

# LANDMARK / VAN DORN CORRIDOR PLAN

Presentation to Landmark/Van Dorn Advisory Group  
November 17, 2008



# Landmark/Van Dorn

building community in Alexandria's West End

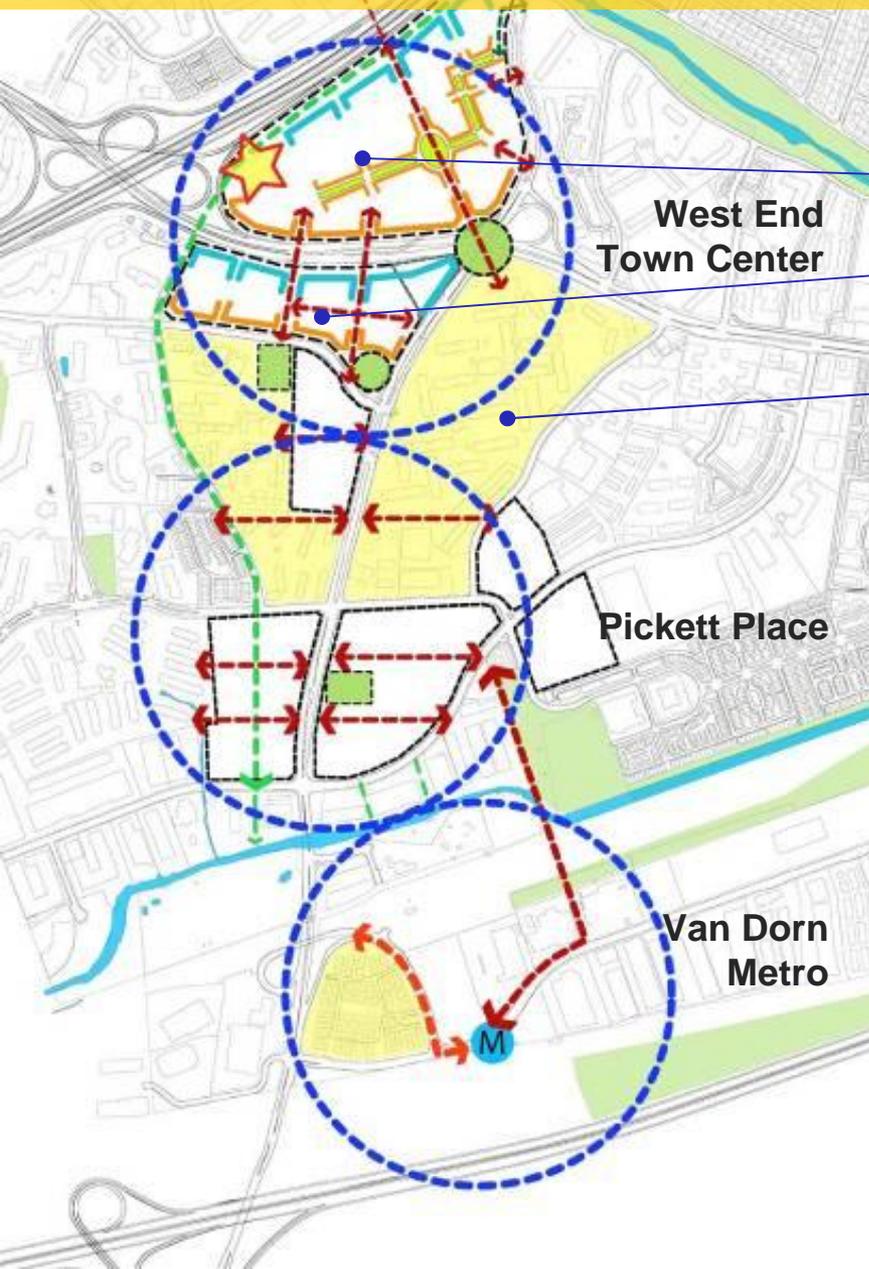
**land use and zoning:** revitalization,  
preservation, & community facilities

**urban design** & open space

**transportation:** regional & local  
connectivity

**implementation:** phase with market

## proposed land use



## distinct connected districts

Landmark Mall site

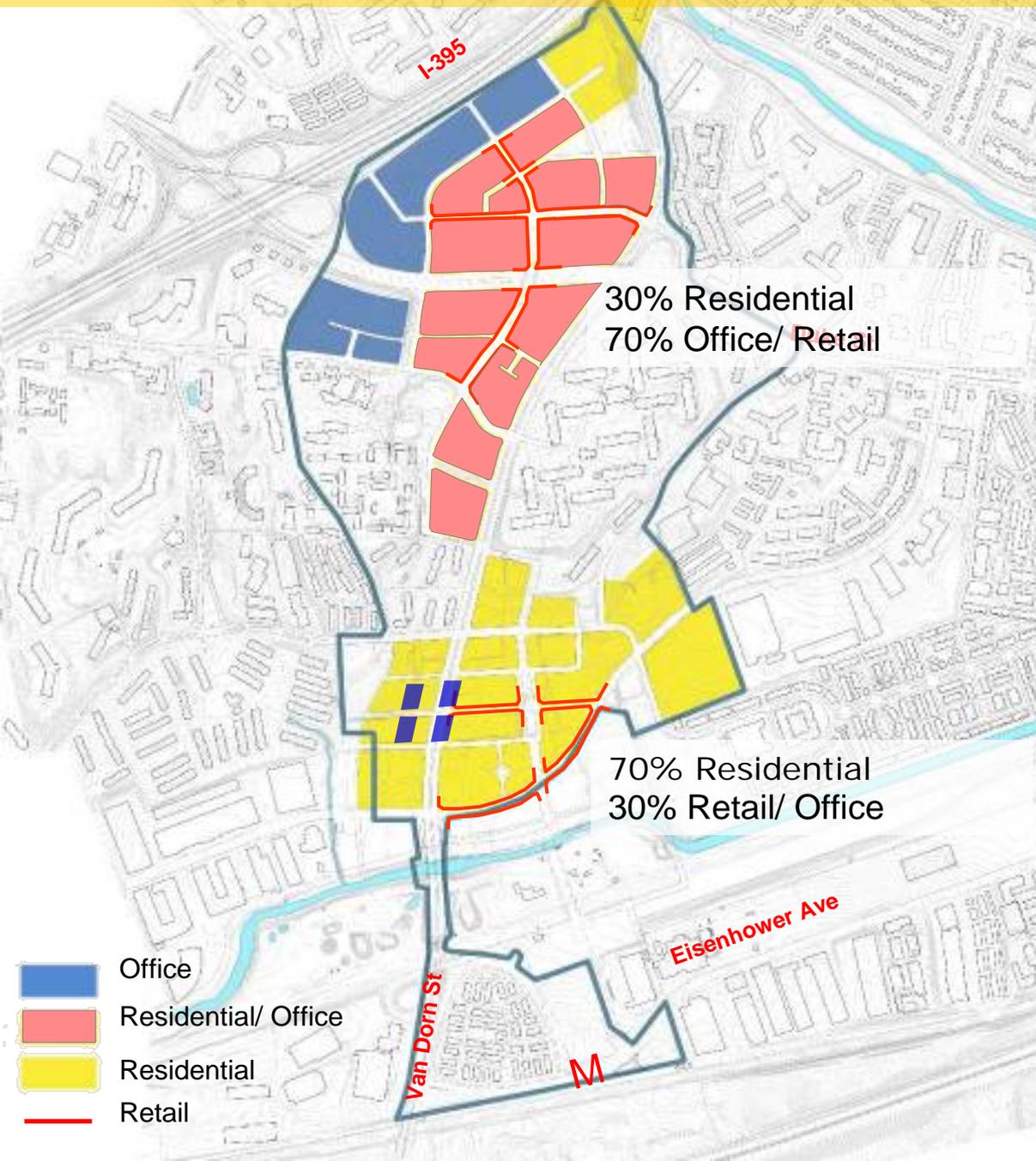
“the bluff”

existing housing

## themes

- walkable street grid in new development
- connect Town Center to planning area
- connect area and Town Center to Van Dorn Metro
- variety, identity

