

Landmark Mall

Redevelopment Proposal for First Phase of the Mall Redevelopment



PLANNING & ZONING

The Mall is transferred to Howard Hughes Corporation

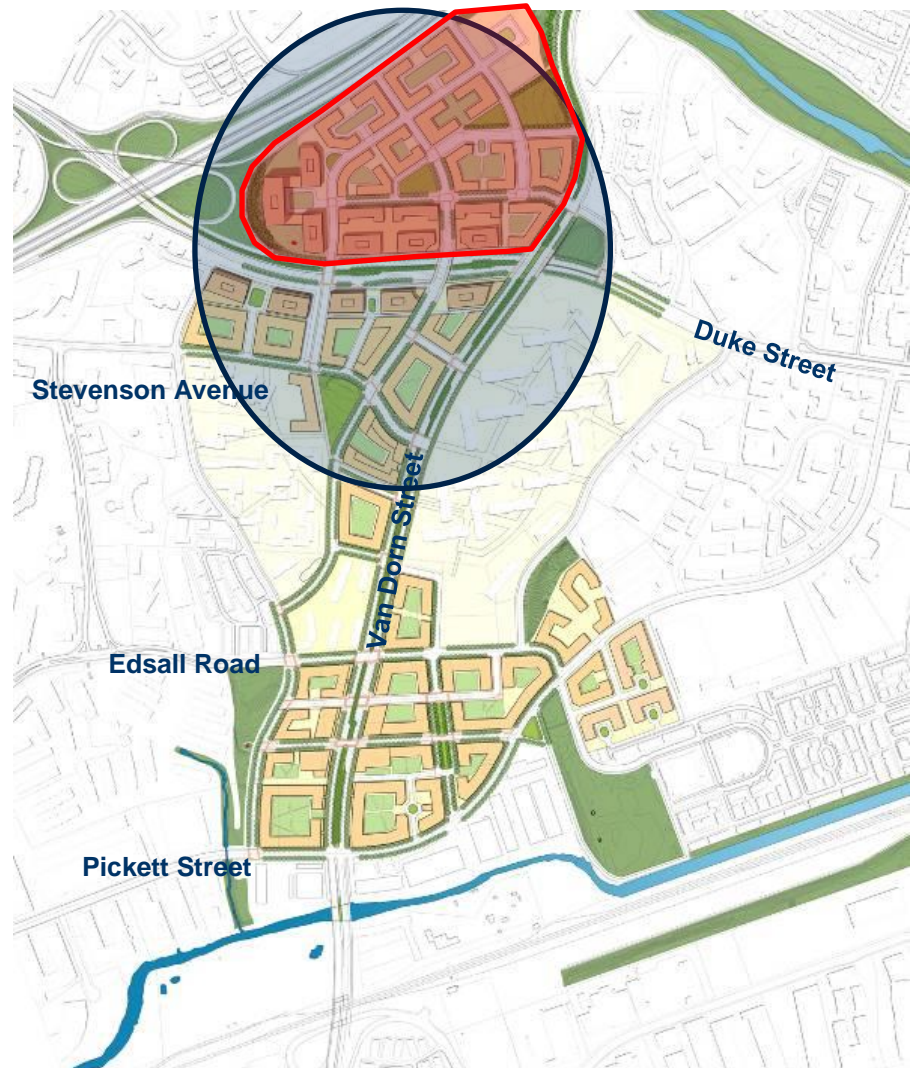


Landmark/Van Dorn Corridor Plan



Landmark Van Dorn Corridor Plan

- West End Town Center
- FAR: minimum 2.0 maximum 2.5
- 70% non-residential
- 8.7 million sf on 82 acres
- At least 3.7 million sf office
- At least 1.0 million sf retail
- 800,000 sf hotel
- Residential:
 - min: 1.2 million sf
 - max: 3.1 million sf



Landmark Van Dorn Corridor Plan

- Plan Recommendations for Mall:
 - New bridge crossing over Duke Street
 - Building heights from 85 feet - 250 feet tall
 - A mixture of uses
 - More pedestrian friendly
 - Defined green space/parks
 - Urban street grid
 - A transit center
- Corridor Plan acknowledges that:
 - Redevelopment will be market driven
 - Revitalization will take place over a period of time.



City Goals for First Phase of Landmark Mall Redevelopment

- On-site transit center
- Environmental enhancements
- Fine-grain mix of uses including housing and retail
- Vibrant retail and entertainment uses
- Attractive and usable open space
- Enhanced pedestrian and bicycle circulation



