



# VAN DORN VISION

City of Alexandria, Planning & Zoning

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PATTON, HARRIS RUST AND ASSOCIATES

EHRENKRANTZ ECKSTUT & KUHN ARCHITECTS

# Best Practices in Urban Design Today

## TRANSPORTATION

- Multi-Modal: Autos/ Pedestrian/ Cyclists/ Public Transportation
- Proximity & access to housing
- Street connectivity
- Safe and comfortable transit facilities



## OPEN SPACE

- Hierarchy of open spaces
- Open space as gathering place
- Diverse scales & uses
- Strategically locate
- Design to reinforce neighborhood character



## HOUSING

- Proximity to amenities
- Provide high and low density housing
- Diverse housing types
- Provide affordable housing
- High density promotes safety & successful retail



## CHARACTER

- Plan for vibrant community
- Buildings that define street edges
- Compact/ walkable communities
- Distinct neighborhood character derived from context



## ENVIRONMENT

- Low impact development strategies
- Less auto dependency
- Incorporate LEED ND
- Urban Heat Island Effect
- Storm water run-off quality



# ISSUES

- 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



# CHALLENGES

- 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- Underperforming, outdated mall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

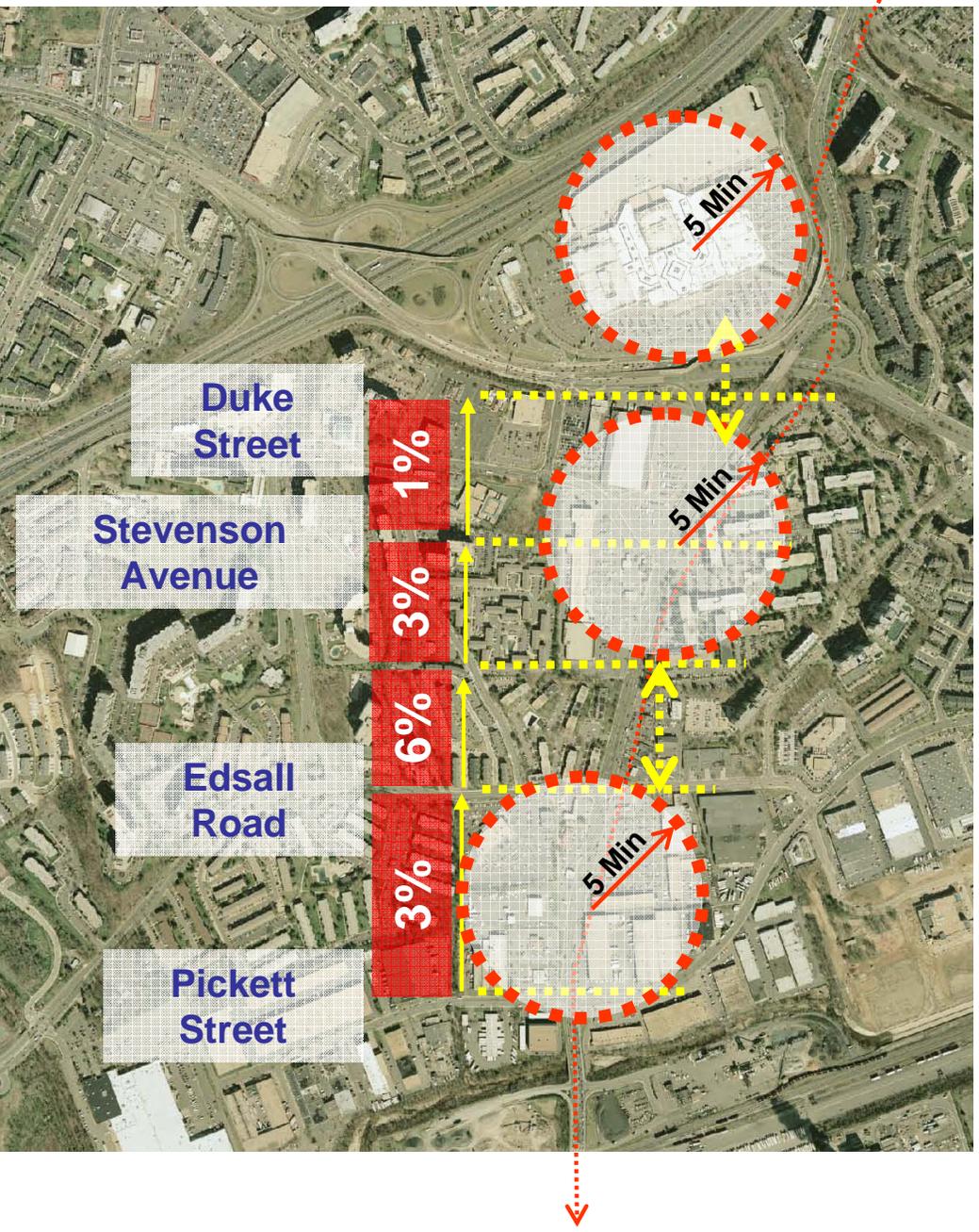
# ASSETS

- 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

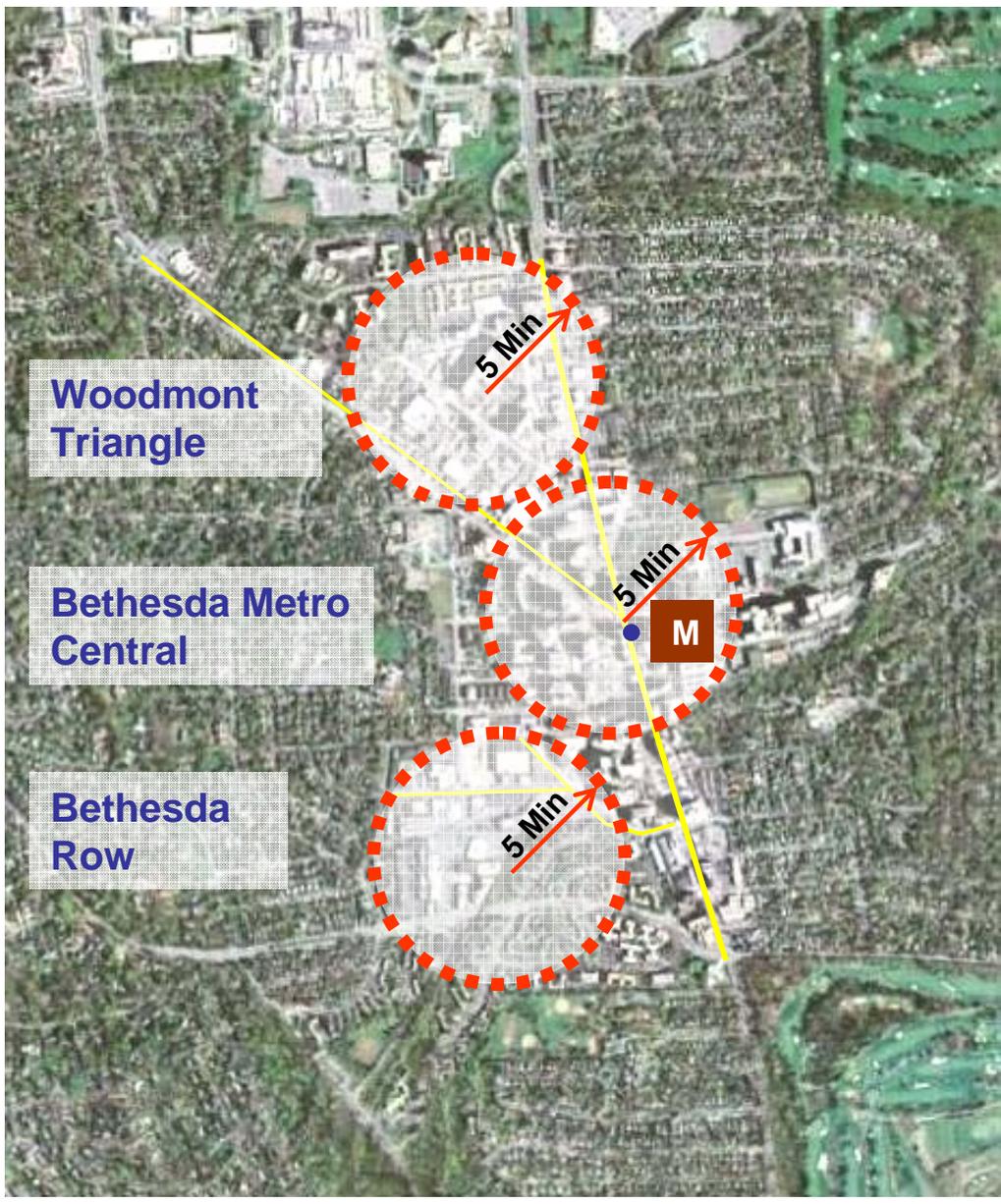


# Walkable Pockets, separated by steep slopes or lack of pedestrian facilities

## Van Dorn

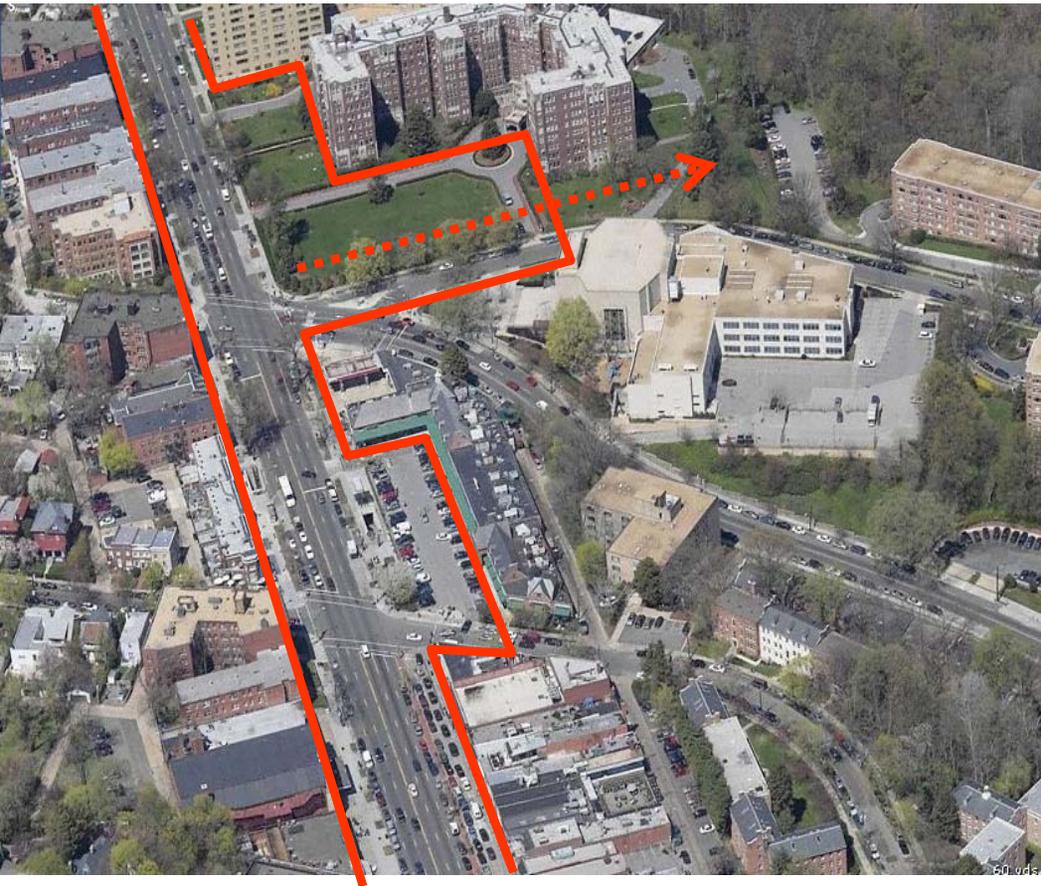


