

Revised DRAFT Recommendations – Post Community Event #4

10.1 Plan Framework and Mobility

1. Provide streets and blocks as generally depicted in the Framework Plan (Figure 1) and provide perpetual public easements and/or dedicate streets and sidewalks to the City.
2. Provide the street hierarchy depicted in the Framework Plan (Figure 1).
3. Main Streets (Framework Streets A through C) are encouraged to incorporate enhanced paved surfaces anywhere between building face to building face and, where appropriate, may be curbsless to serve as an extension of adjacent open space.
4. Provide internal pedestrian connections and alleys within the blocks, where feasible.
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).
6. Improve Duke Street and N. Van Dorn Street with streetscape improvements, including a multi-use path, landscaping, street trees, and pedestrian-scale lighting, as generally depicted in Figures 2 and 3.
7. Design streets to prioritize pedestrians and potential bicycle facilities as generally depicted in Figures 4 through 6.
8. Provide dedicated bicycle facilities on N. Van Dorn Street, Duke Street and Framework Streets D, E and F as generally depicted in Figure 7. 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 the Infrastructure Plan.
9. Street cross sections for Framework Streets will be established as part of the CDD approval(s) and Infrastructure Development Special Use Permit (DSUP).
10. Remove the ramp structure/fly-over on Duke Street and implement the reconfiguration of Duke Street as generally depicted in Figure 2 and 5.
11. Include signalized intersections as depicted in Figure 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 1.
13. Pursue Virginia Department of Transportation (VDOT) and all applicable agency approvals for a ramp connection to I-395 as generally depicted in Figure 1 as part of a joint effort between the City and the property owner.
14. Pursue VDOT and all applicable agency approvals for a pedestrian/ bicycle bridge connection over I-395 as generally depicted in Figure 7 as part of a joint effort between the City and the property owner.
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)

Landmark Mall Re-planning Process

Rev: 03/07/2019

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. Above grade parking structures must be designed and constructed to potentially be reused as commercial or residential use in the future.

16. Provide architectural and/or landscape screening for Service Streets adjacent to I-395.
17. Provide an urban transit hub within the site as generally depicted in Figure 8 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.
18. Provide an overall infrastructure plan that outlines the phasing and construction of all Framework Streets, Duke Street and N. Van Dorn Street as part of the CDD approval(s).

10.2 Open Space

1. Provide a minimum of 3.5 acres of at-grade public 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 9. The following public open spaces will be dedicated to the City or will include a perpetual public easement:
 - a) +/- 0.45-acre Central Plaza;
 - b) +/- 2.5-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.
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.
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.
4. In addition to the minimum 3.5 acres of public 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 9, to the extent feasible.
5. In addition to the minimum 3.5 acres of public open space outlined above, provide a minimum of 25% open space 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 site-wide minimum 3.5 acres) may be consolidated on multiple blocks if the resulting open space creates a more consolidated, at-grade publicly accessible useable open space.
6. All publicly accessible at- or above-grade open space will be visible and easily accessible from adjacent streets.

Landmark Mall Re-planning Process**Rev: 03/07/2019**

7. Ground level open space (in addition to the site-wide minimum 3.5 acres) should be prioritized on each development block. Where ground level open space is provided, it should be accessible to the public through the provision of a public easement and designed to accommodate use by the public.

10.3 Land Use

1. Permit the flexibility of allowable uses across the site 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 10. A minimum of 20% of the total development is required to be non-residential uses (such as office, hotel, retail, personal service, and hospital), in addition to the amount of commercial use for the required active retail locations as generally depicted in Figure 10.
2. Provide required and preferred ground floor active retail uses in the locations as generally depicted in Figure 10. 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).
3. In the required and preferred ground floor active retail locations depicted in Figure 10, provide ground floor minimum floor to ceiling height of 18 feet and minimum depth of 30 feet and building design that engages the public realm through use of transparent windows and building articulation.
4. With each DSUP submittal, provide a phasing plan for the entire site to demonstrate compliance with the required mix of uses.
5. Provide a management structure such as a business improvement district, owners association or similar entity prior to the first DSUP approval.

10.4 Community Facilities

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 any other comparable community serving uses.
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).
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).
4. Co-locate community facilities with other uses to the extent feasible.

Landmark Mall Re-planning Process

Rev: 03/07/2019

10.5 Building Height, Gateways and Placemaking

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 12 to enhance the pedestrian experience, and encourage walking and use of transit.
2. Buildings may be built to the maximum heights shown in Figure 11. Minimum building heights will be established as part of CDD approval(s).
3. Provide a varied skyline across the neighborhood.
4. Provide a variety of building massing and articulation on each development block.
5. Provide signature buildings at placemaking and gateway locations shown in Figure 12; signature buildings will feature distinctive design and materials and may be up to 250' tall to accentuate gateways and prominent vistas.
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 as part of the CDD approval(s) and infrastructure DSUP. Emphasize features at Framework Street B and Duke Street as shown in Figure 12 to denote this entry to the retail core of the neighborhood.
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 as part of the CDD approval(s).

10.6 Housing Affordability

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.
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.
3. Co-locate affordable housing with community facilities where feasible.
4. Build partnerships between property owners and affordable housing providers to incorporate affordable housing projects into larger mixed-use developments where feasible.
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.

