

Introduction to Landmark Mall Redevelopment

Community Meeting

April 8, 2013



Presentation Contents

- Brief History of Landmark Mall
- Overview of Landmark Van Dorn Corridor Plan
- Introduction to Landmark Mall Redevelopment Proposal



History of Landmark Mall



Landmark Van Dorn Corridor Plan Vision and Principles

- Landmark Mall should serve regional, local, and neighborhood needs
- Transit ridership should increase
- More cultural and public art facilities
- Pedestrian friendly activity centers
- Interconnected open space



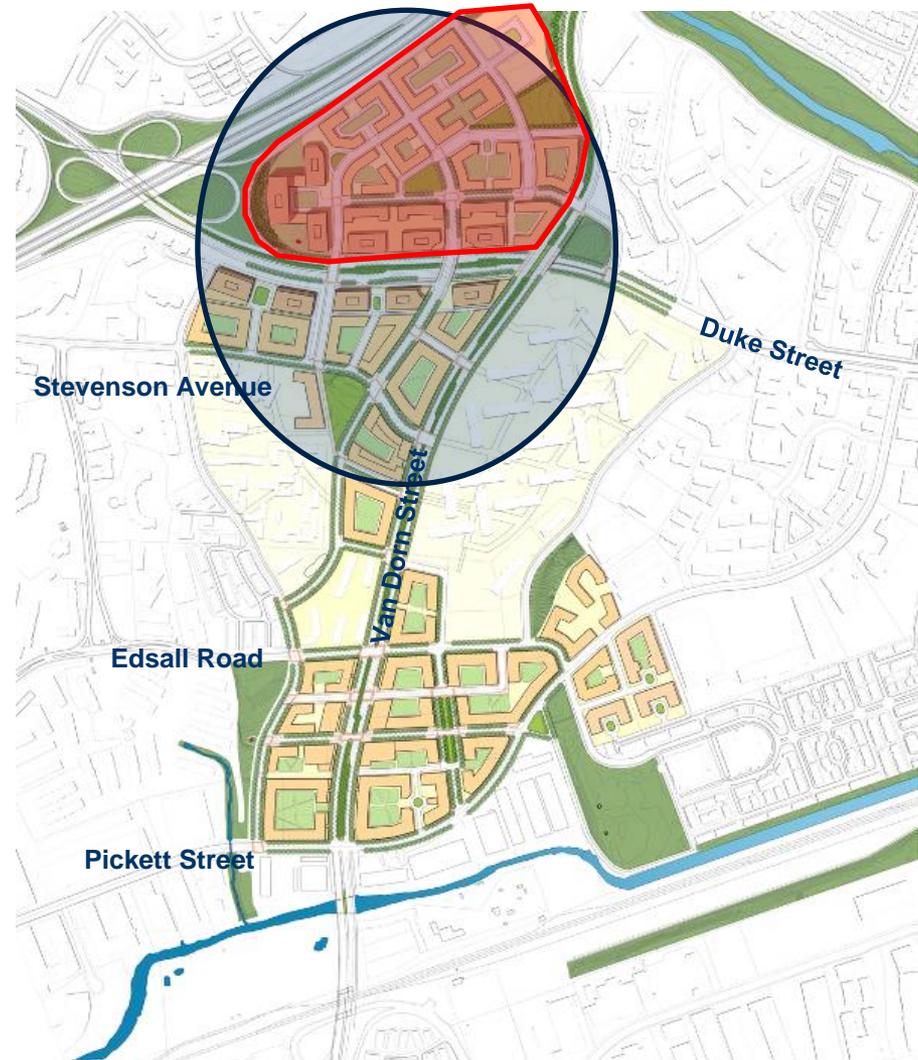
Landmark Van Dorn Corridor Plan

- Plan Recommendations for Mall:
 - New bridge crossing over Duke Street
 - Building heights from 85 feet - 250 feet tall
 - A mixture of uses
 - More pedestrian friendly
 - Defined green space/parks
 - Urban street grid
 - A transit center
- Corridor Plan acknowledges that:
 - Redevelopment will be market driven
 - Revitalization will take place over a period of time.