City Transitway Initiative

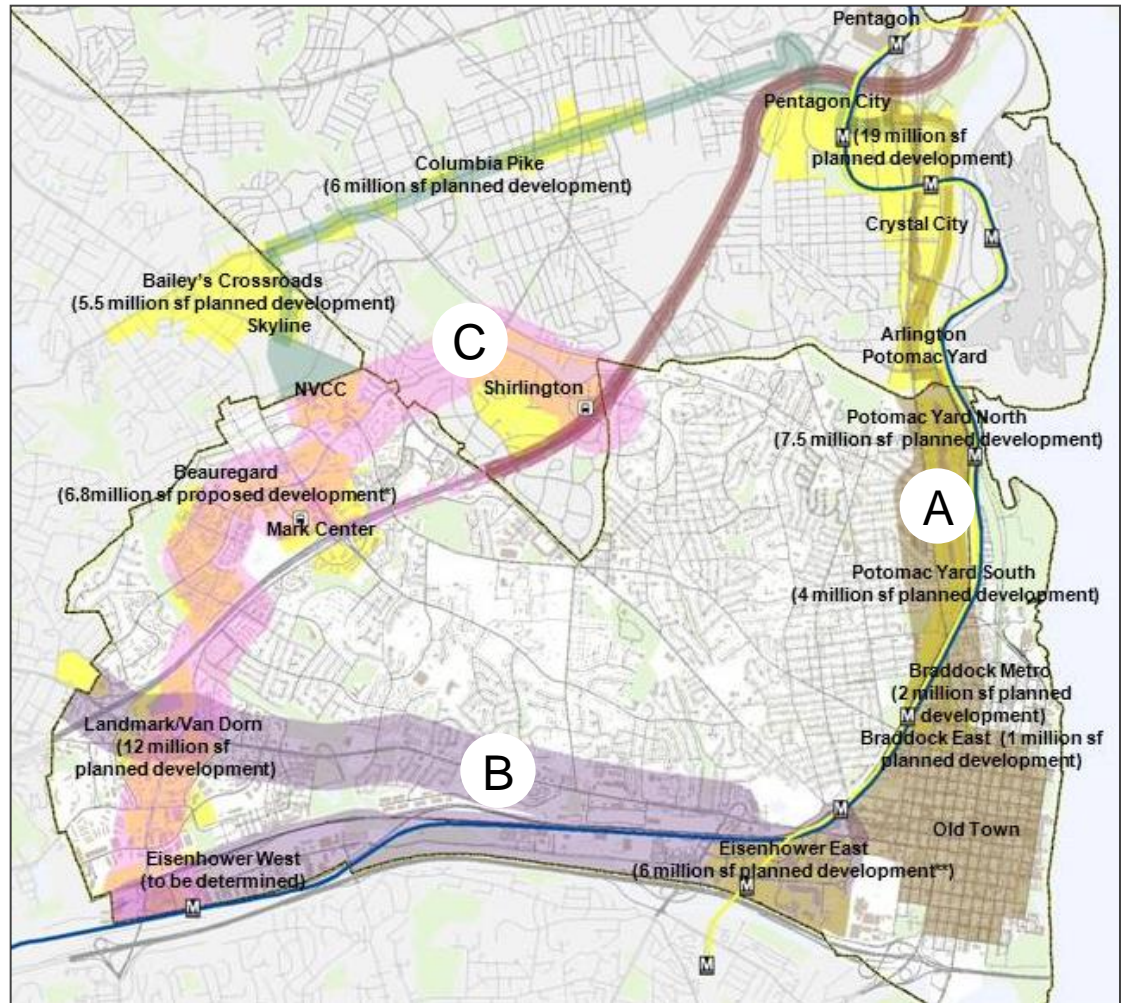


October 11, 2009
4:22 pm

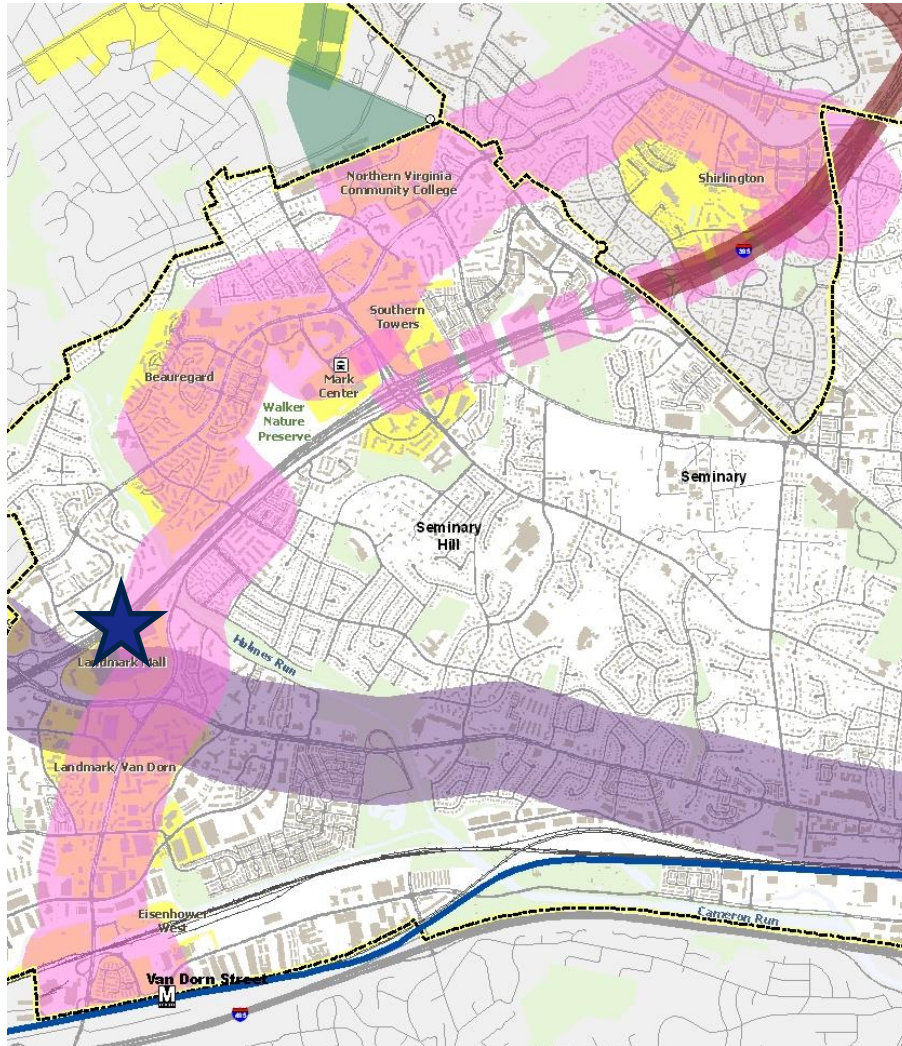
TRIMET

9 Powell to 98th Ave	5 min	
9 Powell to Gresham TC	23 min	
17 Holgate to 136th Ave	5 min	46 min
19 Woodstock to Mt Scott & 112th via 28th Ave	4:45 pm	
44 Capitol Hwy to PCC Sylvania	8 min	43 min

Tell us how we're doing. Email comments@trimet.org or call 503-238-RIDE. - Get service updates



