

Revised DRAFT Recommendations

10.1 Plan Framework and Mobility

1. Provide streets and blocks as generally depicted in the Framework Plan (Figure 1) and provide perpetual public access easements and/or dedicate streets and sidewalks to the City.
2. Provide the street hierarchy depicted in the Framework Plan (Figure 1).
3. Provide internal pedestrian connections and alleys within the blocks, where feasible.
4. 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.
5. Design streets to prioritize pedestrians and cyclists.
6. Provide dedicated bicycle facilities on N. Van Dorn Street, Duke Street and Framework Streets D, E and F as generally depicted in Figure 4. Final configuration of bicycle facilities in these locations will be determined as part of the Coordinated Development District (CDD) approval(s). Bicycle facilities and accommodations for the remaining Framework Streets will be determined as part of the CDD approval(s).
7. Remove the fly-over on Duke Street and implement the reconfiguration of Duke Street as generally depicted in Figure 2.
8. Include signalized intersections as depicted in Figure 1.
9. Provide enhanced pedestrian crossings, such as high visibility crosswalks, enhanced pedestrian signalization and median refuges, at each signalized intersection along Duke Street and N. Van Dorn Street as depicted in Figure 1.
10. 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.
11. Provide new structured parking below grade to the extent feasible. Alternatively, if new above grade structured parking is provided, it will be lined with active uses, (commercial and/or residential) on all sides fronting Framework Streets A through I and/or public parks. Above grade parking structures must be designed and constructed to be reused as commercial or residential use in the future.
12. Provide an urban transit hub within the site as generally depicted in Figure 5 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.
13. 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 approvals.

10.2 Open Space

1. Provide a minimum of 3.5 acres of at-grade public open space 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

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generally depicted in Figure 6. The following public open spaces will be dedicated to the City or will include a perpetual public access 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 shall 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. Provide active recreation space on the top level of the existing above-grade parking structure as depicted in Figure 6 to the extent feasible.
 5. In addition to the 3.5 acres of public open space outlined above, provide a minimum of 25% open space 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 shall be visible and easily accessible from adjacent public streets.

10.3 Land Use

1. Permit the flexibility of allowable uses as per Figure 7 across the site with a maximum development of 5.6 million square feet, exclusive of community facilities. A minimum of 20% of the total development is required to be non-residential uses (i.e. office, hotel, retail, and institutional). Final uses will be established as part of the CDD approval(s).
2. Provide required and preferred ground floor active retail uses in the locations as generally depicted in Figure 7. Permitted uses in these locations must activate the adjacent public 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 7, 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 building development 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.

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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 community serving public 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 added student generation by the proposed development and the feasibility of a school site should be explored through the CDD and/or DSUP approval(s).
4. Co-locate community facilities with other uses to the extent feasible.

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 9 to enhance the pedestrian experience, and encourage walking and use of transit.
2. Buildings may be built to the maximum heights shown in Figure 8. Minimum building heights will be established as part of CDD approval(s).
3. Provide a varied skyline across the neighborhood. Additionally, provide a variety of building massing and articulation on each development block.
4. Provide signature buildings at placemaking and gateway locations shown in Figure 9; signature buildings will feature distinctive design and materials and may be up to 250' tall to accentuate gateways and prominent vistas.
5. 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 CDD approval(s) or as part of the first Development Special Use Permit (DSUP).
6. Prepare general neighborhood-wide design standards for the public realm, including lighting, signage/wayfinding, public art, setbacks and other comparable features, and for buildings, including massing, articulation and other comparable features, that implement the vision of the Landmark neighborhood as part of the CDD approval(s) or as part of the first DSUP. Emphasize features at Framework Street B and Duke Street as shown in Figure 9 to denote this entry to the retail core of the neighborhood.

10.6 Housing Affordability

1. Provide a minimum percentage (as established through CDD approval(s)) of on-site committed affordable and workforce affordable units for households with incomes between 30% and 80% of area median income (AMI). Housing may be rental or ownership, with affordable rentals targeting households with incomes below 60% AMI.

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2. Co-locate on-site affordable housing with community facilities or other uses where feasible.
3. Provide on-site affordable housing as part of residential mixed-use developments.
4. Use bonus density/height to achieve affordable units within market-rate buildings where feasible.

