ORDINANCE NO. 5364

AN ORDINANCE to amend and reordain the Master Plan of the City of Alexandria, Virginia, by adopting and incorporating therein the amendment heretofore approved by city council to the Landmark/Van Dorn chapter of such master plan as Master Plan Amendment No. 2020-00009 and no other amendments, and to repeal all provisions of the said master plan as may be inconsistent with such amendment.

WHEREAS, the City Council of the City of Alexandria finds and determines that:

1. In Master Plan Amendment No. 2020-00009, the Planning Commission, having found that the public necessity, convenience, general welfare and good zoning practice so require, recommended approval to the City Council on June 24, 2021 of an amendment to the Landmark/Van Dorn Chapter of the Master Plan of the City of Alexandria through the Landmark Van Dorn Corridor Plan overlay to facilitate redevelopment of the Landmark site with a mix of uses and the Inova hospital campus including various amendments to the figures and text related to framework streets, open space, pedestrian and bicycle facilities, the connection to/from I-395, the existing parking garage, the transit hub, active retail streets and ground floor heights, streetwall, gateway and placemaking locations, screening of above grade parking structures, and building heights, which recommendation was approved by the City Council at public hearing on July 6, 2021;

2. The said amendment has heretofore been approved by the planning commission and city council after full opportunity for comment and public hearing.

3. All requirements of law precedent to the adoption of this ordinance have been complied with; now, therefore,

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That the Landmark/Van Dorn Chapter of the Master Plan of the City of Alexandria, be, and the same hereby is, amended by making the changes indicated in on the following pages, attached hereto and incorporated fully herein by reference, as a new chapter of the Master Plan of the City of Alexandria, Virginia.

Section 2. That the director of planning and zoning be, and hereby is, directed to record the foregoing master plan amendment as part of the Master Plan of the City of Alexandria, Virginia.

Section 3. That all provisions of the Master Plan of the City of Alexandria, Virginia, as may be inconsistent with the provisions of this ordinance be, and same hereby are, repealed.

Section 4. That the Master Plan of the City of Alexandria, as amended by this ordinance, be, and the same hereby is, reordained as the Master Plan of the City of Alexandria, Virginia.

Section 5. That the city clerk shall transmit a duly certified copy of this ordinance to the Clerk of the Circuit Court of the City of Alexandria, Virginia, and that the said Clerk of the Circuit Court shall file same among the court records.

Section 6. That this ordinance shall become effective upon the date and at the time of its final passage.

JUSTIN M. WILSON
Mayor

ATTEST:

Gloria A. Sitton, CMC City Clerk

Final Passage: September 18, 2021

a. Updates to text as provided below. *Deleted text is shown with a ~~strikethrough~~. Revised or additional text is underlined. The page numbers reference Chapter 10 of the Landmark/Van Dorn Corridor Plan which restarts its numbering sequence on page 1.*

P.7 (Chapter 10):

- Framework Streets ~~*A, B and C*~~*1 and 4* 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~~ *An additional role of Main Street, Framework Street 1,* 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.

P.7/8:

- Framework Streets ~~E and F~~*3 and 5* are neighborhood streets offering additional access into and out of the neighborhood while connecting the primary Framework Streets ~~A through D~~*1 and 4*. 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~~*3 and 5* connect people biking to the bicycle facilities on Framework Street ~~D~~ *1*, Duke Street and N. Van Dorn Street. Framework Streets ~~G, H and I~~ *2, 6, and 7* are also neighborhood streets offering additional circulation within the neighborhood. *Street 2 will accommodate an urban scale transit hub, transit stops and furnishings, as well as on-street parking, wide sidewalks, landscaping, and canopy trees.* ~~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.~~ *Framework Streets 6, 7 and 2 (in areas outside the Transit Hub) are similar in design to Framework Streets 3 and 5 but typically serve more residential areas of the neighborhood. Framework Streets 6, 7 and 2 may provide on-street parallel parking where necessary.*

P.8:

- **Figure 7: ~~Green Street with Transit Hub (Framework Street D)~~ *Transit Hub (Framework Street 2)***

- ***Service ~~Streets~~ Connections***

~~Framework~~ Street ~~S~~*8* functions primarily as a service ~~street~~ *connection* for service vehicles and is primarily located along I-395. Service ~~street~~ *connections* 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~~ *9* 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)~~ *be provided within the existing parking deck. If the existing parking structure is redeveloped, Framework Street 9 will be designed and constructed as a neighborhood connector similar to Framework Street 7*. In the event the above grade parking structure is redeveloped, Framework Streets ~~K, L and M~~ *10 through 13* will be incorporated into the street network, and each street type will be determined during the Development Special Use Permit (DSUP) process.