## Bethesda

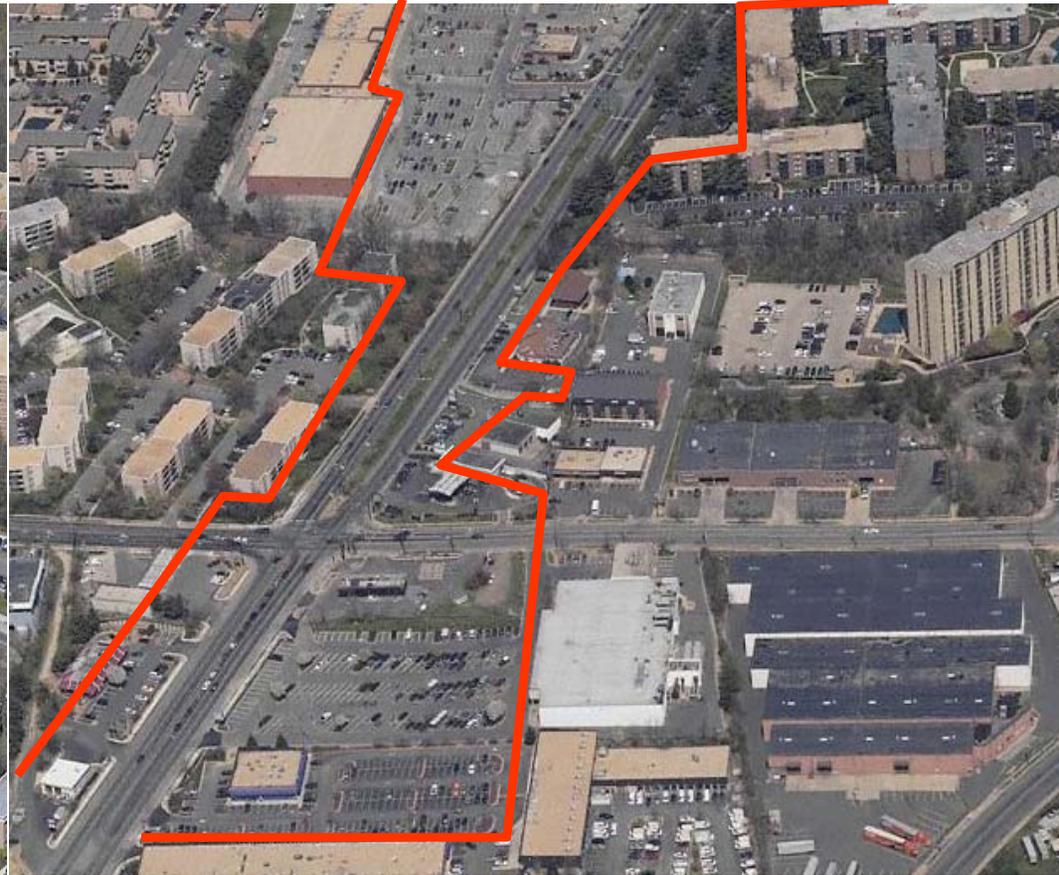


# Precedent – Connecticut Avenue in DC

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

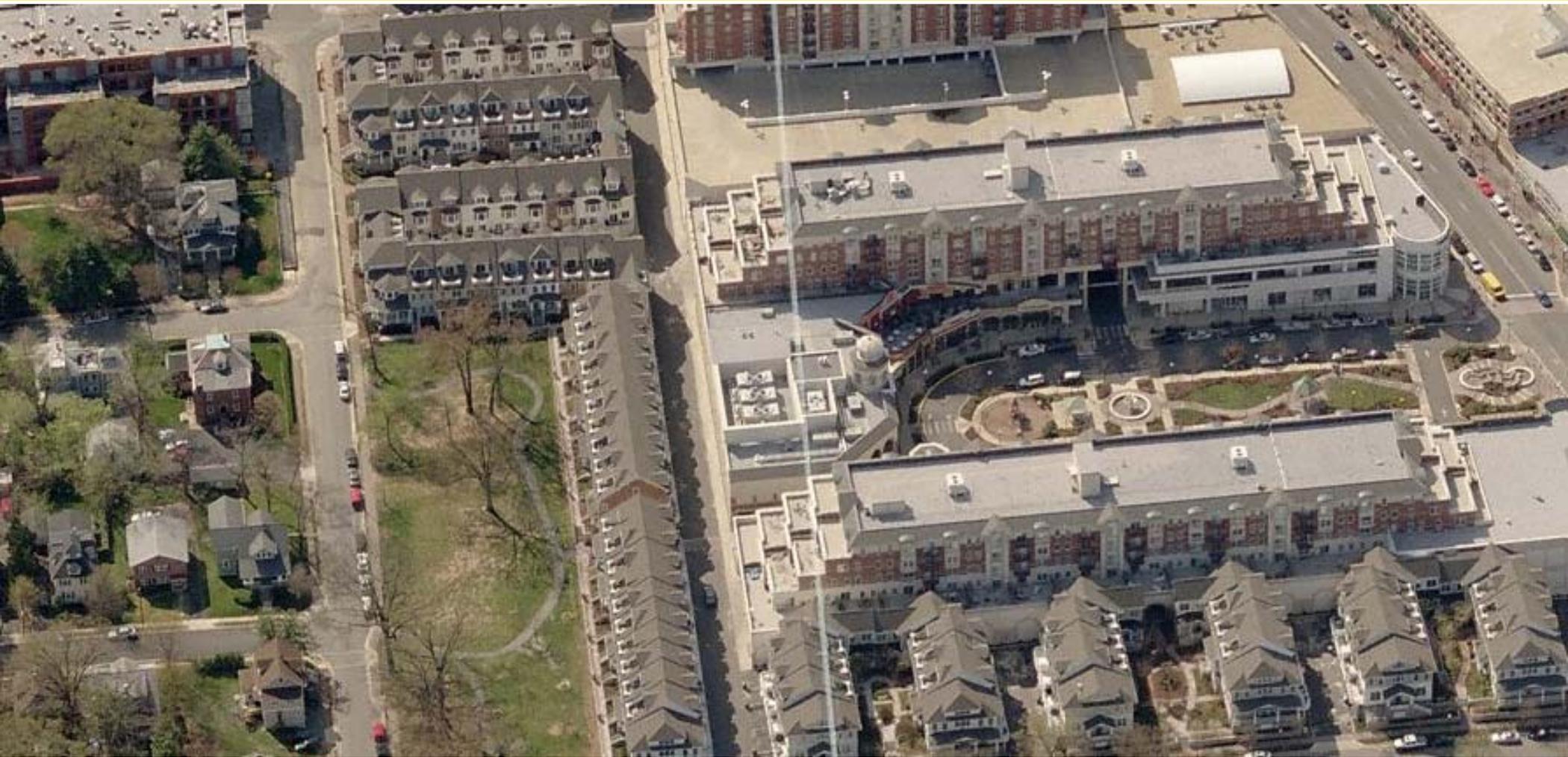


Connecticut Avenue NW, Washington DC

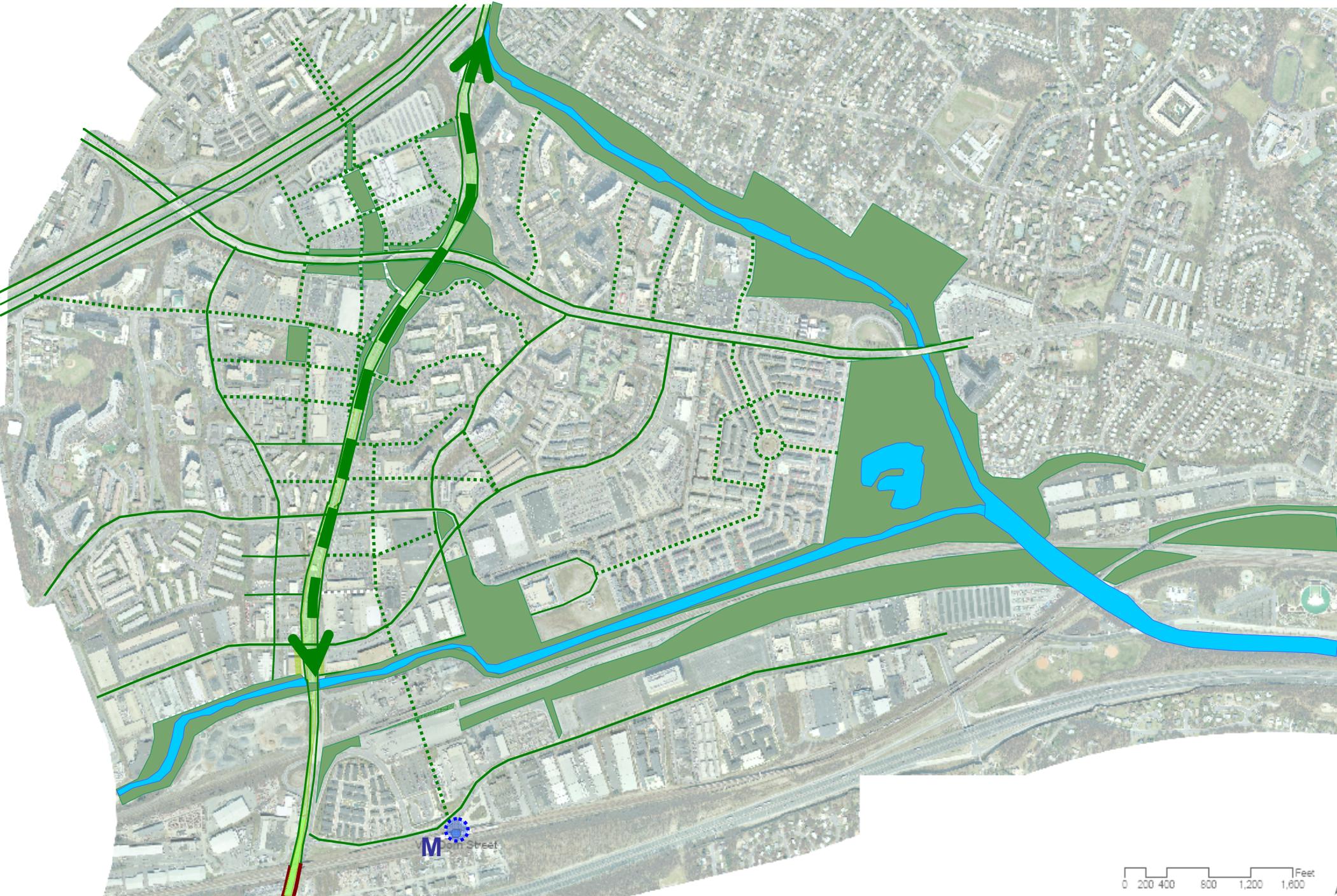


S. Van Dorn Street, Alexandria

