



Mary Catherine Gibbs
mcgibbs@wiregill.com
703-836-5757

March 10, 2023

Michael Swidrak, AICP
Urban Planner III, Development Division
Department of Planning and Zoning
Alexandria, VA 22314

Re: DSP#2023-00001 / SUB#2023-00001– Potomac River Generating Station Site
Comment Response Letter to Completeness Compiled Comments for PRGS IDSP

Dear Michael:

The Applicant, Hilco Redevelopment Partners (HRP), is in receipt of your comments dated February 9, 2023 on their IDSP Completeness submission and provides the following responses thereto along with their Second Completeness submission filed contemporaneously herewith.

PLANNING & ZONING

Findings

1. Continue community outreach regarding deconstruction, remediation and abatement activities and post documents relating to each on the development website.

Response: Acknowledged.

2. The Coordinated Sustainability Strategy (CSS) will be discussed in work sessions at the February 27 Environmental Policy Commission (EPC) meeting, Planning Commission on March 7 and City Council Legislative Meeting on March 14, pending the date of applicant submission of the CSS.

Response: Acknowledged. The CSS was submitted on February 14, 2023 and these meetings are progressing as stated.

3. The subdivision required to convey a portion of property from Pepco to the applicant (SUB#2022-00008) is docketed for the March 30th Planning Commission hearing.

Response: Acknowledged.

4. UDAC voted 5-0 to support the Infrastructure DSP and Common Elements Palette at its February 1 meeting and provided recommendations regarding the selection of site furnishings and materials for the Woonerf.

Response: Acknowledged. The Common Elements Package (CEP) endorsed by UDAC will continue to evolve as a living document for City review in future Open Space DSUPs, and is therefore not a completeness item.

5. The updated traffic study and VISSIM analysis will need to be reviewed by staff and approved before the IDSP is deemed complete.

Response: Applicant will continue to consistently work with City Staff to update the VISSIM analysis, and based on this coordination, the updated analysis will be submitted in the timeframe identified in the schedule to keep the June Planning Commission meeting. A revised analysis dated March 9, 2023 based on feedback from the City was submitted for review.

The VISSIM analysis and potential GW Memorial Parkway improvements will be reviewed and refined in coordination with the City as part of Phase 2, per CDD Condition 32. Furthermore, NPS approvals are needed which cannot be obtained as part of IDSP Completeness.

6. The applicant shall submit a Design Standards and Guidelines Matrix or written narrative demonstrating how any of the final streetscapes shown in the IDSP meet the applicable standards and guidelines.

Response: Applicant elected Design Excellence Path for the first three Block DSUPs. See Design Excellence Matrix, Exhibit #1.

7. The names for private and public streets should be submitted as a single street naming case (SNC) with the former approved administratively and the latter approved by public hearing. The public street name for Road A should be approved prior to release of the IDSP final site plan.
 - a. Staff recommends submitting the SNC case materials for review with the next IDSP submission or soon after in order to allow for staff review time and public approval.

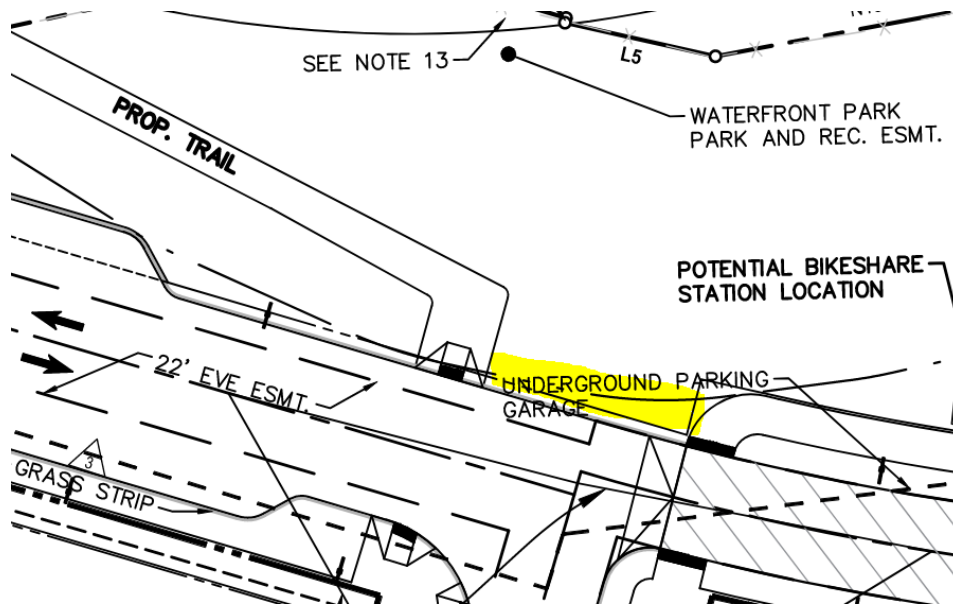
Response: Applicant will submit the street naming case for Road A in accordance with CDD Condition 157, which states approval by Planning Commission must occur prior to the release of the first Final Site Plan, and is not a requirement of the Preliminary Site Plan. (P&Z).

Site Plan Comments

8. Signature Block should be in the same location on each plan sheet.

Response: The Signature Block is located at the lower right corner of all sheets.

9. The proposed Waterfront Park trail should connect to the temporary (and likely future permanent) sidewalk across from the terminus of Road D. (See below)



Response: The connection has been provided and is shown on Sheet C301.

10. Staff will coordinate with the applicant on the final right-of-way width for Road A, which is shown as 68 feet in width.

Response: Acknowledged.

11. Note 9 – Sheet C300-304: note that the open space is “privately owned but publicly accessible” via the listed easements.

Response: Note 9 has been revised. See Sheets C300-C304.

12. The 20-foot building face to curb setback along N. Fairfax Street required by Condition 57 of the CDD2021-00004 is not met on Block F in areas with a parking lane, as it is on Block B. Provide an additional setback to meet the condition and provide information on how Block F will comply with Note 12 on Sheet C301:

12. BUILDING ON BLOCK B, C, E AND F SHALL BE SET BACK 20 FEET FROM BUILDING FACE TO FACE OF CURB AT THE GROUND FLOOR WITH POSSIBLE BUILDING VARIATION AND OVERHANGS ABOVE SUBJECT TO FINAL APPROVAL WITH EACH BLOCKS DSUP.

Response: A 20 feet width is shown on Sheet C301. The final condition related to the sidewalk width along Block F will be determined with the building details in the future Block F DSUP.

13. Provide the finalized proposed improvements to Slaters Lane, and the GWMP intersections with Slaters and Bashford lanes in the site plan set per Condition 49 of the CDD Conceptual Design Plan.

Response: Dimensions for vehicular lanes, bike lanes, sidewalks and a grass strip are shown on Sheet C301 and C302 for Slaters Lane. Refer to landscape plan sheets L100-102 for tree planting details. A note has also been added that refers to the pavement marking plans for additional details. The final improvements to the intersection of the GWMP at Slaters and Bashford will be coordinated with the National Park Service. See Note 2 on Sheet C302.

14. Clearly note on the applicable plan sheets (and perhaps shade area in gray) that the N. Pitt Street connector is to be constructed only if a connection can be made to Bashford Lane.

Response: A note to this effect has been added to Sheets C300 and C304.

15. Subdivision (SUB2023-00001) comments:

- a. Provide name and address of the owner of record/applicant on the plat (as shown on the subdivision application)

Response: Name and address have been added to the plat.

16. Provide more information on the phasing of Road C, since it may be operational in phases, with Block C being operational first (and only a portion of Road C accessible for a period of time). The depiction on the C300 sheets is confusing, as it depicts that the entirety of Block C will be constructed with pavers while the adjacent sidewalks are still shown as temporary.

Response: Road C will be fully constructed with Blocks C and D (Phase 2 as identified in the CDD). Sheet A900, note 10, has been revised to show a potential temporary connection between the Woonerf and Road C if Block C is delivered prior to Block D. Should this occur, this temporary connection between the Woonerf and Road C will be removed and a temporary road connection will move to the north of Block D as shown on Sheet A900, note 9, for potential temporary use until construction of Road D with Block E or completion of N. Fairfax Street with Block F.

