Landmark Neighborhood

10

This chapter provides recommendations to encourage a unique and connected mixed-use neighborhood by providing an urban street grid, urban building forms, a complimentary mix of uses, community amenities, connected open spaces, and a range of housing opportunities. The neighborhood is intended to be a place that is accessible to people of all ages and abilities; includes open spaces for community gathering; incorporates convenient and safe access to and along the site for those walking, biking, driving and taking transit; and expresses a distinctive character, architecture and unique skyline. Transformation of this neighborhood will be important to the implementation of other recommendations throughout the Landmark/Van Dorn corridor.

Chapter 10 includes all recommendations for the Landmark neighborhood. All recommendations in previous chapters, excluding those related to stormwater infrastructure in Chapter 8, are superseded by this Chapter.

10.1 Plan Framework and Mobility

Key to a reimagined Landmark neighborhood is the introduction of an interconnected street framework, a structure on which walkable, urban-scale blocks and parks emerge (Figures 1 and 2). Stitching this 51-acre site into the surrounding neighborhoods requires a grid of streets with more points of entry and enhanced access to and along the site. The Plan recommends that through redevelopment, all streets balance all users – people walking, biking, using transit or driving a car – and include streetscape amenities such as trees, landscaping, and sidewalks to define and enhance the character of each block. In this urban environment, buildings will line the sidewalk, with the exception of building breaks and other building articulation, with final placement decided as part of the development review process. Streets within and surrounding the Landmark neighborhood are designed based on the *City's Vision Zero Action Plan* and *Complete Streets Design Guidelines*, which outlines Amenity, Pedestrian, and Frontage Zones and Roadway of each street type.

ACCESS TO AND ALONG THE NEIGHBORHOOD: DUKE AND N. VAN DORN STREETS

The site is bound by three major corridors, I-395, Duke Street and N. Van Dorn Street, which serve as important parts of Alexandria's transportation network. However, multiple factors such as the width of these surrounding streets, topography, ramp/fly-over structures, and limited points of entry make the Landmark neighborhood difficult to access both visually and physically. This Plan recommends reconfiguring Duke Street and N. Van Dorn Street to be safe choices for all users, transforming them from physical barriers isolating the Landmark neighborhood to multi-functional streets that connect people and places.

With redevelopment, streetscape enhancements to Duke Street and N. Van Dorn Street are recommended to enable additional and enhanced access to and along the Landmark neighborhood. The Plan recommends that both streets be designed to balance safety and the needs of all users, while also providing a more appropriate and attractive gateway entrance to the city. A transformed Duke Street will incorporate a safe buffer for pedestrians and cyclists with wide, properly delineated shared-use path and landscape areas with canopy trees. Buildings will engage the public realm with human scale

Figure 1: Plan Area-wide Connectivity

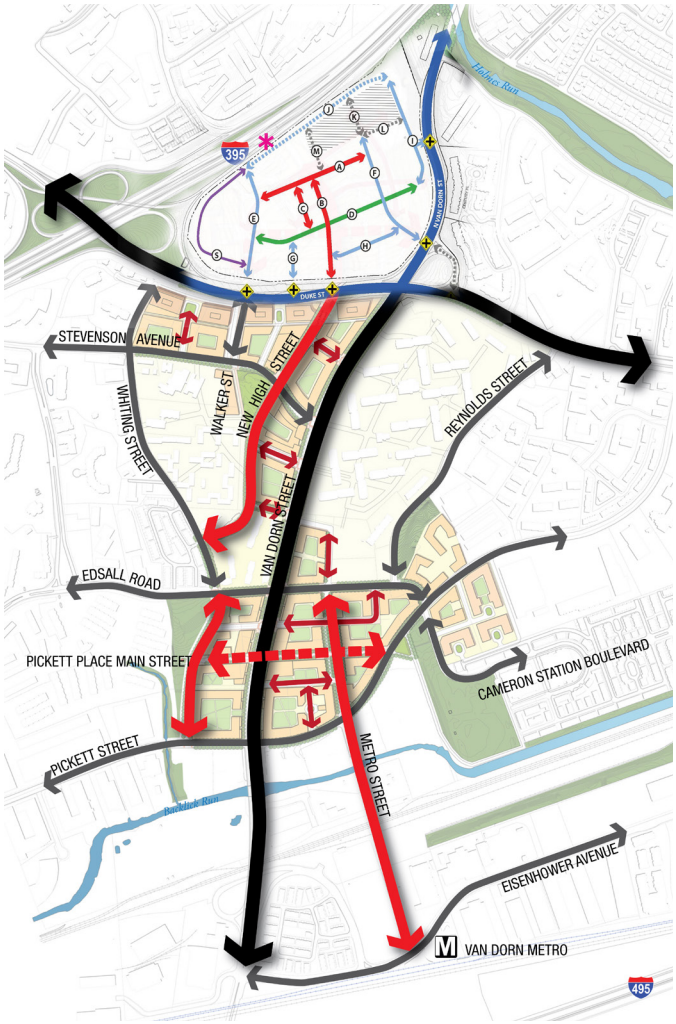
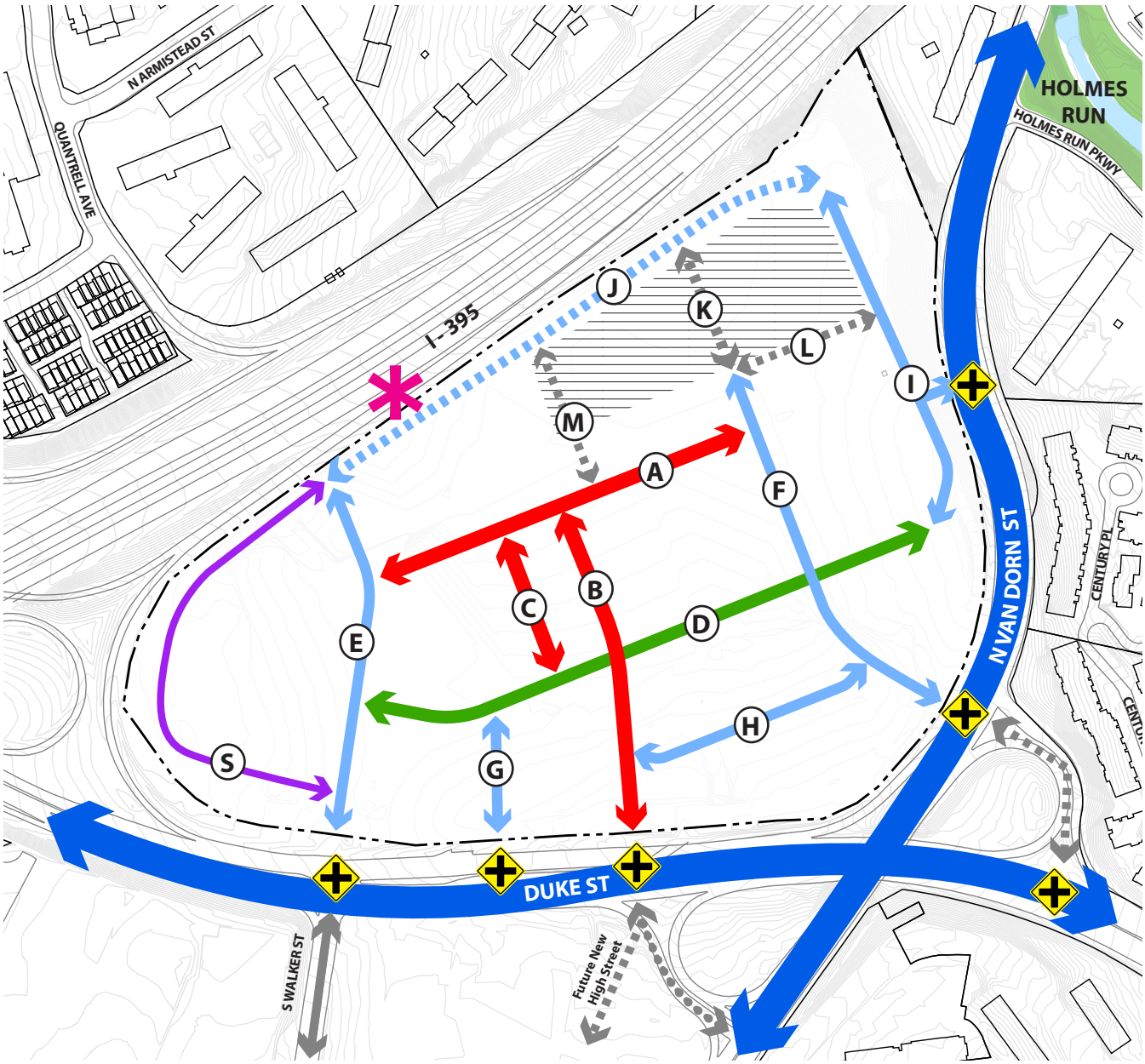


Figure 2: Framework Plan and Complete Street Typology



LEGEND

- Main Street
- Mixed-Use Boulevard (Green Street)
- Neighborhood Connector (1)
- Commercial Connector (2)
- Service Street
- Future Extensions (3)
- Signalized Intersections
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Potential Connection to/from I-395 (4)
- Existing Connector
- Interim Connector

Notes:
1. Framework Street J to be designed and constructed as a Neighborhood Connector but used in the interim as a Service Street.
2. Improvements limited to property frontage.
3. Future street extensions in the event that the above grade parking structure is redeveloped.
4. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

Figure 3: Duke Street (Looking East)

elements (see Section 10.5. Building Height, Gateways and Placemaking). The future Duke Street will consist of up to three travel lanes in each direction separated by a landscaped median where the current fly-over access ramp is located. Providing pedestrian refuges at intersections and narrowing existing travel lanes will enable a safer, shorter pedestrian crossing distance while maintaining vehicle roadway capacity. In the event that a future traffic study determines fewer travel lanes are needed for cars, a vehicle lane may be repurposed as a dedicated transit lane, enhanced bicycle facility, or comparable. The Duke Street improvements are shown in Figures 3 and 5.

Figure 4: N. Van Dorn Street (Looking South)

N. Van Dorn Street will be reconfigured to provide a wide and properly delineated shared-use path for pedestrians and cyclists buffered from travel lanes by a tree-lined landscaped area on the southbound side as depicted in Figure 4. This path will connect to the Holmes Run Trail system to the north. The Plan recommends maintaining the existing landscaped median and two travel lanes in either direction. Pedestrians and cyclists will also be able to connect from the shared-use path along N. Van Dorn to the Landmark neighborhood via well-lit trails and stairs in areas of steep topography as well as sidewalks directly into the neighborhood, where feasible. The recommended street section for N. Van Dorn Street is shown in Figures 4 and 6.