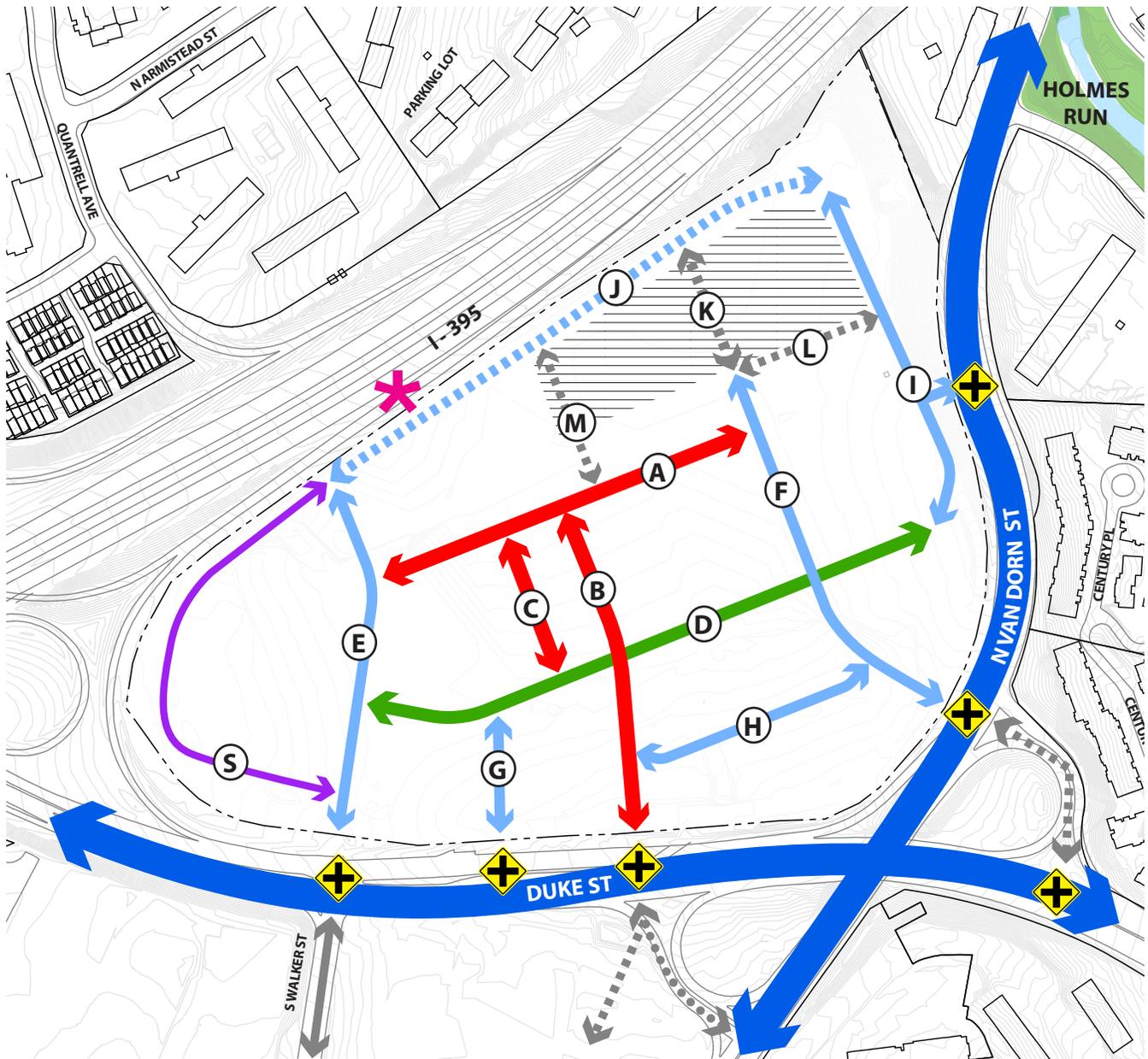
10.7 Zoning

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

10.8 Infrastructure

1. 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 DSUP.
2. 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).

Figure 1: Framework Plan and Complete Street Typology



LEGEND

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

Notes:

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

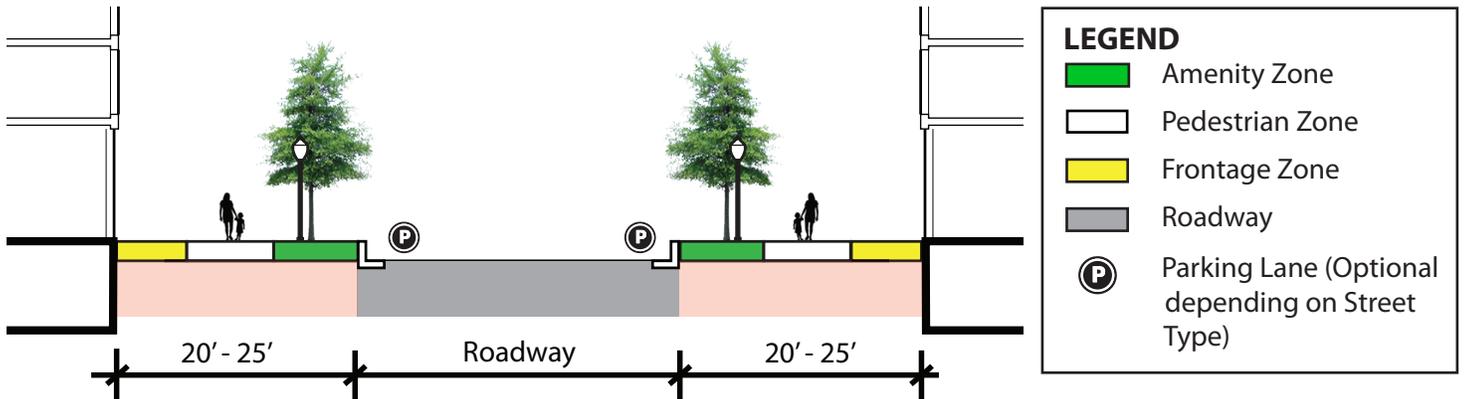
Figure 2: Duke Street Perspective (looking east)