17. Repeat comment: provide a finalized design of Slaters Lane from the GWMP to the Mount Vernon Trail connection, as there will not be an interim streetscape condition implemented here.
- a. Finalized version should include final sidewalk widths and materials, tree wells, streetlights and any needed amenities. As outlined in the CDD conceptual design plan conditions of approval, final roadway paving and markings may come later in the site development process.

Response: Dimensions for vehicular lanes, bike lanes, sidewalks and a grass strip are shown on Sheet C301 and C302 for Slaters Lane. Refer to landscape plan sheets L100-102 for tree planting details. A note has also been added that refers to the Pavement Marking Plans (Sheets C307 to C309) for additional details. The final improvements to the intersection of the GW Memorial Parkway at Slaters and Bashford will be coordinated with the National Park Service. See Note 2 on Sheet C302.

18. Parking garage extents will be refined as part of the block DSUP processes, though the extents should not extend past the N. Fairfax Street right-of-way.

Response: Final garage design will be submitted with each associated Block DSUP. Applicant reserves the ability to extend the garage into the Waterfront Park open space, but outside the Resource Protection Area.

19. Common Elements Palette comments:

- a. The package does not adequately demonstrate the integration of sustainable infrastructure beyond the bioretention planters. Provide additional items including more details on the solar PV arrays in publicly accessible spaces and rights-of-way.
 - i. Confirm if permeable pavers are considered for the Woonerf, Road C and adjacent areas.
- b. The site furnishings (streetlights and lighting fixtures, street furniture, benches, trash cans, bicycle racks) shown are all City standard. The applicant should propose site-specific fixtures and furnishings that contribute to a sense of place and highlight the unique character of the site, as discussed at the February UDAC meeting.
- c. Provide more details on the unit paver treatments (material, colors, transitions between pedestrian and vehicular-rated pavers and standard paving treatments).
- d. Provide more detail on the proposed vehicular deterrent elements of the design.
- e. Provide more information on how and where historic interpretive elements could be integrated into the streetscape design and common elements.
- f. Implement an enhanced design for the length of N. Fairfax Street within the site that creates a more coherent transition into the Woonerf. This could include paving and furnishing/fixture treatments.

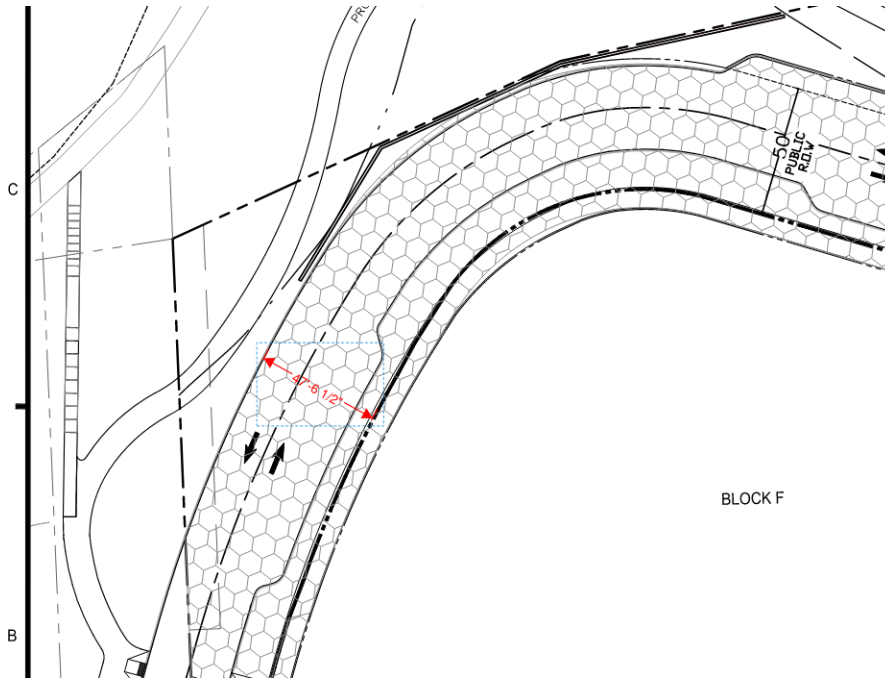
Response: The Common Elements Palette will be refined in subsequent DSUP submissions, as discussed with City staff at the February 16 meeting. Additional information on the Woonerf is provided in Sheets L003 and L004 and reviewed with City Staff at the March 2 meeting.

20. Woonerf comments:

- a. Staff anticipates a greater level of detail and design finalization of the Woonerf with the Infrastructure DSP.
- b. The N. Fairfax Street right-of-way coterminous with the Woonerf is still shown in temporary condition on the plan sheets. Provide more information on where a temporary Woonerf right-of-way could be constructed (i.e. adjacent to Block E in Phase 3).
- c. Provide a higher-quality and resolution exhibit of the Woonerf design.
- d. Provide more detail on the proposed vehicular deterrent elements of the design.
- e. Show a closer detail on materials and design of the transition slope and crosswalks, which staff anticipates to be included with the Infrastructure DSP set.
- f. The Woonerf should have two different design orientations on the waterside and the side facing the blocks and Central/Waterfront Plaza. Show in the Common Elements Palette how those design considerations are being addressed.
- g. Provide more information on how the vehicular and pedestrian pavers will be matched.
- h. The furnishing and materials precedents shown on the Woonerf Concept Plan do not relate to each other. Provide design precedents with a more integrated and interrelated design.

Response: Additional information on the Woonerf is provided on Sheets L003 and L004 and was reviewed with City staff at the March 2 meeting.

21. Portions of N. Fairfax Street north of the Woonerf heading toward Slaters Lane at the north side of Block F appear to be under 50 feet in width. Confirm that the ROW is a minimum 50 feet. If the ROW extends inward into what appears to be the Block F parcel line, the parcel/ROW line should be redrawn to reflect this.



Response: The 50' ROW has been provided. See Sheet C102.

22. Open Space Plan (Sheet A300): OS-3 should be trimmed to remove sidewalks on N. Fairfax Street and Road C as previously discussed. Staff acknowledges that the open space plan calculations will continue to evolve with the block DSUPs.

Response: Acknowledged. Sidewalks that comply with the definitions of open space under the Zoning Ordinance will remain in open space calculations.

23. The Phasing Plan (Sheet A303) should reflect that the Pump House will be developed by the end of Phase Two, per Conditions 31c and 100c of the CDD Concept Plan.

Response: There is a fundamental disagreement on what the CDD condition requires related to the timing of the development of the Pumphouse. It was never contemplated to be attached to Phase 2 or any phase due to the necessity of NPS approval for work in this area and condition 31(c) reflects that. Condition 101 refers to “in conjunction with roadway phasing” and the roadway phasing condition was amended to say pumphouse was not tied to any one phase. The City and Applicant share the goal of bringing the pumphouse on line as quickly as is possible in coordination with NPS.

Landscape Guidelines

24. Provide the sheet number for each tree in the tree schedule for ease of reference/review.

Response: As discussed with City staff at the February 16 meeting, it is not necessary to provide the sheet number for each tree in the tree schedule.

25. Provide more tree and vegetation detail (and add to the tree survey) in the adjacency of the Bashford Lane and Slaters Lane intersections with the GWMP, in case any future improvements could impact existing tree and vegetation cover.

Response: This information may be provided at a later time if it is determined future improvements are necessary beyond what has already been provided.

