



**DOCKET ITEM #8**  
**Master Plan Amendment #2020-00009**  
**Text Amendment #2021-00002**  
**Rezoning #2021-00003**  
**CDD Concept Plan #2020-00007**  
**Landmark Neighborhood – 5701, 5701B, 5801, 5815, 5901 Duke Street**

Application	General Data	
<b>Project Name:</b> Landmark Neighborhood CDD	PC Hearing	June 24, 2021
	CC Hearing	July 6, 2021
	If approved, CDD Expiration	July 6, 2051 (30 years)
	Plan Acreage	2,241,885 sq. ft. (51.5 acres)
<b>Address:</b> 5701, 5701B, 5801, 5815, 5901 Duke Street	Existing Zones	CR/Commercial Regional CRMU-M/Commercial Residential Mixed Use (Medium)
	Proposed Zone	CDD #29 / Coordinated Development District #29
	Proposed Uses	Hospital, medical office, office, multi- family, townhouse, retail, restaurant
	Total Floor Area – <i>Max Residential</i>	5,565,000 sq. ft.
<b>Applicant:</b> Landmark Land Holdings, LLC c/o Foulger-Pratt, 12435 Park Potomac Ave, Potomac, MD 20854	Small Area Plan:	Landmark Van Dorn Corridor Plan

**Purpose of Application**

The applicant requests approval of a Master Plan Amendment, Text Amendment, Map Amendment (rezoning), and a CDD Concept Plan to allow for the future redevelopment of a 51.5-acre site with new streets, coordinated open space, and new buildings of varying densities, heights, and a mixture of uses.

**Applications and Modifications Requested:**

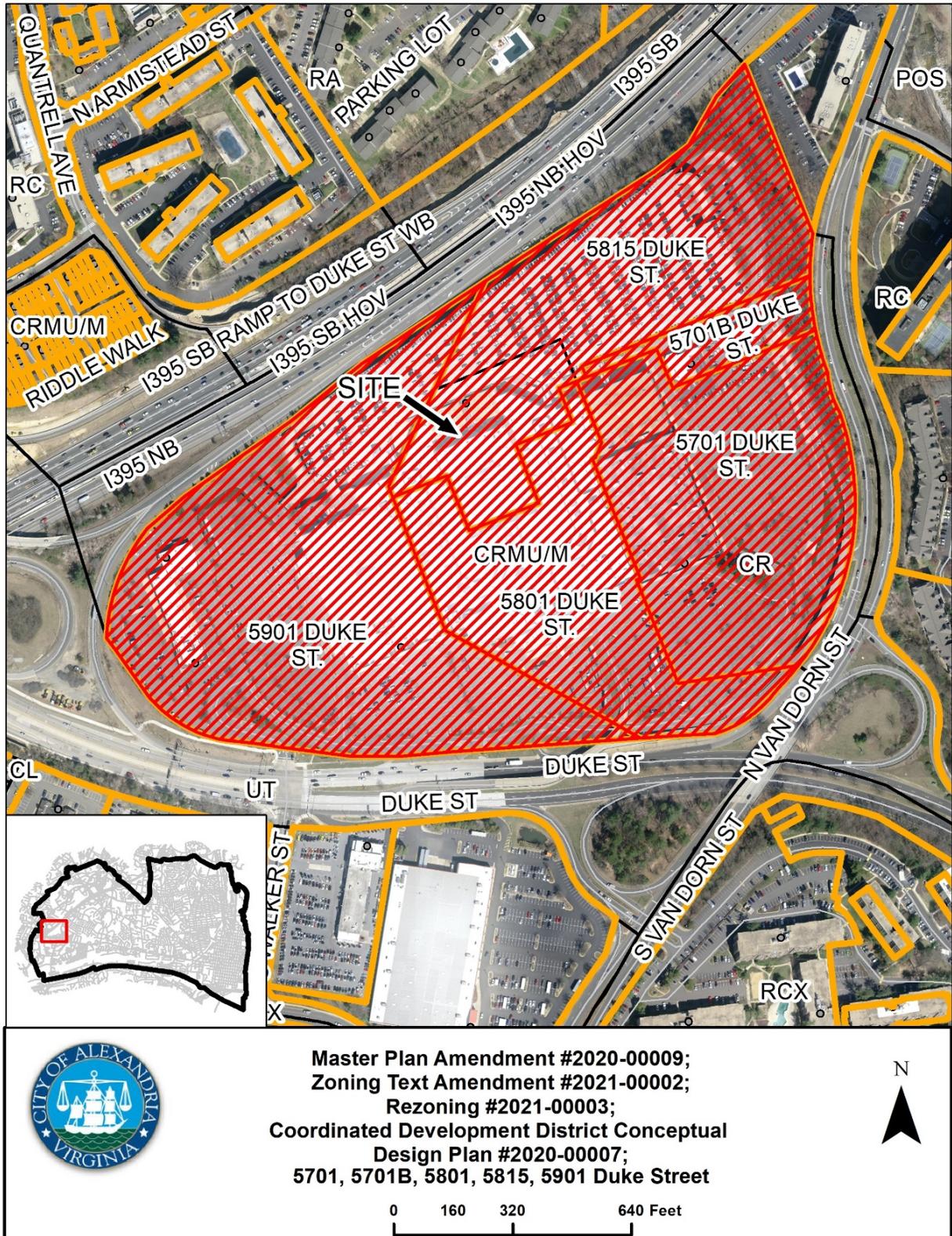
1. Amendments to the Landmark Van Dorn Corridor Plan chapter of the Master Plan to amend:
  - a. Framework Street alignments, hierarchy and identifiers;
  - b. Location of the Transit Hub;
  - c. Connectivity to I-395;
  - d. Location of pedestrian and bicycle facilities;
  - e. Location and size of Central Plaza open space;
  - f. Open space requirement for the Hospital Campus;
  - g. Active/ Retail Street locations and ground floor heights;
  - h. Maximum building heights;
  - i. Streetwall, Gateway and Placemaking locations
  - j. Retention of the existing parking garage; and,
  - k. Above-grade parking garage screening.
2. Initiation of, and a text amendment to, the Zoning Ordinance to amend the provisions of Section 5-602(A) to establish Coordinated Development District (CDD) #29;
3. Amendments to the official zoning map to change the zoning designation for 5701, 5701B, 5801, 5815, 5901 Duke Street from CR and CRMU-M to CDD #29; and,
4. A request for a Coordinated Development District Conceptual Design Plan.

**Staff Recommendation: APPROVAL WITH CONDITIONS**

**Staff Reviewers:**

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PROJECT LOCATION MAP



**PROJECT LOCATION MAP**

## **I. SUMMARY**

### **A. *Recommendation***

Staff recommends **approval** of the proposed amendments to the Landmark Van Dorn Plan chapter of the Master Plan through the Landmark Van Dorn Corridor Plan (Corridor Plan) overlay, the proposed Coordinated Development District (CDD) Concept Plan and related rezoning application, and the initiation of the a text amendment to the Zoning Ordinance, subject to compliance with the Staff recommendations. Consistent with the intent and vision of the Corridor Plan for an urban, mixed-use neighborhood, the proposed amendments and CDD Concept Plan enable the following:

- Removal of the existing fly-over infrastructure on Duke Street that has served as a visual and physical barrier to the site;
- Comprehensive redevelopment of a site that has been underutilized for over a decade;
- A 1 million square foot Level II Trauma Hospital, Cancer Center and associated medical office building;
- Fire station with co-located affordable housing;
- 10% of all units as affordable housing;
- Centrally located transit hub;
- New urban street grid with a mix of public and private streets, including converting Duke Street into an urban boulevard;
- 285,000 sq. ft. of community serving retail;
- 4.14 acres of new ground-level publicly accessible parks and open space;
- Site-wide stormwater treatment and infrastructure improvements on a never treated parcel; and
- Environmental sustainability measures beyond the City’s Green Building Policy.

## **II. BACKGROUND**

### **A. *Site Context and History***

#### General Information

The project site is in the Landmark Neighborhood, bounded by I-395 to the north and west, N Van Dorn Street to the east, and Duke Street to the south. It comprises five lots of record within the land created by the intersection of these streets. The existing lots range from 68,669 sq. ft. (5701B Duke Street) to 791,782 sq. ft. (5901 Duke Street). In total, the project site measures 2,241,885 sq. ft. (51.5 acres). To the east, across N Van Dorn Street and south across Duke Street, is a mix of commercial development and predominantly multifamily housing. Landmark is 1.8 miles (35-minute walk) from the Van Dorn Street Metro Station.

#### Site Features

The project site is in the Holmes Run Watershed. The eastern edge contains a wooded slope downward to N Van Dorn Street. Most of the project site is covered in impervious material, including buildings and surface and structured parking. No portion of the site is located within a

floodplain.

Existing stormwater runoff in the Landmark Van Dorn Corridor Plan area affects Backlick and Holmes Run because of high imperviousness and limited detention or treatment. Such effects include acceleration of stream velocities and degradation of stream channels, declining water quality, flooding, an increase in volume of runoff with higher pollutant concentrations, and damage to stream and aquatic life. Because existing development at the Landmark site preceded current requirements for detaining and treating stormwater, the site does not currently have any stormwater quality or quantity controls, which leads to significant volumes of polluted stormwater runoff flowing directly into Backlick Run through the storm drainage system.

### Site History

The 51.1-acre Landmark site is the location of the former Landmark Mall, once a prominent regional retail shopping center. Originally developed as an outdoor mall in 1965, Landmark was the first mall in the region to feature three anchor department stores. During the 1980s, when open-air malls fell out of favor, the owners enclosed the center, and by 2010, the mall was largely vacant.

### Current Uses

Following the closing of the Mall, the site has provided many interim uses, including seasonal markets and festivals, a movie set, automobile storage, distribution, and has served as the temporary Carpenter's Shelter while it underwent redevelopment in the Braddock neighborhood. The site also remains a major transfer station for DASH and WMATA buses.

## ***B. Project Evolution/Procedural Background***

Redevelopment at this site has been planned for many years. In 2009, the City Council incorporated the Landmark/Van Dorn Corridor Plan into the City's Master Plan as an amendment to the Landmark/Van Dorn Small Area Plan, and redevelopment approvals for a portion of the site were brought forward in 2013 and 2016. In 2018, after delays due to changes to the Landmark Mall sites' ownership structure, changes in department store ownership, and the overall real estate market; The Howard Hughes Corporation, a development company and partial owner of the Landmark Mall site since 2010, indicated their readiness to move forward with redevelopment. This required an update to the Landmark Mall framework plan and 2009 Landmark/Van Dorn Corridor Plan.

Since the City Council adopted the Landmark Neighborhood Chapter of the Landmark/Van Dorn Corridor Plan in May 2019, the City facilitated discussions between Inova Health System and the property owners (The Howard Hughes Corporation and Seritage Growth Properties) to explore the possibility of relocating Inova Alexandria Hospital to a redeveloped Landmark site. In 2020, Foulger-Pratt, a real estate investment and development firm, became the master developer for the site and partnered with Seritage and Howard Hughes to process and manage the redevelopment of the site.

## ***C. Fiscal Impact***

In December 2020, an initial agreement between the City and applicants was announced in the form of a non-binding Preliminary Term Sheet document that explains the intent of the City of

Alexandria; Inova Health System; and a development joint venture of Foulger-Pratt, and property owners, The Howard Hughes Corporation and Seritage Growth Properties. The Preliminary Term Sheet lays out the principal business terms and responsibilities among the parties, which provides a foundation for formal regulatory applications such as this Master Plan Amendment and CDD Concept Plan request and future DSUP proposals.

The proposal includes using \$54 million in public bond financing to allow the City to acquire the land for the hospital and lease it to Inova, as well as \$76 million in public bond financing for site preparation and infrastructure at the Landmark site and adjacent Duke Street and Van Dorn Street corridors. By investing public funds, the City would accelerate the revitalization of the site and Alexandria's West End. This investment of public monies through the use of bonds will enable to the City to tap into future tax revenues generated by the site's redevelopment to repay those bonds.

This method of financing is called Tax Increment Financing (TIF), which is a commonly used method of public economic development financing utilized in the United States. For reference, the Potomac Yard Metrorail Station, now under construction, is largely financed through the same principles as a TIF. Staff expects these investments to generate \$778 million in City tax revenue over the 30-year life of the bonds, which will cover the principal and interest on the bonds as well as contribute to public safety, schools, human services, transportation, environmental protection, and other expenditures in the City's general fund. The Landmark-Van Dorn Small Area Plan approved by City Council in 2009 contemplated a to-be-determined level of financial participation by the City.

The hospital uses on the site will be exempt from certain taxes under state law, but most of the site will be subject to the same taxation as any other residential or commercial property. The City's support of the Landmark redevelopment allows Inova Health System – a nonprofit critical care provider – to expand its services in Alexandria, which is a more expensive urban location for development than surrounding suburban options.

### **III. STAFF ANALYSIS**

The 51.5-acre site is an important catalyst for redevelopment of parcels south of Duke that form the West End Town Center identified in the Landmark Van Dorn Corridor Plan (Corridor Plan).

#### ***A. Master Plan Amendments***

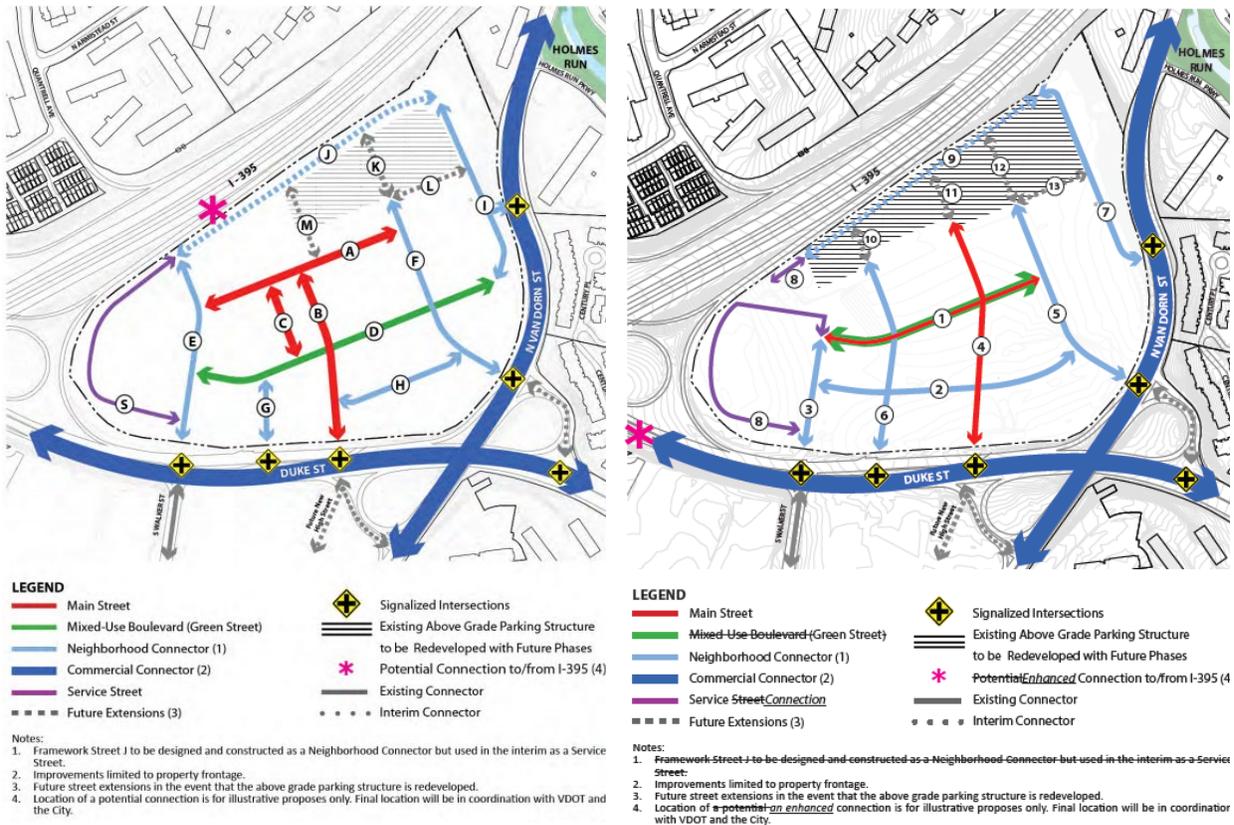
Guiding implementation of the Corridor Plan vision are a series of graphics and recommendations illustrating an urban grid of streets, blocks, and programmed open spaces, including a central activated core safely accessed by multiple travel modes. The proposed Master Plan Amendments include:

- Framework Street alignments, hierarchy and identifiers;
- Location of the Transit Hub;
- Connectivity to I-395;
- Location of pedestrian and bicycle facilities;
- Location and size of Central Plaza open space;
- Open space requirement for the Hospital Campus;

- Active/ Retail Street locations and ground floor heights;
- Maximum building heights;
- Streetwall, Gateway and Placemaking locations
- Retention of the existing parking garage; and,
- Above-grade parking garage screening.

**1. Street Framework**

The street framework is one of the fundamental elements of the Corridor Plan that sets the stage for the future urban environment and how people use and access the site. The proposed revisions are depicted below (Figure 1).



2019 Landmark Van Dorn Corridor Plan      MPA Request

Figure 1: Framework Plan and Complete Streets Typology

Staff supports the proposed street alignments and finds the proposal consistent with the intent of the Plan, which is to ensure a connected development with short, pedestrian-oriented block lengths. The southward shift of east/west Streets 1 and 2 (Streets A and D in the Plan) creates rationally sized blocks along the existing parking garage.

The street hierarchy as described by the Plan consists of Main Streets, Neighborhood Connectors, Mixed-Use Street Boulevard (Green Street), Commercial Connectors, and a Service Street. As illustrated

in Figure 1, the applicant proposes Street 2 to function as a Neighborhood Connector, as opposed to a Mixed-Use Boulevard (Street D), as prescribed by the Plan.

Envisioned as a wider boulevard with a transit hub, Street D in the Plan was intended to serve as a “green” spine connecting all publicly accessible parks and open spaces across the site with sustainable design elements and stormwater best management practices. Street 2 will provide the transit hub in the general location outlined in the Plan, and the green street elements and bicycle facilities will be incorporated into proposed Street 1. This fulfills the purpose of connecting the publicly accessible open spaces and complements the retail and open space core.

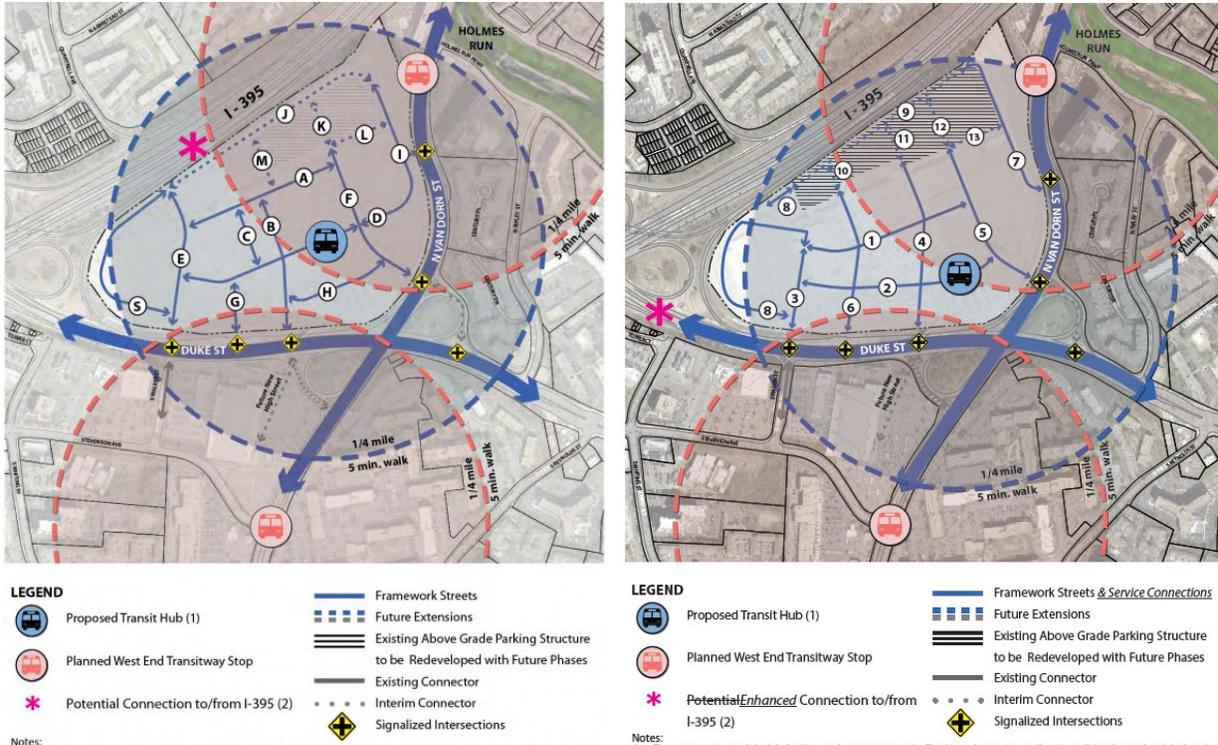
Streets 1 and 4 will function as Main Streets, consistent with the City’s Complete Streets Guidelines, to encourage activation. Main Streets are encouraged to serve as an extension of the adjacent Central Plaza open space and may be closed for programmed events. Service Streets are proposed as Service Connections primarily to differentiate use of these streets as mainly utilitarian and not fundamental to the urban framework. Street 8 serves as the main Service Connection and is found generally in the same location as the Plan.

All other streets will serve as Neighborhood Connectors, helping to connect the overall framework as tree-lined streets with sidewalks and on-street parking. In addition to accommodating single occupant vehicles, the Street 7 Neighborhood Connector, will bring service vehicles to Street 8, as needed. Staff supports the requested modifications to the hierarchy and finds that the proposal supports a variety of safe and comfortable travel options with enhanced infrastructure for all modes of transportation, as intended by the Plan.

In the event the existing parking structure is demolished in the future, the Plan maintains the recommendation to incorporate additional framework streets and blocks.

## ***2. Transit Hub***

The applicant proposes to slightly modify the location of the transit hub to the south on the site due to the reconfigured street network, as shown in Figure 2. Staff supports the proposed location of the transit hub between Streets 4 and 5 on Street 2 as it is shown generally in the location intended by the Corridor Plan to support greater access and use of transit as an efficient and convenient transportation option. The proposed street framework eliminates the needs for Street H in the Plan, allowing for a more prominent location of the hub one block closer to the entrance of the site.



2019 Landmark Van Dorn Corridor Plan

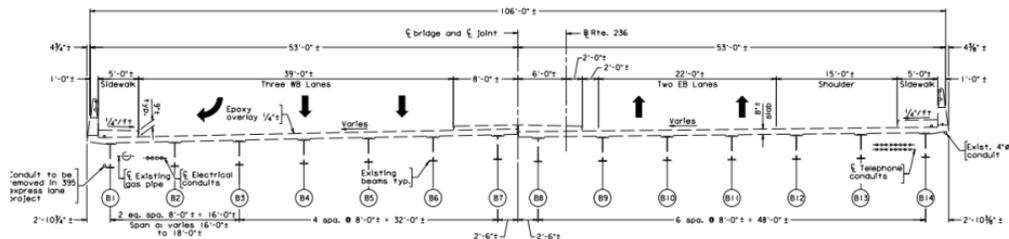
MPA Request

Figure 2: Transit Hub

### 3. Connectivity to I-395

Staff will continue to work with VDOT and FHWA to provide an enhanced vehicle connection from I-395 (northbound) to the site, along the Duke Street from the northbound exit ramp to the Duke Street and S. Walker Street intersection. The Corridor Plan recommends a potential ramp connection to I-395 as seen in Figures 1 and 2 (pink asterisk, left graphic), above, with the acknowledgment that the final location would be in coordination with VDOT and the City. Staff supports the alternative approach towards enhanced connectivity in the location described in Figures 1 and 2 (pink asterisk, right graphic). Not only will this amendment fulfil the intent of the Plan, it also aligns with current efforts by VDOT to enhance pedestrian and bicycle connectivity across the Duke Street/Little River Turnpike bridge, as seen in Figure 3. Construction by VDOT is anticipated to start Summer 2021.