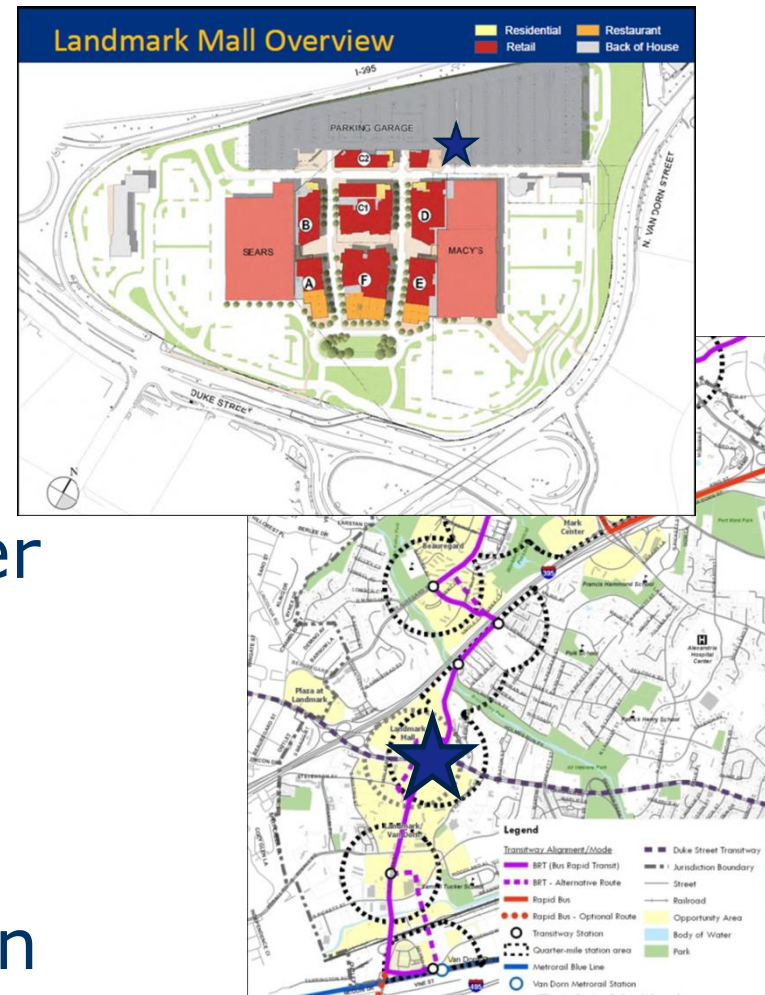
Corridors B and C



- Corridor B
 - Landmark Mall to King Street Station
- Corridor C
 - Pentagon to Van Dorn Metro
 - Shirlington
 - Landmark Mall
 - NVCC
 - BRAC
- Amenities
 - Low-floor BRT-style vehicles
 - Faster travel times
 - Service specific branding and identity
 - Real-time service information
 - Frequent service
 - 7.5-minute peak period headways
 - 15-minute off-peak headways
 - 12,500 to 17,500 riders per day by 2035

