

HRP Group (HRP) is pleased to provide the following responses to the questions received during our eighteenth community meeting held on June 9, 2025. 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.hrpalx.com

Question	Response
DECONSTRUCTION, REMEDIATION, & CONSTRUCTION	
<p>Q: As a resident who lives one block from the site targeted for remediation, what pollution impact can we expect to see?</p> <p>Q: Are the Salvation Army/Towngate North Condos considered “adjacent” with potential impact from the deconstruction, particularly any asbestos that may escape into the air?</p>	<p>As some of you may know, the site has contaminated soil and groundwater from previous use. The previous owner did some remediation, but it was limited due to the building's location and steep slope near the river.</p> <p>The most impacted area is near the structure, and we plan to complete additional remediation during deconstruction and redevelopment when access improves. Visually, it will look like normal construction activity—trucks and equipment on site—with no obvious signs of the remediation itself.</p> <p>All asbestos is fully abated within negatively pressurized containments constructed before any deconstruction begins. The material is continuously wetted to minimize dust, then carefully bagged, boxed, and securely loaded onto trucks to prevent any release into the environment. Once removed, it is transported to regulated, certified landfills for proper disposal. Clearance letters and final approvals confirming that all regulated materials have been safely removed are obtained prior to the start of deconstruction.</p>

<p>Q: I saw that the abatement and deconstruction of the existing facility is expected to take 20 months - that's great! What is the schedule for the deconstruction phase to start?</p> <p>Q: Thanks for this great presentation. What is your anticipated (best case) start for deconstruction?</p> <p>Q: Has any work started? We still see the eye sore.</p> <p>Q: When will this project be completed? A timeline for construction would be very helpful.</p>	<p>Abatement and deconstruction of the existing power plant structure is currently estimated to commence no earlier than mid- 2026.</p>
<p>Q: There's a great deal of wildlife on the property - including foxes so would be very nice to take down the fence on the north side of property first so that the wildlife could escape to Dangerfield Island which is a better landing spot for them.</p>	<p>HRP has hired a wildlife consultant to monitor wildlife activity on the site. Wildlife can currently move in and out of the fenced property without assistance.</p>
<p>Q: Regarding the deconstruction of the power plant. How are you planning on dealing with pest control?</p>	<p>We will engage a professional pest control firm with expertise in this area. It is important to note that the site does not generate food waste or garbage which are primary attractants for rodents.</p>
<p>Q: Why does the timeline keep changing? 4.5 years ago, the first phase was supposed to be completed within 2 years. We haven't seen any progress.</p>	<p>HRP acquired the site at the end of 2020 and immediately began the master planning process. The first formal filing with the City for the Coordinated Development District (CDD) occurred in mid-2021 and the CDD was approved in July 2022. HRP has continued to progress through Alexandria's multi-step review and approvals process with the Infrastructure Development Site Plan (IDSP) approved in June 2023. We are currently working on the Development Special Use Permits (DSUP) for the first 3 blocks and 2 major open spaces.</p>

	<p>We anticipate those DSUPs will be approved by the Planning Commission and City Council this fall. That approval will allow us to advance the design, complete the Final Site Plan (administrative) review with staff, and prepare the construction documents necessary for building permits.</p> <p>The first phase of construction is anticipated to commence approximately 6 months after abatement and deconstruction starts. It is currently anticipated that the earliest start for vertical construction is late 2026 or early 2027.</p>
<p>Q: Will the Mount Vernon Trail remain open during deconstruction? Will it be safe to ride near the power plant during that time period?</p> <p>Q: When and for how long will the Mt Vernon trail be closed?</p> <p>Q: What interruptions should the community expect to the Mt Vernon trail? If access from north and south of the site will be cut off for development, is there an estimate to the duration of the restricted access?</p> <p>Q: Will Slaters Lane, E Abingdon, and/or the Mount Vernon Trail be closed at any time during the deconstruction and construction?</p>	<p>HRP meets regularly with National Park Service (NPS) and City staff for on-going design review and coordination, including coordination for the implementation of proposed improvements to the Mount Vernon Trail as part of the redevelopment. It is anticipated that during deconstruction and construction, some periodic closures and detours impacting the Mount Vernon Trail will need to be implemented.</p> <p>Fortunately, the City’s bike infrastructure is extensive enough to support these detours without major impact on cyclists. HRP will work with NPS and City staff to minimize any closures or disruptions that will be coordinated and communicated clearly to the community in advance. Closure of either Slaters Lane or East Abingdon Street is not anticipated but these streets will be used as part of deconstruction and construction ingress/egress and may at times require traffic control measures.</p>
<p>MASTER PLAN AND DEVELOPMENT</p>	
<p>Q: How much of the city’s endless rules and regulations increased the cost of this progress as to compare to other company projects/ around the country?</p>	<p>HRP values the input and feedback provided by City staff, elected officials, and members of the public. Thank you for joining the June 9 community meeting!</p>