# proposed land use

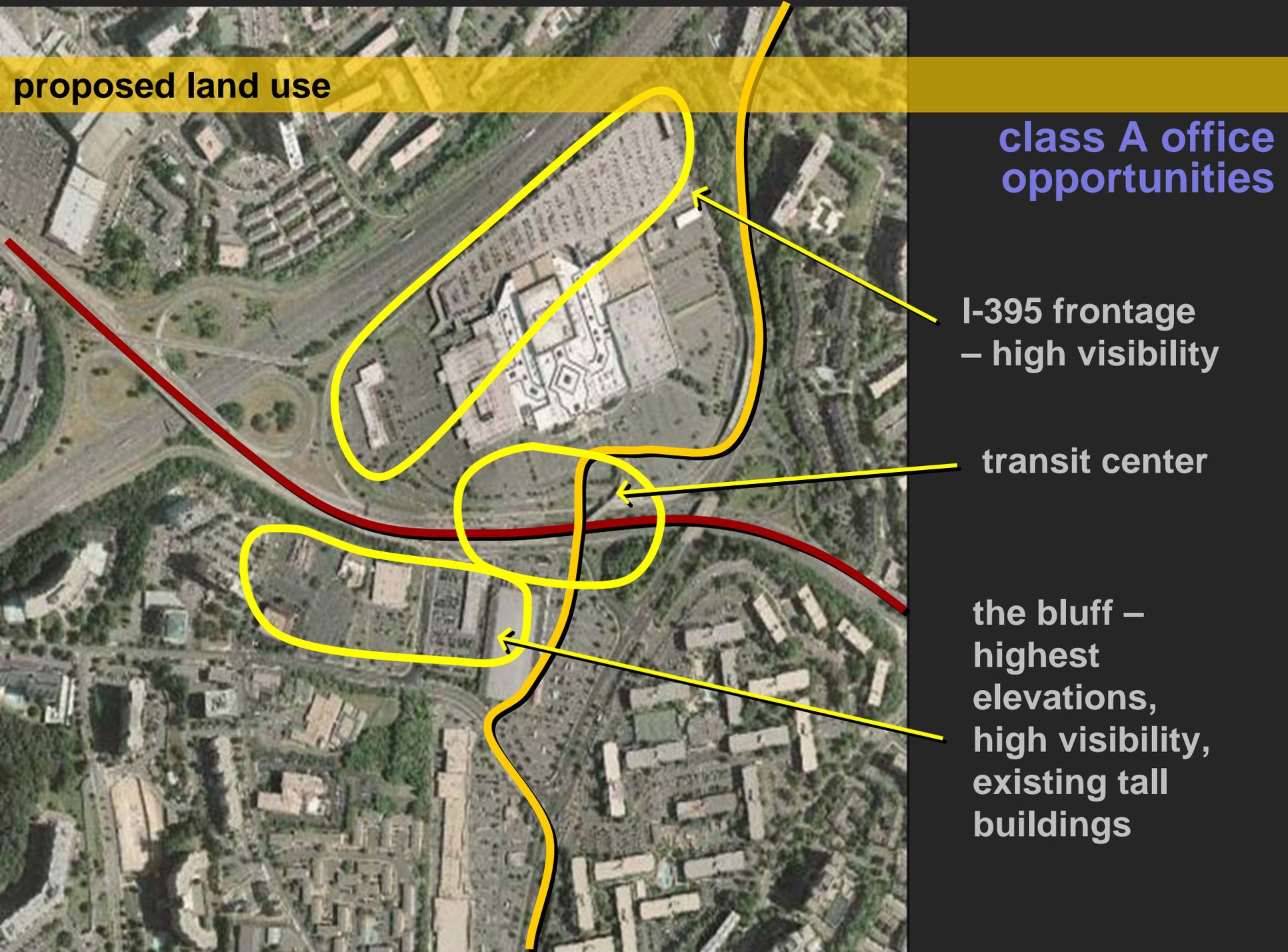


# proposed land use



## west end town center

- FAR: minimum 2.0 maximum 2.5
- 70% non-residential
- 8.7 million sf on 82 acres
- at least 3.7 million sf office
- at least 1.0 million sf retail
- 800,000 sf hotel
- residential:
  - min: 1.2 million sf
  - max: 3.1 million sf



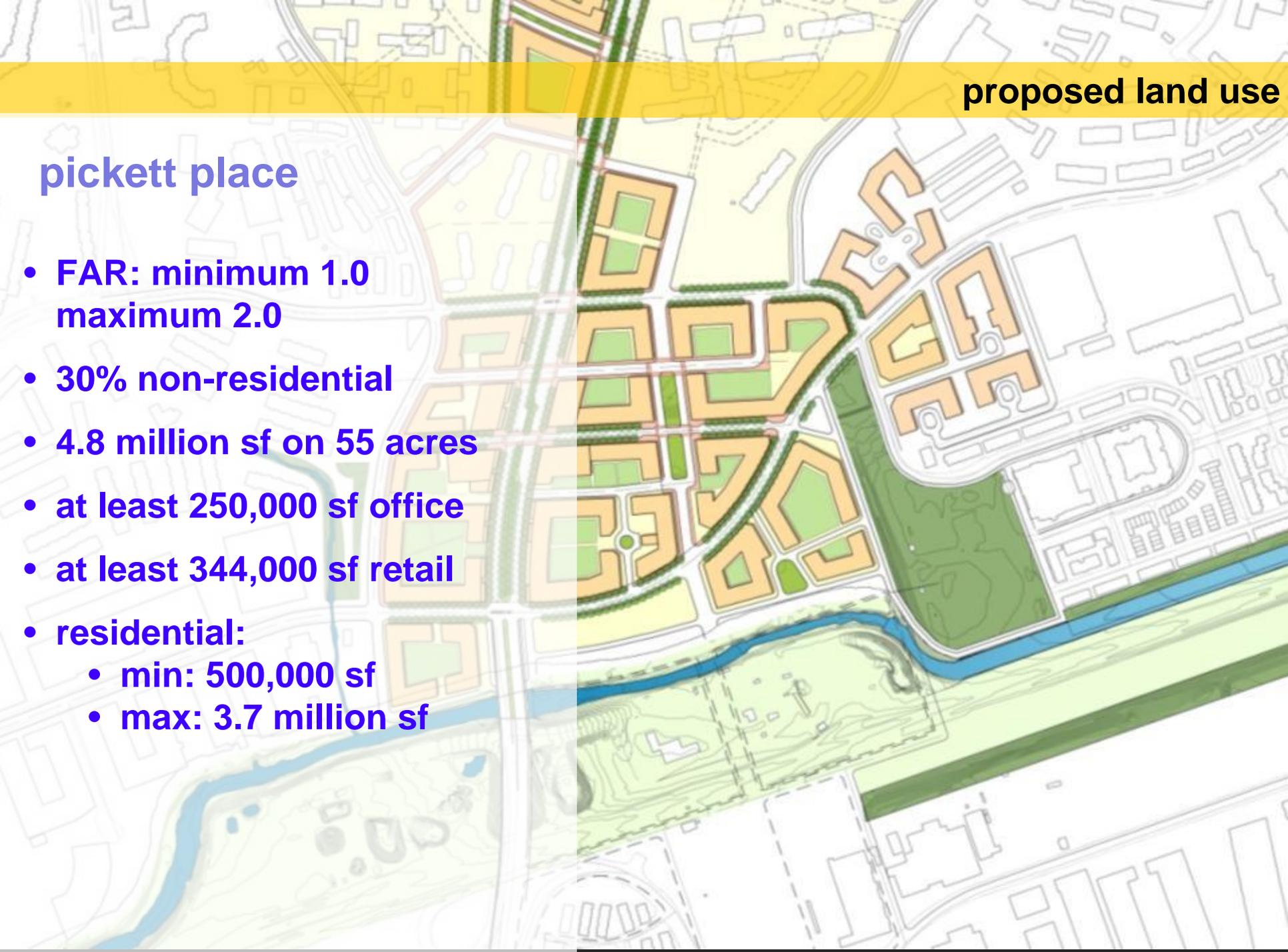
**proposed land use**

**class A office opportunities**

**I-395 frontage – high visibility**

**transit center**

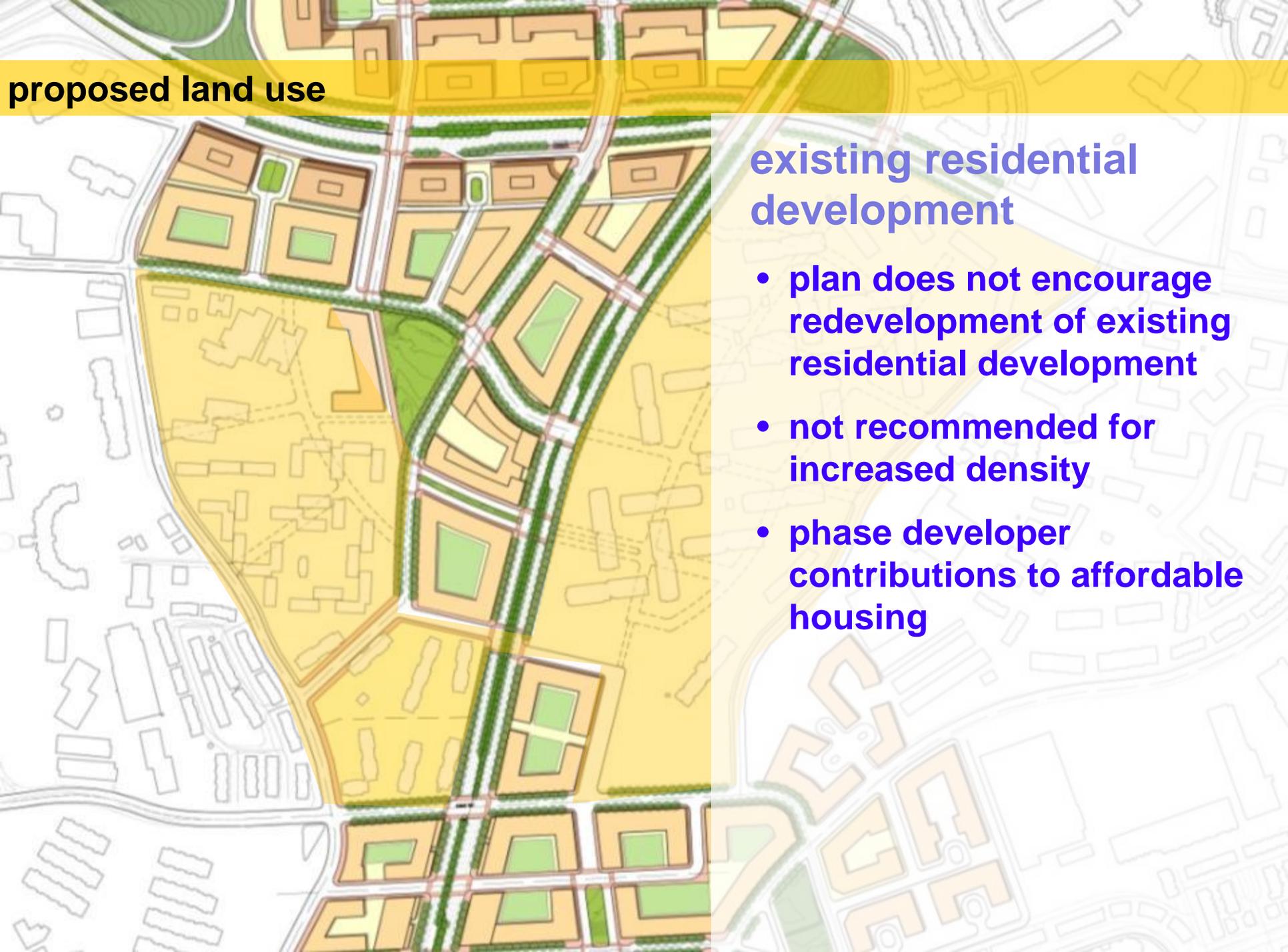
**the bluff – highest elevations, high visibility, existing tall buildings**



