

HRP is pleased to provide the following responses to the questions received during our seventh community meeting held on January 27, 2022. For ease of review, we have attempted to group the questions by topic and where multiple attendees raised similar questions, we have provided a combined response.

GENERAL QUESTIONS

Q: Can you state the HRP website again where the recordings, etc can be found?

Q: Will the recorded meeting be available?

A: The recordings of all community meetings are on www.hrpalx.com

DEVELOPMENT PLAN AND PROGRAM

Q: Are there any concerns about the noise pollution from National Airport affecting people's enjoyment of the outdoor space? Will anyone be studying this?

A: An acoustical engineer, or acoustician, will perform an acoustical evaluation of the site to inform methods of decreasing or masking outdoor noise levels in sensitive areas.

Q: Driving recently through Crystal City recently, I found myself going through a building "canyon." Direct sunlight did not come onto the streets, making it ominous, cold, and uninviting. What specific steps are taken to avoid this type of canyoning occurring in this development?

Q: Given the variety of building heights being discussed, which are quite high, and the mention of buildings in old town north that are of similar heights that you mention, my question is what consideration are you considering to the effect that these heights will have on blockage of views of the Potomac River front? A concern that could be raised is that there will be little view of the wonderful Potomac River front with these building heights. Are you considering this detrimental effect?

A: The building canyon effect can be caused by numerous factors that include distance between buildings, building massing, and site and solar orientation. The PRGS redevelopment plan thoughtfully considered street orientation to create short blocks that are oriented toward the waterfront, maximizing the view of the sky and the Potomac River. Additionally, blocks will include multiple buildings of varying heights and lengths which will create visual variety and porosity, avoid the canyon effect and open up river views.

Q: I continue to be grateful that some of the principals here either live in/near or use the area with some routine. As you use the bike path, as I do on an almost daily basis, do you think of the lack of sun when tall buildings impede the light from hitting the river? Flora, fauna, and the river - how is it affected when a number of buildings are constructed whose heights restrict that light?

A: The Resource Protection Area (RPA) runs 100 feet along the shoreline and no buildings or roadways, including the woonerf, will be construction within it. As a result, all the new buildings at the PRGS site will be set back at least 120-160 feet from the shoreline, limiting any shadow impact on the river. Additionally, the blocks are primarily oriented north-south so that open space areas on either side of the blocks will receive sunlight at different times of the day as the sun moves across the sky.

Q: Ultimately how similar with this property be to National Harbor and the Wharf?

A: Similar to National Harbor and The Wharf, PRGS will be a mixed-use waterfront development with a significant amount of public open space and ground-level activation. The major difference between them is the scale, as both National Harbor at approximately 7.3 M square feet on around 350 acres and The Wharf at approximately 3.2 M square feet on 24 acres are much larger than what is proposed at PRGS.

Q: Where is Marina Towers on the map describing heights? What plans are there for transition abutting this property, and the Salvation Army National Headquarter

A: The property lines for Marina Towers and other properties along Slater's Lane are shown on Slide 31 of the presentation. The PRGS team has met with both Marina Towers and Brookfield Residential team, the developer of Towngate North condominiums. As the PRGS design advances, improvements to Slater's Lane, including streetscape and other elements along the north side of the street will be considered and discussed with the City and abutters.

Q: When the City incorporated the Arts District Text Amendment allowing arts space to take advantage of the bonus density provision in 2018, this provision was intended to be a "trial phase." It was stated at the time that the costs incurred in creation of arts space must be equivalent in cost as would be incurred if affordable housing were provided, and that after the trial phase was completed, the City would then study the practical effects of the amendment. Since 2018, affordable housing has only become more and more critical in Alexandria and in the wider metropolitan area. To my knowledge, the study of the practical effects of the Arts District Text Amendment has not yet been completed, but is essential for determining whether Alexandria's policy priorities are effectively being realized through allowing anything other than affordable housing units to be provided under the bonus density provision—especially as a project of this scope is in progress.

A: The PRGS team is not aware of any study on this subject.

Q: For comparison to your planned building heights, how tall are the existing smokestacks?

A: The existing PRGS smokestacks are approximately 162 feet tall.

Q: Block B and C have max heights of 172' while the OTN Small Area Plan list a max height of 120'. Even with the bonus space is too tall. The heights you listed in your Aug 2021 plan was 160'. Why the change?

A: A transmission line easement exists on the PRGS property that prohibits the construction of buildings within it. This was unknown at the time of the Old Town North Small Area Plan (OTNSAP) and a height increase is necessary in limited locations in order to accommodate the anticipated development square footage. Between the submission of Coordinated Development District (CDD) 1 and the CDD 2, the waterfront roadway (Fairfax Street), including the woonerf, was shifted entirely out of the Resource Protection Area (RPA), which is not required but was requested by the City. As a result, heights increased slightly to accommodate the displaced developable area.

Q: Do the heights of the buildings include the underground parking or does the height start at current ground level, Mount Vernon Trail level or another level?

A: The heights of the blocks do not include underground parking and are measured from approximate anticipated finished grade around each of the blocks.

Q: What is GFA?

A: GFA stands for Gross Floor Area and is a measurement of zoning square footage.

Q: Do you have slide with visual of projected buildings on the site along with surrounding buildings?

A: Buildings on the PRGS site have not yet been designed. Development blocks are identified at the CDD stage and buildings within these blocks will be designed and presented at later Development Special Use Permit (DSUP) phases.