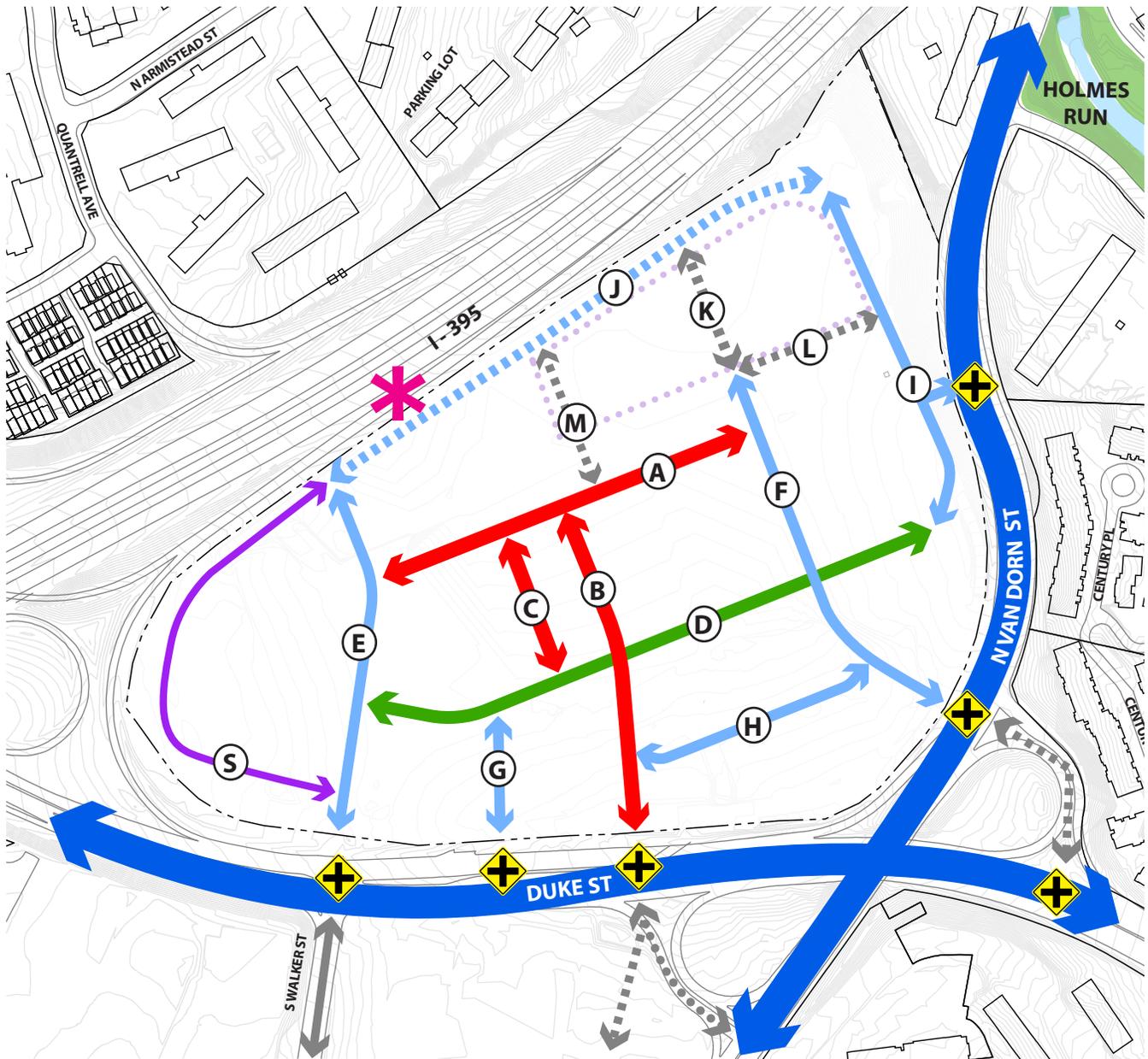
10.7 Zoning

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

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 potential connect is for illustrative proposes only. Final location will be in coordination with VDOT and the city.
4. Improvements limited to property frontage.

