

HRP Group Community Meeting #19, May 4, 2026 – Questions & Answers

HRP Group (HRP) is pleased to provide the following responses to the questions received during our nineteenth community meeting held on May 4, 2026. For ease of review, we have attempted to group the questions by topic and where multiple attendees raised related questions, we have provided a combined response. Links to video recordings, presentation material, and responses to questions from all community meetings are posted on the project website at www.hrpalex.com.

“I’m impressed with the thought and effort that has gone into the planning. I’m eager to see the results!” -Melanie D.

Question	Answer
DECONSTRUCTION, REMEDIATION, & CONSTRUCTION	
<p>Q: I like the plans. Looks great. What approval hoops remain to be jumped and when will phase 1 work begin?</p>	<p>A: The project will be going in front of Planning Commission on June 2, 2026, and City Council on June 13, 2026, for approval of Development Special Use Permits (DSUPs) for Blocks B & C and the two major open spaces. Once this discretionary approval is obtained, an administrative review by City staff follows, which could take approximately 12 months. The administrative review is followed by a building permit review of construction level plans.</p>
<p>Q: The #1 question that I hear from OTN residents and others in ALX is "When will the Power Plant be demolished and the site remediated and ready for development?"</p> <p>Q: What is the start date and duration for the deconstruction and soil remediation?</p>	<p>A: It is anticipated that deconstruction will begin in mid-to-late 2027 and that duration will be about 20 months. Vertical construction on Blocks B and C would begin concurrently as deconstruction progresses, as early as late-2027. Soil remediation will run parallel with these processes. As the project moves into deconstruction and construction, regular community meetings will be held so neighbors understand what to expect.</p>
<p>Q: What is the current expectation for Block A?</p> <p>Q: You said you were starting with Block B and C... does this mean Block A is later? Or cancelled?</p>	<p>A: HRP is actively working with the Alexandria Economic Development Partnership (AEDP) to identify an arts, cultural, or community-oriented user for Block A. HRP made a Concept 3 submission to the City for Block A in mid-2025 and this DSUP is anticipated to be advanced to Planning Commission and City Council once a user is identified. Interim uses are also being explored to activate this portion of the site until a permanent user is identified.</p>

<p>Q: When do you anticipate groundbreaking to occur and what arrangements will be made for construction vehicles and worker parking?</p> <p>Q: How will you ensure that workers do not use residential streets for parking? This was a huge problem that continues in our neighborhood from the TideLock development, despite posted signs.</p>	<p>A: It is anticipated that deconstruction will begin in mid-to-late 2027 and that duration will be about 20 months. Vertical construction on Blocks B and C would begin concurrently as deconstruction progresses, as early as late-2027. As the project moves into deconstruction and construction, regular community meetings will be held so neighbors understand what to expect.</p> <p>In terms of construction logistics, the project team understands the concerns regarding worker parking and construction traffic and is working closely with Balfour Beatty to develop a comprehensive Construction Management Plan that will address both the deconstruction phase and the subsequent vertical construction. The overall goal is to minimize impacts on surrounding streets. Nearby garages and off-site parking options will be utilized wherever possible, and trade partners will be encouraged to carpool to help reduce traffic and congestion. Parking expectations and restrictions will be communicated clearly to all contractors and subcontractors working on the project.</p> <p>All of these details will be formally outlined and reviewed as part of the Construction Management Plans submitted to local transportation authorities. The objective is to manage construction in a way that is organized, respectful of the neighborhood, and minimizes disruption to residents.</p>
<p>Q: I'd like to know what practices you will employ to manage the worksite. I have seen several projects in North Old Town move forward with no effort to clean up at the end of the workday. All the personal trash the workers and truckers throw down on the worksite ends up blowing into the street and onto residences every day.</p>	<p>A: The general contractor, Balfour Beatty, was selected through a thorough request for proposal (RFP) process that prioritized both qualifications and local experience, including strong expectations related to site management and cleanliness.</p> <p>As part of the construction operations plan, dedicated labor personnel will be responsible for maintaining site cleanliness on a daily basis. This will include continuous trash removal throughout the workday, as well as scheduled street sweeping based on the level of activity at the site. The expectation is that the project site remains orderly and well-maintained at all times, not solely at the end of each workday.</p> <p>In addition, a project website will provide the community with a direct channel to submit questions, concerns, or complaints. All submissions will be monitored closely and addressed in a timely manner.</p> <p>The overall goal is to take a proactive approach to construction management and ensure the project is carried out in a manner that minimizes impacts on the surrounding neighborhood.</p>
<p>Q: When do you expect the noise from the demolition and reconstruction to commence? Can you provide a timeline for</p>	<p>A: Deconstruction and abatement work is anticipated to begin in mid-to-late 2027. Noise monitoring measures will be implemented on site, and all work will be conducted in compliance with the City of Alexandria's</p>