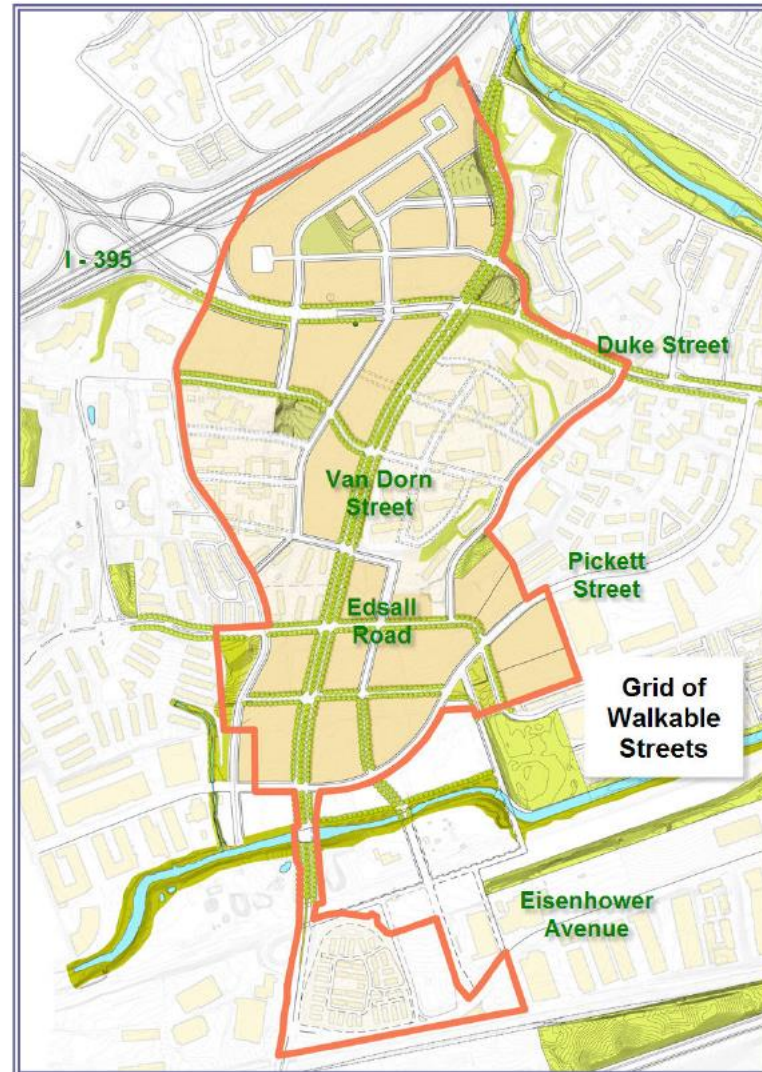
On-site Transit Center

- Located near retail/residential activity
- Accommodates BRT and local buses, allowing for transfers
- Location of Transit Center will increase BRT travel time by ~4 minutes
- Does not preclude eventual location recommended in the Plan



Landmark Van Dorn Plan

- Long Term
 - Grid of Walkable Streets
 - Vehicles
 - Transit
 - Pedestrians
 - Bicycles



Environmental Enhancements

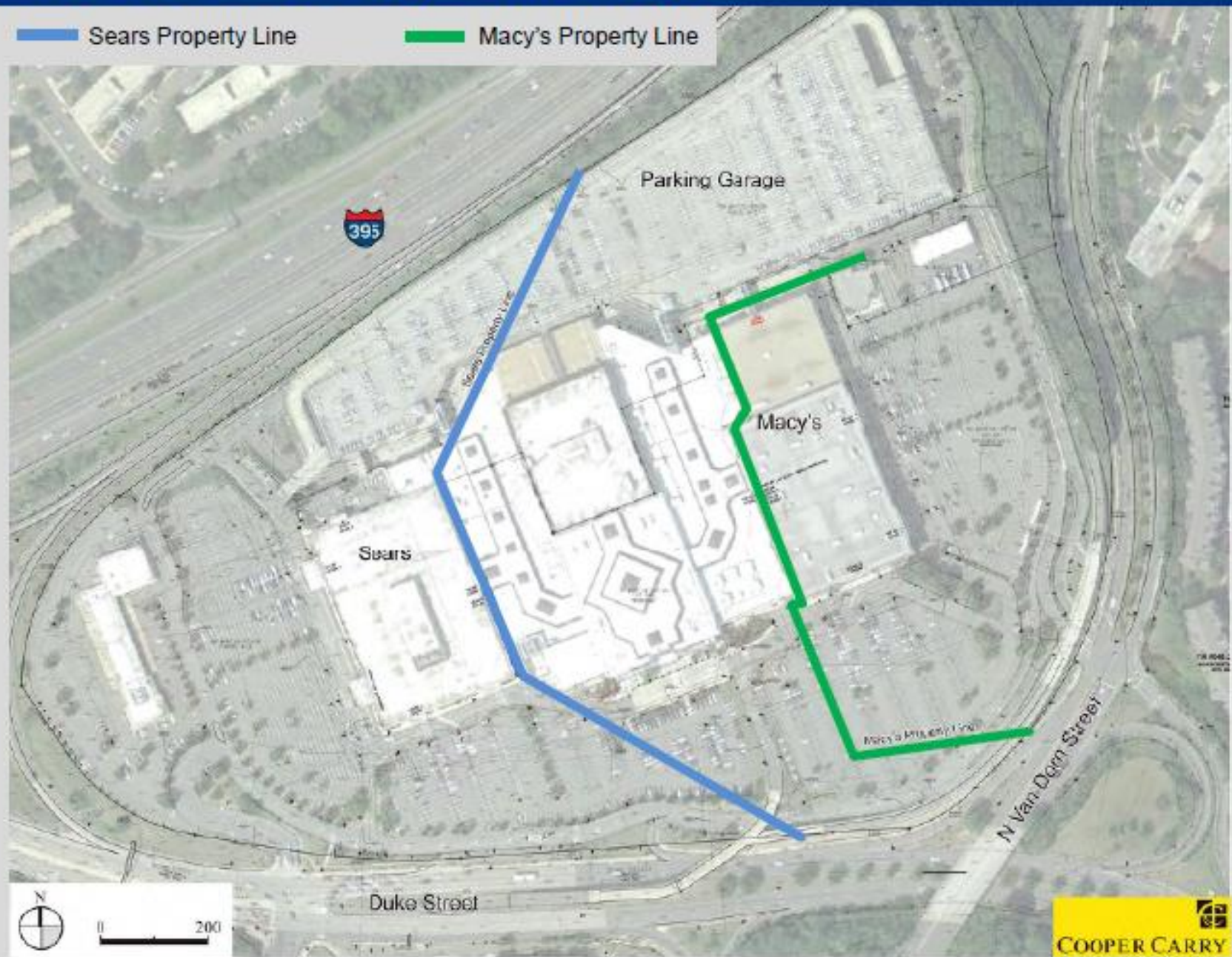
- Stormwater Treatment
- Enhanced Tree Canopy
- Open Space
- Decreased Impervious Area



