



Landmark/Van Dorn Area Plan

Building Community in Alexandria's West End

Planning Commission
January 4, 2007



Department of Planning & Zoning

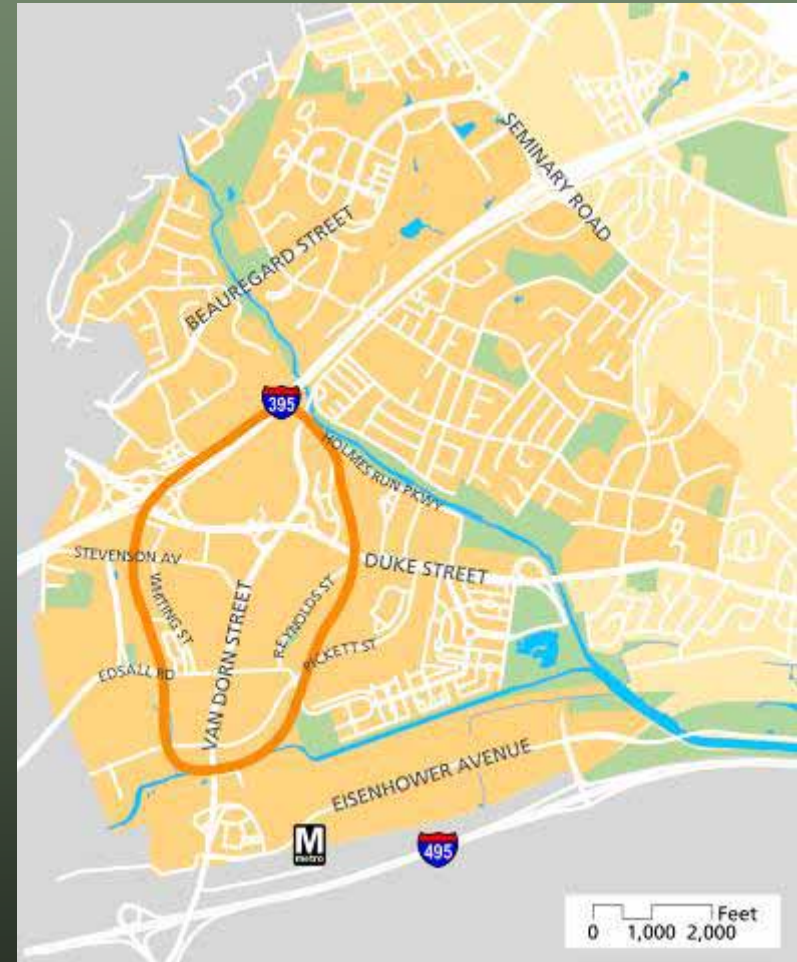
Landmark/Van Dorn Area Plan

- Plan Update
- Affordable Housing Study
- Transportation Technical Analysis
- Next Steps



A Town Center for the West End

- Context area within one mile
- Planning area focused on Van Dorn corridor from Landmark Mall to Pickett Street



Planning Principles

- Develop Landmark/Van Dorn as a community of neighborhoods, with a pedestrian environment and a sense of place.
- Provide a mixed-use urban center and place of coming together for residents and visitors.
- A choice of transportation modes.
- An interconnected open space system.
- An attractive gateway to Alexandria.



Redevelopment for mixed use



- Landmark Mall
- Auto-oriented commercial areas
- Limited industrial areas
- CDD zones to implement



Affordable Housing



- Area contains existing stock of affordable rental units, no zone change proposed.
- Require affordable housing when properties are rezoned for mixed-use development.



Conserve Industrial and Service Uses

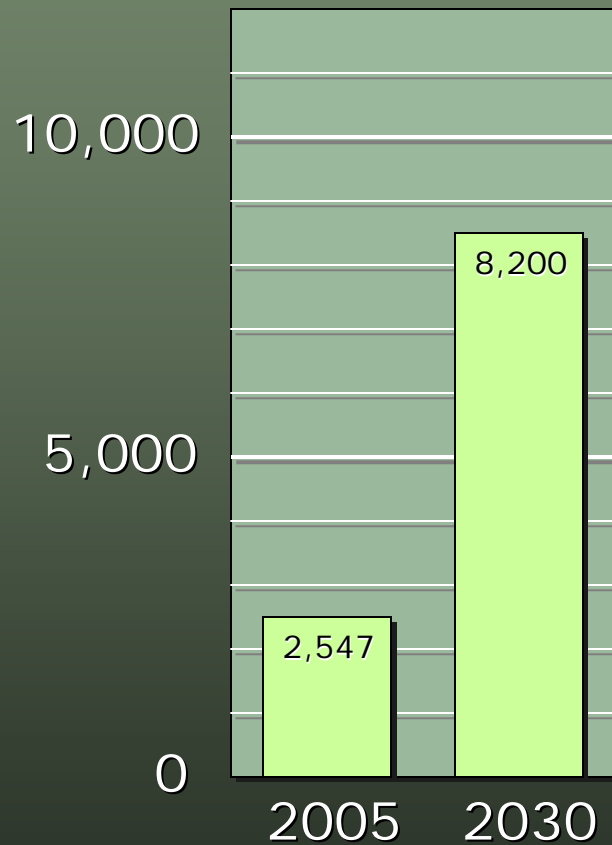


Limit rezoning to core commercial areas with location and access most suitable for mixed-use development