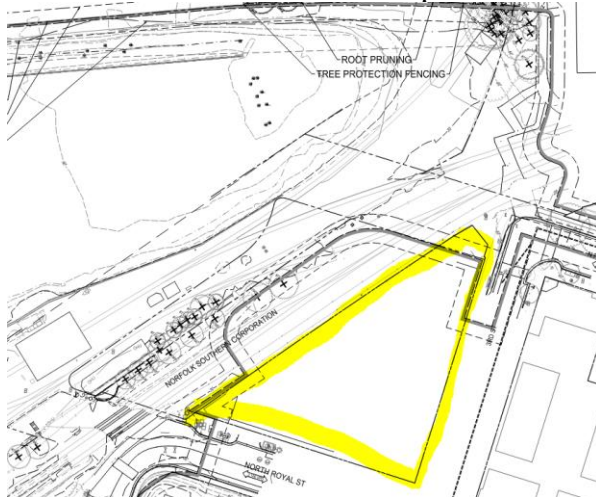
26. Provide details on any plantings and groundcover that will be planted in the temporary rights-of-way and areas covered by the Infrastructure DSP.

Response: Vegetated area within the temporary rights-of-ways will be seeded with grass and covered with a protective substrate until such time as landscaping plans are developed with the DSUPs for the blocks or parks.

27. Provide additional information on proposed tree removal on NPS property as applicable in future submissions.

Response: Any vegetation removal on NPS property is subject to NPS approval and coordination and is not shown on this plan.

28. Trees located on The Muse site (1201 N. Royal Street) do not appear to be documented in the tree preservation schedule and plan sheet. The trees planted adjacent to the N. Fairfax Street connector should be incorporated into the streetscape design if feasible.



Response: Trees located on The Muse property and adjacent to the N. Fairfax Street connector trail have been surveyed, identified, rated, and added to the Tree Preservation Schedule and Tree Preservation Plan, see Sheet C207.

29. Tree 7351 is listed as invasive and onsite. Please remove.

Response: Tree 7351 has been added to the list for removal. See Sheet C210.

30. Provide more information regarding the need to remove the four trees in front of the Towngate development on Slaters Lane (trees #8804-8807).

Response: Since the road improvements on Slaters Lane were contained within the existing curb lines to the north and south, these trees have been noted to remain. See Sheets C206 and C214.

Utilities

31. Provide confirmation that 5G or other smart technology capabilities are being explored for implementation with streetlights throughout the site.

Response: 5G or other smart technology capabilities are being explored throughout the site.

BAR Comments

32. The westernmost section of the parcel is located within the Old and Historic Alexandria District due to its proximity to the George Washington Memorial Parkway. Any permanent structures or new construction in this area other items designated in the City's Zoning Ordinance, must be approved by the Board of Architectural Review (BAR). The Development Site Plan submission dated 10/14/2022 indicates that this area will be a rail corridor park with a parks and recreation easement. Staff strongly supports a parks and recreation easement in this area of the development.

Response: Acknowledged.

33. If any part of the project would be considered a federal undertaking, the applicant will be required to properly adhere to all applicable requirements of Section 106 of the National Historic Preservation Act of 1966. This process should begin early and must engage all interested parties.

Response: Acknowledged.

34. Staff recommends that the applicant provide on-site interpretive signage based on the findings of the documentary study.

Response: Acknowledged. Applicant is developing the historic interpretation plan that is required under the CDD conditions and that plan will be submitted as part of the first preliminary DSUP submission for a block DSUP.

Future Conditions

35. Update the IDSP during the final site plan review to incorporate proposed site elements identified in the CSS.

Response: Acknowledged.

36. The underground garage structure will be constructed to permit a minimum planting depth for shade and street trees above. Staff acknowledges relevant exhibits provided with submission.

Response: Acknowledged.

37. A master association will be responsible for ownership and maintenance of privately owned and publicly accessible rights-of-way and open spaces (repeated).

Response: Acknowledged.

38. All transformers shall be located below grade and out of public rights-of-way and all open spaces (repeated).

Response: Except for those located above ground and in fully enclosed transformer vaults in the buildings as Dominion determines in their design review process.

TRANSPORTATION AND ENVIRONMENTAL SERVICES (T&ES)

Findings

1. PWS, AlexRenew have no further comments.

Response: Acknowledged.

2. DASH provided no comments.

Response: Acknowledged.

3. DROW, Transportation Engineering, Transportation Planning, and Sanitary deem this plan incomplete.

Response: See responses below.

Completeness Comments

1. The outfall analysis on sheet C617 states that both outfall A and B have adequate capacity. Staff is unable to locate the downstream and upstream inverts for any of the outfall pipes. Please clearly label all inverts associated with both outfalls. (DROW)

Response: The downstream and upstream invert for both outfalls have been added to the storm computations on Sheet C618.

2. The outfall analysis on sheet C617 states that both outfall A and B have adequate capacity. Staff is unable to locate the capacity computations for either of the outfalls. Please include these computations on the plan. If either of the outfalls don't have capacity for the 10-yr storm, then please control the runoff onsite to a point where all outfalls have adequate capacity or proposed the installation of larger pipes to ensure capacity is available. (DROW)

Response: The downstream and upstream invert for both outfalls have been added to the storm computations on Sheet C618.

3. The Water Quantity and Adequate Outfall Narrative on sheet C602 states that there is a reduction in runoff for the 10-year storm event for both outfalls. However, the project proposes an overall increase in runoff. Please provide the hydrographs all drainage area in both proposed and existing conditions. Further, provide all applicable routing to demonstrate that your statement regarding runoff quantities in your narrative is true. (DROW)

Response: Additional information has been provided on Sheet C602-602B and discussed with City staff on March 3rd that show all outfalls have sufficient capacity.

4. **Repeat Comment:** Comment carried until satisfied. Per the CDD conditions, an assessment of the stormwater outfall condition must be performed by the applicant and submitted to the City for review. Ownership and adequate maintenance access must be coordinated and provided by the applicant to allow the City access to maintain the portion of the outfall located on National Park Service property in perpetuity to the satisfaction of the Director of T&ES. This must be adequately addressed before the preliminary infrastructure site plan is approved. (SWM)

Response: Acknowledged.

5. The plan now includes the use of a different outfall into the Potomac in addition to the previously discussed tunnel outfall. This outfall must meet the same conditions as the other outfall. An assessment of the stormwater outfall condition must be performed by the applicant and submitted to the City for review. Ownership and adequate maintenance access must be coordinated and provided by the applicant to allow the City access to maintain the portion of the outfall located on National Park Service property in perpetuity to the satisfaction of the Director of T&ES. This must be adequately addressed before the preliminary infrastructure site plan is approved. (SWM)

Response: Applicant is directing its stormwater flow to an existing outfall under City ROW in Slaters Lane. This is a City outfall that collects water from Slaters Lane as well as other properties along Slaters Lane and Applicant should not be responsible

for assessing the condition of this additional outfall. The storm computations on Sheet C617 shows that this outfall has adequate capacity.

6. Sheet C700 - Provide a sanitary sewer outfall narrative to describe sanitary infrastructure/infrastructure upgrades proposed onsite and offsite to serve the development project. **(Sanitary)**

Response: This comment relates to the outfall narrative that has been updated on C700, however, as discussed at the meeting on March 7, 2023 with Sanitary Staff, Applicant has explored a parallel system adjacent to the existing sewer and this sewer will only carry flows from the PRGS site to tie into the existing 27" sewer line at N. First Street, east of the N. Fairfax St.. Further refinement of this option will occur in Final IDSP.

