LANDMARK MALL REDEVELOPMENT
COORDINATED DEVELOPMENT DISTRICT (CDD#2020-00007)
CITY OF ALEXANDRIA, VIRGINIA

ZONING TABULATIONS

PROPOSED USE:

- NEW BMP/SWM FACILITIES
- NEW GREEN INFILL/REFURBISHMENT
- NEW ZONE
- NEW BUILDING

MAXIMUM FAR UNDER CURRENT ZONING:

- 047.02-03-05 (5801 DUKE ST)
- 047.02-03-06 (5701 DUKE ST)
- 047.02-03-07 (5701 B DUKE ST)
- 047.02-03-08 (5901 DUKE ST)
- 047.02-03-09 (5815 DUKE ST)

APPROXIMATE DISTANCE AREA

- 5801 DUKE ST
- 5701 DUKE ST
- 5701 B DUKE ST
- 5901 DUKE ST
- 5815 DUKE ST

APPROXIMATE HEIGHT

- 5801 DUKE ST
- 5701 DUKE ST
- 5701 B DUKE ST
- 5901 DUKE ST
- 5815 DUKE ST

MAXIMUM FAR FOR PROPOSED FLOOR AREA & PARKING PROPOSED ADJACENT USE

- 047.02-03-09 - SHOPPING CENTER
- 047.02-03-08 - SHOPPING CENTER
- 047.02-03-07 - LANDMARK/VAN DORN SMALL AREA PLAN
- 047.02-03-06 - LANDMARK/VAN DORN SMALL AREA PLAN
- 047.02-03-05 - LANDMARK/VAN DORN SMALL AREA PLAN

PROPOSED FLOOR AREA & PARKING TABULATIONS

- PROPOSED FLOOR AREA
- PROPOSED PARKING

DEVELOPMENT BY USE AND BLOCK

Balanced Program

-Total Use of Mixed Use Development Blocks
- Residential Components
- Retail Components
- Street Components
- Open Space

Max Residential

-Total Use of Mixed Use Development Blocks
- Residential Components
- Retail Components
- Street Components
- Open Space

CIVIL ENGINEER

- LANDMANN LTD
- 4246 TECHNOLOGY COURT
- CHANTILLY, VA 20151
- TEL. 703-376-4221

ARCHITECT

- COOPER CARRY
- 625 NORTH WASHINGTON STREET
- SUITE 750
- ALEXANDRIA, VA 22314
- TEL. 703-519-6152

TRAFFIC ENGINEER

- CONCEPTER
- 225 REINEXES LANE
- SUITE 200
- ALEXANDRIA, VA 22314
- TEL. 703-376-4221

LANDSCAPE ARCHITECT

- OCIUS
- 1611 CONNECTICUT AVE, NW
- SUITE 200
- WASHINGTON, DC 20009
- TEL. 202-558-5454

PROJECT TEAM

- FOLELER-PRATT DEVELOPMENT, LLC
- 12435 PARK POTOMAC AVE
- SUITE 200
- POTOMAC, MD 20854
- TEL. 240-499-9600

ATTORNEY

- GOROVE SLADE
- 12435 PARK POTOMAC AVE
- SUITE 200
- POTOMAC, MD 20854
- TEL. 703-519-6152

APPLICANT

- FOLELER-PRATT DEVELOPMENT, LLC
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CONTACT: ROBERT SCHIELER, P.E.

CONTACT: NICK BEEDON

CONTACT: ABBEY OKLAK, AIA

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PARKING NARRATIVE

1. The current concept is to keep the
   existing parking garage as is, with
   some modifications to the garage
   being noted.

2. The proposed parking garage will
   be located to the south of the
   existing garage.

3. The proposed parking garage will
   be designed to accommodate
   approximately 1,200 vehicles.
GREEN STREET NARRATIVE

AS A MAJOR CONNECTOR THROUGH THE SITE, ROAD 1 SERVES AN IMPORTANT FUNCTION FOR VEHICLES AND PEDESTRIANS. ACCELERATION STOPS ARE USED TO MINIMIZE THE ROAD CROSS-SECTION, SLOWING TRAFFIC TO CREATE A SAFER ENVIRONMENT FOR PEDESTRIANS, AS WELL AS OCCUPANTS OF VEHICLES AND CYCLES.