### Existing Street Cross Section



Proposed Street Cross Section

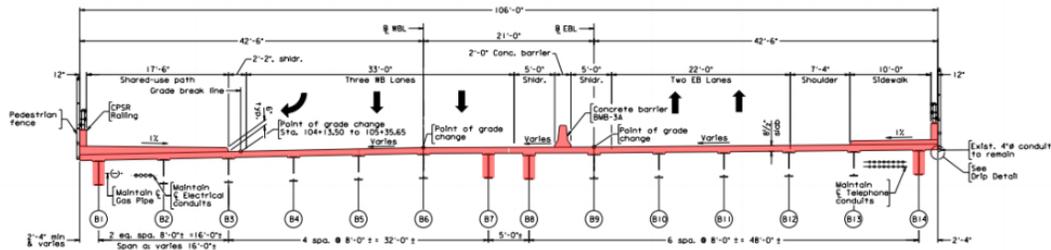
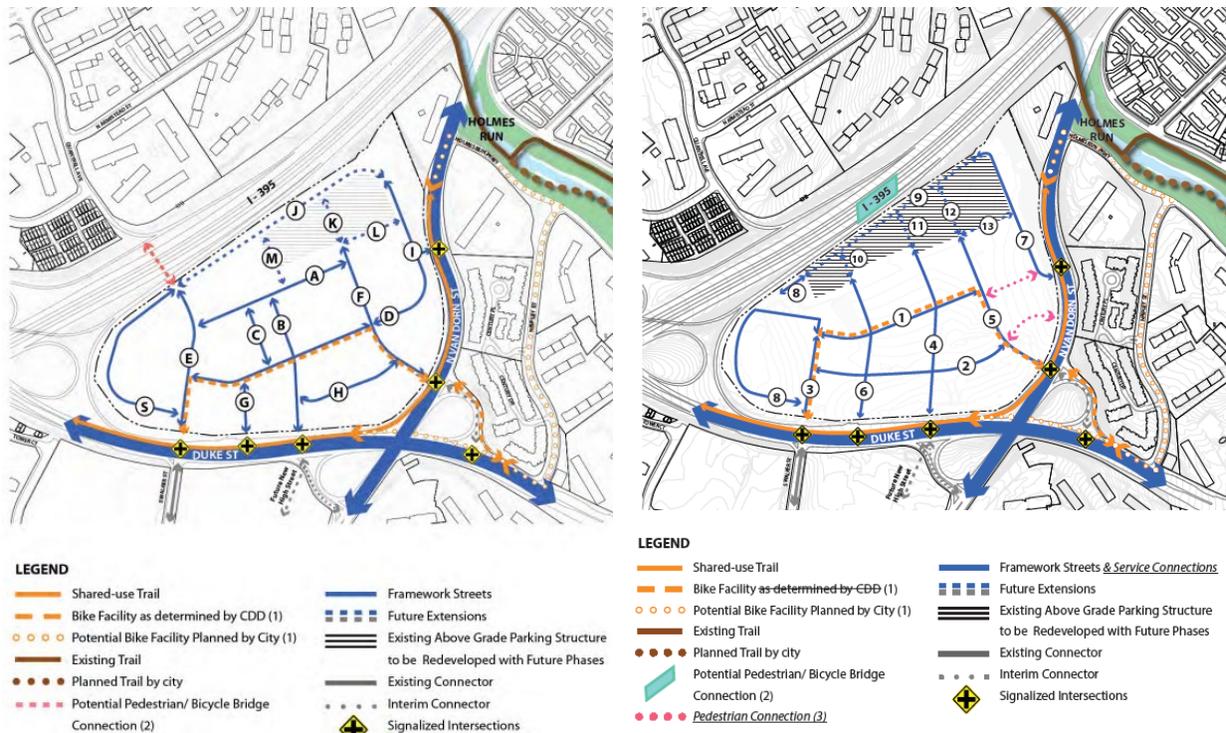


Figure 3: VDOT Proposed Improvements for Duke Street Bridge

4. Bicycle and Pedestrian Facilities

The applicant proposes to modify the plan’s pedestrian and bicycle facilities network to accommodate an east/west connection along Street 1 (Street A in the Corridor Plan) instead of Street 2 (Street D in the Corridor Plan), to include pedestrian connections between Streets 5 and 7, and to update the symbol for the potential pedestrian/bicycle bridge over I-395, as depicted in Figure 4, below.



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 at the City.

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.

2019 Landmark Van Dorn Corridor Plan  
 Figure 4: Pedestrian and Bicycle Facilities

MPA Request

***i. East/west Bicycle facility on Street 1***

As seen in Figure 4, the proposed amendment is consistent with the intent of the Corridor Plan, which is to ensure appropriate non-automotive ingress and egress and internal bicycle connections through the site. Consistent with the Plan, the east/west bicycle connection facilitates safe cycling to the retail core and Central Plaza from two north/south connections along Streets 3 and 5.

***ii. Pedestrian Connections***

The Corridor Plan envisioned an at-grade intersection at N. Van Dorn Street that would bring people into the site via an underground parking garage, requiring Street I in the Corridor Plan to be elevated. This elevated configuration required connection to Street D.

The current CDD Concept Plan proposes that Street 7 will meet the new intersection with N. Van Dorn Street and direct vehicles to the existing above grade parking garage. In this configuration, Street 7 and Street 5 are separated by significant grade making vehicular connection infeasible. However, to ensure connectivity across the site, the applicant proposes two pedestrian connections from Street 5 to Street 7: one through the new paseo open space and one through the development to the south of the paseo, as seen in the pink dashed line in Figure 4 (right graphic). Staff supports this alternative recognizing the topographic challenges and the opportunity non-vehicular connections provide for placemaking in this part of the site.

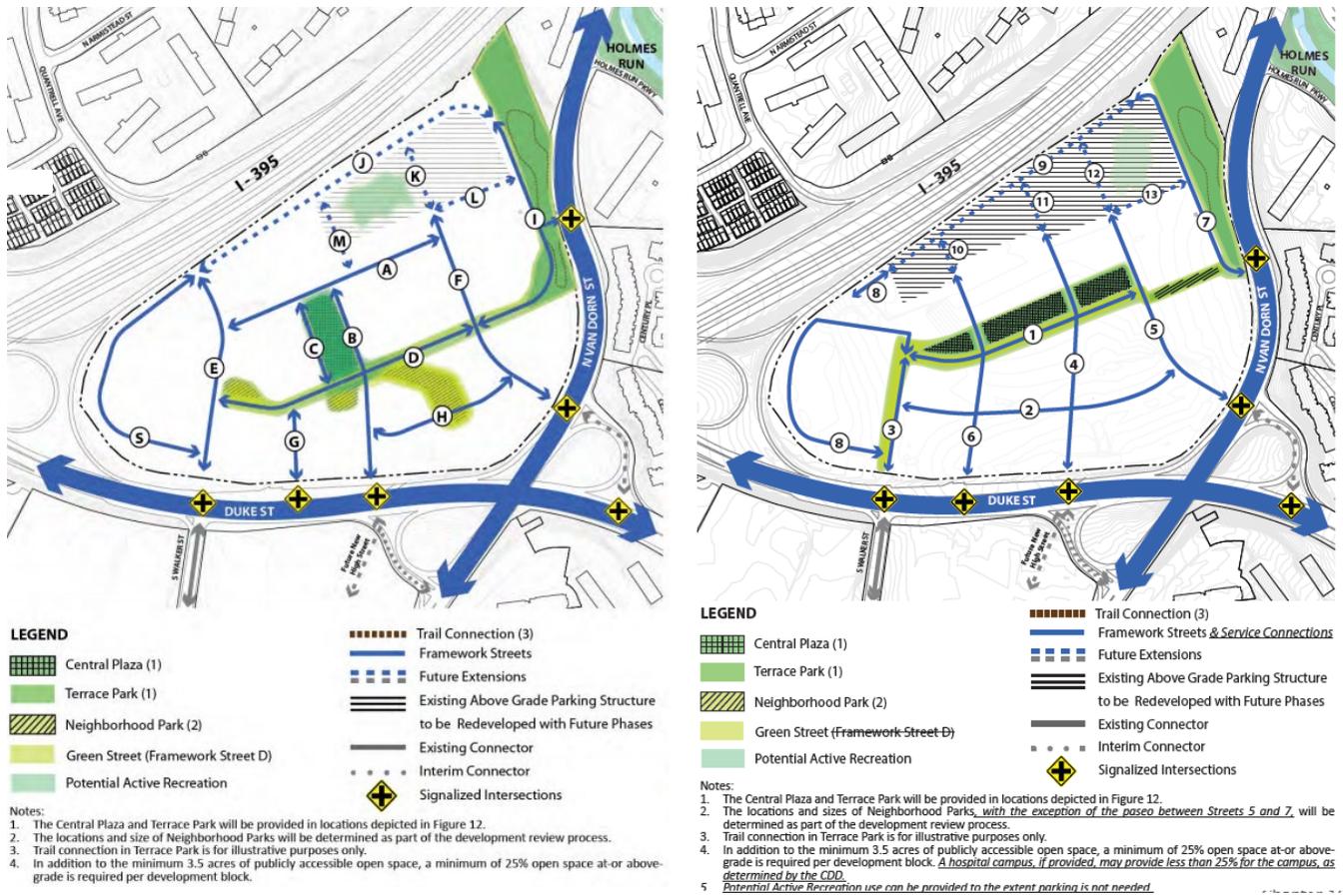
***iii. Potential Pedestrian and Bicycle Bridge Connection***

The applicant proposes to amend the graphic for the Potential Pedestrian/Bicycle Bridge Connection from a *dashed line* across I-395 in the northwestern portion of the site to a *symbol* indicating that a potential bridge could generally occur along the I-395 frontage of the site outside of the INOVA campus frontage with I-395.

The bridge will be contingent on future Federal and/or State funding, and should it become available, coordination among associated agencies would ensue and a final location would be recommended at that time. In the near-term, as mentioned above, VDOT proposes to rehabilitate the existing Duke Street bridge to include replacing the westbound sidewalk with a shared-use path and widening the eastbound sidewalk, as seen in Figure 4.

***5. Open Space***

The applicant proposes modification of the open space configuration across the site to align with the proposed street framework as well as modified locations of the Corridor Plan's Central Plaza Open Space and Neighborhood Parks, as depicted below (Figure 5).



2019 Landmark Van Dorn Corridor Plan

Figure 5: Open Space

MPA Request

**i. Open Space Alignment and Size**

Staff supports the proposed locations of the open space system as it maintains the goal of providing publicly accessible at-grade open spaces across the site connected by a continuous “green spine”. The Corridor Plan envisioned a green street connecting a 2.5-acre Terrace Park to a 0.45-acre Central Plaza and a variety of Neighborhood Parks. Staff supports the applicant’s proposal to specify an at-grade Neighborhood Park, or paseo, between Streets 5 and 7, to provide the necessary connection and cohesive open space system consistent with the Corridor Plan. Together, these three open spaces will serve as the fixed locations of the minimum 3.5 acres of publicly accessible open space across the site.

Staff also supports the proposed east-west orientation of the Central Plaza and expansion along Street 1. The proposed configuration not only ensures a park connection across the site, but it also facilitates the intent of the Plaza, which is to serve as the central outdoor community gathering area for programmed events, interaction with surrounding active uses such as retail, restaurants, and other commercial uses.

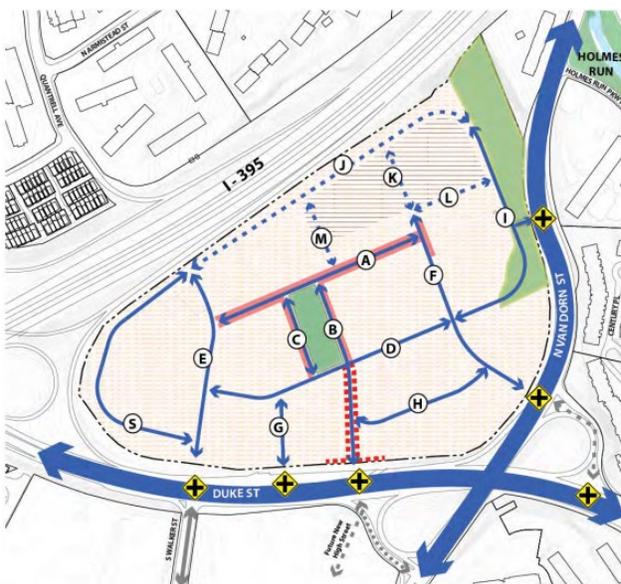
**ii. Open Space Requirement for the Hospital Campus**

In addition to the required minimum 3.5 acres of publicly accessible ground-level open space across the Landmark site, the Corridor Plan recommends each development block provide a minimum of 25 percent open space at- or above-grade. The amount of open space provided at- or above-grade for each development block will be determined through the development review process; however, the applicant proposes to modify the Corridor Plan’s open space requirement to allow for a reduction of the required minimum 25 percent on the Hospital Campus.

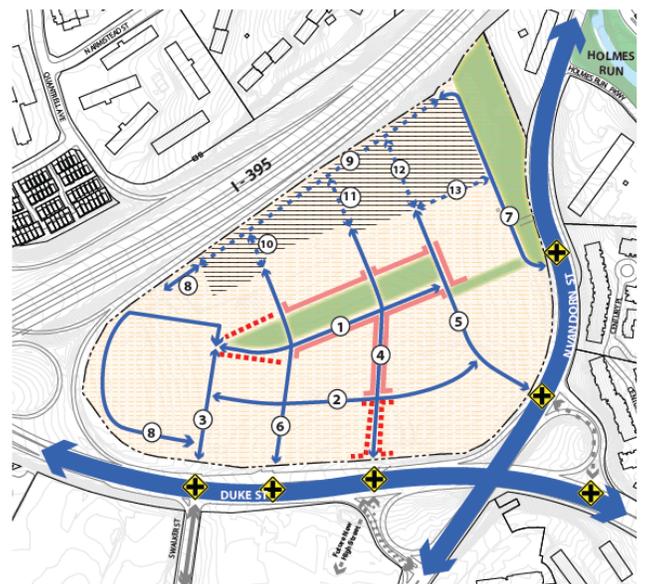
The Plan incorporates flexibility for blocks that cannot meet the 25 percent on-site open space requirement by allowing for consolidation on adjacent blocks if provided at-grade. Staff supports permitting additional flexibility for open space on the Hospital Campus block, due to the unique building and site needs of the use, including accommodations for emergency vehicle circulation and a rooftop helipad.

**6. Required and Preferred Active/Retail within the Land Use Map**

The applicant proposes to modify the Corridor Plan’s Required and Preferred Active/Retail locations, based largely upon the proposed street and block reconfiguration, as depicted below (Figure 6), and to modify the required height of ground floors along these streets from 17.5 ft to 15 ft.



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



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

2019 Landmark Van Dorn Corridor Plan  
 Figure 6: Land Use

MPA Request

Staff supports the requested modifications to the locations of Required and Preferred Active/Retail Streets, as the intent to provide active ground floors, both in use and building design along Main Streets A, B and C in the Corridor Plan, is generally provided along proposed Main Streets 1 and 4.

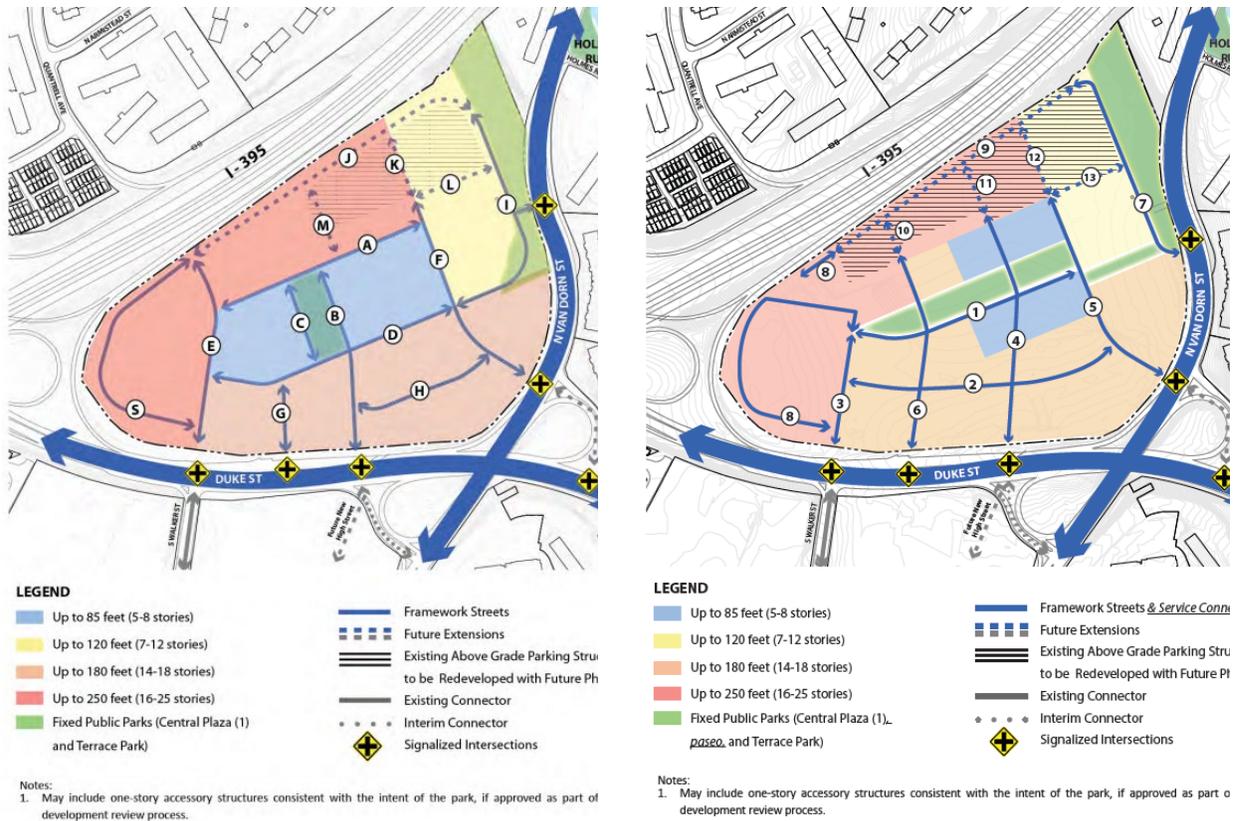
Ground floors of buildings fronting Required and Preferred Active/Retail Streets will be designed consistent with other Small Area Plans. These accommodations include a minimum interior height of 15 feet, a minimum depth of 30 feet, and prioritizes multiple storefronts, entrances, and large, transparent windows. These qualities are important externally for the pedestrian realm and internally for flexible uses of buildings over time.

These spaces are envisioned to host a number of active uses, such as traditional retail, personal service, health and wellness, commercial, art and entertainment, and in some instances coworking and brewery/distillery uses. Support space, like lobbies, indoor amenity spaces, community rooms, and workout facilities and similar uses are envisioned for Preferred Active/Retail Streets but are designed not to preclude future occupation by activation uses found on Required Active/Retail Streets.

Consistent with the Plan, the building frontages on both sides of Street 4 between Duke Street and Street 2 are proposed as Preferred Active/Retail Streets, with Required Active/Retail Streets on Street 4 between Streets 2 and 1. Building frontages surrounding the Central Plaza along Street 1 from Street 6 to 5 are proposed to be Required Active/Retail. The frontages along Street 1 between Street 3 and 6 within the Hospital Campus will be provided as Preferred Active/Retail Streets to ensure buildings are designed to encourage activation both in design and use. While the street configuration modifies the Active/Retail Streets proposed in the Corridor Plan, the pattern of active street frontages is otherwise consistent with the Corridor Plan's objectives.

## ***7. Building Heights***

The applicant proposes to modify the Corridor Plan's building heights, as depicted below (Figure 7).



2019 Landmark Van Dorn Corridor Plan MPA Request  
 Figure 7: Building Heights

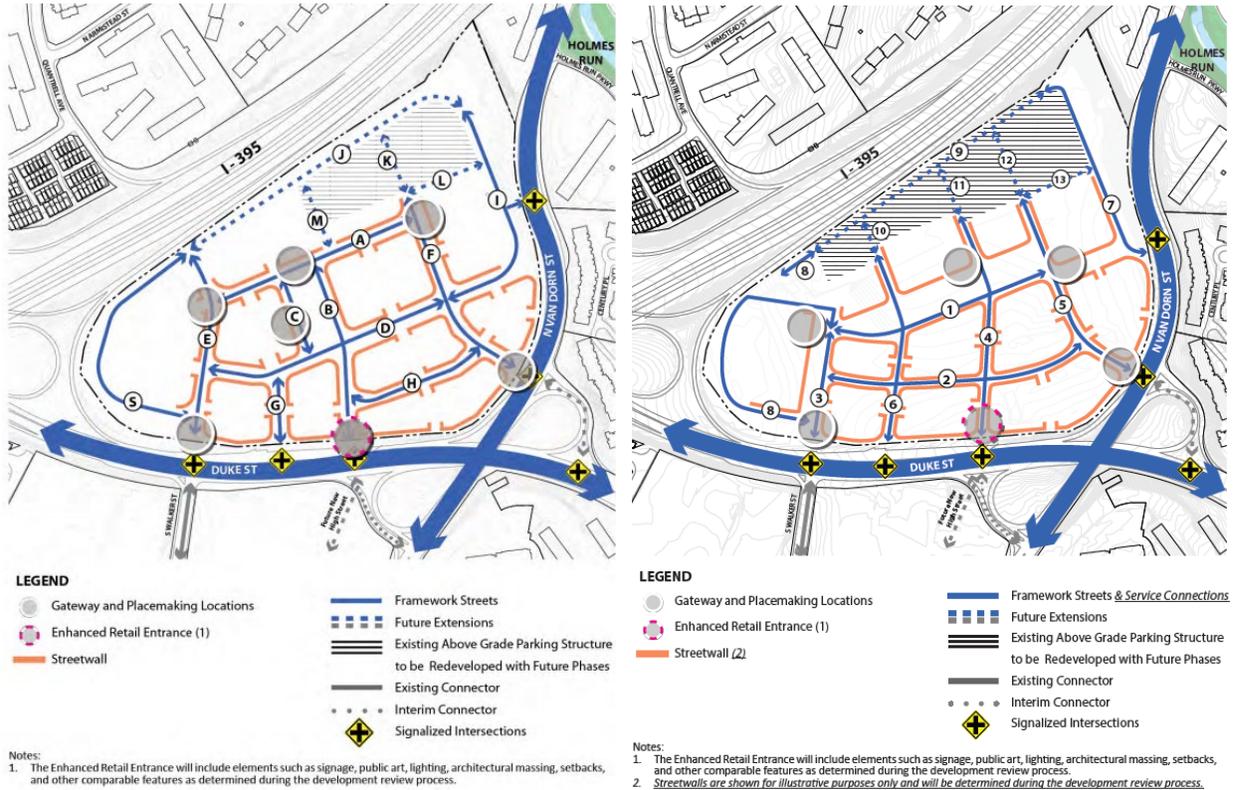
Staff supports the proposed maximum height modifications as they align with the proposed street framework and are consistent with the Corridor Plan’s intent to ensure a dynamic skyline and neighborhood identity through a variety of heights.

The previously proposed maximum heights, ranging from 85 feet to 250 feet across the neighborhood, remains and generally in the locations as prescribed by the Corridor Plan. The building maximums also remain consistent, at 250 feet and generally located along the western edge and along I-395; maximums of 180 feet are located along Duke Street and portions of N. Van Dorn Street; 120 ft. maximums are maintained along the Terrace Park; and 85 ft. maximums are found flanking a block and a half of the Central Plaza.

Maximum heights going west for the remainder of the Central Plaza frontage are proposed to graduate up to 180 feet and up to 250 feet as they transition to the Hospital Campus anchor on the west end of the site.

### 8. Streetwall, Gateway and Placemaking Locations

The applicant proposes to modify the Corridor Plan’s streetwall, gateway and placemaking locations to reflect the proposed street network and revised Central Plaza location, as illustrated below (Figure 8).



2019 Landmark Van Dorn Corridor Plan

MPA Request

Figure 8: Building Streetwall, Gateway and Placemaking Opportunities

Staff supports the proposed amendment as the general intent of accentuating primary entries and terminating vistas is maintained. Consistent with the Corridor Plan, signature buildings in the proposed locations will define ground level space through materials and building articulation and define the skyline by incorporating dynamic building massing, a variety of building materials, and potential increase of height up to 250 feet.

The requested gateway and placemaking locations are strategically located, including three key entrances into the site. As anticipated in the Corridor Plan, the terminating vista looking west toward the hospital along the Central Plaza, the terminating vista looking north on Street 4 toward the Central Plaza, and the terminating vista looking east along Street 1 toward the proposed paseo open space have been maintained.

