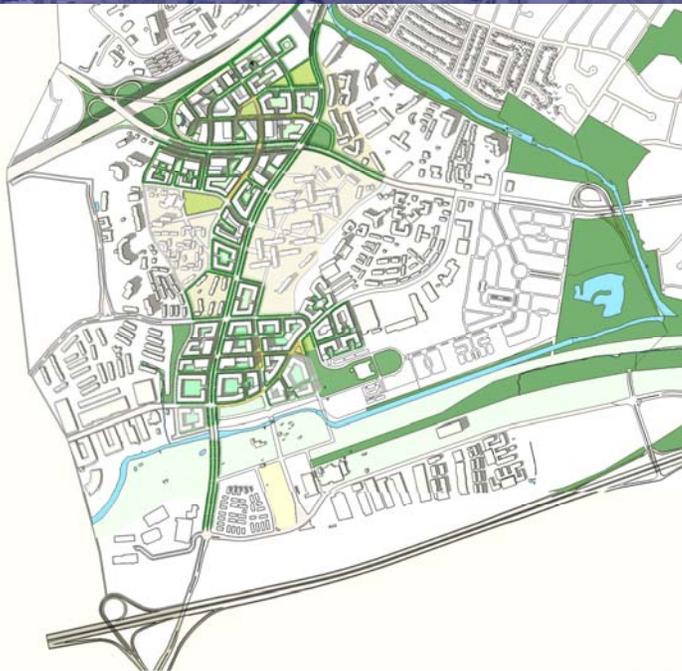




LANDMARK / VAN DORN CORRIDOR PLAN

City of Alexandria, Planning & Zoning
September 22nd, 2008



PATTON, HARRIS RUST AND ASSOCIATES

EHRENKRANTZ ECKSTUT & KUHN ARCHITECTS





1. Process, goals, and principles
2. Updated framework plan
3. Land use, density, and heights
4. Illustrative developments



- November 19th 2007 – Mayor and City Council establish Landmark/ Van Dorn Advisory Group
- The Advisory Group has participated in 14 public meetings and work sessions between December 2007 and October 2008
- Key Dates: December 17th 2007, January 28th 2008
- Two Public Design Workshops in March
- Continued plan development meetings through November 2008



Housing, development and neighborhood enhancement

Provide a variety of housing types

Maintain a diverse mix of ownership and rental housing

Provide a mix of uses and sizes of development

Create a gateway for the City of Alexandria

Landmark Mall should serve regional, local, and neighborhood needs

Promote the history and diversity of the area



Transit and transportation

Increase transit ridership

Create safe, convenient, and attractive pedestrian and bicycle access

Provide off-street, dedicated pedestrian and bicycle paths

Create a more urban street grid system



Open space and civic amenities

Preserve and enhance existing green space,

Provide increased opportunities for seasonal, programmed facilities and activities for all age groups

Introduce more cultural facilities integrated into adjacent uses and neighborhoods.





Environment and sustainability

Establish an area-wide, comprehensive approach for environmentally sustainable development



Implementation and fiscal sustainability

Use the City's Economic Sustainability Task Force recommendations as a guide to maximize office, retail, and hotel development, in a manner consistent with creating vibrant activity centers and mixed use neighborhoods.



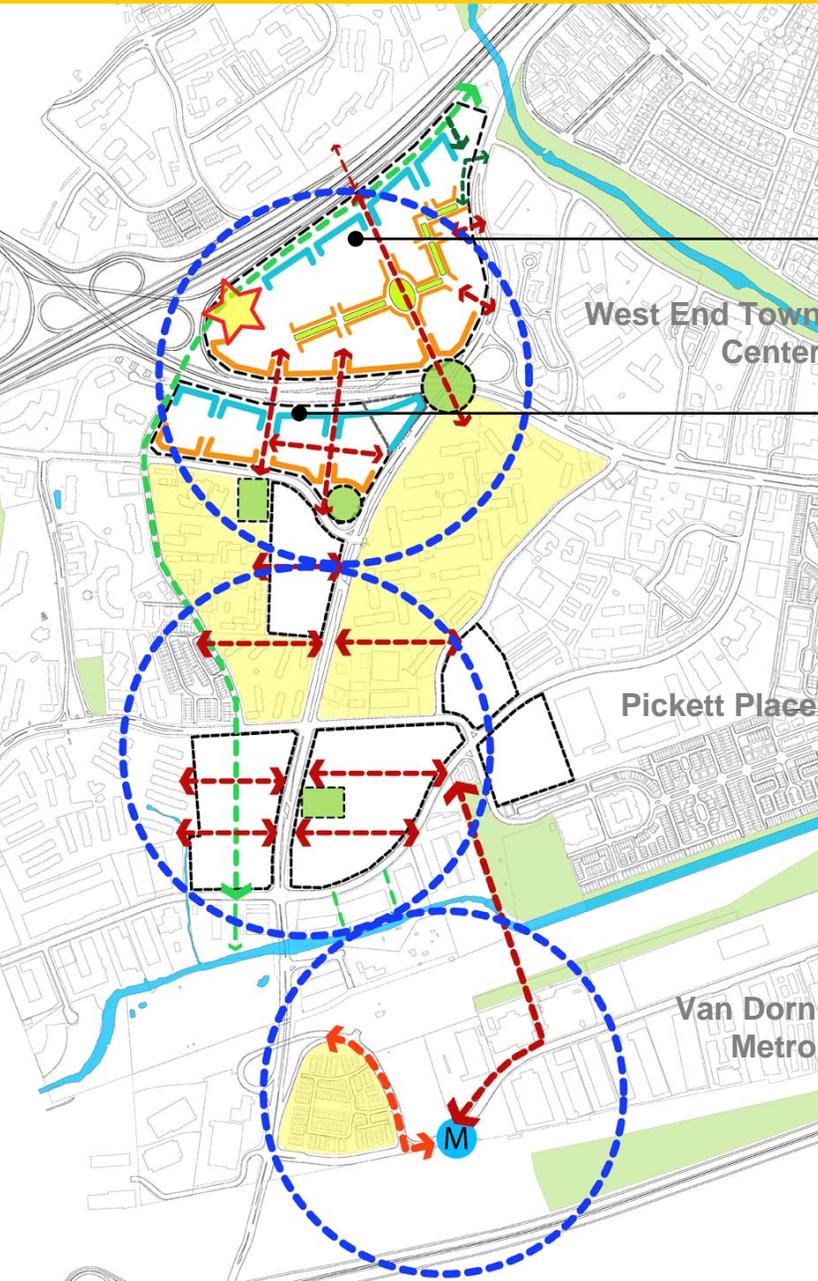


The following planning principles were evolved, to give more meaning to the community goals –

- Establish an attractive gateway to Alexandria
- Create pedestrian-friendly activity centers
- Create a multi-modal transportation system
- Develop an interconnected open space system
- Establish and reinforce high quality neighborhoods

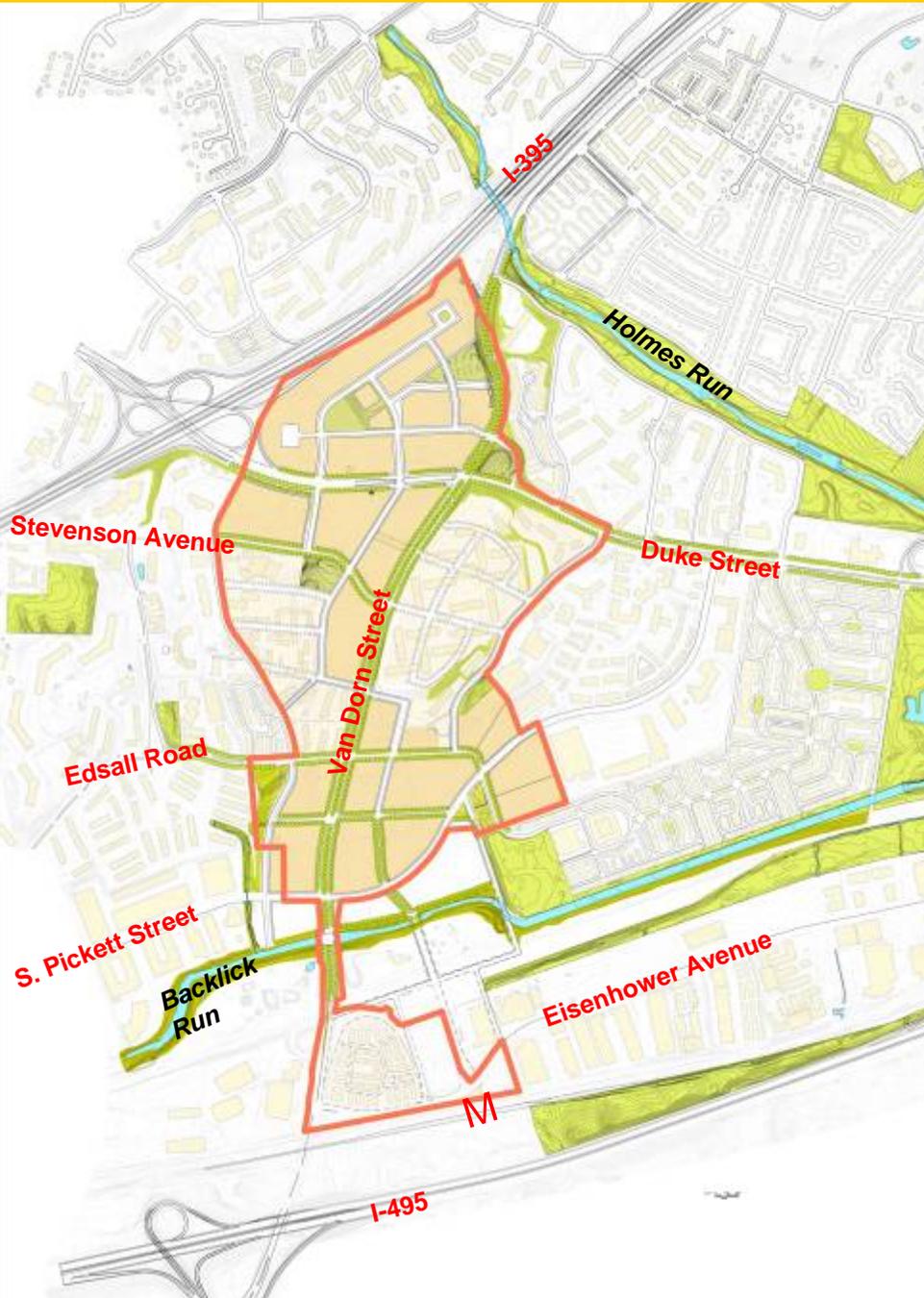


1. Establish **Van Dorn Street & Duke Street as Boulevards**, with unique sub-centers
2. Provide a strong multimodal connection across Duke street to unify West End Town Center
3. Create **distinctive character** for development **nodes** within the study area
4. Establish a framework for convenient **future connections** to Van Dorn Street Metro
5. Enhance and **connect** the area's **natural assets**, such as Holmes Run and Backlick Run
6. Create **distinct sub-areas** within the planning area, **that are well integrated** with surrounding developments through a walkable, compact street grid within the large, contiguous parcels along Van Dorn