THE STREETCARE ALONG ROAD 1 FORMS THE "GREEN STREET" WIDEST OF THE SMALL AREA PLAN BY CONNECTING THE TRANSIT PLAZA WITH OTHER PUBLIC OPEN SPACES THROUGHOUT THE SITE, FROM TERRACE PARK ON THE EASTERN EDGE, THROUGH THE PROJEX AND CONTRIBUTING TO THE LINEAR OPEN SPACE ALONG ROAD 3.

ADDITIONALLY, THE GREEN STREET AND ENHANCED STREETSCAPE AREA SHALL PROVIDE OPPORTUNITIES TO RESEARCH AT GRADE STORMWATER MANAGEMENT STRATEGIES, INCLUDING BIO-RETENTION TREN PLANTERS AND FLEXIBLE RAMS. THE EXPANSION OF ALL OTHER OPEN SPACE FEATURES WILL BE PREFERRED WITHIN THE STREET CORDER.

CURB CUT NARRATIVE

CURB CUT LOCATIONS ARE NOTED BY THE STREET DESIGNATIONS IN THE SMALL AREA PLAN. THIS PLAN ATTEMPTS TO FOLLOW THESE DESIGNATIONS TO THE FULLEST EXTENT POSSIBLE. GIVEN THE CONSTRAINTS OF THE PLAN, MAIN STREET WILL CONTINUE TO USE CURB CUTS TO MINIMIZE THE ROAD CROSS-SECTION AND IN ORDER TO LIMIT CURB CUTS IN THE TRANSIT HUB, CURB CUTS WILL BE TRANSFORMED INTO 3'-0" SIDEWALD CONTINUOUS, BUT WILL BE LOCATED ON THE TRANSIT HUB BLOCK FOR THE MORE DETAILED SCHEMATIC PLAN SHOWN ON SHEETS 1A AND 1B.

NOTES:

1. MEASURE AND TOPOGRAPHIC INFORMATION DERIVED FROM A FIELD SURVEY PERFORMED BY URBAN ENGINEERS ON FEB. 31, 2021.
2. TRANSIT HUB IS SHOWN LOCATED ON "ROAD 2," SEE SHEETS 1A AND 1B FOR ADDITIONAL INFORMATION. FINAL LOCATION ON THE HUB AND FINAL LOCATIONS OF THE TRANSIT HUB WILL BE PROVIDED AT THE TIME OF INFRASTRUCTURE DSP.
3. BIKE FACILITIES WILL BE PROVIDED ON ROADS 2 & 3. SEE BICYCLE FACILITIES PLAN AND STREET SECTIONS FOR ADDITIONAL DETAIL.
4. PEDESTRIANS WILL BE PROVIDED ALONG STREETS IN THE CURB TO BUILDING TRANS. SEE ROAD SECTIONS FOR ADDITIONAL DETAILS.
5. THE SIZE AND LOCATION OF THE GNP AREAS PROVIDE FLEXIBLE OPEN SPACE AND ARE FOR ILLUSTRATIVE PURPOSES ONLY AND WILL BE UPDATED WITH FUTURE DSP SUBMISSIONS.