## **9. Above-grade Parking Structures**

### ***i. Existing Above-grade Parking Structure***

The Corridor Plan contemplated retaining roughly half of the existing above ground parking structure. However, the applicant proposes to retain the entire existing parking structure to accommodate parking for visitors as well as adjacent development blocks and the Hospital Campus. In addition to parking, the existing structure will be used for bus layby and recharging and potentially city programmed recreation should parking trends show the spaces are not needed for parking.

### ***ii. New Above-grade Parking Structures***

The applicant requests to amend the Corridor Plan to include use of architectural screening of new above-grade parking structures in addition to screening with active commercial and/or residential uses. Consistent with the Corridor Plan, architectural screening can adequately provide garage screening if integrated with the ground floor podium. This approach enables ground floor active uses while accommodating second level screened parking along prominent locations within the site like retail streets, park frontages, and Duke Street.

## **B. Zoning**

### ***1. Current Zoning***

Four of the five parcels in the project site are zoned CR / Commercial Regional or CRMU-M / Commercial Residential Mixed-Use – Medium, with the fifth parcel split between the two zones. The introduction of CRMU-M at the site was done to support the 2013 redevelopment request and is no longer needed now that the full site is being reconsidered as a Coordinated Development District.

### ***2. Rezoning and CDD Text Amendment***

The applicant has requested a Map Amendment (rezoning) of the project site from CR, CRMU-M, and split zoned CR and CRMU-M, to a Coordinated Development District (CDD). If approved, the proposed CDD zone would be CDD #29 and allow for a maximum floor area of 5.6 million square feet and a maximum height of 250-ft. The new zone would allow a variety of uses, including multifamily and townhouse residential, office, medical office, hospital, retail, restaurant, and civic uses.

Staff supports the request to rezone the project site to CDD #29 since the proposal meets the City's criteria for rezoning without a Master Plan study for the area and meets the goals of the previously approved Master Plan Amendment. The five-part criteria provide guidance for rezoning applications in locations that will not undergo a Small Area Plan update soon and do not warrant a new plan or study on their own. Attachment #4 details how the project conforms to these criteria:

1. Consistency with the Small Area Plan
2. Consistency with the Type of Area
3. Isolated Parcel
4. Status of Planning for the Area

5. Application's Consistency with City Goals

Rezoning and creating a new CDD, if approved, would add language to the Zoning Ordinance, which requires a text amendment, TA #2021-00002. The text amendment would amend the CDD section of the Zoning Ordinance (§5-602) to add Table 1.

MPA #2020-00009; ZTA#2021-00002; REZ#2021-00003;  
 CDD Concept Plan #2020-00007 - Landmark Neighborhood

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Use <sup>1</sup>
29	Landmark Neighborhood	CRMU-L regulations shall apply	<p>Maximum floor area: 5.6 million sq. ft., excluding public facilities (e.g. fire station) and the existing above-grade parking structure. Additional floor area may be requested pursuant to Section 7-700 of the Zoning Ordinance.</p> <p>Minimum non-residential uses: 20% of total floor area, excluding parking.</p> <p>Open Space: minimum 25% per development block. The open space for the Hospital Campus shall be provided as required by the CDD#29 Concept Plan Special Use Permit.</p> <p>Minimum yards: None. The supplemental yard and setback regulations of Section 7-1000 do not apply.</p> <p>Area Requirements: There are no lot area or frontage requirements.</p> <p>The height-to-setback ratio required in Section 6-403(A) of the Zoning Ordinance and the zone transition requirements of Section 7-900 do not apply.</p>	The minimum and maximum heights shall conform to the CDD-29 Concept Plan Special Use Permit.	<p>Active Recreational Uses; Animal care facility; Any use with live entertainment; Apartment hotel; Business and professional office; Child care home; Church; Congregate housing facility; Congregate recreational facility; Continuum of care facility; Day care center; Dwelling, multifamily; Dwelling, townhouse; Elder care home; Food or beverage production exceeding 5,000 sq.ft., which includes a retail component; Fraternal or private club; Health and athletic club or fitness studio; Health profession office; Helistop; Hospice; Hospital; Hotel; Light assembly, service, and crafts; Medical care facility; Medical laboratory; Nursing or convalescent home or hospice; Outdoor dining; Outdoor market; Passive Recreational Use; Personal service establishment; Public Park; Private school, academic; Private school, commercial; Public building; Public school;</p>

					Radio or television broadcasting office and studio; Recreation and entertainment use; Restaurant; Retail shopping establishment; Social Service Use; Valet parking; and Veterinary/animal hospital
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1. This list does not preclude any by-right or administrative special use permits for uses authorized by §5-602(E) and §5-602(F), respectively.

*Table 1: CDD#29 Zoning Table*

### **C. CDD Concept Plan**

#### **1. Street and Block Network**

The design of the proposed CDD Concept Plan aligns with the vision of the Landmark Van Dorn Corridor Plan. The CDD Concept Plan divides the site into 15 blocks, which have been named Hospital Campus and Blocks D through R.

The plan reserves four of these blocks for publicly accessible open space, including the Terrace Park (Block P), Central Plaza (Blocks Q, F and N) and the Paseo Neighborhood Park (Block R), with the remainder set aside for development. The Open Space and Amenities subsection describes the open space blocks in more detail. In the Concept Plan, the development blocks vary in size from 56,973 square feet (Block G) to 452,443 square feet (Hospital Campus). The total land area of all developable blocks, excluding future rights-of-way and the open space blocks, is nearly 1.3 million sq. ft. (29.3 acres).

Figure 9 shows the preliminary CDD Concept Plan, including the proposed streets.

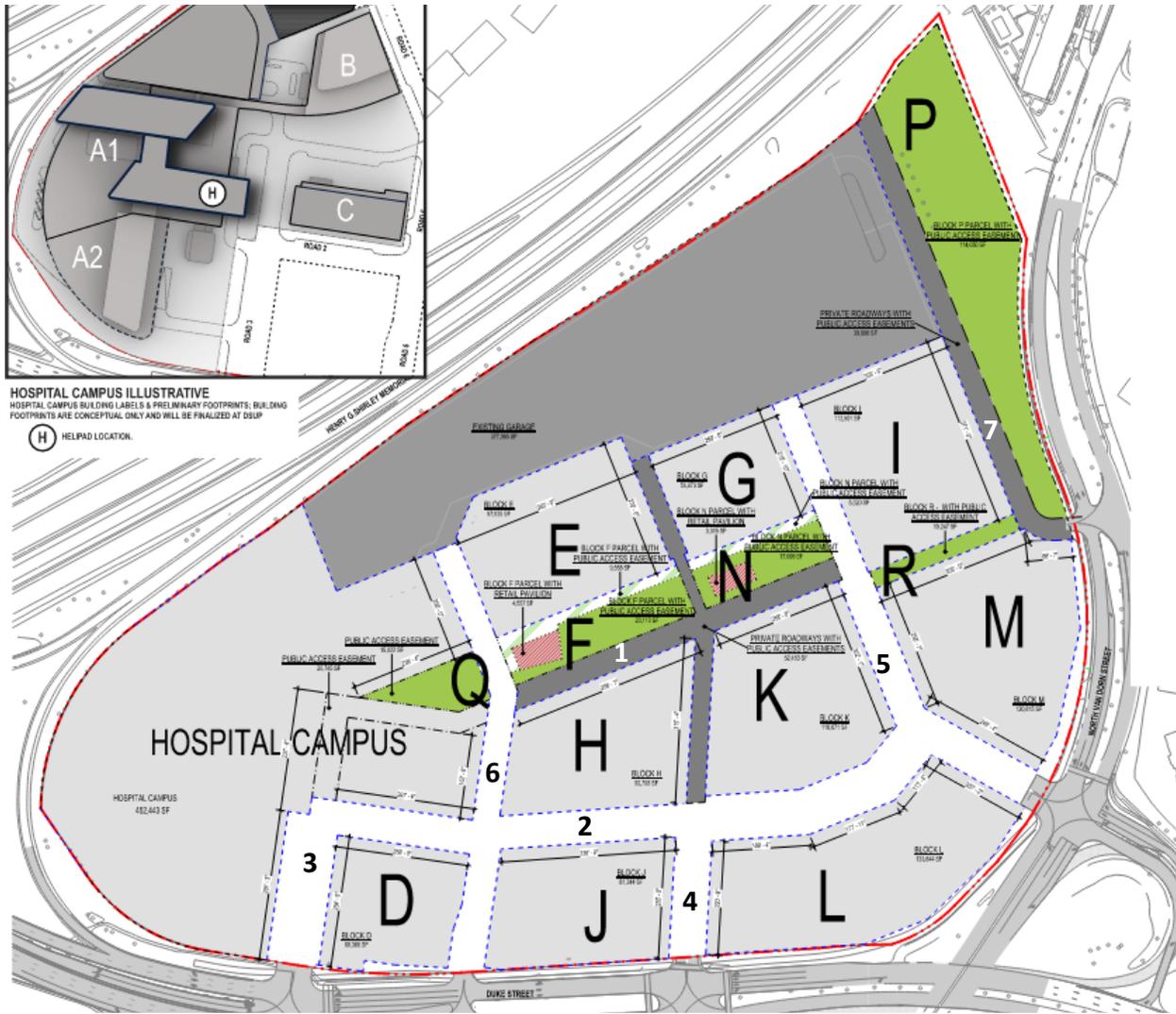


Figure 9: Preliminary CDD Concept Plan

The Concept Plan proposes seven public and private streets. Table 2 summarizes the proposed ownership by street.

Table 2 – Summary of Proposed Street Ownership

Street	Ownership	Notes
1	Private	
2	Public	
3	Mixed	Private north of Road 2
4	Mixed	Private north of Road 2
5	Public	
6	Public	
7	Private	

*i. Private Streets*

**Street 1** is a private, major east-west street with a sidewalk level two-way bicycle facility that starts at the Hospital Campus and terminates at the paseo (Block R). Designated as a Main Street, Street 1 flanks the Central Plaza open space and will have ground floor activation and retail uses. The applicant proposes Street 1 as a private street primarily to use non-standard materials and to have increased flexibility for maintenance and activation. These include road closures for programmed events, which are activities encouraged by the Corridor Plan.

The western most portion of Street 1 within the Hospital Campus is proposed as private due to an anticipated underground garage that will connect to buildings within the Hospital Campus. Furthermore, Street 1 will serve as the green street proposed in the Corridor Plan providing enhanced stormwater infrastructure and vegetation.

**Street 7** is a private street that with access from a new signalized intersection at N Van Dorn Street to the existing parking garage. The street does not intersect with any of the new framework streets but does run alongside the Terrace Park and is accessible by pedestrians from the Paseo Neighborhood Park. Street 7 is proposed as private to accommodate stormwater infrastructure to treat the existing parking garage. Street 7, designed as a neighborhood connector with street trees, landscaping, and sidewalks, will serve as the primary access for service vehicles to the Hospital Campus.

*ii. Mixed Public and Private Streets*

**Road 3** is the western most north-south street on the site and is a mixed public-private street with an on-street two-way bicycle facility. It aligns with S Walker Street across an enhanced intersection with Duke Street and terminates at Street 1. The street is private between Hospital Campus Buildings A1 and C where the subsurface parking garage serving the Hospital Campus is anticipated.

**Street 4** is a mixed public private street that is approximately at the center of the site and begins at a new signalized intersection at Duke Street about where the to-be-removed flyover exists today. Street 4, from Street 2 to the existing parking garage, is proposed as a private street much like Street 1, where the Concept Plan envisions future potential road closures for events and use of non-standard materials. Public access easements will be crafted with the future Infrastructure Site Plan to ensure adequate public access on all private streets.

*iii. Public Streets*

**Street 2** is a parallel public street to Road 1 that starts at the Hospital Campus and terminates at Block M. Street 2 will host the future transit hub between Blocks K and L. **Street 5** is a public street featuring an on-street two-way bicycle facility and extends from a redesigned intersection with N Van Dorn Street to the existing parking garage. **Street 6** is a public street that provides

access from a new signalized intersection at Duke Street and is the main access point to the planned fire station on Block J.

## 2. *Phasing*

The applicant proposes four phases of development and anticipates full build-out within approximately 20 years.

***Phase One (1-5 years)***, the applicant proposes to demolish the former mall, remove the Duke Street flyover, and construct all seven new internal roads, intersections and streetscape improvements on Duke Street west of Walker and N Van Dorn Street. Additional infrastructure work includes building the transit hub and completing the open space improvements for the Central Plaza, Terrace Park and Paseo.

For individual blocks, Phase One will include the Inova Hospital Campus plus the mixed-use and residential buildings on Blocks E, G, H, I, and M. During this phase, the applicant may consider interim uses on undeveloped blocks.

***Phase 2 (5-10 years)*** will include additional infrastructure improvements, such as the intersection of Walker and Duke Streets, and Road 3, the intersection of Street 6 with Duke Street, and the N Van Dorn Street streetscape along the property frontage up to Street 7.

Anticipated redevelopment includes the mixed-use and residential buildings on Blocks L, H, and K; plus the fire station and affordable housing building on Block J.

***Phase 3 (10-15 years)*** encompasses the mixed-use building on Block D,

***Phase 4 (15-20 years)*** is the potential expansion of the hospital building. Phases two through four will provide below grade parking where feasible. The applicant does not anticipate retaining any of the former mall building for interim uses.

Like Potomac Yard, Oakville Triangle, and Greenhill North, following the approved CDD Concept Plan, Staff recommends approval of a site-wide infrastructure Development Site Plan (DSP) to design all streets, sidewalks, and utilities. The streets and utilities would occur prior to the redevelopment of individual blocks. The sidewalk construction will occur with each building, while temporary bicycle and pedestrian improvements will be installed with the permanent streetscape is installed with each building.

Temporary sidewalks and other interim needs will be required as part of the approval. The open spaces and parks are required to be designed and constructed per the CDD recommendations.

## 3. *Uses/ Development Scenario*

The preferred development scenario of the two presented in the April 9, 2021 CDD Concept Plan is the “Max. Residential” scenario, as seen in Table 3. Staff recommends a condition requiring the applicant to revise the plan set to only show the Max Residential scenario when they submit the CDD Final Site Plan.

*Table 3 – Summary the Preferred Development Scenario*

Use	Max Residential (sq. ft.)
Hospital	990,000
Office & Medical Office	210,000
Residential	2,698,000
Retail	285,000
Fire Station	52,000
<b><i>Subtotal</i></b>	<b>4,235,000</b>
<b><i>FAR excluding parking</i></b>	<b>1.89</b>
New above grade parking	1,330,000
<b>TOTAL</b>	<b>5,565,000</b>
<b><i>FAR including new parking</i></b>	<b>2.48</b>
Existing above grade garage	1,017,165
<b>GRAND TOTAL</b>	<b>6,582,165</b>
<b><i>FAR including all parking</i></b>	<b>2.94</b>

The Max Residential scenario advances the mixed-use vision outlined in the Landmark Van Dorn Corridor Plan. Specifically, the Corridor Plan calls for 20 percent of the uses to be non-residential, including office, retail, hospital, and personal service, and this proposal provides 36 percent.

The proposal also includes the new Inova Hospital Campus, office, and commercial uses. Although the Concept Plan offers the applicant flexibility on the exact locations of most uses, the applicant has agreed to deliver ground floor active uses along the Required Active/Retail Street frontages recommended in the Corridor Plan, including retail, restaurant, personal service, health and wellness, indoor recreation, concert or performance venues, art galleries, museums, community service providers, or other similar uses.

Creative retail uses such as coworking and brewery/distillery, are recommended to a limited extent, if the use meets the intent of the Corridor Plan and provides a public serving component, such as hosting community meetings and public functions, including an embedded retail/restaurant, or providing outdoor seating. Ground floors of buildings along Preferred Active/Retail Streets will be designed to facilitate activation and not to preclude uses described above but may also provide a greater amount of lobby space, amenity spaces, patient education spaces, and other similar uses that do not necessitate commerce.

The Corridor Plan envisions that most of the residential would be in mixed-use multifamily buildings but does not prohibit townhouses on Block M and portions of Block L. Furthermore, the Concept Plan sets aside Block J for the fire station called for in the Corridor Plan.

The proposed zoning table in Attachment #5 lists specific uses appropriate for this CDD Concept Plan as they appear in other zones. Like other CDDs, each of these uses requires the City Council to grant SUPs.

Inova Health System Campus

The applicant is proposing a new Inova Health System campus as the institutional anchor for the redevelopment. The campus will encompass the Hospital Campus block on the western edge of the site and total nearly 1.1 million square feet at maximum build out. The applicant proposes to develop the hospital (675,000 sq. ft.; 230-beds), cancer center (130,000 sq. ft.), a multi-story above grade parking garage along the I-395 frontage, a medical office building (110,000 sq. ft.), and an underground parking garage spanning underneath the Hospital Campus in phase one (915,000 total sq. ft.), with a surface parking lot along Duke Street and the on-ramp to I-395 in the area reserved for development in a future phase (185,000 sq. ft.).

The site would accommodate a larger emergency room, level II trauma center, advanced services for obstetrics, heart and vascular, neurosciences, and an above-grade helipad. Inova will close their existing campus on Seminary Hill, where site constraints would make expanding to provide these services difficult and will relocate to Landmark in early 2028.

Fire Station

The Plan incentivizes incorporating community facilities into the neighborhood by not counting the square footage or height of the uses against the maximum overall development and height. The applicant has reserved Block J for a civic use, which the Landmark Van Dorn Corridor planning process and the 2017 Fire Station Optimal Location Study have prioritized for a fire station. The fire station would replace the existing Station 208 at 175 North Paxton Street to decrease emergency response times. The entrance to the station would face Street 6 for convenient access to Duke Street. Like the Station at Potomac Yard, the fire station will co-locate with affordable housing.

**4. Density, Height, and Design**

While the April 9 CDD Concept Plan proposed a range of minimum and maximum building heights from a minimum of 35-ft. on Blocks L and M to maximums up to 250-ft. on the Hospital Campus block, Staff recommends minimums increase to 70' on Blocks D through K and half of Block L that is envisioned as multifamily, and that maximums align more with the Corridor Plan. Blocks may be built to heights ranging within the minimum and maximum heights. Table 4 outlines the proposed range of building heights per block. Staff is also proposing general design standards as part of the CDD recommendations.

*Table 4 - Proposed Development by Block*

Block	Total Land Sq. Ft.	Building & Above Grade Parking Sq. Ft. <i>Max Residential</i>	Building Height (ft.)	
			Min	Max
Hospital Campus <sup>1</sup>	452,443	1,380,000	50	250
D	60,360	680,000	70	180
E	97,935	470,000	70	180/85
G	56,973	290,000	70	85
H	90,798	536,000	70	180/85
I	112,501	485,000	70	120
J	81,344	479,000	70	180

K	110,071	690,000	70	180/85
L	133,644	319,000	70/45	180
M	120,815	236,000	45	180

<sup>1</sup> Includes the entire hospital campus: buildings A, B, and C and Central Plaza West (Block Q)

The maximum building height matches the heights in the current Master Plan Amendment request, which would vary from 85-ft. to 250-ft. without bonus density height. While the total FAR in CDD #29 would be 2.94, including the existing parking garage, the Corridor Plan does not recommend a maximum allowable FAR.

The CDD #29 language also has additional development-related provisions. The zone would not have minimum lot or specific yard requirements. The zone transition setbacks listed in §7-900 and the height-to-setback ratio from §6-403(A) would not apply to this zone. Staff recommends excluding the latter provision to ensure buildings are located closer to the street in line with good urban design and to promote safe and active streetscapes.

### 5. *Transfers*

To mitigate future CDD amendments, staff recommends transfer of allowable building square footage up to 20% among development blocks within the CDD Plan Area with administrative approval. Per recommended Condition 11, administrative approval may occur as long as the transfer does not result in an increase in the overall total square footage or allowable maximum heights within the approved CDD or a decrease in required open space or the 20% required non-residential uses, including in those locations along required active/retail streets.

### 6. *Affordable Housing*

The applicant has established an aspirational goal of providing 10% of all new residential units at levels affordable to households earning 30 to 80 percent of the area median income (AMI). To accomplish this, they are using a variety of approaches, which include:

1. Converting the monetary value of its voluntary affordable housing contribution - estimated to total approximately \$13.8 million in 2020 rates - to 74 on-site committed affordable units (CAU), dispersed throughout the site,
2. Leveraging the value of 29 of those CAUs to develop an approximately 200-unit low-income housing tax credit (LIHTC)-equity funded affordable housing building co-located with the new fire station,
3. Reserving 15 discounted homeownership units for sale to eligible first-time homebuyers, and
4. Complying with the City’s policy to set-aside 2% of all continuum of care units for qualified individuals eligible for Auxiliary Grants.

The rental CAUs will provide housing for households earning up to 60 percent of AMI and the ownership units will be targeted for households earning up to 80 percent of AMI. The City will provide local support for the project, as/if needed for competitive tax credits to maximize the number of units and will have the option to secure deeper levels of affordability in the LIHTC building by providing additional City subsidy. Finally, the CDD does not preclude the applicant

from using Zoning Ordinance §7-700 during the DSUP stage to obtain bonus density in exchange for delivering additional committed affordable units.

### 7. *Open Space and Amenities*

The Corridor Plan requires a minimum of 3.5 acres of publicly accessible open spaces, including the Terrace Park, and the Central Plaza, which were anticipated in the Corridor Plan. At the request of this application, an amendment to include the Paseo Neighborhood Park to this list has been added. Together, these spaces in the CDD exceed the required minimum 3.5-acres of publicly accessible open space.

Table 5 summarizes the size of the five sites that will be standalone blocks. The 1.3-acre **Central Plaza** is nearly three times larger than the park envisioned in the Corridor Plan. As recommended by the Corridor Plan, the plaza will support passive recreation, programming, and one-story accessory structures for retail and/or dining. During events, the streets along the Central Plaza may become extensions of the park. Furthermore, the Corridor Plan calls for the Central Plaza to interact with the surrounding retail and restaurants, which the Concept Plan preserves by siting the park against blocks with ground floor commercial space.

*Table 5 – Mandatory Open Space Blocks*

Block	Area	
	Sq. Ft.	Acres
F – Central Plaza	23,110	0.53
N – Central Plaza East	17,699	0.41
P – Terrace Park	114,050	2.62
Q – Central Plaza West	15,022	0.34
R - Paseo	10,247	0.24
<b>Total</b>	180,128	4.14

The 2.6-acre **Terrace Park** at the eastern edge of the site next to N Van Dorn Street is in the same location as the Corridor Plan. The Park has a considerable grade change (39 percent slope). The proposed park design would accommodate the steep slope with well-lit and terraced or elevated walking trails among the mature trees. The 40-ft. wide, 0.2-acre **Paseo** is a landscaped, car free corridor that connects the Central Plaza to the Terrace Park between Blocks I and M.

The Concept Plan designates Road 1 as the **Green Street**, with enhanced landscaping, plantings, stormwater infrastructure, and streets trees. As recommended by the Corridor Plan, the Green Street connects to major publicly accessible open spaces, by linking the Central Plaza to the Terrace Park via the Paseo. The Concept Plan also notes that the Green Street features will connect to the proposed Inova campus’ open space that fronts Road 3 and thereby extends to Duke Street. The CDD proposes two smaller, **neighborhood parks** on Blocks J and M. The individual locations and sizes of these neighborhood parks are to be determined during at the DSUP stage.

During the DSUP process, each block will provide additional open space to meet the 25 percent at or above-grade open space requirement in the CDD #29 zone. Per the Corridor Plan, the development is encouraged to prioritize open space at grade. As discussed earlier, the applicant is

seeking a Master Plan Amendment to allow the Hospital Campus to provide less open space. Staff recommends the hospital and affiliated uses provide a minimum of 15 percent at-grade open space with a minimum of 10,000 sq. ft. of above-grade open space as a condition of development. In addition to open space, the Hospital Campus will consider requests made by the City for use of the ground floor conference rooms, to the extent provided, for City or community special events.

In the event an individual block DSUP, outside of the Hospital Campus, cannot meet its individual 25% open space requirement, flexibility may be permitted on the individual block as long as the aggregate open space across the site satisfies this requirement and any transferred open space is provided as at-grade publicly accessible open space.

Per the intent of the Corridor Plan, the portions of the publicly accessible open spaces that exceed the minimum required 3.5 acres (i.e. Terrace Park, Central Plaza, and Paseo Neighborhood Park) may count toward this transfer. Finally, the applicant will work with the city to provide space on top of the existing parking garage for active recreation provided and programmed by the City in coordination with the development's parking needs.