P.9

- 5. BRT will be provided on-street parallel to the curb on Framework Street ~~D~~ *2* as generally depicted in Figure 9. Bus shelters will be provided in the Amenity Zone.

P.10:

- 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.~~ *Main Streets. Forms of integrated architectural screening may be considered for all other locations.*

- The Plan recommends coordinating with the Virginia Department of Transportation (VDOT) to explore the opportunity for ~~a ramp~~ *an enhanced* 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.

P.13:

- 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~~ *1*. 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:

P.14:

- 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. *A hospital campus, if provided, may provide less than 25% for the campus, as determined by the CDD.*

- 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.

P.16:

- 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~~*1 and 4*. 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.

P.17:

- To draw people into the neighborhood and have an active street frontage on Duke Street, the southern portion of Framework Street ~~B~~*4* 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~~ *15* feet ~~floor to ceiling~~ *in* height and 30 feet in depth.

P.21:

- 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 prior to submittal of the first development special use permit. 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~~*4* and Duke Street to visually denote this entrance to the retail core of the neighborhood (Figure 16).

P.28:

- **10.1.3** Main Streets (Framework Streets ~~A through C~~ *1 and 4*) 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.

- **10.1.5** 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).~~

- **10.1.8** Provide dedicated bicycle facilities on N. Van Dorn Street, Duke Street and Framework Streets ~~D, E and F~~ *1, 3, and 5* 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.

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

- **10.1.15** 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.~~ *Main Streets. Forms of integrated architectural screening may be considered for all other locations 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.

P.29:

- **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~~*1*) 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:

- **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. *A hospital campus, if provided, may provide less than 25% for the campus, as determined by the CDD.*

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

- **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).

P.29/30:

- **10.3.3** In the required and preferred ground floor active/retail locations depicted in Figure 13, provide ground floor minimum ~~floor to ceiling~~ height of ~~17.5~~ *15* feet and minimum depth of 30 feet and building design that engages the public realm through use of transparent windows and building articulation.

P.30:

- **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~~*4* and Duke Street as shown in Figure 16 to denote this entry to the retail core of the neighborhood.

b. Updates to Figures, Tables and Charts as listed below and attached:

- Figure 1: Plan Area-wide Connectivity
- Figure 2: Framework Plan and Complete Street Typology
- Figure 9: Transit Hub
- Figure 10: Pedestrian and Bicycle Facilities
- Figure 12: Open Space
- Figure 13: Land Use
- Figure 15: Building Height
- Figure 16: Building Streetwall, Gateway and Placemaking Opportunities

See following pages.

Figure 1: Plan Area-wide Connectivity

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Figure 1: Plan Area-wide Connectivity