Additionally, the Plan recommends enhanced crossings with high-visibility crosswalks, pedestrian signals and median refuges at all existing and proposed signalized intersections along Duke Street and N. Van Dorn Street. Figures 3 and 4 depict the enhanced public realm of Duke Street and N. Van Dorn Street.

Figure 5: Duke Street Cross Section - Commercial Connector (See Note 1 & 2)

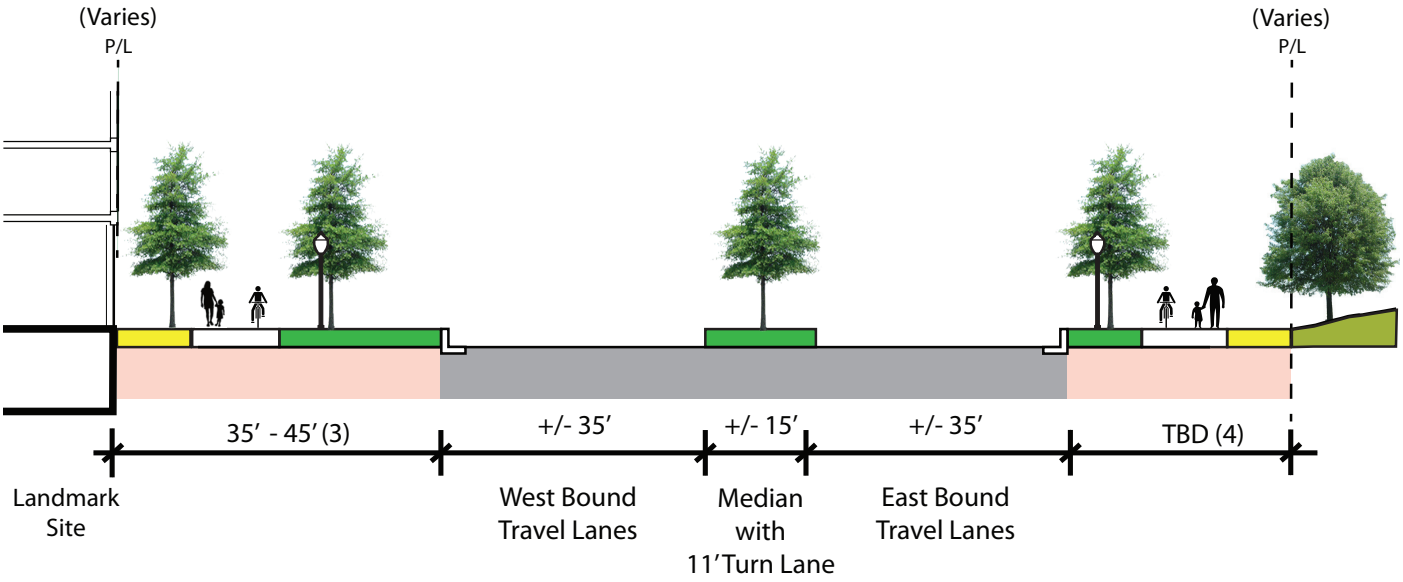
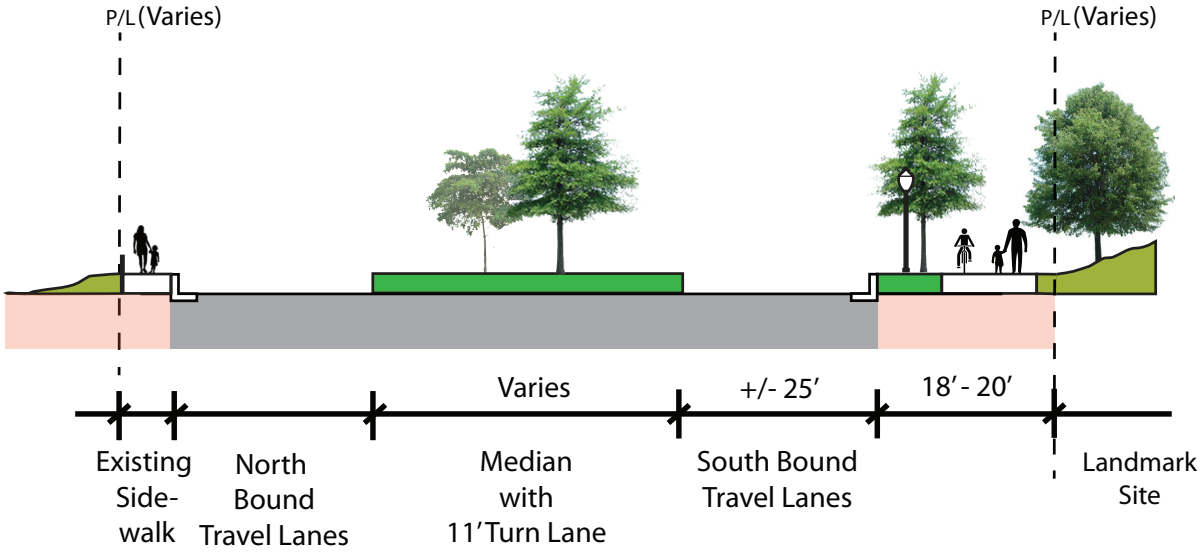


Figure 6: Van Dorn Street Cross Section - Commercial Connector (See Note 1& 2)



Notes:

1. Buildings shown are for illustrative purposes only.
2. Shared-use trail dimensions determined as part of the CDD approval(s).
3. Curb side landscape area to accommodate potential future transportation improvements.
4. Final width to be determined as part of future redevelopment of adjoining properties.

LEGEND

- Amenity Zone
- Pedestrian Zone
- Frontage Zone
- Roadway
- P/L Property Line

ACCESS WITHIN THE NEIGHBORHOOD: FRAMEWORK STREETS

A grid of new streets forming walkable, urban-scale blocks is required to connect people to and within the Landmark neighborhood. The typical Framework Street cross section, based on the City's *Complete Streets Design Guidelines* street typologies, is generally shown in Figure 8.

Main Streets

Framework Streets A, B and C will serve as the primary retail streets within the neighborhood. They serve the most mixed-use areas and have buildings with ground floor retail, restaurants and other active commercial uses. Wider sidewalks accommodating pedestrians, outdoor seating and dining areas are lined with regularly spaced street trees, pedestrian-scale lighting and on-street parallel parking. Unique paving material for sidewalks and streets is encouraged and, where appropriate, the street may be curbless to serve as an extension of adjacent open space.

Mixed-Use Boulevard (Green Street)

The primary role of Framework Street D is to serve as the green street within the neighborhood connecting all publicly accessible open spaces both physically and visually and incorporating sustainable design elements, such as pervious pavers and other stormwater elements. It will also accommodate an urban scale transit hub, transit stops and furnishings, on-street parking, wide sidewalks, delineated bicycle paths, landscaping, and canopy trees.

Neighborhood Connectors

Framework Streets E and F are neighborhood streets offering additional access into and out of the neighborhood while connecting the primary Framework Streets A through D. These tree-lined streets are framed by urban-scale buildings, sidewalks, landscaping, pedestrian-scale lighting, and on-street parallel parking, as well as delineated bicycle paths where appropriate. Streets E and F connect people biking to the bicycle facilities on Framework Street D, Duke Street and N. Van Dorn Street. Framework Streets G, H and I are also neighborhood streets offering additional circulation

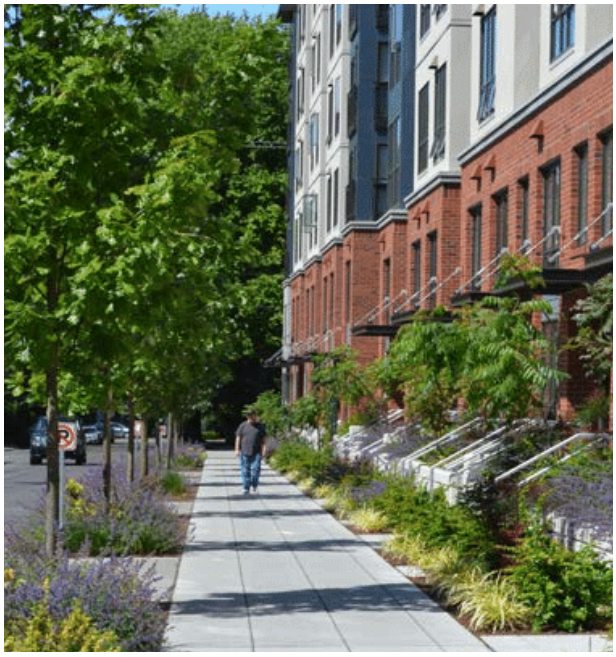


Figure 7: Green Street with Transit Hub (Framework Street D)

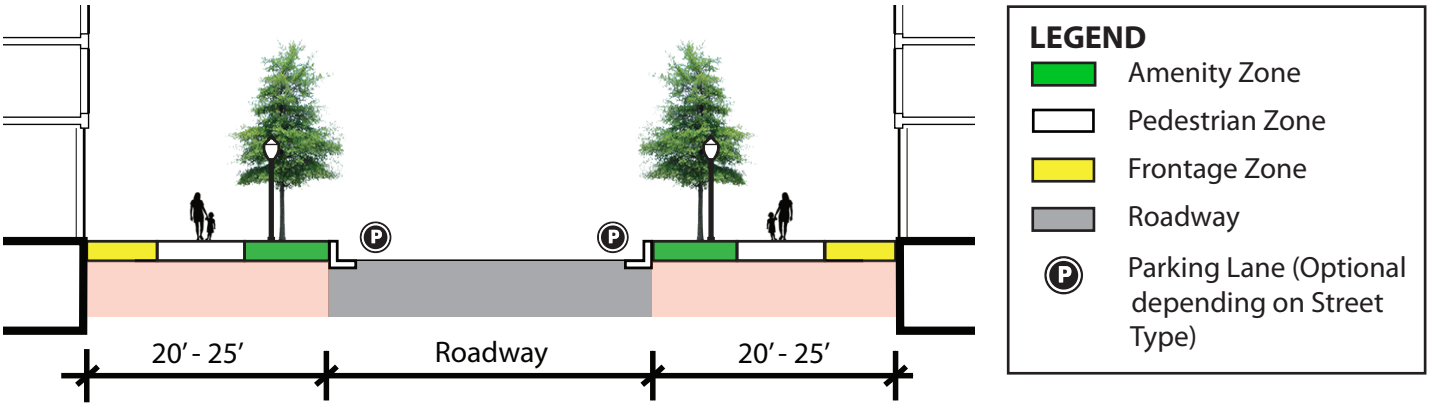
within the neighborhood. These are similar in design to Framework Streets E and F but typically serve more residential areas of the neighborhood. Framework Streets G, H and I may provide on-street parallel parking where necessary.