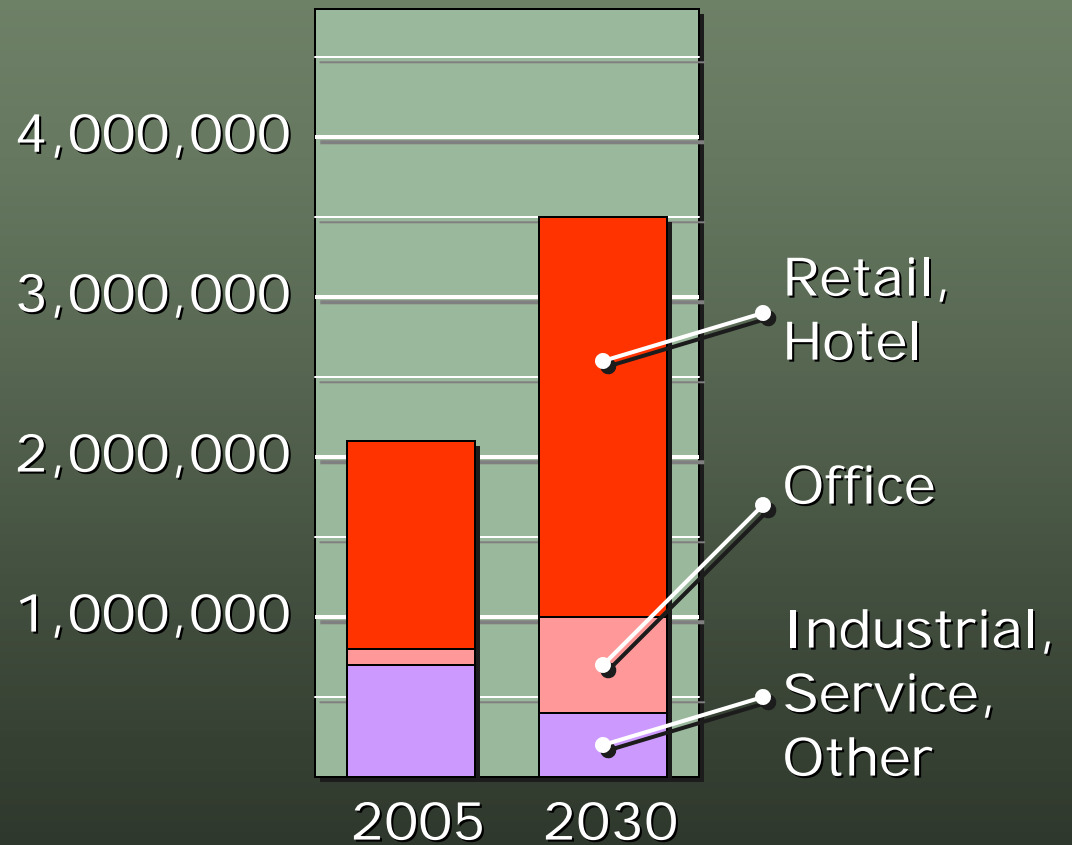


Existing and Potential Development

Residential Units



Nonresidential Development, sq ft





Affordable Housing Analysis

ERA

Planning Commission
January 4, 2007



Department of Planning & Zoning



Transportation Technical Analysis

VHB

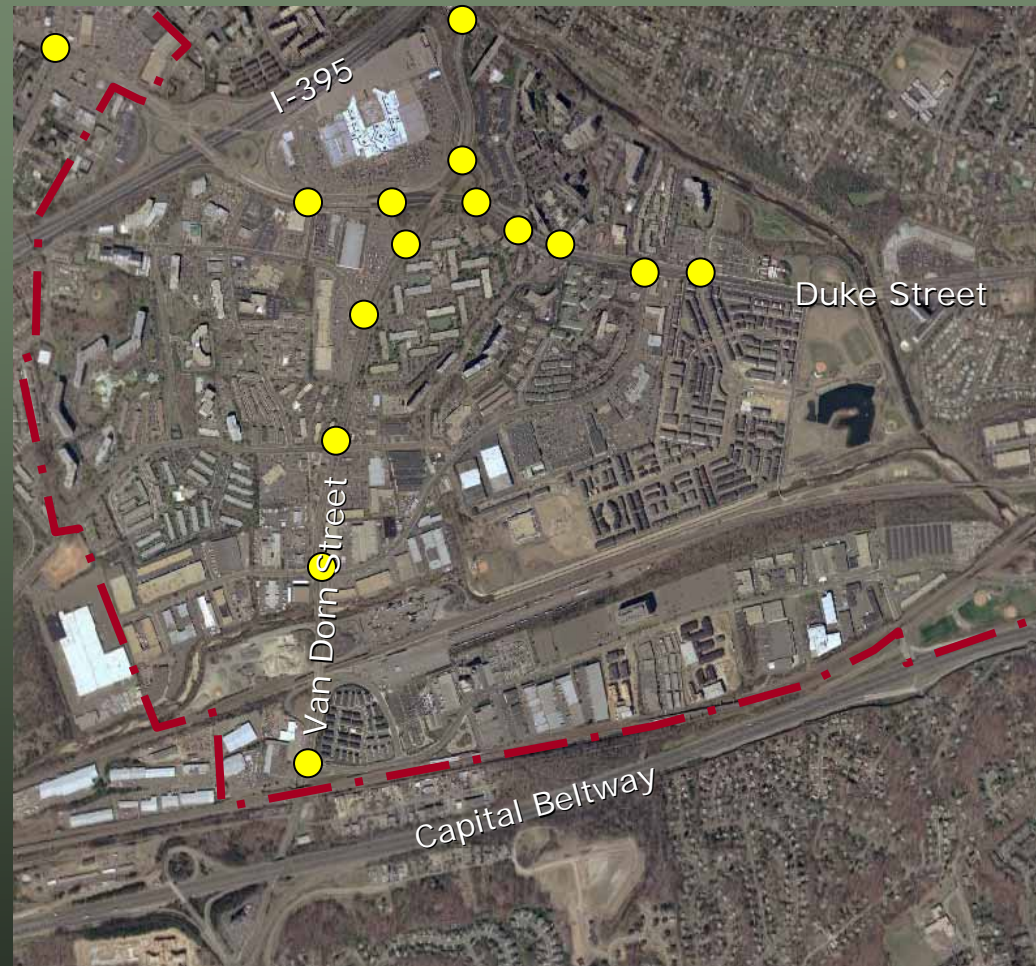


Transportation Principles

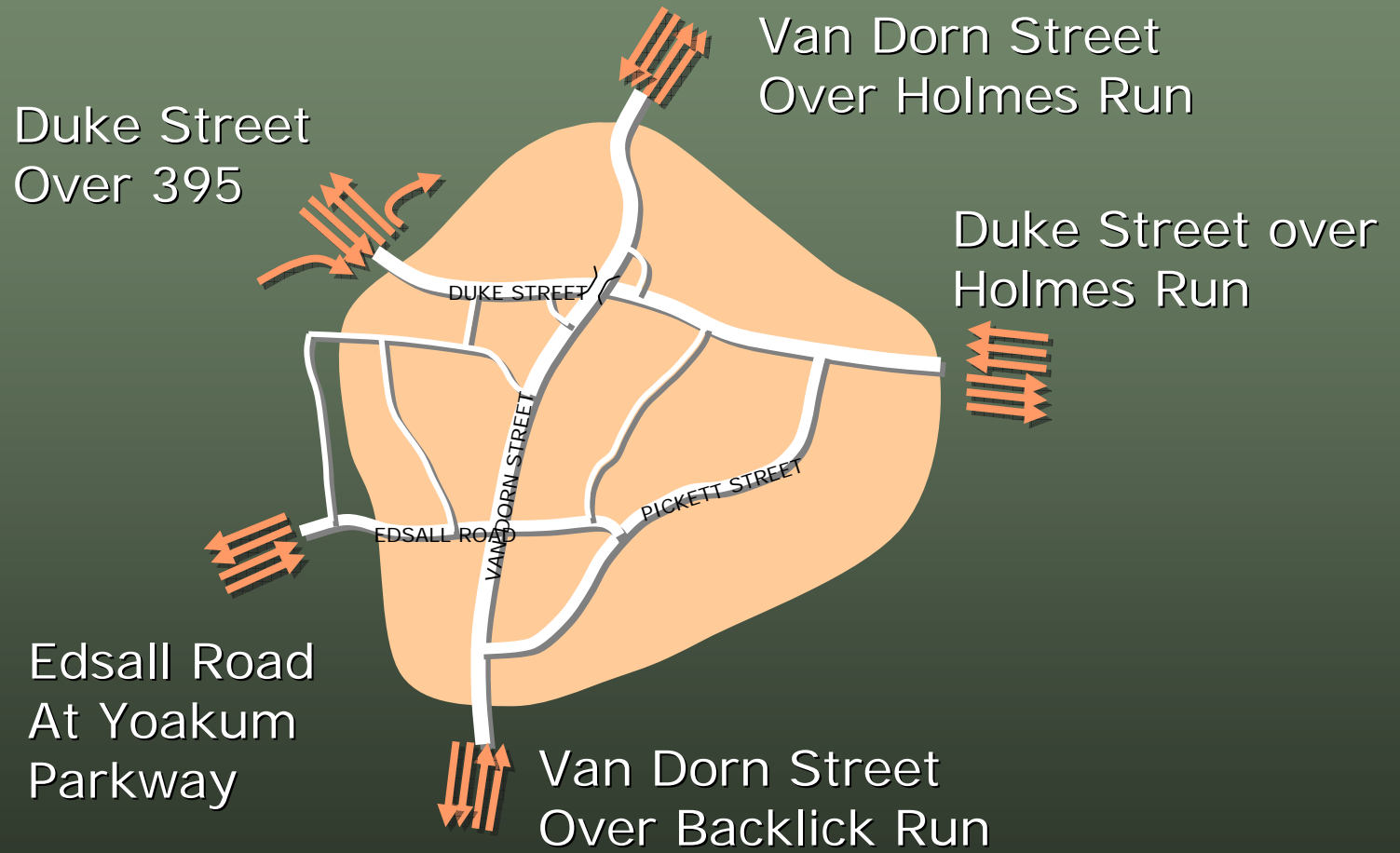
- Provide more choices of travel mode for all trip types
- Neighborhood connections to local activity centers
- Change priorities for allocation of road space to emphasize transit, pedestrian and bike use
- Give priority to local circulation rather than through travel
- Minimize auto trips through areawide transportation demand management



Transportation Study Area



Five Points of Connection



Technical Approach

Analysis Cases

Land Use: 2005, 2015, 2030

- Existing Zoning
- 1.25 FAR
- 2.00 FAR

Roadway Network

- New Mall Access
- Eisenhower Extension

Travel Demand Forecasting

- COG regional travel demand model
- Focused subarea model
- AM and PM Peak Periods