Landmark Mall / Existing

— Sears Property Line

— Macy's Property Line



Landmark Mall Overview

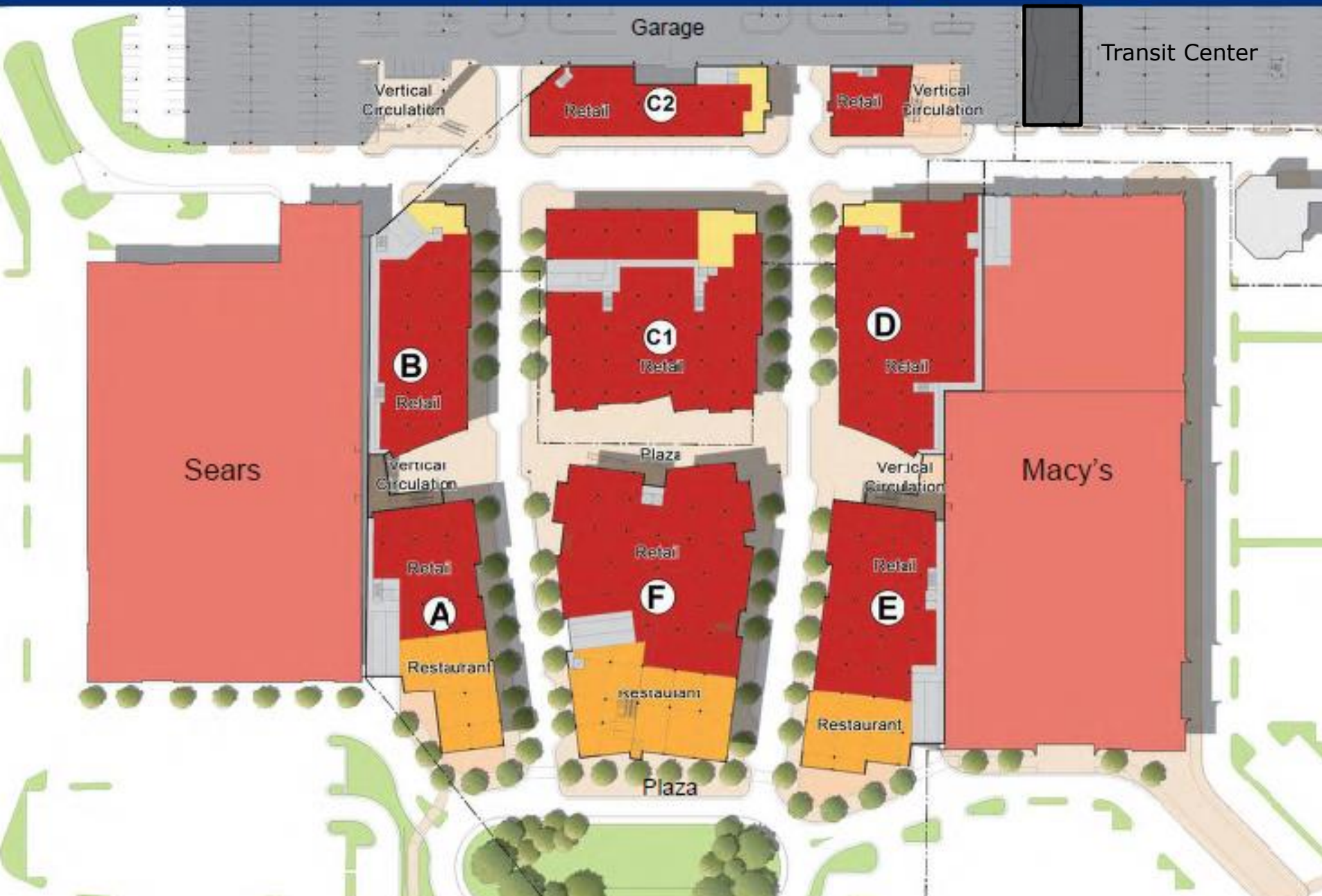
- | | | | |
|--|-------------|--|---------------|
|  | Residential |  | Restaurant |
|  | Retail |  | Back of House |