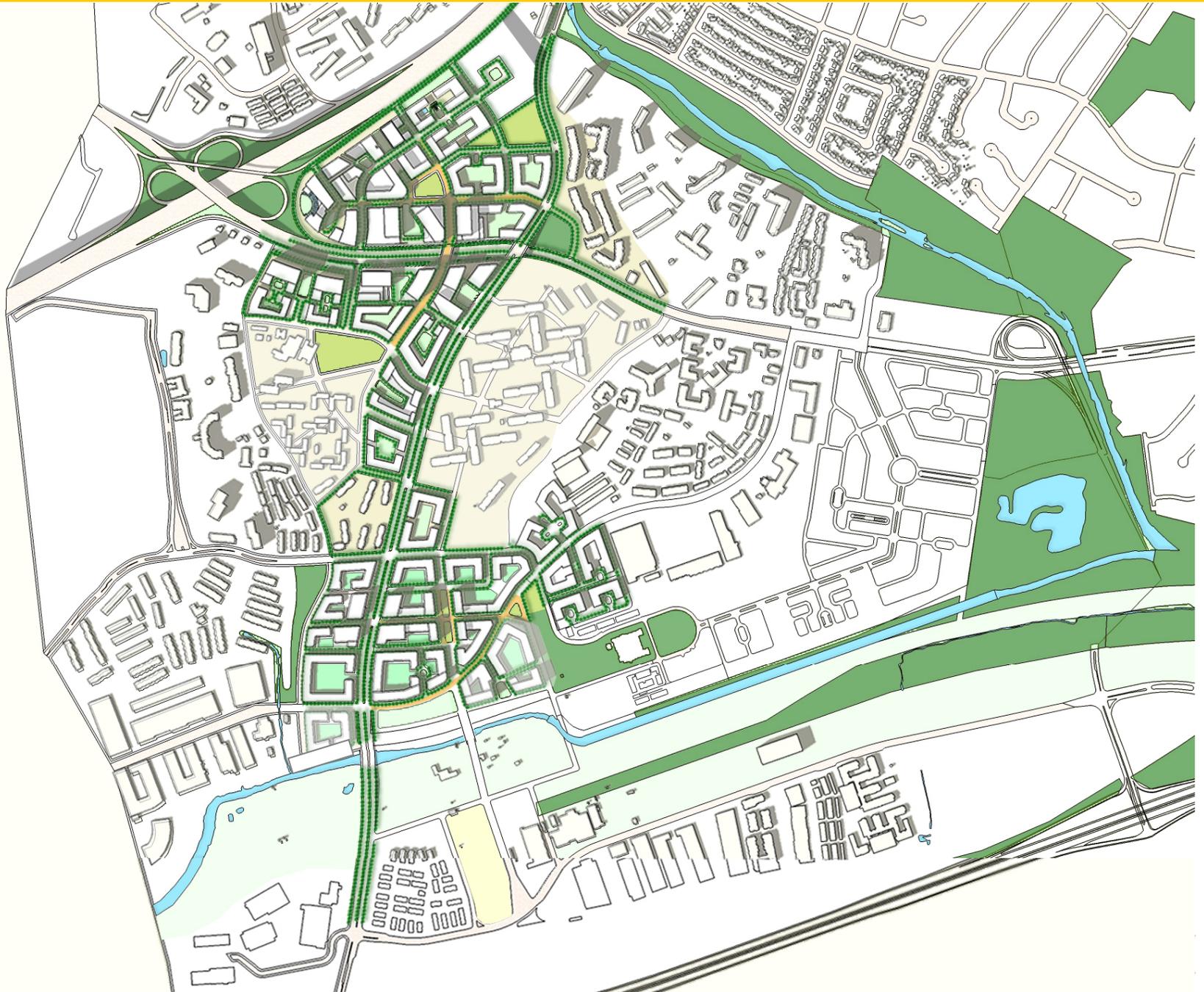


Landmark Mall Site at
West End Town Center

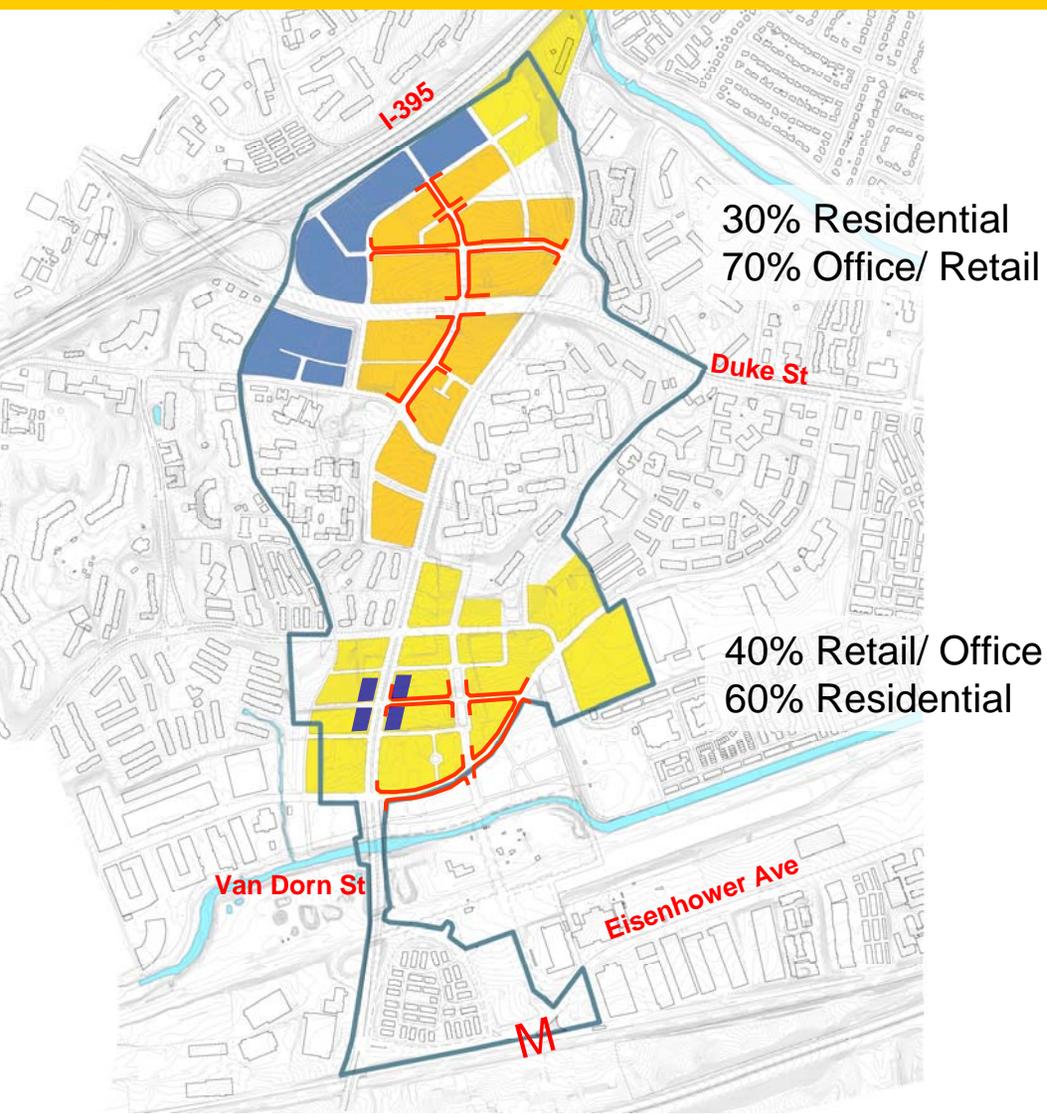
The Bluff at West
End Town Center



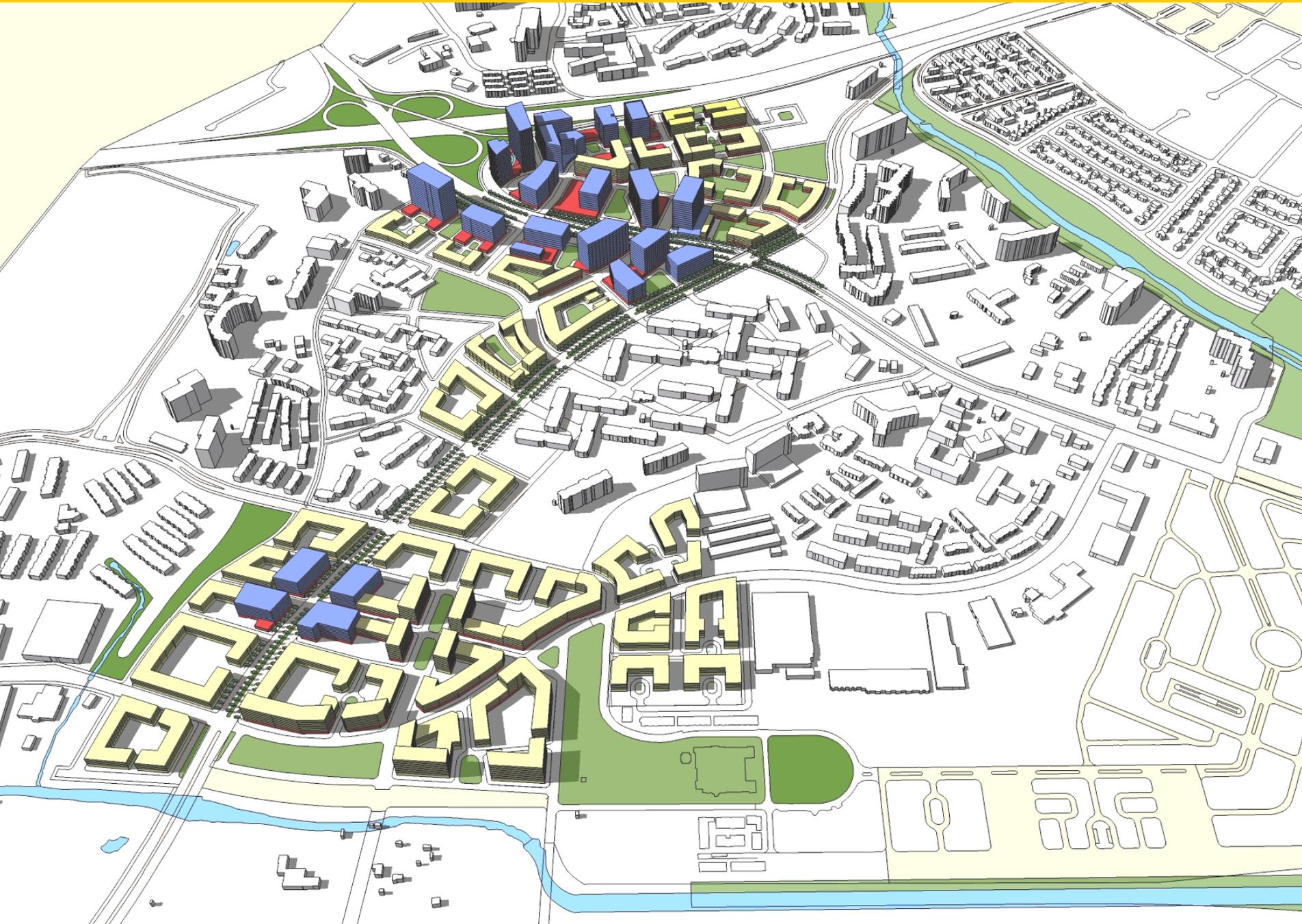
Overview – Illustrative Plan



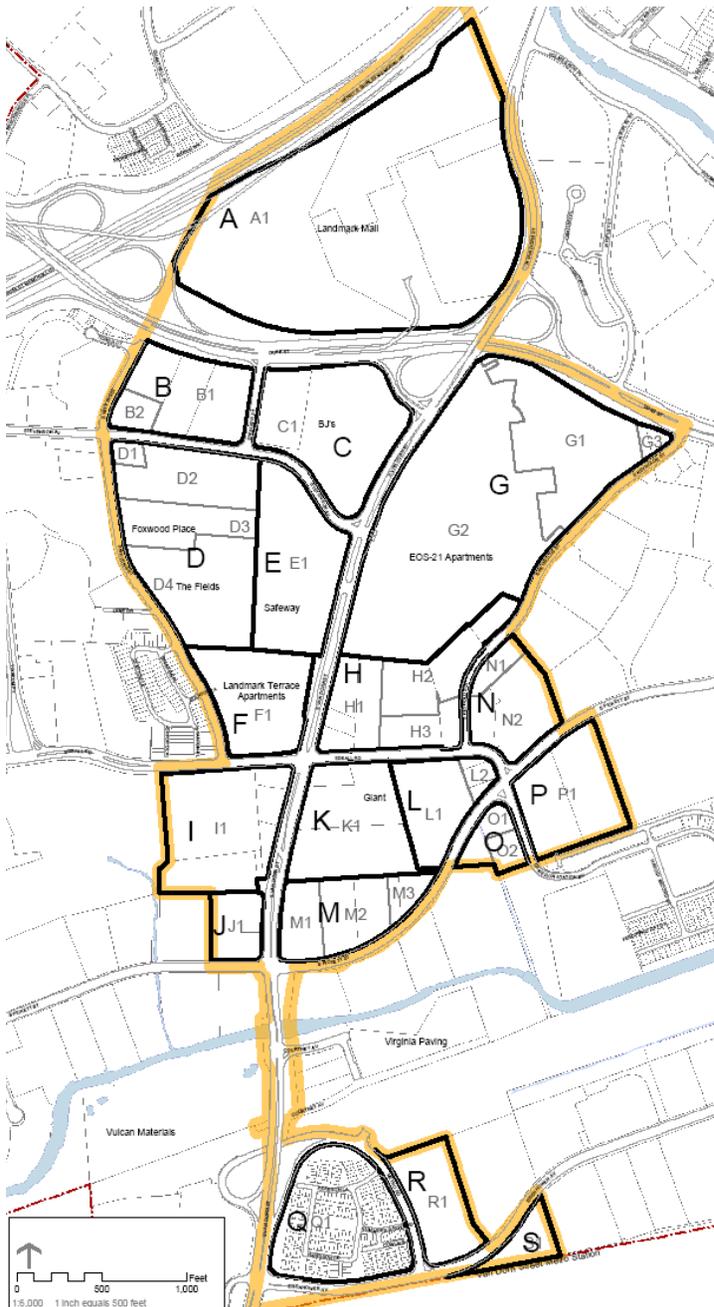
Proposed Land Use



Proposed Land Use mix



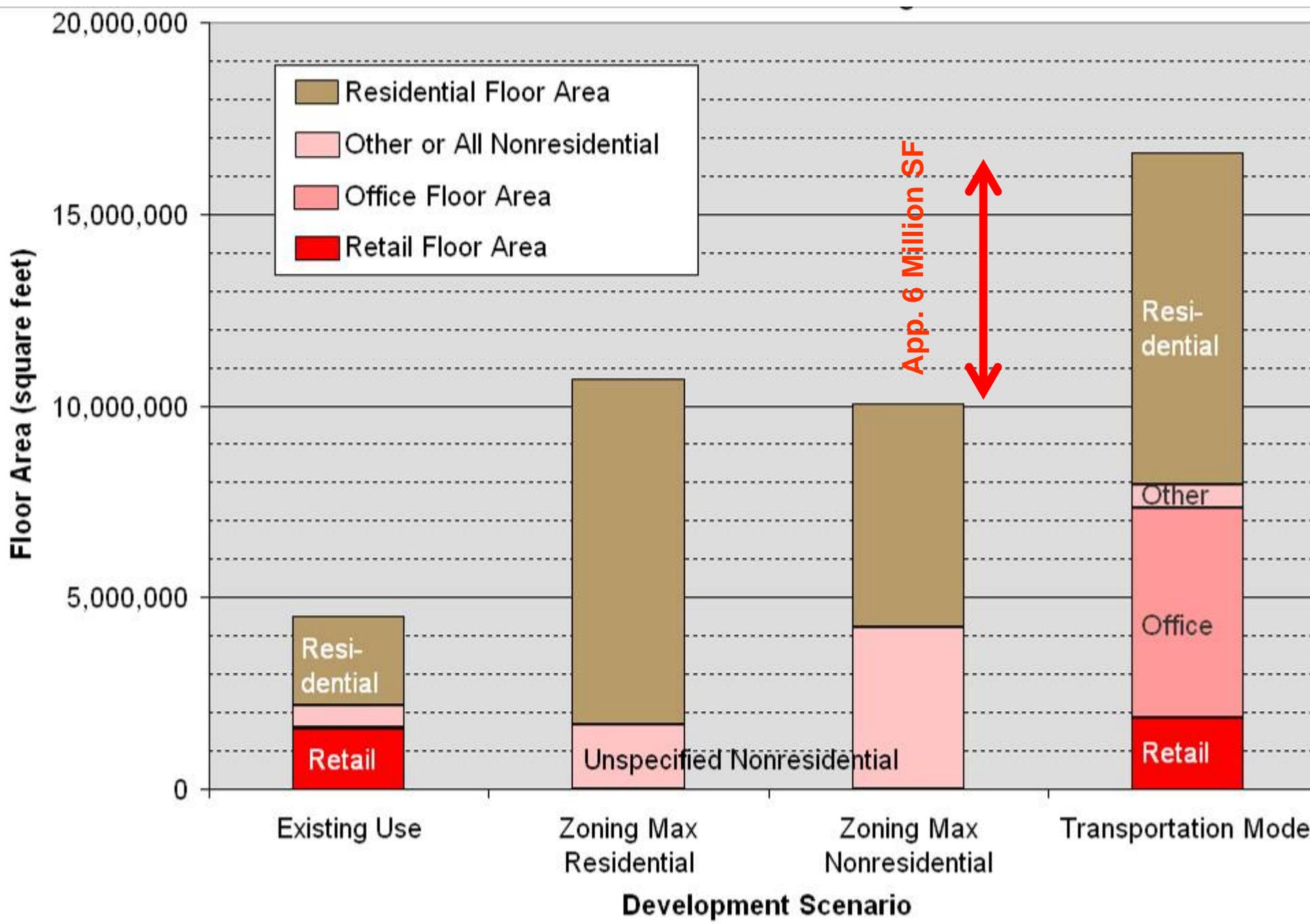
Existing & Allowable Development under Current Zoning



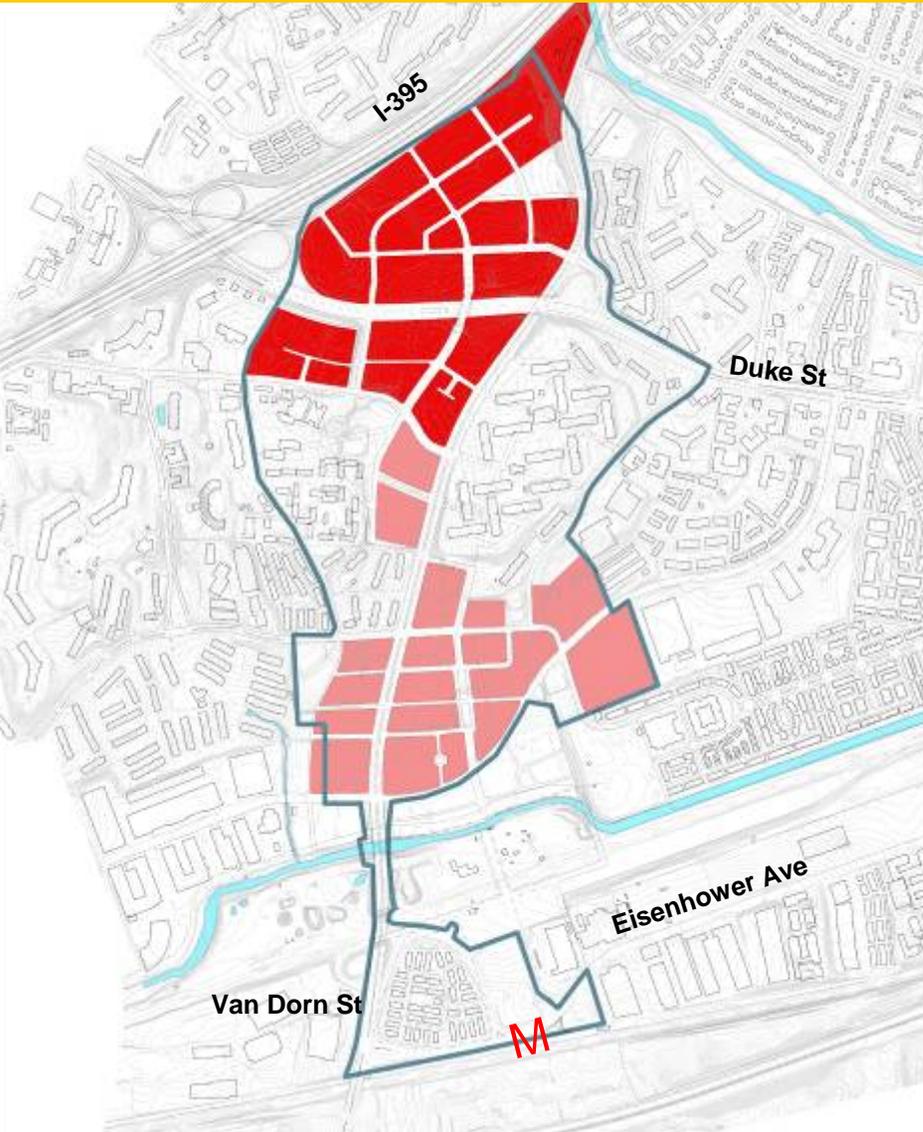
	NAME	AREA (Acres)	Existing Development		Max. under Current Zoning	
			FAR	Square Footage	FAR	Square Footage
A	Landmark Mall	51.48	0.44	978,488	1	2,242,469
B	CompUSA Site	8.21	0.24	86,256	2	688,287
C	BJ's, Passport	12.46	0.25	134,568	2	1,085,515
D	Foxwood Place/ The Fields	19.08	0.67	556,072	1.26	1,045,940
