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

- 30% Residential
- 70% Office/ Retail
- 70% Residential
- 30% Retail/ Office

Map showing different land uses with color codes:
- Blue: Office
- Red: Residential/ Office
- Yellow: Residential
- Red: Retail
proposed land use

- 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

west end town center
proposed land use

class A office opportunities

- I-395 frontage – high visibility
- transit center
- the bluff – highest elevations, high visibility, existing tall buildings
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

<table>
<thead>
<tr>
<th>land use</th>
<th>existing</th>
<th>zoning max resid</th>
<th>zoning max nonresid</th>
<th>plan total</th>
<th>plan net</th>
</tr>
</thead>
<tbody>
<tr>
<td>residential</td>
<td>2.7 msf</td>
<td>10.1 msf</td>
<td>5.8 msf</td>
<td>8.7 msf</td>
<td>+ 6.0 msf + 5,000 units</td>
</tr>
<tr>
<td></td>
<td>2,735 units</td>
<td>8,453 units</td>
<td>4,871 units</td>
<td>7,735 units</td>
<td></td>
</tr>
<tr>
<td>retail</td>
<td>1.4 msf</td>
<td></td>
<td></td>
<td>1.9 msf</td>
<td>+ 0.5 msf</td>
</tr>
<tr>
<td>office</td>
<td></td>
<td></td>
<td></td>
<td>5.8 msf</td>
<td>+ 5.8 msf</td>
</tr>
<tr>
<td>other</td>
<td>0.8 msf</td>
<td>2.8 msf</td>
<td>6.5 msf</td>
<td>0.8 msf</td>
<td>- 0.8 msf Indl, misc + 0.8 msf Hotel</td>
</tr>
<tr>
<td>Indl, misc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>total</td>
<td>4.9 msf</td>
<td>12.9 msf</td>
<td>12.3 msf</td>
<td>17.2 msf</td>
<td>+ 12.3 msf</td>
</tr>
</tbody>
</table>

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

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
urban design and open space

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

Note: Each height district will require a variety of heights, not just a single maximum height.
urban design and open space

building heights

- Up to 250’
- Up to 150’
- Up to 120’
- Up to 80’
- Up to 60’
urban design and open space

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

open space network

urban parks
anchor retail-lined walking streets
urban design and open space

- **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
transportation: regional and local connectivity
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Access From Duke Street

Access From Bridge at upper level
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 north of edsall road

12' 6' 6' 12' 11' 11' 15' 11' 11' 12' 6' 6' 12'
Bike Transit One-Way Traffic One-Way Traffic Median Left Turn One-Way Traffic One-Way Traffic Transit Bike

24' Sidewalk 102' Cartway 24' Sidewalk
150' ROW
transportation: regional and local connectivity

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