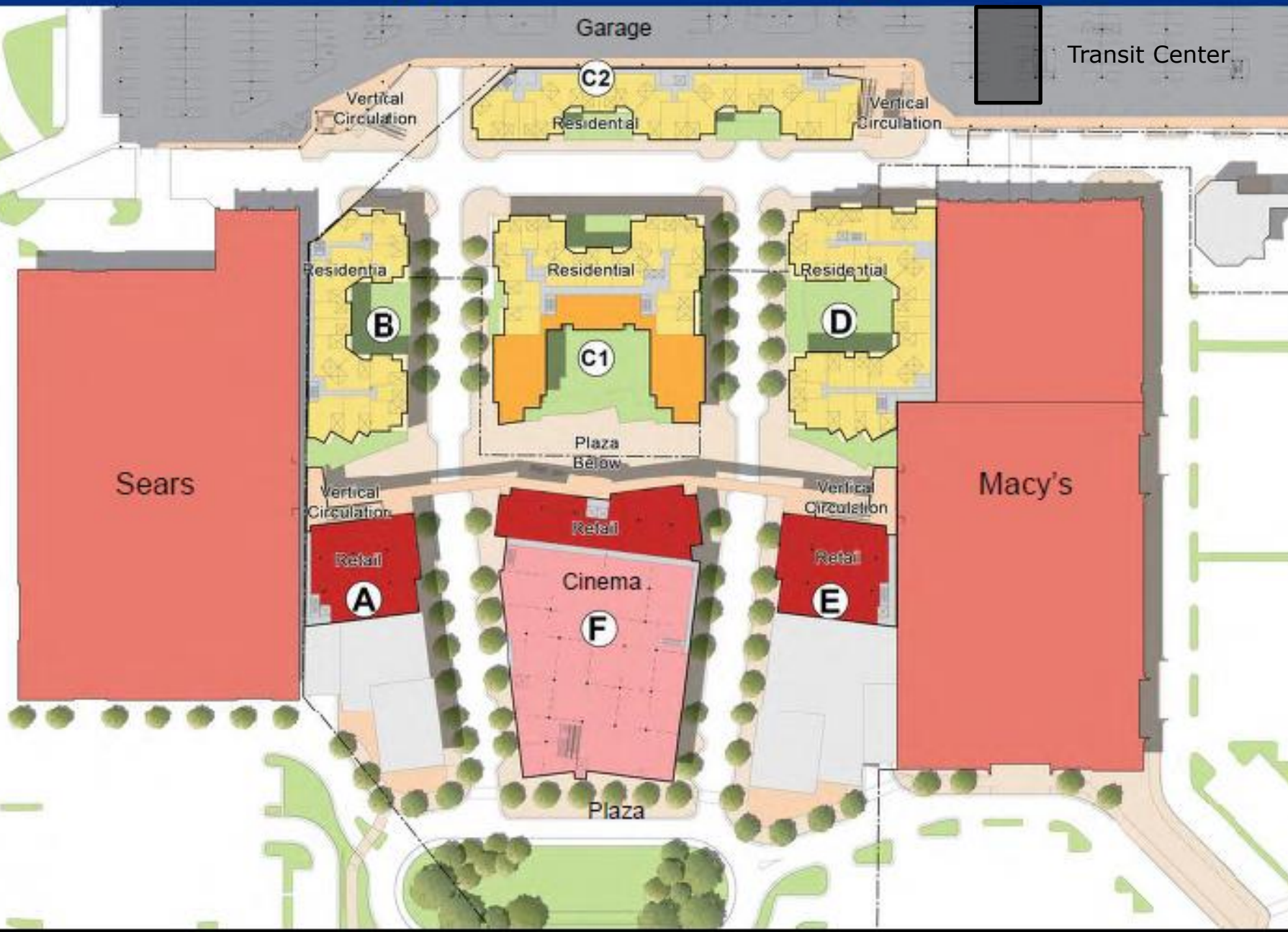
Landmark Mall / Level 1

 Residential	 Restaurant
 Retail	 Back of House



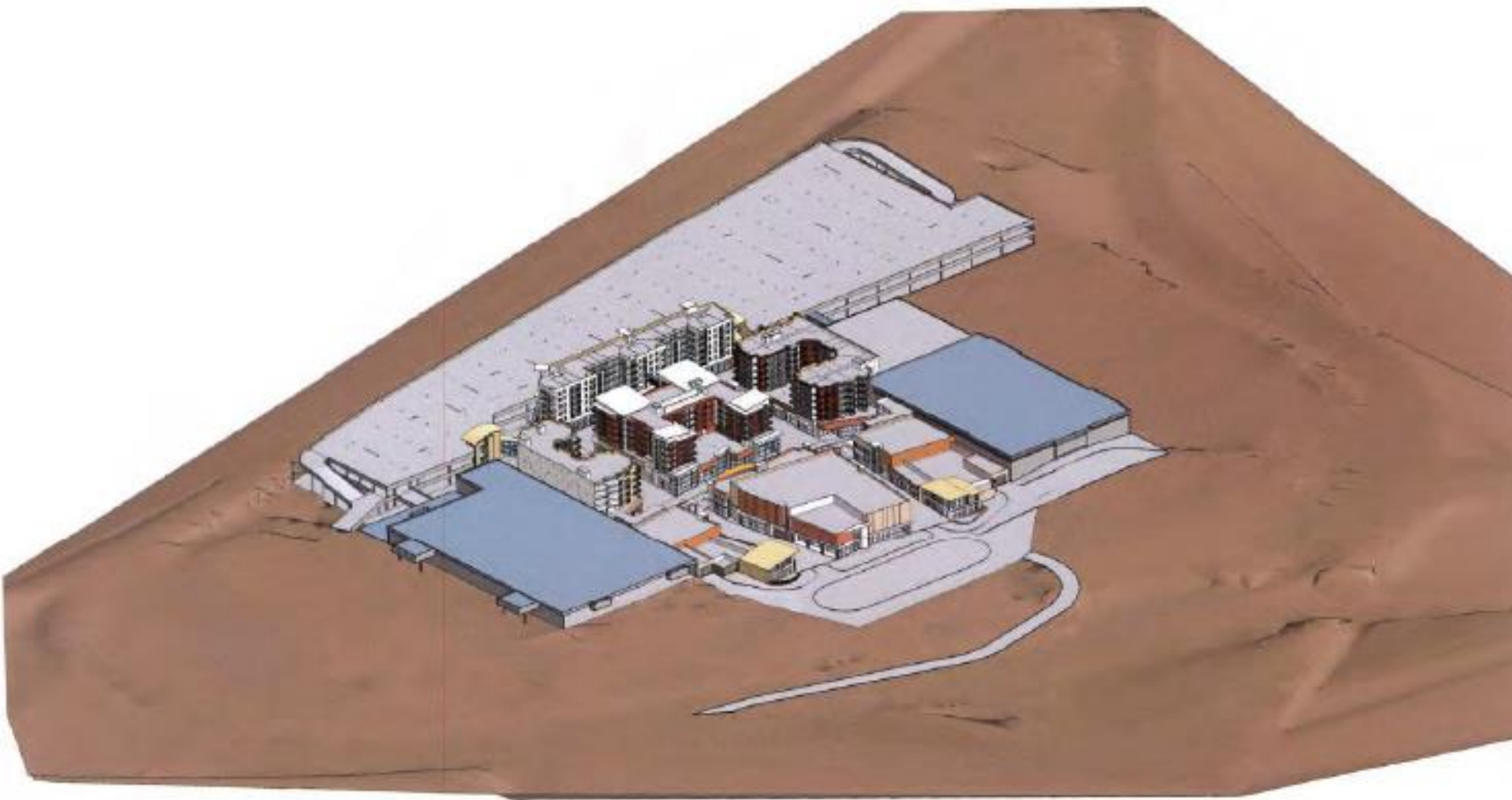
Landmark Mall / Level 2