GREEN STREET

COMMERCIAL CONNECTOR

SERVICE STREET

EXISTING HOSPITAL PARKING

SERVICE INTERFACE

TRANSIT HUB

BORDERED INTERSECTIONS

LEGEND

PUBLICLY ACCESSIBLE OPEN SPACE

MAIN STREET WITH CURB CUTS

MAJOR STREET

TRANSPORTATION NETWORK

SERVICE INTERFACE

EXISTING HOSPITAL PARKING

HOSPITAL PARKING

PUBLICLY ACCESSIBLE OPEN SPACE

PUBLICLY ACCESSIBLE OPEN SPACE

PUBLICLY ACCESSIBLE OPEN SPACE
NOTES
1. Minor modifications for public right-of-way and use to occur through a minor submission process with the Alexandria Planning Commission.
2. Design provisions may require obtaining special use permits or special events permits.
3. Real estate purchases will be determined at time of acquisition or development.
4. Allowances for the public and pedestrian zones on public property will be determined at time of construction.
5. Pedestrian, parking design or sections are not to be applied to all streets.
6. Buildings may be located in parallel parking areas. Final building face to building face dimension to be determined by the individual DSU for each block.
7. Area designated as amenity, pedestrian, and frontage zones should be provided, not to exceed the building to curb width.
8. Minimum building to curb width for public roads. This dimension can be increased for economic conditions.
9. Minimum building to curb width for private roads. This dimension can be increased for economic conditions.
10. The minimum building to curb width for private roads shall be increased in the following amount: 1'. 4. Allowable uses in the amenity and pedestrian zones on public streets may include, but are not limited to, outdoor dining, signage, canopies/awnings, small structures, and stormwater management facilities and utilities.
11. Where gutter pan is indicated to be 2' - 0", the second foot shall be included in the dimensions.
12. Dimensions may vary with final engineering.
13. Responsibility for construction within the public right-of-way will be determined through the approval process.
NOTES
1. ROAD SECTIONS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND TO CONVEY DESIGN INTENT.
2. EXISTING AND NEW USES ARE REQUIRED TO CONFORM WITH ANY RELEVANT CODES OR STANDARDS.
3. FINAL ROAD SECTIONS WILL BE DETERMINED AT TIME OF AN INFRASTRUCTURE DSP.
4. BUILDING DROP-OFFS AND LAYBYS MAY BE LOCATED IN PARALLEL PARKING AREAS. FINAL
   DIMENSIONS MAY VARY WITH FINAL ENGINEERING.
5. BUILDING FACE TO BUILDING-FACE DIMENSION SHOWN.
6. AREA DESIGNATED AS AMENITY/PEDESTRIAN/FRONTAGE ZONE ON PRIVATE STREETS TO
   CONTAIN LANDSCAPING, SIDEWALKS, AND ALLOW FOR BUILDING BUMPOUTS AND
   ARTICULATION.
7. RESPONSIBILITY FOR CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY WILL BE
   SELECT ROADS.
8. RESPONSIBILITY FOR CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY WILL BE
   SELECT ROADS.
9. WHERE GUTTER PAN IS INDICATED TO BE 2'-0", THE SECOND FOOT SHALL BE INCLUDED IN THE
   MIN. BUILDING FACE TO BUILDING-FACE DIMENSION TO BE IDENTIFIED BY THE INDIVIDUAL DSUPS FOR EACH BLOCK.
10. IN AREAS WHERE ON-STREET PARKING IS NOT PRESENT, WIDER DIMENSIONS FOR THE AMENITY,
    PEDESTRIAN, AND FRONTAGE ZONES SHOULD BE PROVIDED, NOT TO EXCEED THE BUILDING
    FACE TO BUILDING-FACE DIMENSION SHOWN.
NOTES

1. STREET SECTIONS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND TO CONVEY DESIGN INTENT.

2. ADDITIONAL ROAD WIDTH MAY BE REQUIRED TO ACCOMMODATE LARGER VEHICLES ON SELECT ROADS.

3. FINAL ROAD SECTIONS WILL BE DETERMINED AT TIME OF AN INFRASTRUCTURE DSP.

4. ALLOWABLE USES IN THE AMENITY AND PEDESTRIAN ZONES ON PUBLIC STREETS MAY INCLUDE, BUT ARE NOT LIMITED TO, OUTDOOR DINING, SIGNAGE, CANOPIES/AWNINGS, SMALL STRUCTURES, STORMWATER MANAGEMENT FACILITIES, AND UTILITIES.

5. PARALLEL PARKING SHOWN ON SECTIONS MAY NOT BE APPLICABLE ON ALL STREETS. IN AREAS WHERE ON-STREET PARKING IS NOT PRESENT, WIDER DIMENSIONS FOR THE AMENITY, PEDESTRIAN, AND FRONTAGE ZONES SHOULD BE PROVIDED, NOT TO EXCEED THE BUILDING FACE TO BUILDING-FACE DIMENSION SHOWN.

6. BUILDING DROP-OFFS AND LAYBYS MAY BE LOCATED IN PARALLEL PARKING AREAS. FINAL DIMENSIONS MAY VARY WITH FINAL ENGINEERING.