E	Van Dorn Plaza	9.8	0.26	111,321	0.75	320,166
F	Landmark Terrace	7.98	0.67	233,120	1.25	434,511
G	EOS Condos/ Apartments	40.65	0.78	1,376,880	1.24	2,200,942
H	Car Wash/ High rise resid.	10.94	0.7	333,870	1.23	587,988
I	Koons/ MacDonaldis	11.07	0.17	81,189	0.75	361,657
J	Bank/ Seafood Broiler	7.58	0.04	12,285	0.75	247,639
K	Giant	9.76	0.29	123,290	0.75	318,859
L	Warehouse/ Restaurant	5.91	1	257,269	1.17	301,184
M	Gateway/ Pickett Industrial	7.58	0.52	171,526	1.08	358,028
N	Auto-dealership	6.1	0.27	71,908	0.63	166,150
O	Mini-Storage	2.43	0.31	32,689	0.75	78,939
P	Pickett Street Flex Space	7.8	0.53	181,166	0.75	254,751
Q	Summer's Grove	11.57	0.7	352,688	3.00	1,512,360
R	WMATA Parking	5.5	0	0	3.00	718,590
S	Van Dorn Metro	2.08	0	0	0.50	45,223
TOTAL		237.98	0.5	5,094,585	1.25	12,969,198

10,366,408 S.F.