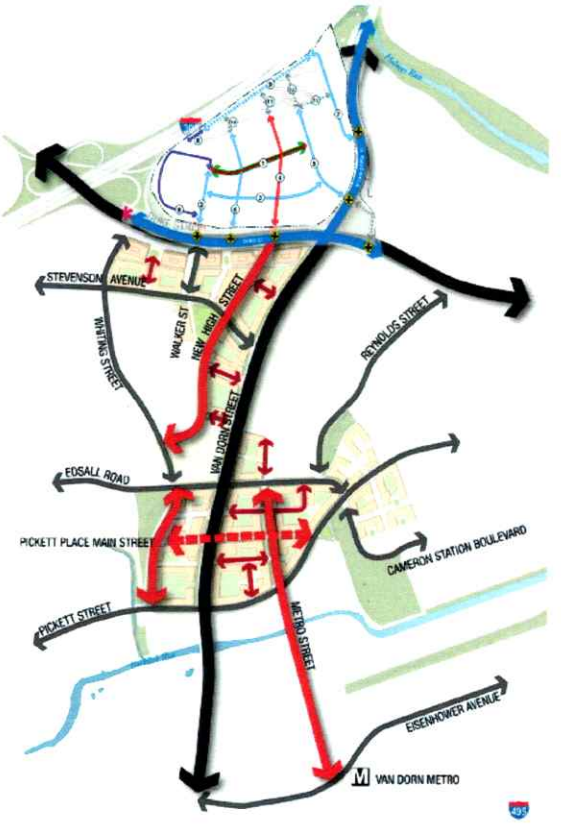

Figure 2: Framework Plan and Complete Street Typology

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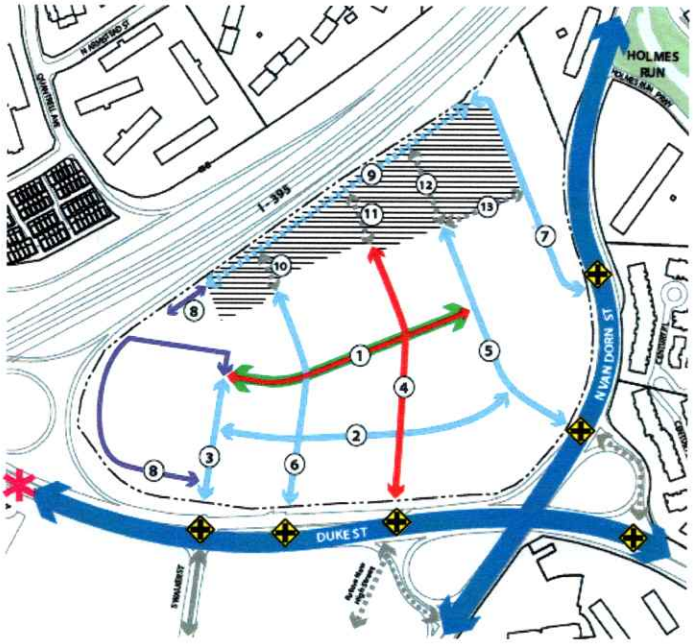
Figure 2: Framework Plan and Complete Street Typology



LEGEND

- Main Street
- ~~Mixed-Use Boulevard (~~Green Street~~)~~
- Neighborhood Connector (1)
- Commercial Connector (2)
- Service ~~Street~~*Connection*
- Future Extensions (3)
- Signalized Intersections
- Existing Above Grade Parking Structure to be Redeveloped with Future Phases
- * ~~Potential~~*Enhanced* 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~~ *an enhanced* connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

Figure 9: Transit Hub

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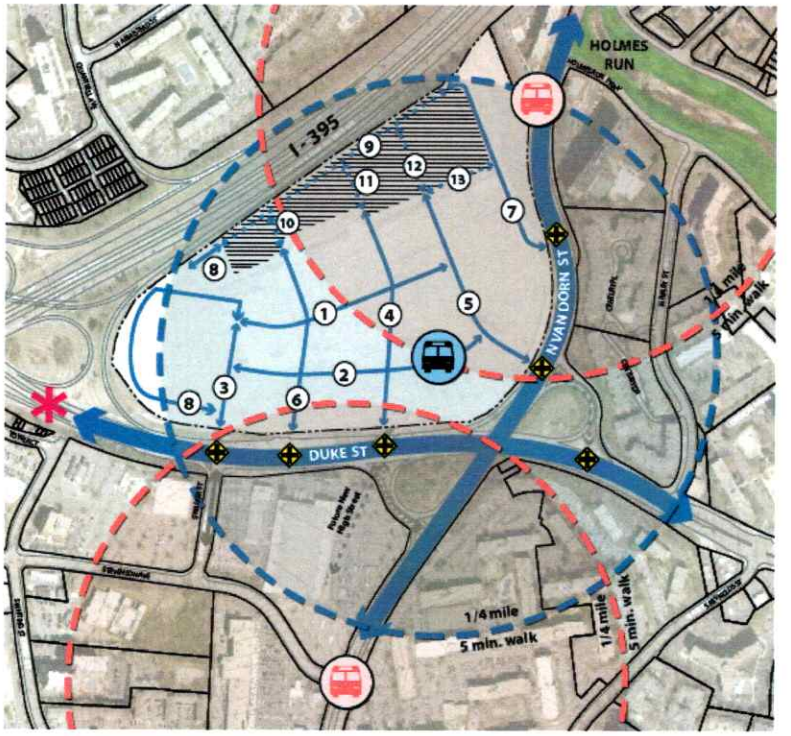
Figure 9: Transit Hub