proposed land use

## pickett place

- FAR: minimum 1.0  
maximum 2.0
- 30% non-residential
- 4.8 million sf on 55 acres
- at least 250,000 sf office
- at least 344,000 sf retail
- residential:
  - min: 500,000 sf
  - max: 3.7 million sf



**proposed land use**

**existing residential development**

- **plan does not encourage redevelopment of existing residential development**
- **not recommended for increased density**
- **phase developer contributions to affordable housing**

## **affordable housing strategy**

- **preserve existing housing**
- **require developer contributions in exchange for increased density**
- **maximum densities recommended in plan; density bonuses not available.**
- **coordinate developer contributions with staged proffer approach**
- **developer contributions: on-site, off-site, cash-out.**
- **look for opportunities to secure public housing within private development proposals.**

# land use summary

	building floor area (million square feet)				
land use	existing	zoning max resid	zoning max nonresid	plan total	plan net
<b>residential</b>	2.7 msf 2,735 units	10.1 msf 8,453 units	5.8 msf 4,871 units	8.7 msf 7,735 units	+ 6.0 msf + 5,000 units
<b>retail</b>	1.4 msf			1.9 msf	+ 0.5 msf
<b>office</b>				5.8 msf	+ 5.8 msf
<b>other</b>	0.8 msf Indl, misc	2.8 msf	6.5 msf	0.8 msf Hotel, misc	- 0.8 msf Indl, +0.8 msf Hotel
<b>total</b>	4.9 msf	12.9 msf	12.3 msf	17.2 msf	+ 12.3 msf

*residential units estimated based on 1,200 square feet per new dwelling unit.*

## community facilities

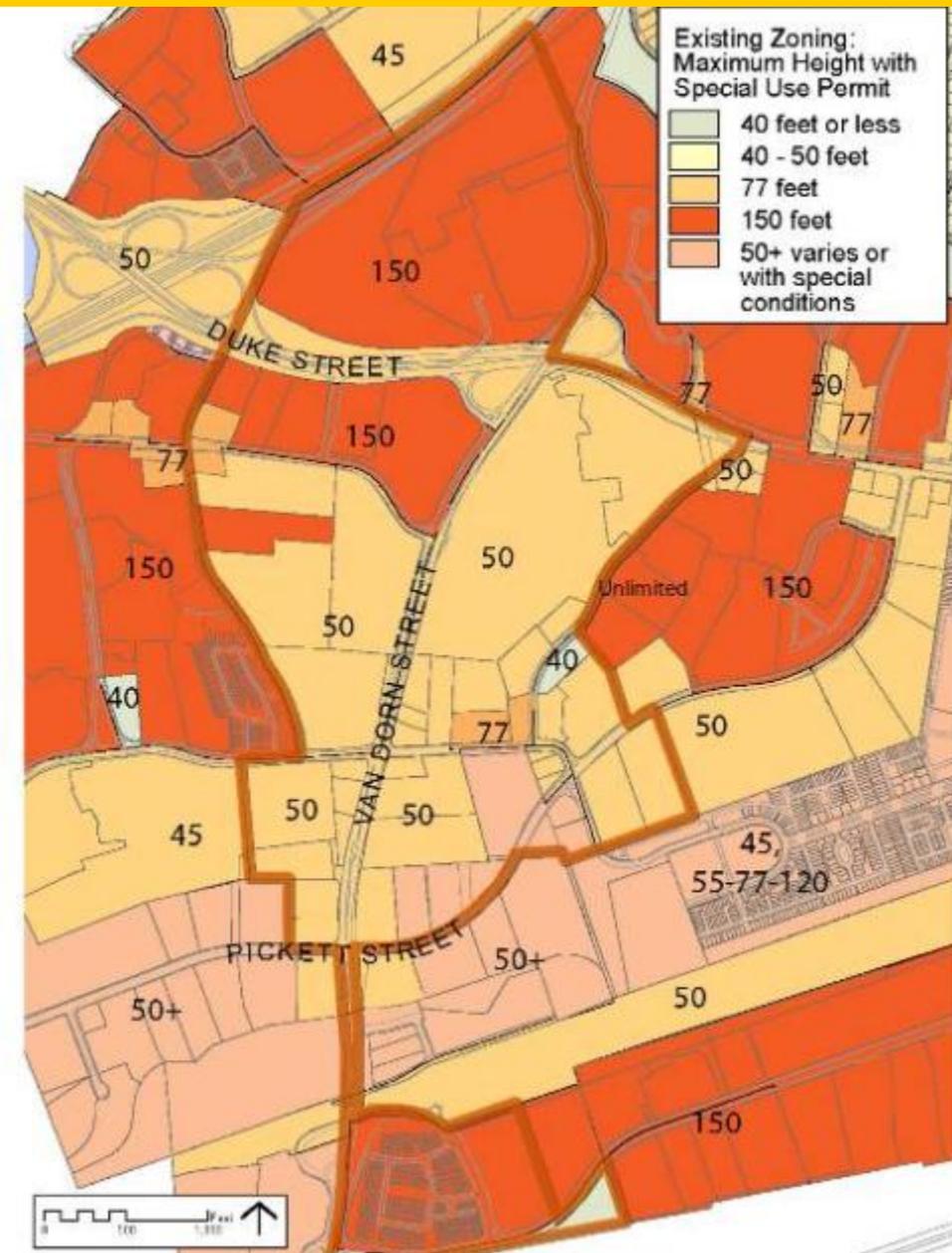
- **community/recreation center** in west end town center
- **schools:** site and/or phased contribution to expansions
- **sewer capacity**
- **stormwater:** comprehensive best management practices
- **public art**

# urban design and open space

## building heights

### existing maximums

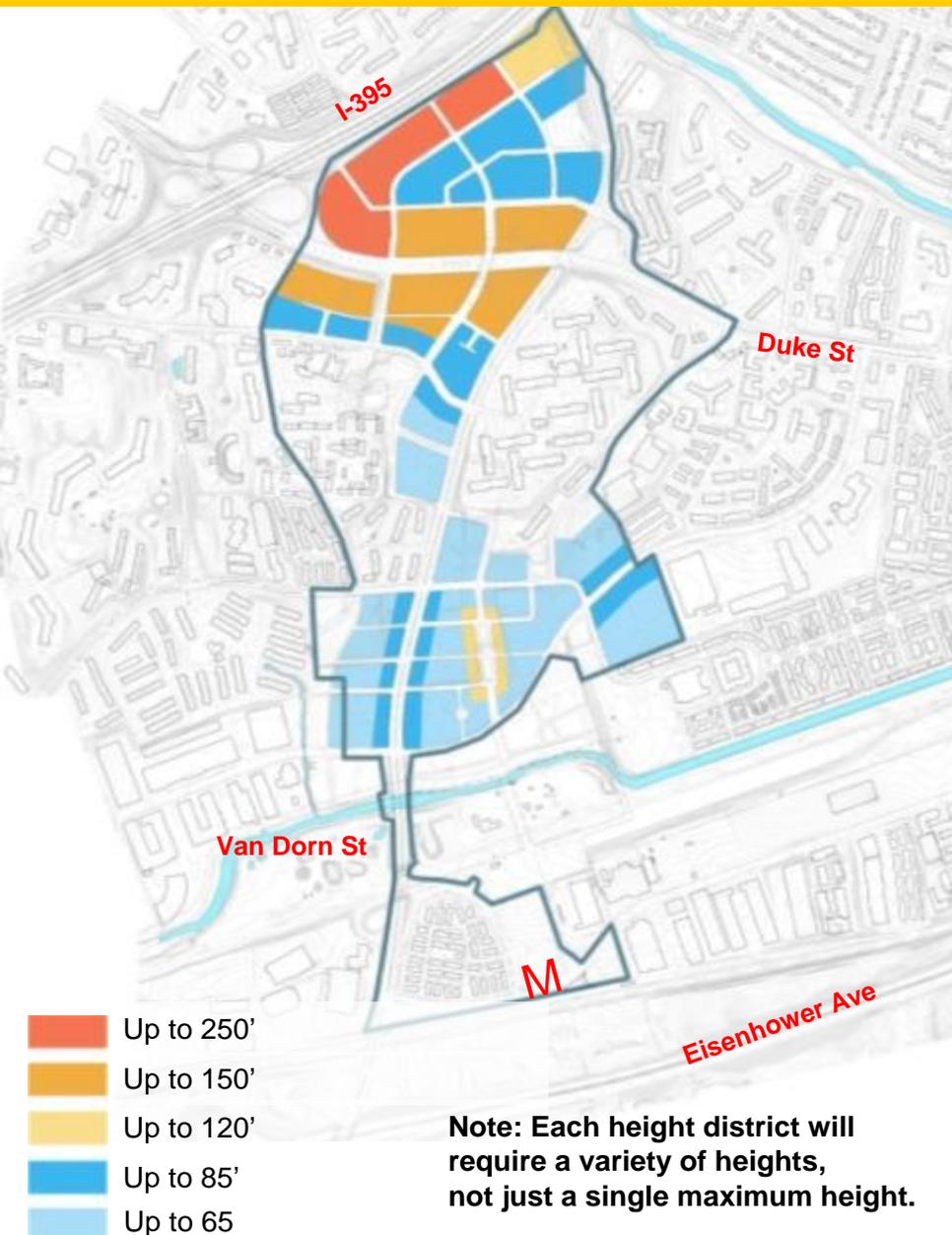
- mall and bluffs: 150 ft
- existing residential: mostly 50 ft
- pickett place: 50+
- van dorn metro: 150 ft



