### Best Practices in Urban Design Today

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<th>TRANSPORTATION</th>
<th>OPEN SPACE</th>
<th>HOUSING</th>
<th>CHARACTER</th>
<th>ENVIRONMENT</th>
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<tr>
<td>• Multi-Modal: Autos/ Pedestrian/ Cyclists/ Public Transportation</td>
<td>• Hierarchy of open spaces</td>
<td>• Proximity to amenities</td>
<td>• Plan for vibrant community</td>
<td>• Low impact development strategies</td>
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<tr>
<td>• Proximity &amp; access to housing</td>
<td>• Open space as gathering place</td>
<td>• Provide high and low density housing</td>
<td>• Buildings that define street edges</td>
<td>• Less auto dependency</td>
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<td>• Street connectivity</td>
<td>• Diverse scales &amp; uses</td>
<td>• Diverse housing types</td>
<td>• Compact/ walkable communities</td>
<td>• Incorporate LEED ND</td>
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<td>• Safe and comfortable transit facilities</td>
<td>• Strategically locate</td>
<td>• Provide affordable housing</td>
<td>• Urban Heat Island Effect</td>
<td>• Storm water run-off quality</td>
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<td>• Design to reinforce neighborhood character</td>
<td>• High density promotes safety &amp; successful retail</td>
<td>• Distinct neighborhood character derived from context</td>
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• Leverage land assets along Van Dorn Street to enhance adjacent Neighborhoods

• Understand the possibilities of integrating Landmark Mall and nearby residential neighborhoods with Van Dorn

• Create a street network that enhances local connectivity

• Plan for appropriately scaled mixed-use retail that is supported by the market and brings value to adjacent communities

• Create a mix of uses that is economically sustainable
• Existing traffic congestion
• Lack of open space
• Terrain as an obstacle to pedestrian circulation
• Lack of pedestrian connections to Landmark Mall, Van Dorn Street
• Underperforming, outdated mall
• Obsolete strip centers
• Distance to metro from most of the planning area
ASSETS

• Diverse residential communities to the east and west of Van Dorn Street

• Potential redevelopment of aging, obsolete retail areas along Van Dorn

• Potential access to natural systems – Holmes Run and Backlick Run

• Access to regional transportation – I-395 and I-495; Proximity to Van Dorn metro
Walkable Pockets, separated by steep slopes or lack of pedestrian facilities

Van Dorn

Duke Street
Stevenson Avenue
Edsall Road
Pickett Street

Bethesda

Woodmont Triangle
Bethesda Metro Central
Bethesda Row

5 Min
5 Min
5 Min
5 Min
5 Min
Precedent – Connecticut Avenue in DC

- Street edges
- Adjacent uses
- Pervious surfaces
- Access to green space

Connecticut Avenue NW, Washington DC

S. Van Dorn Street, Alexandria
Connect To a Green System
• Integrate Cameron Station with Van Dorn street
• Integrate new Town Center at Landmark with Van Dorn and neighborhoods south
• Connect to natural assets
• A new gateway at Pickett and Van Dorn
• A new civic space at Duke and Van Dorn
• Stevenson, Edsall and Pickett as important cross streets, with neighborhood service, mixed-use retail
GOALS

A vision for future growth that is practical, takes advantage of existing assets and brings unique value to the community

A Plan with a 1st phase that can be realized in 5 years

A process that benefits from the best thinking and contribution of all stakeholders

A sustainable plan that enhances existing environmental conditions