total:** approximately 5.78 acres on site

### NOTE 1

#### PEPCO LINER

approximately 0.4 acres

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

#### LINEAR PARK

approximately 1.68 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



NOTE 1: PROPERTY TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE RESUBDIVISION.

# OPEN SPACE ON ADGACENT 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

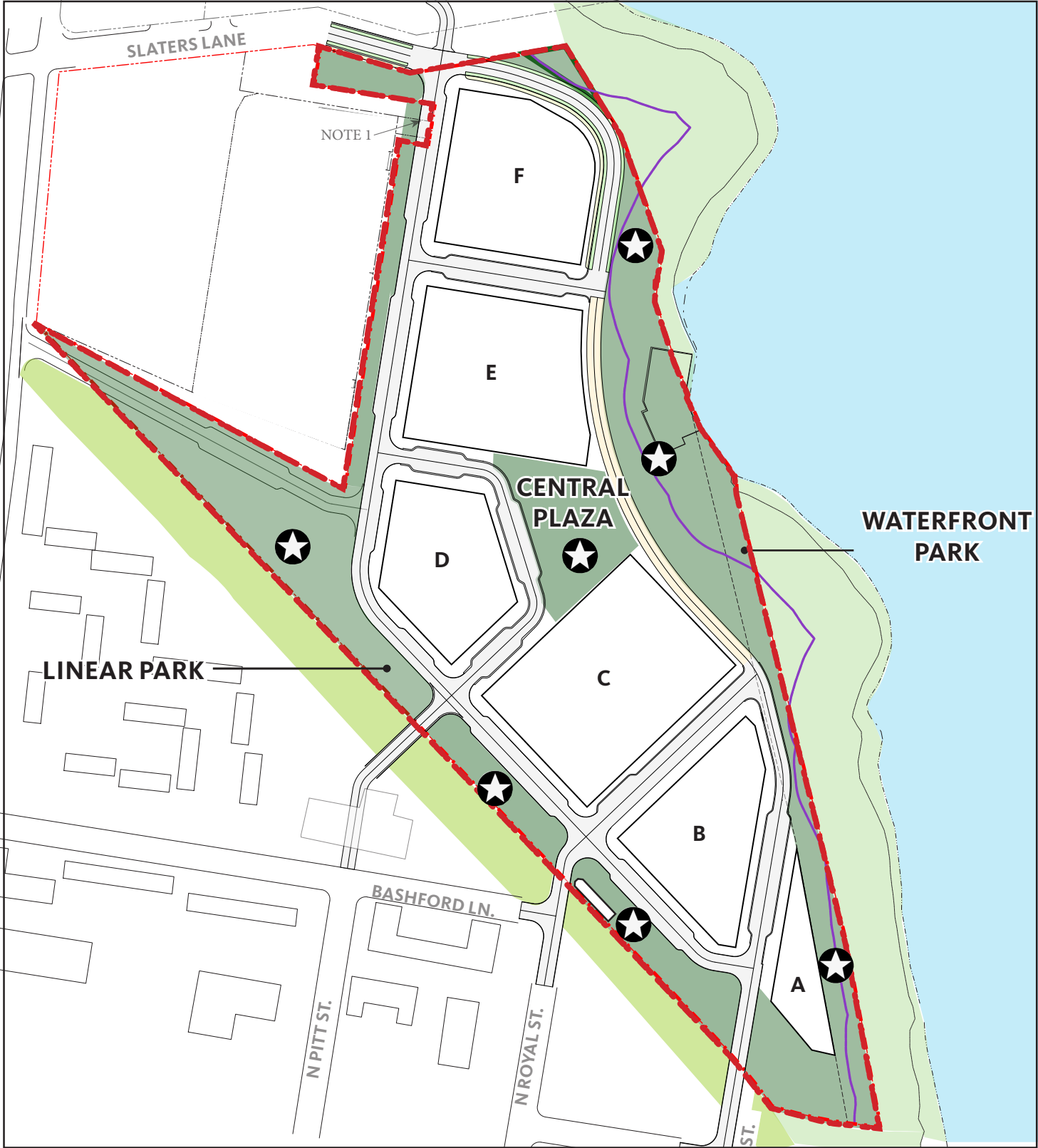
approximately 5.3 acres

- 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**

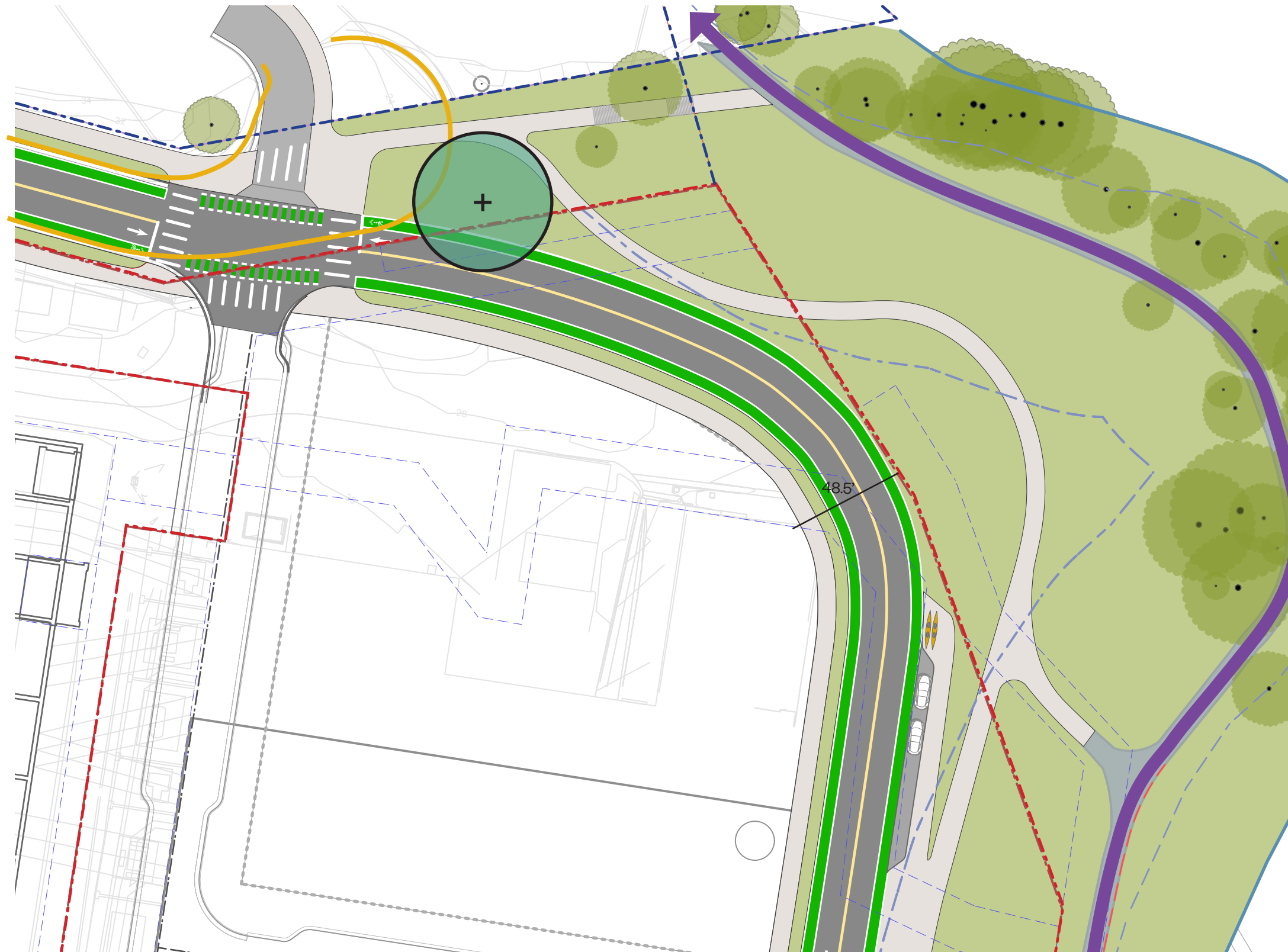
- ★ Potential locations for interpretative elements (includes salvaged industrial articles)

NOTE 1: PROPERTY TO BE CONVEYED TO HRP POTOMAC LLC AS PART OF SEPARATE RESUBDIVISION



# PROPOSED SLATER'S LN IMPROVEMENT

EXHIBIT G - MEANDERING SIDEWALK AT NPS SIDE OUTSIDE PROPERTY LINE)



## LEGEND

--- PRGS PROPERTY

--- PROPERTY LINE (OTHERS)

— RPA

← MOUNT VERNON TRAIL  
BIKE & PEDESTRIAN

BIKE LANE

EXISTING CURB LINE

\* NOTE 1: Final grading to be coordinated in DSUP

\* NOTE 2: Meandering path to be coordinated with adjacent property owners.