Projected increase in Square Footage under proposed FAR

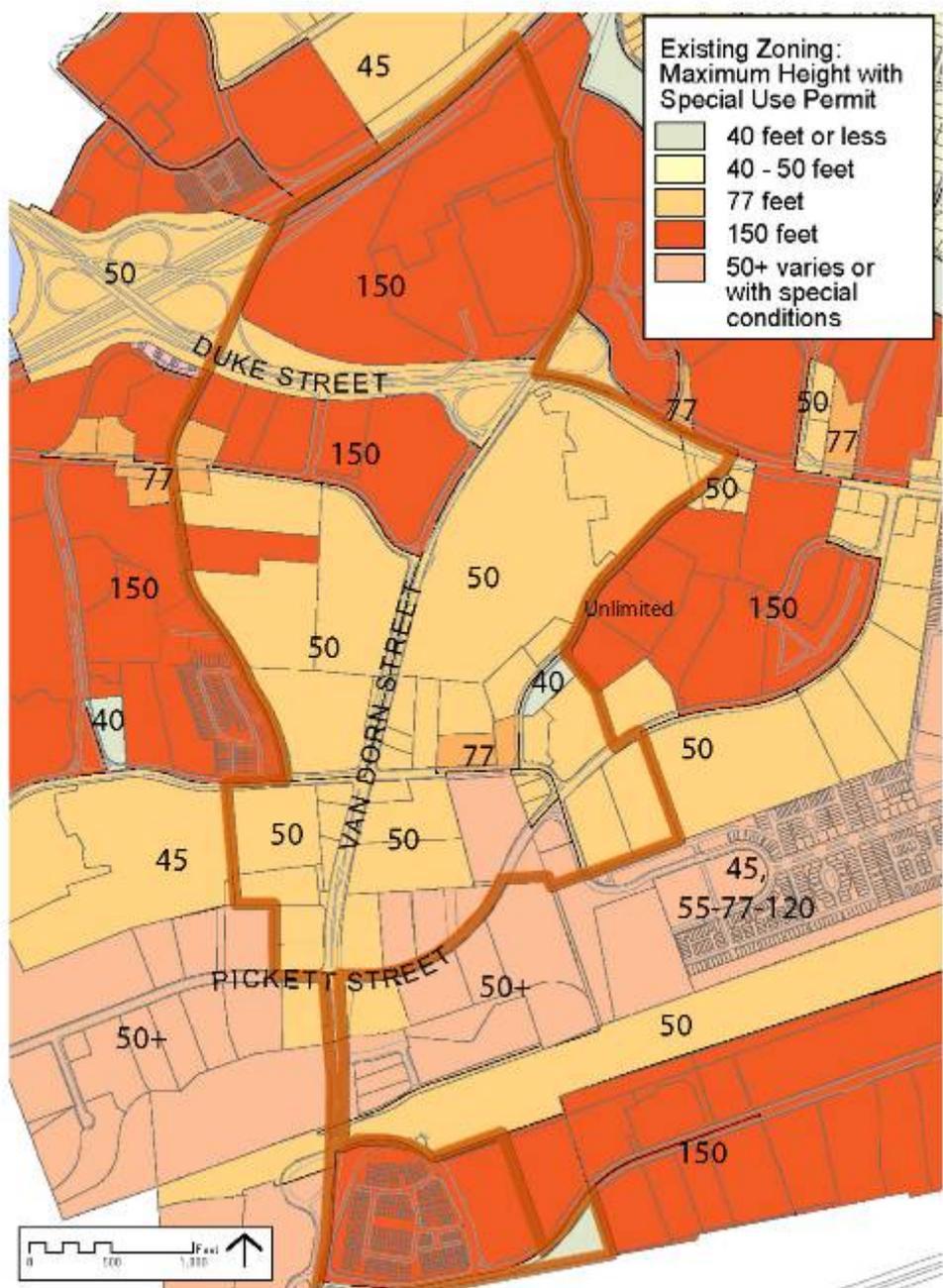


Proposed Density - FAR

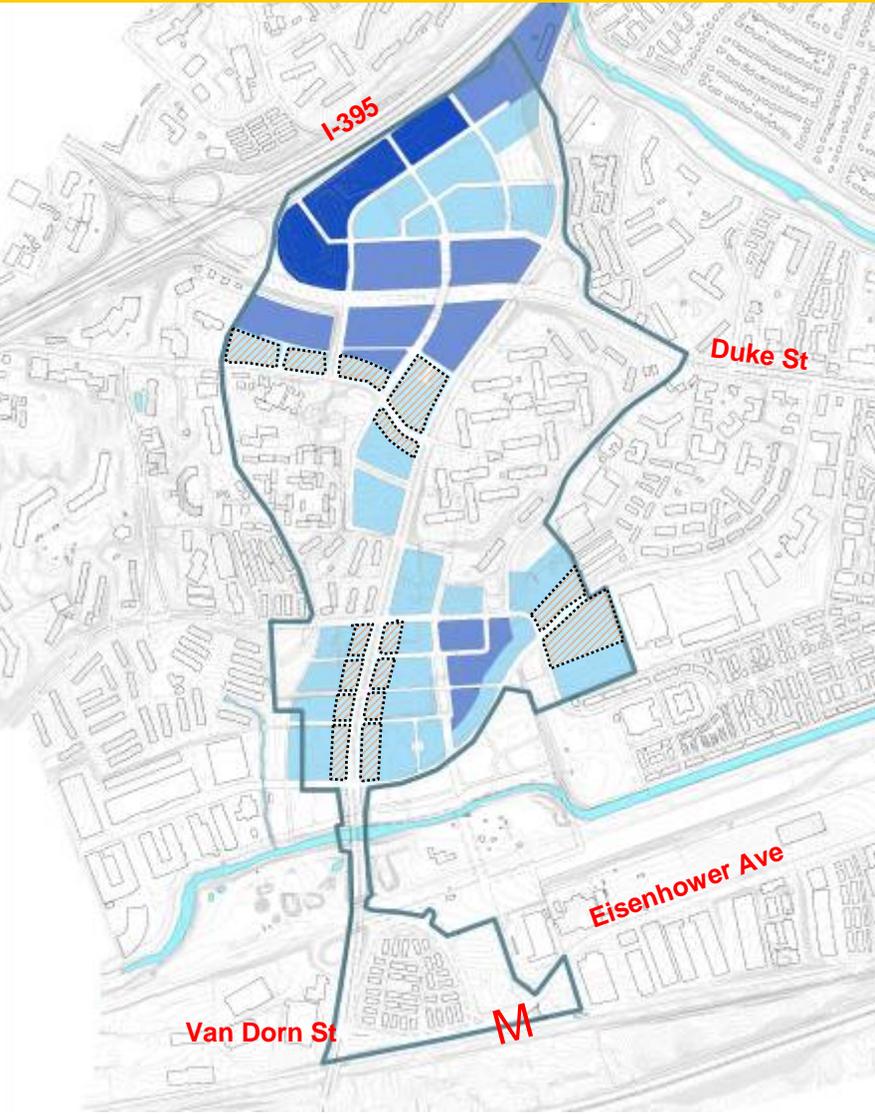


-  FAR = 2.5
-  FAR = 2.0

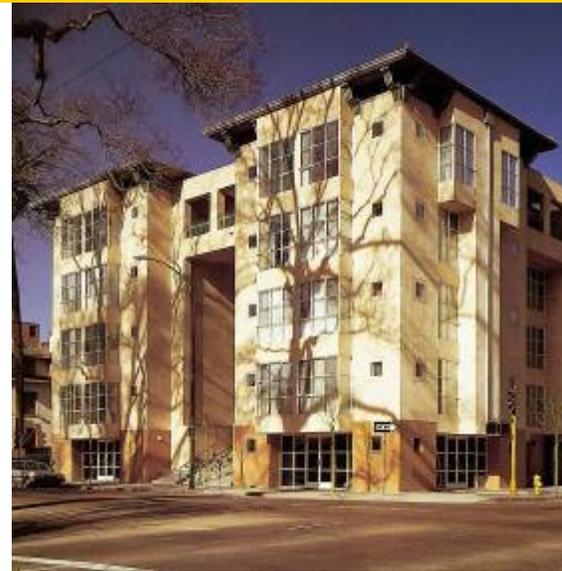
Existing Allowable Heights



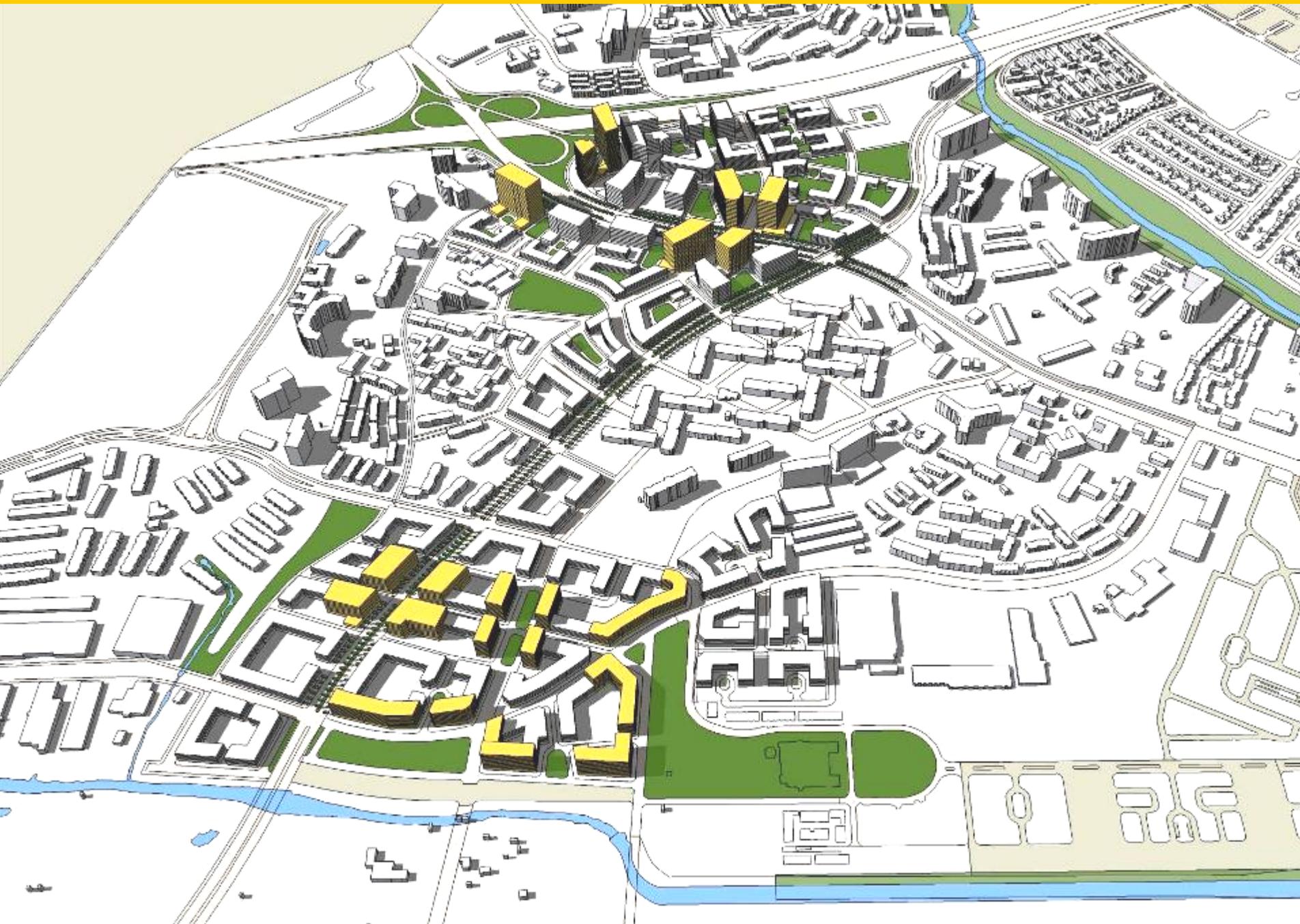
Proposed Heights



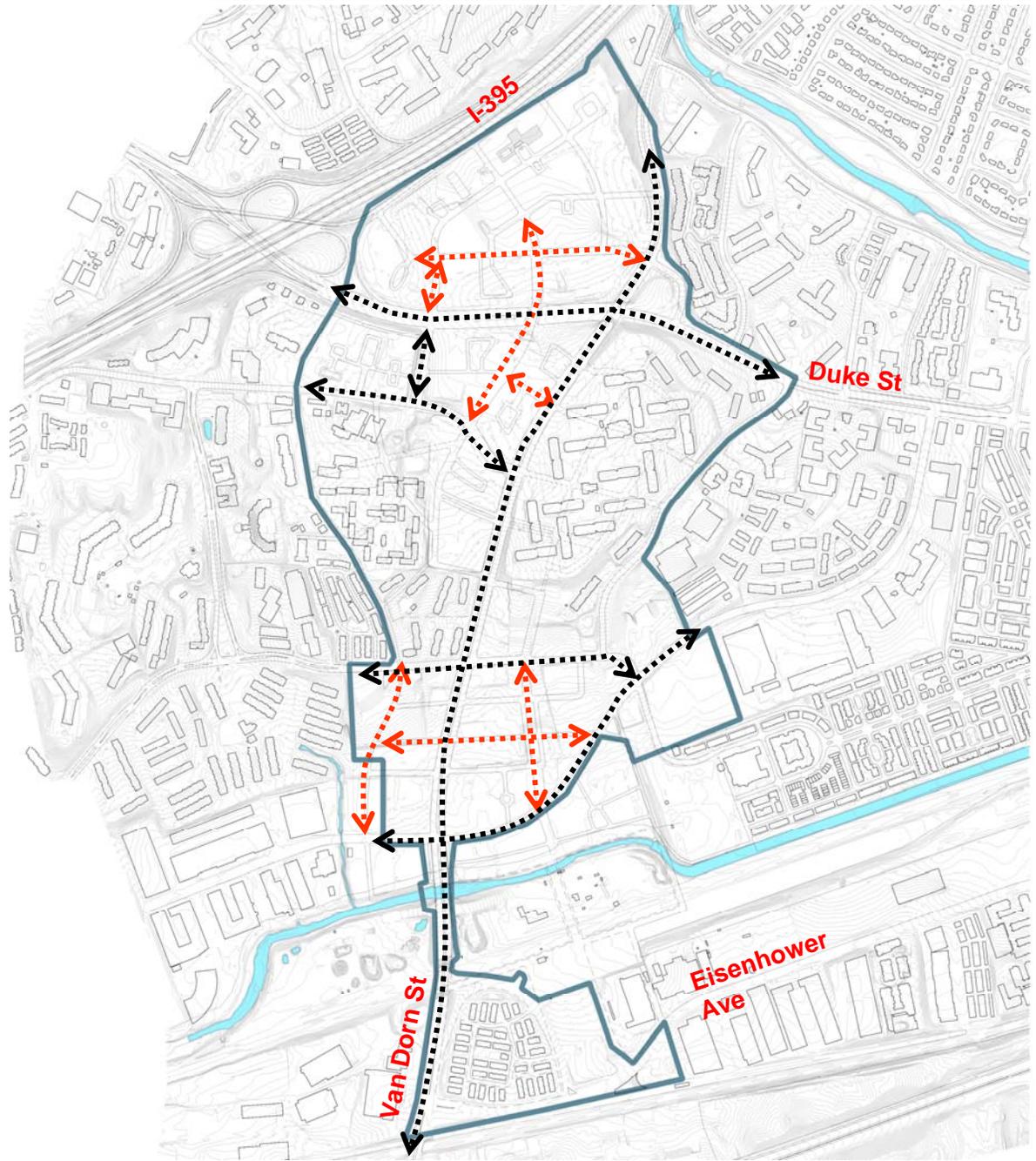
-  Up to 25 Floors
-  8-12 Floors
-  4-8 Floors
-  3-6 Floors