 Residential	 Restaurant
 Retail	 Back of House





Landmark Redevelopment Phase 1







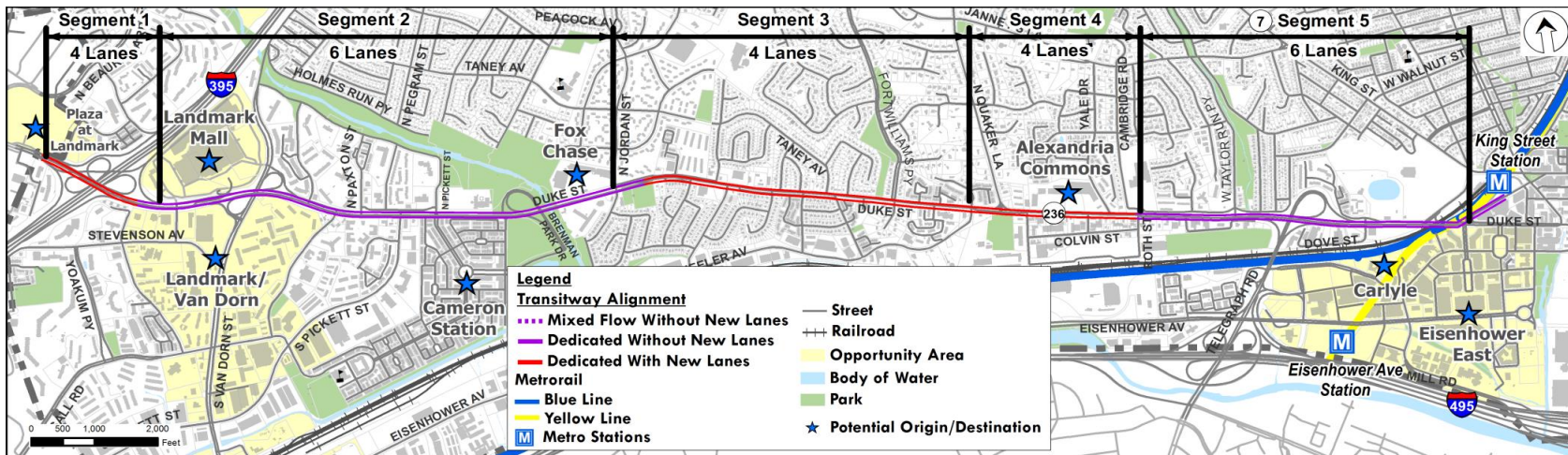
Landmark Van Dorn Corridor Plan Vision and Principles