## 8. *Transportation*

The Landmark Van Dorn Corridor Plan recommends enhancing safety, connectivity, and multi-modal access to, within, and along the site, consistent with the Transportation Master Plan, Vision Zero, and the Transit Vision Plan. As outlined below, Staff finds that the applicant's proposed transportation infrastructure aligns with the Corridor Plan recommendations.

### *i. Pedestrian and Streetscape*

The new internal streets will provide between 16.5-41-ft. combined frontage, pedestrian, and amenity zones, with the smallest width on the existing garage-facing side of Street 7 and the largest along Street 3 adjacent to the proposed Hospital and Main Streets 1 and 4 (Figure 10).



Figure 10: Typical Street Section for Street 1

The applicant will also widen the sidewalk along the frontage on Duke and N Van Dorn Streets. On Duke Street the sidewalk will become a 12-ft. shared use path plus a 10-ft. amenity zone for plantings and street trees. On N Van Dorn Street, between Streets 5 and 7, the sidewalk will be a 12-ft. shared use path plus a 4-ft. amenity zone for plantings and street trees.

Beyond Street 7, will be a 12-ft. shared use path and 6-ft. frontage zone, pending future funding. Pedestrians will also benefit from the car-free Paseo (Block R) connecting Street 1 to Street 7/N

Van Dorn Street. Finally, the applicant has designated a potential landing spot for the potential pedestrian and bicycle bridge over I-395 adjacent to the Terrace Park should funding become available.

### *ii. Transit*

Consistent with the Corridor Plan, the CDD Concept Plan provides a new transit hub in the southeast section of the site to replace the bus transfer station underneath the existing parking garage. Consistent with the intent of the Corridor Plan, the size and location of the hub will allow quick, convenient access for the existing DASH and WMATA buses that serve the site plus the increased service anticipated as part of the New DASH Network, the West End Transitway, and the Duke Street Transitway. The transit hub would be one block between Blocks K and L on Road 2 with bus bays and shelters on each side of the street. The applicant intends the more prominent location of the bus stops to simplify routes that previously snaked through the site to access the existing garage, thereby making buses a more efficient and convenient transportation option.

### *iii. Bicycling*

The applicant proposes protected bicycle facilities on Roads 1, 3, and 5. These would be bidirectional on the north side of Road 1 and the east sides of Roads 3 and 5. As noted above in the pedestrian and streetscape section, bicyclists will also benefit from a new shared use path envisioned in the Corridor Plan that would wrap the site on Duke and N Van Dorn Streets.

### *iv. Vehicular Site Access*

The CDD Concept plan will simplify access to the site by removing the concrete flyovers from Duke and N Van Dorn Streets and by creating new intersections. The site will have five entry points, two from N Van Dorn to Streets 5 and 7 and three from Duke Street to Streets 3, 4, and 6. On Duke Street, a new intersection at Street 4, where the flyover exists today, would be a complete four-way intersection with a traffic signal. Street 6 would be an entry and exit point to the site, with a signalized intersection. The existing four-way signalized intersection with Duke and S Walker would remain with the connection to the redesigned Street 3.

On N Van Dorn Street, Street 7 would have a signalized T-intersection, with both north and southbound traffic able to enter the site at this point. The plan preserves the existing four-way signalized intersection to the reconfigured Street 5. As noted above, the City will coordinate with Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) to provide enhanced access from I-395.

The applicant and Staff will continue to coordinate on the necessary changes to improve safety at east bound off-ramp of I-395 onto Duke Street. Staff has facilitated initial conversations between the applicant and VDOT and FHWA to evaluate the redesign options identified in the traffic study for this high crash location. Due to the timing of VDOT and FHWA reviews, final approval will not occur prior to the Planning Commission and City Council public hearings. Accordingly, Staff recommends Condition 43 to ensure the applicant completes the VDOT Interchange Access Report (IAR) process in a timely manner consistent with the ambulance access needs of the Inova Hospital Campus.

**v. Traffic**

The applicant has submitted a detailed traffic study that finds the proposed redevelopment will not have a detrimental impact on the surrounding transportation network. Staff concurs with this finding based on the proposed infrastructure improvements, including the new street grid within the Landmark site that will help to disperse traffic.

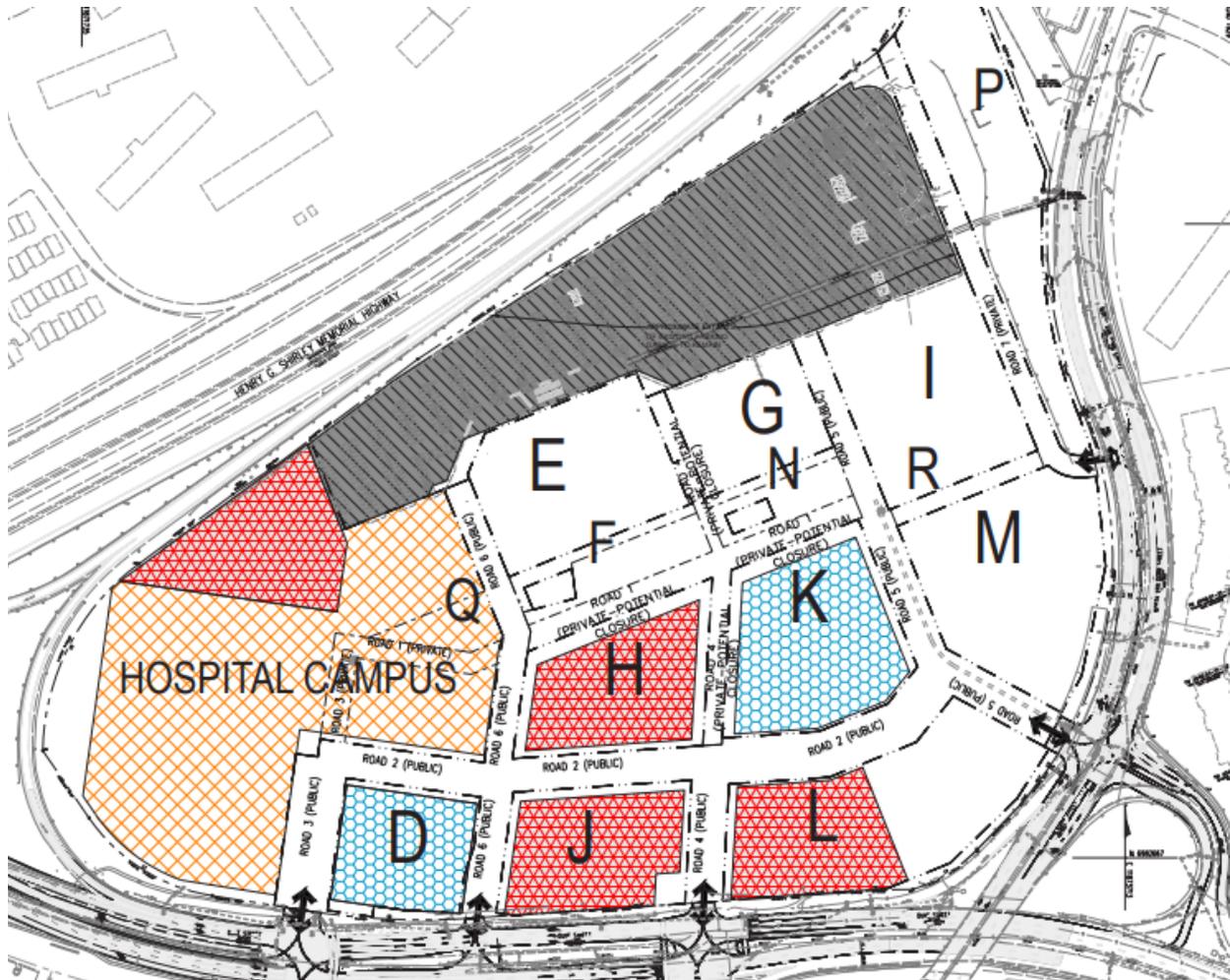
Staff also finds that the proposal successfully balances vehicular needs against the multimodal goals of the Corridor Plan, by right-sizing streets, avoiding unnecessary turn lanes, providing appropriate traffic signals, and by providing the pedestrian and bicycle facilities addressed previously.



Figure 11: Traffic Impacts along Duke Street

**vi. Parking**

The existing parking garage represents 60 percent of the total off-street parking spaces at the site. Future blocks will need to provide parking required by the Zoning Ordinance for each block. The goal of the Corridor Plan is to minimize and right-size parking for each block to promote a mixed use, transit-oriented future for the site, which will be accomplished by evaluating parking needs with each DSUP Figure 12 shows the planned parking configuration across the site, with a mix of above and below grade structures.



**LEGEND**

-  APPROXIMATE EXTENT OF BELOW GRADE PARKING AND OTHER HOSPITAL CAMPUS USES.
-  APPROXIMATE EXTENTS OF EXISTING ABOVE GRADE PARKING GARAGE
-  APPROXIMATE LOCATIONS OF ABOVE GRADE PARKING FACILITIES
-  APPROXIMATE LOCATIONS OF ABOVE AND BELOW GRADE PARKING FACILITIES

*Figure 12: Proposed Parking Configuration*

Above grade parking fronting Streets 1 and 4 or open space will be screened with active uses on the ground floor and may provide integrated above grade parking for one level above the ground floor, as defined by Condition #66. At other locations, active uses a depth of 20', will be provided along the ground level and architectural treatments, including public art, may screen above grade parking for a maximum of two levels above the ground floor. One notable feature is a below grade parking structure that would connect the Inova Hospital Campus buildings by extending under parts of Streets 1 and 3.

## ***9. Stormwater, Wastewater, and Environmental Sustainability***

### ***i. Stormwater***

The existing site is almost entirely impervious and stormwater runoff is largely untreated, and not detained. Through redevelopment, the Corridor Plan envisioned adding significant stormwater management to the site to reduce runoff; improve water quality in Backlick Run, Holmes Run, and Cameron Run; and achieve co-benefits such as mitigating the urban heat island effect and creating habitats. The Small Area Plan also recommends stricter stormwater management requirements for both quality and quantity than the City standard. Staff finds that the proposed stormwater management plan aligns with these goals.

The Concept Plan proposes stormwater quality treatment through green infrastructure such as green roofs and bioretention areas and underground devices to improve the quality of runoff from the site. All new public streets will be treated by green infrastructure to be designed per the City's new *Green Streets and Sidewalks Guidelines*. In addition, the amount and velocity of stormwater runoff will be reduced by the green infrastructure Best Management Practices (BMPs) installed as well as by underground detention facilities. Overall, the site will meet the 40 percent phosphorous reduction requirement and runoff reduction requirements of the Corridor Plan.

### ***ii. Wastewater***

As part of future DSUP review processes for individual buildings, the applicant will provide information on the capacity of the sanitary sewer lines close to the project site (local collector sewers), via a sanitary sewer adequate outfall analysis. If the analysis shows that the collector sewers need additional capacity, then the applicant will need to provide the capacity upgrades. Sewer connection fees will also help fund anticipated improvements to the Holmes Run trunk sewer, a large collector pipe that transmits wastewater from the western and central portion of the City (including the subject site) to the AlexRenew wastewater treatment facility.

### ***iii. Sustainability***

The most significant sustainable feature of the site is converting the untreated surface parking lot and older energy inefficient mall into a mixed-use development that exceeds the City's stormwater management goals, meets the City's Green Building Policy, and encourages alternative transportation options. In addition, the applicant has committed to pursuing LEED for Neighborhood Development (LEED ND) certification, which aims to facilitate more sustainable and connected communities beyond individually high-performing buildings.

For Blocks D through M, the new buildings will have solar collectors and/or be solar ready on available roof areas, podium roof levels will provide at least 30% of their areas as green roofs, reduce embodied carbon in materials by 5%, use electricity instead of fossil fuels for building and water heating in multi-family buildings, and employ high performance building facades. Furthermore, two percent of all existing and new parking spaces will have Level II electric vehicle charging stations.

The Inova Hospital Campus will design a high-efficiency central utility plant common to all three buildings. The campus design should support the goals of the City’s Environmental Action Plan 2040 greenhouse gas reduction 50 percent reduction by 2030 and 100 percent by 2050 and align with Virginia Clean Economy Act and Dominion Power’s Renewable Energy Program. Per the Virginia Clean Economy Act, the State’s largest utilities must deliver electricity from 100 percent renewable resources by 2045. Inova will voluntarily partner with Dominion through its Renewable Energy Program to ensure its energy usage is from renewable sources and matched with renewable energy through purchased Renewable Energy Certificates (REC), which are tradeable certificates that prove renewable energy was generated on the purchaser’s behalf. As Dominion increases its renewable portfolio, the campus will draw power from a more renewable energy grid. Building designs will mitigate solar heat gain and fixtures will conserve water used indoors and outdoors. Finally, the campus will meet Inova’s Sustainability Program, which aims to decrease energy use, water, and waste, while also increasing the use of mobility alternatives to driving single use vehicles.

### *10. Developer Contributions*

The properties within the Landmark/Van Dorn Corridor Plan area are subject to the developer contribution policy approved in 2018. This policy was intended to fund the off-site improvements that could not be constructed by an individual redevelopment site, which include the following:

- The Multi-modal Bridge (or improvements to the existing Van Dorn Bridge south of Pickett);
- The “High Street Bridge” over Duke Street between Landmark Mall and the properties to the south;
- Backlick Run Park Improvements; and
- Straightening of Eisenhower Avenue.

The developer contribution policy acknowledged that the need for the High Street Bridge would be assessed as part of the Landmark re-planning process. The resulting Plan (adopted in 2019) recommends elimination of the fly-over on Duke Street and the creation of Duke Street as an urban boulevard as an alternative to the High Street Bridge.

During the re-planning process for the Landmark site, it was acknowledged that the funding, phasing, and implementation of the developer contributions would need to be addressed as part of the Coordinated Development District (CDD) approval. Applying the formula, the Landmark site would need to contribute \$10,000,000-\$12,700,000 at build-out. The costs to make all the improvements on Duke Street are approximately \$54 million. Some of the improvements, such as removal of the fly-over and installation of the central median and landscaping are not required by the traffic study but are needed to comply with the intent of the Corridor Plan and improve this important street. The cost of the improvements in the area highlighted in orange in Figure 13 are approximately \$20 million. Because of the scale and cost of the off-site improvements not required by the traffic study, that so significantly improve this city street, staff believes that some credit should be provided due to the scale and magnitude of the off-site improvements. Staff is recommending that Foulger-Pratt provide \$3 million in developer cash contributions for the plan area improvements outlined above and provide up to a \$1 million developer contribution for the off-site ramp improvements at Duke Street and I-395. In addition, Inova is required to provide up

to a \$1 million developer contribution for the off-site ramp improvements at Duke Street and I-395. If regional, state and/or federal funds fully cover the cost of the off-site ramp improvements, then these ramp contributions would be equally reduced to the degree required. In total, the site will be providing as much as \$5 million in developer cash contributions, as well as significant investments to Duke Street and more than satisfying the overall contribution requirements.

The developer contribution policy has a two-stage check-in with the Planning Commission and City Council: The first will be at 1.5 million square feet of constructed new development, and the second would occur at 3 million square feet of constructed new development. The purpose of the policy check-ins is to give Planning Commission and City Council the opportunity to focus on potential strategies for the Multi-modal Bridge, Van Dorn widening, or other potential alternatives, including traffic analysis and updated cost estimates to address the need, financial feasibility, and desirability of the Bridge or potential alternatives, as well as the timing and sequencing of next steps. If City Council decides to proceed with the Multi-modal Bridge, additional funding through other sources will need to be identified. Discussing and evaluating the need and options for a Multi-modal Bridge, Van Dorn widening, or other alternatives at 1.5 and 3 million square feet will allow ample time for evaluation of an option with an appropriate cost-benefit analysis before the 7-9 million square feet of development threshold (projected to occur in 15-20 years) for the Multi-modal Bridge is triggered.





Area of off-site improvements to be credits against the developer contributions.

Figure 13: Duke Street Improvements Envisioned in the 2019 Corridor Plan Update

### 11. Schools

Through the Long-Range Education Facilities Plan, jointly developed by the City and Alexandria City Public Schools (ACPS), as well as the current Joint City-ACPS Facilities Master Plan process, the City and ACPS are creating a roadmap for future investment in City and ACPS facilities based on existing and project needs. The proposed uses for the Landmark Mall redevelopment including the hospital site, fire station, and other public uses (e.g., streets and parks) precludes locating a school at the site.

Furthermore, during the 2019 planning process for Landmark Mall, the community recommended a fire station, which is a use that is particularly sensitive to siting. Staff will continue to work with ACPS on potential future school sites within the Eisenhower West/Landmark Van Dorn neighborhood. For example, a condition of approval of the Greenhill North CDD was to set aside 30,000 sq. ft. of land for a school as part of the first DSUP for the site (anticipated in 5-7 years).

At Landmark, Table 6 summarizes the maximum expected student generation from residences, with up to a possible 284 students expected through 2035. The phase one development within the CDD Concept Plan area prioritizes the new Inova Health System campus and multifamily, mixed-use buildings. Comparable multifamily developments have not generated significant numbers of students. This experience aligns with the approximate student generation calculated by using the

current student generation rates in the Long-Range Educational Facilities Plan. With future DSUPs, Staff will further assess expected student generation.

*Table 6 – Projected Student Generation*

Year	Students	Student Generating Units <sup>1</sup>
2020-2025	52	685
2025-2030	223	1,135
2030-2035	9	300
Total	284	2,120

<sup>1</sup> Excludes non-student generating units (e.g., senior housing)

**12. Community Development Authority or Business Improvement District**

For the non-hospital campus blocks in CDD#29, a Community Development Authority (CDA) or Business Improvement District (BID) will be established to ensure maintenance and activation under coordinated efforts:

- Repair and maintain the publicly accessible open spaces, including the Central Plaza, Terrace Park, and the Paseo Neighborhood Park, as well as other publicly accessible open spaces as may be defined in individual DSUPs;
- Coordinate with the City to establish appropriate programming within all publicly accessible open space and throughout the site;
- Create a comprehensive management and marketing strategy;
- Coordinate and manage any shared parking between owners within the CDD plan area, including any valet parking plan;
- Maintain, repair and coordinate locations and messaging for all signage and wayfinding;
- Maintain and repair porous pavement or special paving on public streets; and,
- Maintain all other shared streets and common spaces within the CDD plan area.

**D. COMMUNITY**

The project was discussed at 14 virtual community events, including five led by the Eisenhower West Landmark/Van Dorn Ad Hoc Implementation Advisory Group (EWLVD IAG), a 15-member advisory group consisting of resident, business and Commissions representatives. Staff have also updated the dedicated Landmark Mall webpage on the City’s website to include frequently asked questions, a matrix of collected community comments and questions, all advisory group and community meeting materials, as well as the submitted application materials.

*Table 7 – Landmark Mall Public Meetings*

Date (2021)	Event/Group	Topic(s)
January 4	Community information session	Overview
January 19	Eisenhower West/Landmark Van Dorn IAG	Overview
February 22	Eisenhower West/Landmark Van Dorn IAG	Land Use, Fire Station, Open Space
March 4	Alexandria Housing Affordability Advisory Committee Meeting	Affordable Housing
March 18	Parks and Recreation Commission	Open Space
March 25	Eisenhower West/Landmark Van Dorn IAG	Transit Hub, Helipad, Affordable Housing
April 1	Alexandria Housing Affordability Advisory Committee Meeting	Affordable Housing
April 19	Environmental Policy Commission	Sustainability
April 28	Eisenhower West/Landmark Van Dorn IAG	Transportation, Traffic Analysis, Pedestrian and Bicycle Connections, Sustainability
May 6	Alexandria Housing Affordability Advisory Committee Meeting	Affordable Housing
May 13	Community meeting	Overview
May 17	Environmental Policy Commission	Sustainability
May 19	Transportation Commission	Transportation, Transit Hub, Traffic Analysis, Pedestrian and Bicycle Connections
May 24	Eisenhower West/Landmark Van Dorn IAG	Master Plan Amendments, Wrap-up

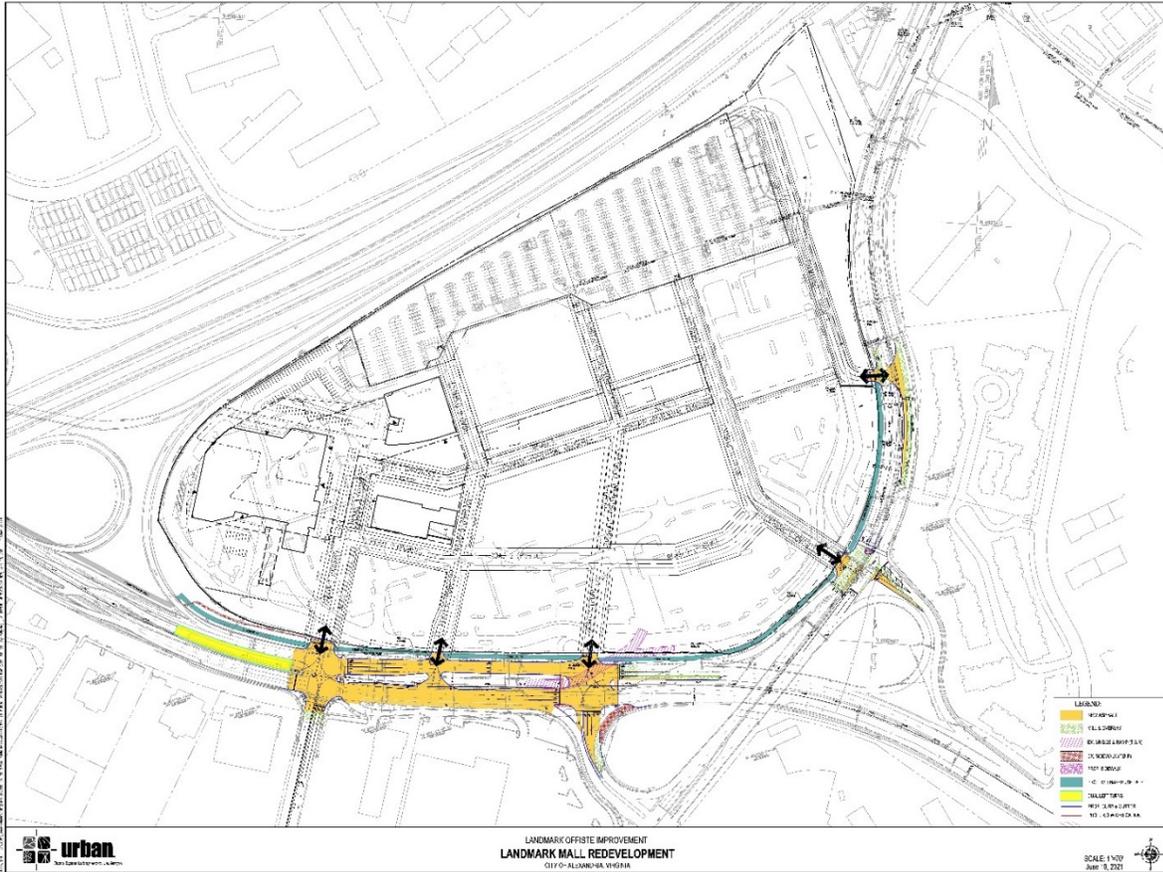
IAG = Implementation Advisory Group

#### **IV. CONCLUSION**

Staff recommends **approval** of the Master Plan Amendment, the rezoning, the text amendment, and the CDD Concept Plan, subject to complying with all applicable codes and the following Staff recommendations.

Staff: Ashley Labadie, AICP, Urban Planner  
 Jeff Farner, Deputy Director  
 Robert Kerns, AICP, Division Chief  
 Maya Contreras, Principal Planner  
 Jared Alves, AICP, Planner  
 Margaret Curran, Planner  
 Nate Baker, Planner

V. **GRAPHIC**



Graphic 1: Revised (6/10/2021) Off-site Improvements along Duke Street and Van Dorn Street (per Condition #8.a.)