Operational Analysis

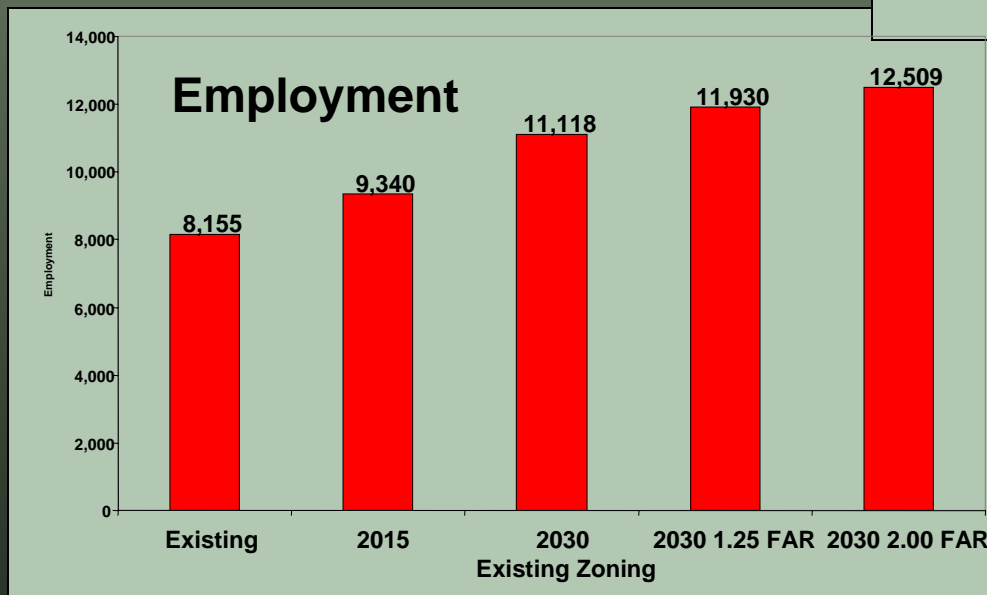
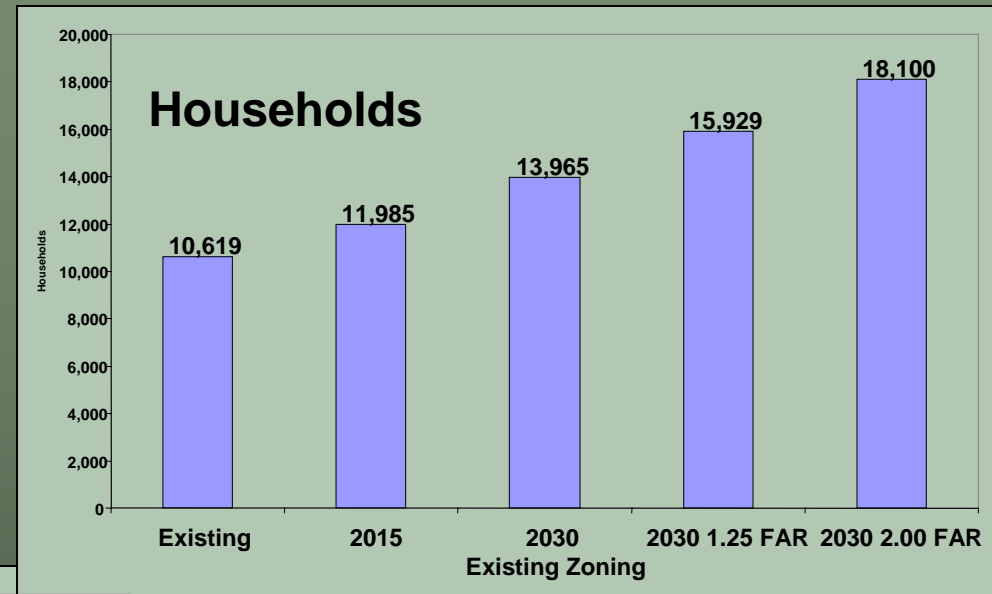
SYNCHRO LOS for Roadways and Intersections