<p>development/construction activity on the property?</p>	<p>noise ordinances, including regulations related to permitted working hours and allowable decibel levels.</p>
<p>Q: Is the site in the Virginia Dept of Env Quality (DEQ) voluntary remediation program?</p> <p>Q: The most important aspect of the project is to use max measures known to science to protect local residents from getting poisoned. Let's reduce harmful effects of the cleanup. How will you do that? Thank you. Otherwise the redevelopment sounds like a great idea provided no harmful effects to surrounding neighborhoods.</p>	<p>A: The safety of our neighbors, future residents, and visitors is a top priority. The entire site has been entered into the VDEQ Voluntary Remediation Program (VRP). VRP reports for the Site are available on the project website.</p>
<p>Q: Is there a slide or rendering with this same map WITH the new planned buildings on it? It's the best to show the roads and where everything will be and will give a sense of where existing views will be blocked by new tall buildings. Thank you!</p>	<p>A: Plans showing the existing context were shared at this and prior meetings. Please see past presentations at hrpalx.com.</p>
<p>Q: Under mitigation measures - what is meant by "Property owners will have the interior of their property surveyed prior to construction"?</p>	<p>A: This means that adjacent unit owners will be provided the opportunity to have their units professionally surveyed and documented in advance of the start of deconstruction and construction activities. It is not an obligation.</p> <p>Pre-construction surveys establish a record of existing interior conditions prior to work commencing. The surveys would be performed and documented by qualified professionals and may include written reports, photographs, and/or video documentation of existing conditions within the unit. This information would serve as a baseline reference throughout the project.</p>
<p>Q:</p>	<p>A:</p>

<p>Over the past few months, I have seen numerous dump trucks at the South area of the property. What are they doing and are there any environmental concerns for those nearby?</p>	<p>At this time, there is no redevelopment-related work occurring on the site. National Park Service (NPS) has been performing work on their property, and we have given them access to our site to help facilitate their work.</p>
<p>Q: How will construction affect the underground water/sewer infrastructure in adjacent communities like Harbor Terrace?</p>	<p>A: No impact to the Harbor Terrace water/sewer infrastructure is anticipated. The project is connecting to existing Intermediate Pressure water mains. The sanitary sewer connection is running from the development south towards a newer sanitary line at Canal Center.</p>
<p>Q: Will there be no gas utility at all? Is that the developer's choice or mandate by the city? Condo units without gas ranges may not sell as well as those with.</p>	<p>A: There will limited gas utilities for common space amenities, commercial kitchens, and emergency back-up generators. There will be no gas cooking in units, and we expect to provide sales demonstrations on the ease and convenience of induction cooking methods. This was a goal proposed by the City and documented in the project's Coordinated Sustainability Strategy.</p>
<p>Q: Can you please review the main roadways that will be used for construction vehicles, and can these be limited to areas furthest away from existing residential units?</p>	<p>A: Minimizing impacts to surrounding residential streets will be a key component of the Construction Management Plan being developed in coordination with Balfour Beatty and local authorities. Construction vehicle routing and logistics will be refined as part of the ongoing planning process. The goal is to direct construction traffic to primary roadways and commercial corridors wherever feasible, while minimizing impacts to streets closest to existing residential units. All material storage will be located on-site to help minimize impacts on neighboring areas.</p>
<p>Q: When will you be updating your site characterization updates for soil and groundwater sampling?</p>	<p>A: The Preliminary Site Characterization Report for is available on the project website here. Additional soil sampling near the on-site buildings and transformer/electrical areas will be conducted in coordination with deconstruction, when these areas become accessible.</p>
<p>TAX INCREMENT FINANCING PROPOSAL</p>	
<p>Q: How is the \$2B project cost and \$770M tax revenue attributed to Phase 1 of the project as compared to Phase 2?</p>	<p>A: The overall project costs and projected tax revenues are generally balanced across phases. Phase 1 carries a greater share of upfront investment related to site readiness and infrastructure, including abatement and deconstruction of the power plant, public roadway</p>