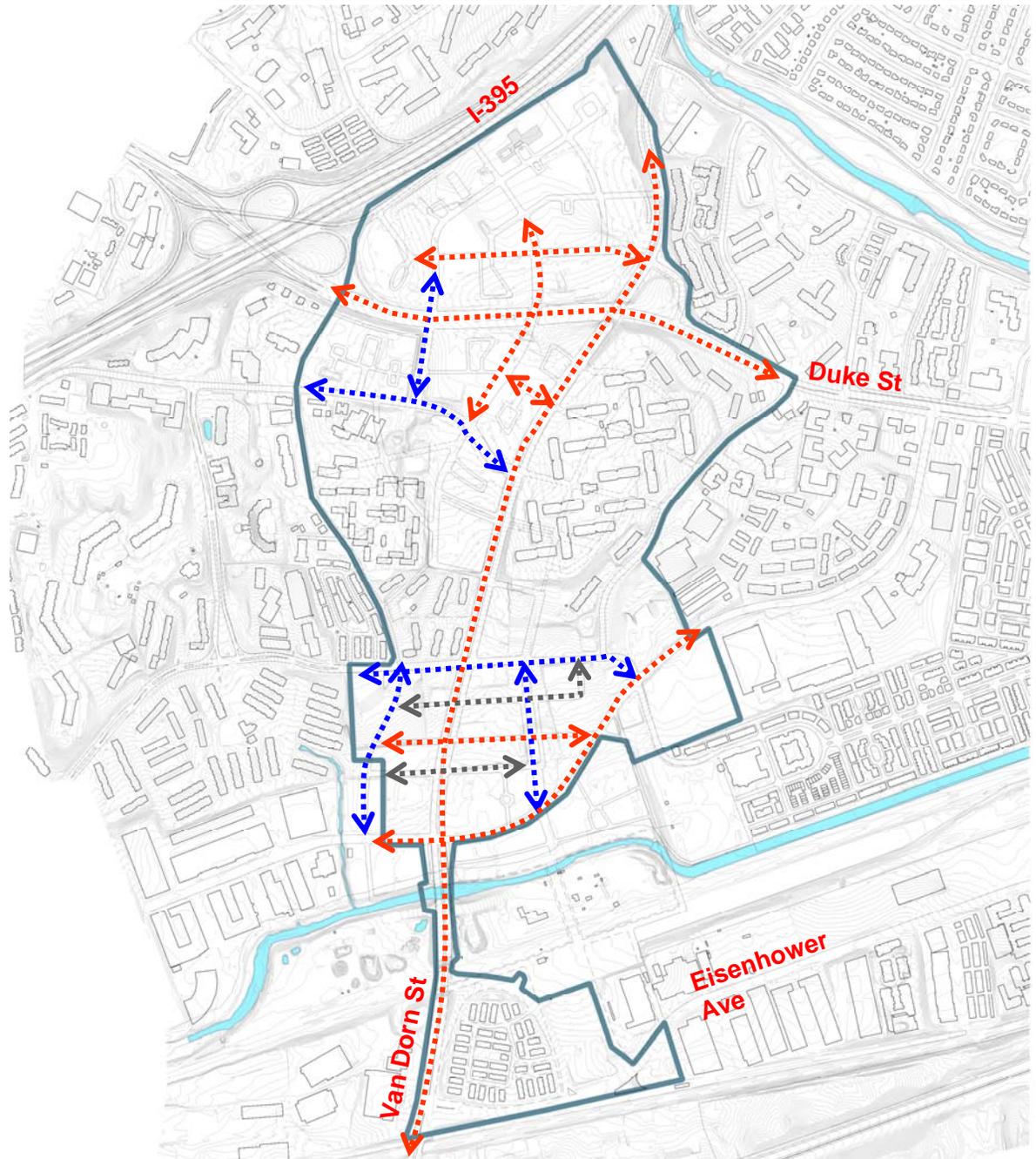
Proposed Heights



Existing streets and Required Streets

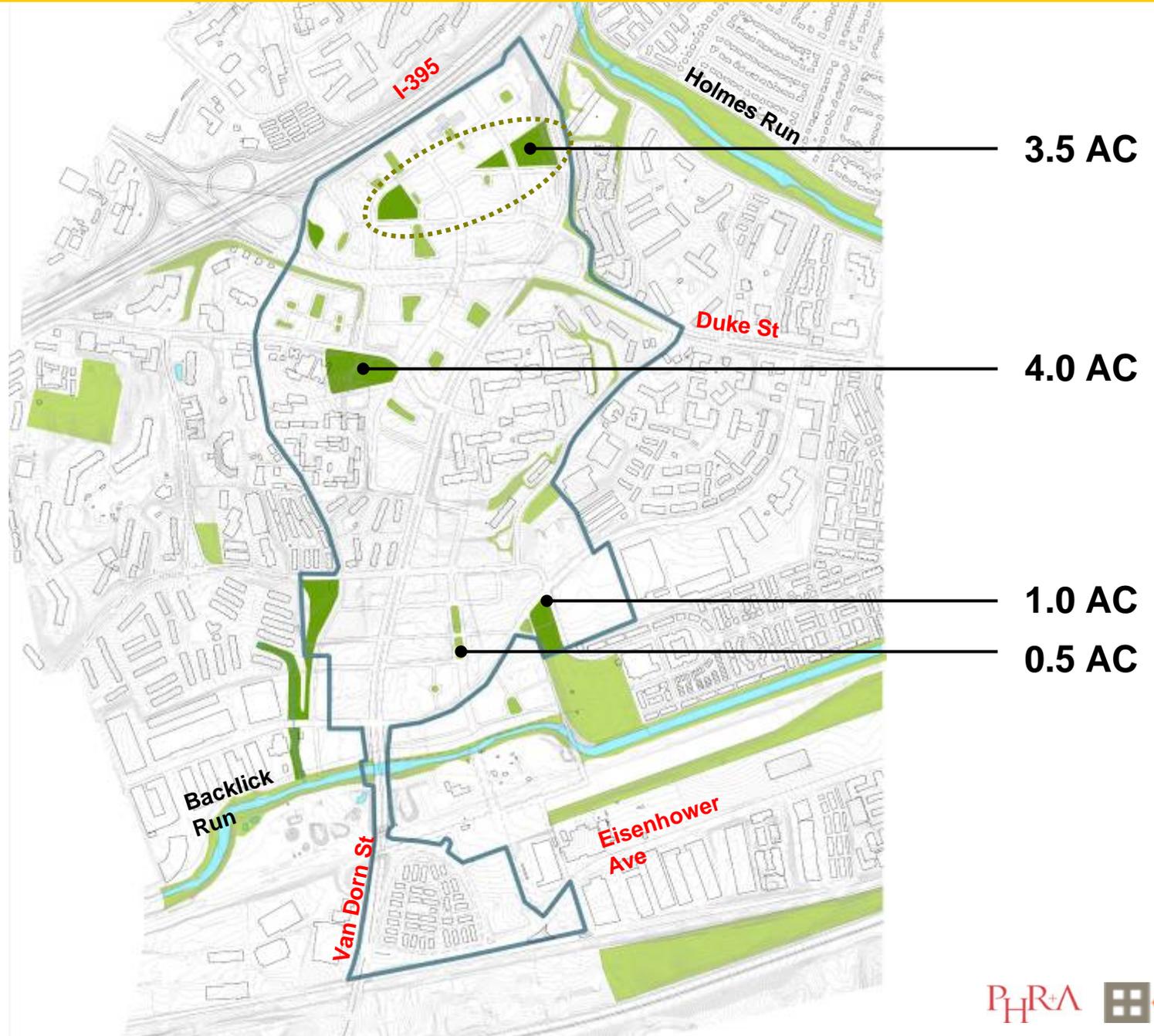


Street Hierarchy

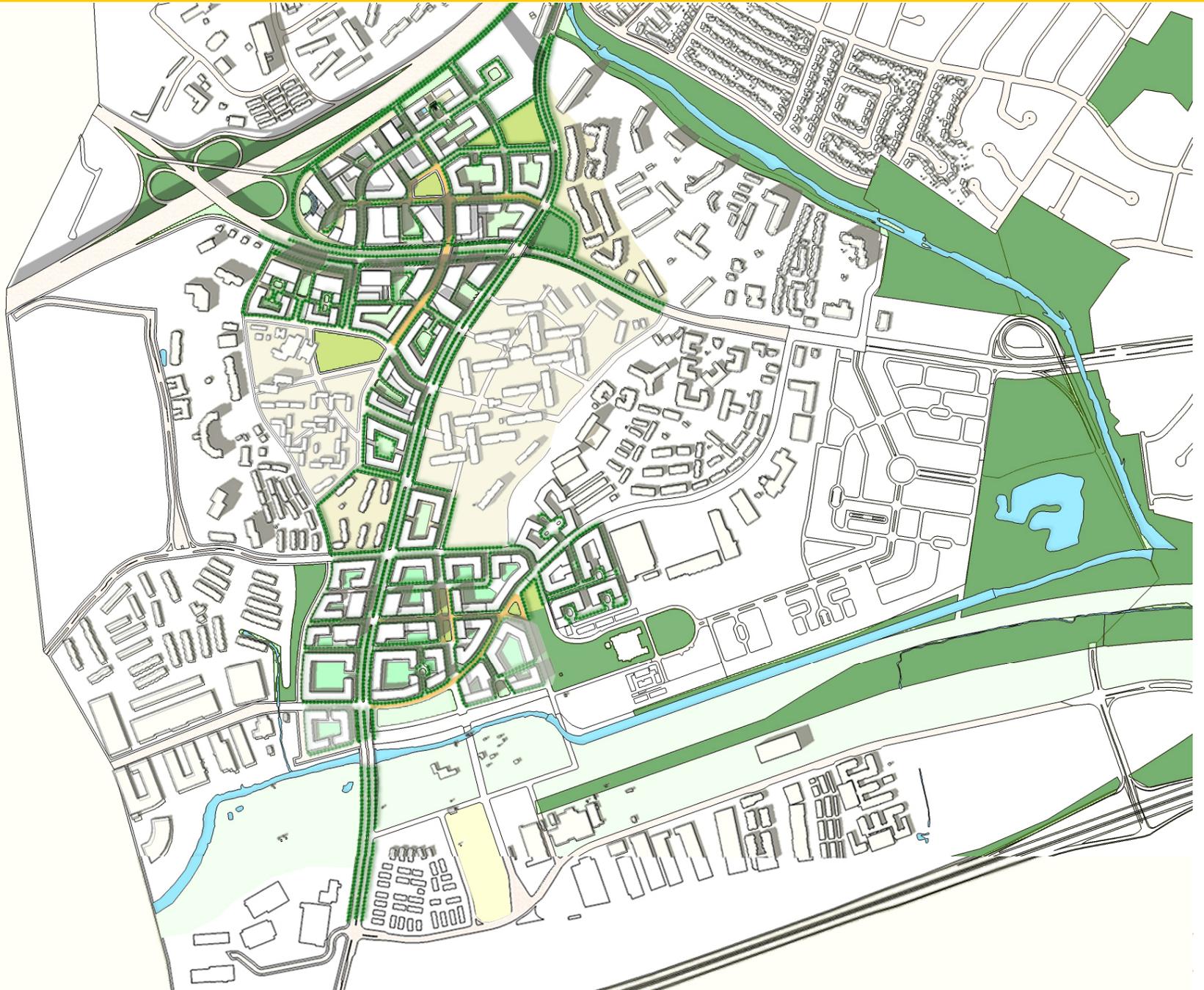


-  A Streets
-  B Streets
-  C Streets

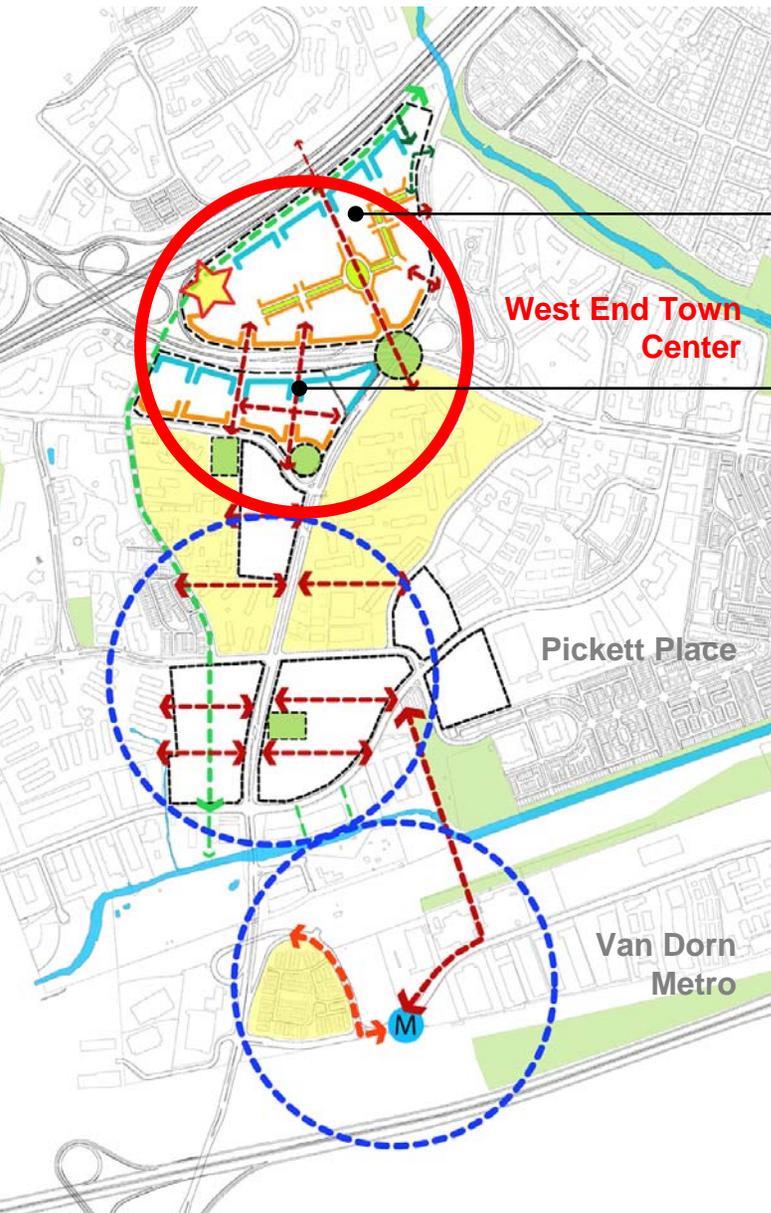
Proposed Public Parks & Plazas



Illustrative Plan



West End Town Center



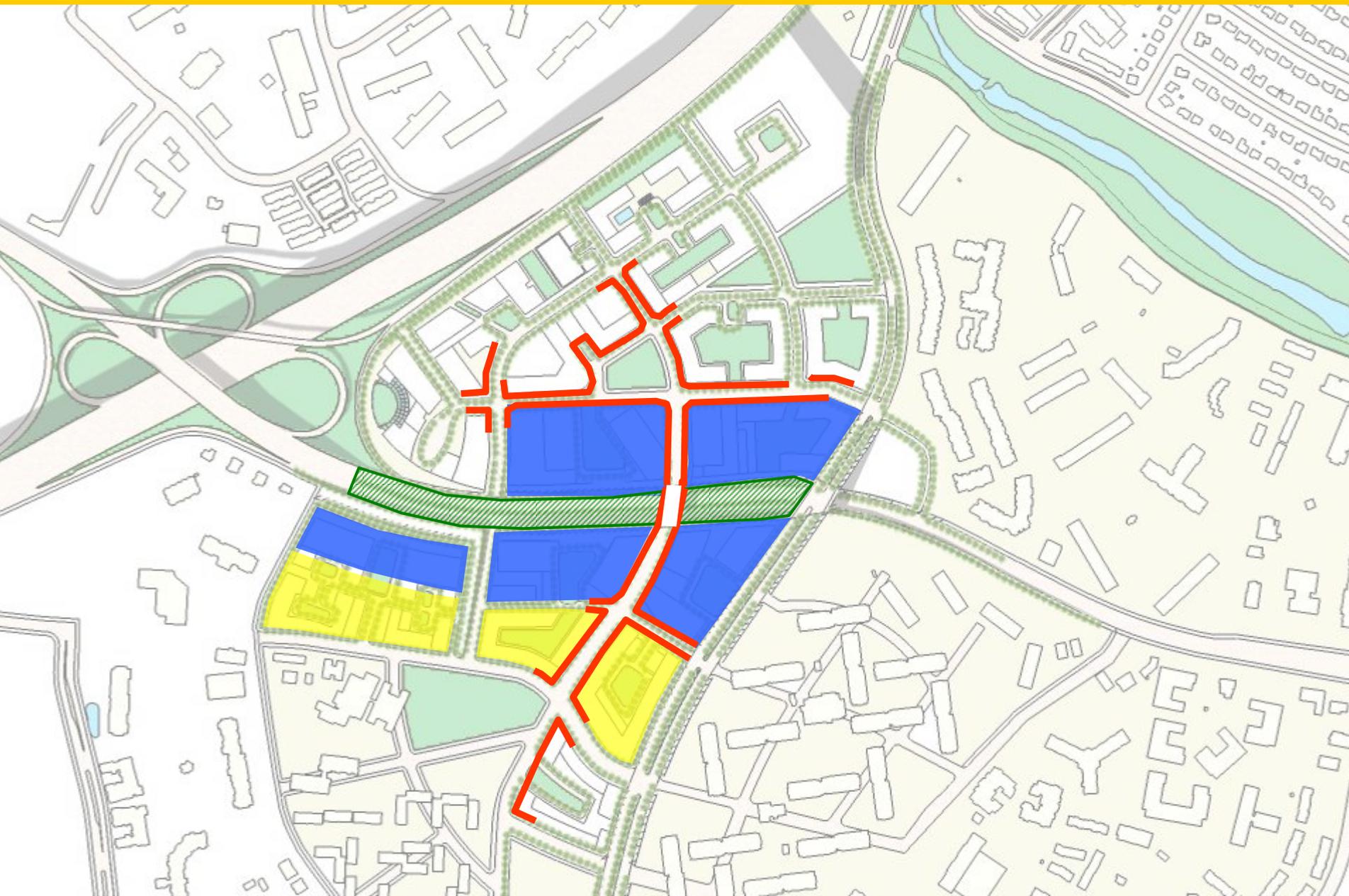
Landmark Mall Site at West End Town Center