Evaluation of options and strategies

- Roadways and intersections
- Transit
- Mall Access
- Pedestrians and bicycles



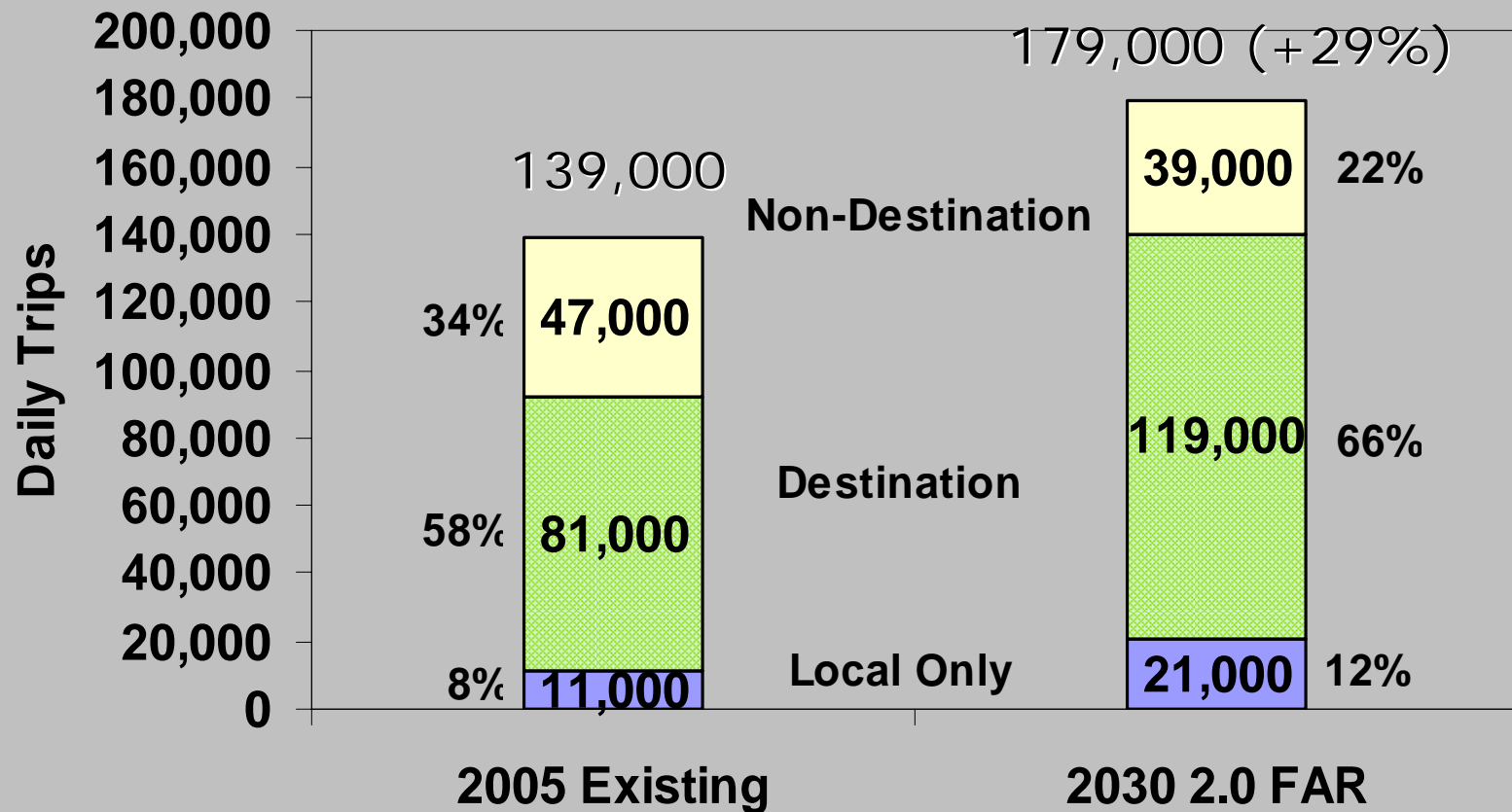
Households and Employment under Different Scenarios



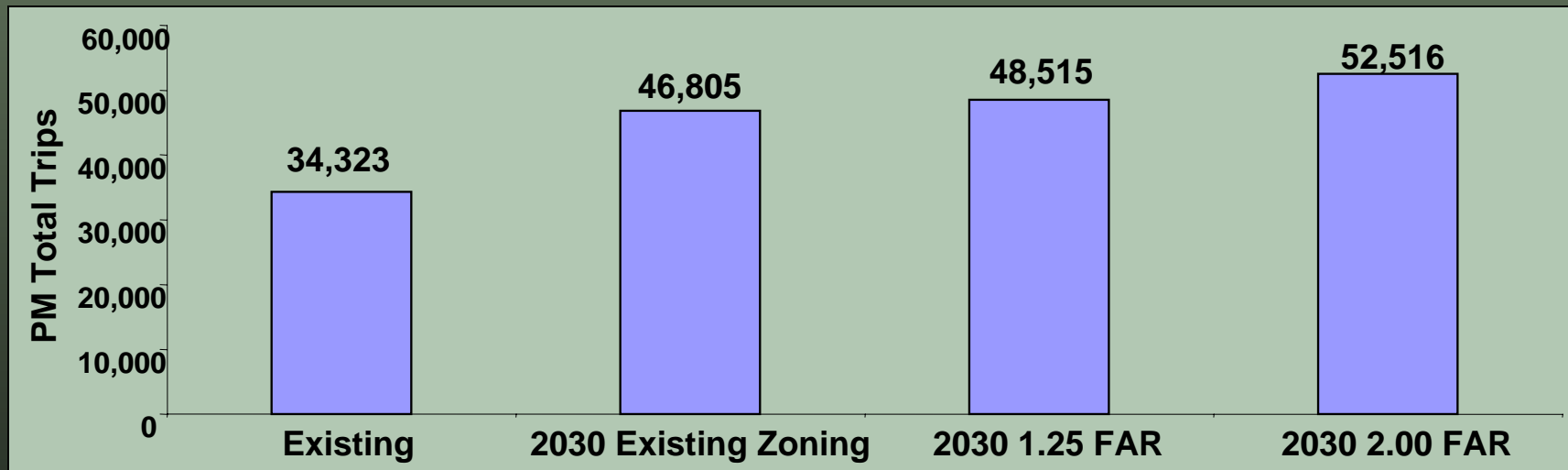
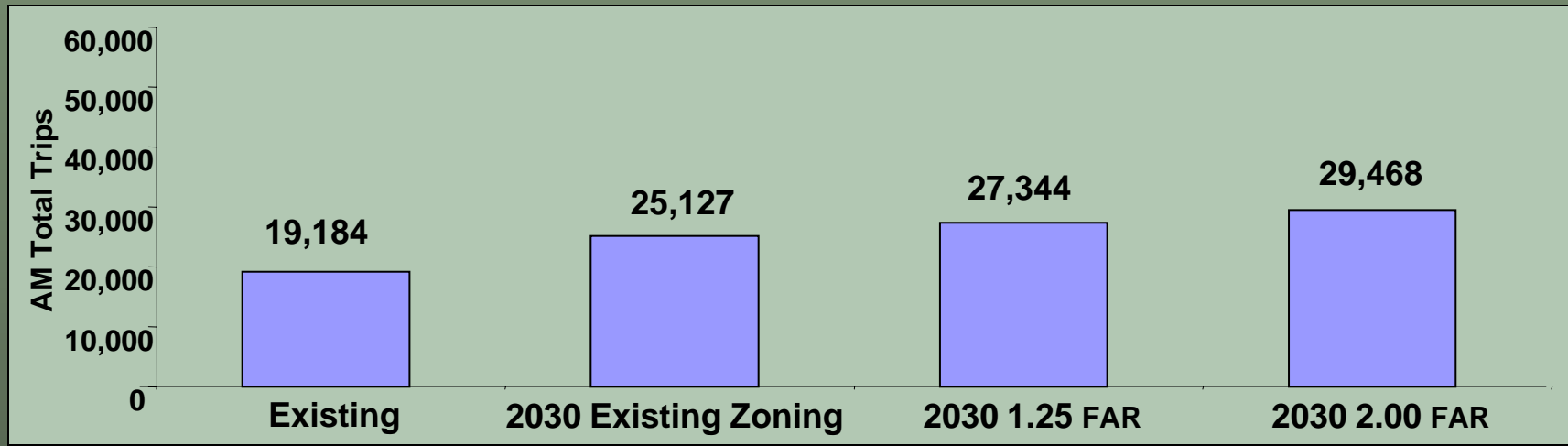
Total households and employment within transportation study area