## building heights

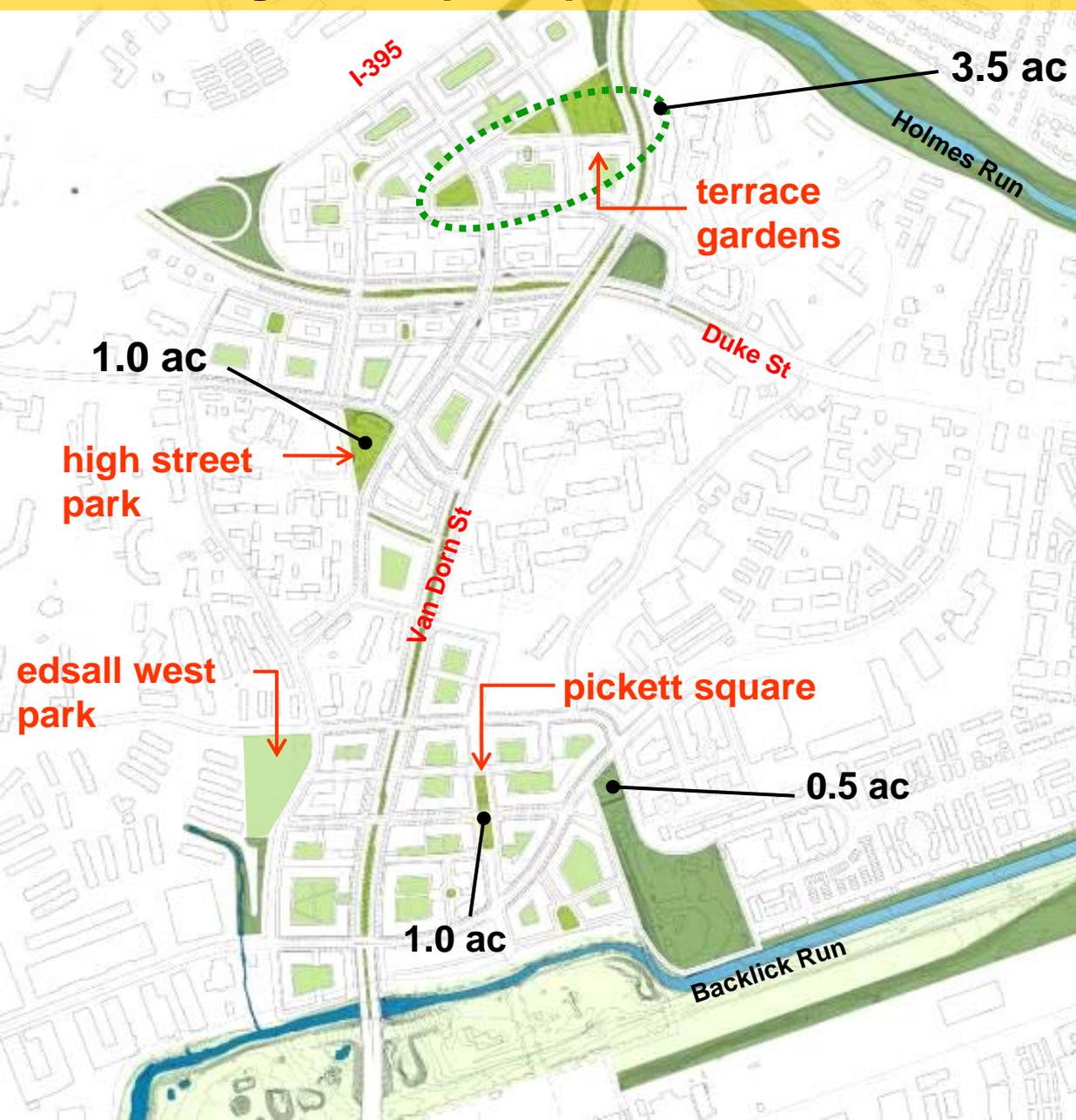
### proposed maximums

- mall and bluffs: 250, 150, 120 & 85 ft
- pickett place: 65, 85, and 120
- height variation required
- existing residential and van dorn metro: no change





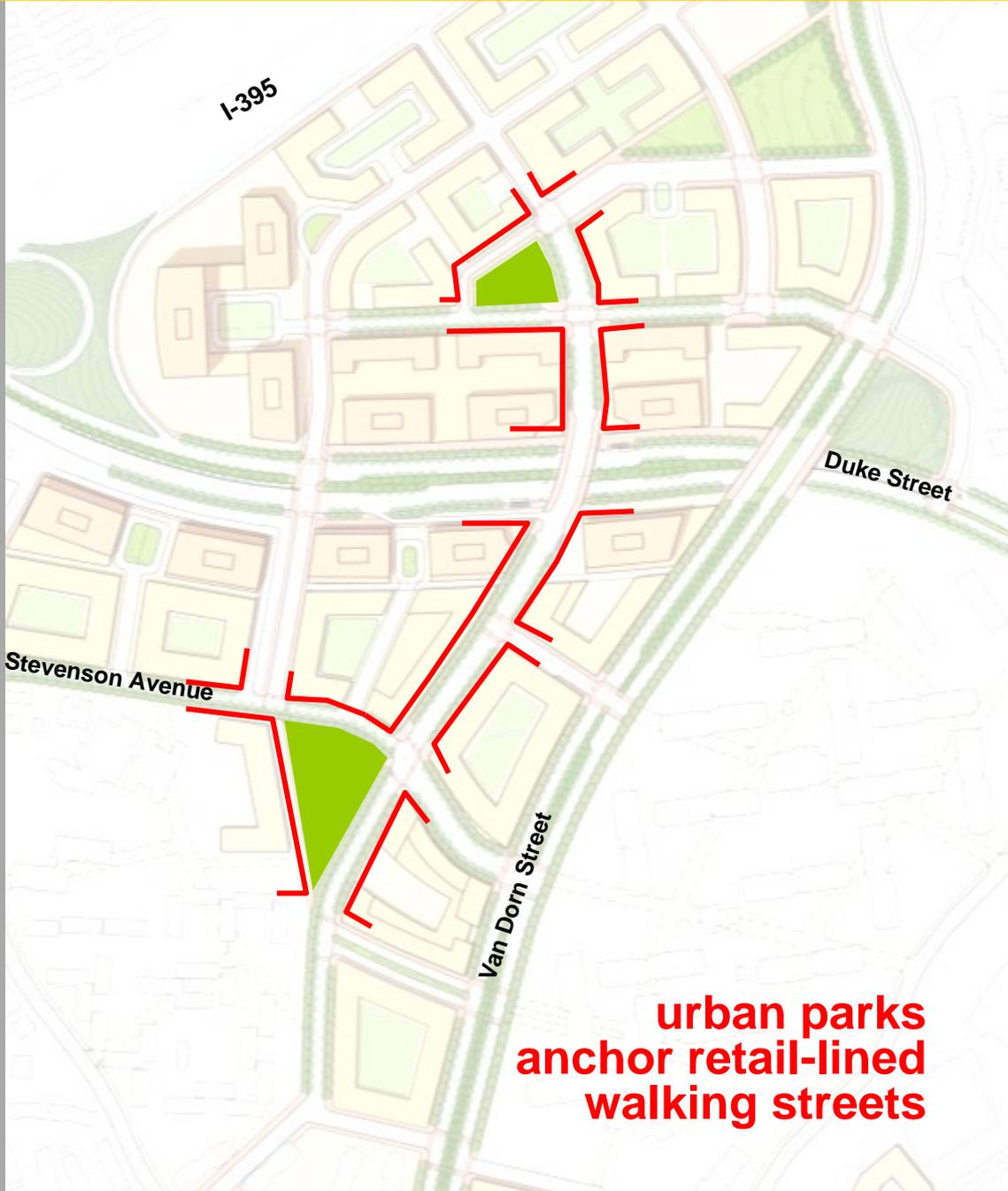
# urban design and open space



## open space network

- on-site open space requirement: 25%
- parks/open space at:
  - west end town center
  - high street at stevenson
  - pickett place
  - aminstead boothe park
  - edsall west

