

# City of Alexandria, Virginia

## MEMORANDUM

DATE: MARCH 20, 2018

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: JEFFREY FARNER, DEPUTY DIRECTOR, PLANNING AND ZONING

SUBJECT: AGENDA ITEM # 6 – LANDMARK MALL RE-PLANNING PROCESS

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**ISSUE:** Overview of the proposed mobility recommendations of the Landmark Mall Re-planning process.

**RECOMMENDATION:** That the Transportation Commission review and provide a letter of endorsement on the proposed recommendations regarding framework streets, mobility, safety, and connectivity for the Landmark Chapter of the Landmark/Van Dorn Corridor Plan.

**BACKGROUND:**

This planning effort, which started in November 2018, is an effort to update the 2009 Landmark/Van Dorn Corridor Plan (2009 Plan) with a new chapter reflecting recommendations for the 51-acre Landmark Mall site, bound by Duke Street, N. Van Dorn Street and I-395. The timing of this effort is closely tied to the current owners' readiness to redevelop the property. The Howard Hughes Corporation now owns two-thirds of the site and is coordinated with Seritage, the owner of the Sears property. The Plan update is intended to address land use/market shifts that have occurred since 2009 as well as to reflect key updates to current City policy, specifically those in the Complete Streets Guidelines and Vision Zero Policy. Community engagement for this process began in November 2018 and has included two community meetings, an open-house and a five-hour community workshop.

All [proposed recommendations](#) are located at [alexandriava.gov/Landmark](http://alexandriava.gov/Landmark).

**DISCUSSION:**

The mobility recommendations at this stage have been reviewed and refined by the community input over the course of the planning process, and build upon or enhance those included in the 2009 Plan. In particular, many members of the community expressed support for increased connectivity and safety for all users, specifically for those walking and biking, with significant enhancements recommended for Duke and Van Dorn Streets. The community also supported a framework plan that featured enhanced access into the site, improved connectivity to the Holmes Run Trail, enhanced bike facilities, and an urban transit hub serving residents, employees, and visitors to the site. More specifically, the proposed mobility recommendations are as follows:

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 Streets 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 Infrastructure Development Special Use Permit (DSUP).
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) 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 approvals.

**Attachment 1:** Figures 1-8 as referenced in the proposed mobility recommendations