Figure 3: N. Van Dorn Street Perspective (looking south)



Figure 4: Typical 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 with 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 8. 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.

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

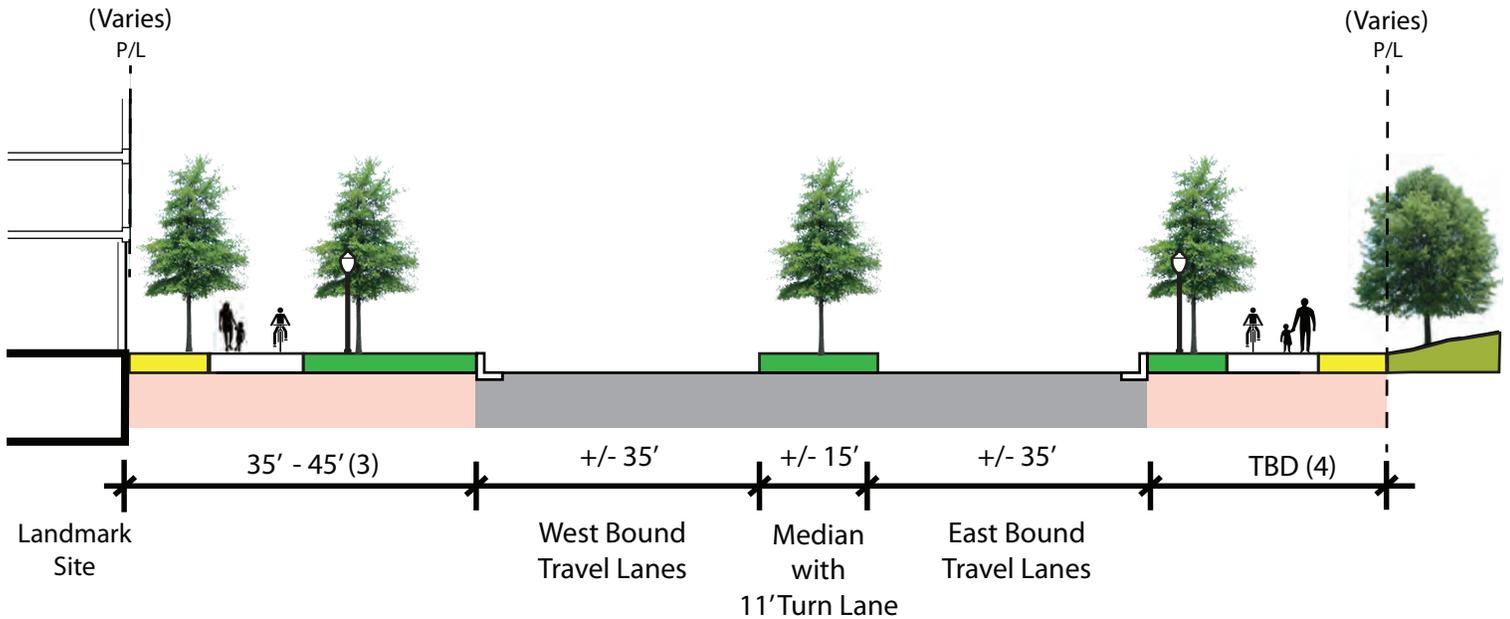
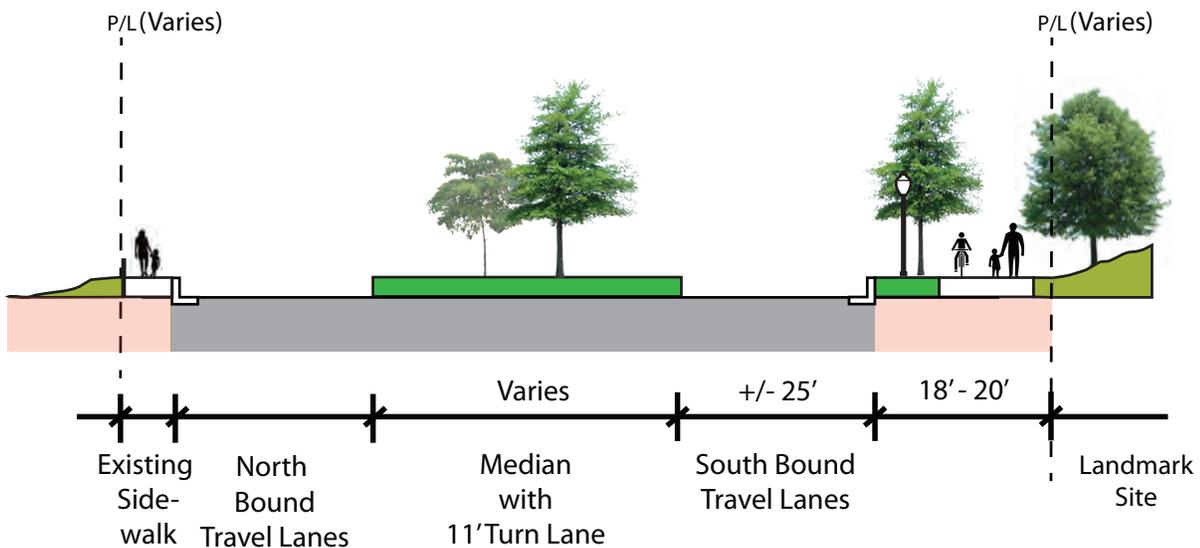