# urban design and open space



open space network

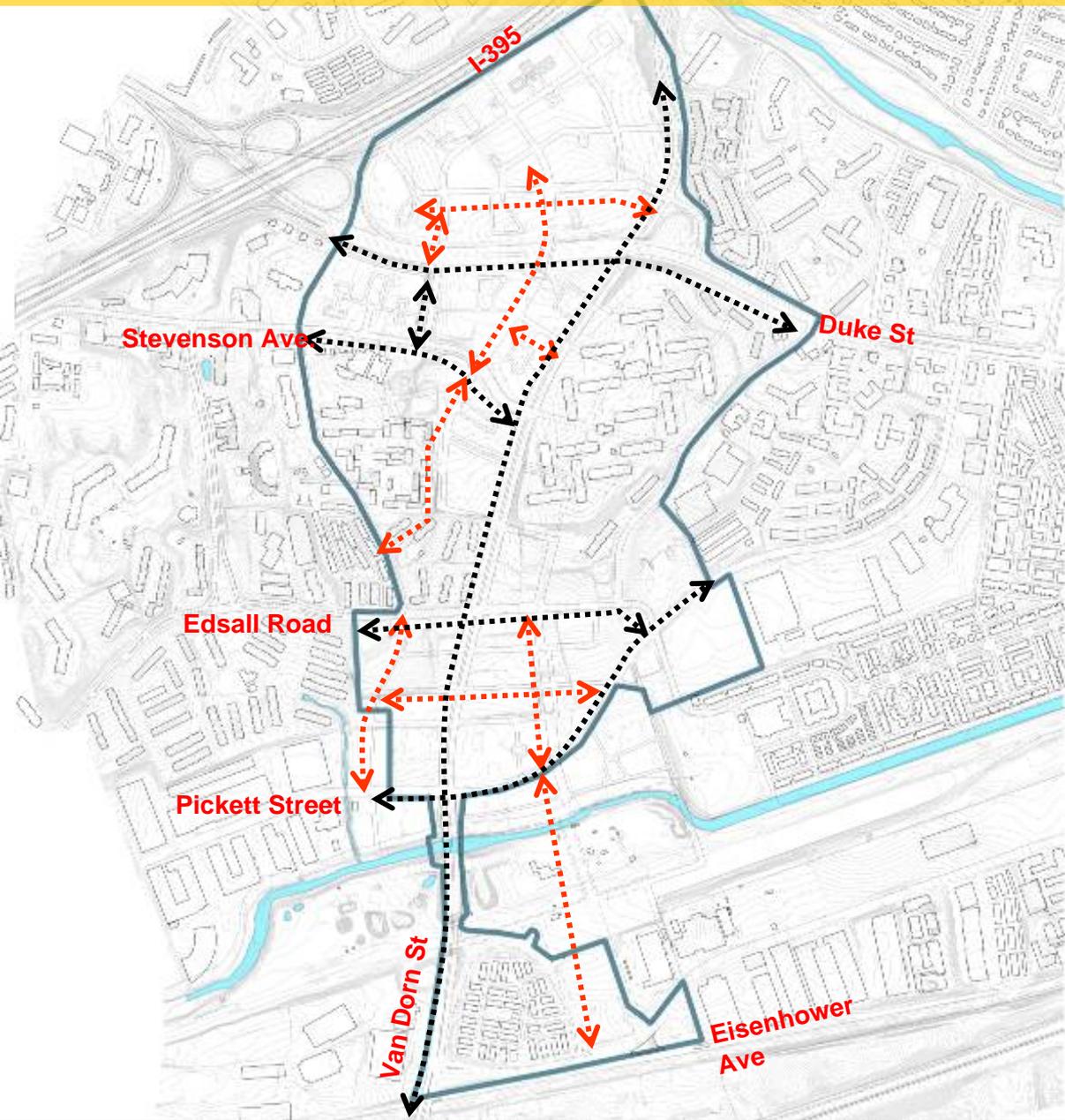


urban parks anchor retail-lined walking streets



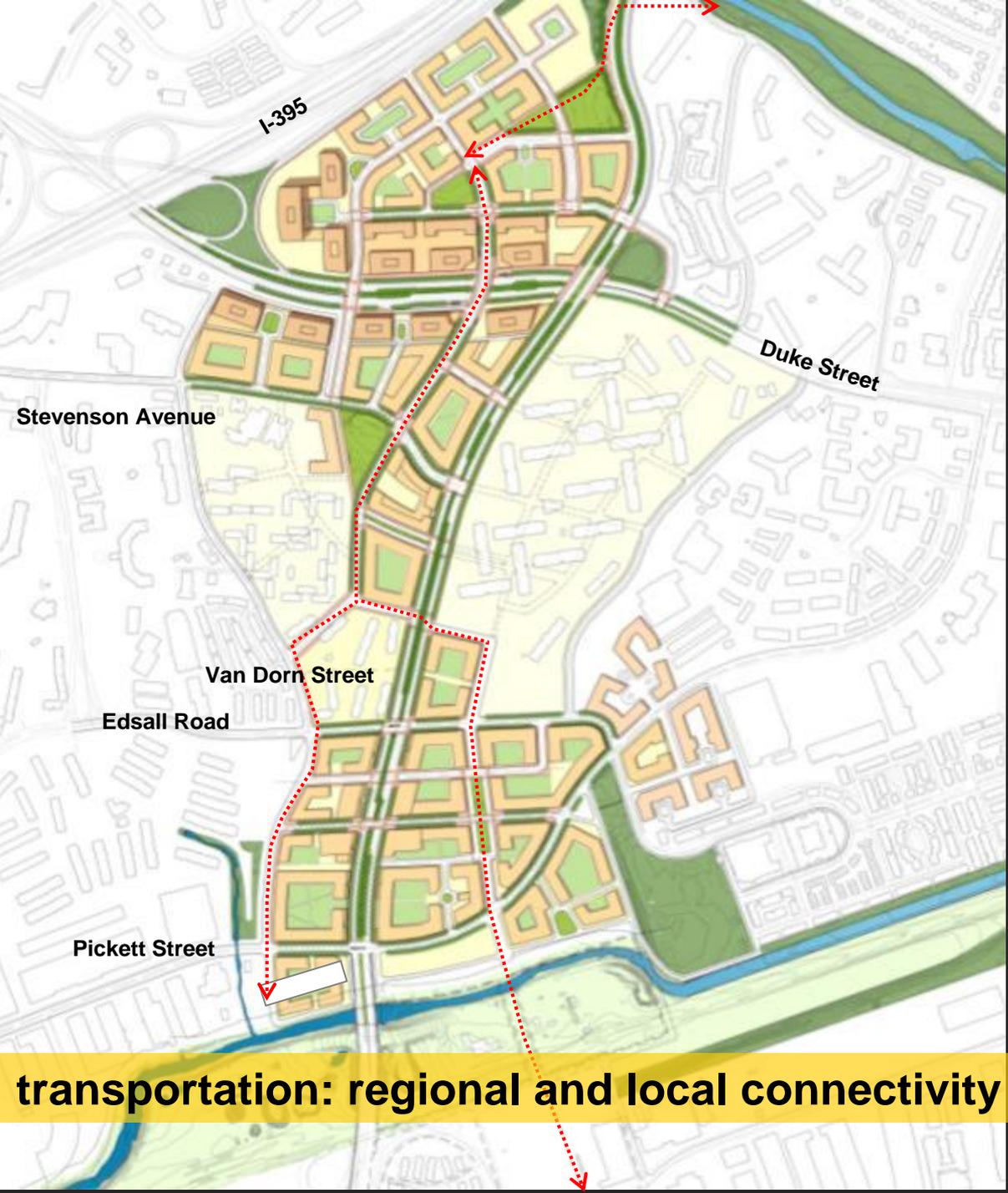
- **town center:** smaller, walkable blocks and multi-modal connections between bluffs and mall site
  - **holmes run:** connection forms a green spine through town center
- **town center:** leverage high visibility along duke and van dorn with a distinctive skyline
  - **pickett place:** create east-west “main” street with a 4 corners retail intersection
- **van dorn metro:** strengthen connections from pickett place

# urban design and open space



## street hierarchy

- a1:** duke street & van dorn street
- a2:** stevenson, walker, pickett & edsall
- b:** new mall central street, new high street, new “main” street
- c:** neighborhood, access & service entry