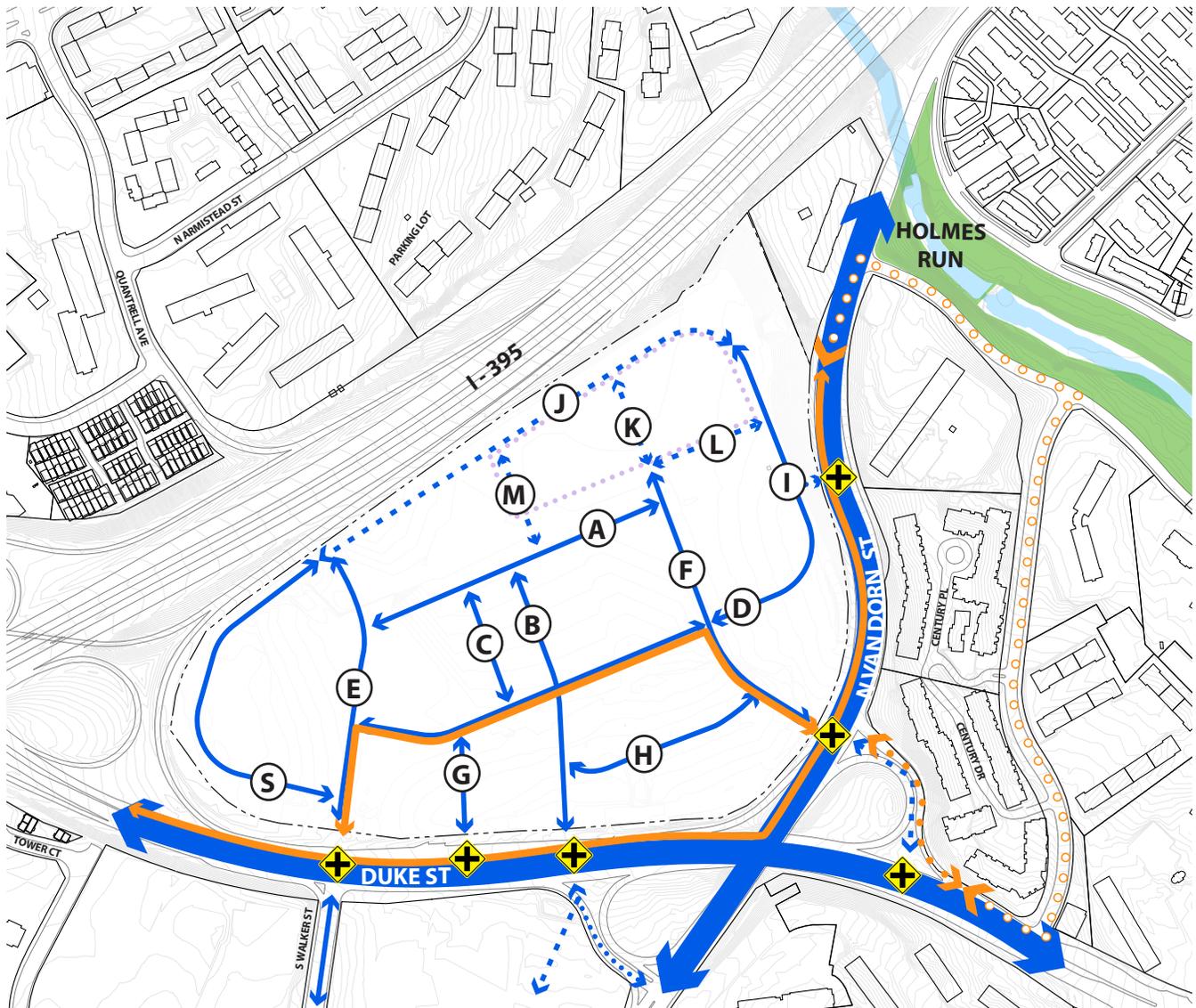
Figure 2: Duke Street Perspective



Figure 3: N. Van Dorn Street Perspective



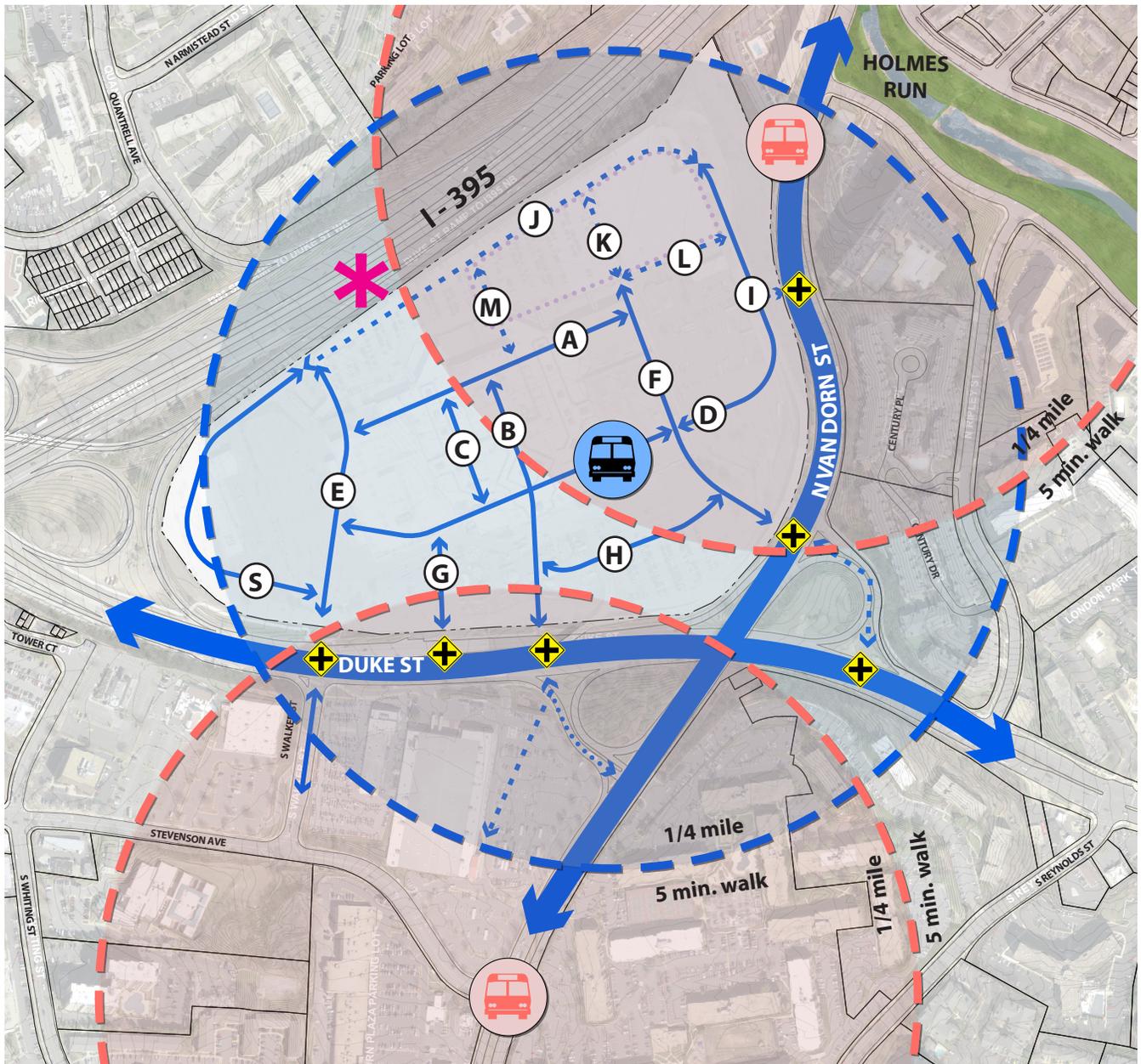
Figure 4: Bicycle Facilities



LEGEND

- Dedicated Bike Facility
- ● ● ● Bike Facility
- ○ ○ ○ Bike Facility Planned by City
- Signalized Intersections
- Framework Streets
- - - - Future Framework Street Extension
- ● ● ● Existing above Grade Parking Structure to be Redeveloped with Future Phases
- ● ● ● Interim Connector

Figure 5: Transit Hub



LEGEND



Proposed Transit Hub (4)



Planned West End Transitway Stop



Potential Connection to/from I-395 (3)