Figure 6: Van Dorn Street Cross Section - Commercial Connector (See Note 1 & 2)

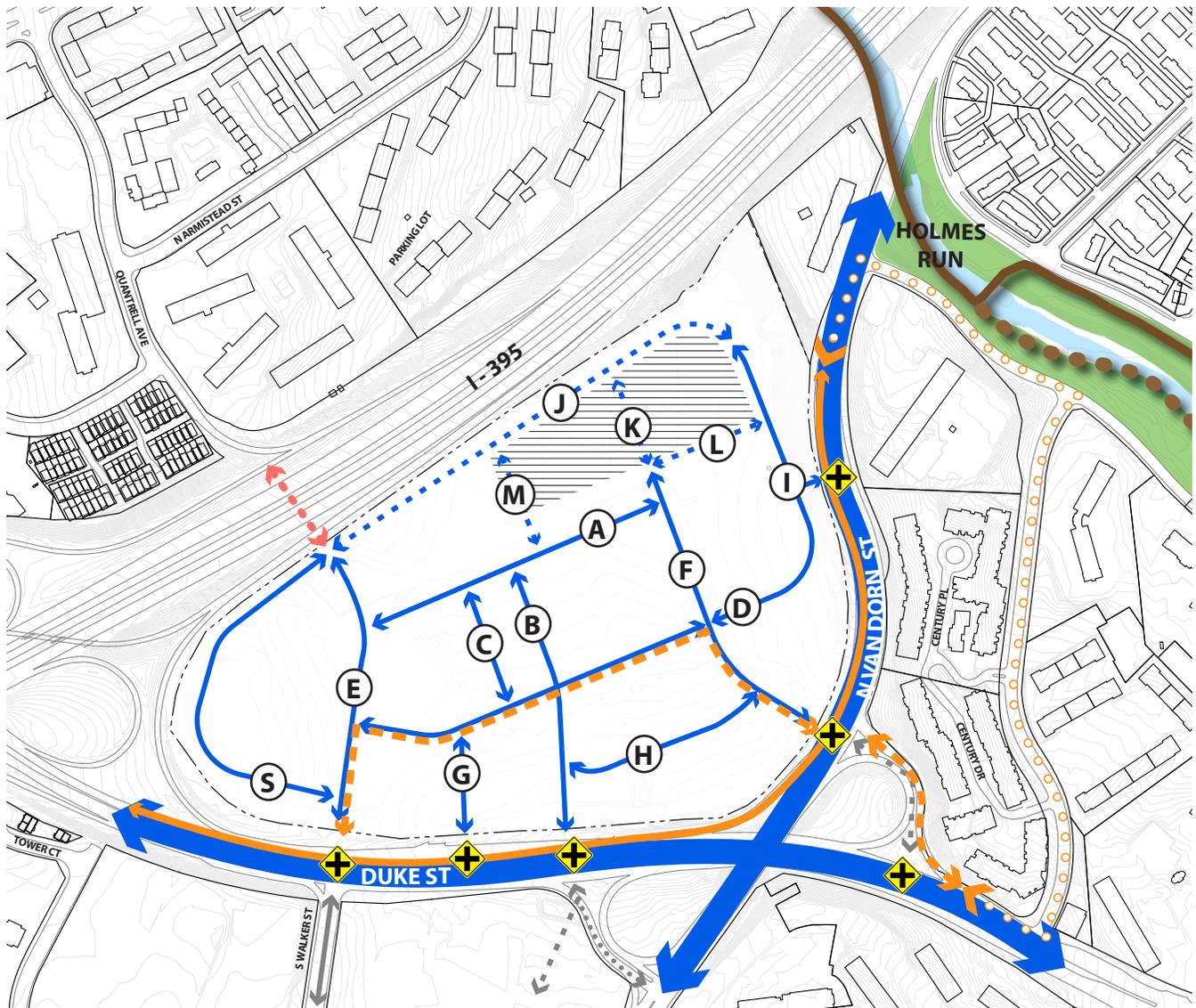


Notes:

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.