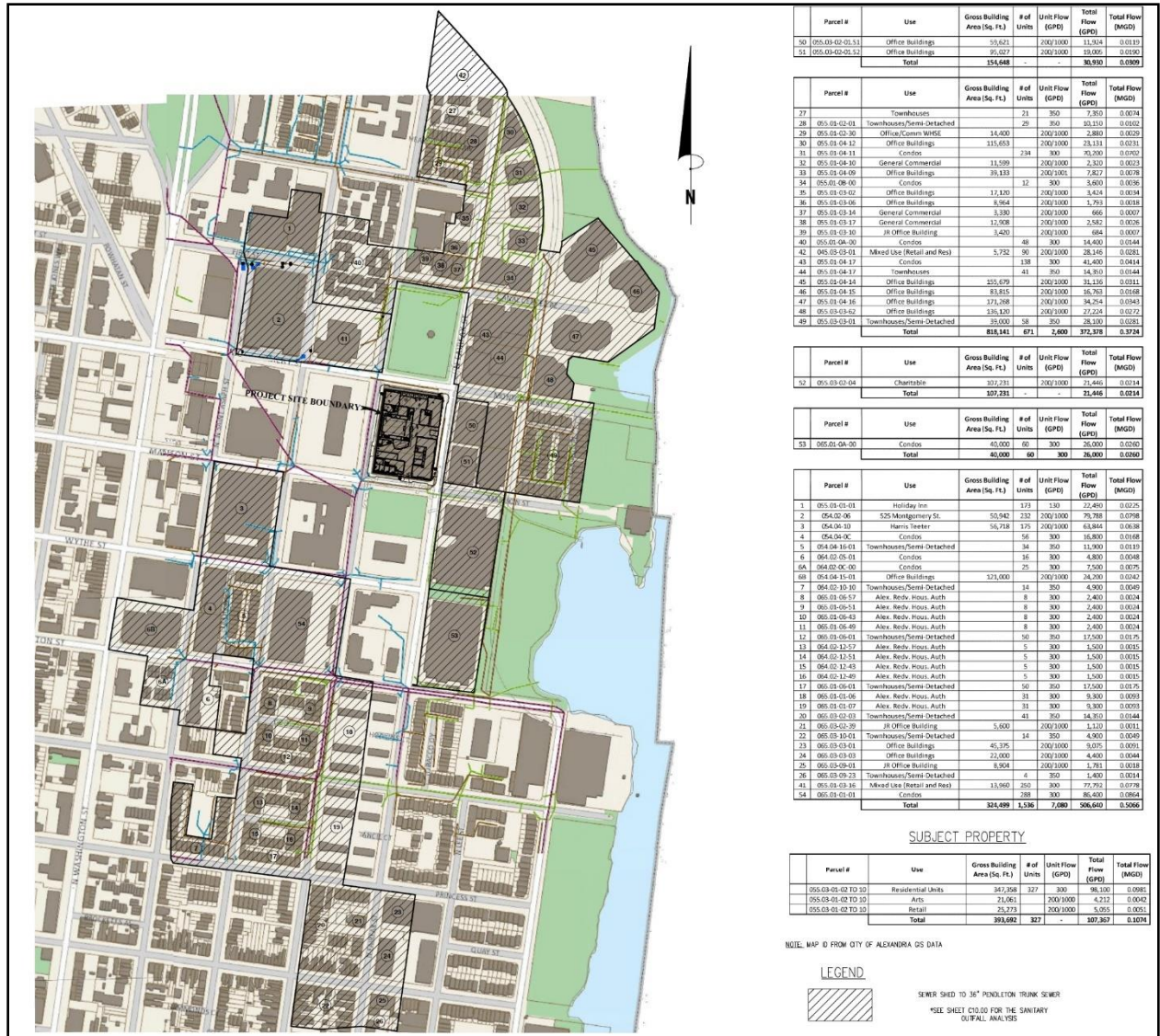
7. Sheet C700 - Clarify where the existing pump house will be tied into the city sewer system as part of the development project. **(Sanitary)**

Response: A note has been added to Sheet C700 to clarify the pump house sanitary connection into city sewer system. See Sheet C700.

8. Provide survey data or specify the source of invert elevations, pipe diameters and pipe materials shown on Sheet C702 to support the sewer flow computations. **(Sanitary)**

Response: A note has been added about source of sanitary information. See note #2 on Sheet C702.

9. On Sheet C700 and C701, please delineate sewer sub-sheds and estimate/tabulate sub-shed sanitary flows as part of the sanitary sewer adequate outfall analysis (AOA). See the example below: **(Sanitary)**



Response: This comment relates to the outfall analysis that has been updated on C700 and C701, however, as discussed at the meeting on March 7, 2023 with Sanitary Staff, Applicant has explored a parallel system adjacent to the existing sewer and this sewer will only carry flows from the PRGS site to tie into the existing 27" sewer line at N. First Street, east of the N. Fairfax St. Further refinement of this option will occur in Final IDSP.

- Please note sewer sub-sheds that contribute incremental flows to each sewer segment in the remark's column of Sanitary Sewer Computation Table on Sheet C702. (Sanitary)

Response: This comment relates to the outfall analysis that has been updated on C700-C702, however, as discussed at the meeting on March 7, 2023 with Sanitary Staff, Applicant has explored a parallel system adjacent to the existing sewer and this sewer will only carry flows from the PRGS site to tie into the existing 27" sewer line at N. First Street, east of the N. Fairfax St. Further refinement of this option will occur in Final IDSP.

10. Please add a row “Total Proposed Flow” in Sanitary Flow Estimate Table on Sheet C702. **(Sanitary)**

Response: Total Proposed Flow row has been added. See Sheet C702.

11. Please use the correct “n” value (0.013) for DIP in Sanitary Sewer Computations Table on Sheet 702. **(Sanitary)**

Response: The n value has been revised to reflect PVC. See Sheet C702

12. AOA shall be conducted on sanitary sewers for both existing and proposed conditions in two separate tables. The AOA shall end at the connection (manhole 005680SSMH per city’s GIS) to the Potomac Interceptor. Suggest exploring the feasibility of conveying sanitary flow from the project site via 10-inch sewers along the rail track with a tie-in to the 27-inch city sewer at manhole 005059SSMH as opposed to a tie-in of onsite sewers to Ex 2161 and upgrading existing sewer infrastructures on N Fairfax St. **(Sanitary)**

Response: This comment relates to the outfall analysis that has been updated on C700 and C701, however, as discussed at the meeting on March 7, 2023 with Sanitary Staff, Applicant has explored a parallel system adjacent to the existing sewer and this sewer will only carry flows from the PRGS site to tie into the existing 27” sewer line at N. First Street, east of the N. Fairfax St. Further refinement of this option will occur in Final IDSP. The 27” sewer has been added to the analysis. See Sheet C702.

13. There is a 27” sanitary sewer runs from North of Ex. MH 5684 which is not shown on Sheet C701. Hence, MH 5684 has two incoming sewers. Please show this 27” incoming sewer to MH 5684 and revise flow computations accordingly. Below is the clip of City’s GIS map showing that connection: **(Sanitary)**



Response: Applicant has explored a parallel system adjacent to the existing sewer and this sewer will only carry flows from the PRGS site to tie into the existing sewer line at N. First Street, east of the N. Fairfax St. Further refinement will occur in Final IDSP. This 27” line has been shown on sheets C700-C702.

14. Sheet C703 - HGL analysis/computations shall be provided for both existing and proposed conditions. Clearly note for each HGL profile/computation table, under which condition (existing or proposed), the table/profile is shown. **(Sanitary)**

Response: HGL computations are shown on Sheet C704.

15. Sanitary laterals 8” in diameter or larger shall be directly connected to a city manhole with water-tight connection. **(Sanitary)**

Response: All laterals are connected to the city manholes. See Sheet C700.

16. On sheets including C304: Please remove note/label on body of plan that reads “Potential Future Connection Subject to coordination with adjacent property not under applicant’s control” or revise to read “Areas to be obtained from Adjacent Owner with Crossing Agreement for interim as necessary”. **(Survey)**

Response: The note has been revised to remove “potential” as discussed with City staff on February 27, 2023. See Sheet C304.

17. Please depict the proposed street improvements in the areas mentioned above (ie proposed streets across Norfolk Southern Parcel). **(Survey)**

Response: As discussed with City staff on February 27, 2023, as noted above, the note has been revised to remove potential and an insert added. See Sheet C304.

18. Please confirm that the retaining wall north of Block F (and all associated features such as structural components) will be located entirely on subject property as this retaining wall is in close proximity to property line at this location. **(Survey)**

Response: The retaining wall north of Block F and all its associated features will be located on the subject property. See detail on Sheet L005.

19. Please confirm that proposed curb (and/or proposed curb and gutter) is included for entirety of proposed N. Fairfax Street. Currently, graphic depiction on sheet 2 suggest that proposed curb is not included on the segment east of Block E, for example. **(Survey)**

Response: As discussed with City staff on February 27, 2023, there will be header curb north and south of the Woonerf and the Woonerf will be flushed curb.