Framework Streets



Future Framework Street Extension



Existing above Grade Parking Structure to be Redeveloped with Future Phases



Interim Connector

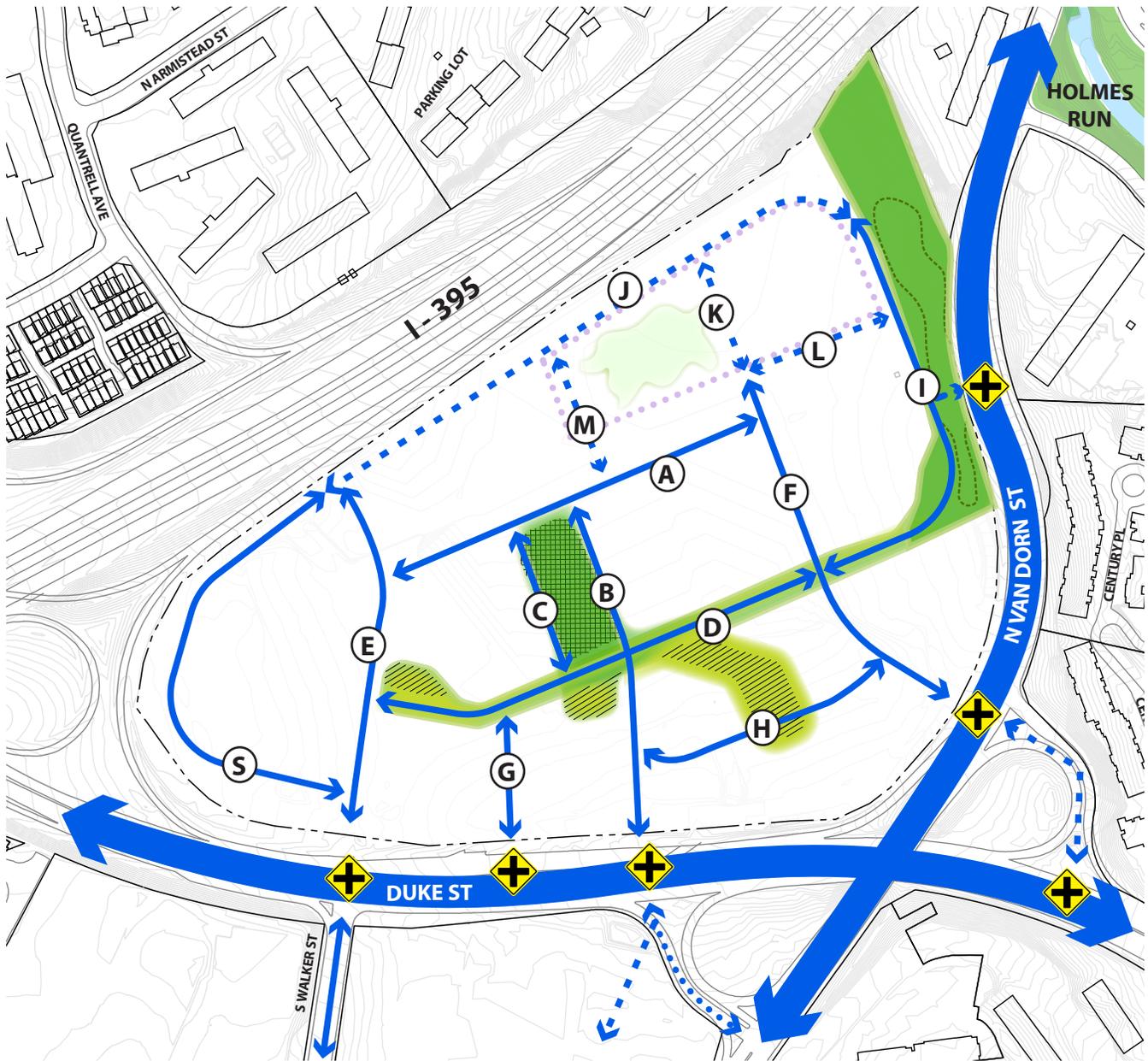


Signalized Intersections

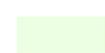
Notes:

1. Future street extensions in the event that the above grade parking structure is redeveloped
2. Framework Street to be designed and constructed as a neighborhood connector but used in the interim as a service street.
3. Location of potential connect is for illustrative proposes only. Final location will be in coordination with VDOT and the city.
4. The proposed transit hub is for illustrative proposes only. Final location and coordination will be determined during development review process.

