



HRP is pleased to provide the following responses to the questions received during our sixth community meeting held on November 29, 2021. 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.

OPEN SPACE AND LANDSCAPE DESIGN

Q: Is the woonerf an extension of Fairfax Street? Will it be just people and bicycles? Will vehicles be allowed? Seems to present concerns to mix all of these. Will cars be excluded?

Q: The Woonerf appears to be roughly three city blocks in length. If people are walking in the street, do you expect cars and trucks to creep along behind them? Is this what is meant by "shared space"?

Q: Is the intent for the woonerf or the new N-S street to provide commuter bike routes?

Q: It appears the Woonerf parallels the bike trail. Does the Woonerf connect to up to the bike trail within the site?

Q: What is a "smart connection" as was mentioned between the MVT and the Woonerf?
Thanks.

Q: Is an example of the Woonerf like the walkway at the Wharf in DC? Feel free to answer this privately.

"Woonerf" is a Dutch term used to describe a type of shared street that prioritizes pedestrians and cyclists over vehicles through a variety of traffic calming devices such as differentiated surface materials, flush curbs, signage and other devices. Areas of Old Town Alexandria with cobblestone streets sometimes function as de facto "woonerven" to encourage slower vehicle speeds and safer and more varied pedestrian movements. Another great example of a woonerf is at The Wharf where pedestrian have obvious priority over vehicles.

A woonerf is proposed at the PRGS site as part of the N. Fairfax Street extension and will provide an opportunity for casual strolling adjacent to the anticipated waterfront park as well as the opportunity to host occasional community events by closing this portion of the roadway to vehicular traffic. The PRGS roadway network is intentionally designed to direct the majority of vehicular traffic to the spine road rather than the waterfront street, minimizing conflicts.

The woonerf will accommodate cyclists, however this connection is primarily intended for casual cyclists whose destination is within the development, not commuters, who will likely prefer the more frictionless paths along the Mount Vernon Trail (MVT) or the City Bike Trail. Connections between the N. Fairfax Street extension and the MVT are anticipated and appropriate locations will be coordinated with City staff and the National Park Service (NPS). The term "smart connection" used during the presentation simply referred to the multiple considerations under review for creating those connections, including the interaction between pedestrian, cyclists, and vehicular routes; the site's existing topography; and connection lines to other points both on and off the property.

Q: I apologize for not understanding the terminology - what is the difference between Flexible Lawn and Passive Lawn Spaces that are depicted on the Linear Park?

A: There will be a good distribution of different kinds of open space within the site. Some areas may be designed as “flexible lawns,” where programmed events such as holiday markets and movie nights could be hosted in areas that are largely flat, open and well suited for a variety of curated recreation. Other “passive lawn” areas may be more intimately scaled, for individuals and small groups to gather for nature walks, picnics, rest, or contemplation. These types of lawn spaces may have undulating topography with integrated landscape beds or trees to encourage more passive use of the space.

Q: Does the 1.7 acres of Linear Park include (or exclude) the surface area of the 2 roads (N Royal and N Fairfax), sidewalks, and curbs running through it? Does it include (or exclude) the 2 roads, sidewalks, and curbs of the potential roads (N Pitt and E Abington connector) that have not yet been included?

A: The calculations do not include the surface area of any proposed or potential future roadways or curbs. The calculations do include the potential for sidewalks yet to be designed.

Q: Tree canopy? How much is planned in open space and streets? we have a goal of increasing tree canopy in OTN?

A: The existing tree canopy on the PRGS site is very low, and while it is too early to quantify the precise tree quantity and canopy coverage at this stage of design, the redevelopment will deliver a significant increase in total canopy coverage and public green space on and immediately adjacent to the site with the coordination of adjacent property owners.

Q: Your photo representing the Central Plaza shows small conversation tables on concrete or patio blocks. Is the Central Plaza you are planning to include only grass and natural porous surfaces or do you plan to include concrete/brick/patio block type of non-porous surfaces?

Q: What do you envision as sustainable green infrastructure for the plaza?

A: We are in early stages of the design process for these spaces and the representation is conceptual, however, the central plaza is anticipated to be constructed over a subterranean parking garage, which may limit the utility of porous paving materials. However, sustainable stormwater strategies are being studied for incorporation into the project design. These strategies will be further developed and described in subsequent Development Special Use Permits (DSUPs), to be submitted after Coordinated Develop District (CDD) approval. The development team is studying the potential for Best Management Practices (BMP's) and other stormwater filtration infrastructure, both for the central plaza and site wide.

Q: How will planning for open space address the needs of seniors and the disabled.

A: The development team will include universal accessibility standards in the design of open space to be addressed in future DSUPs.



Q: We regularly walk along the Mt Vernon trail. After a storm, the riverbank is often filled with logs. If HRP envisions water taxis and kayaks, who will be responsible for removing such obstacles?