20. Please ensure that all proposed property lines/ROW lines are using the same type of Phantom Linetype and that no other category/lines use this specific linetype. For instance, there appears to be a line on the east side of Block E and Block F on the ‘property’ Phantom linetype that does not appear to be a ROW Line or Property line. And please ensure that all lines are consistent with the Linetype Legend and that Legend contains all linetypes that are being used. **(Survey)**

Response: As discussed with City staff on February 27, 2023, the linetype for the public access easement has been changed to a dashed line. See Sheets C301-C304.

21. On sheet 3: incorrect proposed lot #s. Please correlate all Lot numbers with associated subdivision plat. **(Survey)**

Response: There is no sheet 3 in the IDSP set. Lot numbers have been revised on Sheets C200-C204.

22. Missing lot numbers compared to associated sub plat: please add all lot #s including 600, 601, etc.. to all Layout sheets including (at least) the C300s and C400s. **(Survey)**

Response: Lots numbers have been added. See Sheets C301-C304 and C400-C430.

23. Please correlate ROW/Property lines in area of N. Royal Street ‘reservation’/extension to that shown on associated Subdivision plat. **(Survey)**

Response: All lines have been coordinated with the Subdivision plat. See Sheet C303.

24. To avoid confusion: please use different linetype for proposed Blocks. Currently, the graphic depiction of these blocks might suggest that new lots for these blocks are being created with this infrastructure plan. **(Survey)**

Response: As discussed with City staff on February 27, 2023, the linetype for the blocks has been changed to a solid line. See Sheets C301-C304.

25. Please correct General Note 2 in terms of vertical datum: some incorrect/confusing information is currently provided for the vertical datum line. (Survey)

Response: General note 2 has been revised. See Sheet C100.

26. For the waterfront plaza south of block E: please extend Public Access Easement leader to include sidewalk along south side of Block E. In addition, please determine if there are duplicate labels for Plaza easement and address if so (Survey)

Response: The leader for the Public Access Easement has been extended to include the sidewalk. See Sheet C301.

27. For the public access easement on east side of Block B, for Fairfax street: please extend the northern leader to back of proposed walk for clarity, is currently pointing to middle of walk. (Survey)

Response: The northern leader has been revised. See Sheet C303.

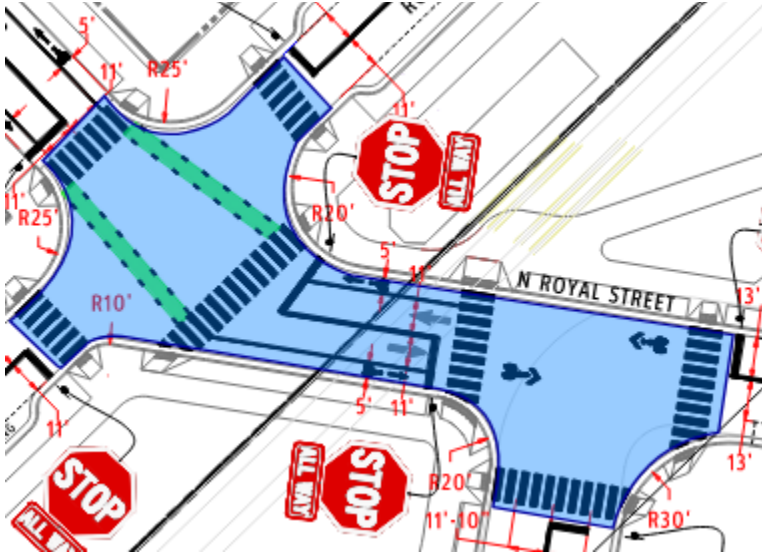
28. On (at least) the utility Sheets C400s: please show all proposed public utility easements (storm and/or sanitary). (Survey)

Response: As discussed with City staff on February 27, 2023, utility easements have been added to the plans on the east side of the site. See Sheets C400 and C402.

29. Show bus shelters with full dimensions of the proposed transit stops along Road A on the site plan. Demonstrate there is a minimum of 6 feet of clear space on the sidewalk behind the bus stop. (Transportation Planning)

Response: , Staff requested that this level of information be included in the individual block DSUPs, per the Infrastructure DSP vs Block DSUP Requirements dated September 8, 2022.

30. Due to the complex layout of the N. Royal Street intersection with Bashford Lane and Road A, additionally due to the amount of users expected on the existing trail and pending rail track conversion to trails, include a raised area for the entire intersection. This should be also including protection devices such as bollards on each side of the road to delineate the pedestrian area and the vehicular area. (Transportation Engineering, Transportation Planning)



Response: Based on further coordination with City Staff, a revised configuration of the intersection has been included as shown in Sheets C304 and C900, which does not include a raised intersection. The revised configuration of the intersection includes the removal of the crosswalk on the northern leg of the N Royal Street and Bashford Lane intersection and results in a two-stage crossing for trail users. To facilitate this redesign, the trail has been realigned, the crosswalks have been widened, the grass strips extended to encourage the use of the improved crosswalks, and the southwestern corner of the intersection extended to provide an improved crossing experience for users.

31. The applicant must show the locations and types of infrastructure that is being considered for sustainability measures such as those for solar panels, EV charging, Geo-thermal, etc. that are in the Right-of-Way or in the future Park lands or in the open space or in the utility corridors, etc. (OEQ)

Response: Solar panels are shown on the roofs of the bus shelters. EV charging locations are not proposed in the ROW. Sustainable measures that will be located in the publicly accessible open spaces will be determined during the DSUPs for those publicly accessible open spaces. Please refer to the Coordinated Sustainability Strategy (CSS) for future details on sustainability infrastructure, including the District Energy Analysis. This is not a completeness comment.

32. Due to the intense community interest in the contamination and the remediation of the site, the City is requesting the applicant to provide all documents associated with the site characterization (investigations, analysis, reports, results, etc.) and the general remediation actions and methods as part of the Infrastructure preliminary site plan submittal. The early submittal of information will help the City address any concerns on the site where the infrastructure will be located. (OEQ)

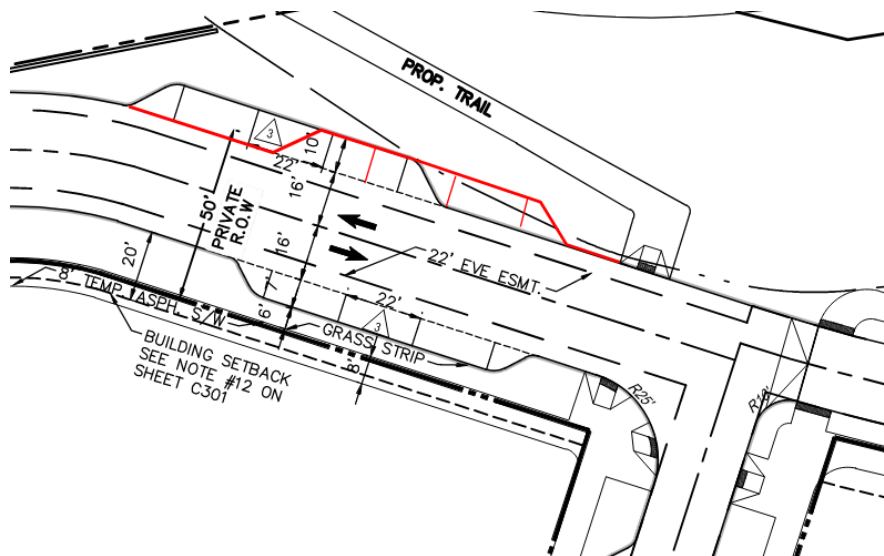
Response: Applicant objects to the submission of these actions/methods as part of the IDSP. These actions and methods are controlled by the regulatory authorities at the Virginia Department of Environmental Quality (VDEQ), not the IDSP. Information is regularly shared with the OEQ whenever information is shared with VDEQ to be coordinated accordingly. The Preliminary Characterization Report is shared publicly on the project website. This is not a completeness comment.