Q: What's going to happen to allow for parking? Will there be free parking along the streets in addition to the underground planned parking?

Q: How many underground or other off-street parking places does HRP estimate will be available at project completion?

A: Underground parking and a limited number of on-street parking spaces will be provided. It is anticipated that the City of Alexandria will provide guidance on on-street parking limits, including parking fees as they do in other sections of Alexandria.

An estimate of number of parking spaces needed to support the development is currently being assessed. The number of parking spaces constructed will ultimately be determined by the amount and type (residential and commercial) of square footage developed, which will be known and proposed at future individual DSUPs.

Q: A 300 room, 225,000 square foot hotel could create 180 low-wage jobs that I have broad concerns about. Many people in Alexandria who work in hotels are Ethiopian and Latino immigrants in our community.

Q: My Name is Berole Bekele. I'm an Alexandria resident and organizer with African Communities Together. I'm watching the zoom tonight with other residents in the southern Towers apartments in Alexandria. We are concerned that the Hotel development at this site is going to create more low wage jobs and put more pressure on the city's limited affordable housing.

A: While the CDD allows for the development of a hotel in the future, it does not require a hotel to be built. No hotel project is proposed at this time and the future viability of a hotel use at the PRGS site will depend on many factors, including the market and the mix of other commercial and residential uses to be developed at the site.

Q: HRP documents filed with the city project the PowerPoint area will eventually contain 2,000 residences and 300 hotel rooms. Is that still what HRP projects?

What is the expected number of residents excluding potential hotel?

A: The CDD submission for the entire site proposes up to 2,000 residential units and up to 300 hotel rooms. The number of residential units and hotel rooms for individual blocks will be proposed in future DSUPs. The number of residents is unknown at this time, and will depend on a number of factors, including the total residential square footage to be developed, the unit types and the unit sizes.

Q: My name is Ben Reynolds. I'm a lifelong resident of Alexandria and an activist with UNITE HERE. I have significant land use and height concerns with this project because Hilco's latest draft CDD submission seeks additional height for the development without utilizing the city's density or height bonus for affordable housing or arts.

A: During Community Meeting 7, HRP described in detail how affordable housing and arts bonuses for both density and height could potentially be used in the project.

Q: With the affordable housing height additions, does the 1/3 affordable housing allocation apply to all the residences in entire building or only the extra floor additions?

Q: What's AMI?

Q: Thank you so much for this presentation. Will you consider including affordable housing units in each of the buildings on the different blocks? How many units, roughly, would be 1/3 of the units (that would be "affordable")? And finally, what AMI are you considering?

A: The one-third affordable housing allocation for bonus for density and height is applied only to residential buildings and only to the additional density added with the bonus. The use and application of this bonus is unknown at this time and will be determined as part of the next phase of the entitlement process, called the DSUP process. The number of units will be based on the total bonus area achieved. AMI is the "average median income" of residents of an area, typically identified within a metropolitan region. AMI levels are negotiated as part of the DSUP process.

Q: Are you concerned about offering so much work/office space with the glut of office space available now and, likely in the future, in Old Town and all of Alexandria, Arlington, DC and beyond?

Throughout Old Town North, many office buildings are currently being converted to residential? What is HRP's vision for office buildings? What portion of the construction on the site do you currently project for office use?

A: The CDD plan incorporates flexibility on the future mix of commercial and residential uses in order to respond to anticipated and evolving market demand. Commercial office use may occur on any of the proposed new blocks.

Q: Any CHANCE for a movie theater;

A: At this time, future arts and entertainment uses are unknown.

OPEN SPACE AND LANDSCAPE DESIGN

Q: As someone who regularly walks along the waterfront and the Mount Vernon Trail, I see the river is shallow along the waterfront and has lots of rocks and logs. Other than looking at the waterfront, what does HRP envision for making the river accessible for boating and other activities?

A: The PRGS property does not extend to the water's edge, however, the PRGS team is working collaboratively with the National Park Service and the City to investigate ways to increase accessibility to and activation of the waterfront.

SITE ACTIVITY, DECONSTRUCTION AND CONSTRUCTION

Q: What is your current estimate and considering that the power plant land is ready to begin building, when do you see that the community would begin to see building development?

A: Pending approval of the CDD plan by City Council in July, and future approvals of our Infrastructure, Open space, and individual block DSUP plans, the PRGS team is hopeful to break ground in Q1 2024.

Q: How will the debris generated from the deconstruction phase be removed from the site? Trucks? Barges? Both?

Q: Regarding removal of the power plant structures, have you considered the use of the rail line that used to bring coal to the Power Plant?

A: Details of deconstruction are not yet defined, but the PRGS site does not extend to the waterfront and the Potomac River is quite shallow in the area, so debris will not be removed by barge. The adjacent spur rail line is no longer in use and debris will not be removed by rail. HRP will host informational public meetings in advance of the deconstruction and construction phases to provide more information when it is known.

FINANCE

Q: How does Hilco propose financing this project?

Q: Does HRP have an equity partner?

A: As is typical with most commercial real estate development, HRP will finance the project through a combination of both debt and equity.

TRAFFIC & TRANSPORTATION

Q: Are there any plans to extend a metro branch towards this area?

A: Dash bus service is planned to be routed to the PRGS site as it is redeveloped, connecting it to either the Braddock metro station or Potomac Yards metro station.