## **VI. STAFF RECOMMENDATIONS**

### **A. GENERAL**

1. The applicant shall comply with the Coordinated Development District (CDD) Conceptual Design Plan, hereafter referred to as CDD Concept Plan, accompanying this application and dated April 9, 2021 and as it may be amended, all conditions contained herein, and with the zoning requirements of CDD#29. (P&Z)
2. The conditions of this approval are binding upon the applicant, its successors and/or assigns. (P&Z)
3. Each block(s) and/or building(s) and open space Blocks P, Q, F, N, and R shall obtain approval of a Development Special Use Permit (DSUP), and any other applicable approvals (including the potential for a Special Use Permit approval for bonus density as applicable) prior to construction. A DSUP may be submitted for a portion of a block when an applicant can provide sufficient information regarding the location, approximate size, type, uses, open space, parking, loading access and additional information as needed for the remainder of the block and adjoining blocks, streets and open space to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
4. The CDD Concept Design Plan shall remain valid for thirty (30) years from the City Council hearing dated July 6, 2021. (P&Z)
5. The Directors of P&Z and T&ES may require that infrastructure, open space, land uses and other matters adjacent to the subject site deemed necessary to review a preliminary DSUP application also be shown in the application. (P&Z) (T&ES)
6. The Applicant(s) shall coordinate, to the extent necessary, with other property owners and Applicant(s) within CDD#29 on the design of all infrastructure including but not limited to streets, sidewalks or trails, parks-open spaces, sewer systems and other related infrastructure and construction and necessary transitions. (P&Z) (T&ES)
7. All building footprints shown in the CDD plan set are for illustrative purposes. The final footprint for all buildings shall be determined as part of the development review process. (P&Z)

### **B. CDD CONCEPT PLAN REVISIONS**

8. The applicant shall submit a revised CDD Concept Plan (herein referred to as “the CDD Final Site Plan”) within 60 days from approval of the April 9, 2021 CDD Concept Plan by the City Council for administrative review and approval

by the Director of Planning & Zoning. An amended CDD Concept Plan shall incorporate the following:

- a. Incorporate an exhibit (Graphic 1) depicting the revised improvements along Duke Street and Van Dorn Street, including the area west of the Road 3/S Walker and Duke Street intersection, the intersection of Road 5 with N Van Dorn Street the off ramp from Van Dorn to westbound Duke Street, the entrance ramp from Van Dorn to westbound Duke Street, and the intersection of the extension from eastbound Duke Street to Van Dorn Street. (P&Z) (T&ES)
- b. On Sheet 5, Phasing Plan, update the notes and phasing according to the exhibits detailed in Condition 8.a. (P&Z) (T&ES)
- c. The following pedestrian zones shall be updated to be a minimum of eight 8-ft.:
  - i. Along Block D fronting Road 3;
  - ii. Along Block M fronting Road 5; and
  - iii. Along Blocks I, M, and P and the existing parking structure fronting Road 7. (P&Z) (T&ES)
- d. On all private street sections, replace all references to vehicular and pedestrian easements with a single public access easement from the building line to building line. Areas for outdoor dining will be determined at the time of DSUP. Specific easements associated with the infrastructure improvements will be determined during the processing of the Infrastructure Development Site Plan (DSP) and specific easements associated with each DSUP will be determined during the processing of each DSUP. (P&Z) (T&ES)
- e. On applicable public streets, remove all references to pedestrian easements. Public access easements shall be provided from right-of-way to the building line. Areas for outdoor dining will be determined at the time of DSUP. (P&Z) (T&ES)
- f. On Sheet 09A, revise cross-section 1 to show 5 ft bike lanes in both directions and an 8' pedestrian zone on the north side of Road 1. (P&Z) (T&ES)
- g. On Sheet 09A, revise cross-section 2 to show 5 ft bike lanes in both directions on the north side of Road 1 and a 7-ft on-street parking lane and 2' step-off on the south side of Road 1. (P&Z) (T&ES)
- h. Replace references to the Hospital Campus providing 15% open space with the reference to the Hospital Campus providing 15% (62,500 sf) open space

at grade and a minimum of 10,000 sf of roof-top open space. (P&Z)  
(RP&CA)

- i. Add a note to Sheet 14 stating that “all stormwater BMP facilities shown on the plans are for illustrative purposes only.” (RP&CA)
- j. On Sheet 03A delete references to medical office/pharmaceutical and convention space from the list of retail narratives. (P&Z)
- k. On Sheet 03A shall be titled “Conceptual Land Use Plan”. (P&Z)
- h. On Sheet 03A, update note 3 to reference the correct block. (P&Z)
- i. On Sheet 03A, define the red hatching in the key. (RP&CA)
- j. Replace “primary active street frontage” with “Required Active/ Retail Street” and “secondary active street frontage” with “Preferred Active/ Retail Street” in legends. (P&Z)
- k. Replace the dotted red line on Blocks H, K and E with a solid red line to indicate “Required Active/Retail Street”. (P&Z)
- l. On the Hospital Campus, replace locations shown as “ground floor activated use” with a red dashed line indicating “Preferred Active/ Retail Street”. (P&Z)
- m. Replace "Open Space" within the plan set with “Neighborhood Park and/or Green Street Connection”. (P&Z)
- n. Provide street dimensions on Sheet 3. (P&Z)
- o. Remove references to “Main Street with Curb Cuts” and the associated note. (P&Z)
- p. Where “Building Footprint” is named in a legend, add “Conceptual” at the beginning. (P&Z)
- q. On Sheet 4, remove note 2. (P&Z)
- r. On Sheet 8, include Road 1 on note 3. (P&Z)
- s. On Sheet 13, remove the asterisk symbol on the graphic and in the legend (P&Z).
- t. On Sheet 13, replace the “enhanced entrance” symbols at Roads 3 and 5 with a “gateway/placemaking locations” symbol at each location. (P&Z)
- u. Move Sheet 13 to follow Sheet 12B in the CDD plan set. (P&Z)

- v. Depict a mid-block pedestrian connection on Block M to connect from Road 5 to Van Dorn Street. (P&Z)
- w. Revise minimum and maximum heights as follows:
  - i. Block D: Minimum of 70' and maximum of 180';
  - ii. Block E: Minimum of 70' across the entire block; a maximum of 180' on the western half of the block; a maximum of 85' on the eastern half of the block;
  - iii. Block H: Minimum of 70'; a maximum of 85' in the northeast portion of the block; a maximum of 180' for the remainder of the block;
  - iv. Block J: Minimum of 70' and maximum of 180';
  - v. Block G: Minimum of 70' and maximum of 85';
  - vi. Block I: Minimum of 70' and maximum of 120';
  - vii. Block K: Minimum of 70'; a maximum of 85' for the northern half of the block; a maximum of 180' for the southern portion of the block;
  - viii. Block L: The eastern half shall be a minimum of 35' and maximum of 180'; the western half shall be a minimum of 70' and maximum of 180'; and
  - ix. Block M: Minimum heights shall be 35' and maximum heights shall be 180'. (P&Z)
- x. Remove the "Balanced Program" development table from the Cover Sheet leaving the 'Max. Residential' development table. (P&Z)
- y. Correct the existing zoning listed in the Vicinity Map on the coversheet to be CRMU-M and CR. (P&Z)
- z. Provide a revised Duke Street cross section to include the planted median east of Road 3. (P&Z)
- aa. The Applicant shall remove or clarify the "Holmes Run Trunk" labels for the existing sewers 1. upstream of 002506SSMH, 2. downstream of 007600SSMH, and 3. downstream of manhole "Proposed A." (T&ES)
- bb. Regarding the proposed sewer and connection to the Holmes Run Trunk Sewer at 002474SSMH: The Applicant shall provide a pre- and post-CCTV inspection of manhole connection by a NASSCO MACP certified

technician. This shall be noted on the CDD/DSP plans and the plans issued for construction. (T&ES)

- cc. Revise sanitary sewer pipe sizes and velocities as necessary to comply with the sanitary sewer outfall analysis. Add a note to the note section on sheet 15 stating that any insufficient pipe capacities and high flow velocities shown will be addressed during final design and coordinated with the infrastructure plan. (T&ES)
  - dd. Applicant shall provide HGL information as part of the sanitary sewer outfall analysis as well as pipe profiles in accordance with memo to industry 6-14 with the DSP application. Add a note to Sheet 15 stating that HGL analysis will be provided with the infrastructure plan. (T&ES)
  - ee. On Sheet 15, the Applicant shall remove the “Holmes Run Trunk” labels that are placed on the city sewers upstream of 002506SSMH and downstream of 007600SSMH until its connection to the Holmes Run Trunk Sewer at manhole 002474SSMH. (T&ES)
9. On Sheet 15, if the existing sewers upstream of MH 002506SSMH are to remain upon construction of the proposed sanitary sewers on the project site, then such sewers shall be included in a sanitary sewer adequate outfall analysis to be completed as part of the Infrastructure DSP process. (T&ES)

## C. LAND USE

10. Any proposed land uses shall be subject to the development levels, requirements, and locations as depicted in the CDD Final Site Plan. (P&Z)
- a. Development square footage will be calculated based on the Floor Area as defined by the Zoning Ordinance. (P&Z)
  - b. The floor area defined for each block within CDD#29 is a maximum floor area subject to compliance with the CDD conditions required herein, and applicable requirements of the Zoning Ordinance. Additional floor area may be requested pursuant to Section 7-700 of the Zoning Ordinance. (P&Z)
  - c. A portion of Block J is reserved as fire station, community facility and/or other public use building, including affordable housing. (P&Z)
  - d. An additional 250,000 sf of commercial hospital development on the Hospital Campus and an additional 160,000 sf of above grade hospital parking between the Hospital and the Cancer Center may be permitted beyond the maximum square footages shown in the CDD Final Site Plan for the Hospital Campus and overall development. Such square footage shall be in addition to and not subtracted from, the maximum square footage permitted within the CDD Final Site

Plan. The additional 250,000 sf of commercial hospital development shall be subject to adequate infrastructure at the time of development approval. The final amount of the above grade parking will be approved as part of the development approval and be subject to the screening requirements set forth in Condition 65. (P&Z)

#### **D. TRANSFERS**

11. The applicant may transfer up to 20% of the allowable building square footage depicted on the CDD Final Site Plan from one block to another block within the CDD Concept Plan area or change the use to another use, subject to administrative approval by the Director of Planning & Zoning, and the following provisions:
  - a. In no case may any administrative approval of such a transfer result in an increase in the overall total square footage of the buildings within the CDD Concept Plan area;
  - b. In no case may any administrative approval of such a transfer allow for the following for any block within the CDD Concept Plan area:
    - i. An increase in the maximum allowable building height;
    - ii. A decrease in the minimum required building height(s) for each block;
    - iii. A decrease in the required open space; and
    - iv. A decrease in the required 20% non-residential uses, including required active/retail streets.
  - c. The applicant shall submit an updated CDD Concept Plan, depicting the revised building square footage proposed for all blocks in the CDD Concept Plan area for administrative approval by the Director of Planning & Zoning prior to the approval of any such transfer request. (P&Z)

#### **E. DEVELOPMENT PHASING**

12. The applicant shall construct future development as generally depicted within the CDD Concept Plan area in phases as shown on the CDD Final Site Plan and subject to subsequent Development Special Use Permit approval, except as amended through a Supplemental Phasing Plan provided by the Applicant with the Infrastructure DSP and, if necessary, with each DSUP submission within the CDD Concept Plan area. The Supplemental Phasing Plan shall include the following items to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:

MPA #2020-00009; ZTA#2021-00002; REZ#2021-00003;  
CDD Concept Plan #2020-00007 - Landmark Neighborhood

- a. Provide for the entire CDD Concept Plan area, a general outline of the site and the applicant's most up-to-date projection of the dates when construction and the types of land uses and FAR for each block and when each block is anticipated to commence. (P&Z) (T&ES)
- b. Provide the following information for major infrastructure components, including the street layout, the sanitary sewer system, the stormwater management system, and utility systems, and the off-site improvements connected with this project:
  - i. The general location and layout of the major infrastructure components; and
  - ii. The dates when construction of the infrastructure shall commence, provided that the projected dates for the commencement of construction of these components shall be consistent with the triggers noted herein. (P&Z) (T&ES)
- c. Depict and label for Blocks Q, F, N, R, and P:
  - i. The proposed sizes and locations of the park/open space; and
  - ii. The timeframe when construction of the improvements to the park/open space is expected and/or projected to commence consistent with the triggers noted herein. (P&Z) (T&ES)
- d. With each DSUP application, provide a circulation plan depicting the temporary pedestrian, bicycle, and vehicular circulation during the applicable DSUP construction phase(s). The plan shall identify temporary sidewalks, fencing and screening around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction, including methods for constructing the underground parking garages while maintaining pedestrian access from completed portions of the project. Any temporary disruptions to bicycle and pedestrian connections due to construction shall be approved by T&ES through the review of Maintenance of Traffic Plans. Detours should be provided to minimize disruption to the extent possible. (P&Z) (T&ES)
- e. Notwithstanding the above, the applicant, at its discretion, may submit an updated Supplemental Phasing Plan for administrative review and approval by the Directors of Planning & Zoning and Transportation & Environmental Services provided that no such submission shall relieve the applicant of the requirement that it submit, if necessary, an updated Supplemental Phasing Plan with each DSUP application that seeks approval of one or more buildings or structures within the CDD Concept Plan area; (P&Z) (T&ES)

- f. Provide updated tabulations for the following items, indicating both what is proposed and what has been approved cumulatively to date: development square footage for each use and for each block/building; open space square footage; and parking spaces. Development square footage equals floor area. (P&Z) (T&ES)

## **F. DEDICATIONS**

13. Prior to the earlier of the final site plan release of i) the Infrastructure DSP or ii) the first DSUP for any development block of the CDD Final Site Plan, as applicable, the applicant shall submit subdivision plats, easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate or grant to the City, the following minimum land dedications, reservations and public access easements as shown on the CDD Final Site Plan:
  - a. Dedication of right-of-way for all required new public streets and sidewalks or portions thereof;
  - b. Any remaining undedicated land adjacent to the existing right-of-way on North Van Dorn Street and Duke Street, as depicted on the CDD Final Site Plan, for the construction of the 12' multi-use trail and, where applicable, the future West End Transitway public transit lanes; and
  - c. Dedication of all other private street easements that may be required, including but not limited to public access easements and emergency vehicle easements.

Additional public easements shall be granted for publicly accessible open-space, emergency vehicles, pedestrian connections, and similar areas with the applicable DSUP for individual development blocks. (P&Z) (T&ES)

14. In the event any reservation of land is required by the Infrastructure DSP, the applicant shall submit within 90 days of written request from the City, reservation plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning. (P&Z) (T&ES)
15. In the event land dedication not already shown on the CDD Final Site Plan is required by the Infrastructure DSP, prior to City Council approval of the first DSUP within the CDD Concept Plan area or two years from the approval of this CDD Final Site Plan, whichever comes first, the applicant shall file for a CDD Concept Plan amendment that depicts this land dedication and any other changes to the CDD Concept Plan that may be necessary in connection with said land dedication. (P&Z) (T&ES)
16. All streets within the CDD Concept Plan area shall be dedicated as public streets except:

- a. As shown on the CDD Final Site Plan, including revisions noted in Section B; and
  - b. Private alleys may be allowed to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services and if approved as part of future DSUPs for individual buildings. (P&Z) (T&ES)
17. In instances where the Directors of Planning & Zoning, Recreation, Parks and Cultural Activities, and Transportation & Environmental Services require public access easements or public park and recreational easements for open space, plazas, streets, and/or sidewalks, the easement(s) shall be perpetual public access and use easements. The easements shall allow the public to access parks, at a minimum, for all uses and hours associated with public parks. The City and the applicant reserve the right within the easement to reprogram the park by mutual agreement so long as the reprogramming is consistent with the intent of the park. (P&Z) (T&ES)

## **G. PUBLIC FACILITIES**

18. Public facilities may include a fire station, public building, school, community facility, meeting and/or amenity space, or others as determined by the Directors of P&Z and RP&CA and may be provided in location across the CDD Plan Area. Final locations of public facilities, if provided, shall be determined as part of the DSUP unless otherwise specified herein. (P&Z) (RP&CA)
19. The development square footage and height related to public facilities shall be excluded from and not calculated as floor area or counted against the maximum permitted square footage of development or maximum heights within the CDD Plan Area. (P&Z)
20. The Hospital shall consider requests made by the City for use of the ground floor conference rooms, to the extent provided, for City or community special events. The Hospital retains the right to approve or deny such request in its sole discretion, based on its policies and operational needs. (P&Z) (RP&CA)

### **FIRE STATION**

#### *Joint Development (City and Applicant)*

21. The fire station, co-located affordable housing uses above the fire station, and all required parking shall be constructed concurrently with the adjoining development on Block J as permitted by the CDD Final Site Plan. The location of the fire station shall be as generally depicted in the CDD Final Site Plan. A DSUP for Block J development shall be submitted jointly by the Applicant and the City no later than January 1, 2025, and construction of the fire station and affordable housing for Block J shall be completed by January 1, 2031. The costs

for the construction of the fire station shall be the responsibility of the City, with the co-located affordable housing and parking as defined herein being the responsibility of the Applicant, per the approved Affordable Housing Plan. At the City's discretion, the City reserves the right to provide deeper levels of affordability and/or additional units provided that the City contributes the required funding. (P&Z) (Housing) (Fire)

Conveyance and City Development

22. In the event that the co-located affordable housing and fire station as defined herein under joint development cannot commence construction by January 1, 2031, the fire station footprint as generally depicted in the CDD Final Site Plan shall be conveyed at no cost to the City including all development rights to construct a fire station, associated elements, affordable housing above the fire station and parking. The costs of the design and construction of the fire station, affordable housing and/or affordable housing senior plus care facility, parking shall be the responsibility of the City, however, any design, engineering or other work previously undertaken mutually by the City and the Applicant, and/or with financial support from the City, shall be conveyed to the City, when the parcel conveys. In the event the City and the Applicant partner to develop a residential facility using air rights above the fire station, the Applicant shall receive credit for all affordable housing it develops on the City owned parcel. (P&Z) (Housing) (Fire)

General

23. As part of the redevelopment of Block J, the City reserves the right for potential shared parking with the affordable housing to accommodate the public facilities and collocated uses. (P&Z) (Housing) (Fire)
24. The Applicant shall construct the roads necessary for access and extend necessary underground utilities to the back of curb of the site as needed to support a fire station on Block J as generally depicted in the CDD Final Site Plan and as required as part of the Infrastructure DSP. (P&Z) (Fire)

**H. AFFORDABLE HOUSING**

25. Amendments to the CDD Affordable Housing Plan dated May 3, 2021 shall be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)
26. Consistent with the CDD Affordable Housing Plan (Plan) dated May 3, 2021, in lieu of providing monetary contributions to the Housing Trust Fund, the applicant will convert the value of the Housing Trust Fund monetary contributions to provide 74 on-site rental Committed Affordable Units (CAUs) pursuant to that Plan and the following conditions:

- a. With the development of Block J, in collaboration with the City and assuming City Capital Improvement Project (CIP) funds are available for development of the community facility and for local financial support for the housing, the applicant shall provide twenty-nine (29) rental CAUs in the form of a proposed Low-Income Housing Tax Credit (LIHTC)-funded affordable rental development containing approximately 200 total rental units to be co-located with a City fire station. (Housing)
  - b. As other Blocks are developed, DSUP applications for multifamily buildings shall provide the remaining forty-five (45) rental CAUs proportionally as the multifamily buildings are delivered across the CDD Concept Plan area. (Housing)
27. The rental CAU mix shall be proportional to the overall unit mix in the CDD Concept Plan area or shall be to the satisfaction of the Director of Housing. (Housing)
  28. Consistent with the CDD Affordable Housing Plan dated May 3, 2021 and subject to the future mutual agreement of the Director of Housing, the applicant will apply for LIHTC funding during up to three funding cycles to secure an award of credits to help finance and develop an affordable LIHTC building - co-located with a new City fire station. In the event the LIHTC development is unable to proceed, whether due to a lack of availability of tax credits or because the City elects not to provide the necessary local support and/or affordable housing subsidy required to secure tax credits, the applicant would alternatively develop Block J as a market-rate project. The 74 total rental CAUs, which are equivalent to the voluntary contribution as discussed above, would then be provided throughout the yet to be developed properties, including at least 29 rental CAUs on Block J. (Housing)
  29. Consistent with the CDD Affordable Housing Plan dated May 3, 2021 and subject to the future mutual agreement of the Director of Housing, and the applicant, the applicant will provide fifteen (15) affordable homeownership units in the first condominium building to be delivered. The unit mix of the committed affordable homeownership units shall be proportional to the overall unit mix in the condominium building or shall be provided to the satisfaction of the Director of Housing or designee. (Housing)
  30. In the event continuum of care facilities are constructed within the CDD Concept Plan area, the applicant will provide two percent of such residential units as affordable at the Auxiliary Grant level, or affordable units of equivalent value pursuant to the updated housing contributions policy approved by City Council in December 2020. (Housing)
  31. Additional provisions for the committed affordable rental and homeownership units in market-rate developments will be applied during each DSUP

application process consistent with the City's standard set-aside conditions in effect at that time. (Housing)

32. An Affordable Housing Plan shall be submitted to the Office of Housing consistent with published Affordable Housing Plan Guidelines for future residential DSUP applications that include affordable homeownership units and continuum of care facilities; and for Block J if it includes an affordable LIHTC building. For future residential DSUP applications that include required rental CAUs, the applicant shall include the number and type of CAUs proposed for the subject property to comply with the approved CDD Affordable Housing Plan dated May 3, 2021. (Housing)

## **I. INFRASTRUCTURE**

33. The Infrastructure DSP for the entire CDD plan area shall be approved by the Planning Commission prior to the first preliminary DSUP approval for any block with the CDD plan area. The final infrastructure site plan shall be approved prior to the release of the first final site plan for any development block for the site. The infrastructure plan shall at a minimum include the following and additional information deemed necessary for review of the infrastructure plan to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:
  - a. The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for all required new streets or portions thereof.
  - b. Curbs and gutters for all streets.
  - c. ADA-compliant curb ramps.
  - d. Any revised traffic signs, traffic signals, or roadway markings that may be necessary, as determined by the Directors of Planning & Zoning and Transportation & Environmental Services, along existing streets adjacent to the CDD Concept Plan area.
  - e. The approved streetscape dimensions as generally shown on the CDD Final Site Plan.
  - f. All grading, topography, and spot elevation necessary to review the proposed infrastructure.
  - g. All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connection.
  - h. Any necessary temporary facilities related to transit facilities. (P&Z) (T&ES)
34. The location for the potential future pedestrian/bicycle bridge landing depicted on the CDD Final Site Plan for illustrative purposes, only, may change based on site constraints, development in conformance with the CDD Final Site Plan, future project funding, design, and community input. (P&Z) (T&ES)

35. The applicant shall provide two-way, sidewalk-level bike facilities with minimum 5-foot lanes in each direction and buffers from vehicular lanes on Road 3, Road 5, and Road 1 as generally depicted in the CDD Plan. Bicycle facilities located on the public and private streets outside the Hospital Campus shall be depicted in the first Infrastructure DSP submission and provided with Phase I of development to the satisfaction of the Director of P&Z and T&ES. Bicycle facilities located on private streets within the Hospital Campus shall be depicted in the first DSUP preliminary submission for the Hospital Campus and installed prior to the first Certificate of Occupancy for the Hospital Campus. (P&Z) (T&ES)
36. To the satisfaction of the Director of T&ES, a 12-foot-wide multi-use trail shall be provided along the site perimeter on Duke Street and Van Dorn Street up to Road 7, as shown in the CDD Final Site Plan.
  - a. The applicant shall provide necessary easements and land necessary to construct a 6' wide amenity zone, 12' foot wide trail, and retaining wall. Construction will be the responsibility of the city if and when funding becomes available. (P&Z) (T&ES)
37. Two bikeshare stations with a minimum footprint of 55 feet by 7 feet shall be provided within the CDD Concept Plan area in the locations generally depicted on the CDD Final Site Plan. Three smaller bikeshare stations may be considered if determined appropriate through the Infrastructure DSP. Final locations and size shall be generally depicted on the Infrastructure DSP to the satisfaction of the Director of T&ES. (T&ES)
38. To the satisfaction of the Director of T&ES, the applicant shall provide enhanced accommodations to allow bicycles and pedestrians to cross Duke Street safely and comfortably on the east side of the Road 3/S. Walker Street intersection. The applicant shall coordinate with City staff on an appropriate design and protective elements during the Infrastructure DSP process. (T&ES)
39. The Infrastructure DSP shall include interim as well as proposed final conditions and operations of each roadway improvement and planned modified or new intersection. (T&ES)
40. All infrastructure within future City Public Right of Way shall be to City Standards while materials used within the private roadways may be alternate materials to the satisfaction of the Directors of T&ES and P&Z and determined during the Infrastructure DSP. (P&Z) (T&ES)
41. A fully detailed traffic signal design plan for all proposed signalized intersections shall be included in the Infrastructure Final Site Plan Submission and shall be fully operational prior to opening the streets associated with the Infrastructure Plan. All associated equipment, devices, and features of each signalized intersection that would optimize the performance of the signal,

provide safe pedestrian and bicycle crossing, and prioritize transit and emergency vehicle throughput shall be included and to the satisfaction of the Director of T&ES. (T&ES)