**connected street grid**

**local alternatives to arterial streets**

**walkability, access to transit**

**smaller blocks**

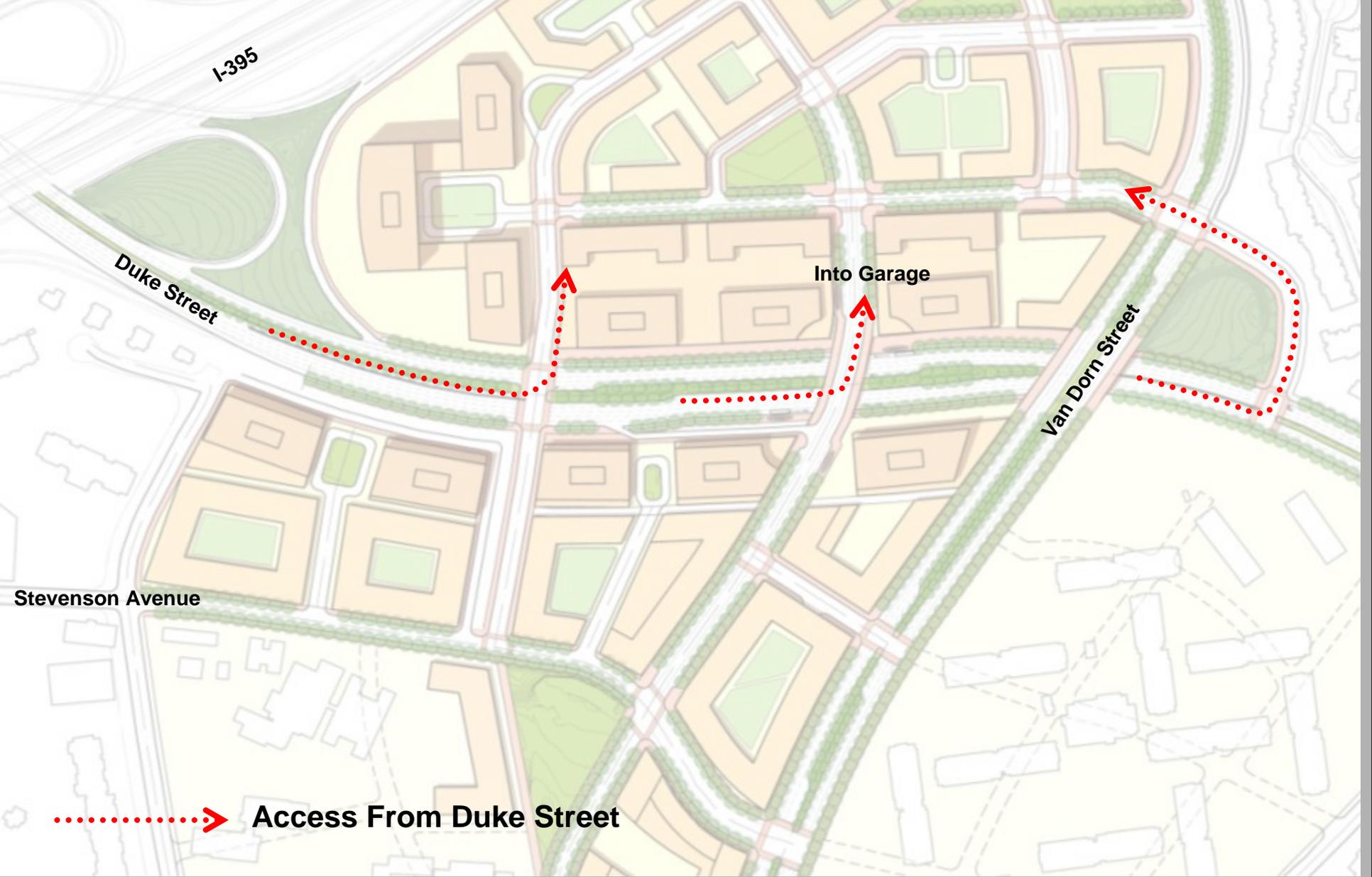
**transportation: regional and local connectivity**



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# transportation: regional and local connectivity