LEGEND

- Proposed Transit Hub (1)
- Planned West End Transitway Stop
- ~~Potential~~*Enhanced* Connection to/from I-395 (2)
- Framework Streets *& Service Connections*
- 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~~*an enhanced* connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

Figure 10: Pedestrian and Bicycle Facilities

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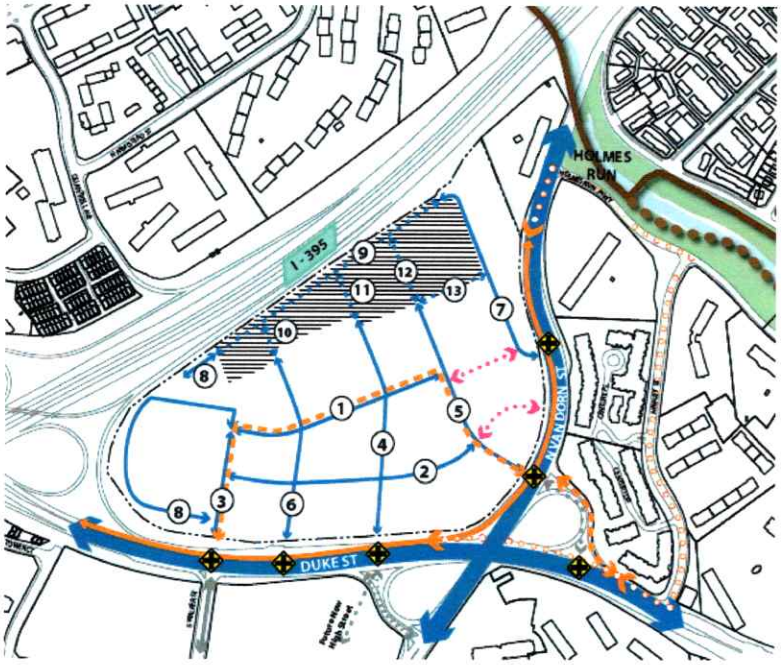
Figure 10: Pedestrian and Bicycle Facilities



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)
- *Pedestrian Connection (3)*
- Framework Streets *& Service Connections*
- 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.
3. *Location of pedestrian connection from Road 5 to N. Van Dorn Street will be determined in the development review process.*

Figure 12: Open Space

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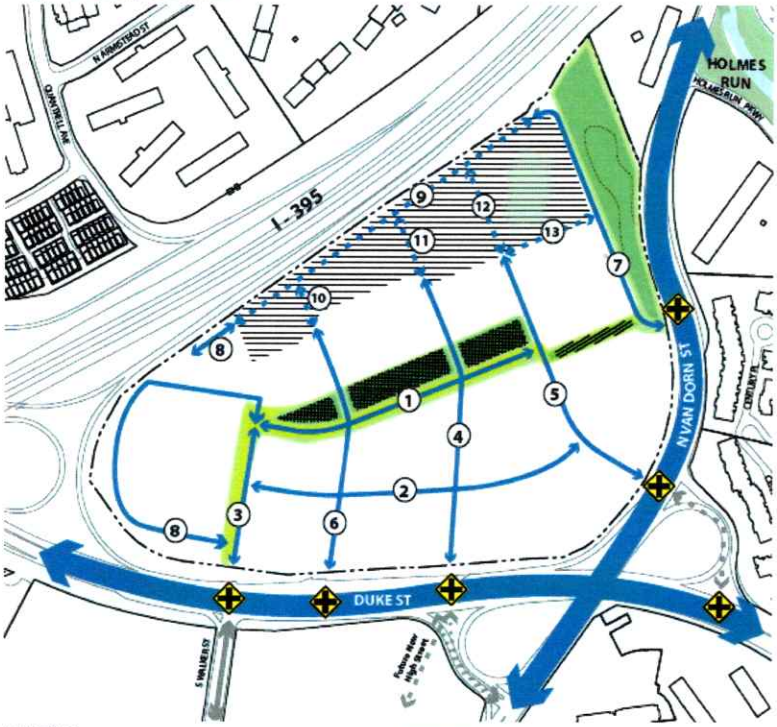
Figure 12: Open Space