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

Figure 7: Pedestrian and Bicycle Facilities



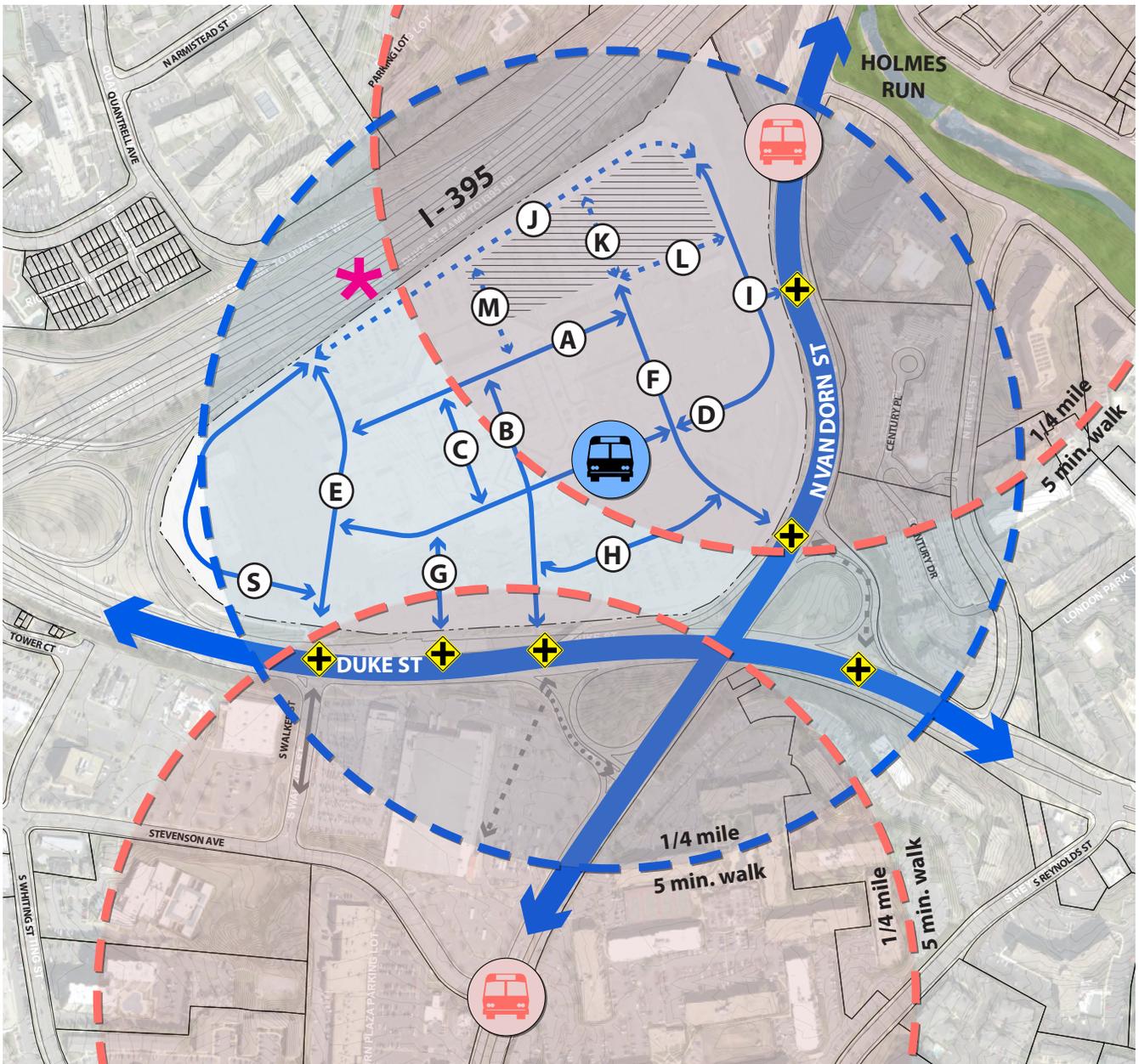
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|---|---|
|  Shared-use Trail |  Framework Streets |
|  Bike Facility as determined by CDD (1) |  Future Extensions |
|  Potential Bike Facility Planned by city (1) |  Existing above Grade Parking Structure to be Redeveloped with Future Phases |
|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

Figure 8: Transit Hub



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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