- Landmark Mall should serve regional, local, and neighborhood needs
- Transit ridership should increase
- More cultural and public art facilities
- Pedestrian friendly activity centers
- Interconnected open space



Corridor B

Curb Running in Dedicated Lanes with Reversible Lane



- Transit running along the curb side
- Transit in dedicated lanes for segments with 6 lanes
- Adds Reversible lane (Jordan to Wheeler) for general purpose traffic during Peak periods – Requires widening
- Maintains frontage roads

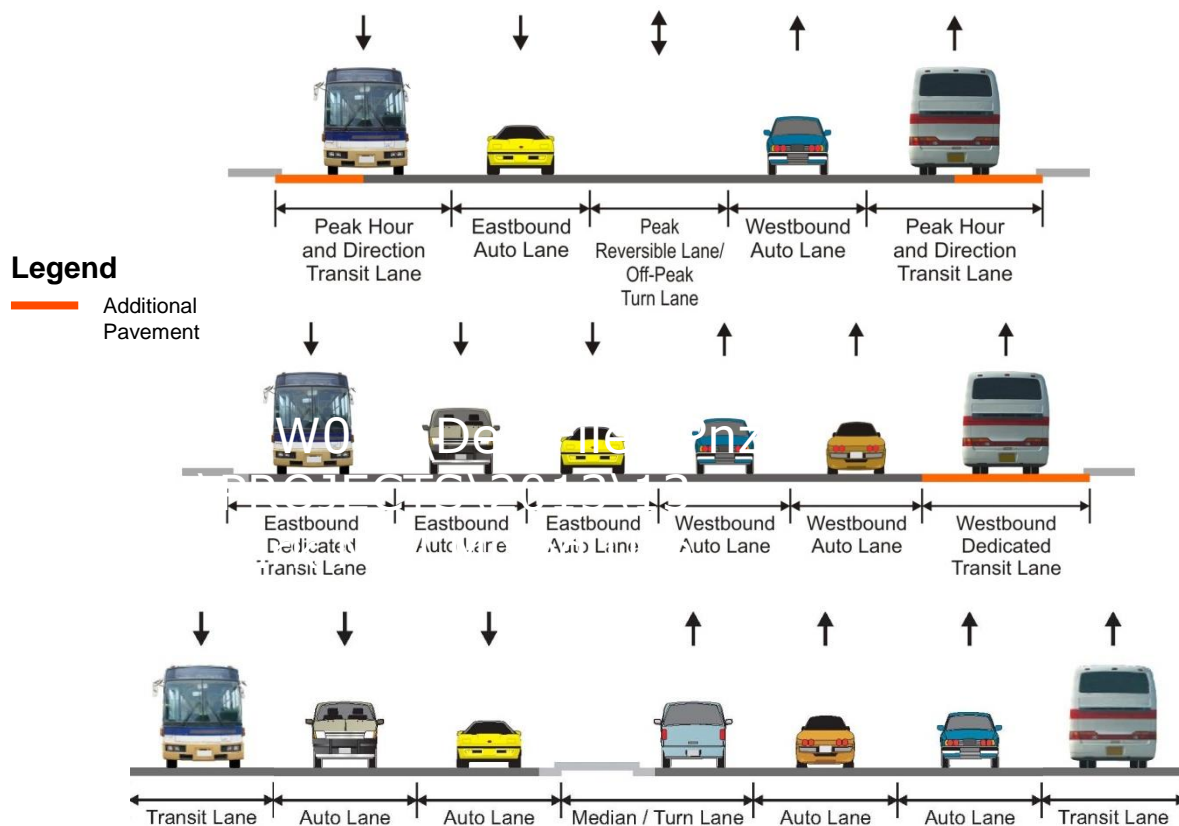
Corridor B

Alternative 3c

Jordan St. to Wheeler Ave.

S. Quaker Lane to
Roth Street
(Alexandria
Commons Area)

Landmark Mall to Jordan
Street,
Wheeler Avenue to S.
Quaker Lane &
Roth Street to King Street
Metro



Corridor C



Pedestrians
and Bicycles

Transitway

Platform and
Landscape
Area