I-395

Duke Street

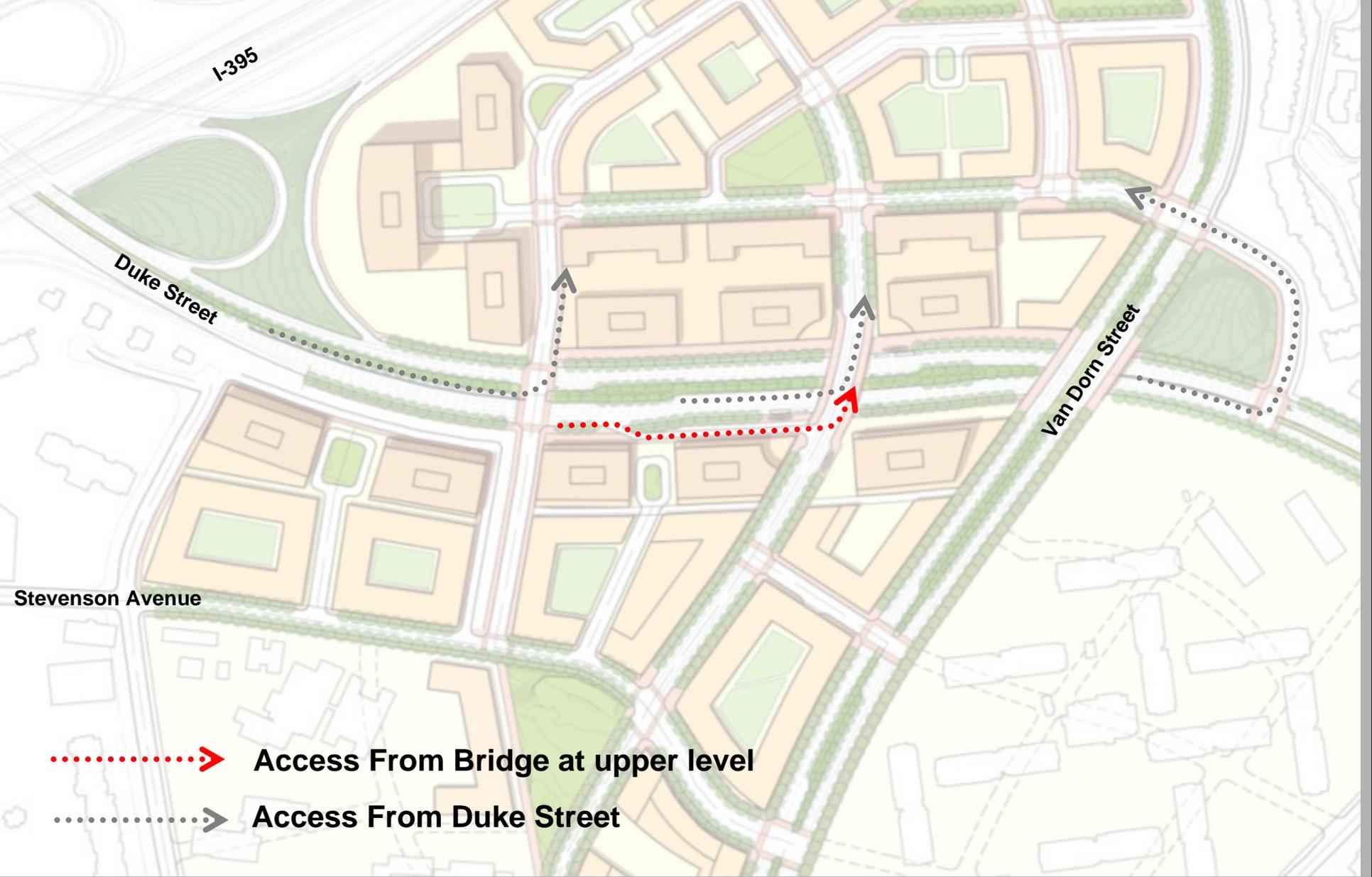
Into Garage

Van Dorn Street

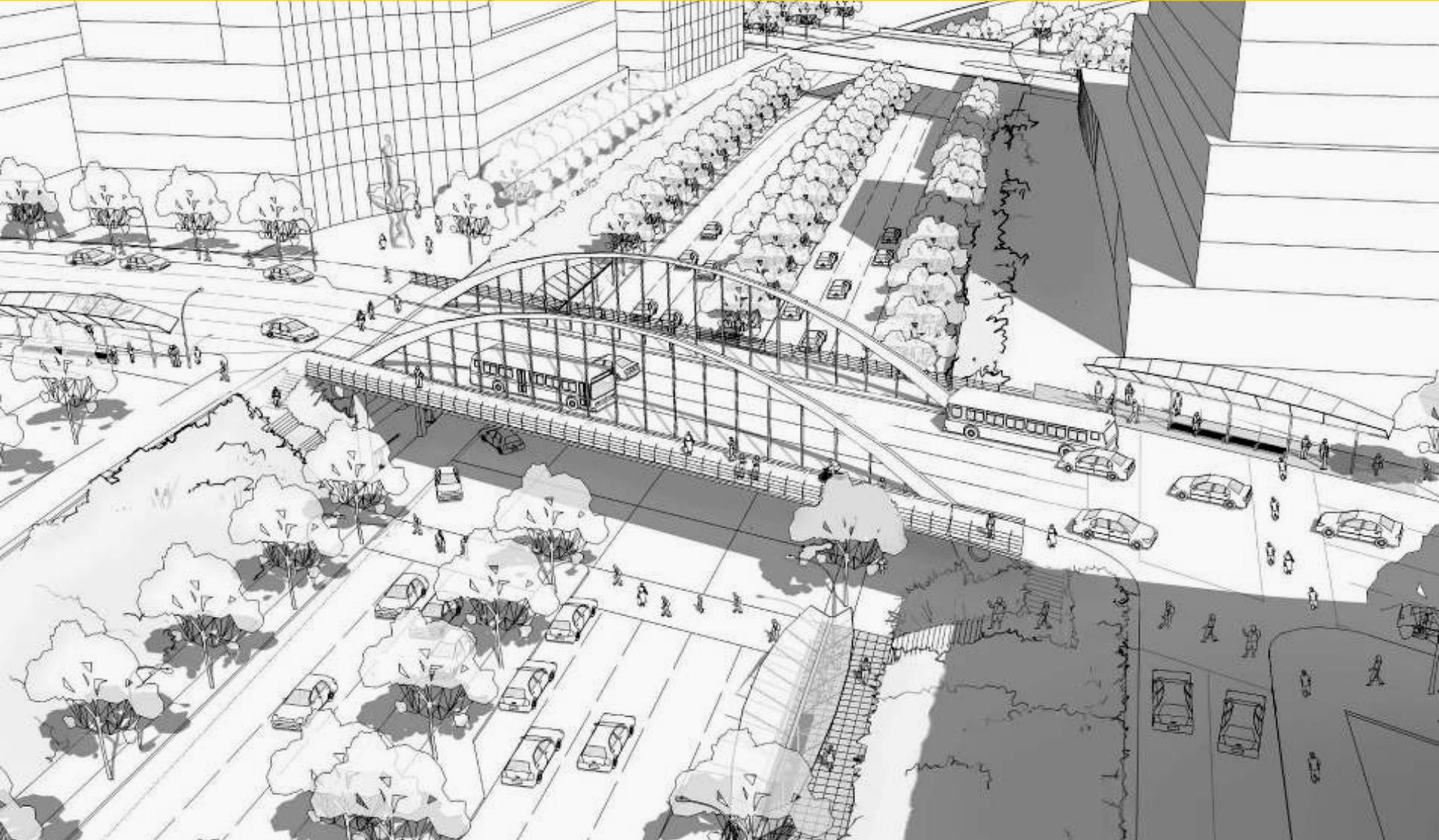
Stevenson Avenue

.....> Access From Duke Street

# transportation: regional and local connectivity



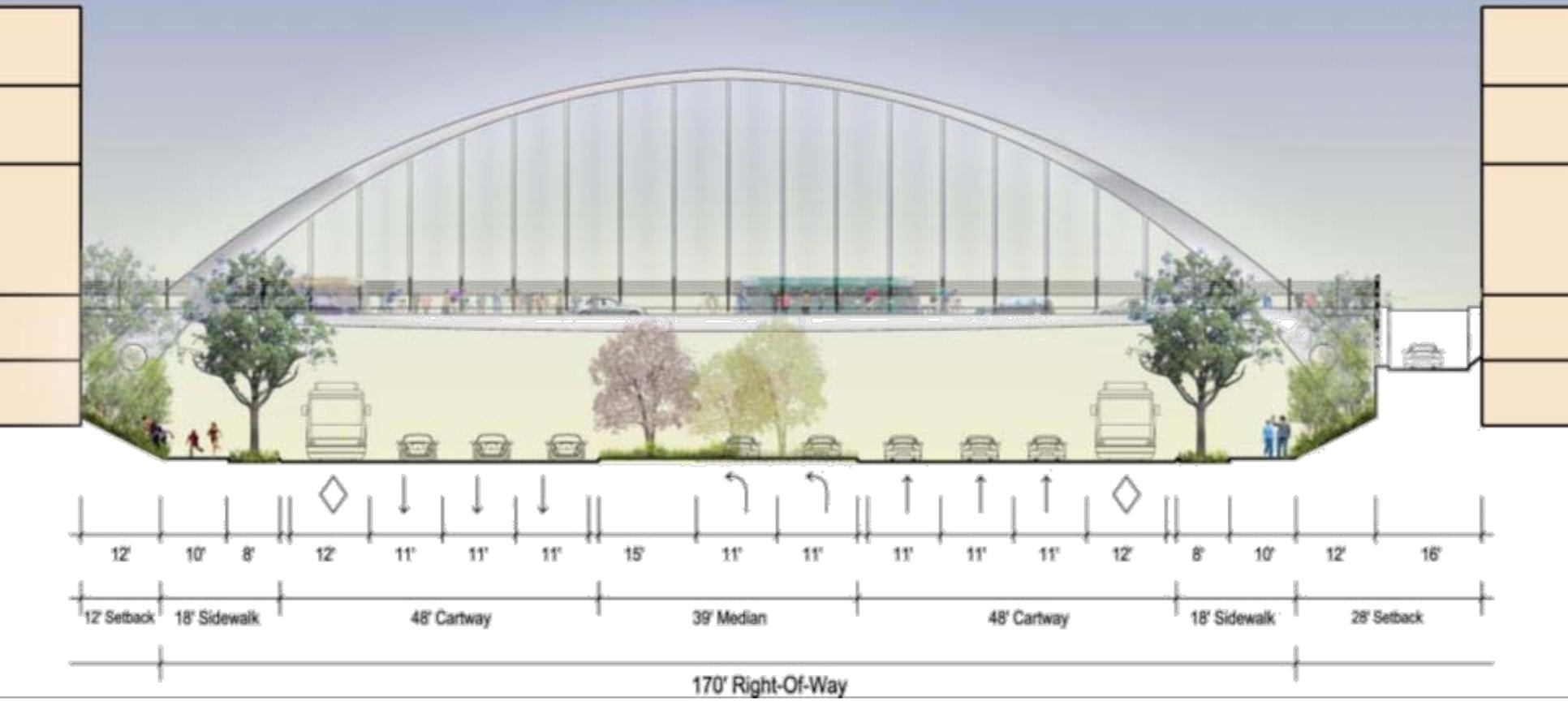
# transportation: regional and local connectivity



# transportation: regional and local connectivity

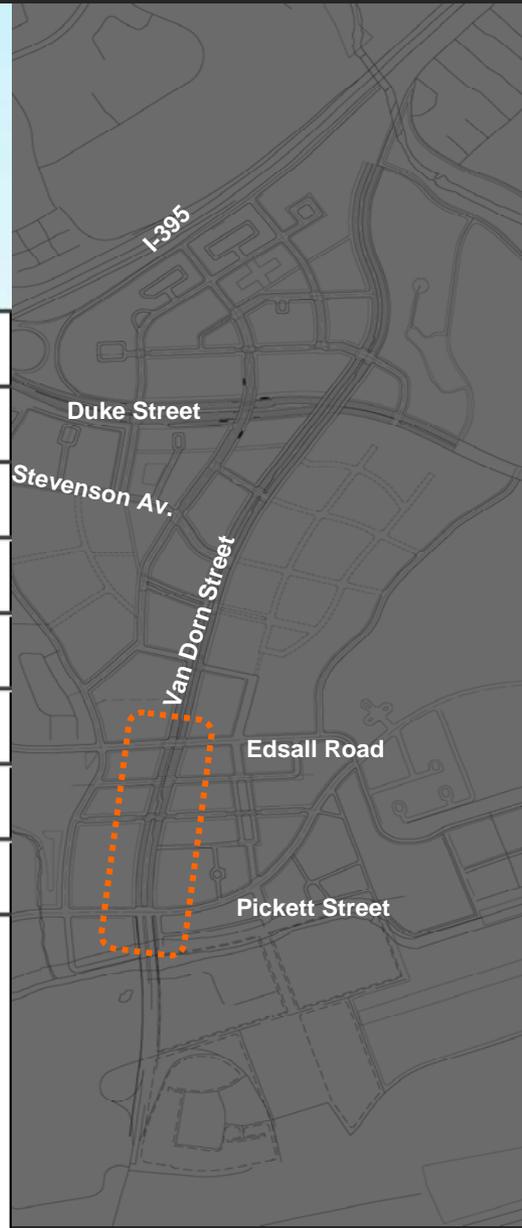
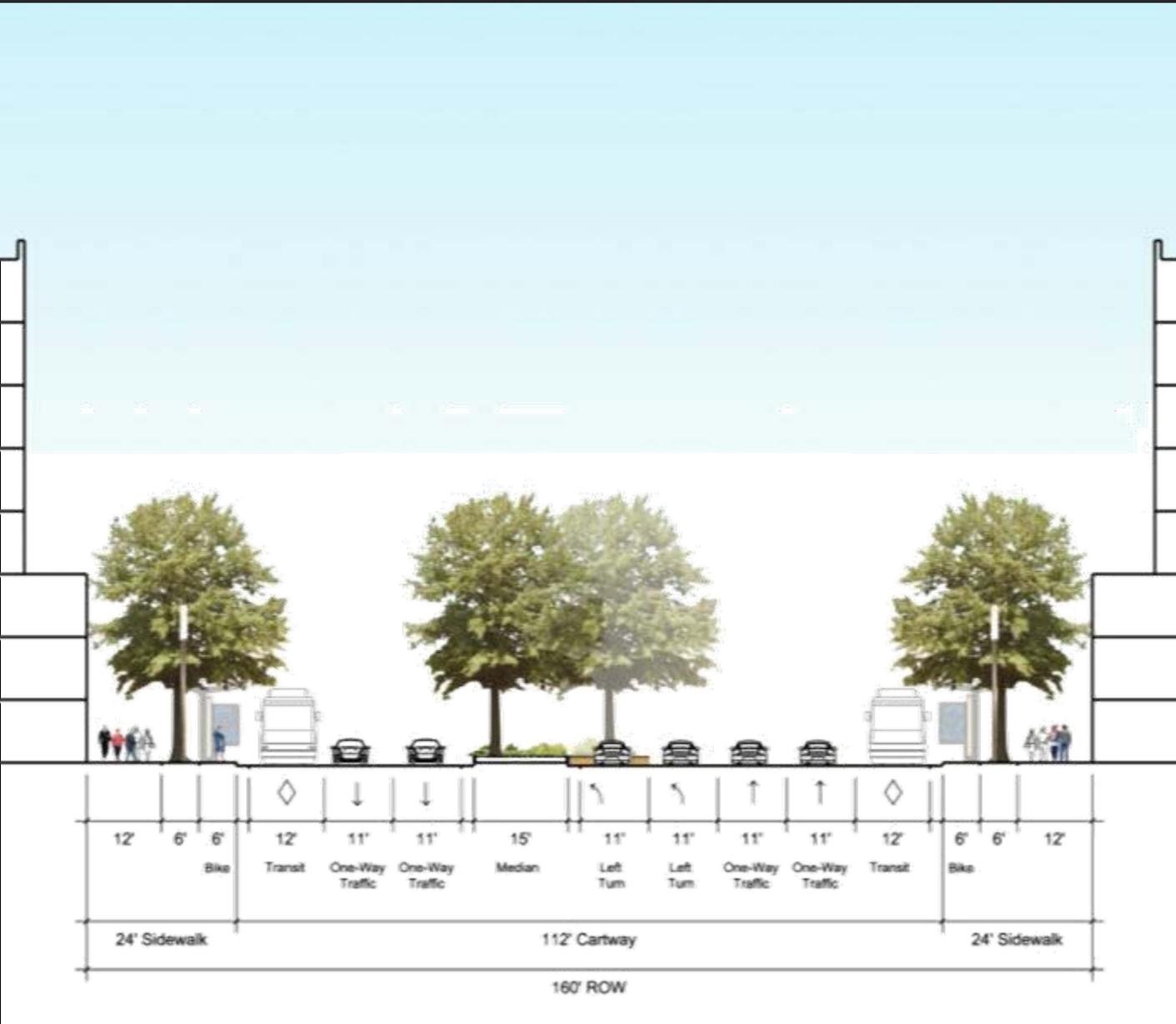