	<p>construction, utility installation, and delivery of major public open space improvements necessary to support the broader redevelopment.</p> <p>Tax revenues are similarly expected to build over time as each phase is completed and occupied, with both phases contributing significantly to the long-term economic benefits generated by the full redevelopment of the site.</p>
TRANSPORTATION & PARKING	
<p>Q: Are you going to connect the Metroway bus on Rt 1 to the site? Would be a good use of public transport.</p>	<p>A: Four DASH bus stops connecting to Potomac Yard Metro and Braddock Metro stations and beyond will be provided as part of the redevelopment as will bike racks. Existing DASH Route 34 will be realigned to utilize the new roadways and stops within the redevelopment.</p>
<p>Q: Could you please elaborate on how residents and visitors to the redeveloped Potomac Power Plant will access and egress from it?</p> <p>More specifically, will any access or egress be allowed from Slaters Lane? And, if so, what changes are being proposed for the intersection of Slaters Lane and the GW Parkway and the Parkway's associated service roads?</p> <p>Q: PLEASE specifically elaborate on planned changes to the intersection of GW Parkway and Slaters Lane</p>	<p>A: The redevelopment of the PRGS site requires an entire new roadway network, as contemplated in Old Town North Small Area Plan, to connect to the existing neighborhood to the north and south of the property via connections to Slaters Lane, N. Royal Street, and N. Fairfax Street. HRP has engaged Gorove Slade, transportation engineers, who were actively involved in master planning work prior to and as approved as part of the Coordinated Development District (CDD). The team has worked with the City and National Park Service (NPS) staff to study, forecast, and analyze transportation patterns and their impacts, which are detailed in the Multimodal Transportation Study and VISSIM Results Memo, both provided on the project website at www.hrpalex.com.</p> <p>Several improvements are planned for the intersection of George Washington Memorial Parkway and Slaters Lane. Proposed enhancements include bringing sidewalks, curb ramps, and crosswalks up to current standards to improve accessibility and pedestrian safety.</p> <p>In addition, southbound West Abingdon Drive will be slightly widened, accompanied by roadway restriping and signal retiming throughout the intersection to better align with anticipated traffic demand and improve overall vehicle flow. These improvements are intended to address existing congestion points and enhance operational efficiency at key movements within the intersection.</p> <p>The project will also fund the installation of Adaptive Control Signal technology at the intersection. This system will allow signal operations to adjust in real time based on current traffic conditions, helping to optimize traffic flow and reduce delays.</p>