Non-Completeness Comments

1. Given the turning radius for a bus turning from Slaters Lane onto Road A, consider removing on street parking spaces on the west side of Road A, across from Block F. (Transportation Engineering)

Response: Acknowledged. 14' of on-street parking was removed to better accommodate bus turning maneuvers from Slaters Lane onto Road A. See Sheet C900.

2. Consider mirroring the on-street parking area on the Slaters Lane extension behind Block F. (Transportation Engineering)



Response: The parking area is located outside of the RPA line and shifting it south would put it in the RPA, which is not permitted.

3. Given the prepared Auto Turn exhibits, it would appear the curb on the SW corner of Road A and N. Royal Street intersection can slightly be adjusted to create a more gradual curved alignment to the Road B. Consider slight adjustment for better transition. (Transportation Engineering)

Response: The curb on the SW corner of the intersection of Road A and N Royal Street has been adjusted. See Sheet C306 and C900.

4. Provide and label bollards at the flush portions on Road C and N. Fairfax Street to keep motorists from entering the pedestrian area. **(Transportation Planning)**

Response: Applicant has shown bollards and other vehicular prevention measures are indicated. See Sheets C301, C303, and L003.

5. Show the potential garage access points that are included with Exhibit 2 on the CDD site plan. **(Transportation Planning)**

Response: A note has been added to the plans that potential garage access points will be determined as part of the future Block DSUP process.

6. Replace the stop signs at the mid-block crossing on the woonerf with “Stop for Pedestrians” signs at each approach and provide an in-street pedestrian paddle sign. **(Transportation Planning)**

Response: A stop sign will encourage compliance and reduce vehicular speeds as compared to an in-street pedestrian paddle sign. Given the pedestrian-focused nature of the Woonerf, a stop sign is the preferred treatment for this crossing. The applicant will continue to work with City Staff through the final site plan process to ensure pedestrian safety is prioritized and the appropriate signage is utilized.

Traffic Engineering PRGS VISSIM Analysis Results Technical Memo (Submitted Dec 5)
Comments:

1. General Comment: The City does not necessarily agree with the goal of the analysis denoted to identify improvements that increased the number of processed vehicles compared to 2033 background conditions. If volumes entered is used as a MOE The unmet demand/amount of vehicles that are unable to enter through the network needs to be reported in addition to volume entered for each scenario
 - a. Most likely this will unmet demand at the end of the analysis period

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

2. General Comment: The travel time does not appear to be consistent with the delay and queue results. In order to better understand the network results the adjacent intersections need to be reported
 - a. The travel times need to be extend beyond the areas north and south of GW since the queue and congestion is actually metering the flow in between the two analysis intersections

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

3. General Comment: Considering the results of the alternatives that stay within the curb to curb layout, an alternative that redesigns the intersection outside of the existing curb to curb layout should be considered.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023

4. General Comment: the results of the Background Conditions, Future Conditions, and Future mitigated conditions appear to be vastly different from the CDD MTS which showed an acceptable LOS for each scenario. The majority of the alternatives are not producing favorable results as there is excessive network failure on minor approaches and GW during the build scenarios
 - a. Queueing is backing up into upstream intersections in most alternatives. I think in all the queue actually backs up to Route 1. Please confirm and note the reason for the different results.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023

5. General Comment: Provide storage length for each approach. The block length should be considered as storage length for the through approaches.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023

6. What were the assumptions for the 2033 Background conditions as shown in Figure 6. Is this consistent with the assumptions made in the CDD MTS?

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

7. On page 15, under the Scoped Improvements (Requested by the City) section, the second bullet should read the northbound left turn lane. The purpose of analyzing the northbound left turn was to not only move the left turns out of the way of through movement, but also determine if a split phase with the southbound left turn lane would benefit the operation of the signal.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

8. On page 17, Table 2, the 2033 Background row should have a check in the Turn Restrictions column considering turn restrictions currently exists. These turn restrictions should also be reflected in the results of the 2033 background analysis.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

9. On page 25, Figure 15:
- The Base Proposed AM Peak Phasing should include ped phase crossing Slaters at W. Abingdon.
 - Confirm and/or justify the Base Proposed PM Peak Phasing not having a Phase 1
 - The Exclusive Left Turn Proposed AM/PM Peak Phasing should have a shared right and thru lane on W. Abingdon
 - The modified Proposed PM Peak Phasing seems consistent with the Base Proposed PM Peak Phasing. Confirm or explain the difference.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

10. On page 29, Table 4, why is the GW Memorial Pkwy SB showing a significant delay difference in the 2033 Future scenario?

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

11. On page 41, Table 13, Alternative 3, 6, and 8, the queue results appear to be outliers as compared to any other alternative. Confirm or offer further explanation.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

12. On page 48, Figure 18, why didn't we assume vehicles would not use Bashford lane from W Abingdon to turn into the site?

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

13. Does Table 17 on page 53 represent the total vehicular delay for the entire study area? How was this calculated?

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

14. Table 21 on page 59 shows several alternatives with significant difference in queue lengths due to the E-W Connection.
- Further explain why there appears to be a significant difference in queue for several alternatives in the on GW Parkway northbound. Given the E-W connection is after the Bashford Lane, does it really offer that much benefit
 - Several scenarios show an increase in queue w/ the connection on Bashford (EB and WB directions). Further explain these results.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

15. Table 22 shows queue length increase w/ the E-W Connection on W. Abingdon in the 2033 Future Mitigated and Alternative 6 Scenario. Further explain the significant difference shown.
- Also why does several scenarios show significant difference in the queue length for Slaters EB.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

16. Table 23 shows several queue lengths on GW Parkway increase w/ the connection. Further explain the significant difference. Additionally, Alt 8 queue length on GW Parkway NB appears to have an outlier. Confirm or further explain.

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

17. Upon further review of the volume on the Abingdon service roads during existing conditions (2019 Streetlight) – it appears that most if not all of the **through** volume is “cutting” through to avoid the two GW traffic signals during the rush hour direction.
- This almost acts like a relief valve since there is typically less queue on the service roads
 - Is dynamic choice assignments on in VISSIM?
 - In the PM this may not make a difference because the W Abingdon Service road is at capacity, but not in the AM
 - If the traffic signal is removed at the end of the E Abingdon Service Road, is it possible that that traffic redirects back to GW
 - Is it possible we’re making too good of cut through to use the service road by keeping the meter signal at the end of E Abingdon

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

18. Based on 2019 Streetlight it seems like maybe 50-60% of the volume go east-to-North GW or vice versa is outside the city, however actually re-routing that is unlikely since Route 1 is the next parallel facility, which has more congestion (i.e. no travel time savings).
- There are too many destinations (parks, airport, government agencies) on GW and Route 1 to reasonably assume any traffic would re-route in the future. It would be best to maintain status quo operations as to not induce any demand to encourage other travel modes

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

19. Additional alternatives need to be explored

- a. Relocating movements – is it possible to take advantage of the existing service road network to remove phases from signal and relocate to other (i.e. u-turn like maneuvers)
- b. Dedicated Southbound right-turn (possible overlap) on W Abingdon instead of shared right
- c. Are there more opportunities to control traffic out of the development within the proposed network?
 - i. Redirect to intersections with more capacity? Signals?
 - ii. Or within city network? Possibly Increasing delay at upstream intersections to break up queues

Response: See responses provided to T&ES via a separate memo dated March 9, 2023.

SUB2023-00001 Comments

Findings

1. DROW, Traffic Engineering and Transportation Planning have no comments.

Response: Acknowledged.

Comments

1. Reminder to correlate applicable content on this plat with the plats for SUB2022-00008. And any changes to -00008 moving forward (through prelim, finals, etc...) should be updated on these SUB2023-00001 plats as well. (**Survey**)

Response: Acknowledged.

2. Please include reference to SUB2022-00008 in the labels for those proposed lots depicted on this plat for clarity and to avoid confusion, and please use this label in a multileader pointing to the new 'line' created by that SUB (615.69', please confirm before adding). When SUB2022-00008 is recorded, the reference to "SUB2022-00008" can be replaced with the recorded instrument number. (**Survey**)

Response: The plat has been revised, see Sheet 2. The 615.69' dimension has been confirmed.