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18. BUILDING DROP-OFFS AND LAYBYS MAY BE LOCATED IN PARALLEL PARKING AREAS. FINAL DIMENSIONS MAY VARY WITH FINAL ENGINEERING.
NOTES

1. FINAL ROAD SECTIONS WILL BE DETERMINED AT TIME OF AN INFRASTRUCTURE DSP.
2. ADDITIONAL ROAD WIDTH MAY BE REQUIRED TO ACCOMMODATE LARGER VEHICLES ON NEIGHBORING TRAVEL LANE.
3. FINAL ROAD SECTIONS SHOWN ON SECTIONS MAY NOT BE APPLICABLE ON ALL STREETS. IN ORDER TO MEET THE MIN. BUILDING FACE TO BUILDING FACE DIMENSIONS MAY VARY WITH FINAL ENGINEERING.
4. PEDESTRIAN EASEMENT "BARRIER TO BUILDING" DESIGNATION IS DETERMINED THROUGH THE APPROVAL PROCESS.
5. RESPONSIBILITY FOR CONSTRUCTION WITHIN THE PUBLIC RIGHT-OF-WAY WILL BE DETERMINED BY THE APPLICANTS.
6. BUILDING DROP-OFFS AND LAYBYS MAY BE LOCATED IN PARALLEL PARKING AREAS. FINAL LOCATION TO BE DETERMINED BY THE APPLICANTS.
7. AREA DESIGNATED AS AMENITY/PEDESTRIAN/FRINGE ZONE ON PRIVATE STREETS TO BE DETERMINED AT TIME OF AN INFRASTRUCTURE DSP.
8. NOTES
9. AREA DESIGNATED AS AMENITY/PEDESTRIAN/FRINGE ZONE ON PRIVATE STREETS TO BE DETERMINED AT TIME OF AN INFRASTRUCTURE DSP.
NOTES

1. GRADING SPOTS SHOWN ARE TYPICAL, AND INTENDED TO ONLY ILLUSTRATE GENERAL RELATIONSHIP TO BUILDINGS AND EXISTING GRADE.

2. EXTENTS OF BELOW-GRADE PARKING AS SHOWN ARE ILLUSTRATIVE, DEMONSTRATING THE GENERAL RELATIONSHIP TO BUILDINGS AND EXISTING GRADE. ADDITIONAL GARAGES, BOTH ABOVE AND BELOW GRADE, MAY BE INCLUDED AS PART OF ANY PHASES OF DEVELOPMENT.

3. BUILDING HEIGHT SHOWN ON BLOCKS IS REFLECTIVE OF THE OVERALL HEIGHT ALLOWED ON THE BLOCK, AND IS NOT INDICATIVE OF FINAL BUILDING MASSING.

SCALE: 1" = 80'-0"
1. PER THE SMALL AREA PLAN A MINIMUM OF 3.5 ACRES OF PUBLICLY ACCESSIBLE AT-GRADE OPEN SPACE WILL BE PROVIDED AS PART OF THE DEVELOPMENT PROCESS, AND IMPLEMENTATION IS SUBJECT TO MARKET CONDITIONS.

2. ONE-STORY ACCESSORY STRUCTURES THAT ARE CONSISTENT WITH THE INTENT OF THE CENTRAL PLAZA'S CONTRIBUTION FOR PUBLIC OPEN SPACE REQUIREMENTS. SPECIAL USE PERMIT PROCESS. THESE STRUCTURES SHALL NOT BE COUNTED TOWARDS OPEN SPACE MAY BE PROVIDED WITHIN THE CENTRAL PLAZA, AS PART OF THE DEVELOPMENT PROCESS, AND MAY VARY FROM WHAT IS SHOWN ON THE PLAN.

3. LOCATIONS AND SIZE OF NEIGHBORHOOD PARKS WILL BE DETERMINED AS PART OF THE DEVELOPMENT REVIEW PROCESS, AND MAY VARY FROM WHAT IS SHOWN ON THE PLAN.

4. OPEN SPACE WILL BE A MIXTURE OF HARDSCAPED AND LANDSCAPED AREAS.

5. OPEN SPACE LANEWAY IS ANTICIPATED TO BE A PAVED SHAREWAY FOR PEDESTRIANS AND ONE-WAY POTENTIAL FOR ACTIVE RECREATION ON THE TOP LEVEL OF THE EXISTING STRUCTURE.

6. ONE-STORY ACCESSORY STRUCTURES THAT ARE CONSISTENT WITH THE INTENT OF THE CENTRAL PLAZA'S CONTRIBUTION FOR PUBLIC OPEN SPACE REQUIREMENTS.