LEGEND

- Central Plaza (1)
- Terrace Park (1)
- Neighborhood Park (2)
- Green Street ~~(Framework Street D)~~
- Potential Active Recreation
- Trail Connection (3)
- Framework Streets *& Service Connections*
- 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 sizes of Neighborhood Parks*, with the exception of the paseo between Streets 5 and 7,* 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. *A hospital campus, if provided, may provide less than 25% for the campus, as determined by the CDD.*
5. *Potential Active Recreation use can be provided to the extent parking is not needed.*

Figure 13: Land Use

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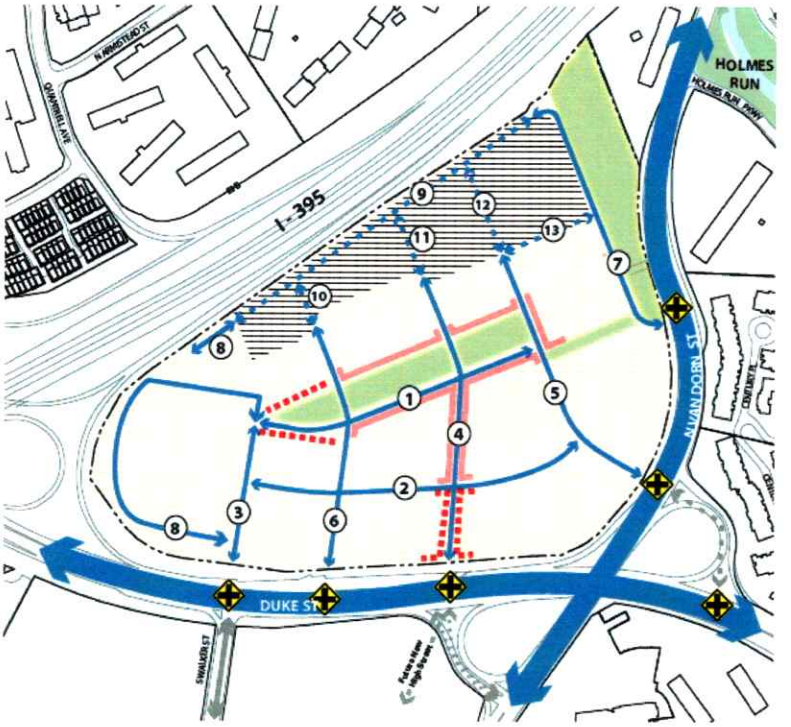
Figure 13: Land Use



LEGEND

- Required Active/Retail Streets
- Preferred Active/Retail Streets
- Mixed-Use (Minimum 20% Non-residential)
- Fixed Public Parks (Central Plaza (1), *paseo*, and Terrace Park)
- Framework Streets *& Service Connections*
- 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 15: Building Height