3. For the proposed subdivision name: New and unique name must be used for each subdivision. For instance, if "Land Assemblage at Potomac River Generating Station' is used for SUB2022-00008, a variation of that title (perhaps something like "1st addition to Land Assemblage at Potomac River Generating Station") must be used on this SUB2023-00001 sub. (**Survey**)

Response: The title of the subdivision on the preliminary plat has been revised, see Sheets 1 and 2.

4. In all references to the existing subdivision name recorded at #200019504: Please use the exact Subdivision name as reflected on plat recorded at #200019504. For instance, the phrase “Land Assemblage” does not appear, please remove. (Survey)

Response: The existing subdivision name recorded at #200019504 was incorporated into the preliminary subdivision plat in SUB2022-00008. The title to the preliminary subdivision is accurately reflected on sheet 2 and once recorded, will be accurately reflected on the final plat.

5. Please address 15-15.2 from City of Alexandria Zoning Ordinance *Article XI-Division E*. (Survey)

Response: The plat has been updated, see Sheet 1 notes 10 and 11.

6. Please show complete information for adjoiners including Rail Road parcel: TM#, address of owner and of site, DB/PG of conveyance(s) to current owner, ex. Lot # (if any), etc... (Survey)

Response: The tax map has been added to the rail corridor. As discussed with City staff on February 16, 2023 the lot numbers and DB/PG are not known and reference documents include the tax map number only.

7. Please show complete proposed ‘street extension’ ROW and/or Easement extents (including full annotation) across Norfolk Southern parcel, and correlate with DSP2023-00001 for exact locations. Note: for now, these areas don’t need to be specifically labeled ‘easements’ or ‘ROW’, something like “Proposed Street Extension XXXX Sq. Ft.” will suffice for each area (only Royal and Fairfax are required at this time). (Survey)

Response: A note has been added to the plat that future right-of-extensions will be coordinated with the City of Alexandria, see note 9 on Sheet 1.

8. Please depict all proposed vacations of all existing easements and/or ROWs (if any). (Survey)

Response: There are no public easements located on the property. Private easements will be vacated under separate instruments as necessary.

9. Please label all found monumentation and all monumentation to be set prior to completion of the project. (Survey)

Response: The plat has been updated, see Sheet 2.

10. Finding: applicant will coordinate with COA and Owners of existing easements in areas

of proposed ROW to relocate those easements and/or ensure that none such easements will interfere with the intended full, uninterrupted use of said ROW by the City and the Public. (Survey)

Response: The existing transmission line easement is the only easement in the public right of way and it will remain and it does not interfere with the use of the Road A as a public road.

11. Please use Surveyor Certification that includes all necessary components from Subdivision Ordinance. (Survey)

Response: The certification has been revised, see Sheet 1.

12. Previous sub plat recorded at instr # 200019504 depicts Zone AE and an 100' RPA on subject property that this 2023 plat is not showing. Please examine for applicability and ensure that all required content is on this plat and that all plat notes are accurate. (Survey)

Response: The plat has been revised, see Sheet 2.

13. Please ensure that all necessary detail/items from 21-24 of 11-1706 of Subdivision Ordinance are present in this material, supplementing sheet 8 as necessary. (Survey)

Response: Refer to Sheet C102 that is attached with the resubmission of the plat.

14. Please add all proposed public easements associated with/shown on DSP2023-00001. (Survey)

Response: As discussed with City Staff on February 27, 2023, public easements will be provided with future plats in accordance with Condition 41 of the CDD.

15. Please clarify horizontal datum for north arrow reference (ie adding NAD83 if appropriate). (Survey)

Response: See note 3 on Sheet 1 and the north arrow on Sheet 2.

16. Please reference site plan and plat requirements in terms of Datums, and note that DSP north arrow and notes is reflecting 'NAD 83'. (Survey)

Response: See note 3 on Sheet 1 and the north arrow on Sheet 2.

ARCHAEOLOGY

Archaeology deems this plan Complete.

Archaeological Findings:

- F-1 The Bellevue Plantation was established on the subject property shortly after the American Revolution. By 1801 William Hodgson and his wife Portia Lee began leasing the 17-acre plantation that bordered the Potomac River. At that time the main house was described as a “50 ft. long & 28 ft. wide, 1 story high with a Dutch roof and was constructed of wood.” The house had a 20 ft. by 23 ft. brick cellar. Nearby stood a wood frame 28 ft. by 18 ft. kitchen and the yard was populated with a stable, smokehouse, and dairy. The estate was valued at \$4,000 in 1795, one of the more valuable plantation properties in the area. Hodgson was a local merchant and regularly sold goods from his store on Prince Street. By 1820 Bellevue Plantation was put up for sale. Later in the 1840s John Slater acquired Bellevue, built greenhouses, and established a floral business. Slater had learned the trade from William Yeates, a prominent local horticulturalist. During the Civil War there are at least three small “farms” (possibly greenhouses) depicted on the property, each fenced and planted in orchards or other formal plantings, such as might have been part of Slater’s floral business. The property remained in the Yeates family into the twentieth century and continued to operate as a productive farm.
- F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

Open Space and Landscaping

1. The applicant has hired EHT Traceries to work with staff and the landscape designers to develop an overall Historic Interpretation Plan that will incorporate and interpret elements of the historical character into the design of the open space and to prepare interpretive elements, which shall be erected as part of the development project. The site plan shall indicate themes and locations of interpretive elements. The interpretation plan will be submitted before or contemporaneously with the first preliminary DSUP plan submission and is subject to approval by the Office of Historic Alexandria/Alexandria Archaeology and the Directors of P&Z and/or RP&CA.* (Arch)(P&Z)(RP&CA)

Response: Acknowledged.

Archaeology Conditions

1. The applicant hired an archaeological consultant who completed a Documentary Study and an Archaeological Evaluation. Based on the degree of prior disturbances within the study

area, the consultant recommended that no further archeological work is necessary for the study area. Alexandria Archaeology concurs with this recommendation.

Response: Acknowledged.

2. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. If significant resources are discovered, the consultant shall complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Archaeology). The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)

Response: Acknowledged.

3. 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.

4. 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, and to occur on a phased basis as buildings are completed.

Code

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

Response: Acknowledged.

RP&CA

1. Add a note on Sheet L001 indicating the potential reduction of open space from the potential Abingdon Drive/GWMP connector and N. Pitt Street connector.

Response: Acknowledged and a note has been added to Sheet L001.

2. Sheet L001 and A300, Remove the Waterfront Plaza sidewalks that are adjacent to the Woonerf and Road C from the open space calculations.

Response: Sidewalks that comply with the definitions of open space under the Zoning Ordinance will remain in open space calculations.

3. As commented in the stormwater plan, Sheet 602; evaluate alignment of stormwater piping located in Waterfront Park. Move pipes closer to the woonerf, roads, or outside of the park areas.

Response: The alignment of the stormwater piping has been evaluated and as noted previously, we have moved the structures and piping to the extent feasible without encroaching into the underground parking garage. Further refinement will occur in Final IDSP.

4. Finding: The park planning process outlined by RPCA staff to the applicant is consistent with the City's park planning process and community engagement. The applicant has received the outline and will coordinate with staff on this process.

Response: Applicant is coordinating this process with City Staff.

5. Coordinate the BMPs and BMP locations shown on the Infrastructure Plan with the Stormwater Master Plan.

Response: The IDSP shows temporary BMPs to show compliance with BMP Requirements. The intent of the Stormwater Master Plan is to show the permanent BMP locations and those will be refined as needed with each Block DSUP.

FIRE DEPARTMENT

No comments until DSUP submissions.

We continue to look forward to working with you towards the approval of this Infrastructure DSP.