Service Streets

Framework Street S functions primarily as a service street for service vehicles and is primarily located along I-395. Service streets are typically utilitarian in design and should provide architectural or landscape screening along I-395, to the extent feasible.

Near term redevelopment will maintain the northeastern portion of the existing above grade parking structure located along the I-395 side of the site. During this interim condition, Framework Street J may function as a service street but be designed and constructed not to preclude the future build out condition as a neighborhood connector similar to Framework Streets G, H and I (Figure 2). In the event the above grade parking structure is redeveloped, Framework Streets K, L and M will be incorporated into the street network, and each street type will be determined during the Development Special Use Permit (DSUP) process.

Figure 8: Typical Landmark Neighborhood Framework Street Cross Section

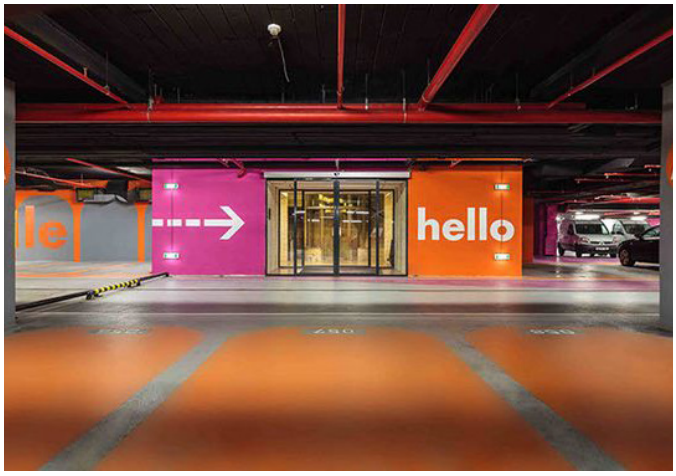


Notes:

1. This figure is intended to provide general Zone locations and is not intended to reflect a specific Framework Street or street type. Refer to the chapter language for a general description of each Framework Street, and refer to the Complete Streets Design Guidelines for typical Frontage, Pedestrian and Amenity Zone character and dimensions for each street type.
2. Roadway and Zone dimensions will be established as part of the CDD approval(s).
3. The Pedestrian Zone must have at least 8' clear pedestrian path for all Framework Streets.
4. Bus Rapid Transit (BRT), on-street parallel parking and optional on-street parallel parking to be consistent wtih the intent of each Framework Street.
5. BRT will be provided on-street parallel to the curb on Framework Street D as generally depicted in Figure 9. Bus shelters will be provided in the Amenity Zone.
6. Bicycle facilities to be determined as part of the CDD approval(s). Where bicycle facilities are provided on-street, the Pedestrian Zone may be smaller. Where bicycle facilities are provided off-street, the Pedestrian Zone will be larger.
7. Buildings shown are for illustrative purposes only.

PARKING

In this urban environment, it is important to maintain an active public realm for an enhanced pedestrian experience. Therefore, new structured parking is strongly recommended to be located below-grade, where feasible. Where new structured parking cannot be provided below-grade, it must be lined with an engaging streetwall of active uses, including commercial and residential, on all sides fronting Framework Street A through I and/or open space, or otherwise coordinated so as not to detract from the public realm.



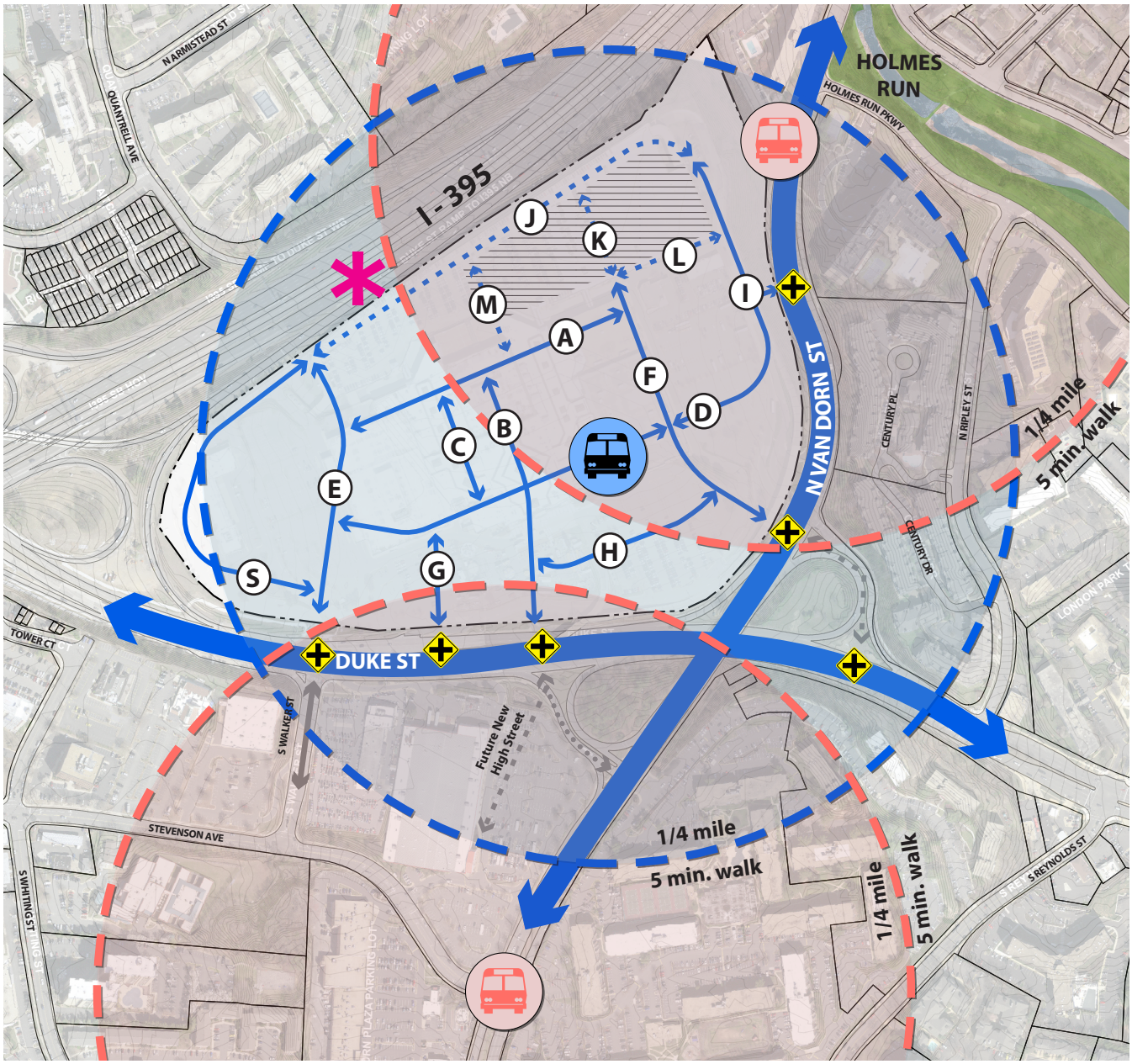
TRANSIT HUB

This Plan recommends incorporating a centrally located transit hub in the interior of the Landmark neighborhood to serve as a stop and transfer point for the future West End and Duke Street Transitway bus rapid transit (BRT) routes, 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 neighborhood as shown in Figures 7 and 9. The existing clover-leaf ramps to and from Duke Street to Van Dorn Street are recommended to be reconfigured as four-way signalized intersections.

ADDITIONAL CONNECTIVITY

The Plan recommends coordinating with the Virginia Department of Transportation (VDOT) to explore the opportunity for a ramp connection with I-395 (Figure 2). In addition, the Plan recommends a potential pedestrian/bicycle bridge connection over I-395 to improve connectivity and access to the Landmark neighborhood as generally depicted in Figure 10.

Figure 9: Transit Hub

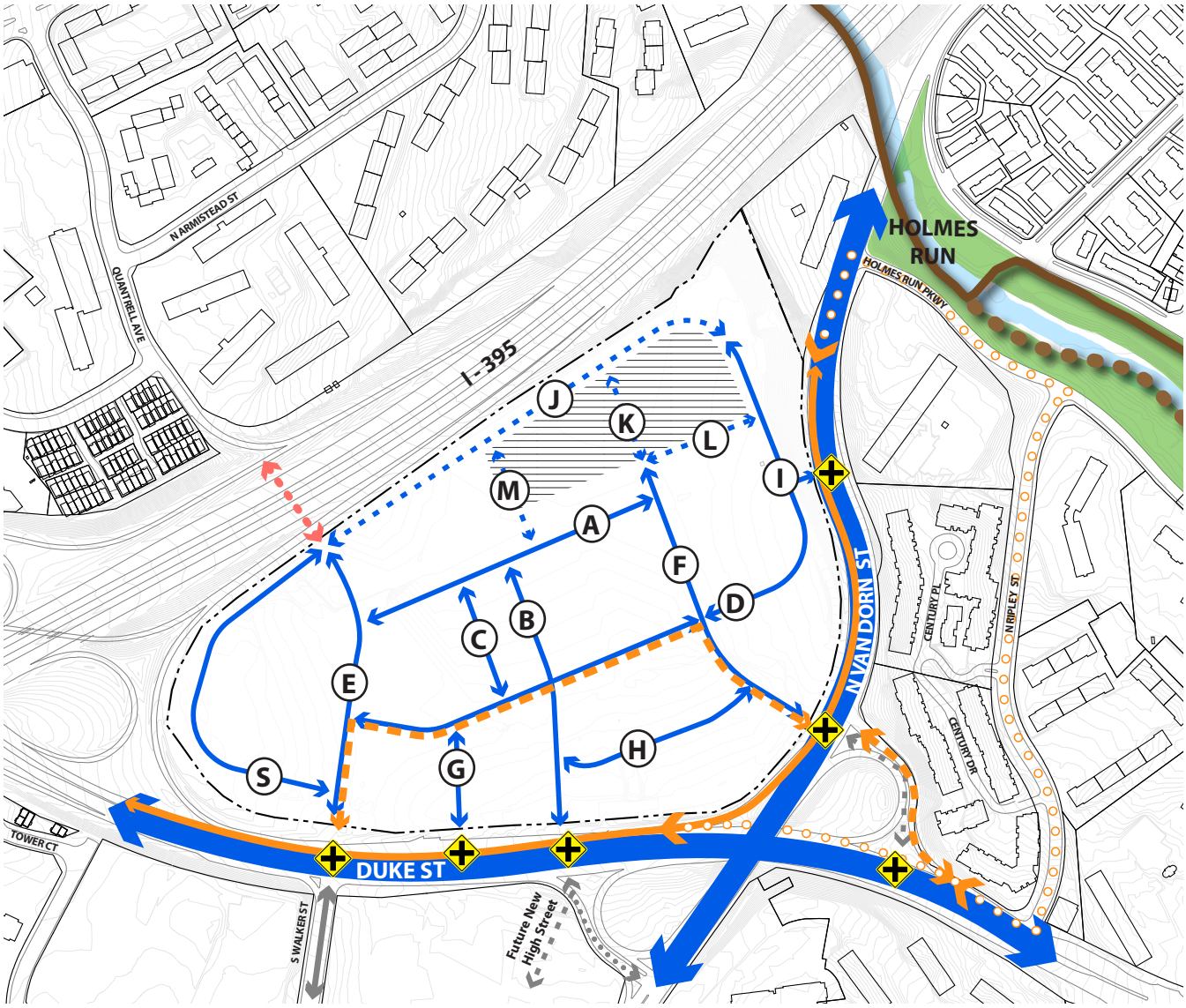


LEGEND

- Proposed Transit Hub (1)
- Planned West End Transitway Stop
- Potential Connection to/from I-395 (2)
- Framework Streets
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:
1. The proposed transit hub is for illustrative proposes only. Final location and coordination will be determined during the development review process.
2. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

