Landmark/Van Dorn Area Plan
Building Community in Alexandria’s West End
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

<table>
<thead>
<tr>
<th>Year</th>
<th>2005</th>
<th>2030</th>
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</thead>
<tbody>
<tr>
<td>Units</td>
<td>2,547</td>
<td>8,200</td>
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Nonresidential Development, sq ft

<table>
<thead>
<tr>
<th>Year</th>
<th>2005</th>
<th>2030</th>
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</thead>
<tbody>
<tr>
<td>Retail</td>
<td>4,000,000</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Office</td>
<td>2,000,000</td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td>Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
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</tbody>
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Affordable Housing Analysis

ERA
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

- Duke Street Over 395
- Van Dorn Street Over Holmes Run
- Duke Street over Holmes Run
- Edsall Road At Yoakum Parkway
- Van Dorn Street Over Backlick Run
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

**Households**
- Existing: 10,619
- 2015: 11,985
- 2030: 13,965
- 2030 1.25 FAR: 15,929
- 2030 2.00 FAR: 18,100

**Employment**
- Existing: 8,155
- 2015: 9,340
- 2030: 11,118
- 2030 1.25 FAR: 11,930
- 2030 2.00 FAR: 12,509

Total households and employment within transportation study area
Destination vs. Non-destination Traffic

2005 Existing
- Destination: 81,000 (58%)
- Non-Destination: 47,000 (34%)
- Local Only: 11,000 (8%)

2030 2.0 FAR
- Destination: 119,000 (66%)
- Non-Destination: 39,000 (22%)
- Local Only: 21,000 (12%)

Total
- 2005 Existing: 139,000
- 2030 2.0 FAR: 179,000 (+29%)
**Peak Period Trips (AM and PM)**

- **AM Total Trips**
  - Existing: 19,184
  - 2030 Existing Zoning: 25,127
  - 2030 1.25 FAR: 27,344
  - 2030 2.00 FAR: 29,468

- **PM Total Trips**
  - Existing: 34,323
  - 2030 Existing Zoning: 46,805
  - 2030 1.25 FAR: 48,515
  - 2030 2.00 FAR: 52,516
PM Peak Hour Arterial LOS

2005 Existing

2030 2.00 FAR

Planning Commission
January 4, 2007
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

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