Landmark Van Dorn Corridor Plan

- 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



City Goals for First Phase of Landmark Mall Redevelopment

- On-site transit center
- Environmental enhancements
- Fine-grain mix of uses including housing and retail
- Vibrant retail and entertainment uses
- Attractive and usable open space
- Enhanced pedestrian and bicycle circulation



City Transitway Initiative

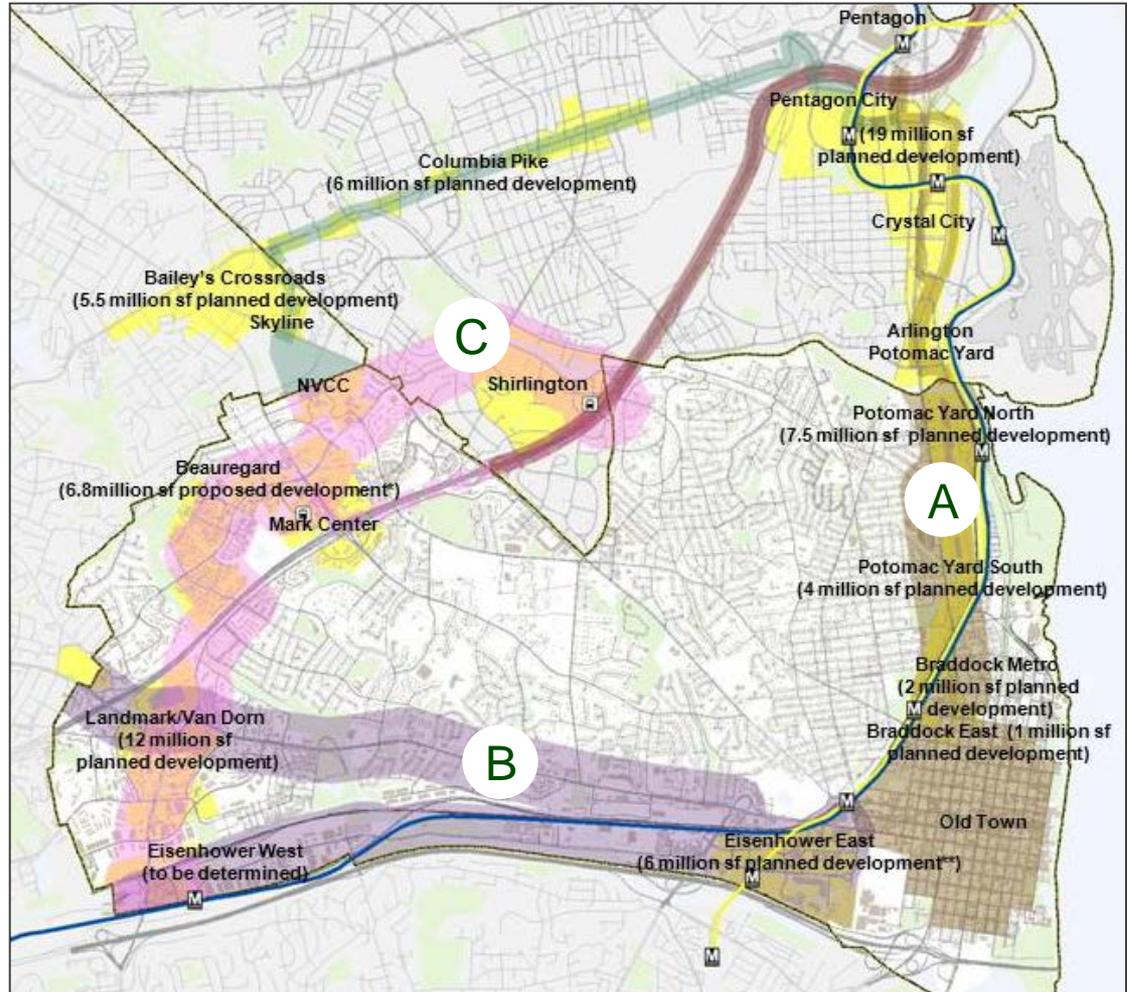


October 11, 2009
4:22 pm

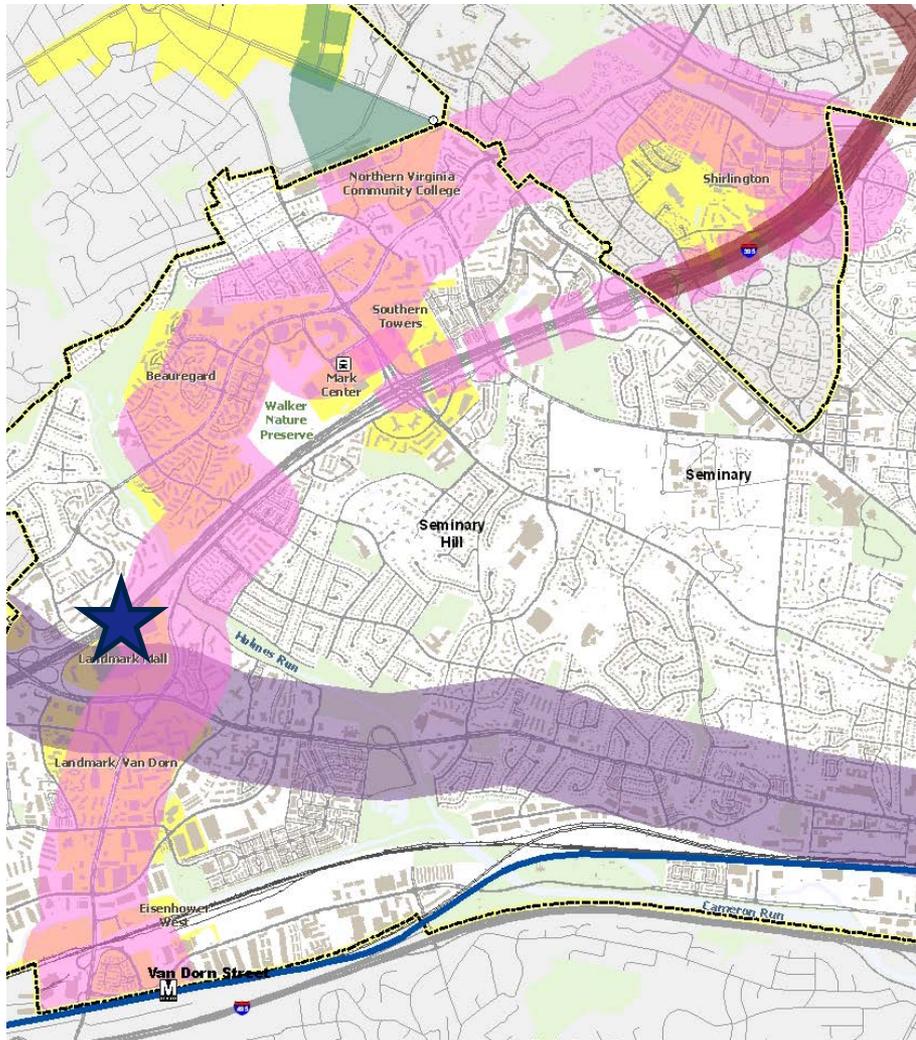
TRIMET

9 Powell to 98th Ave	5 min	
9 Powell to Gresham TC	23 min	
17 Holgate to 136th Ave	5 min	46 min
19 Woodstock to Mt Scott & 112th via 28th Ave	4:45 pm	
44 Capitol Hwy to PCC Sylvania	8 min	43 min

Let us know how we're doing. Email comments@trimet.org or call 503-238-RIDE. - Get service updates