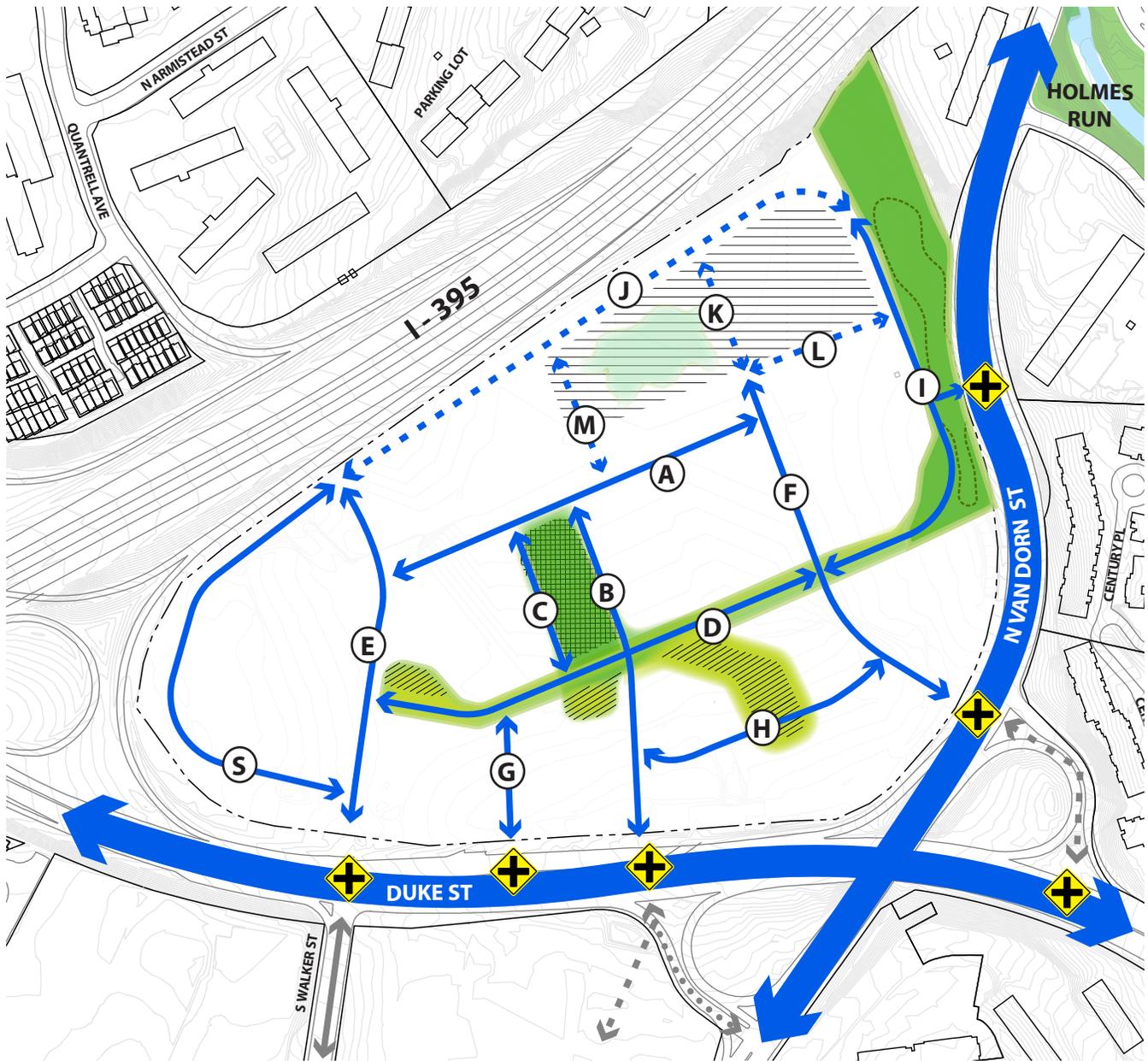


Signalized Intersections

Notes:

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

Figure 9: Open Space



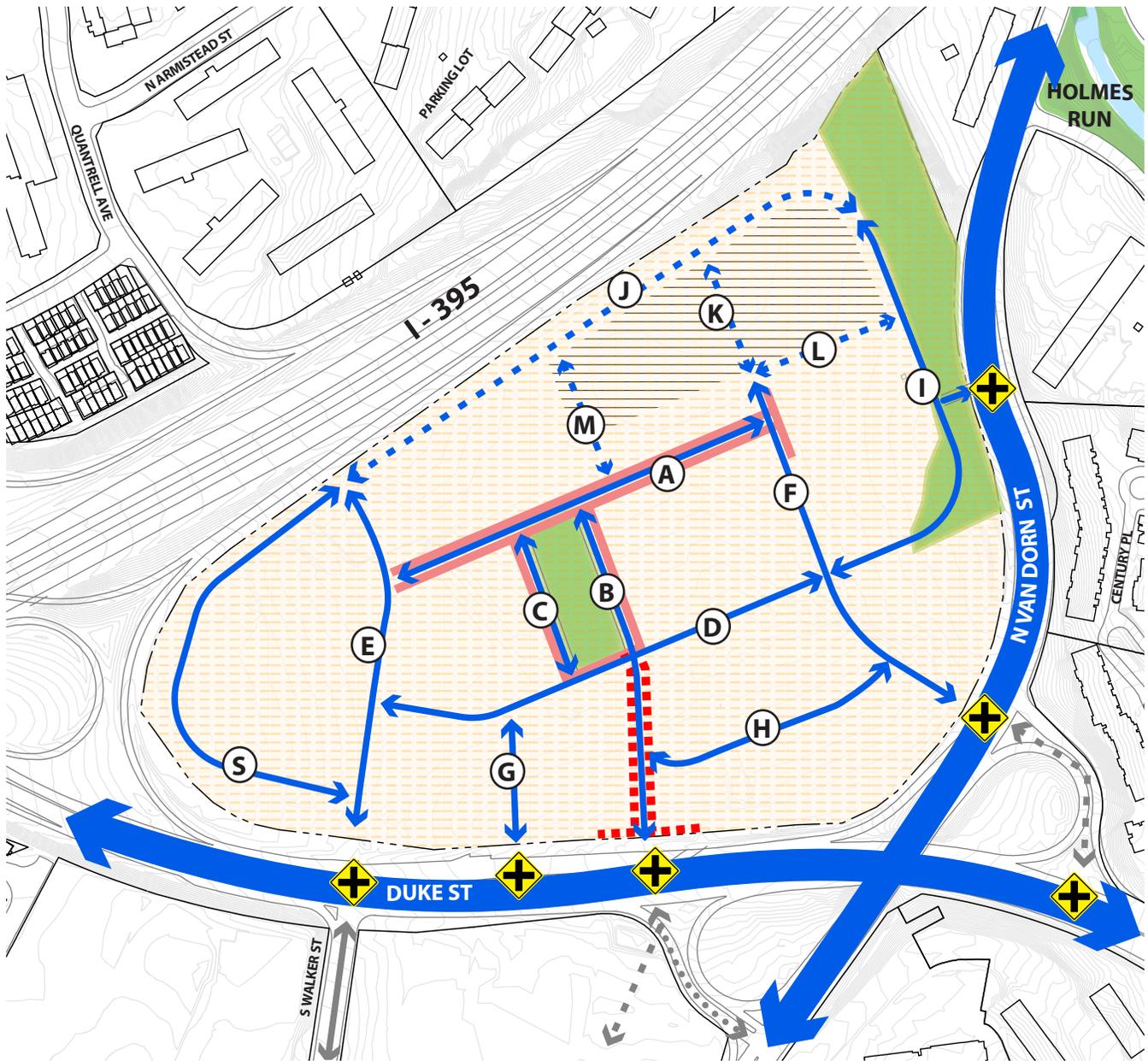
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	Central Plaza (1)		Framework Streets
	Terrace Park (1)		Future Extensions
	Neighborhood Park (2)		Existing above Grade Parking Structure to be Redeveloped with Future Phases
	Green Street (Framework Street D)		Existing Connector
	Potential Active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