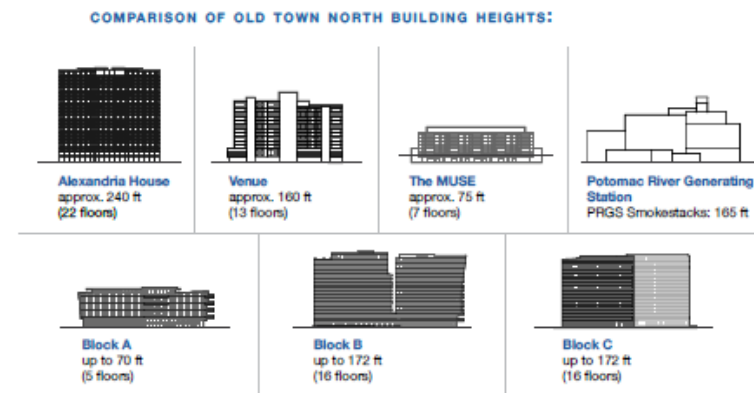
	<p>In terms of bicycle connectivity, the site is uniquely positioned to benefit from its proximity to the Mount Vernon Trail and existing local bicycle routes. While these amenities provide strong regional access, there are currently gaps in the bicycle network and barriers to east-west mobility, including the George Washington Memorial Parkway and rail infrastructure located further west, which limit connectivity within the area.</p> <p>The project presents an opportunity to help close these gaps by extending and strengthening the local bicycle network. Proposed improvements include the addition of on-site, on-street bicycle facilities that will directly connect the development to surrounding bicycle routes, as well as new bicycle lanes along Slaters Lane. These lanes will extend the existing bicycle facilities located west of the George Washington Memorial Parkway and help complete an important local connection.</p> <p>These project improvements will complement planned City initiatives, including the future connection to the Potomac Avenue Trail from East Abingdon Drive westward, as well as planned trail enhancements along East Abingdon Drive between Slaters Lane and the multi-use trail to the south.</p>
<p>Q: Given the density and mixed-use character of the development, will there be underground public parking factored into the overall scheme? The surrounding streets (First St , Montgomery St., etc.) are quite narrow as well as heavily traveled and no doubt will be adversely affected. Do you (and the City) anticipate converting on or more surrounding streets into one-way streets and/or adding additional traffic lights as a result of the development?</p>	<p>A: The future redevelopment will be serviced by a shared underground parking garage that is designed with multiple access points distributed throughout the site to provide multiple means of ingress/egress while encouraging drivers to park and walk around the district. On-street parking is anticipated to be limited to short-term parking.</p> <p>The Multimodal Transportation Study (MTS), as reviewed, modified, and approved by City Staff, includes many recommendations to improve transportation circulation to, from, and through the future redevelopment by way of roadway and signal improvements both on and off the development site.</p>
<p>Q: The transportation analysis and where it being run a few years ago means it's outdated</p> <p>Q: The transportation study was based on 2015 data using a .25% annual growth rate. It also did not include 1200 units that are currently under construction. Can we make an update a condition of</p>	<p>A: The transportation study was scoped in coordination with City transportation staff, who established the assumptions and methodology used for the analysis. This process included consideration of approved background development, projected regional growth, and planned transportation network improvements within the study area.</p> <p>The transportation analysis was formally submitted as part of the Coordinated Development District (CDD) Multimodal Transportation Study (MTS) in April 2022 and has since been advanced through</p>

<p>the TIF? Second question: How many affordable units will there be in Blocks B & C?</p>	<p>updated Development Special Use Permit (DSUP) transportation memoranda in 2025.</p> <p>A microsimulation analysis was completed in 2023 using updated 2022 traffic counts and “Verkehr In Städten – SIMulationsmodell” (VISSIM) modeling software to evaluate roadway operations at key intersections surrounding the site. The VISSIM analysis built upon and refined the original Coordinated Development District (CDD) Multimodal Transportation Study (MTS), testing 13 different operational alternatives and further validating and refining the transportation analysis completed as part of the CDD process.</p> <p>The analysis is intended to be forward-looking and incorporates projected background growth, planned development activity, and anticipated network improvements. As a result, the study reflects future conditions rather than solely the conditions present at the time data was collected.</p> <p>The project is proceeding within the approved CDD framework. Under City guidelines, the project is permitted to build upon the original MTS provided it remains within the five-year review period and consistent with the previously approved development program, which is the case under the current DSUP applications. In addition, there is a commitment to update the transportation analysis again midway through vertical development using the most current available data at that time.</p>
<p>DESIGN</p>	
<p>Q: What stormwater best management practices will be used on site?</p>	<p>A: New stormwater management measures will be implemented as part of this redevelopment and will include best management practices such as bioretention planters, green roofs, and other systems designed to capture, treat, and temporarily hold runoff before it leaves the site. These improvements are intended to significantly enhance stormwater performance and reduce runoff impacts compared to current conditions.</p>
<p>Q: Why doesn't the architectural design reflect the historic character of Old Town? This design looks like something out of any generic modern city.</p> <p>Q: I'm interested in and saddened by the apparent lack of red brick, perhaps the signature building element of Alexandria. Will there be any nod to that visual heart of Alexandria?</p>	<p>A: The design approach reflects a balance between contemporary aesthetic and sensitivity to the surrounding context as outlined in the Urban Design Standards and Guidelines and Design Excellence Prerequisites and Criteria. This design complements the human scale that focuses on the pedestrian experience and materiality of Old Town North and balances with sustainability, long-term resilience, and waterfront location unique to this site.</p> <p>Specifically, the ground floor storefronts are designed to replicate the scale of King Street's welcoming retail rhythm and brick is used as a historic reference. Additionally, streetscapes and sidewalks will include paving, planting, and furnishings to encourage the activity and vibrancy for which Old Town is known.</p>