Q: Will you have kayak storage or input areas?

A: Thank you for your note regarding debris in the Potomac River.

The feasibility for a water taxi is still being studied and will require coordination with the City, NPS and the District of Columbia as well as federal permits from the Army Corps of Engineers. The operational responsibilities for this type of amenity will be considered as part of the ongoing permitting and approval processes.

The feasibility for and location of a kayak launch is still being studied and will require coordination with the City and NPS. The operational responsibilities for this type of amenity, including storage, will be considered as part of the ongoing permitting and approval processes.

Q: The linear park probably needs a dog run since most folks exercise or recreate with their pets similar to Simpson Park and Montgomery Park and Potomac Yards. Is that an option for linear park? it was not a choice in the survey. Thank you

Q: Please, no dog park! They are a maintenance nightmare. And, I can speak from experience that dog owners make no effort to mitigate the noise caused by dogs barking and fighting. Your high-end residents aren't going to want to live with the noise and odor.

A: The program suggestions are preliminary and will be further analyzed and refined throughout the design and approval process. We have heard from many neighbors and note that dog parks are a popular amenity in residential neighborhoods.

DEVELOPMENT PLAN AND PROGRAM

Q: Can you talk a bit more about what types of “arts” space these will be?

Q: With regards to the Arts development sites depicted by the snowflakes - what is the planned square footage that will be included in these sites?

Q: What is the best way for local arts organizations to be involved in the planning process as this moves forward?

A: The PRGS site presents a unique opportunity to enhance and reinforce the OTN Arts and Cultural District as envisioned in the OTN Small Area Plan (OTN SAP). It may be possible to house an “arts anchor” at Block A, while some other blocks may be able to house secondary or supplemental arts uses. The exact arts uses and amount of square footage for each use will be further defined as potential art space tenants are identified and further described in the DSUP for each building or phase. HRP welcomes potential arts ideas, please email us at HRPInfoMidatlantic@hilcoglobal.com.

Q: Current plans project 2,000 residences and 300 hotel rooms on the site. Will there be underground parking for all vehicles? With respect to visitors to the site, what provisions are you making for them to park?

Q: Can you use the current parking area for the Pepco Substation?

A: Underground parking is anticipated to accommodate on-site residents, workers and visitors. Additionally, on-street parking is anticipated to accommodate short-term visitors. PEPCO controls the substation and its adjacent parking lot. HRP does not have any rights to the parking lot.

Q: Will the upcoming Land Use and Height presentation also incorporate #D images to get a better view of the project?

Q: Correct me if I'm mistaken, but it appears your heights in the various blocks have changed since what was presented on your September 29 presentation. Could you please go through the block height changes and your thoughts on why each block that was changed was altered?

A: Alexandria's CDD process establishes street network, block areas, allowable uses, density, and maximum heights by block. Specific building massing and architectural detail will not be developed until the DSUP for each building or phase. The heights by block have changed slightly since the September 29 presentation as a result of moving all the roadways out of the Resource Protection Area (RPA), in response to comments received from City staff on the CDD Concept 1 submission. The next community meeting will be held in January 2022 and will include discussion and imagery related to land use, including arts and affordable housing, gross floor area, and height.

SITE ACTIVITY AND CONSTRUCTION

Q: I see that you've begun to remove some railroad tracks for a staging area. How much of the tracks currently on your site will be permanently removed and have you purchased that land from Norfolk Southern or do you just have permission to remove the lines?

A: The rail track removal work currently in progress outside of the PRGS site is being performed by GenOn, as required under an agreement between GenOn and Norfolk Southern. HRP does not control the Norfolk Southern land and has no role in the track removal work, except that we have allowed GenOn to use a portion of the PRGS site for staging during their work in order to help minimize the impact on the surrounding neighborhood. HRP will begin our own on-site track removal work toward the end of the December.

Q: So by removing the rail lines, rail is off the table as an option for debris removal from the site?

So how many trucks per day are expected during de-construction and construction.

A: The Norfolk Southern spur trail has been non-operational for many years and is not available for use.



Prior to any deconstruction or construction activities on the PRGS site, a construction management plan will be prepared per Alexandria requirements, including information on truck access and egress. Public informational meetings will also be held and a website will provide information and regular updates on site activities.

SUSTAINABILITY

Q: Do you foresee the use of green roofs in the project (and incorporation into SWM)?

A: While we are early in the design process, the development team does anticipate that green roofs will be incorporated, where feasible. A variety of rooftop uses will need to be accommodated, including green roofs, mechanical penthouses and equipment, amenity space and potential renewable energy elements.

Q: Are you considering having any buildings being (a) solar ready and/or (b) all-electric or at least all-electric except for restaurants and similar commercial uses?

Q: Can you put some public Electric Vehicle Super chargers on site?