Figure 6: Min. 3.5 AC Publicly Accessible Open Space



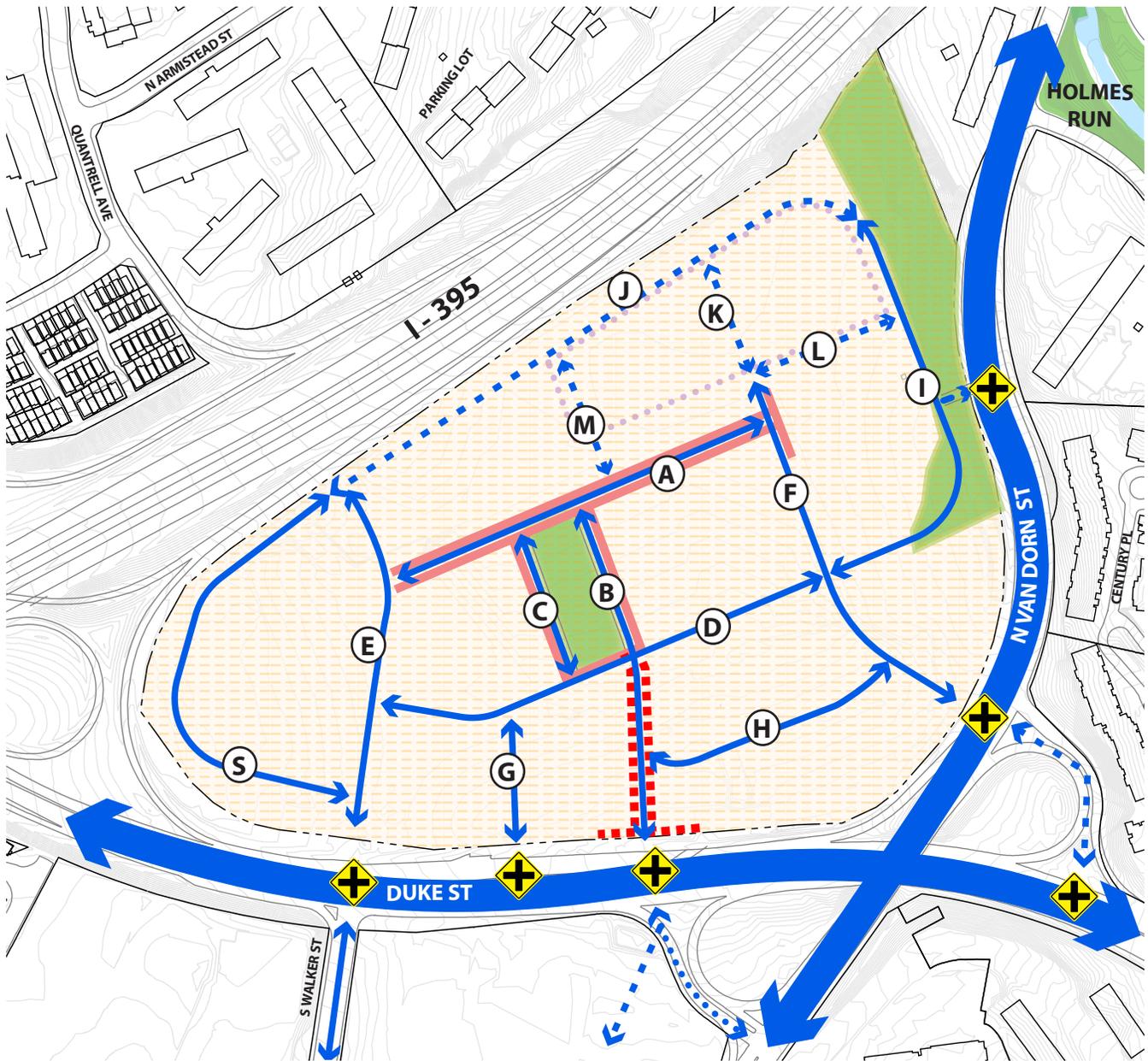
LEGEND

	Central Plaza		Trail Connection
	Terrace Park		Green Street (Framework Street D)
	Neighborhood Park		Potential Active Recreation
	Signalized Intersections		Framework Streets
			Future Framework Street Extension

Notes:

1. The Central Plaza and Terrace Park will be provided in locations depicted in Figure 4. The locations and size along the green street and neighborhood parks will be determined as part of the development review process.
2. Trail connection in Terrace Park is for illustrative purposes only.
3. In addition to the min. 3.5 acres of public access open space, a minimum of 25% open space at-or above-grade is required per development block.