Q:
In this current phase of development planning, have there been any height changes?

Q:
When we've had previous opportunities to comment (including in person during a site tour), we've expressed dismay regarding the proposed heights of these buildings. It feels as though those concerns have not been heard. I saw nothing that "spoke" to the proximity of Old Town in these buildings, and sidewalks do not appear to be wide enough to support outdoor dining as was mentioned. To what degree can height and density still be influenced?

A:
The City approved the height and density in the Coordinated Development District (CDD) in 2022, which also included commitments to provide affordable housing, arts and cultural space, and publicly accessible open space. These heights vary across blocks and are subject to FAA height restrictions. Block A is approved up to 70', Blocks B, C, & D up to 172', and Blocks E & F up to 160'. Additionally, mechanical penthouse and rooftop equipment space up to 20' in height are allowed on all blocks. As a reference point, the existing smokestacks at the power plant are 162 feet tall, and there are other buildings in Old Town North that measure up to 240 feet tall. More information can be found in the [project's FAQ](#).



Q:
Will triple pane noise insulating windows be specified for the new multifamily buildings to protect the residents from the DCA aircraft noise? A DCA flight path is directly above the site!

A:
HRP is working with specialized consultants in the design process to mitigate noise impacts. An acoustician performed an acoustical survey on the property to measure the potential noise impacts of flight traffic. Additionally, a building envelope engineer developed, in coordination with the architects, specifications to mitigate noise levels inside each of the new buildings.

Q:
If the Pepco substation can be relocated, that would be valuable for the project and the attractiveness of the development. There should be more transparency about the fact that the pepco substation is remaining. This

A:
Pepco's existing substation adjacent to the site will remain in its current location. Based on available information, there are no known plans to decommission or relocate these facilities.

<p>is a significant view from the parkway, and it is not going away</p>	
<p>OPEN SPACE</p>	
<p>Q: What trails do NOT allow bicycles, scooters, electric bikes? Older and disabled pedestrians need space where they do not worry about being run over.</p> <p>There seems to be heavy focus on bicycle movement. There is very little focus tonight on how hikers, walkers, moms with strollers, and others can walk a mile or two safely.</p>	<p>A: The transportation and trail improvements approved in the Coordinated Development District (CDD) are based on a transportation circulation vision designed to prioritize a safe and welcoming experience for walkers, runners, families with strollers, older adults, and people with mobility challenges, while balancing cyclist use. The redevelopment will enhance the multimodal network to and through the site by creating new sidewalks and pathways that connect with the existing Mount Vernon Trail (MVT) and City multi-use path. The new pedestrian and cyclist infrastructure is designed to minimize conflicts between the two user groups by providing cyclist-friendly options with easy access and minimal stops that will encourage cyclists to take different routes than pedestrians or to slow down when they are in pedestrian-priority areas. Pedestrians and cyclists traveling at a leisurely pace are prioritized along the eastern edge of the property, including along the proposed woonerf. Routes for commuter cyclists are proposed along the western edge of the property with dedicated bike facilities located on future streets within the redevelopment.</p> <p>For example, cyclists will be encouraged to use the dedicated bike infrastructure on the North Royal “green street” and the North Fairfax “woonerf” to go to and from the site, rather than cycle through the open space paths. Cycling commuters will be able to bypass the site by using the reinforced connection in the Rail Corridor Open Space to access the existing multi-use path that connects to East Abington, where the city plans to make cycling path improvements. Additionally, National Park Service (NPS) plans to widen the MVT along the waterfront as part of their broader improvements to the trail network. The extra width will help to minimize conflicts, but it is also anticipated that an increase in pedestrian activity in front of the pumphouse will disincentivize all but leisurely cyclists from taking this route.</p> <p>Pathways across the site’s open space network are Americans with Disabilities Act (ADA) accessible and there are multiple access points to open space program areas to ensure connectivity across the property for all ages and abilities.</p>
<p>Q: Will public restrooms be part of the plan?</p>	<p>A: Yes, public restrooms are proposed in two locations. First, in the existing guardhouse, which will be redevelopment for a small retail use</p>

