

Working Draft Recommendations

Existing Recommendations

Proposed New Recommendations

Street Framework

1. Construct streets and blocks as depicted in the Framework Plan (Figure —) and dedicate as public access easements to the City as part of any redevelopment.
2. Provide the street hierarchy depicted in the Framework Plan (Figure --) to define urban blocks and differentiate the character of streets and neighborhoods.
3. Provide internal pedestrian connections and alleys within the blocks, where feasible.

Open Space

1. Provide 3.5 acres of publicly accessible open space over the entire site as generally depicted in Figure ---.
2. Provide 25% open space at or above grade.
3. Provide green streets to connect internal and external open spaces.

Transit Hub

1. Provide an urban transit hub within the site as generally depicted in Figure ---- to serve as a stop and transfer point for bus rapid transit (BRT), DASH service, and Metro Bus service. Bus stops will be located on-street parallel to the street curb and integrated into the streetscape and design of the site.

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Land Use, Height & Placemaking

1. Utilize Coordinated Development District (CDD) zoning to implement the vision and recommendations of the Plan.
2. Maintain an overall floor area ratio (FAR) of 2.5 for the entire site.
3. Permit the flexibility of allowable uses as per Figure -- across the site with a maximum development of 5.6 million square feet. A minimum of 20% of the uses are required to be commercial uses (i.e. office, hotel, retail, entertainment, and institutional).
4. Required retail will be provided on the ground floor in locations depicted in Figure —.
5. Preferred retail locations as depicted in Figure --, will have a ground floor height and depth designed not to preclude retail uses.
6. As part of redevelopment, incorporate one or more community facilities, such as a fire station, school, indoor gathering space, recreation center, and/or similar community serving uses. Such uses will not be counted toward FAR or height requirements.
7. Coordinate with ACPS to determine if a school site is feasible on the site.
8. Allow building heights at the maximums shown in Figure ---.
9. At placemaking locations shown in Figure ---. provide taller buildings, up to 250 feet, featuring distinctive design and materials to denote gateway locations and prominent vistas and provide a variety of height across the site.

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Mobility & Connectivity

1. Design streets to balance pedestrians, cyclists, transit, and automobiles for all times of the day.
2. Implement pedestrian and bicycle network as depicted in Figure ---.
3. Design Duke Street and Van Dorn Street to be adaptable to new demands and technology.
4. Improve and enhance the Duke Street and Van Dorn Street frontage with streetscape improvements, buildings, and landscaping (Figure - & Fig. -).
5. As part of the redevelopment of the site, remove fly-over on Duke Street and implement the reconfiguration of Duke Street as generally depicted in Figure ---.
6. As part of the reconfiguration of Duke Street and Van Dorn Street, include enhanced pedestrian crosswalks at each signalized intersection.
7. As part of redevelopment, the sidewalks will be improved to be consistent with the applicable cross-sections and the City's Complete Street Design Guidelines.
8. Van Dorn Street will be reconfigured as depicted in Figure --- to provide a shared use path and streetscape improvements as generally depicted in Figure --.
9. As part of the CDD approval, an overall infrastructure plan will be provided that outlines the phasing and construction of the on-site infrastructure and streets.
10. As part of the CDD approval, the property owner and City will actively pursue with Virginia Department of Transportation (VDOT) and all applicable agencies, the feasibility of a ramp connection to I-395 as generally depicted in Figure ---.

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Housing Affordability

To address housing needs generated by Landmark Mall's redevelopment as a mixed-use activity and employment center, the site should include Affordable Housing through:

1. Setting a target percentage of new onsite affordable units through the development approval process
2. Co-location and PPPs
3. New affordable housing as part of mixed-use development
4. Use of bonus density to achieve affordable units within market-rate buildings