Figure 10: Pedestrian and Bicycle Facilities



LEGEND

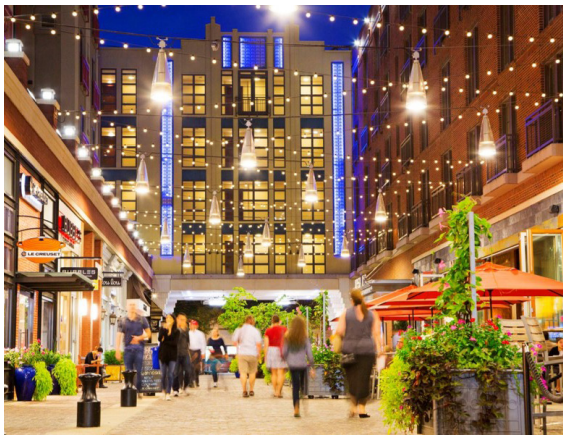
- Shared-use Trail
- Bike Facility as determined by CDD (1)
- Potential Bike Facility Planned by City (1)
- Existing Trail
- Planned Trail by city
- Potential Pedestrian/ Bicycle Bridge Connection (2)
- Framework Streets
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:

1. Bicycle facilities may be a shared-use, enhanced bicycle corridor (dedicated lanes) or shared roadway (sharrow), consistent with the Transportation Master Plan.
2. Location of a potential connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

10.2 Parks and Open Space

Important to the overall health of the community is the incorporation and connection of active and passive open spaces for all ages and abilities within and outside of the Landmark neighborhood. A variety of public and private open spaces will be provided with a range of functions, from spaces that serve as public parks to privately-programmed spaces where the public will be welcomed.



At least 3.5 acres of publicly accessible at-grade open space will be provided in the approximate locations shown in Figure 12, with each space designed to be physically and visually connected by the neighborhood's green street, Framework Street D. Each publicly accessible open space will be made accessible and usable to the public through dedication or provision of a perpetual public easement to the City. The minimum 3.5 acres of publicly accessible at-grade open space will consist of the following:

Central Plaza

Central Plaza of approximately 0.45 acres is recommended in the center of the neighborhood to serve as the central outdoor community gathering area for programmed events, such as farmers markets and seasonal events. This space is intended to promote interaction with surrounding retail, restaurants and other active ground floor commercial uses. One-story accessory structures (i.e. pavilions, kiosks or similar) are appropriate in the Central Plaza and may include a supporting use to enhance visitors' experience and enable longer stays. Supporting uses consistent with this intent will be determined as part of CDD approval(s).

Figure 11: Central Plaza and Surrounding Active Retail

Terrace Park

Terraced Park of approximately 2 acres is recommended on the eastern portion of the neighborhood. Because this area has significant topography, it is recommended this park be terraced in places to accommodate flat surfaces and a trail connection from the Landmark neighborhood to the Holmes Run Trail with minimized disturbance to existing native tree canopy and habitat.

Neighborhood Parks

Neighborhood Parks will comprise the remainder of the required 3.5 acres of publicly accessible open space and are recommended to be consolidated or connected along the green street, incorporating both active and passive elements.

OPEN SPACE FOR EACH DEVELOPMENT BLOCK

In addition to the minimum 3.5 acres of publicly accessible open space, 25% of each development block will be open space at- or above-grade. The amount of open space provided at- or above-grade for each development block will be determined through the development review process. Publicly accessible ground level open space should be prioritized, and all publicly accessible open space, whether at- or above-grade, should be visible and easily accessible from the adjoining streets using such elements as signage, lighting, and building design and configuration.

In some cases, individual development blocks may not be able to provide the 25% open space on its singular block. In these instances, any remaining open space requirement may be relocated to adjacent blocks. Open space transferred in this way must be provided as at-grade publicly accessible open space.

The northeastern portion of the existing above-grade parking structure will be retained through near-term redevelopment (Figure 12). During this interim condition, it is recommended that publicly accessible active recreation space be provided on the top level of the parking structure, to the extent feasible.

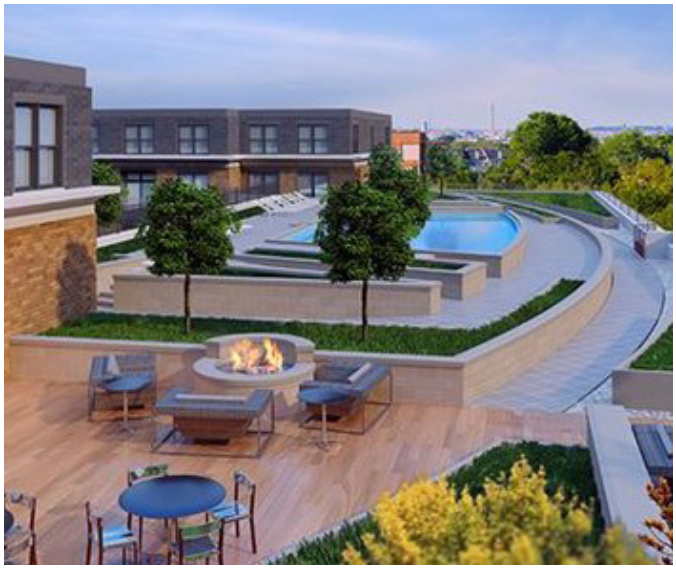
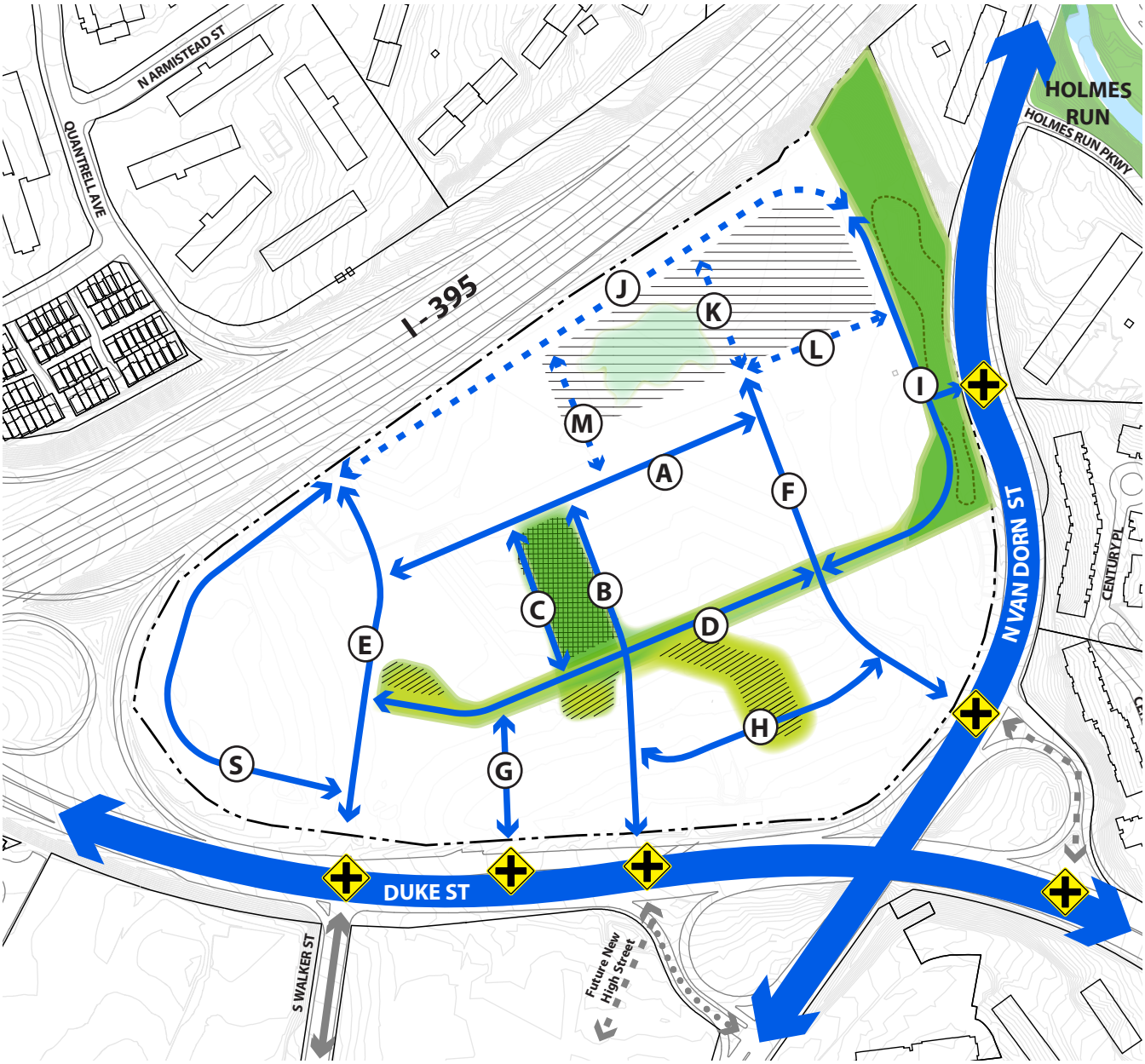


Figure 12: Open Space



LEGEND

- Central Plaza (1)
- Terrace Park (1)
- Neighborhood Park (2)
- Green Street (Framework Street D)
- Potential Active Recreation
- Trail Connection (3)
- Framework Streets
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:
1. The Central Plaza and Terrace Park will be provided in locations depicted in Figure 12.
2. The locations and size of Neighborhood Parks will be determined as part of the development review process.
3. Trail connection in Terrace Park is for illustrative purposes only.
4. In addition to the minimum 3.5 acres of publicly accessible open space, a minimum of 25% open space at-or above-grade is required per development block.