Destination vs. Non-destination Traffic



Peak Period Trips (AM and PM)



PM Peak Hour Arterial LOS

2005 Existing

2030 2.00 FAR



- A
- B
- C
- D
- E
- F

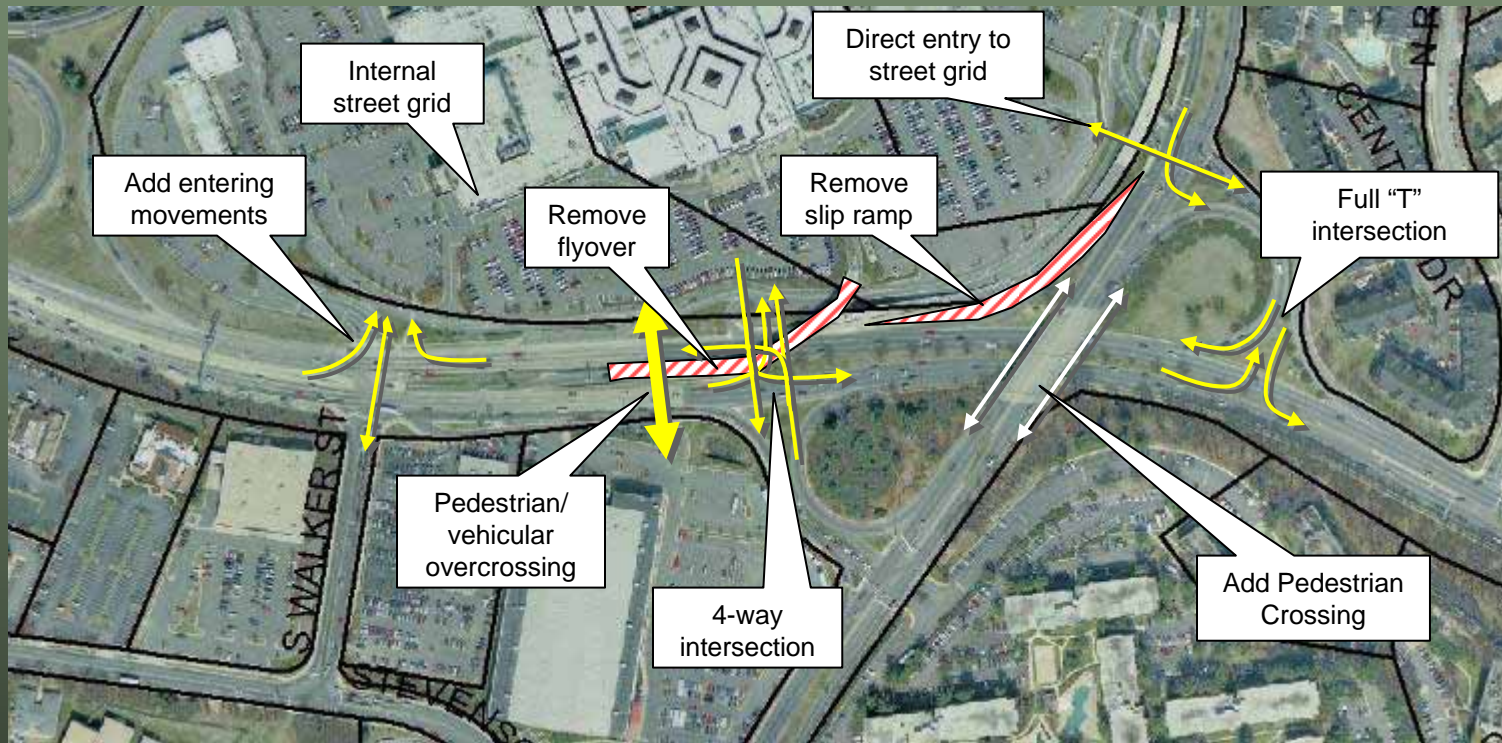


Roadway Strategies

- Improved local access to Landmark Mall site
- Extend Eisenhower Avenue to Edsall Road
- Beauregard Street at Little River Turnpike
 - Fairfax County project to provide additional left-turn lane soon, additional long-term improvements
- Edsall Road and Pickett Street realignment and pedestrian improvements
- Critical intersection modifications
 - compatible with pedestrian emphasis



Landmark Mall Access



- Ties two sides of Duke Street together.
- Provides many more options for local circulation.
- Greatly improves pedestrian access to Landmark Mall.