7. ACCESSORY STRUCTURES IN PUBLICALLY ACCESSIBLE OPEN SPACE ARE LIMITED TO ONE STORY WITH ROOFTOP ACCESSORY USES.

8. THE SIZES AND LOCATIONS OF THE LIGHT GREEN PUBLICLY ACCESSIBLE OPEN SPACE ARE FOR ILLUSTRATIVE PURPOSES ONLY AND WILL BE REVIEWED WITH FUTURE DSUP SEALS FOR APPROVAL.

9. THE LANEWAY IS ANTICIPATED TO BE A PAVED SHARED WALK FOR PEDESTRIANS AND ONE-WAY CALMING. IF FUTURE DESIGN AND COORDINATION DETERMINES THAT THE LANEWAY NEEDS TO BE CLOSED OFF TOimeInterval THE END OF THE DAY. SPECIAL PAVING MATERIALS WILL BE USED TO MEET THE MINIMUM REQUIREMENT OF A DIFFERENT DEVELOPMENT BLOCK, THIS OPEN SPACE WILL BE PROVIDED AS PART OF THE DEVELOPMENT PROCESS, AND MAY VARY FROM WHAT IS SHOWN ON THE PLAN.

10. PUBLICLY ACCESSIBLE OPEN SPACE WILL BE PROVIDED THROUGH THE CENTRAL PLAZA, TERRACE PARK, PASEO, AND POTENTIAL FOR ACTIVE RECREATION ON THE TOP LEVEL OF THE EXISTING STRUCTURE.

11. AS WELL AS RETAIL AND OFFICE USES ON OTHER BLOCKS ACROSS "ROAD 1." AS PARKING IS REQUIRED IN THE FUTURE, THERE IS FEASIBILITY TO INCORPORATE ACTIVE RECREATION TO BE DETERMINED AS PART OF THE DSUP PROCESS, AND MAY VARY FROM WHAT IS SHOWN ON THE PLAN.

12. PUBLICLY ACCESSIBLE OPEN SPACE WILL BE PROVIDED AS PART OF THE DEVELOPMENT PROCESS, AND MAY VARY FROM WHAT IS SHOWN ON THE PLAN.

13. PUBLIC ACCESS EASEMENTS PRIVATE ROADS 2.11 acres 0% PUBLICLY ACCESSIBLE OPEN SPACE BLOCK N - CENTRAL PLAZA EAST 17,699 SF 0.41 acres

14. PUBLICLY ACCESSIBLE OPEN SPACE BLOCK F - CENTRAL PLAZA 23,110 SF 0.53 acres

15. PUBLICLY ACCESSIBLE OPEN SPACE BLOCK Q - CENTRAL PLAZA WEST 15,022 SF 0.34 acres

16. PUBLICLY ACCESSIBLE OPEN SPACE HOSPITAL CAMPUS 9.57 acres 15% BLOCK L 3.07 acres 25%

17. BLOCK K 2.53 acres 25%

18. BLOCK J 1.87 acres 25%

19. BLOCK I 2.58 acres 25%

20. BLOCK G 1.31 acres 25%

21. BLOCK D 1.39 acres 25%

22. Block Q have been excluded.

23. * For purposes of open space calculations on the Hospital Campus, the public access easement areas for the private road and ÖCGCG PROP. LOCATION AREAS ACRES