10.3 Land Use

FLEXIBILITY OF LAND USES

The Plan recommends a land use strategy incorporating flexibility for a range of land uses over the entire neighborhood with a minimum of 20% non-residential uses. The required active retail, as depicted in Figure 13, will be counted toward the 20% minimum, however, provision of 20 % non-residential uses in other locations will not relieve the requirement for active retail. Non-residential uses that count toward the minimum 20% include uses such as office, retail, hospital, personal service, and hotel uses. While a majority of development will be multi-family residential, this mixed-use neighborhood centers around an activated retail core with office, hotel and potentially hospital uses as important anchors within the neighborhood. A mix of uses provides neighborhood benefits, including:

- Improved safety and vibrancy through active streets during daytime and evening hours;
- Maximized use of transit;
- Distributed peak hour traffic over longer periods;
- Decreased parking demand and opportunities for shared parking; and,
- Retail that attracts a more diverse customer base.

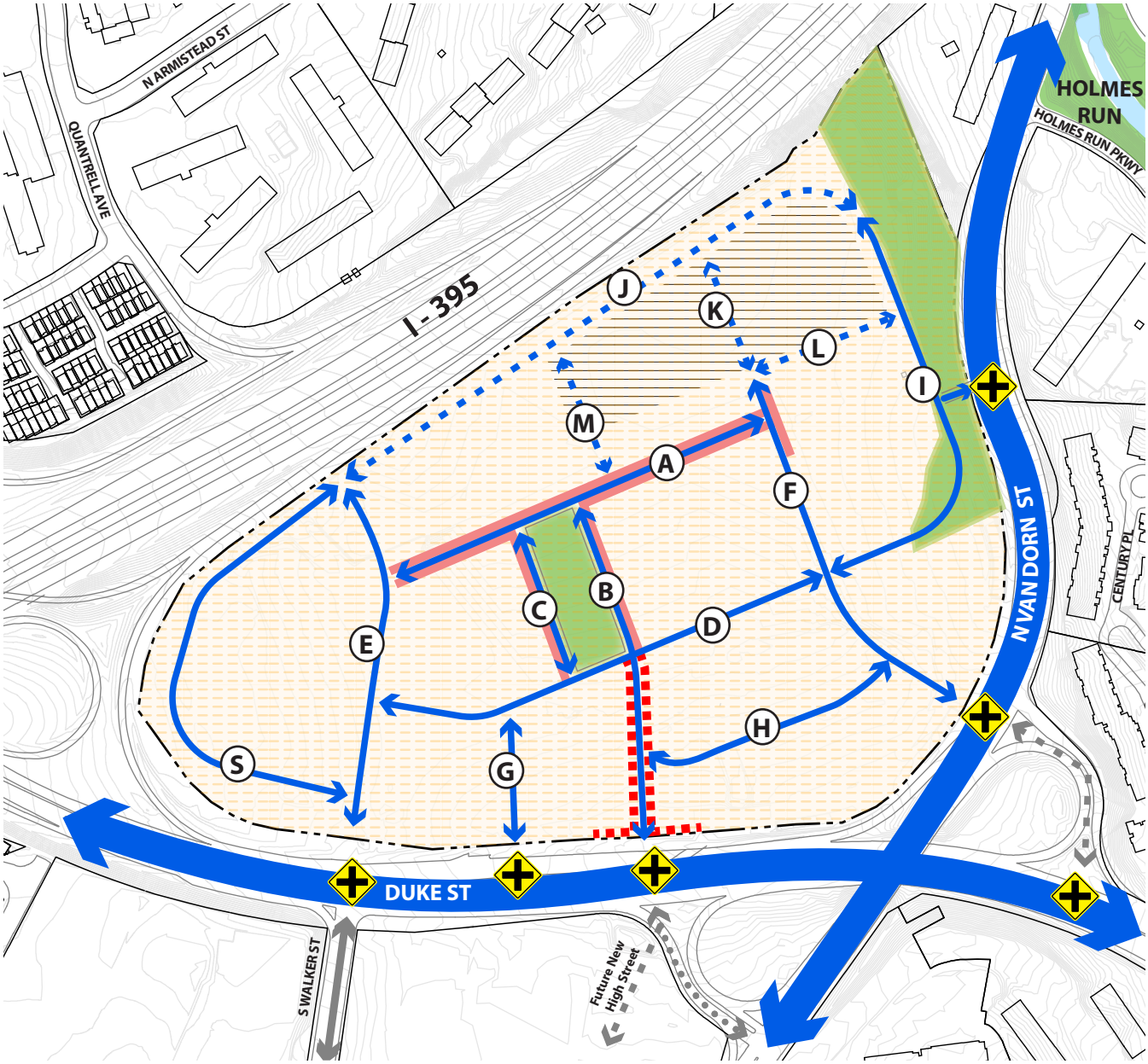
RETAIL AREA

Integral to the success of the neighborhood as a whole will be concentrating ground floor retail uses around the activated retail core where buildings frame the central plaza along Framework Streets A, B, C, and D. Here, required ground-floor active retail creates the social heart of the neighborhood, a destination for people in and around the area to shop, eat, linger, and enjoy. Because the retail market is ever evolving, the Plan encourages flexibility in types of uses in required and preferred active retail locations as long as the uses activate the public realm, line the street with transparent windows, and contribute to the liveliness of the neighborhood. Uses consistent with this intent will be determined as part of CDD approval(s). The Plan recommends district-wide management of uses, such as a business improvement district, owner's association or similar entity, to ensure coordinated marketing and activation.

DUKE STREET RETAIL FRONTAGE

To draw people into the neighborhood and have an active street frontage on Duke Street, the southern portion of Framework Street B is designated as a preferred active retail area. Retail is preferred here rather than required because of the potential challenges related to the grade change from Duke Street to the center of the neighborhood. However, so as not to preclude ground level retail use, buildings will be designed and constructed with at least 17.5 feet floor to ceiling height and 30 feet in depth.

Figure 13: Land Use



LEGEND

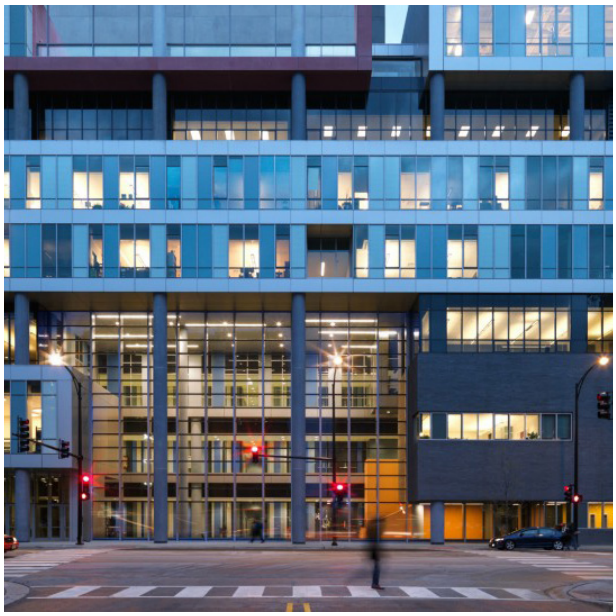
- Required Active Retail Streets
- Preferred Active Retail Streets
- Mixed-Use (Minimum 20% Non-residential)
- Fixed Public Parks (Central Plaza (1) and Terrace Park)
- Framework Streets
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:

1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

10.4 Community Facilities

A successful urban community is one that provides amenities and services for all residents. Potential community facilities for this neighborhood include a school, fire station, indoor gathering space, and/or similar community serving public uses. Co-location of community facilities with other uses is recommended for cost and operational efficiency as w¬ell as added convenience for users. Co-location is the vertical integration of multiple uses within the same building, similar to the Station at Potomac Yard, which combines a fire station, affordable housing, retail space, and community meeting space into one building. As an incentive, the Plan recommends that community facility square footage and height not count against the maximum development square feet or maximum building height requirements.



The following community facilities will be evaluated for the Landmark neighborhood:

School

It is estimated there may be approximately 85 to 105 new students in the Landmark neighborhood based on 2015-2017 student generation rates and recommended land use mix at full build out, which will occur over approximately 25 years. Adequate provisions will be made to accommodate added student generation and the feasibility of a school site will be explored through the CDD and DSUP approval(s).

Fire Station

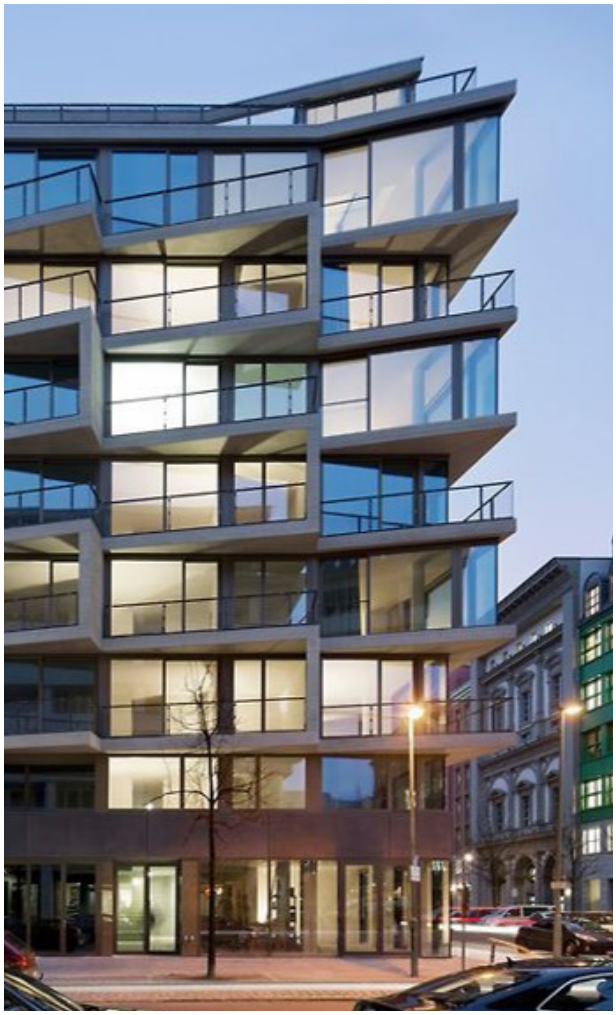
In the 2017 *Fire Station Optimal Location Study*, the Alexandria Fire Department recommended that Fire Station 208, located at 175 North Paxton Street, be relocated farther west to improve response travel times. The Landmark neighborhood situated along Duke Street, N. Van Dorn Street and I-395, offers a possible location which could provide timely and adequate service to the Landmark and surrounding neighborhoods. A fire station with potential uses above is recommended for the Landmark neighborhood.