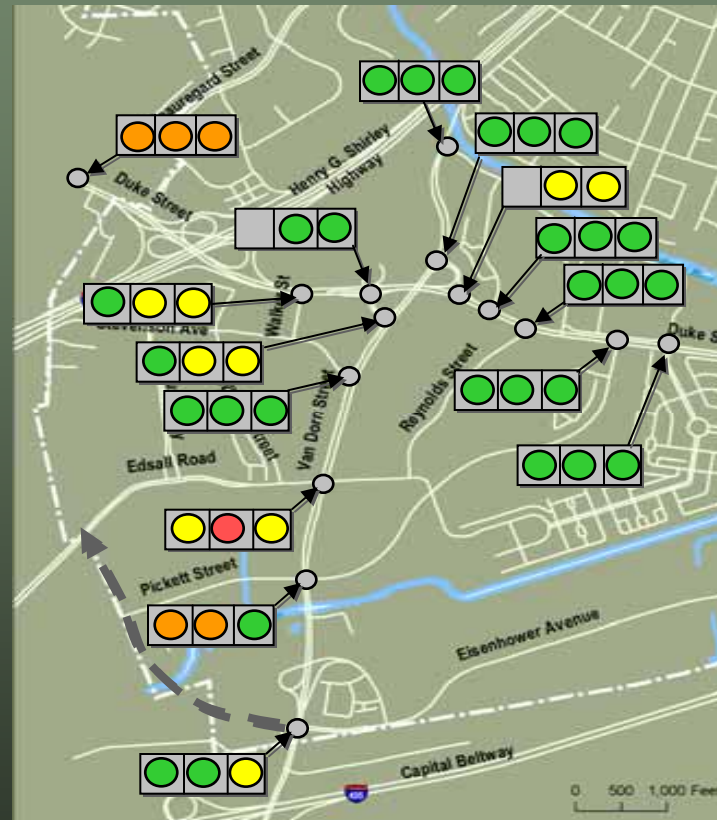
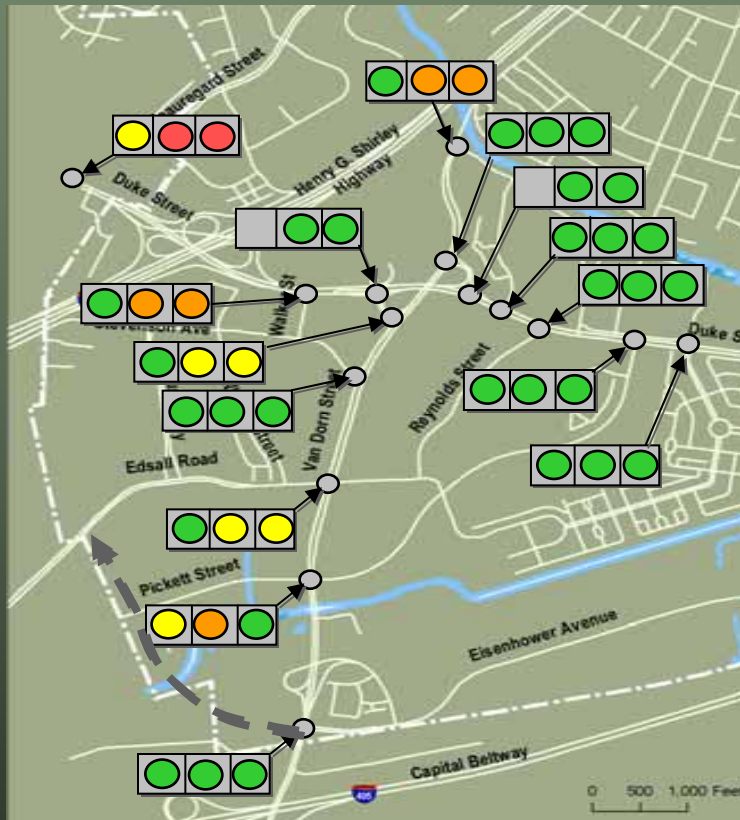
Eisenhower Extension Concepts



Effects of Eisenhower Extension

AM Peak Hour

PM Peak Hour



- A ●
- B ●
- C ●
- D ●
- E ●
- F ●

2005 Existing	2030 2.00 FAR with No Extension	2030 2.00 FAR with Extension
---------------	---------------------------------	------------------------------