Corridors B and C

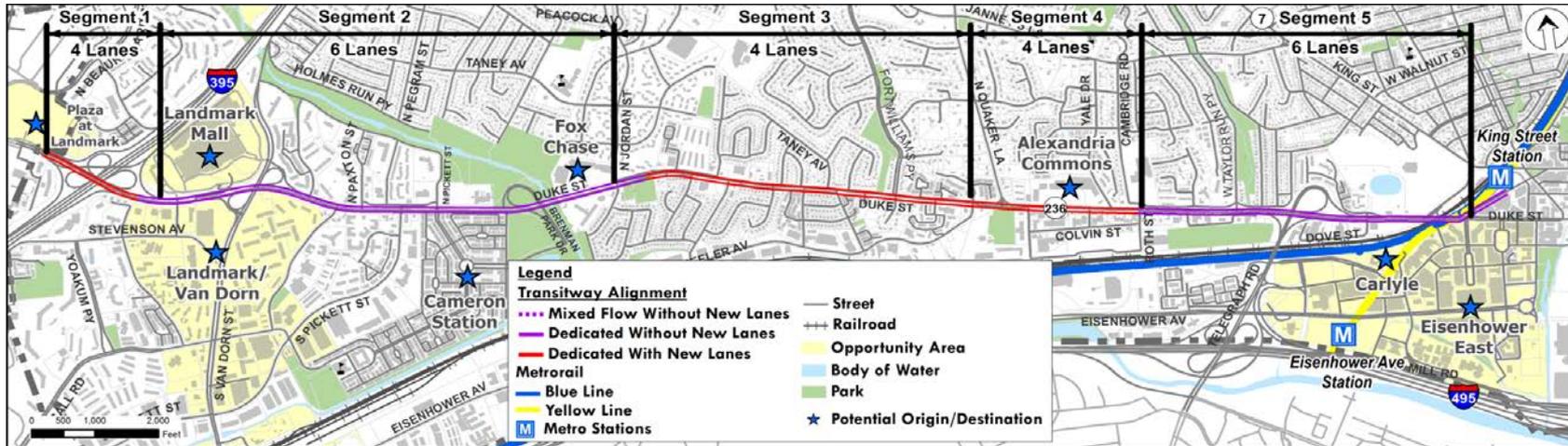


- Corridor B
 - Landmark Mall to King Street Station
- Corridor C
 - Pentagon to Van Dorn Metro
 - Shirlington
 - Landmark Mall
 - NVCC
 - BRAC



Corridor B

Alternative 3: Curb Running in Dedicated Lanes with Reversible Lane



- Bike updates
- Transit running along the curb side
- Transit in dedicated lanes for segments with 6 lanes
- Reversible lane (Jordan to Wheeler) for general purpose traffic (Peak flow)
- Transit in dedicated lanes in other areas based on peak flow
- Requires widening in 4-lane segments (2 miles total)
- Maintains frontage roads