Community Meeting Space

Indoor community meeting space is consistently identified as a need in the Landmark area. The Plan recommends that this type of space be provided as part of other community facilities or other buildings, to be identified through the development review process.

10.5 Building Height, Gateways, and Placemaking

Defining elements of the Landmark neighborhood, which create character and identity, will be streets framed with buildings and parks and a varied skyline. Buildings framing each street and open space create the streetwall, an element that plays a significant role in defining space, celebrating important gateways, and creating a lasting and memorable identity. Throughout the neighborhood, the streetwall at the pedestrian level along all streets and park-facing blocks will be designed to enhance the pedestrian experience with active uses, high quality building materials, building setbacks, recesses, bays, stoops, breaks, and/or courtyards.



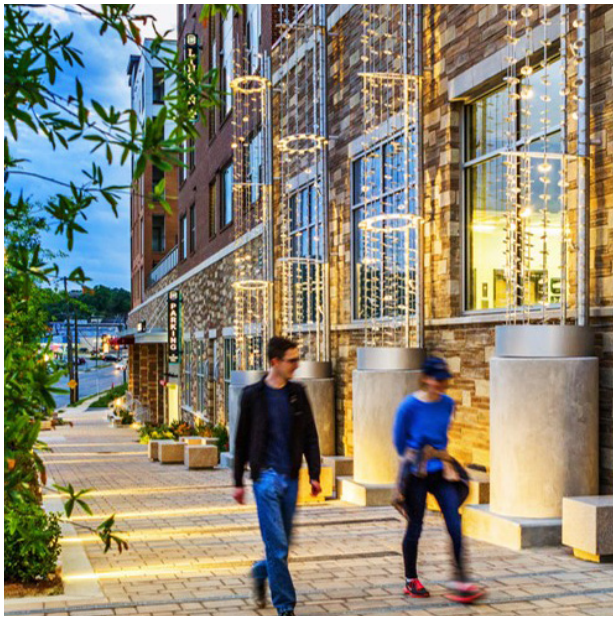
BUILDING HEIGHTS

To ensure a dynamic skyline and neighborhood identity, the Plan recommends that each development block provide a variety of heights with maximums ranging from 85 feet to 250 feet (Figure 15) across the neighborhood. In addition, height minimums for the neighborhood will be determined as part of the CDD approval(s).

GATEWAYS AND PLACEMAKING OPPORTUNITIES

Further definition across the neighborhood is achieved through significant gateways and terminating vistas (Figure 16), which creates opportunities for placemaking with the streetwall, building massing and height. In these locations, the Plan recommends signature buildings define ground level space through materials and building articulation and define the skyline by incorporating dynamic building massing, a variety of building materials, and potential increase of height up to 250 feet.

Because the interior of the neighborhood is elevated from the street level of Duke Street and N. Van Dorn Street, buildings defining gateway locations along these corridors should consider creative ways of drawing people into the neighborhood. Creative use of building massing, height, signage/wayfinding, lighting and use of public art is encouraged within the neighborhood and at gateway locations to draw interest, enhance sight lines and direct people into and within the neighborhood.



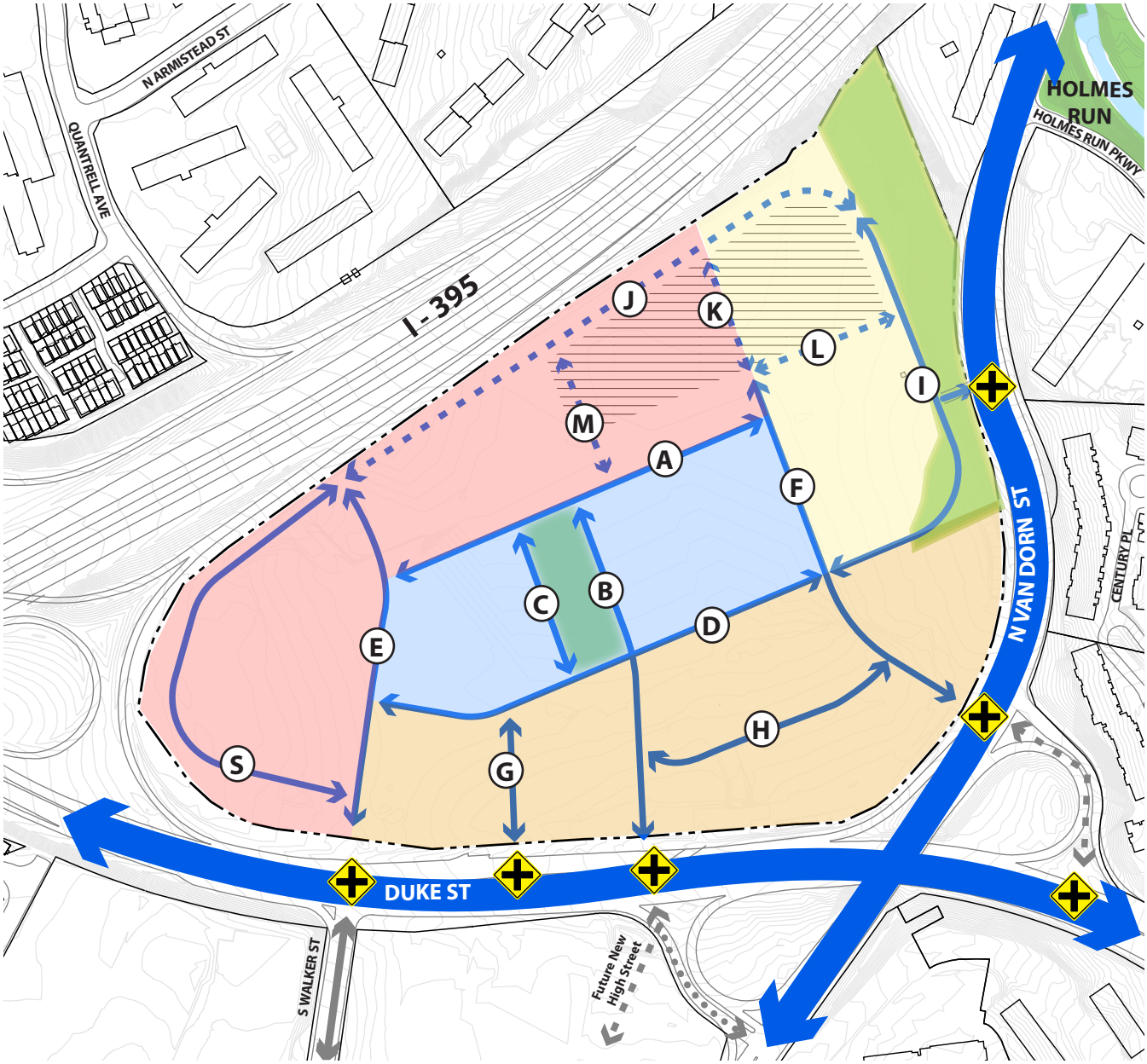
DESIGN STANDARDS

Neighborhood-wide design standards for the public realm and buildings, including elements such as lighting, signage/wayfinding, public art, setbacks, building massing, articulation and other comparable features will be determined as part of the CDD approval(s). Design standards will be provided for buildings taller than 100 feet to address sun and shade patterns across the neighborhood, and emphasis will be given to the gateway at Framework Street B and Duke Street to visually denote this entrance to the retail core of the neighborhood (Figure 16).

Figure 14: Development Summary

	Total Site Area	Maximum Development	Building Height	Land Uses	Additional Recommendations
Site	+/- 51 acres	5.6 million square feet, exclusive of Community Facilities and existing above-grade parking structures (Figure 13).	See Figure 15.	Minimum 20% non-residential including uses such as office, retail, hospital, personal service, and hotel (in addition to the commercial uses in the required active retail locations).	Development square feet and height exclusion for Community Facilities, including school, fire station, community meeting space, and/or similar community serving public uses.