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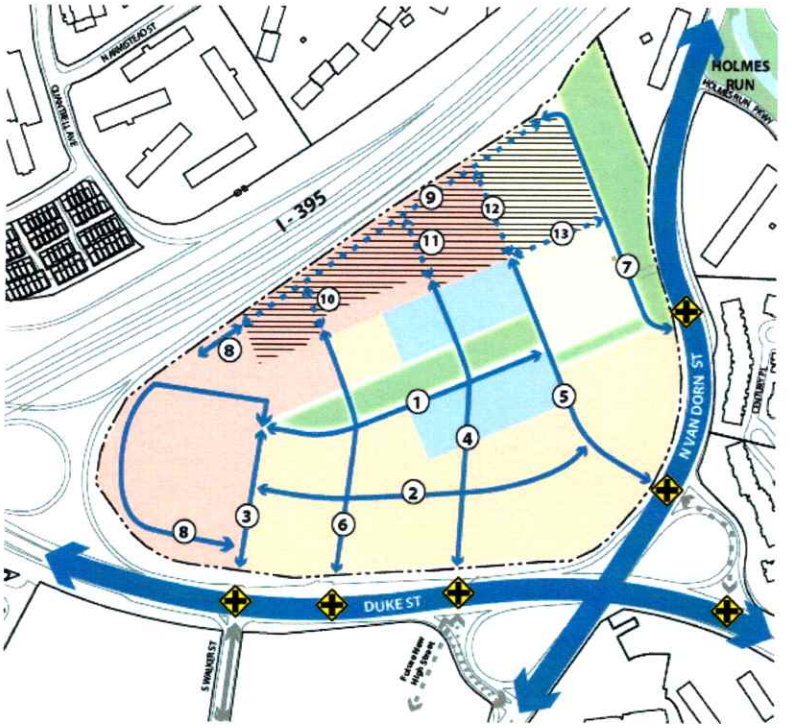
Figure 15: Building Height



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), *paseo*, and Terrace Park)
- Framework Streets *& Service Connections*
- 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

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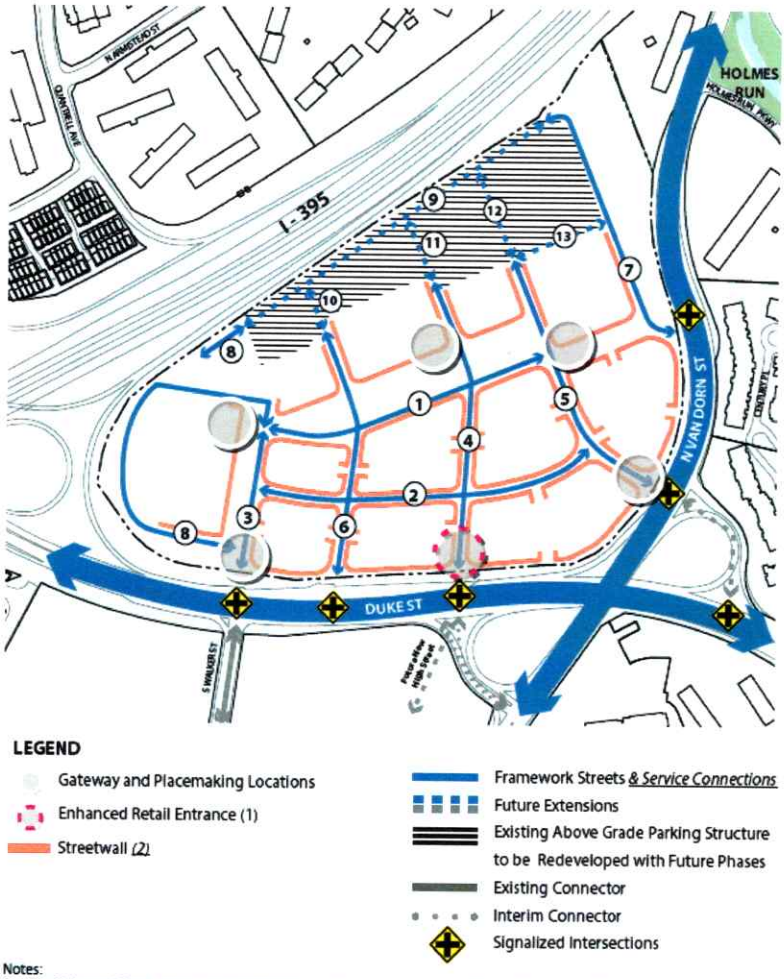
Figure 16: Building Streetwall, Gateway and Placemaking Opportunities



LEGEND

- Gateway and Placemaking Locations
- Enhanced Retail Entrance (1)
- Streetwall *(2)*
- Framework Streets *& Service Connections*
- 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.
2. *Streetwalls are shown for illustrative purposes only and will be determined during the development review process.*