<p>Q: Where can we find the updated Block A designs?</p> <p>Q: Could you provide more details about the composition of Block A with more specific examples?</p> <p>Q: What will the height of Block A be?</p>	<p>Under the CDD, Block A’s maximum allowable height is 65 feet. The current design submitted in DSUP Concept 3 is for a single-story building, which would be substantially lower than the maximum allowable height. The latest design of Block A can be found on our website, located here. While we do not yet have a tenant(s) for Block A, it is designed to accommodate a wide range of arts/cultural/innovation users, offering a flexible floorplate on a constrained parcel that we envision as a continuation of the North Fairfax Street Arts and Cultural Corridor and gateway anchor into the site.</p>
<p>Q: How many stories is the tallest building?</p> <p>Q: When was the entire layout of the development changed and the height of the buildings more than doubled?!</p>	<p>As many of you know, and participated in, a two-year community planning process occurred several years prior to HRP’s acquisition of the site. This planning process was led by the City of Alexandria with significant community and local stakeholder input and resulted in the Old Town North Small Area Plan (OTNSAP) which was finalized in 2017. The OTNSAP envisioned over 2 million square feet of development on this site with similar building heights. Additional square footage was added through the City’s bonus density program for affordable housing and subsidized arts space during the CDD process.</p> <p>The city approved the master plan, height and density in the CDD in July 2022 which aligns with what was envisioned in the OTNSAP.</p> <p>With the exception of Block A, zoning heights are restricted by FAA height limits, which decrease the closer the blocks are to Reagan National Airport. The tallest building on the site is anticipated to be 15 floors plus a mechanical penthouse. For reference, the existing smokestack is 162 feet tall and other buildings in Old Town North measure up to 240 feet tall. Additional neighborhood building height references may be found on the Frequently Asked Questions located on the project website here.</p> <p>We look forward to delivering on the vision established in the OTNSAP and approved by the CDD in 2022.</p>

Q: How will walkers and cyclists have a clear path with all those retail shops and inevitable outdoor tables and chairs

The transportation and trail improvements proposed as part of the power plant redevelopment are based on a transportation circulation vision that prioritizes cyclist and pedestrian safety. Routes for commuter cyclists are proposed along the western edge of the property with dedicated bike facilities located on future streets within the redevelopment. Pedestrians and cyclists traveling at a leisurely pace are prioritized along the eastern edge of the property, including along the proposed woonerf.

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 and City multi-use path. The new pedestrian and cyclist infrastructure being provided 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. 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, 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. Pathways across the site’s open space network are 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>The ground floor and outdoor café zones have been designed with pedestrian and cyclist experience in mind and to ensure separation of cyclists from specifically designated outdoor dining areas.</p>
<p>Q: You mentioned underground garages. How do you prevent the streets from being congested with cars?</p>	<p>The shared underground parking garage 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.</p> <p>On-street parking is anticipated to be limited to short-term parking.</p>
<p>Q: What are the plans for traffic management into and out of the project, including plans for the intersection of Slaters Lane and the GW Parkway?</p> <p>Q: Will Abingdon streetscape be improved? Will roadwork be done to GW Parkway? Will any roads connect to Slaters Lane?</p> <p>Q: Given the number of planned residences, is there a plan to upgrade the limited road network in this area?</p> <p>Q: How can the existing roads handle the large influx of residents, workers and visitors?</p>	<p>A Multimodal Transportation Study (MTS) was conducted based on City standards. It includes future forecasts for changes in travel patterns and growth in volumes due to regional and local growth, as well as other approved, unbuilt projects near the power plant site. These forecasts and background information are included in the analysis and help form the basis for the findings and recommendations in the MTS.</p> <p>The MTS was reviewed and approved by the City and demonstrates that the road network can accommodate additional traffic from new residents, workers, and visitors—with a few key improvements. Key improvements include intersection modifications, signal timing adjustments, added turn lanes, and optimized traffic flow at key locations like Slaters Lane, Bashford Lane, North Royal Street, and North Fairfax Street. The exact scope and extent of improvements proposed at the intersections of George Washington Memorial Parkway (GWMP) at Slaters Lane and Bashford Lane will be further studied and coordinated with the NPS and the City.</p> <p>The MTS and descriptions of roadway improvements can be found on the project website under “Entitlement Submissions”: hrpalx.com</p>