Sincerely,



Mary Catherine Gibbs

cc: Michelle Beaman Chang, HRP, VP, Mixed-Use Development

EXHIBIT 1

IDSP: Design Excellence Prerequisites
PRGS Site

Category	Summary / Examples	PRGS Response
P1: Superior Urban Form	<p>Within an individual DSUP application, a building or group of two or more buildings, which, as a composition, create a unique and memorable urban place, through a combination of their spatial relationships, public spaces, exterior design, materiality, and massing. Blocks are planned with a mix of uses and developed and designed with site-wide consideration of individual buildings and spaces. Buildings or spaces in a prominent location or with a prominent use are designed to reflect their contextual importance, including key locations such as the North Fairfax and Slater's Lane gateways, and the central plaza.</p> <p>Examples include – Interplay of uses between levels; forms that frame water views; controlled relationships between ground plane & upper levels; and architecture & landscape designed holistically.</p>	<p>The IDSP provides a framework that will support development of superior architectural urban form (to be demonstrated in subsequent building DSUP submissions). Specifically, the roadway network on the PRGS site ties into the block pattern of Old Town North and the configuration of on-site roadways frames and maximizes views and access to the water. Design of the woonerf prioritizes pedestrian and cycle access to the water, providing continuity across different types of ground level open space. The block layout provides opportunities for maximization of building orientation, which will be further illustrated in future DSUP submissions for the buildings.</p>
P2: Environmental Innovation Leader	<p>Environmental Sustainability is integrated into the design of infrastructure, open spaces, and buildings. The Applicant will demonstrate an integrated approach to building design, open space and infrastructure to meet or exceed the sustainability goals as outlined in the Coordinated Sustainability Strategy. A building or group of buildings and site design must demonstrate a high level of commitment to environmental stewardship and responsibility using innovative technology and a holistic environmental response. This may include visible environmental measures for educational and demonstrative purposes. The project will demonstrate, implement or meet the goals and targets established by the site's Coordinated Sustainability Strategy, OTNSAP, and voluntary Carbon Neutrality Analysis (CNA). Examples include – Green roofs; integrated stormwater strategies at street level; on-site photovoltaic; and balanced hardscape & landscape.</p>	<p>The PRGS site has been the subject of significant study as it relates to green sitewide infrastructure, demonstrated in the Coordinated Sustainability Strategy (CSS) completed for the site. The IDSP provides more detail around implementation of a number of environmental sustainability elements. Development coordinates temporary as well as permanent stormwater infrastructure including BMPs. Dark Sky compliant site lighting fixtures will be used (as specified in the Common Elements Package). PV blocking diagrams have also been included as part of the IDSP approach. Additional site elements are planned and will be illustrated in future DSUP submissions for the waterfront and railway corridor park.</p>
P3: Quality + Durable Building Materials are Specified	<p>Exterior building materials will be limited to natural or engineered stone, metal, porcelain tile, terra cotta, brick, wood, concrete, photovoltaic panels, glass or materials of equal quality, performance, and longevity. Examples include – Glass/aluminum; wood/glass; metal/glass; brick; and glass/metal panel/terra cotta.</p>	<p>As part of the IDSP submission, the Common Elements package identifies quality and durable materials that will be used as part of infrastructure approach. General street sections will feature an Amenity Zone that will employ a combination of concrete pavers and cast-in-place concrete. Special streetscapes, such as those employed for the Woonerf and Street C will rely more heavily upon unit pavers in both pedestrian and vehicular areas to provide a blended transition across zones. The Woonerf will also feature tactile pavers at the mid-block crossing and will include a coordinated approach to planters.</p>

EXHIBIT 1

IDSP: Design Excellence Criteria PRGS Site

Category	Summary / Examples	PRGS Response
C1: Architectural Excellence	Architectural excellence should be achieved using one of the two following paths: Landmark/Iconic Structure; or Contextual Character.	Not applicable
C1A: Landmark/Iconic Structure (where identified)	A single building that, through its architectural expression, unique massing, strong roof form or other element, solar response, or exterior cladding of exceptional quality, becomes a place-defining element for the site.	Not applicable. Architectural approach will be identified in block DSUPs.
C1B: Contextual Character	A building or group of buildings whose design responds to its contextual location to create a meaningful place through its spatial relationships within the site and response to aerial views, waterfront views, and views from and to Old Town North.	Not applicable. Architectural approach will be identified in block DSUPs.
C2: A Variety of Open Spaces/ High Quality Open Spaces	A variety of open spaces on, within, or adjacent to the site which contribute to the regional open space network, are provided. The site includes public and/or private open spaces that support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Four different types of ground-level open spaces have been identified in the IDSP. These spaces include the Old Town North Rail Corridor Park (which will span both the PRGS site and the Norfolk Southern property), Waterfront Plaza, Waterfront Park and the Pepco Liner. In addition to these ground-level open spaces, rooftop open spaces will be provided ; detail of these will be provided in future DSUPs. Active, social and passive uses have been identified in the comprehensive Open Space Plan (refer to sheet L001), which are intended to complete and complement Alexandria's waterfront network.
C3: An Active Public Realm	The public realm dynamically engages the pedestrian experience and ground floors of buildings included active uses, interior-exterior visibility, and high-quality architecture. A dynamic public realm will create street-level vibrancy through the design of differentiated and unique storefronts with a higher level of design detailing and quality of materials, innovative lighting, high-quality sign design, frequent building entries, and the potential integration of art into building facades. Streetscape design incorporate the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit. Site design incorporates high quality paving materials, site furnishings, and lighting. Services areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	In order to prioritize human experience throughout the PRGS site, building servicing has been consolidated off-street to the largest extent possible. Curb cuts have been eliminated along Road A to support an active, people-focused urban realm and to prioritize access to public transit with four bus stops (two northbound, two southbound) and two new bike share locations . Enhanced connections to the Mount Vernon Trail will be provided for pedestrians and cyclists. Complete Streets standards will be used for the green street extension along N. Royal Street and the Fairfax extension to Road A. The Common Elements Plan for the site will reinforce physical planning of the urban realm, including coordinated and appropriate materials, lighting, and street furnishings.
C4: Inclusive Design of Buildings and Open Spaces	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act. Across the site, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	All open spaces and infrastructure elements depicted in the IDSP will comply with the requirements of ADA . In addition, the plan will consider universal design tenets , specifically in providing options for multi-generational users in design of both passive and active open space. Further coordination of final design of open spaces will occur in the open space DSUPs.

EXHIBIT 1

P4: Off-Street Parking is Located Below Grade	<p>Off-street parking will be provided entirely below grade. Adequate soil depth above the below-grade parking must be provided to support canopy trees, surface paving materials, and innovative water management strategies at key locations. These features will be integrated into the site design and will be provided at grade. Creative integration of parking and service functions enhances the public realm (e.g., combined parking and loading across the site with no on- street maneuvering, etc.). Examples include – Attractive service & pedestrian alleyways; shared approach to pedestrian & vehicle movement; and clear & distinguishable parking wayfinding.</p>	<p>All off-street parking will be provided below grade and the overall extent of the garage will extend entirely across the site to maximum efficiencies through a shared parking approach. Final details on extent of garage and shared parking will be determined in individual block DSUPs. Parking access will occur on the shorter streets connecting to the waterfront, which will help create a more seamless pedestrian experience with no curb cuts or vehicle crossings along Road A. The IDSP submission indicates anticipated locations for interior alleyways, which will be further designed in block DSUP submissions. Where possible, tree wells of a sufficient depth above below-grade parking will support development of canopy/shade trees.</p>
P5: Exceptional Site Response	<p>A building or group of buildings that captures or enhances its setting in creative ways. This could include the integration of waterfront and city views with circulation, the relationship and engagement with public open space, and the creation of unique amenities within or on top of a structure, or subsurface structure with usable roof (such as the Pump House or other infrastructure). Examples include – Activation of building roofs as a “fifth elevation”; building forms that frame open space & waterfront views; framing waterfront views; enhanced amenities at roof level; and green space at many heights.</p>	<p>The block layout of the PRGS site has been designed to frame views to the water. Open spaces have been designed in coordination with the adjacent Norfolk Southern and National Park Service properties, providing a contiguous and green urban fabric at the ground level. The PV diagrams submitted as part of the IDSP also indicate opportunities for open space on rooftops at multiple levels.</p>