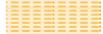
Notes:

1. The Central Plaza and Terrace Park will be provided in locations depicted in figure 9..
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 min. 3.5 acres of public open space, a minimum of 25% open space at-or above-grade is required per development block.

Figure #": Land Use



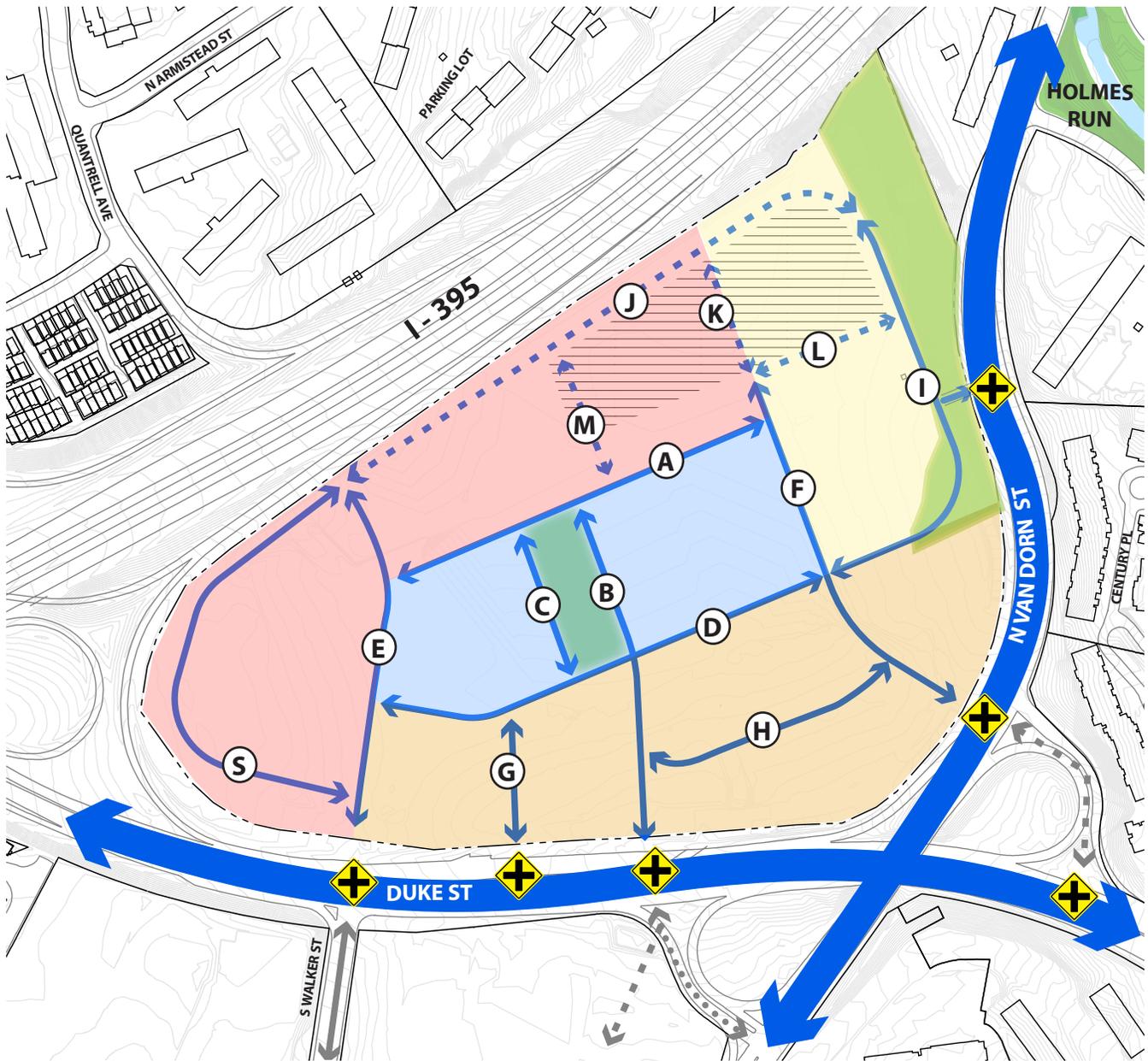
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|---|---|
|  Required Active Retail Streets |  Framework Streets |
|  Preferred Active Retail Streets |  Future Extensions |
|  Mixed-Use (Minimum 20% Commercial) |  Existing above Grade Parking Structure to be Redeveloped with Future Phases |
|  Fixed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