	(i.e. ice cream or coffee shop). A second location is proposed to be located with Block E, Block F, or at the pumphouse.
<p>Q: There are no schools or churches in Old Town North that would use land, but this area does need public space for this community, for example, to provide a location for this precinct to vote, or for other public purposes. Do you anticipate that there will be some space in this development for public purposes?</p>	<p>A: Thank you for the suggestion! HRP is open to conversations about hosting temporary civic uses, including space for voting.</p>
<p>Q: It will take many years for trees to mature and provide adequate shade; having said that, the area needs to have adequate shade areas such as gazebos, etc. at the same time the first buildings will have been completed</p>	<p>A: The team recognizes that newly planted trees will take time to mature and provide significant shade. Consideration has been given to incorporate shade elements throughout the site and especially in public open spaces to provide comfortable areas away from the sun.</p>
<p>Q: Wonder your thoughts about this recommendation by the Waterfront Commission:</p> <p>The Commission encourages the City to promote access to Alexandria’s waterfront by boats and other small watercraft. We are pleased that HRP Group’s plan includes a pier for non-motorized watercraft; however, the distance from where a car can drop off a kayak or paddleboard and the significant elevation drop to the water would make it challenging to bring a personally-owned watercraft to and from the pier. Also, people who are on the river in their kayak or paddleboard and want to stop at this site and explore the area would have no place to temporarily store their watercraft while they do so. We request that HRP consider adding a kayak/paddleboard rental kiosk near the pier and temporary small watercraft storage. Nearby residents would also benefit from</p>	<p>A:</p> <p>HRP appreciates the Waterfront Commission’s comments and shares the goal of improving public access to the waterfront for a variety of users, including kayakers and paddleboarders.</p> <p>In coordination with National Park Service (NPS), multiple potential locations for a non-motorized watercraft launch were evaluated throughout the site planning process. Due to shoreline conditions, environmental constraints, grading, river access, and operational considerations, the current location was identified as the only feasible location for a launch facility.</p> <p>Accessibility to the launch has been an important consideration in the design. The pathway network been designed with multiple routes to access the launch area, including an ADA-accessible pathway. These connections are intended to improve access for a broad range of users and provide flexibility for those transporting small watercraft to and from the waterfront.</p> <p>The project also contemplates temporary storage areas for small watercraft to support visitors arriving by kayak or paddleboard who may wish to stop and spend time exploring the site. HRP continues to evaluate operational details and programming opportunities for the waterfront areas with NPS as the design advances, including the potential for amenities such as rentals or additional storage options, recognizing the interest in expanding recreational access to the river.</p>