42. Any changes to the Infrastructure Proposed Phasing Plan shown on Sheet 05 of the CDD Final Site Plan or which have not been reviewed or approved by the Director of T&ES, shall be reflected in the Infrastructure DSP or subsequent DSUP submittals, as necessary, for informational purposes. (T&ES)
43. The report conducted through VDOT's Interchange Access Report (IAR) process for the I-395/ Duke Street proposed modification shall be submitted to the City no less than thirty (30) business days and be to the satisfaction of the Director of T&ES, prior to the submission to VDOT or FHWA. The report must be reviewed and approved by the City, VDOT, and/or FHWA prior to the City's Capital Improvement Project Plan. The report shall include, but not limited to:
  - a. Analysis for all existing and proposed signalized intersections along Duke Street fronting the site with associated design modifications;
  - b. Consistent projected volumes and operations for each Duke Street intersection. Any changes must be identified and justified in the report.
  - c. A safety analysis of the preferred alternative for the I-395/ Duke Street proposed modification, as well as the Duke Street and S. Walker Street intersection. The safety analysis shall follow the Highway Safety Manual (HSM) procedure or Federal Highway Association's (FHWA's) procedure in assessing projected intersection safety; and,
  - d. Any other elements discussed and agreed upon within the Scoping meeting with VDOT and FHWA (T&ES).
44. Duke Street improvements, including the median east of Road 3, shall be designed and constructed by the Applicant as part of the Infrastructure DSP. (P&Z) (T&ES)
45. Hydrants on public streets are the responsibility of the city. Hydrants on private streets shall be included within public easements and are the responsibility of the City. (Fire)
46. All buildings must have adequate loading dock and/or pull-off capacity for delivery vehicles to avoid blocking EVE lanes. Additional signage may be necessary to the satisfaction of the Director of T&ES. (Fire)

## **J. TRANSIT**

47. A bus layover area shall be provided within or near the existing parking garage at the rear of site to the satisfaction of the Directors of T&ES and DASH. The layover area shall:

- a. Provide adequate spaces for 40-foot buses to turn around and parking for two 40-foot buses to park for 15-30 minutes at a time. Buses may turn around using parking garage aisles.
  - b. Always be well-lit and safe for operators 24 hours a day, 7 days a week.
  - c. Include a secured, well-lit private restroom for bus operators, which may be provided in the closest occupied building. (T&ES/DASH)
48. A minimum of six bus bays shall be provided at the Transit Center on Road 2 between Road 5 and Road 4, as shown on the CDD plans. The design of the transit facilities shall be provided with the Infrastructure Plan to the satisfaction of the Directors of T&ES, P&Z and DASH. (T&ES/DASH)
49. Provide reinforced concrete pavement on Road 5 between Van Dorn and Road 2, Road 2 between Road 5 and Road 4, Road 4 between Road 2, and Duke Street. At minimum, provide reinforced concrete at and leading up to the layover/charging bay. (T&ES/DASH)
50. Provide bicycle amenities, including bike storage and maintenance areas, near the proposed transit center. (T&ES/DASH)
51. No more than one curb cut shall be allowed on the Transit Center block (Block 2 between Road 5 and Road 4), as shown on the CDD Plans. (T&ES/DASH)
52. To the satisfaction of the Directors of T&ES and DASH and subject to WMATA approval, provide a midblock pedestrian crossing on the Transit Center block (Block 2 between Road 5 and Road 4). Details of the pedestrian crossing shall be determined with the Infrastructure Plan. In the case WMATA fails to approve said midblock crossing this condition will be satisfied. (TES/DASH)
53. Prior to the release of the Infrastructure Final Site Plan, coordinate with DASH and City Staff to partner on the location of an onsite electric bus charging station. Bus charging will occur in one of the designated bus bays or layover spaces using an overhead mast arm with pantograph. The bus charging station will be located within the existing parking structure or Transit Hub. An additional 6-foot by 9-foot equipment pad area shall be identified and provided within 300-feet of the location where the charging will occur. Coordinate with DASH and City Staff to identify technical specifications for utility infrastructure needs, including the infrastructure to support a dedicated 500kVA below grade transformer and update applicable infrastructure pages for areas designated for these infrastructure uses and utility connectivity. The applicant shall not be required to pay for or install any of the components of the bus charging station, excluding electrical connection pathway to electrical service and panel capacity. (T&ES/DASH)

54. The City Transit Center block streetscape and roadway including concrete pavement, curb and gutter, sidewalk, landscape strip, boarding areas, and communications and electrical conduit on Road 2 shall be provided with Phase 1 of the development. Design and phasing details to be provided with Infrastructure DSP to the Satisfaction of the Director of T&ES and DASH. (T&ES/DASH)
55. Interim site access shall be provided for buses during construction for any time periods between when the existing bus stop facilities at Landmark Mall are no longer accessible until bus bays are available at the proposed Transit Center on Road 2. This interim access shall have adequate space for buses to turn around, a small, protected passenger area for boardings, a-lightings, and transfers, pedestrian access to/from pedestrian facilities on adjacent public roads, and a minimum of three (3) bus bays available for bus stops and layover space. (T&ES/DASH).
56. The phasing of the street and flyover removal shall be in coordination with DASH's existing operations within the site and shall be phased to provide minimal impacts to Duke Street and N. Van Dorn Street to the fullest extent possible. (T&ES)

## **K. PARKING**

57. Parking for the Hospital Campus shall be determined with the Hospital Campus DSUP, which may include a request for a parking reduction SUP. Parking for the other development blocks shall be provided according to Zoning Ordinance requirements in effect at the time of each DSUP approval and subject to special use permits to decrease minimum or exceed maximum parking ratios. To the satisfaction of the Director of T&ES and P&Z, parking above the Zoning Ordinance maximums for development blocks outside the Hospital Campus may be permitted in initial phases given that parking in the existing parking garage will remain and will likely exceed parking requirements with the initial DSUPs. (P&Z) (T&ES)
58. All multi-family residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit), to the satisfaction of the Director of T&ES. (T&ES)
59. Provide a Parking Management Plan as part of the first preliminary DSUP for each block within the CDD Plan area. The Parking Management Plan shall be updated and approved with each subsequent DSUP submittal within the CDD Plan Area. Separate Parking Management Plans may be approved for the Hospital Campus and development blocks that do not share parking. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and comply with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES)

60. To the extent that parking control equipment is installed, controlled parking facility occupancy and turnover anonymized data shall be available through an open API for third party developers and the City to access data and direct parkers to available public parking spaces. (T&ES)
61. New parking garages shall have publicly accessible cellular service (or equivalent) and allow for the installation of equipment necessary for major cellular providers to be able to provide service in the garages. (T&ES)
62. On-street parking, except for drop-off/pick up zones and rideshare zones identified in the applicable DSUP, on both public and private streets within the site shall be metered and managed by the City. Any parking restrictions proposed by the Applicant shall be depicted in the Final DSUP Plans. The Director of T&ES reserves the authority to approve proposed restrictions and to set and adjust meter rates and hours. The applicant shall provide a contribution for each multi-space meters required as determined with each block DSUP. (T&ES)
63. Bicycle parking shall be required with each DSUP per Alexandria's Bicycle Parking Guidelines. (T&ES)

## **L. BUILDING MASSING, HEIGHT AND DESIGN**

64. Building massing, height, and design within the CDD Concept Plan area shall comply with the following conditions to the satisfaction of the Director of Planning & Zoning and be subject to future DSUP approval:
  - a. The streetwall along each development block will include variations in height and setbacks to achieve the intent of the Small Area Plan. (P&Z)
  - b. Building breaks or building recesses are strongly encouraged for buildings that exceed 200-ft. in length. (P&Z)
  - c. Streetwall design shall generally reflect or complement the language of the towers above. (P&Z)
  - d. Building materials for all building façades facing a street, shall be brick, glass, stone, wood, metal, precast, ceramic panels, or similar material as permitted by the Director of P&Z. Use of fiber cement shall be prohibited, on building facades visible from a street or public parks. For townhouses, a percentage higher than 20% may be permitted if the approach is consistent with the design intent of the townhouses and approved as part of the DSUP process. (P&Z)
  - e. The following shall be provided for the Required and Preferred Active/Retail Streets, to the satisfaction of the Director of Planning & Zoning:

- i. Ground-floor uses along Required Active/ Retail Streets should include uses such as, retail, restaurant, personal service, health and wellness, indoor recreation, concert or performance venues, art galleries, museums, community service providers, maker spaces, childcare facilities, pet grooming and care facilities, grocery stores, or other similar uses as permitted in the CDD zoning table. Non-typical retail uses such as coworking and brewery/distillery, are permitted to a limited extent if the use meets the intent of the Plan and provides a public serving component (such as hosting community meetings and public functions, including an embedded retail/restaurant, or providing outdoor seating). (P&Z)
  - ii. The ground floor of multifamily and Hospital Campus buildings along Preferred Active/ Retail Streets may include, but are not required to provide, the uses permitted on Required Active/Retail Streets per the CDD zoning table. In addition, the ground floor of multifamily and Hospital Campus buildings along Preferred Active/Retail Streets may provide building lobbies, amenity spaces, community rooms, patient education spaces and other similar uses that do not necessitate commerce, along the entire street frontage. Ground floors of buildings along Required Active/Retail Streets may provide these uses to the minimum size necessary. (P&Z)
  - iii. Street frontages designated for Required and Preferred Active/ Retail streets outside of the Hospital Campus shall prioritize multiple storefronts, entrances, large, transparent windows, and be designed with a minimum height of 15-ft. from top of slab to underside of slab, and a minimum 30-ft. depth. Preferred Active/Retail frontages on the Hospital Campus shall maximize transparency to the extent possible while maintaining the necessary Hospital Campus functions and shall be designed with a minimum floor to floor height of 15 ft. (P&Z)
  - f. Functional building entrances, stoops and windows that face the street should be prioritized. (P&Z)
  - g. Townhomes and townhouse-style multifamily units (e.g., two-over-twos, stacked townhouses, and back-to-back townhouses), if provided, are limited to Block M and the eastern portion of Block L. (P&Z)
65. New above grade structured parking on Blocks E, G, I is prohibited. New above grade structured parking for the Hospital Campus shall be located between the Hospital and Cancer Center and is prohibited on other street frontages. The final footprint, height, layout, square footage, and design of the above grade parking structure on the Hospital Campus shall be determined through the Hospital

Campus DSUP and shall include architectural screening facing all street frontages and I-395. (P&Z)

66. Outside the Hospital Campus, if parking is provided above grade (excluding blocks where above grade parking is prohibited by Condition 65, above), it shall be subject to the following:
  - a. For the Required and Preferred Retail Streets (Streets 1 and 4), the above grade parking shall be limited to a maximum of one level above the height of the ground floor active uses and integrated into the ground floor design and materials. (P&Z)
  - b. For all other Streets, active uses shall be provided for the entire length of the street at a minimum depth of 20 feet. Two levels of parking may be provided above the ground level and shall be screened with an architectural design, materials, and fenestration comparable to the remainder of the building(s) on levels above the ground floor and a portion of which may include public art. (P&Z)
  - c. Any levels of above grade parking above the levels of parking as defined herein shall be screened with active uses for a minimum depth of 30 feet for the entire perimeter of each street and/or public park. (P&Z)
67. Parking for all townhouses and stacked townhouses shall be in rear loaded garages accessed from an internal alley. Front loaded garages are prohibited. (P&Z)

## **M. OPEN SPACE**

68. Blocks F, N, Q, P, and R, combined, shall provide a minimum 3.5 acres of publicly accessible ground level open space, in the locations shown in the CDD Final Site Plan. (P&Z) (RP&CA)
69. To the satisfaction of the Director of P&Z and RP&CA, each development block, outside of the Hospital Campus, must provide 25% open space at-or above grade. If development Blocks D, E, G, H, I, J, K, L, and M cannot meet their individual open space requirements, then the unmet portion may be accommodated as publicly accessible ground-level open space on an adjacent blocks within the CDD Plan Area. Area in excess of the required 3.5 acres of publicly accessible open space, per the small area plan, provided on Blocks F, N, P, Q, and R, may contribute towards the unmet portions of development blocks, outside of the Hospital Campus, as determined through the DSUP process. A tabulation of the individual block open space and any transfer of open space to adjacent blocks within the CDD Plan Area, including on Blocks F, N, P, Q, and R, shall be provided with each DSUP. (P&Z) (RP&CA)

70. The Hospital Campus shall provide a minimum of 15% (62,500 sf) of the campus lot area as publicly accessible ground level open space. In addition, as part of the development review process, the roof-top open space shall be a minimum of 10,000 sf on the roof-top. (P&Z) (RP&CA)
71. Roof top open space/amenity spaces may also be provided, in addition to ground-level open spaces, as part of future DSUP submissions for majority-residential buildings. Such spaces shall be designed as high-quality open space with active and passive uses for residents and building tenants. Roof top open space on office buildings may be accessible to the public if compatible with the building use as determined by the Directors of RP&CA and P&Z in consultation with the Applicant as part of the DSUP process. Roof top open space shall be physically and/or visually accessible. (P&Z) (RP&CA)
72. All additional ground-level open space, including courtyards, plazas, and private internal courtyards shall be designed as high-quality open space for residents, building tenants and the public where appropriate. (P&Z) (RP&CA)
73. To the extent a portion of the top deck of the existing parking structure is not used for parking, the applicant shall offer to lease this area to the City for \$1 per year to program temporary uses, such as but not limited to, pop-up events, farmers markets, food truck rodeos, athletic events, and classes and other recreational uses. The City shall be responsible for any improvements to the garage required for the intended non-parking use. (P&Z) (RP&CA)
74. Temporary open spaces (e.g., pop-ups on adjacent empty building sites) shall be explored as part of future DSUP submissions for majority-residential buildings. (P&Z) (RP&CA)
75. For any proposed playspaces within the CDD plan area, the applicant shall follow the City of Alexandria Playspace Policy approved in October 2013 to improve the health and well-being of all youth through design and provision of quality playspaces. Prior to submitting the first Final Site Plan for a DSUP outside the Hospital Campus, the applicant shall work with RPCA Staff representatives of the Playspace Technical Advisory Team (P-TAT) and P&Z staff to develop a playspace design of structured and/or unstructured play. (P&Z) (RP&CA)
76. Publicly accessible open space on Blocks Q, F, N, and R) shall not include a dog park or dog exercise area. Block P may include a dog park per the City's Dog Park Master Plan guidelines and to the satisfaction of the Directors of P&Z and RP&CA. Dog Parks may be considered through individual development block DSUP submissions to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA)
77. Community Wi-Fi infrastructure shall be provided in the Central Plaza, Terrace Park, and the Paseo. (P&Z) (RP&CA)

78. Operating hours shall be at a minimum consistent with park hours or as otherwise approved in the DSUP to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks and Cultural Activities. (P&Z) (RP&CA).

## **N. CENTRAL PLAZA**

79. Depict all improvements to Blocks F and N of the Central Plaza as shown on the CDD Final Site Plan on the first DSUP submission for any block adjacent to the northern portion of the Central Plaza, (Blocks F and N, only). Alternatively, the applicant may submit one DSUP request for only the Central Plaza (Blocks F and N), and in its entirety, at the same time as the first DSUP submission for any block adjacent to any portion of the Central Plaza (Blocks F and N, only). The Block Q design shall be submitted with the DSUP for the Hospital Campus. (P&Z) (RP&CA)
- a. Improvements to the park shall include, but may not be limited to, pedestrian pathways, benches, planting beds, gazebos, or similar improvements or structures. (P&Z) (RP&CA)
  - b. The applicant shall construct the park improvements depicted on the approved DSUP prior to the release of the first Certificate of Occupancy for the first building on the respective block adjacent to Blocks F and N of the Central Plaza or respective portion thereof. (P&Z) (RP&CA)
  - c. Construction of the park shall occur in conjunction with the development of each block which is adjacent to the Central Plaza and shall be completed by the date or event described in the initial preliminary development plan approval for the block. (P&Z) (RP&CA)
  - d. Construction of the entire park within Blocks F and N shall be completed prior to 1 million square feet of development within the CDD Concept Plan area (excluding the Hospital Campus). (P&Z) (RP&CA)
80. The applicant shall depict all improvements to Block Q of the Central Plaza with the DSUP for the Hospital Campus. Alternatively, the applicant may submit one DSUP request for Block Q of the Central Plaza, at the same time as the DSUP for the Hospital Campus. Improvements to the park may include, but shall not be limited to pedestrian pathways, benches, planting beds, shade structures, and/or similar improvements or structures. The applicant shall construct the park improvements depicted on the approved DSUP prior to the release of the Certificate of Occupancy for the Hospital Campus building adjacent to Block Q. (P&Z) (RP&CA)
81. To the extent not undertaken by a BID or CDA, the applicant shall be responsible for maintaining and providing a maintenance plan for the Central Plaza in good condition in perpetuity, and consistent with all required

easements, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, and Cultural Activities. (P&Z) (RP&CA)

82. Live programming and other special events to be held within the Central Plaza open space by private entities on a limited basis, including food and craft sales during such events, may be allowed subject to an administrative protocol to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, & Cultural Activities. These events shall not preclude the city-sponsored events (P&Z) (RP&CA)
83. The applicant shall allow Blocks F and N of the Central Plaza (excluding Block Q) to be used, at a minimum, 8 times each year free of charge for City-sponsored events. (P&Z) (RP&CA)
84. Final locations and sizes of retail pavilions within Blocks F and N of the Central Plaza open space shall be determined during the future DSUP phase. (P&Z) (RP&CA)

## **O. TERRACE PARK**

85. The Terrace Park DSUP shall include all improvements to Terrace Park, including the sloped area and 20,000 sf of flat programmable area along Road 7.
  - a. This DSUP should be submitted concurrently with the first DSUP submission for any block adjacent to Road 7. (P&Z) (RP&CA)
  - b. Improvements to the park shall include, but may not be limited to pedestrian pathways, benches, planting beds/landscaping, gazebos, play space, or similar improvements or structures, including a possible pedestrian connection to Van Dorn Street. The applicant shall construct the park improvements depicted on the approved DSUP prior to occupancy of 1 million square feet of development within the CDD Concept Plan area (excluding the Hospital Campus). (P&Z) (RP&CA)
  - c. To the extent possible, all stormwater facilities shall be located outside of Terrace Park. All manholes and access doors shall be located within impervious areas and outside of the park. (P&Z) (RP&CA)
  - d. To the satisfaction of the Directors of P&Z and RP&CA, a pedestrian connection shall be provided from the 20,000 sf flat area to N. Van Dorn Street within the sloped portion of Terrace Park. The final design, type and location of the pedestrian connection shall be determined as part of the development approval for Terrace Park. The cost of the pedestrian connection shall be limited to \$250,000 in 2021 dollars and adjusted annually by CPI-U. The Applicant, at its discretion, may invest additional funding above the \$250,000. (P&Z) (RP&CA)

86. The applicant shall be responsible for maintaining and providing a maintenance plan to ensure that Terrace Park in good condition in perpetuity, and consistent with all required easements, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, and Cultural Activities. (P&Z) (RP&CA)

## **P. PASEO NEIGHBORHOOD PARK**

87. The applicant shall depict all improvements to Paseo Neighborhood Park shown on the CDD Final Site Plan on the first DSUP submission for any block adjacent to the park. Improvements to the park shall include, but may not be limited to pedestrian pathways, benches, planting beds/landscaping, play features, or similar improvements or structures. The applicant shall construct the park improvements depicted on the approved DSUP prior to the release of the first Certificate of Occupancy for the first building on the respective block adjacent to Paseo Neighborhood Park or respective portion thereof. (P&Z) (RP&CA)
88. An ADA accessible connection within the Paseo and/or within the adjacent buildings(s) shall be provided to the satisfaction of the Directors of P&Z, T&ES and RP&CA at the time of DSUP. (P&Z) (T&ES) (RP&CA)
89. The Paseo shall provide bicycle accessibility to the satisfaction of the Directors of T&ES and RP&CA at the time of DSUP. (P&Z) (T&ES) (RP&CA)
90. The applicant shall be responsible for maintaining and providing a maintenance plan to ensure the Paseo Neighborhood Park remains in good condition in perpetuity, and consistent with all required easements, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, and Cultural Activities. (P&Z) (RP&CA)
91. Live programming and other special events may be held within the Paseo Neighborhood Park open space by private entities on a limited basis, including food and craft sales during such events, may be allowed subject to an administrative protocol to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, & Cultural Activities. These events shall not preclude the city-sponsored events. (P&Z) (RP&CA)
92. The applicant shall allow the Paseo Neighborhood Park to be used up to 6 times each year free of charge for City-sponsored events. (P&Z) (RP&CA)

## **Q. CONTRIBUTION(S)**

93. Pursuant to the Eisenhower West/Landmark Van Dorn Developer Contributions Policy, the Applicant shall provide a developer contribution of \$3 per as-built square foot of floor area as defined by the Zoning Ordinance, excluding public facilities and LIHTC housing on Block J, consistent with the policy for each building. The total amount of the developer contributions shall not exceed \$3,000,000 in 2021 dollars, which shall be adjusted by CPI-U. The

requirements for developer contributions shall exclude square footage achieved through the application of Section 7-700 of the Zoning Ordinance. Developer contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area. Contribution rates will be recalculated in January of each year. The final contribution amount shall be calculated and verified by the Department of Planning and Zoning and in accordance with the Eisenhower West/Landmark Van Dorn Developer Contributions Policy applied solely to new development outside the Hospital Campus. All checks shall be made payable to the City of Alexandria and applied to the applicable fund. All developer contributions shall be made prior to the release of the first certificate of occupancy for each building. In addition to the developer contributions required herein, the Applicant shall provide a \$1,000,000 developer contribution and Inova shall provide a \$1,000,000 developer contribution for the I-395 ramp improvements within ninety (90 days) of written request by the City, which shall occur no sooner than the date of the award of a design or construction contract, whichever comes first. (P&Z)

## **R. UTILITIES**

94. All above grade electrical transformers and associated utilities shall be located outside of the public rights of way, parks, and public alley(s) and screened to the satisfaction of the Director of P&Z or provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets public right of way, or shall be to the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the DSUP for each building/block. (P&Z) (T&ES) (RP&CA)
95. As part of the DSUP, the applicant shall submit a sanitary sewer adequate outfall analysis per the requirements of Memorandum to Industry No. 06-14. The applicant may be required to provide infrastructure improvements related to existing city-owned sanitary collector sewers to mitigate impacts from sanitary flows generated from development projects in this CDD. (T&ES)
96. For the proposed sewer and connection to the Holmes Run Trunk Sewer at 002474SSMH, the Applicant shall provide a pre- and post-CCTV inspection of manhole connection by a NASSCO MACP certified technician. This shall be noted on the CDD/DSP plans and the plans issued for construction. (T&ES)
97. All new utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground at the cost of Applicant. All utilities except for those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)

98. A connected underground conduit grid shall be installed in preparation of fiber and cable installation to provide high-speed communication and connectivity to all buildings and traffic signals along Duke Street and N. Van Dorn Street within the site. The conduits shall be the satisfaction of the Director of T&ES. This shall either be shown as part of DSUPs for individual buildings or within the Infrastructure DSP. (T&ES)

## S. SUSTAINABILITY

### All Blocks:

99. Achieve LEED for Neighborhood Development certification or comparable certification for the entire CDD Plan area. (P&Z) (T&ES)
100. The existing parking structure shall have the electric panel capacity with a dedicated circuit adaptable for electrical vehicle charging in the future. 2% of the parking shall provide EV (Level II) stations. (P&Z) (T&ES)
101. All new parking shall provide 2% of all parking as EV (Level II) stations or as required by the Green Building Policy at the time of DSUP. (P&Z) (T&ES)

### Hospital Campus:

102. Phase I as depicted in the CDD Final Site Plan shall comply with the City's Green Building Policy and the required performance points in the Green Building Policy, with the exception of the water reduction points. All subsequent phases shall be LEED Silver or equivalent and meet the required performance points in the City's Green Building Policy with the exception of the water reduction points or comply with the City's Green Building Policy at the time of DSUP approval, whichever is more stringent. (P&Z) (T&ES)

### Development Blocks outside of Hospital Campus:

103. All buildings shall comply with the City's Green Building Policy at the time of DSUP. (P&Z) (T&ES)
104. Green roofs equal to at least 30% of the roof area of the podium level will be provided for new wood framed multifamily buildings and 15% of the otherwise unencumbered roof area for other new buildings. Existing garage to remain as it is. (P&Z) (T&ES)
105. Newly constructed buildings shall achieve a 5% reduction in embodied carbon. With each preliminary DSUP submission, the Applicant shall provide an estimate of CO<sub>2</sub>e (carbon dioxide equivalent) emissions utilizing a carbon footprint calculator that focuses on primary sources of CO<sub>2</sub> emissions such as buildings, solid waste, and transportation. The same calculator shall be used for all submissions for comparative data use. (P&Z) (T&ES)

106. Multifamily residential buildings shall be limited to electric only, except for limited accessory elements of the building such as retail use, food and beverage uses, emergency generators, and common areas systems and unit appliances. For these limited accessory elements, the buildings shall be designed to support low cost and available conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)
107. All buildings, excluding townhomes, stacked townhomes and the existing and proposed above grade parking structures, shall be solar ready. (P&Z) (T&ES)

## **T. STORMWATER**

108. The applicant shall meet the requirements set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary DSUP. (T&ES)
109. The CDD area lies within the Landmark / Van Dorn Small Area Plan, and as such has a redevelopment phosphorus removal requirement of 40 percent from the predeveloped load (treatment of the first ½ inch of rainfall is required). New impervious must meet the required 0.41 lbs./ac phosphorus loading rate or the 40 percent reduction, whichever is more stringent. The site's entire water quality volume shall be treated. Compliance with this condition must be met at the time of submittal of each preliminary DSUP. (T&ES)
110. The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each DSUP. In addition, all development shall meet the green infrastructure requirements of the Landmark/Van Dorn Small Area Plan. Underground sand filters and proprietary BMPs may be used for treatment of the existing parking garage and on a case-by-case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the director of T&ES or his or her designee. (T&ES)
111. The stormwater runoff from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 21-02 or applicable City policy at the time of approval. (T&ES)
112. All stormwater treatment facilities (BMPs) and detention facilities shall be maintained by the property owner, Community Development Authority, Business Improvement District, Master Association, or similar entity. This includes facilities installed in public rights of way and public parks. (T&ES)

113. Stormwater runoff quantities shall meet the City of Alexandria Article XIII Environmental Management Ordinance and Chapter 8 of the Landmark/Van Dorn Corridor Plan. (T&ES)
114. The stormwater collection system is located within the Holmes Run watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 1-year, 2-year, and 10-year storm events. (T&ES)

## **U. STREET NAMES**

115. All new public and private streets shall be named and said street names require Planning Commission approval through a Street Name Case request before assignment. Street Name Case requests for new street names within a CDD phase must be approved by Planning Commission prior to the release of the first Final Site Plan for the respective CDD phase in which the public streets are located. (P&Z)

## **V. INTERIM USES AND INTERIM CONDITIONS**

116. Temporary screening shall be provided to conceal exposed construction and incomplete areas of the project to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services consistent with the following guidelines:
  - a. Treatment of visible portions of structures on Blocks X intended to be covered by future constructed features shall include one or both of the following:
    - i. Installing building or structure-mounted fabric scrims and/or vinyl banners to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction.
    - ii. Installing plantings that are coordinated with and are compatible with the overall design character of adjacent areas in future development zones.
  - b. Plantings can be used to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction. Plant materials shall be fast growing species, primarily evergreen, and appropriate for short-term use. Planting / landscape interim conditions shall be to the approval of the Directors of P&Z, T&ES and RP&CA along the following guidelines:
    - i. Plantings shall be consistent with the Alexandria Landscape Design Guidelines.