duke street at west end town center



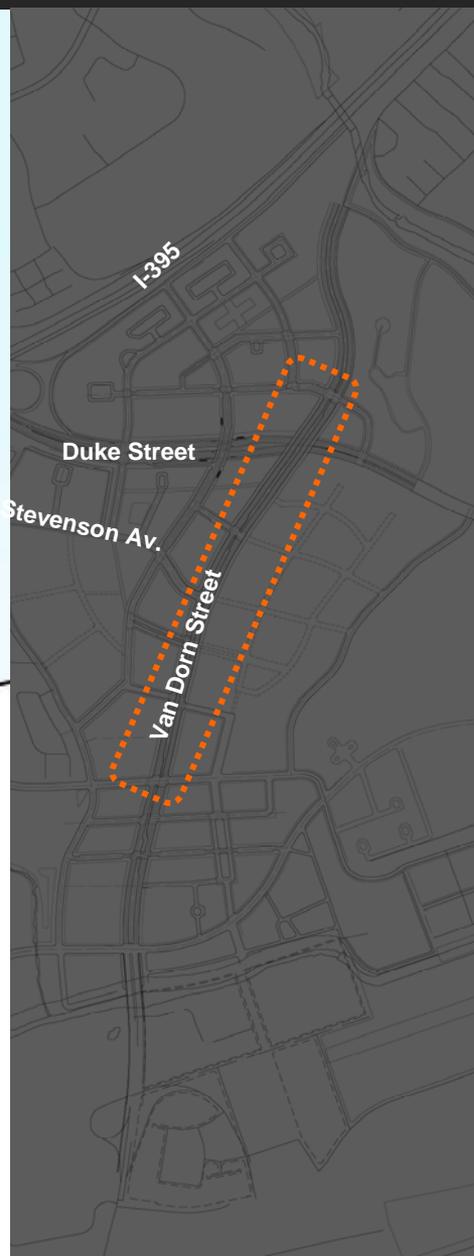
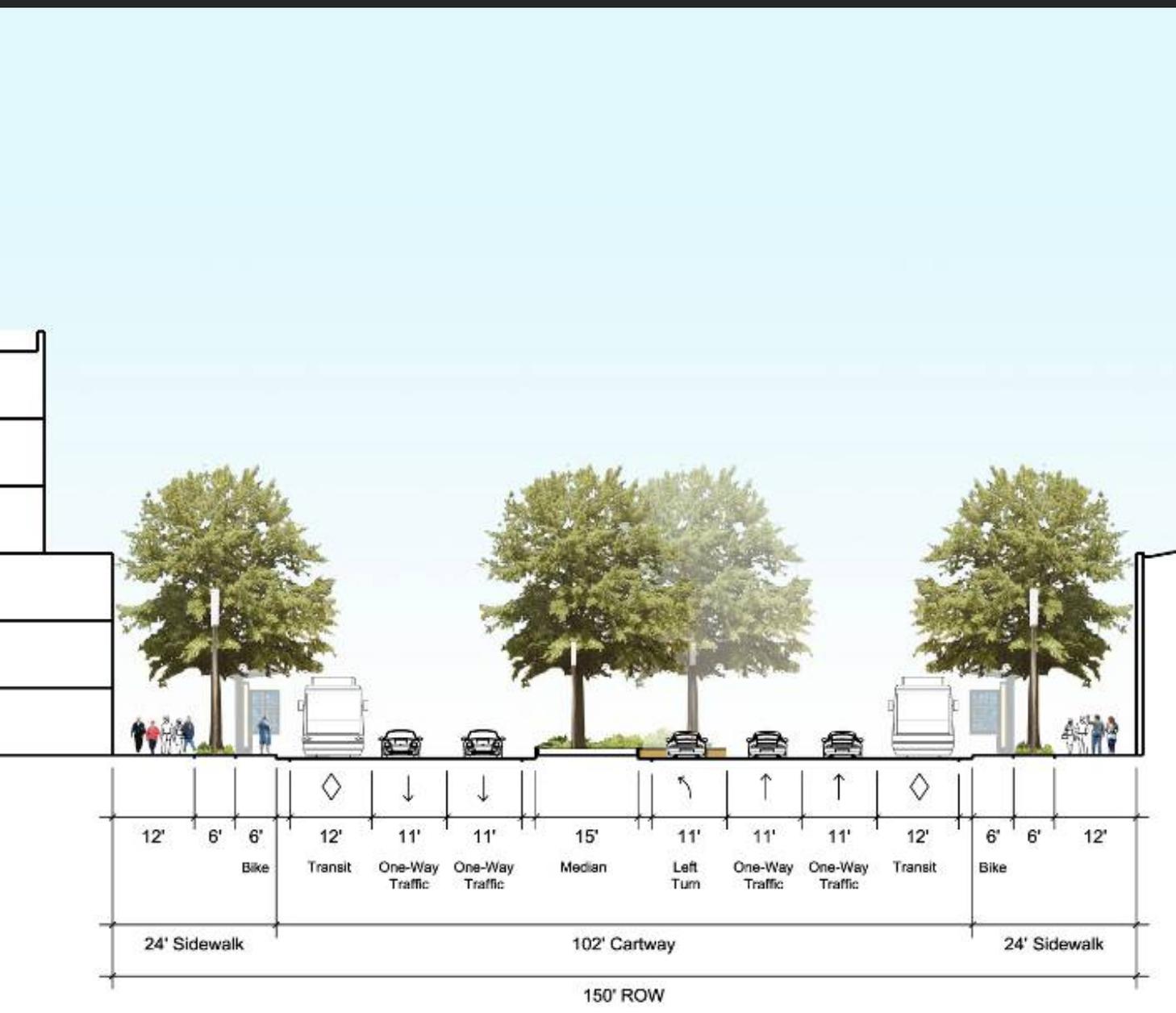
# transportation: regional and local connectivity

## van dorn street south of edsall road



# transportation: regional and local connectivity

## van dorn street north of edsall road



costs of major improvements

public funding

- **duke street at grade: \$14-18 million**
  - **with bridge: \$22-28 million**
- **van dorn blvd – north: \$54-68 million**
- **van dorn blvd – south: \$18-23 million**
- **van dorn bridge widening: \$3 million**
- **multi-modal bridge: \$22 million**

adjacent property owners

- **new high street: \$16-18 million**
- **other new grid roadways: \$16-18 million**
- **landmark mall site: \$30-33 million**

## **key questions**

- **does the near-term market support redevelopment?**
- **when can development begin to fund community benefits? What are reasonable expectations for developer contributions?**
- **what can improve developer's ability to fund community benefits?**

## three phases

- **near-term market**
- **“choice location”**
- **“choice location” and dedicated transit**

# discussion





# LANDMARK / VAN DORN CORRIDOR PLAN

## Schedule

**Monday, December 1, 6:30 – 9:00 P.M., Landmark Mall  
Advisory Group Plan Review**

**Monday December 8: 6:30 – 9:00 P.M., Community Open  
House**

**Tuesday, January 6, 7:30 P.M. Planning Commission Public  
Hearing, City Council Chambers**

**Saturday, January 24, 9:30 A.M. City Council Public Hearing,  
City Council Chambers**