The Bluff at West End Town Center

- FAR = 2.5
- 30% Residential
- 70% Office/ Retail
- Below grade parking



West End Town Center – Summary Diagram



West End Town Center – Land Use



West End Town Center – Gateway Buildings



West End Town Center – Gateway Buildings



Michigan Avenue, Chicago

West End Town Center – Gateway Buildings

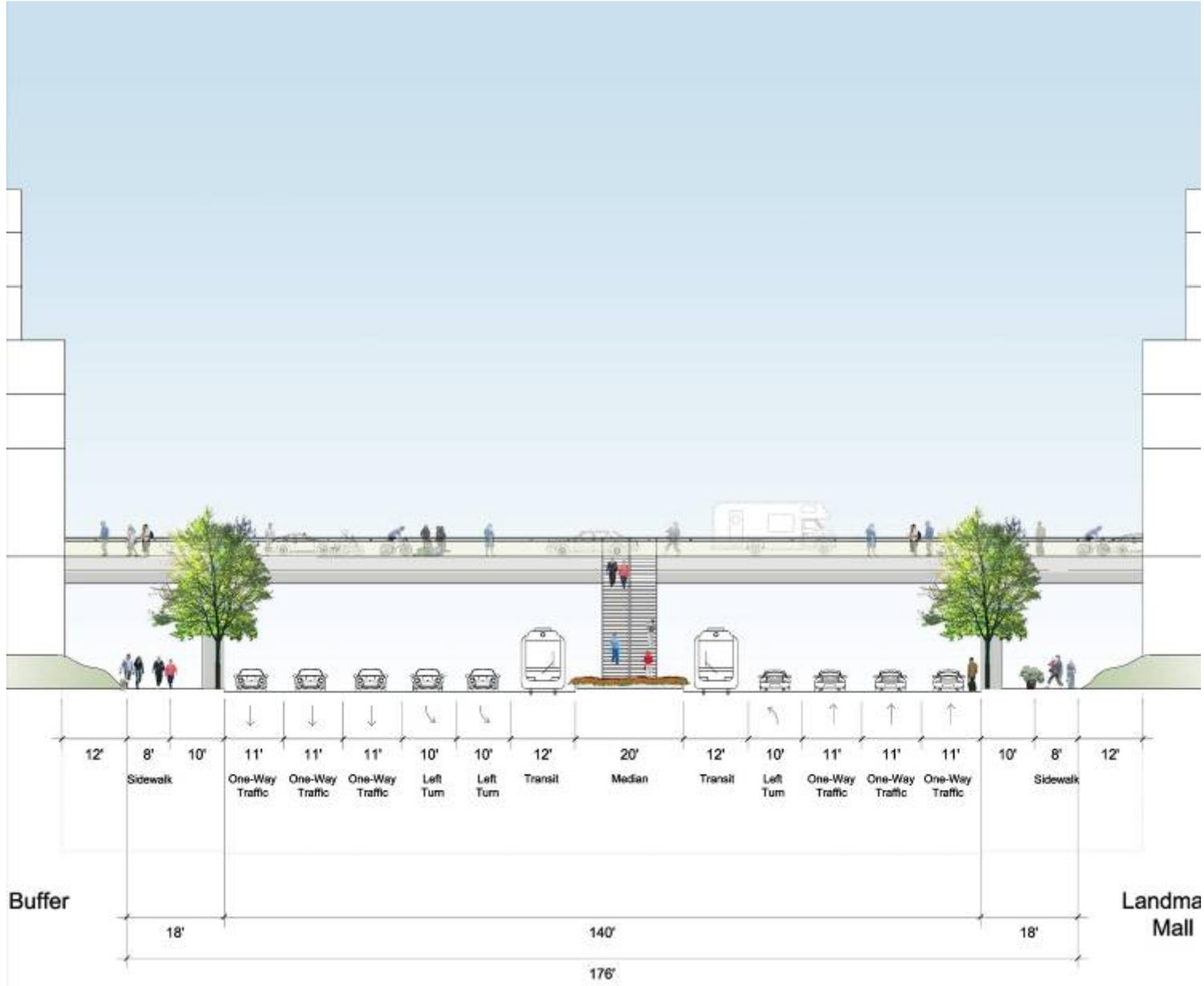


Potsdamer Platz, Berlin