- ii. Undeveloped parcels shall be enhanced with temporary landscape treatments and/or site improvements, including:
  - c. Blocks or portions thereof that are not developed for five (5) years after the completion of the infrastructure plan shall at a minimum be grass. (P&Z)
  - d. Temporary sidewalks, walkways or staircases/ramps shall be constructed around undeveloped parcels. Walkways shall be constructed of asphalt or other approved material and be minimum 5' in width.
  - e. Site shall be graded with gentle slopes and even transitions to offer a safe condition.
  - f. Site shall be seeded with turf type grasses and maintained in a neat, mowed condition.
  - g. Except for screen planting defined above in 'Treatment of visible portions of structures', and tree planting associated with streetscapes, the site shall remain as an open lawn area for public use (where possible). (P&Z) (T&ES) (RP&CA)
- 117. All interim uses and temporary conditions which are considered by the Directors of P&Z and/or T&ES to require screening shall apply the minimum screening and interim improvements listed in Condition #116 above. (P&Z) (T&ES)
- 118. No interim uses shall be approved which preclude the layout or function of the approved CDD Final Site Plan. (P&Z)
- 119. Interim retail uses as defined herein shall be permitted for all the undeveloped blocks or portion thereof for the site. In the event the City has programming or events for undeveloped portions of the site, the sites shall be made available at no cost to the City. (P&Z)

## **W. COORDINATED SIGNAGE**

- 120. Prior to the release of the first Final Site Plan for the first building within CDD #29, a coordinated signage program, including a wayfinding sign plan for the entire district, shall be provided. Prior to the release of the first DSUP Final Site plan outside the Hospital Campus, a coordinated sign Special Use Permit (SUP) shall be submitted for review and approved by the City Council.
  - a. The coordinated signage program shall be conditioned under a separate set of conditions.

- b. The Hospital Campus may request a separate coordinated signage program SUP prior to the release of the DSUP Final Site plan for the Hospital Campus, or as part of the preliminary DSUP.
- c. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages.
- d. The coordinated signage program SUP shall coordinate the location, scale, massing, and character of all proposed signage to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)

## **X. PUBLIC ART**

- 121. Per the City's Public Art Policy, adopted December 13, 2014, work with City Staff to incorporate public art on-site, or provide an equivalent monetary contribution to be used toward public art within the CDD planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building with the exception of townhomes or townhome style multifamily on Blocks L & M which will be per block. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
- 122. With the first DSUP submission in Phase 1 of CDD #29 the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of CDD #29. The preliminary public art plan shall be approved by RPCA prior to the release of the First Final Site Plan in Phase 1. (RP&CA) (P&Z)
  - a. The Hospital Campus may submit a separate public art plan with the DSUP for the Hospital Campus. (RP&CA) (P&Z)
  - b. All public art locations will be on private property and accessible to the public. (RP&CA) (P&Z)
  - c. To the maximum extent practicable, the applicant will install public art on retaining walls, above grade parking garages, and other exposed infrastructure. (RP&CA) (P&Z)
  - d. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identifiable locations, e.g., the publicly accessible open spaces. (RP&CA) (P&Z)
- 123. Prior to release of each building's Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan, to the satisfaction of the Directors of P&Z and RPCA:
  - a. The applicant shall have selected the artist, and medium (if applicable).

The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. (RP&CA) (P&Z)

- b. The location of the building's proposed public art, either on-site or committed to a location within CDD #29 Plan area. (RP&CA) (P&Z)
- c. The final amount of the required public art contribution. (RP&CA) (P&Z)
- d. The timeline for installing the public art. (RP&CA) (P&Z)
- e. Public art located on a property shall be the responsibility of the property owner, including all maintenance of the public art in perpetuity. (RP&CA) (P&Z)

## **Y. COMMUNITY DEVELOPMENT AUTHORITY OR BUSINESS IMPROVEMENT DISTRICT FOR DEVELOPMENT BLOCKS OUTSIDE THE HOSPITAL CAMPUS**

- 124. Prior to the release of the first certificate of occupancy for the first non-hospital campus building within CDD#29, the Applicant shall establish a Community Development Authority (CDA) or Business Improvement District (BID) to be responsible for the following items to the satisfaction of the Directors of P&Z, T&ES, RP&CA and City Attorney:
  - a. Repair and Maintenance of the mandatory, publicly accessible open space: Central Plaza, Terrace Park, and the Paseo, plus other publicly accessible open spaces as may be defined by individual DSUPs.
  - b. Provide assistance for the retailers in a comprehensive marketing and branding for the retail and programming in the CDD.
  - c. Open Space – The CDA or BID shall be responsible to work in coordination with the City to establish the appropriate amount and type of programming within the City parks and open space.
  - d. Parking – Coordination and management of any shared parking management plan between the owner(s) in CDD#29.
  - e. Valet parking - coordination of any valet management plan between the owners in CDD#29.
  - f. Signage – maintenance, repair, and coordination of locations and messaging for all identification signs, wayfinding signs, directional signs, and seasonal/event banners.

- g. Maintenance and repair of porous pavement or special paving on public streets, sidewalks, and amenity zones.
  - h. Any private streets, alleys, walkways, common areas, and public open spaces shall be maintained by the CDA or BID. (P&Z) (T&ES) (RP&CA)
125. If streets are closed during events coordinated by the CDA or BID, or comparable entity, collection of meter revenue shall be waived. Closures impacting on street parking shall be communicated to the City in advance. (T&ES)
126. The Applicant as part of the initial lease up of the retail for the required retail frontages shall provide a coordinated approach for the retail leasing to ensure a diverse mix of uses, businesses to activate the retail area. A diversity of local, regional, and national retailers is encouraged. (P&Z)
127. The Central Plaza, Terrace Park, and the Paseo shall be privately maintained by the Applicant or CDA or BID when established. Maintenance and applicable requirements of the Director of RP&CA shall comply with the City of Alexandria Landscape Guidelines. (RP&CA)
128. As part of the submission of the first preliminary DSUP, the Applicant shall be responsible for submitting a detailed narrative for the proposed governance structure for the CDA or BID for CDD#29, which addresses the need for a master developer, retail as required herein, maintenance, programming and other associated elements for review Prior to the release of the first Certificate of Occupancy in Phase 1, the final CDA or BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed CDA or BID Boundaries will participate as feasible. (P&Z)

## **Z. MISCELLANEOUS**

129. The applicant shall provide the following additional information for the review and approval of the Directors of Planning & Zoning and Transportation & Environmental Services:
- a. Any Development Special Use Permit (DSUP) application, with the exception of the Hospital Campus Building A1 site, that generates 50 vehicle trips or more in either peak hour but does not create more than 10% of what was proposed in the CDD Multimodal Transportation Study, and has consistent land use, as well as the DSUP submitted less than five years from the CDD study shall at a minimum submit a Transportation Memorandum, or to the satisfaction of the Director of T&ES. The memorandum shall include:

- i. Justification Statement, explaining why a transportation study is not required.
    - ii. The proposed generation for the corresponding block as presented in pages 23 through 31 in the CDD's Multimodal Transportation Study.
    - iii. As well as any information regarding any proposed changes or deviation from the CDD's Multimodal Transportation Study. (T&ES)
  - b. Any DSUP amendment or application that generates 50 vehicle trips or more in excess of what was proposed in the CDD Multimodal Transportation Study in either peak hour and is submitted five years or more after the approval of the CDD shall be subject to the required Multimodal Transportation Study and adhere to the most recent guidance. (T&ES)
130. A demolition permit(s) for the existing structures on the subject property will be considered for issuance prior to the submission of any DSPs or DSUPs, provided all necessary information is provided for City review. (T&ES)

## **VII. ATTACHMENTS**

1. Master Plan Resolution MPA#2020-00009 with List of Master Plan Changes
2. Chapter 10: Landmark Neighborhood 2021 Markup
3. CDD Concept Plan Approval Standards
4. Consistency with Rezoning Criteria
5. CDD #29 Zoning Table
6. Affordable Housing Plan, adopted by AHAAC May 3, 2021
7. Eisenhower West Landmark/Van Dorn Implementation Advisory Group  
Endorsement Letter
8. Community Comment Matrix

**ATTACHMENT 1: Master Plan Amendment Resolution with List of Master Plan Graphics**

RESOLUTION NO. **MPA 2020-00009**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, the proposed amendments will amend the **Landmark/Van Dorn Small Area Plan** chapter of the 1992 Master Plan;

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revisions and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 24, 2021** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Landmark/Van Dorn Small Area Plan** section of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Landmark/Van Dorn Small Area Plan** section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Landmark/Van Dorn Small Area Plan**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Landmark/Van Dorn Small Area Plan** chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendments to the **Landmark/Van Dorn Corridor Plan** through the **Landmark/Van Dorn Corridor Plan overlay** are hereby adopted in their entirety amending the Landmark/Van Dorn Corridor Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:
  - 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~~ I. 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~~ I 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 ~~B4~~ 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 curbside 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~~<sub>L</sub>) 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~~<sub>L</sub> 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

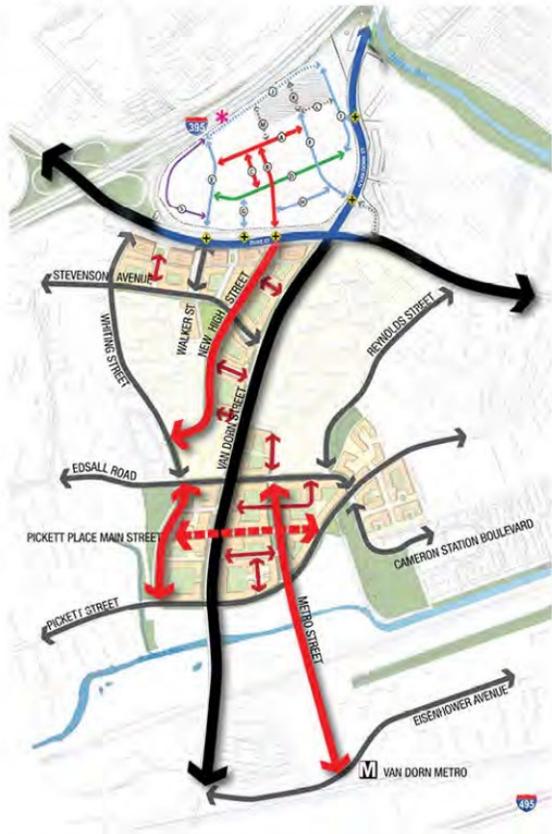
*See following pages.*

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Figure 1: Plan Area-wide Connectivity

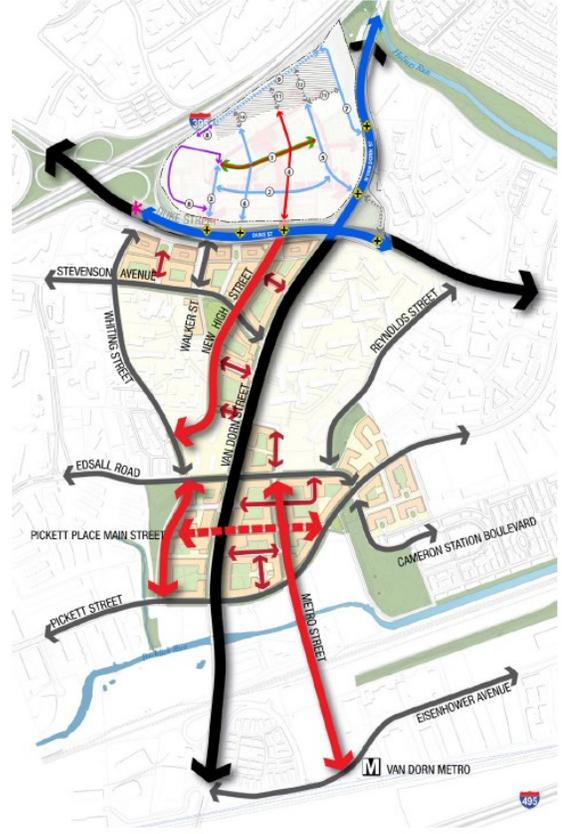
Approved 2009 Plan as amended

Figure 1: Plan Area-wide Connectivity



Proposed 2021 Amendment

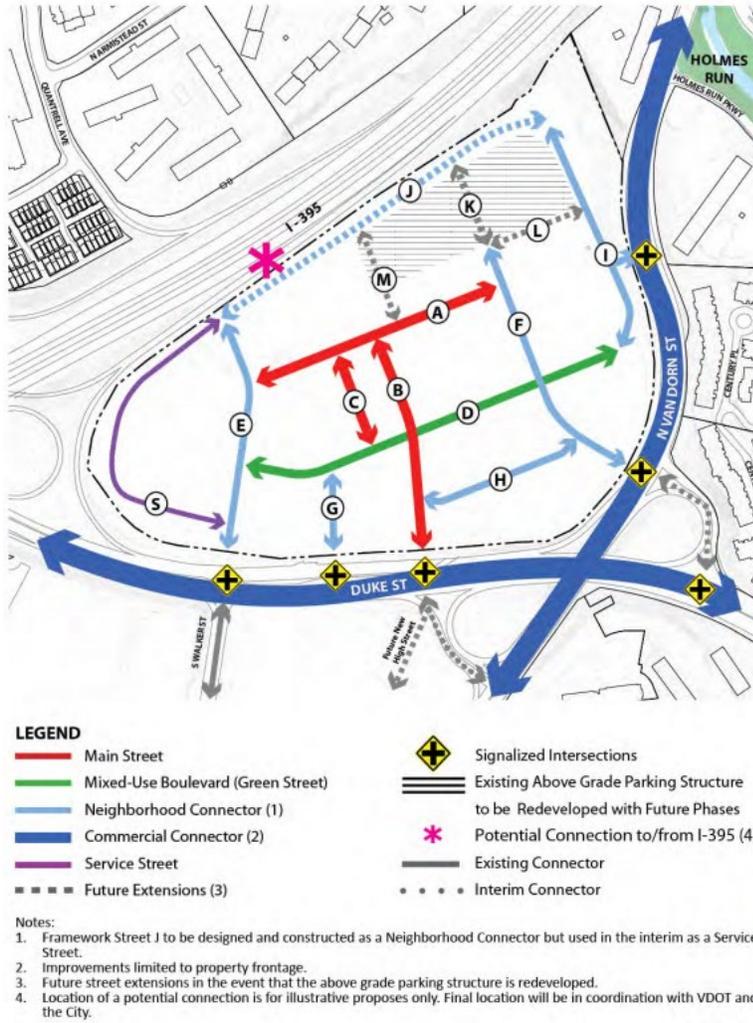
Figure 1: Plan Area-wide Connectivity



**Figure 2: Framework Plan and Complete Street Typology**

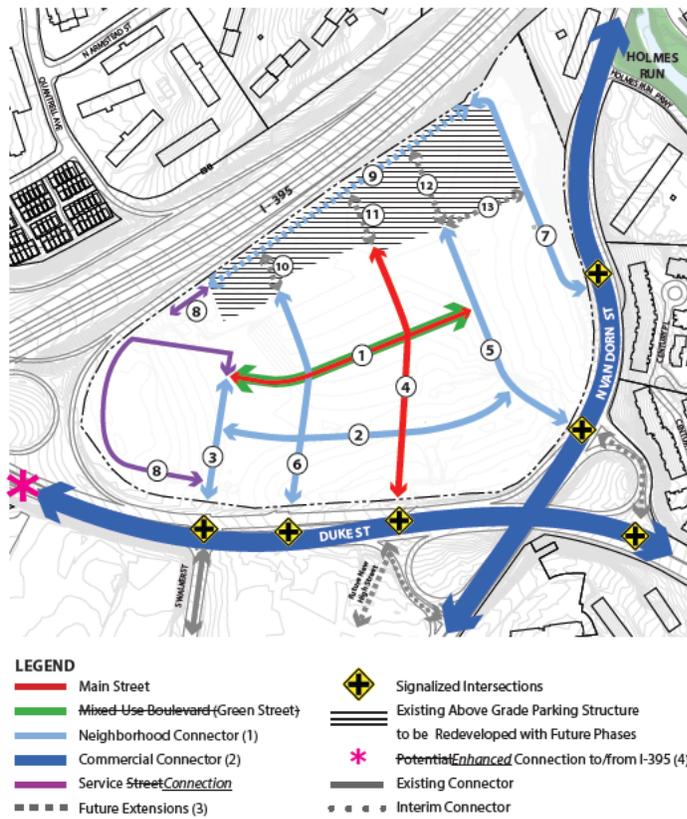
Approved 2009 Plan as amended

**Figure 2: Framework Plan and Complete Street Typology**



Proposed 2021 Amendment

Figure 2: Framework Plan and Complete Street Typology

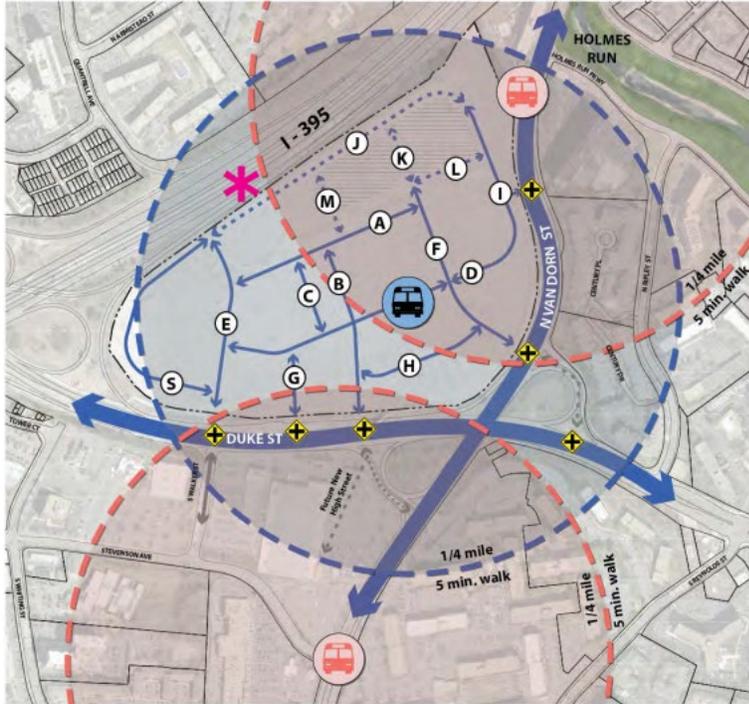


- Notes:
1. Framework Street 1 to be designed and constructed as a Neighborhood Connector but used in the interim as a Service Street.
  2. Improvements limited to property frontage.
  3. Future street extensions in the event that the above grade parking structure is redeveloped.
  4. Location of a potential enhanced connection is for illustrative purposes only. Final location will be in coordination with VDOT and the City.

Figure 9: Transit Hub

Approved 2009 Plan as amended

Figure 9: Transit Hub

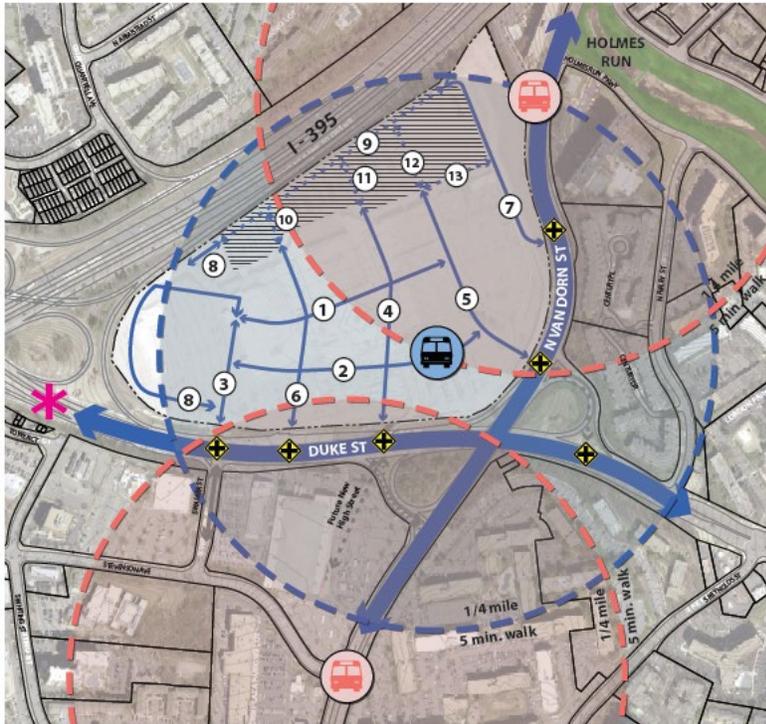


LEGEND	
	Proposed Transit Hub (1)
	Planned West End Transitway Stop
	Potential Connection to/from I-395 (2)
	Future Extensions
	Existing Above Grade Parking Structure to be Redeveloped with Future Phases
	Existing Connector
	Interim Connector
	Signalized Intersections
	Framework Streets

- 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 connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

Proposed 2021 Amendment

Figure 9: Transit Hub



LEGEND

- |  |   |  |   |
|--|---|--|---|
|  | Proposed Transit Hub (1)                        |  | Framework Streets & Service Connections                                     |
|  | Planned West End Transitway Stop                |  | Future Extensions   |
|  | Potential Enhanced Connection to/from I-395 (2) |  | Existing Above Grade Parking Structure to be Redeveloped with Future Phases |
|  |   |  | Existing Connector  |
|  |   |  | Interim Connector   |
|  |   |  | Signalized Intersections  |

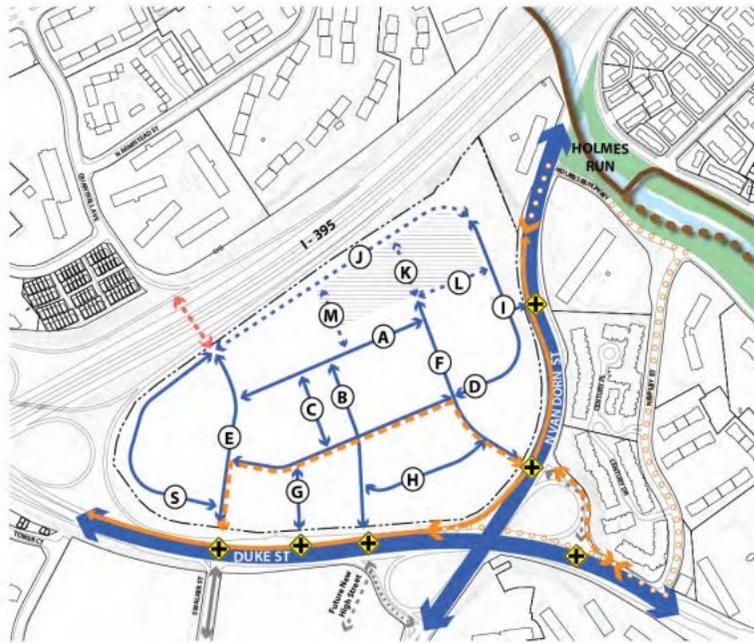
Notes:

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 enhanced connection is for illustrative proposes only. Final location will be in coordination with VDOT and the City.