24. PROVIDED OPEN SPACE REQUIRED OPEN SPACE

25. LEGEND

26. NOTES

27. 4200D TECHNOLOGY COURT

28. TYSONS, VA 22102

29. MCGUIRE WOODS

30. ATTORNEY CONTACT: NICK BEESON

31. TEL. 240-499-9600

32. POTOMAC, MD 20854

33. SUITE 200

34. 625 NORTH WASHINGTON STREET

35. CONTACT: CLAYTON TOCK, P.E.

36. CIVIL ENGINEER TEL. 202-540-1926

37. 1750 TYSONS BOULEVARD

38. McGUIRE WOODS

39. ATTORNEY CONTACT: NICK BEESON

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41. POTOMAC, MD 20854

42. SUITE 200

43. 12435 PARK POTOMAC AVE

44. ABBEY OKLAK, AIA

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61. CONTACT: DON HOOVER

62. TEL: 202-588-5454

63. 3RD FLOOR 1611 CONNECTICUT AVE, NW

64. GOORVE SLADE

65. ARCHITECT

66. CONTACT: ABBEY OKLAK, AIA

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81. SUITE 200

82. 625 NORTH WASHINGTON STREET

83. CONTACT: DON HOOVER

84. TEL: 202-588-5454

85. 3RD FLOOR 1611 CONNECTICUT AVE, NW

86. COOPER-CARRY/URBAN

87. LANDMARK MALL

88. REDEVELOPMENT LANDMARK MALL, LLC

89. WWW.COOPERCARRY.COM

90. COOPER CARRY PROJ.# 1004

91. DRAWN BY:

92. DESIGNED BY:

93. CHECKED BY:

94. ORIGINAL SHEET SIZE: 24" X 36" SCALE 1"=100' Picture 12.25

95. 04.09.2021 3RD SUBMISSION

96. 12.21.2020 1ST SUBMISSION

97. 03.05.2021 2nd SUBMISSION

98. OPEN SPACE PLAN

99. LANDMARK MALL, LLC

100. ATTORNEY CONTACT: DON HOOVER

101. TEL: 202-588-5454

102. 3RD FLOOR 1611 CONNECTICUT AVE, NW

103. COOPER-CARRY/URBAN

104. LANDMARK MALL

105. REDEVELOPMENT

106. WWW.COOPERCARRY.COM
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NOTES

1. HEIGHT MAXIMUMS AND MINIMUMS ARE NOT APPLICABLE TO ACCESSORY STRUCTURES OTHER THAN ROOF TOP ACCESSORY OFFICES AND TERRACE SIGNAGE.

2. THE PREDOMINANT HEIGHT OF BUILDINGS ON THE BLOCK SHALL BE AT LEAST TWO STORIES HIGH. LOWER HEIGHTS ARE APPROVED AS PART OF THE DSUP FOR A BUILDING.

3. THE SIZES AND LOCATIONS OF THE LIGHT GREEN PUBLICLY ACCESSIBLE OPEN SPACES ARE FOR ILLUSTRATIVE PURPOSES ONLY AND WILL BE REVIEWED WITH THE development review process.

4. SIGNATURE BUILDINGS MAY BE LOCATED AT THIS LOCATION (NOT TO EXCEED THE MAXIMUM HEIGHT OF 250 FEET). ENHANCED ENTRANCE CORRIDOR PLAN

5. SIGNATURE BUILDINGS MAY BE LOCATED AT THIS LOCATION (NOT TO EXCEED THE MAXIMUM HEIGHT OF 250 FEET). ENHANCED ENTRANCE CORRIDOR PLAN

6. SIGNATURE BUILDINGS MAY BE LOCATED AT THIS LOCATION (NOT TO EXCEED THE MAXIMUM HEIGHT OF 250 FEET). ENHANCED ENTRANCE CORRIDOR PLAN

PLACEMAKING APPROACH NARRATIVE

PLACEMAKING IS THE PROCESS OF CREATING QUALITY SPACES AND BUILDINGS. THE CITY OF ALEXANDRIA’S LANDMARK APPROACH CORRIDORS AND/OR LANDMARK IDENTITY LOCATIONS ARE FOR ILLUSTRATIVE PURPOSES AND WILL BE FINALIZED AS PART OF THE DESIGN GUIDELINES, TO BE OUTLINED IN THE DESIGN APPROACH CORRIDORS.

GATEWAY / PLACEMAKING LOCATIONS

LEGEND

- Private Open Space with Access Easement
- Accessory Structures (Structures with Public Access)
- Publicly Accessible Open Space
- Building Footprint
- Parcel Extents

REDEVELOPMENT

LANDMARK MALL

LANDMARK - VAN DORN

LANDMARK - VAN DORN

LANDMARK - VAN DORN
ULTIMATE BUILDOUT

DUKE STREET FROM ROAD 3 TO ROAD 5

N VAN DORN STREET FROM ROAD 5 TO ROAD 7

N VAN DORN STREET FROM ROAD 7 TO PROPERTY LINE

NOTE:
EXISTING RETAINING WALL AND GRADE TO BE DEMOED AND RECONSTRUCTED BY OTHERS.