West End Town Center – Gateway Buildings



West End Town Center – Duke Street



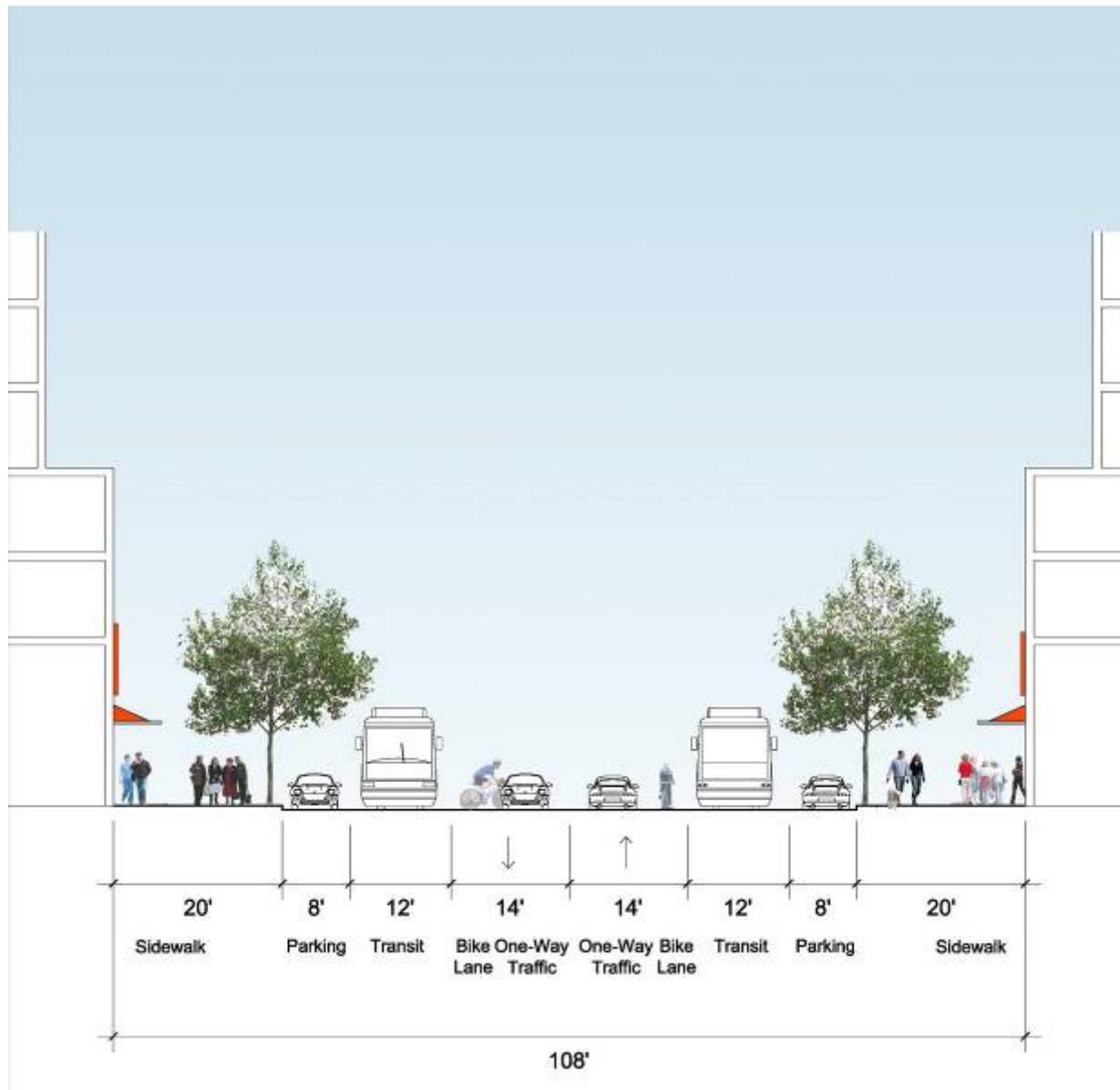
Buffer

Landma Mall

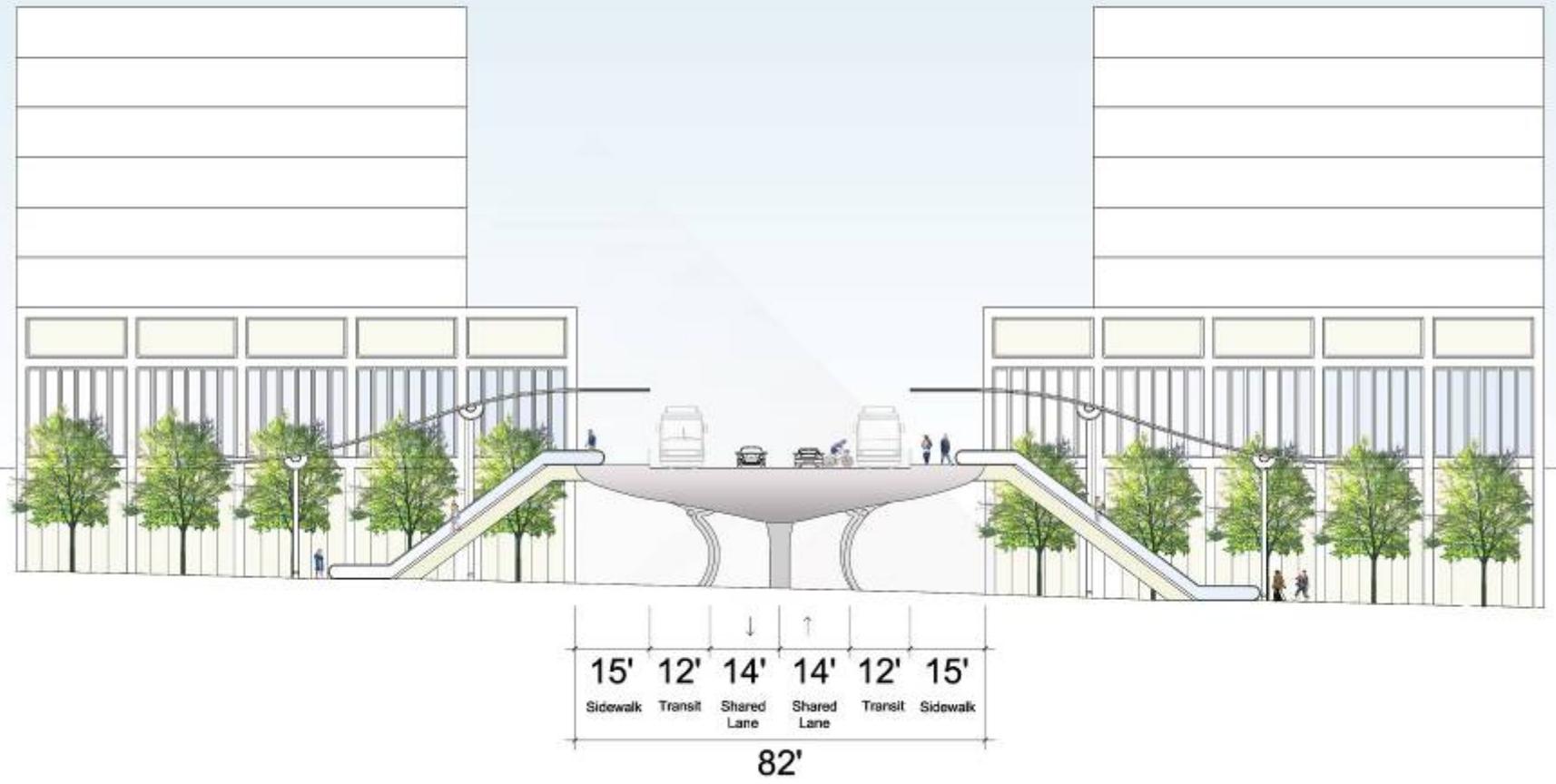
West End Town Center – Illustrative Plan



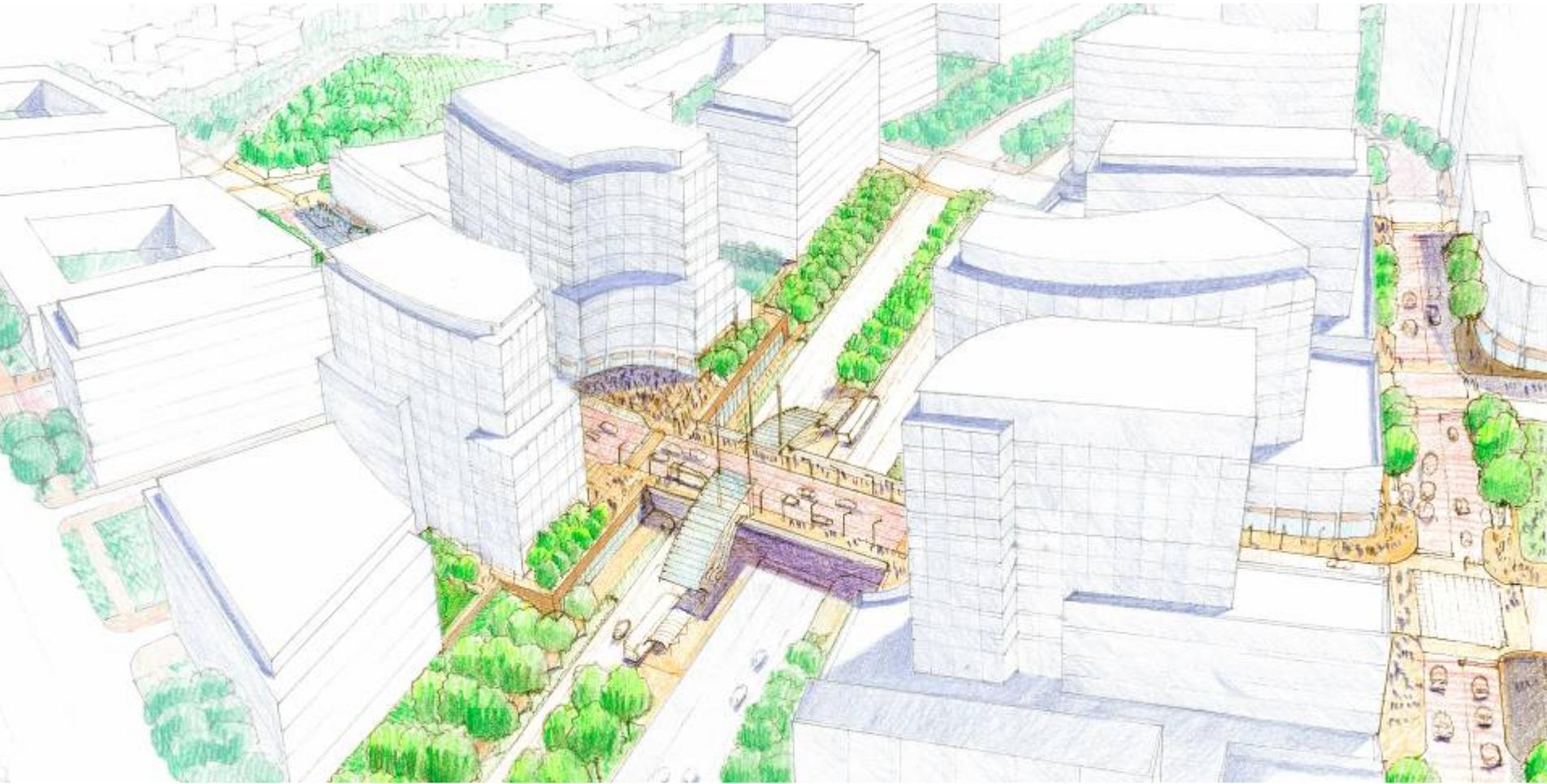
West End Town Center – New Retail Street



West End Town Center – Transit Section



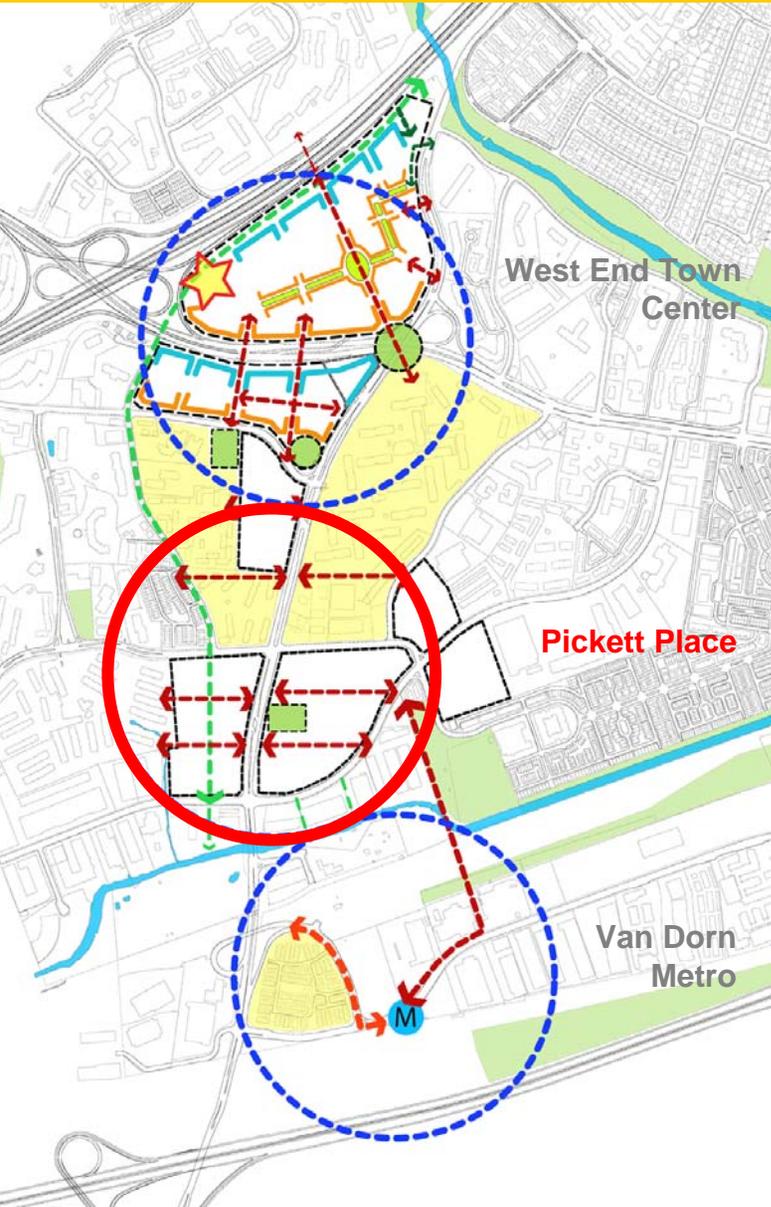
West End Town Center – Bridge View looking West