Notes:

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

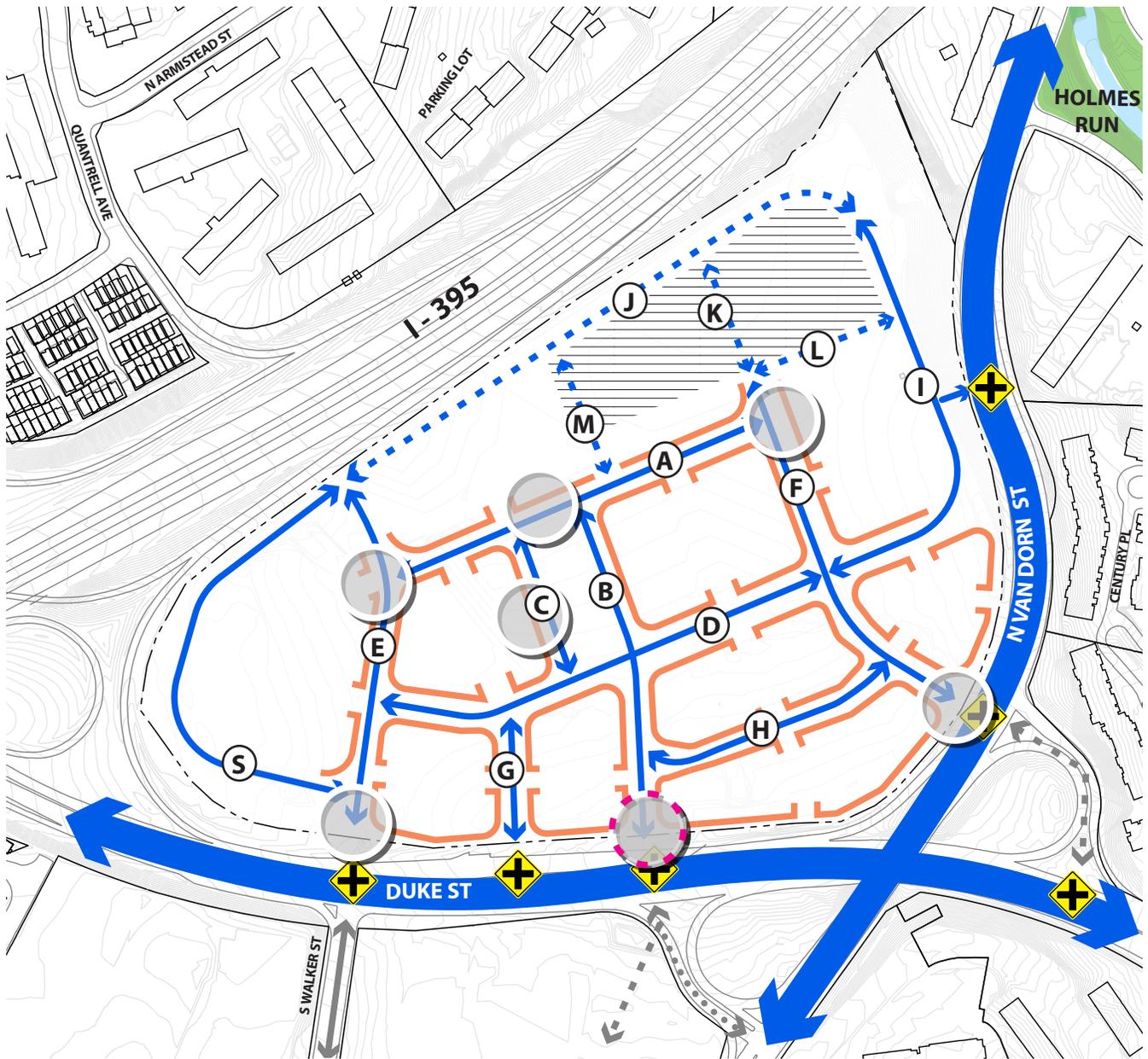
Figure 11: Height Map



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- 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 and Terrace Park)
- Framework Streets
- Future Extensions
- Existing above Grade Parking Structure to be Redeveloped with Future Phases
- Existing Connector
- Interim Connector
- + Signalized Intersections

Figure 12: Building Streetwall, Gateway and Placemaking Opportunities



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- Gateway (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.