<p>having a longer-term storage area near the pier for their kayak/paddleboard.</p>	
<p>Q: What is the status of the acquisition of land for the linear park? Has the city made this a priority?</p>	<p>A: The City is working to acquire a property interest in Norfolk Southern’s unused rail line to convert it to a rails-to-trails like park. They are working with the Open Space Institute, who is experienced with these conversions and negotiations.</p> <p>The City held a neighborhood meeting in March 2026, the subject of which is summarized on the Old Town North Alliance’s website (www.oldtownnorthalliance.com) in a <u>post</u> dated March 27, 2026.</p>
<p>COMMUNITY</p>	
<p>Q: When will the improvements currently being made to the Trail be complete? What exactly do they entail?</p>	<p>A: HRP provided access across the PRGS site to a National Park Service (NPS) subcontractor who was working on shoreline stabilization work in April and May 2025. This work is unrelated to the redevelopment of the former powerplant site and has since concluded. HRP will continue to coordinate with NPS on access requests necessary to maintain their property, which may include the widening of the Mount Vernon Trail in the future.</p>
<p>Q: There seems to be a lot of retail space worked into the development. I see a lot of empty retail space in old and newer buildings around OTN. How and when will you guarantee these spaces will be occupied?</p>	<p>A: Successful neighborhood retail in Old Town North, like at the Gables Old Town North apartment building, requires a concentration of people and retailers to successfully catalyze a neighborhood. Given the site’s proximity to the waterfront, along with the new amenities and public spaces, we believe the project will be a strong attraction for residents, visitors, and businesses looking to locate in a vibrant, mixed-use environment. HRP receives numerous calls from interested retailers, especially restaurants interested in providing waterside dining, which is one of the top priorities we heard from the community. The team continues to welcome conversations with businesses interested in opportunities within the future redevelopment.</p>
<p>Q: What are your plans for public art in the open spaces?</p>	<p>A: Public art is envisioned as an important component of the redevelopment’s open space network and broader waterfront experience. The project’s approach to public art is guided by the Comprehensive Arts Plan, which identifies opportunities to integrate artistic and cultural elements throughout the site in ways that reflect the history, ecology, infrastructure legacy, and waterfront character of this site.</p>

	<p>Rather than treating public art as a standalone feature, the intent is to incorporate art into the design of the open spaces themselves through a variety of scales and formats. This may include integrated paving and landscape elements, interpretive features, lighting installations, sculptural components, and opportunities for artist-designed elements within the waterfront, rail corridor, and plaza areas. The plan also contemplates opportunities to reference the site's history and relationship to the river through educational and experiential installations.</p> <p>In addition to creating visual interest and cultural programming opportunities, the integration of public art is intended to help establish a distinct identity for the waterfront, support community gathering spaces, and contribute to a welcoming and engaging environment for residents and visitors of all ages.</p>
<p>Q: Can you clarify what specific arts and cultural uses are planned in terms of dedicated building space, beyond public art installations? For example, are there plans for performance venues, rehearsal space, or artist workspaces? And how will those spaces be funded, activated, and sustained over time to ensure they are actively used and do not remain vacant?</p> <p>Q: How will you find arts 'tenants'? We haven't had great success in OTN to date. Very disengaged space at The Muse and Metro Stage failure to launch. How will this be different?</p>	<p>A:</p> <p>The arts and culture strategy at the former PRGS site is to create an active, year-round cultural presence integrated into the redevelopment. Key to this vision is the incorporation of 30,000 SF of arts and cultural space across the site, of which 15,000 SF will be subsidized, but also linking this interior space to the open space network and public realm programming rather than relying solely on single venue. The arts and cultural vision, as set forth in the Comprehensive Arts Plan includes integrating cultural activity throughout the site including events, temporary installations, performances, markets, festivals, educational programming, and partnerships with local and regional organizations. This broader activation strategy is intended to create consistent public engagement and support for the users of the dedicated arts spaces. HRP is working collaboratively with the City and potential arts and culture tenants to identify models that are operationally sustainable. The goal is not simply to provide space, but to create spaces that are visible, flexible, financially supportable, and connected to active public areas that encourage regular use.</p>
<p>Q: Why do you think a project of this scale done at this time given the substantial job losses in DC/Alexandria will succeed?</p>	<p>A: This project will be built over several years across multiple phases, allowing the market to absorb the space in a phased fashion, ensuring that the project can be a successful new hub in Old Town North.</p>
<p>Q: There were a few comments regarding sound quality.</p>	<p>A: Apologies if the audio was difficult to hear during the meeting.</p>

	To rewatch the recording with clear sound, please visit our website at www.hrpax.com .
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For further questions or comments, you can reach out to the project team via e-mail at HRPInfoMidatlantic@hrpgroup.com.