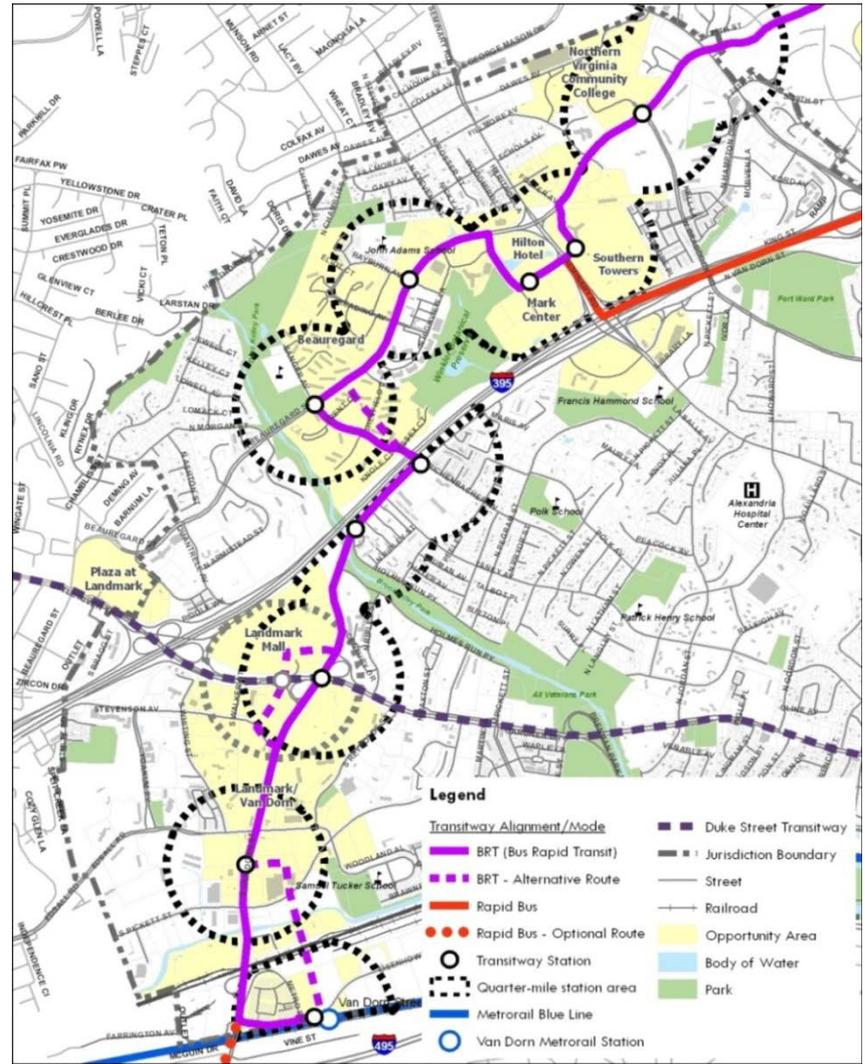
Corridor C



Pedestrians
and Bicycles

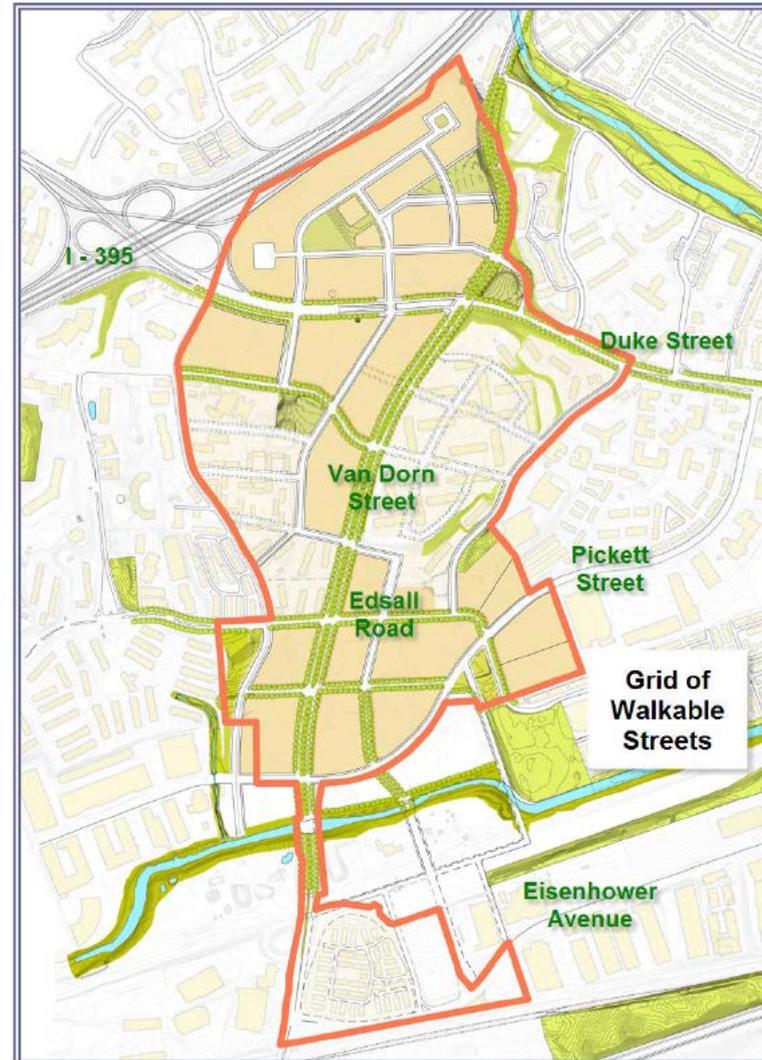
Transitway

Platform and
Landscape
Area



Landmark Van Dorn Plan

- Long Term
 - Grid of Walkable Streets
 - Vehicles
 - Transit
 - Pedestrians
 - Bicycles



Environmental Enhancements

- Stormwater Treatment
- Enhanced Tree Canopy
- Open Space
- Decreased Impervious Area



Questions and Answers

- Next steps



Corridor B

Alternative 3c

Jordan St. to Wheeler Ave.

S. Quaker Lane to Roth Street
(Alexandria Commons Area)

Landmark Mall to Jordan Street,
Wheeler Avenue to S. Quaker Lane & Roth Street to King Street Metro