Figure 15: Building Height

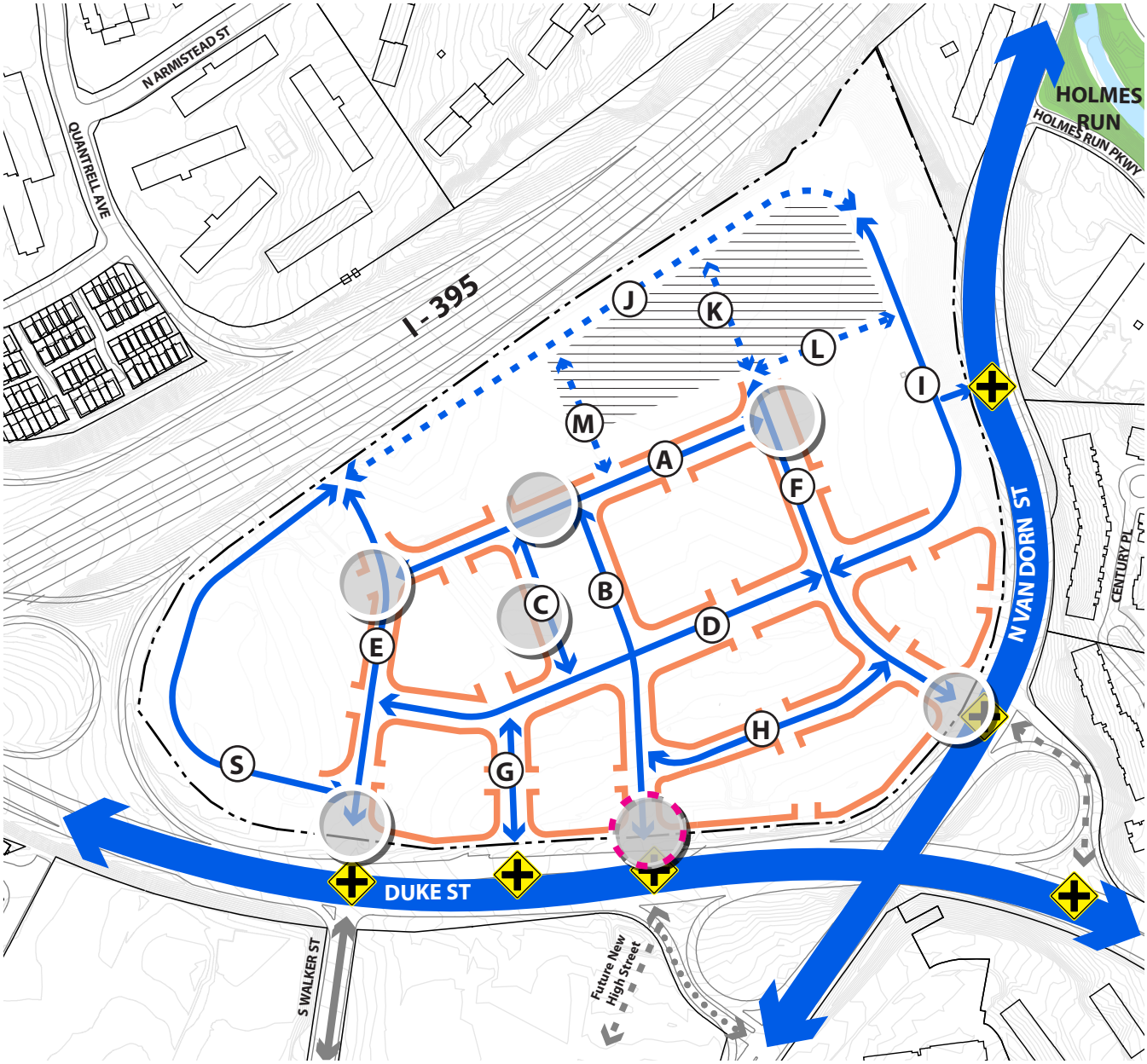


LEGEND

- Up to 85 feet (5-8 stories)
- Up to 120 feet (7-12 stories)
- Up to 180 feet (14-18 stories)
- Up to 250 feet (16-25 stories)
- Fixed Public Parks (Central Plaza (1) and Terrace Park)
- Framework Streets
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:
1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

Figure 16: Building Streetwall, Gateway and Placemaking Opportunities



LEGEND

- Gateway and Placemaking Locations
- Enhanced Retail Entrance (1)
- Streetwall
- Framework Streets
- Future Extensions
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- Signalized Intersections

Notes:
1. The Enhanced Retail Entrance will include elements such as signage, public art, lighting, architectural massing, setbacks, and other comparable features as determined during the development review process.

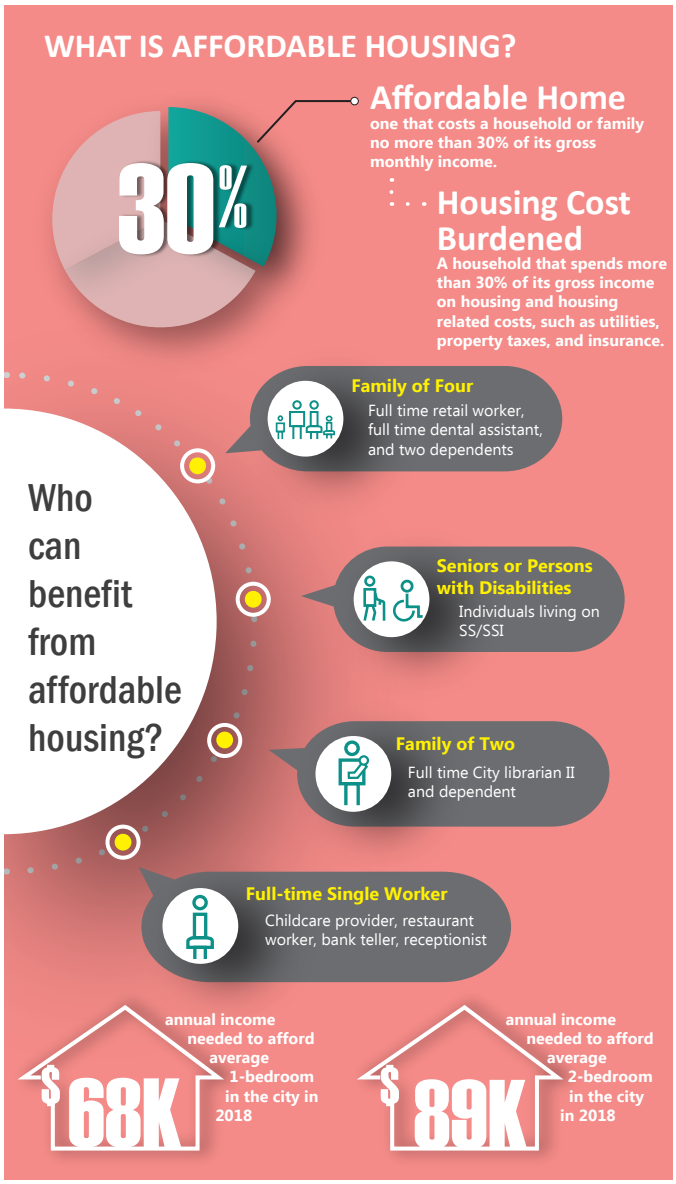
10.6 Housing Affordability

Housing affordability for people of all incomes, abilities and stages of life is at the core of the City's Housing Master Plan and is fundamental to Alexandria's commitment to diversity as articulated in the City's Strategic Plan. Housing affordability is also important to the city's economic vitality and competitiveness as businesses look for a diverse and stable local workforce when deciding whether to locate, remain or expand in the city. Redevelopment of the Landmark site presents a pivotal opportunity to ensure economic sustainability for potential businesses, future residents and the Alexandria community by incorporating a range of housing affordability options in a well-connected transit-oriented neighborhood.

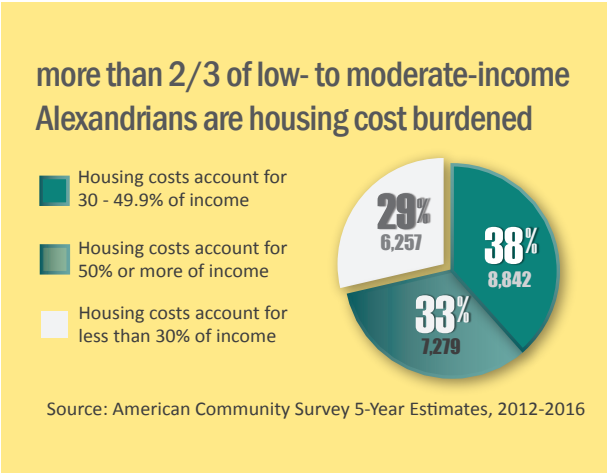
Like many communities across the region and country, the city is facing a worsening shortage of affordable housing fueled by rising rents and stagnating wages coupled with job growth in lower-wage sectors. The city's market affordable rental inventory shrunk by approximately 16,000 units, or 88%, between 2000 and 2018, while its stock of committed affordable rental units has experienced only limited change. During the same period, the average rent for a 2-bedroom unit in the city has doubled and the average residential assessment has almost tripled, while the region's median income has increased by only 42%. This widening gap has magnified the housing-cost burden of many low-to moderate-income Alexandrians. More than 15,000 low-to moderate-income renter households earning less than $75,000 per year spend 30% or more of their income on housing-related costs.

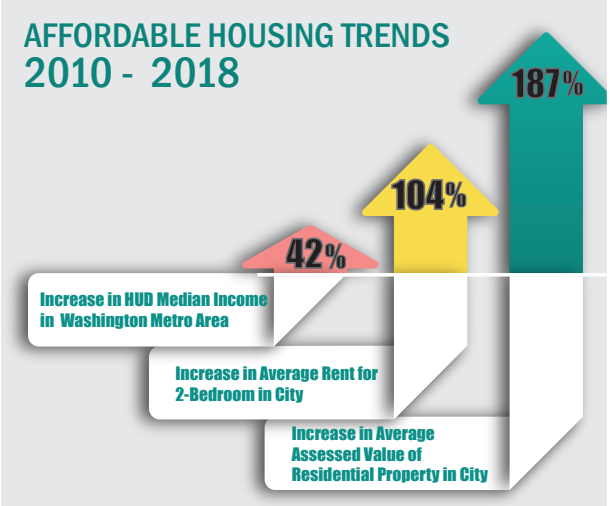
Currently, within a half mile of the Landmark neighborhood, there is a variety of rental and homeownership housing options. The profile of the area's rental housing supply is comparable to that of the city and consists of 11% committed affordable (serving up to 60% of area median income (AMI), 8% market affordable (serving between 61-80% of AMI), and 81% market-rate units (serving 81% and above of AMI). The market affordable rental units are vulnerable to rent increases and may cease to be affordable at any time.

With the Landmark neighborhood transformed into an active mixed-use activity and employment center, a balance of housing options, including those serving



residents and workers with incomes ranging from 30% to 80% of AMI, will be necessary. Through redevelopment, a number of tools can be employed to enhance rental and homeownership opportunities affordable within that income band. In addition to establishing a target percentage of new committed affordable and workforce affordable units across the Landmark neighborhood as part of the CDD approval(s), this Plan recommends exploring opportunities to co-locate affordable units with future community facilities, where feasible, partnering with public-private-non-profit entities to incorporate affordable housing projects into larger mixed-use developments, where feasible, utilizing regulatory incentives for bonus density and height, and providing voluntary contributions to the Housing Trust Fund.





10.7 Zoning

A Coordinated Development District (CDD) or comparable zone is intended for this neighborhood to ensure redevelopment occurs as envisioned and that the framework streets, open space, stormwater and sewer infrastructure, and community facilities are coordinated for the entire neighborhood, even as implementation may occur in phases. The recommendations of the Plan function as the CDD guidelines and basis for the CDD zoning.

10.8 Infrastructure

An important element of planning for this and any neighborhood's future is consideration of adequate infrastructure capacity and upgrades. With redevelopment comes the opportunity to replace and update stormwater and sanitary sewer infrastructure to comply with current requirements, reduce the amount of stormwater runoff, and improve stormwater runoff quality through the installation of stormwater best management practices (BMPs) as recommended in Chapter 8, thus contribution to cleaner waterways. In addition to current sanitary sewer and stormwater regulations and vegetative/green infrastructure BMPs, phosphorous removal and runoff standards as stated in Chapter 8, a green infrastructure implementation plan for the entire neighborhood outlining BMPs for streets, sidewalks and publicly accessible open spaces is recommended as part of the CDD and/or development review process.