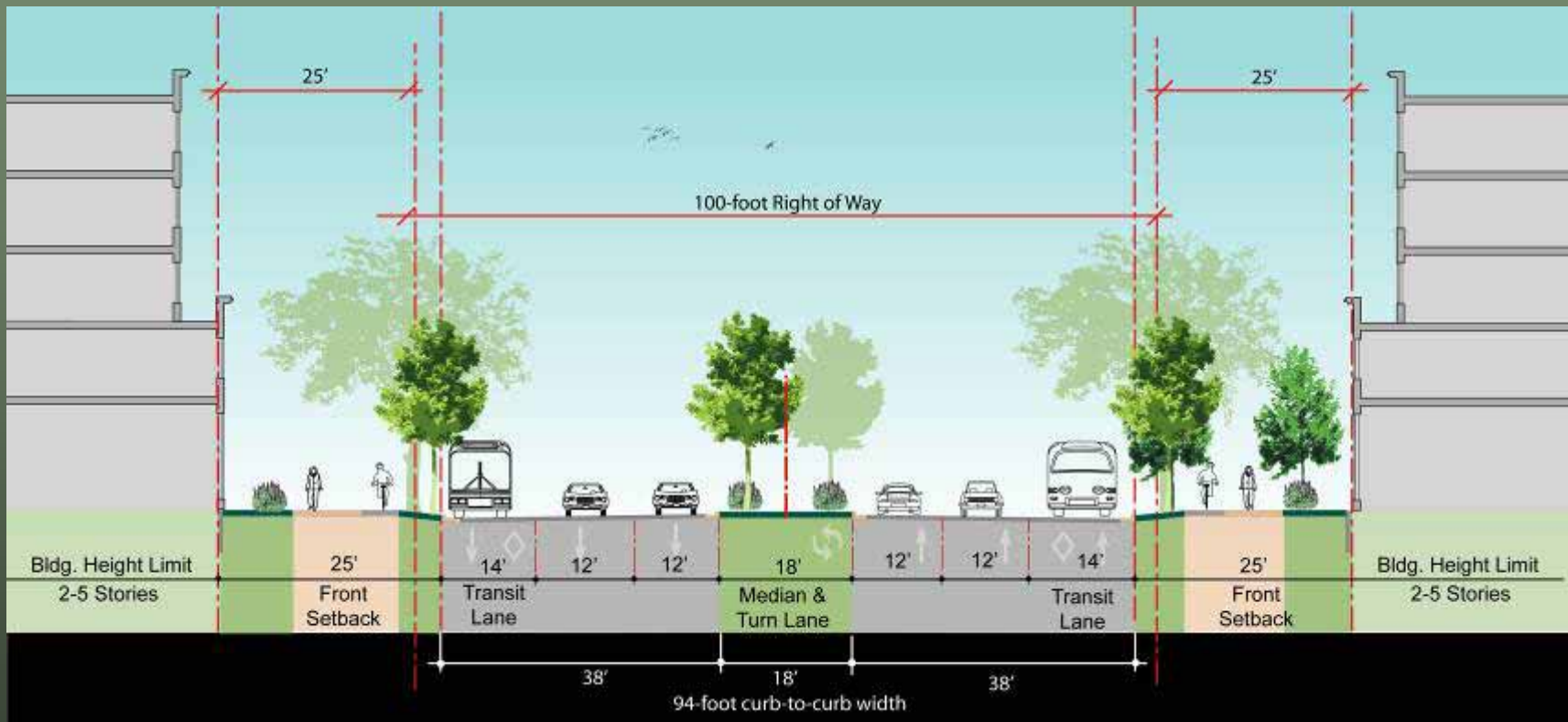
Planning Commission
January 4, 2007

Potential turning capacity improvements at selected intersections

- Van Dorn St. and Stevenson Ave.
- Van Dorn St. and Holmes Run Parkway
- Duke St. and South Reynolds St.




Transit Strategies



- Van Dorn Street Transit Boulevard



Transit Strategies

- Van Dorn Street Transit Boulevard 
- Anticipate areawide transit lanes  
- More frequent DASH service or circulator 
- Transit center near Landmark Mall 
- Pedestrian path and bridge from Pickett Street to Van Dorn Metro 
- Street grid and pedestrian improvements



Pedestrian and Bicycle Strategies



- Added links in pedestrian grid
- Sidewalk on Van Dorn St. bridge over Duke St.
- Pedestrian/vehicle bridge over Duke Street to Landmark Mall
- Pedestrian/bike bridge to Metrorail Station
- Bike lanes on designated on-street bike routes
- Pedestrian refuges in Van Dorn St. median at crossings



High Priority Projects - \$25 – \$30 million

- Exclusive bus lanes on Van Dorn Street
- Enhanced bus service
- Landmark Transit Center
- Eliminate flyover and replace with intersection
- Pedestrian/vehicle bridge to Landmark Mall
- Add to roadway grid
- Add to pedestrian grid

Project cost estimates do not include cost of right-of-way acquisition



Desirable Projects - \$55 - \$65 million

- Pedestrian enhancements at existing intersections
- Pedestrian bridge to Metrorail Station
- Bike lanes for on-street routes
- Pedestrian refuge medians at Van Dorn crossings
- Barriers to midblock crossing of Van Dorn and Duke Streets
- Partial access control
- Landscaping, Van Dorn and Duke Streets
- Extend Eisenhower Avenue to Edsall Road

Project cost estimates do not include cost of right-of-way acquisition



Summary of Transportation Findings

- Roadway and Intersections Levels of Service
 - Some degradation from existing conditions
 - Essentially the same under all 2030 scenarios
 - Acceptable urban levels of service
- New Mall Access
 - Provides adequate access/egress, better local connections
- Van Dorn Vision
 - Mixed use, more pedestrian and transit friendly
 - Improved local access and connectivity
- Transit, pedestrian and bike improvements
 - Throughout area



Vision of Van Dorn Street



Next Steps

- Community Meeting
- City Council Work Session
- Public Hearings