Figure 7: Land Use



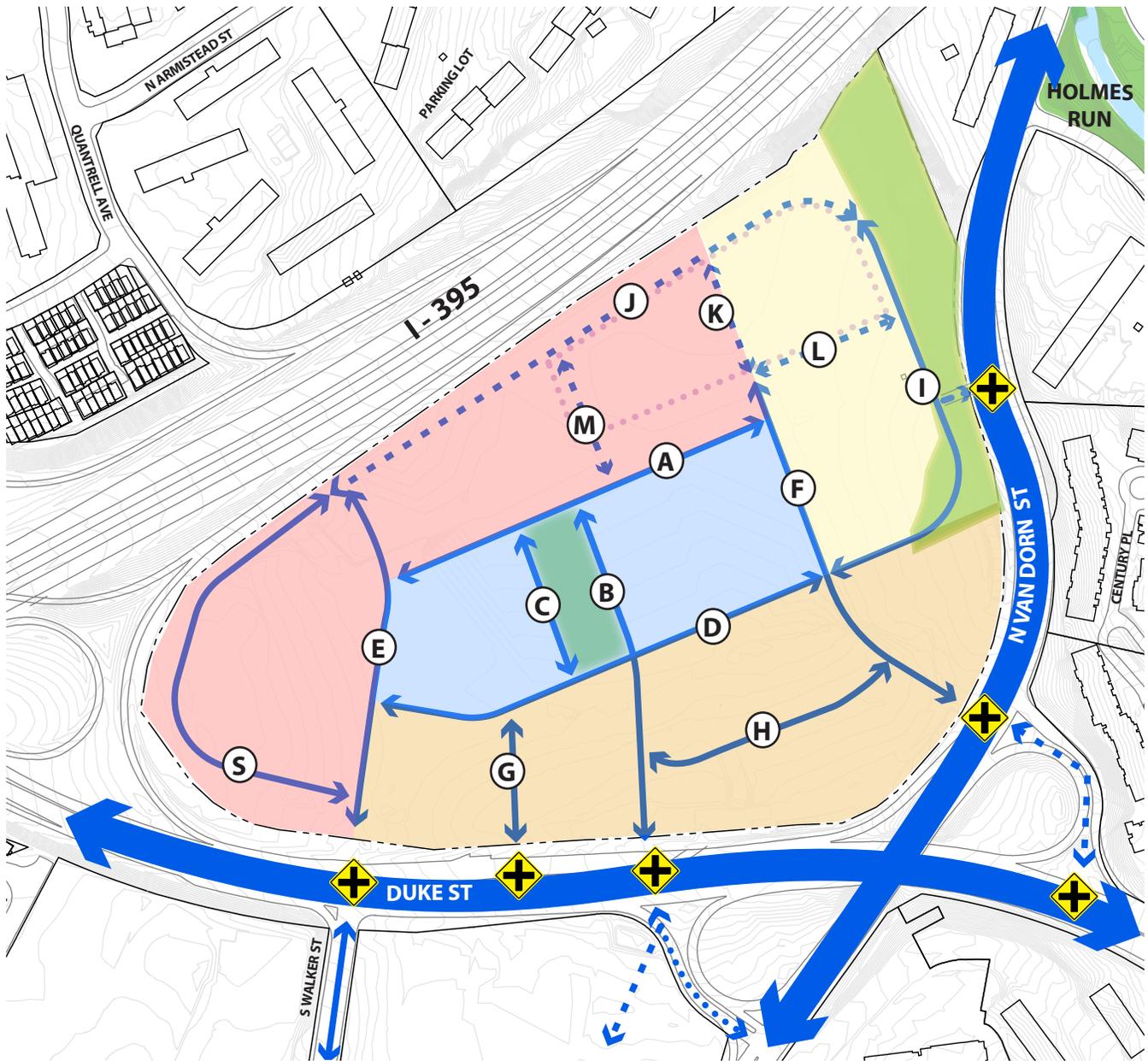
LEGEND

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

Notes:

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

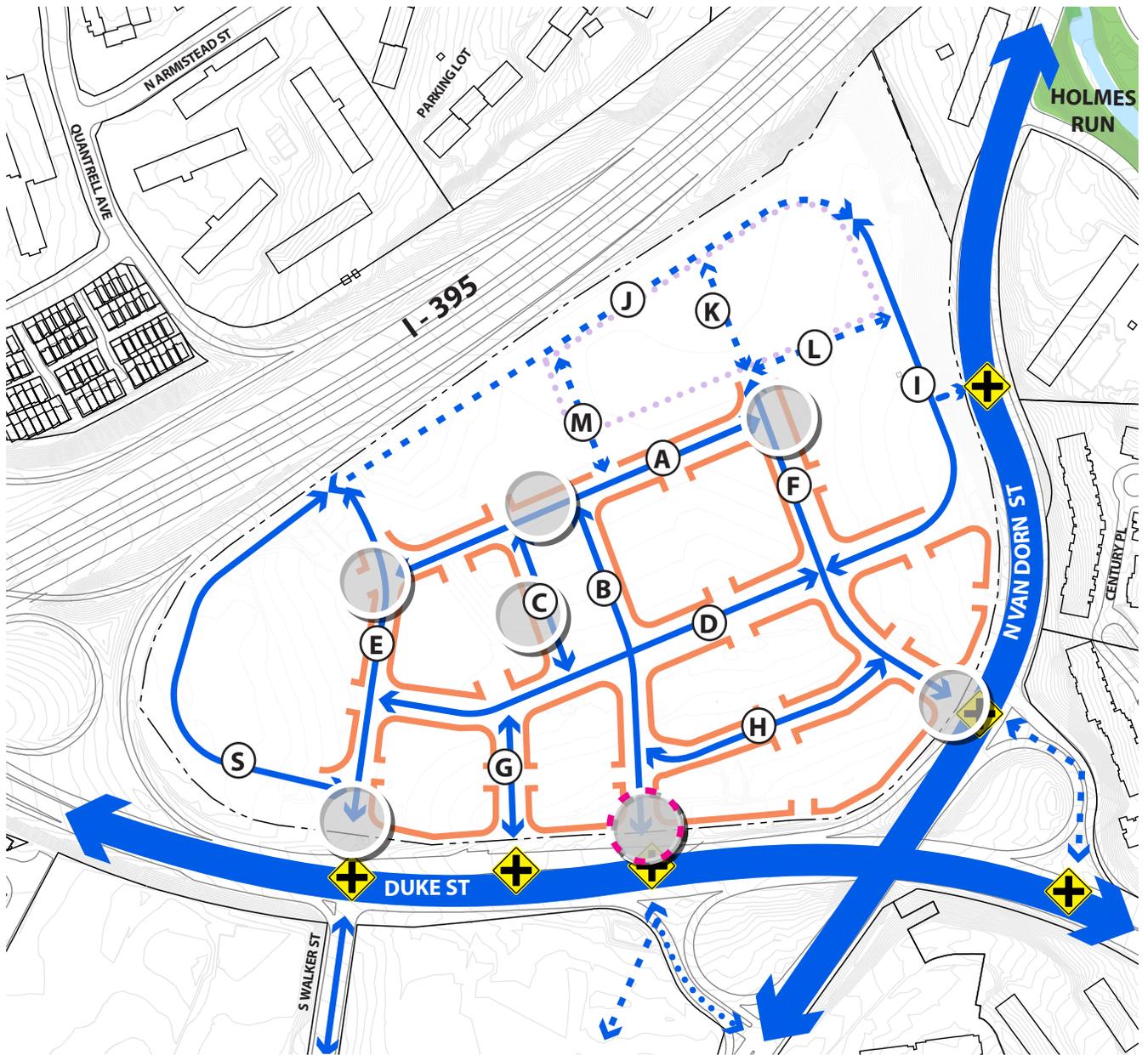
Figure 8: Maximum Building Height



LEGEND

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

Figure 9: Building Streetwall, Gateway and Placemaking Opportunities



LEGEND

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

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.