The Bluff at West End Town Center

Landmark Mall at West End Town Center

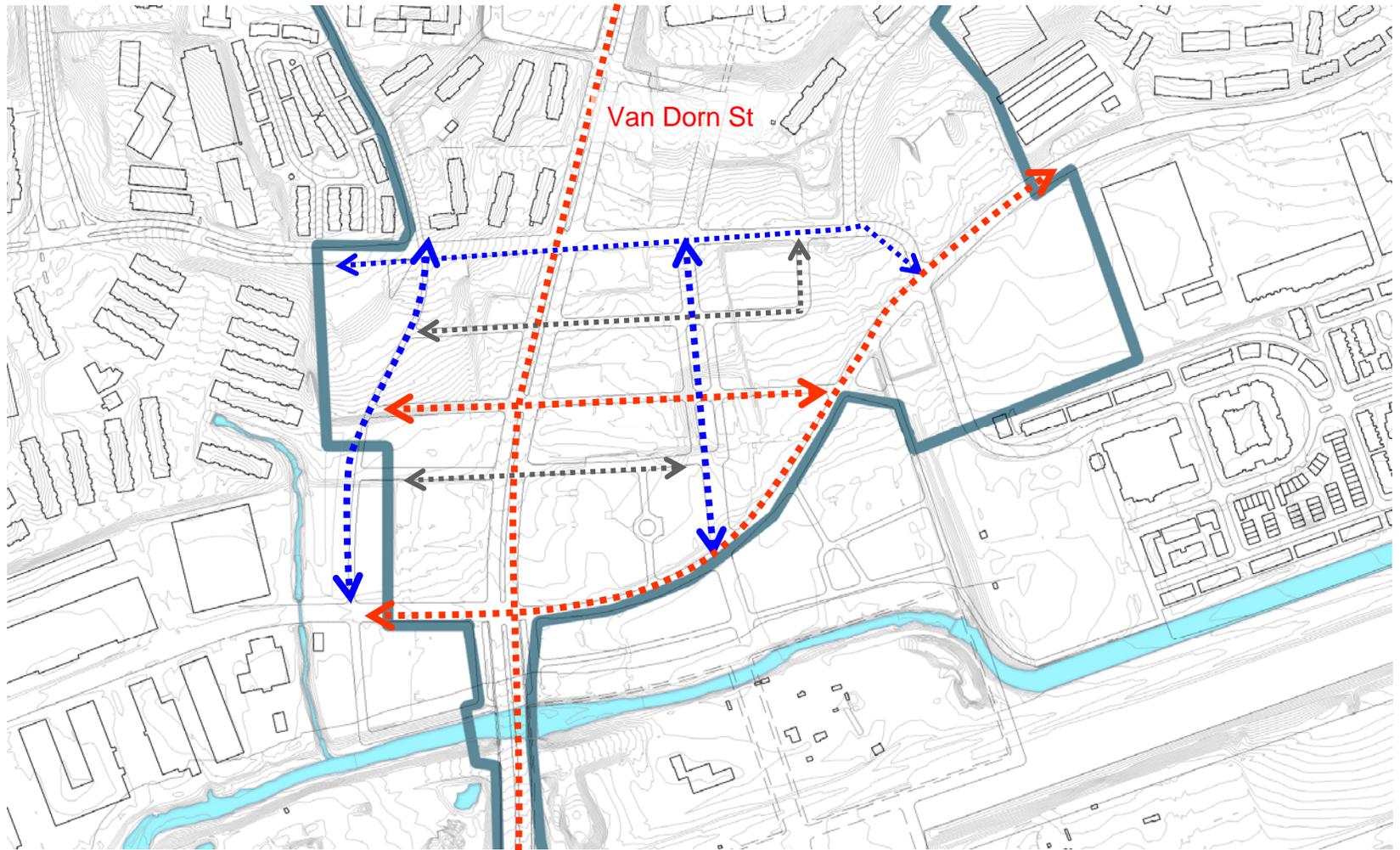
Pickett Place



- FAR = 2.0
- 60% Residential
- 40% Office/ Retail
- Below grade parking



Pickett Place – Street Hierarchy

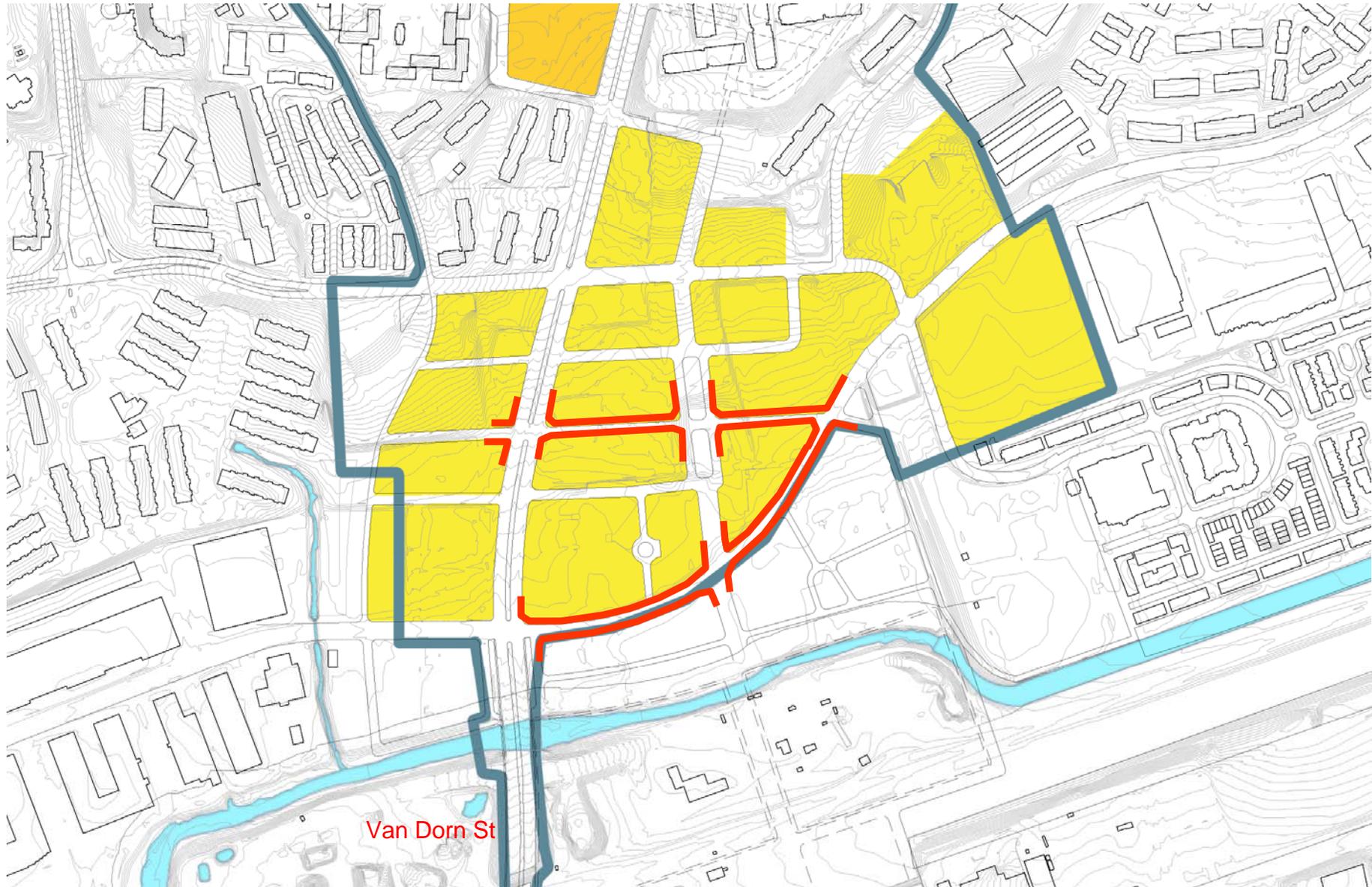


↔ A Streets

↔ B Streets

↔ C Streets

Pickett Place – Required Retail



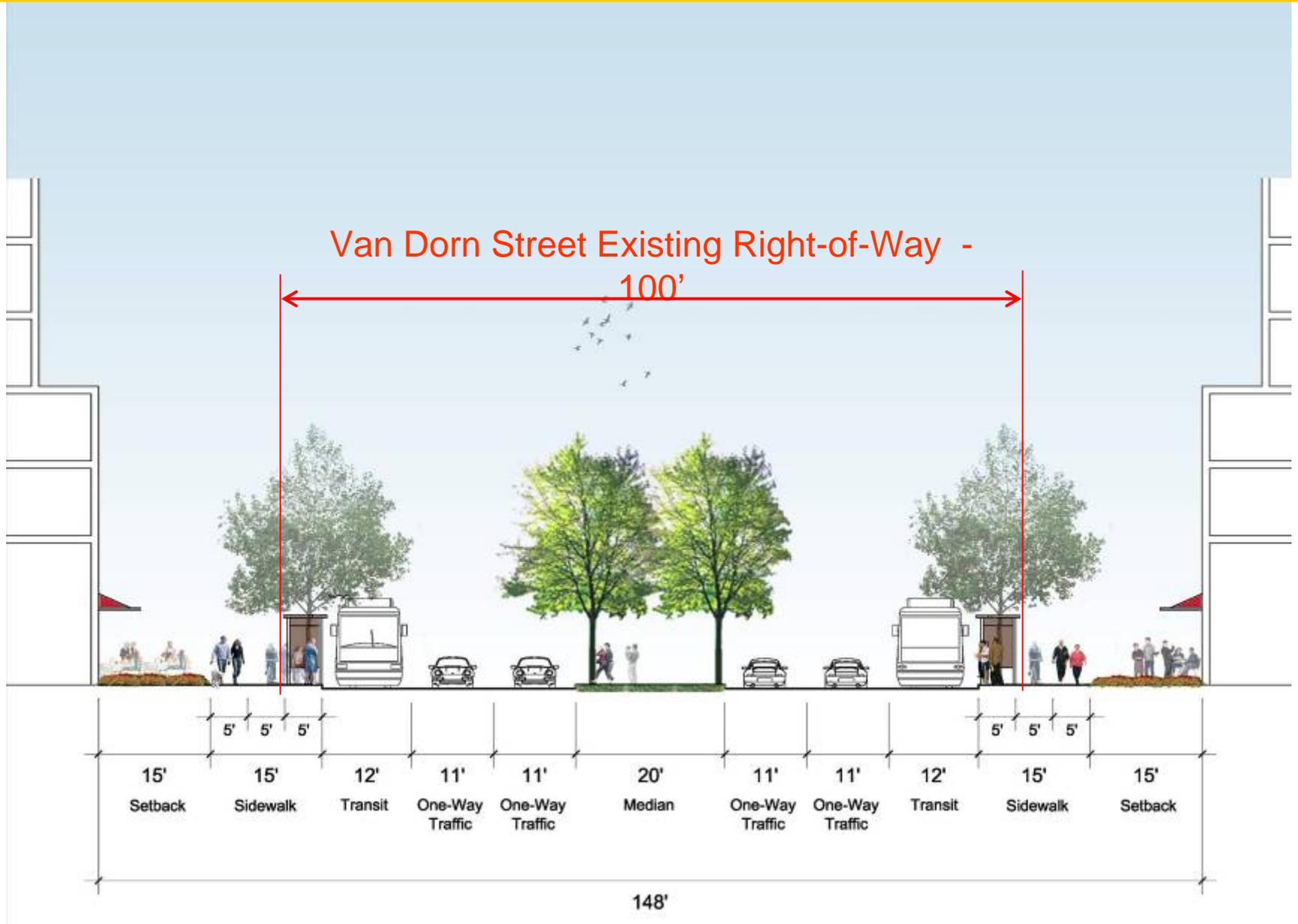
Pickett Place – Land Use



Pickett Place – Heights



West End Town Center – Van Dorn Street



Pickett Place – Illustrative Plan Option A



Park Option A

Pickett Place – Illustrative Plan Option B



Park Option B – with building frontage



1. Create a framework for direct connections between Van Dorn Metro and the neighborhoods to the north
2. Encourage ways to recover Backlick Run as a natural asset

Design principles for Van Dorn Metro