OPEN SPACE AND LANDSCAPE DESIGN	
<p>Q: Will native plantings on NPS parkland be continued into other areas of GWMP?</p>	<p>Only the NPS property included in the Waterfront Open Space DSUP will be improved as part of the redevelopment. The vision for the NPS managed portion of the Waterfront Open Space, specifically the passive recreation areas, is to remove invasive species and encourage the natural aesthetic of native plantings.</p>
<p>Q: Are you planning to plant common milkweed (<i>Asclepias syriaca</i>)? This is the only milkweed on which monarch butterflies prefer to lay eggs and that survives well in northern Virginia's natural areas. To preserve decreasing monarch populations, plant common milkweed. Do not plant other milkweeds, such as swamp milkweed and butterfly milkweed."</p>	<p>Thank you for the suggestion! We will explore ways to incorporate <i>Asclepias Syriaca</i> into our native plant pollinator areas.</p>
<p>Q: If there will be a shade structure, will you add a trellis on which native flowering vines (such as trumpet creeper) can climb.</p>	<p>While the shade structure itself is not currently planned to support vines, there are opportunities for incorporating creeping vines on the site, including at the pump house wall and at the North Fairfax gateway feature in the Rail Corridor Open Space.</p>
<p>Q: Are you planning to protect plantings from trampling and dogs by using low fencing or elevation? If not, do this.</p>	<p>During the establishment phase, we often use a simple rope delineation to help protect and support the growth of prairies and native plantings. That's certainly something we'll consider as we move into the construction phase of the project.</p>
<p>Q: Will the rail corridor open space include the present CSX property? If so, it will be important to preserve in place some of the tracks, ties, and other structures that presently exist.</p>	<p>The property in question belongs to Norfolk Southern, not CSX. The Norfolk Southern land is no longer part of this redevelopment plan. It was removed from the plans last year following guidance from the City Attorney's office. However, the City is actively working to pursue a rails-to-trails conversion for that land.</p>

<p>Q: Will the railroad tracks crossing Abingdon and GW Parkway be removed?</p>	<p>The removal of the rail embedded in the GW Parkway is not part of this redevelopment.</p>
<p>Q: Does the rail line development assume elimination of Foreign Car Service?</p>	<p>The Rail Corridor Open Space is located entirely within the property that HRP owns and does not require the acquisition of additional property.</p>
<p>Q: Where is the green space? .</p>	<p>Over 10 acres of new and improved publicly available open space will be delivered in the Waterfront and Rail Corridor Open Spaces and unlock direct access to the waterfront. Slides 41-62 from the June 9, 2025, presentation describe the comprehensive open space through a variety of visuals including plans, renderings, and precedent imagery.</p> <p>The proposed open space improvements include a large variety of natural areas for the public to enjoy, for either passive or active recreational activities. The passive recreational areas include NPS-managed property along the waterfront, where proposed improvements include new overlooks and a woodland walk. Additionally, the area south of the pumphouse includes integrated tiered seating that connects both to the Potomac River and to the adjacent great lawn. The lawn and the seating can be used for active programming, such as concerts or performances, or for more passive activities, like picnicking and reading. Additional flexible recreational areas are located south of Block A, connecting to the City’s waterfront park, and in the lawns and groves provided in Rail Corridor Open Space. More active recreational programming is proposed for the Rail Corridor Open Space and includes greens spaces through the multiple areas including a sensory garden, native planting areas, passive and active lawns, and in the transitional areas between program areas.</p>
<p>Q: With respect to the Waterfront, there are logs and branches that flowed into the area after heavy storms in May. This is not unusual. It happens after heavy storms.</p>	<p>HRP is coordinating with NPS and the City of Alexandria to create a coherent and integrated experience along the waterfront that will include both active and passive uses that respect the topographical variety along the waterfront. The future maintenance responsibilities for the personal non-motorized</p>

<p>Q: The location of the Non-Motorized Watercraft Launch platform is in an area that currently has a lot of this detritus. This will be an ongoing issued. Will HRP be responsible for clearing the waterfront of this danger?</p> <p>Q: The designs for open space are impressive. Who will be responsible for maintaining the kayak launch, gardens, lawns, play areas, etc.?</p>	<p>watercraft (aka kayak) launch will continue to be discussed in coordination meetings as part of ongoing federal review and permitting processes. The kayak launch is a highly desired feature, and we're committed to working together to ensure it is safe and usable.</p> <p>It is anticipated a property management association will oversee the operation and maintenance of the open spaces on HRP property. HRP will continue to coordinate with NPS staff regarding maintenance of the more active program areas improved as part of this redevelopment on federally owned property.</p>
<p>Q: Any thoughts about a community garden?</p>	<p>A community garden was considered as a program element but did not rank highly in the community surveys and is not being pursued.</p>
<p>Q: Will there be public pickleball courts? I recall this was a popular option in the public survey.</p>	<p>A multi-sport court is located in the Rail Corridor Open space that may be used for pickleball. This use was desired based on the responses to our community open space survey.</p>
<p>Q: Do people with their dogs need to walk past the kid's park and recreation areas to get to the dog park, or is there access to the dog park from the western corner of the open space?</p>	<p>The open space is thoughtfully planned and programmed to consider the appropriate locations for recreational opportunities and transitional areas between them, including the playground and dog park, which are intentionally separated from one another. The open space design deliberately locates these two distinct uses and ensures the walking path and accessible entry to the dog park doesn't require passing through the children's play area.</p>
<p>Q: Any thoughts on incubator space for small business at below market rent with graduated rent increases?</p>	<p>Thank you for the suggestion. The CDD includes a provision for 15,000 SF of subsidized arts/cultural/innovation use. An incubator for small businesses may fit this definition. Currently, it is planned that this subsidized space will be in the later development phase.</p>