A: The development teams is considering the feasibility of a wide range of sustainability strategies, including on-site renewable energy generation, energy efficient building envelopes, electrification, electric vehicle charging stations, and other sustainable performance measures. A preliminary analysis will be presented to the City in our Carbon Neutrality Assessment to be submitted in 2022 in conjunction with review of the CDD. We are assessing the environmental impact and feasibility of several sustainability and energy efficiency measures in terms of their impact today and in the future.

Q: Are you going to consider water-source (ie. Potomac River) heat pump technology to provide heating and cooling for the buildings?

A: The development team is studying the feasibility and viability of using the Potomac River directly as a heat-sink and heat-source along with other primary energy-efficient HVAC system solutions.

TRAFFIC & TRANSPORTATION

Q: Will the bike path that runs diagonally along the southwest portion of the property under development be left intact?

Q: Will there be separate bike lanes and pedestrian lanes within the site for safety? this is an issue on the mt. vernon trail when it gets more crowded.

Q: What options are available to deal with intersections of streets and bikeways to ensure safety and smooth flow? Elevated bikeway?

A: The existing City Bike Trail that runs southwest of the PRGS site is anticipated to remain. Potential improvements may be identified as part of the project's Multimodal Transportation Study (MTS) that is currently being performed.

Bicycle facilities will be provided within the site in the form of bike lanes and/or shared streets (sometimes referred to as “sharrows”). The design of the new street network discourages vehicular cut-through traffic, promotes traffic calming through best design practices, encourages non-auto modes of travel and improves street safety conditions. Project traffic and transportation engineers and planners will examine bicycle circulation and connectivity to existing and planned facilities and make appropriate recommendations in the MTS, to be presented at an upcoming community meeting in 2022. All transportation infrastructure will be reviewed for consistency with the City’s Complete Streets policies and the OTN SAP Streetscape Guidelines and will be further refined and defined in the Infrastructure DSUP. The proposed woonerf along N. Fairfax Street runs parallel to the Mount Vernon Trail and we hope will minimize some of the pedestrian and cyclist conflict at this active portion of the trail. Elevated bikeways are not anticipated as they increase strain on bikers and restrict their interaction with the street level activation envisioned in this mixed-used district.

Q: One of the first slides showed Fairfax Street extending through the site, but only Royal Street was designated on a subsequent slide with cars, buses, and trucks. Please clarify which streets will extend through the site and the adjacent portions of OTN.

Q: It would be very difficult for individuals living and parking along the one-way E. Abingdon to not be significantly and negatively impacted if there is an entrance to the new community at E. Abingdon.

A: The proposed street network delivers on the goals of the OTN SAP to reconnect the former PRGS site into the existing OTN neighborhood fabric with the extension of multiple neighborhood streets. These streets include N. Fairfax Street, N. Royal Street and Slaters Lane, with the future possibility of N. Pitt Street. All streets will be open to vehicular traffic, however, we have created a hierarchy that prioritizes pedestrians and cyclists along the east side of the property, adjacent to the waterfront, and encourages vehicles to use the western spine street. N. Fairfax Street extends from the south and runs parallel to the MVT and Potomac River, where it turns into a woonerf for pedestrian and cyclist priority in front of the central plaza area, and then turns west to connect to Slaters Lane. Vehicular use is encouraged along the spine street at the western edge of the property and provides drivers direct access to underground parking. N. Royal Street is designed to extend into the site and turn east towards the Potomac River to enhance viewsheds of the waterfront.

The OTN SAP also contemplated a potential connection to E. Abingdon Drive, which would require coordination with the City and NPS and property access from Norfolk Southern and/or PEPCO. The study of this connection will be included in the MTS to be presented at a community meeting in 2022.

Q: Transportation data collection: Please clarify what the "baseline" measure for traffic off and on Slaters Lane and what the projected post-traffic volume measure includes, i.e., inclusion of new developments occurring in OTN as well as on this site.



A: Baseline vehicular volumes that will be used in the transportation analysis were scoped and established with City transportation staff and NPS staff and are based on pre-pandemic data from 2015/2016. This data was used for the 2017 OTN SAP Transportation Study and were increased to 2021 assumptions using an annualized growth rate for the purposes of the PRGS MTS. This analysis will include approved new developments in OTN, which allows us to include future development impacts in our vehicular analysis.

GENERAL

Q: Can you change Abutter communication or Neighbor communication:-)

A: Noted.

Q: How many attendees are logged on this evening?

A: We received 150 registrations for this evening's community presentation and over the course of the meeting a total of 118 people attended the meeting.

Q: Could you please show the plan with streets on screen again while we go through the questions. It will be helpful.

A: Plans were re-displayed during the community meeting.

Q: I wish some of the poll questions allowed NONE OF THE ABOVE

A: Noted. If you have specific ideas that you would like to share, please email HRP at HRPInfoMidatlantic@hilcoglobal.com.