# Town Center Precedents –Clarendon Market Common



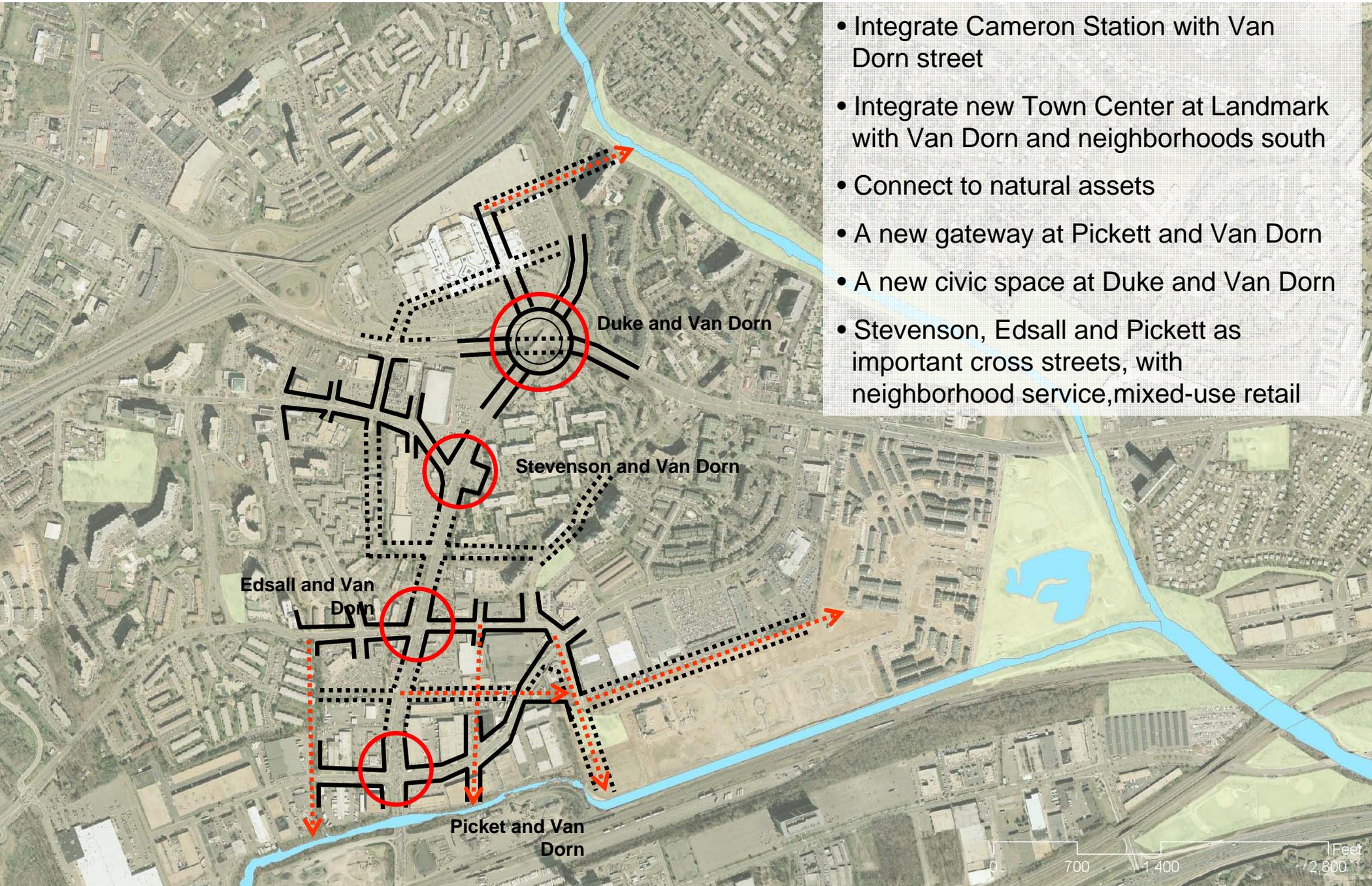
# Connect To a Green System



0 200 400 600 1,200 1,600 Feet

M Street

# POTENTIALS



- 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 1<sup>st</sup> 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