10.9 Implementation

This Plan establishes the framework and recommendations to guide future redevelopment of the Landmark neighborhood over the next 20 to 25 years. The recommendations will be implemented through future rezoning to a CDD or comparable zone, as well as the development review process. As with other sites in the Plan area, this neighborhood will be expected to comply with the Eisenhower West/Landmark Van Dorn Developer Contribution Policy in effect at the time of development approval(s). Because of its special role as a potential catalyst for broad redevelopment, the City would consider tax increment financing or its functional equivalent for

Landmark Mall infrastructure, but only if economics warrant such city financial participation.

Redevelopment is expected to occur in phases over the next five to 25 years. As such, phasing and implementation funding plans will be required as part of CDD approval. Any associated impacts as a result of redevelopment will be addressed through the development review process and will include additional transportation studies, infrastructure analyses, and compliance with all other applicable City plans and policies.

10.10 Recommendations

Plan Framework and Mobility

10.1.1 Provide streets and blocks as generally depicted in the Framework Plan (Figure 2) and provide perpetual public easements and/or dedicate streets and sidewalks to the City.

10.1.2 Provide the street hierarchy depicted in the Framework Plan (Figure 2).

10.1.3 Main Streets (Framework Streets A through C) are encouraged to incorporate enhanced paved surfaces on sidewalks and streets and, where appropriate, may be curbless to serve as an extension of adjacent open space.

10.1.4 Provide internal pedestrian connections and/or alleys within the blocks, where feasible.

10.1.5 Curb cuts for individual buildings should not occur on Main Streets. Curb cuts are encouraged to serve multiple buildings and should be provided primarily on Neighborhood Connectors and Service Streets. In limited cases, curb-cuts serving multiple buildings may be provided on the Mixed-Use Boulevard (Framework Street D).

10.1.6 Improve Duke Street and N. Van Dorn Street with streetscape improvements, including a shared-use path, landscaping, street trees, and pedestrian-scale lighting, as generally depicted in Figures 3 through 6.

10.1.7 Design streets to prioritize pedestrians and potential bicycle facilities as generally depicted in Figures 5, 6 and 8.

10.1.8 Provide dedicated bicycle facilities on N. Van Dorn Street, Duke Street and Framework Streets D, E and F as generally depicted in Figure 10. Final configuration of bicycle facilities in these locations will be determined as part of the Coordinated Development District (CDD) approval(s). Potential bicycle facilities and accommodations for the remaining Framework Streets will be determined as part of the CDD approval(s) and Infrastructure Plan.

10.1.9 Street cross sections for Framework Streets will be established as part of the CDD approval(s) and Infrastructure Plan.

10.1.10 Remove the ramp structure/fly-over on Duke Street and implement the reconfiguration of Duke Street as generally depicted in Figure 3 and 5.

10.1.11 Include signalized at-grade intersections as depicted in Figure 2.

10.1.12 Provide enhanced pedestrian crossings, with high visibility crosswalks, pedestrian signals and median refuges, at each signalized intersection along Duke Street and N. Van Dorn Street as depicted in Figure 2.

10.1.13 Pursue Virginia Department of Transportation (VDOT) and all applicable agency approvals for a ramp connection with I-395 as generally depicted in Figure 2 as part of a joint effort between the City and the property owner.

10.1.14 Pursue VDOT and all applicable agency approvals for a pedestrian/ bicycle bridge connection over I-395 as generally depicted in Figure 10 as part of a joint effort between the City and the property owner.

10.1.15 New structured parking should be provided below grade. If new structured parking is located above-grade, it should be lined with active uses, (commercial and/or residential) on all sides fronting Framework Streets A through I and/ or open space or otherwise coordinated so as to not detract from the public realm. To the extent feasible, above grade parking structures should be designed and constructed to potentially be reused as commercial or residential use in the future. Interim surface parking may be allowed prior to the final phase of development.

10.1.16 Provide architectural and/or landscape screening for Service Streets to screen parking and service areas adjacent to I-395.

Plan Framework and Mobility Continued

10.1.17 Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 to serve as a stop and transfer point for bus rapid transit, DASH, and Metro Bus service. Bus stops will be provided as on-street parallel spaces.

10.1.18 Provide an overall plan that outlines the phasing and construction of all framework streets, Duke Street and N. Van Dorn Street as part of the CDD approvals.

Open Space

10.2.1 Provide a minimum of 3.5 acres of at-grade publicly accessible open space with passive and active elements for all ages and abilities as intended by the Plan that is physically and visually connected and accessible from the green street (Framework Street D) and connects to surrounding publicly accessible open space as generally depicted in Figure 12. The following publicly accessible open spaces will be dedicated to the City or will include a perpetual public easement:

a) +/- 0.45-acre Central Plaza;
b) +/- 2-acre Terrace Park; and
c) Neighborhood parks consisting of the remaining acreage of the required minimum 3.5 publicly accessible open space and will be consolidated or connected to the extent feasible.

10.2.2 One story accessory structures with supporting uses may be provided in the Central Plaza if consistent with the intent of the open space and approved as part of development review process.

10.2.3 Provide a safe and well-lit ADA compliant trail connection through the Terrace Park with passive and active recreation amenities and to enhance access to and use of the Holmes Run Trail.

10.2.4 In addition to the minimum 3.5 acres of publicly accessible open space outlined above, provide publicly accessible active recreation space on the top level of the existing above-grade parking structure, as depicted in Figure 12, to the extent feasible.

10.2.5 In addition to the minimum 3.5 acres of publicly accessible open space outlined above, provide a minimum of 25% open space (exclusive of the existing parking deck) with active and passive elements at- or above-grade per development block (Development blocks identified as part of the CDD). The 25% requirement for each development block (in addition to the neighborhood-wide minimum 3.5 acres) may be consolidated on multiple development blocks if the transferred open space creates a more consolidated, at-grade publicly accessible useable open space.

10.2.6 All publicly accessible at- or above-grade open space will be visible and easily accessible from adjacent streets.

10.2.7 Of the 25% open space per development block, publicly accessible ground level open space should be prioritized.

Land Use

10.3.1 Permit the flexibility of allowable uses across the neighborhood with a maximum development of 5.6 million square feet, exclusive of community facilities and existing above grade parking structures as generally depicted in Figure 13. A minimum of 20% of the total development is required to be non-residential uses (such as office, hotel, retail, personal service, and hospital). The required active retail, as depicted in Figure 13, will be counted toward the 20 % minimum, however, provision of 20 % non-residential uses in other locations will not relieve the requirement for active retail.

10.3.2 Provide required and preferred ground floor active retail uses in the locations as generally depicted in Figure 13. Permitted uses in these locations must activate the adjacent street and/or open space. The specific uses permitted as retail will be established as part of the CDD approval(s).

10.3.3 In the required and preferred ground floor active retail locations depicted in Figure 13, provide

Land Use Continued

ground floor minimum floor to ceiling height of 17.5 feet and minimum depth of 30 feet and building design that engages the public realm through use of transparent windows and building articulation.

10.3.4 With each DSUP submittal, provide a phasing plan for the entire neighborhood to demonstrate compliance with the required mix of uses.

10.3.5 Provide a management structure such as a business improvement district, owners association or similar entity as part of the development review process.

Community Facilities

10.4.1 Community facilities square footage and height will be excluded from the maximum building development of 5.6 million square feet and maximum height for each development block. Community facilities include a school, fire station, indoor community meeting or gathering space, and other comparable community serving public uses.

10.4.2 Adequate provisions will be made to accommodate a fire station within the Landmark neighborhood. The specific size, location and timing will be addressed as part of CDD approval(s).

10.4.3 Adequate provisions will be made to accommodate the added student generation by the proposed development and the feasibility of a school site will be explored as part of the CDD and DSUP approval(s).

10.4.4 Co-locate community facilities with other uses to the extent feasible.

Building Height, Gateways and Placemaking

10.5.1 Provide building streetwalls that frame, define and engage streets and public open spaces with high quality building materials, building recesses, bays, stoops, breaks, and/or courtyards as generally shown in Figure 16 to enhance the pedestrian experience, and encourage walking and use of transit.

10.5.2 Buildings may be built to the maximum heights shown in Figure 15. Minimum building heights will be established as part of CDD approval(s).

10.5.3 Provide a varied skyline across the neighborhood.

10.5.4 Provide a variety of building height, massing and articulation on each development block.

10.5.5 Provide signature buildings at placemaking and gateway locations shown in Figure 16; signature buildings will feature distinctive design and materials and may be up to 250 feet tall to accentuate gateways and prominent vistas.

10.5.6 Prepare general neighborhood-wide design standards for the public realm and buildings, including elements such as lighting, signage/wayfinding, public art, setbacks, building massing, articulation and other comparable features, that implement the vision of the Landmark neighborhood prior to submittal of the first development special use permit. Emphasize features at Framework Street B and Duke Street as shown in Figure 16 to denote this entry to the retail core of the neighborhood.

10.5.7 Prepare general design standards for buildings taller than 100 feet to address proposed scale, massing, height, tower spacing and coverage, and building envelopes in relation to sun and shade patterns and the creation of a unique and dynamic skyline prior to submittal of the first development special use permit.

Housing Affordability

I10.6.1 In the future Coordinated Development District (CDD), establish a target percentage of new committed affordable and workforce units serving people earning between 30% and 80% of area median income (AMI), for the Landmark neighborhood. Housing may be rental or ownership, with affordable rentals targeting households with incomes up to 60% AMI.

10.6.2 Pursuant to Section 7-700 of the Zoning Ordinance, allow the use of bonus density and/or bonus height to provide affordable housing within market-rate residential buildings.

10.6.3 Co-locate affordable housing with community facilities where feasible.

10.6.4 Build partnerships between property owners and affordable housing providers to incorporate affordable housing projects into larger mixed-use developments where feasible.

10.6.5 Provide voluntary contributions to the Housing Trust Fund consistent with the housing contribution policies in effect at the time future development proposals are submitted.

Zoning

10.7.1 Utilize Coordinated Development District (CDD) zoning or comparable zone to implement the vision and recommendations of the Plan.

Infrastructure

10.8.2 In addition to complying with current sanitary sewer and stormwater policies and regulations, provide a neighborhood-wide green infrastructure implementation plan as part of the CDD approval(s) that outlines the phasing and construction of the on-site stormwater infrastructure for streets, sidewalks and publicly accessible open spaces. Additional detail will be provided with the infrastructure plan.

10.8.1 Provide vegetative/ green infrastructure best management practices (BMPs), phosphorous removal and runoff standards consistent with Plan recommendations in Chapter 8 with final determination through CDD and/or DSUP approval(s).