Figure 10: Pedestrian and Bicycle Facilities

Approved 2009 Plan as amended

Figure 10: Pedestrian and Bicycle Facilities



**LEGEND**

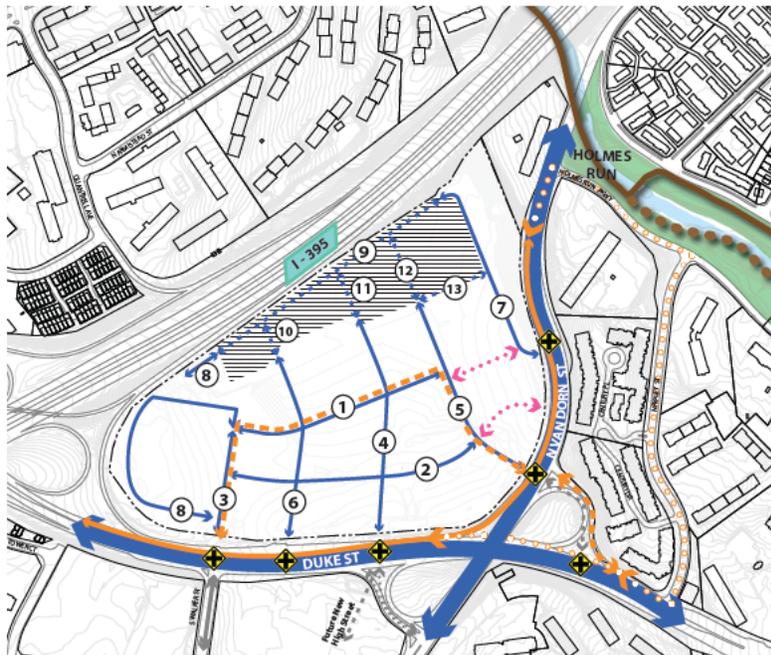
Shared-use Trail	Framework Streets
Bike Facility as determined by CDD (1)	Future Extensions
Potential Bike Facility Planned by City (1)	Existing Above Grade Parking Structure to be Redeveloped with Future Phases
Existing Trail	Existing Connector
Planned Trail by city	Interim Connector
Potential Pedestrian/ Bicycle Bridge Connection (2)	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.

Proposed 2021 Amendment

Figure 10: Pedestrian and Bicycle Facilities



LEGEND

- |   |   |
|---|---|
| Shared-use Trail                                    | Framework Streets & Service Connections                                     |
| Bike Facility as determined by CDD (1)              | Future Extensions   |
| Potential Bike Facility Planned by City (1)         | Existing Above Grade Parking Structure to be Redeveloped with Future Phases |
| Existing Trail                                      | Existing Connector  |
| Planned Trail by city                               | Interim Connector   |
| Potential Pedestrian/ Bicycle Bridge Connection (2) | Signalized Intersections  |
| Pedestrian Connection (3)                           |   |

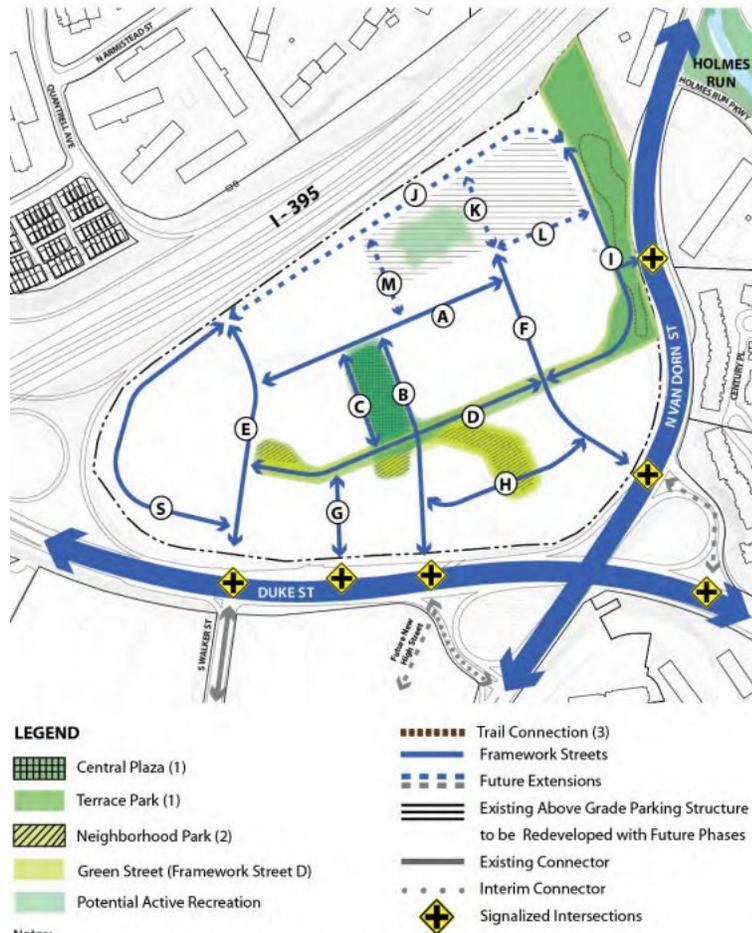
Notes:

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 purposes 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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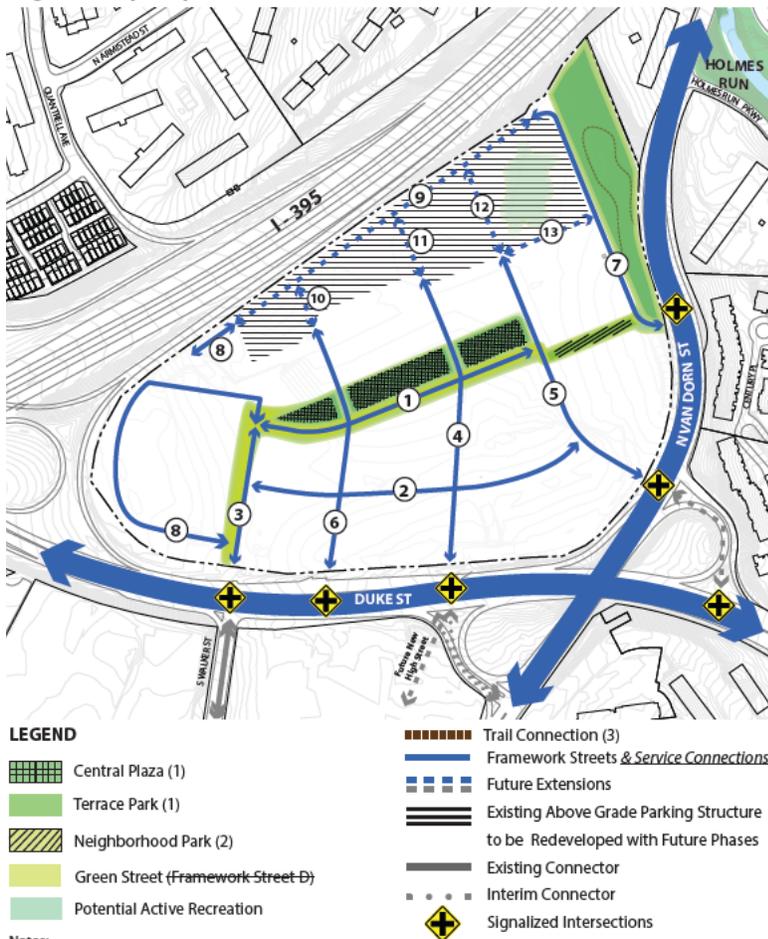
Figure 12: Open Space



- Notes:
1. The Central Plaza and Terrace Park will be provided in locations depicted in Figure 12.
  2. The locations and size of Neighborhood Parks 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.

Proposed 2021 Amendment

Figure 12: Open Space



- 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

Approved 2009 Plan as amended

Figure 13: Land Use



**LEGEND**

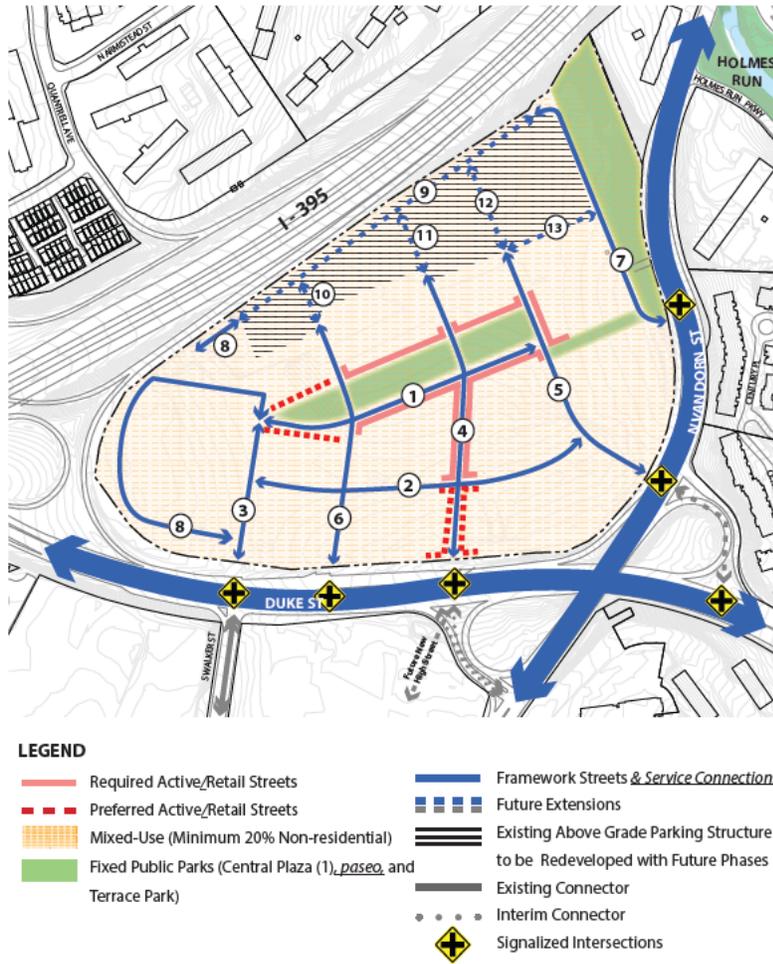
- |   |   |
|---|---|
| Required Active Retail Streets                          | Framework Streets   |
| Preferred Active Retail Streets                         | Future Extensions   |
| Mixed-Use (Minimum 20% Non-residential)                 | Existing Above Grade Parking Structure to be Redeveloped with Future Phases |
| Fixed Public Parks (Central Plaza (1) and Terrace Park) | 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.

Proposed 2021 Amendment

Figure 13: Land Use

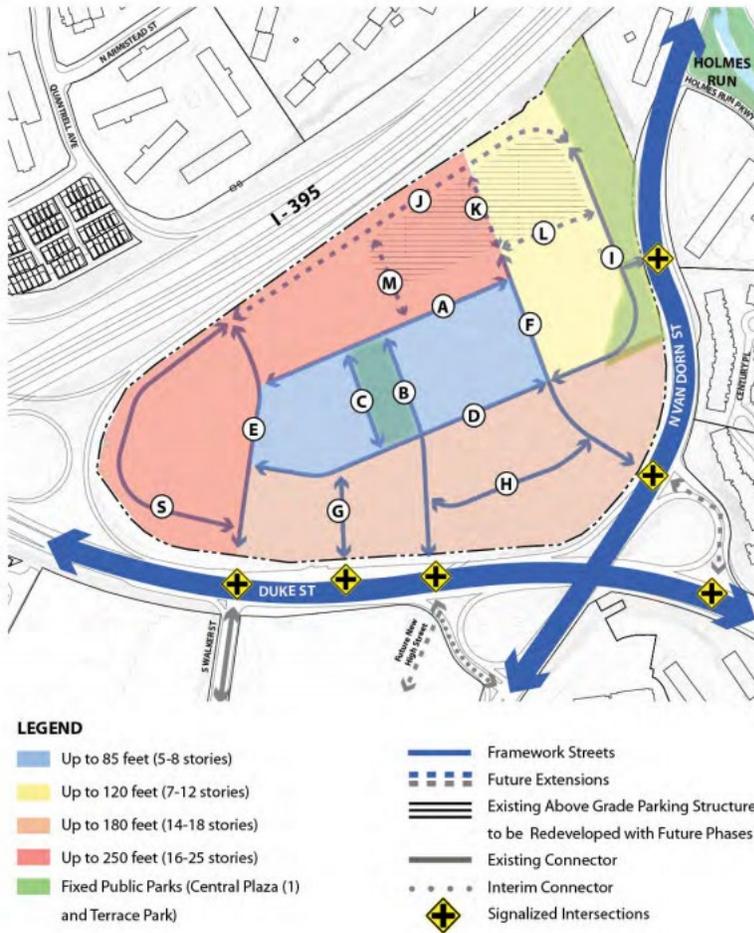


Notes:  
 1. May include one-story accessory structures consistent with the intent of the park, if approved as part of the development review process.

Figure 15: Building Height

Approved 2009 Plan as amended

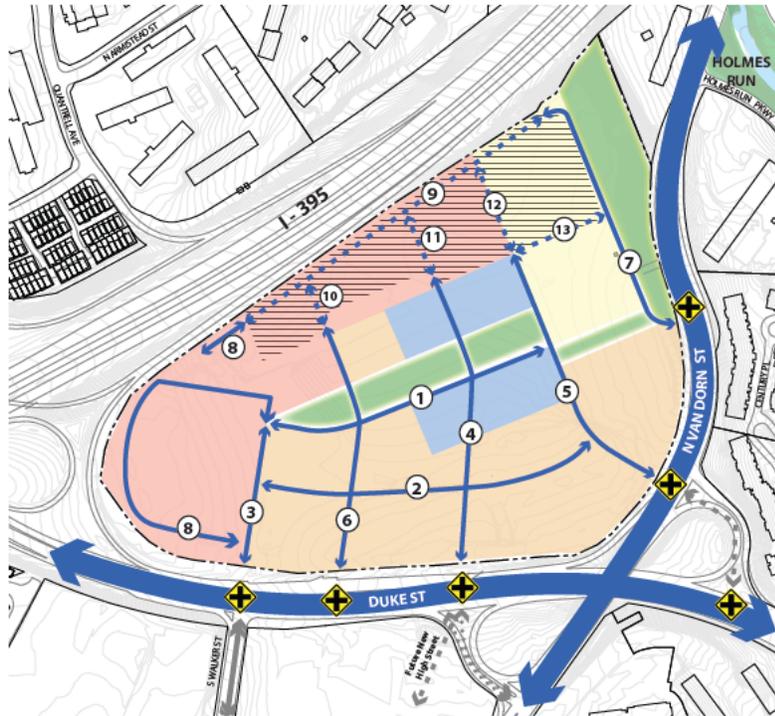
Figure 15: Building Height



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

Proposed 2021 Amendment

Figure 15: Building Height



LEGEND

- |  |  |
|--|--|
| <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> Up to 85 feet (5-8 stories)                                 | <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Framework Streets & <i>Service Connections</i>   |
| <span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span> Up to 120 feet (7-12 stories)                                  | <span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, blue 2px, blue 4px); border:1px solid black;"></span> Future Extensions   |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Up to 180 feet (14-18 stories)                                 | <span style="display:inline-block; width:15px; height:15px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border:1px solid black;"></span> Existing Above Grade Parking Structure to be Redeveloped with Future Phases |
| <span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span> Up to 250 feet (16-25 stories)                                    | <span style="display:inline-block; width:15px; height:15px; border-bottom: 2px solid black;"></span> Existing Connector  |
| <span style="display:inline-block; width:15px; height:15px; background-color:green; border:1px solid black;"></span> Fixed Public Parks (Central Plaza (1), Paseo, and Terrace Park) | <span style="display:inline-block; width:15px; height:15px; border-bottom: 1px dotted black;"></span> Interim Connector  |
|  | <span style="display:inline-block; width:15px; height:15px; border: 2px solid black; text-align: center; vertical-align: middle;">+</span> Signaled 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**

Approved 2009 Plan as amended

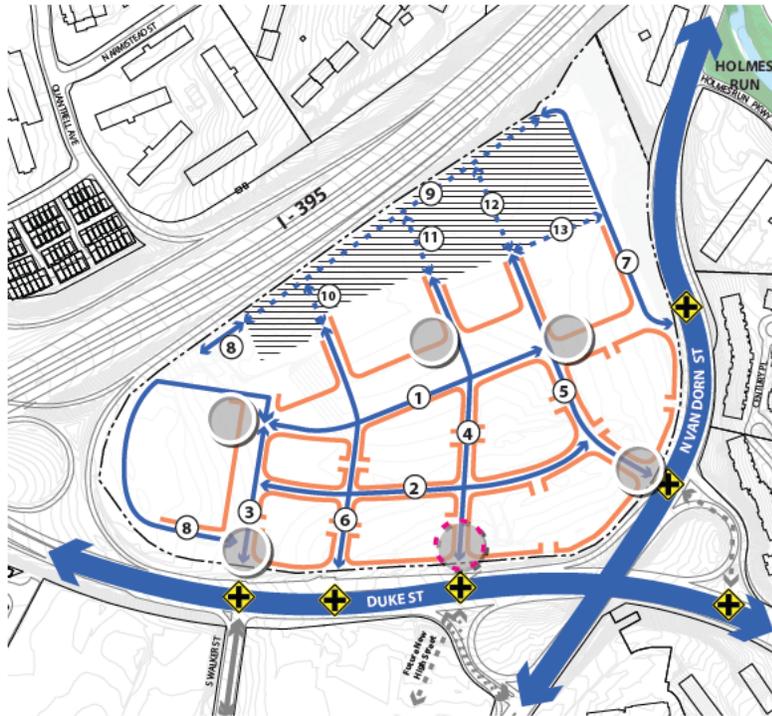
**Figure 16: Building Streetwall, Gateway and Placemaking Opportunities**



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.

Proposed 2021 Amendment

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.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 24<sup>th</sup> day of June 2021.

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Nathan Macek, Chair  
Alexandria Planning Commission

ATTEST: \_\_\_\_\_  
Karl Moritz, Secretary



# 10.1 Plan Framework and Mobility

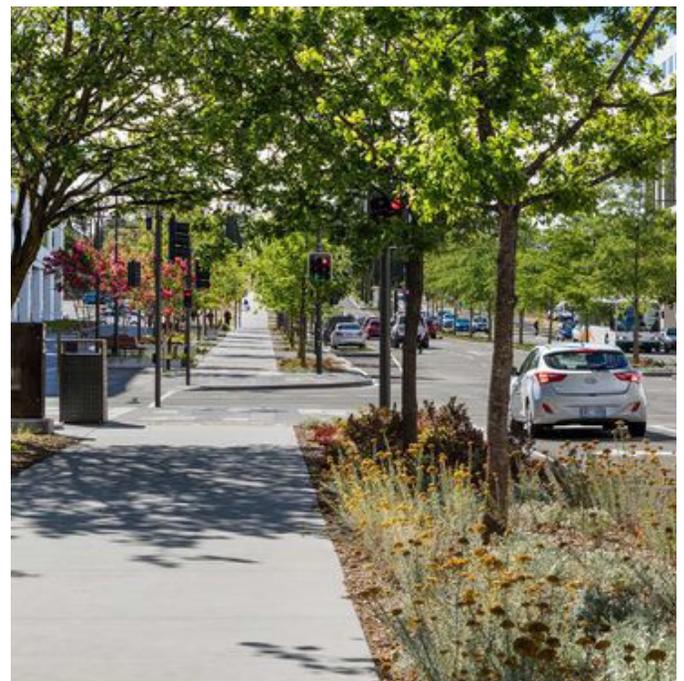
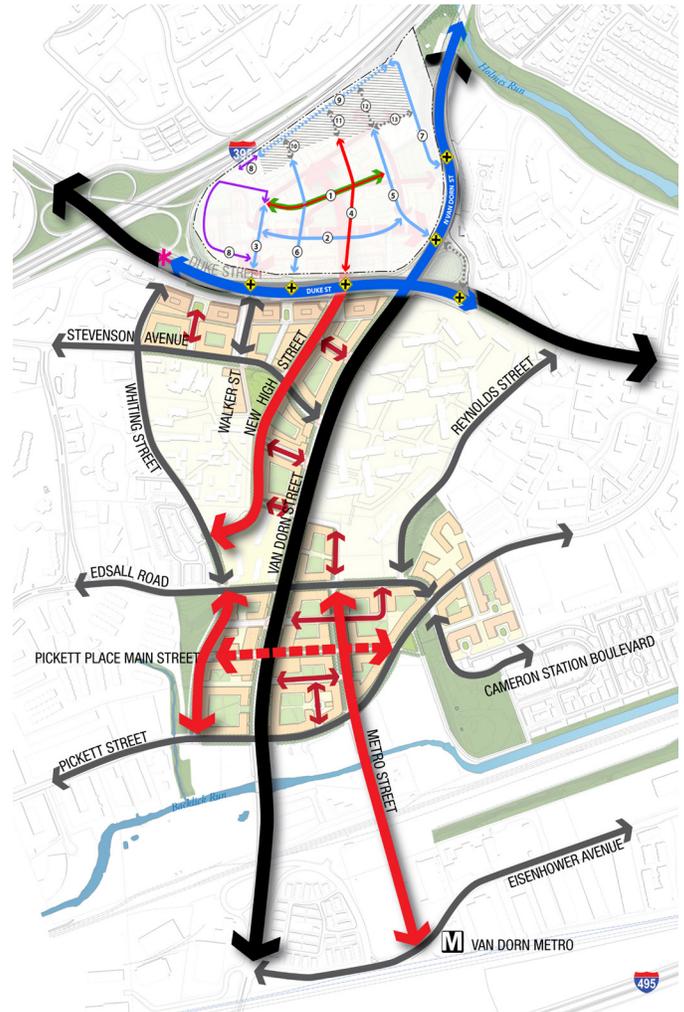
Key to a reimagined Landmark neighborhood is the introduction of an interconnected street framework, a structure on which walkable, urban-scale blocks and parks emerge (Figures 1 and 2). Stitching this 51-acre site into the surrounding neighborhoods requires a grid of streets with more points of entry and enhanced access to and along the site. The Plan recommends that through redevelopment, all streets balance all users – people walking, biking, using transit or driving a car – and include streetscape amenities such as trees, landscaping, and sidewalks to define and enhance the character of each block. In this urban environment, buildings will line the sidewalk, with the exception of building breaks and other building articulation, with final placement decided as part of the development review process. Streets within and surrounding the Landmark neighborhood are designed based on the *City's Vision Zero Action Plan* and *Complete Streets Design Guidelines*, which outlines Amenity, Pedestrian, and Frontage Zones and Roadway of each street type.

## ACCESS TO AND ALONG THE NEIGHBORHOOD: DUKE AND N. VAN DORN STREETS

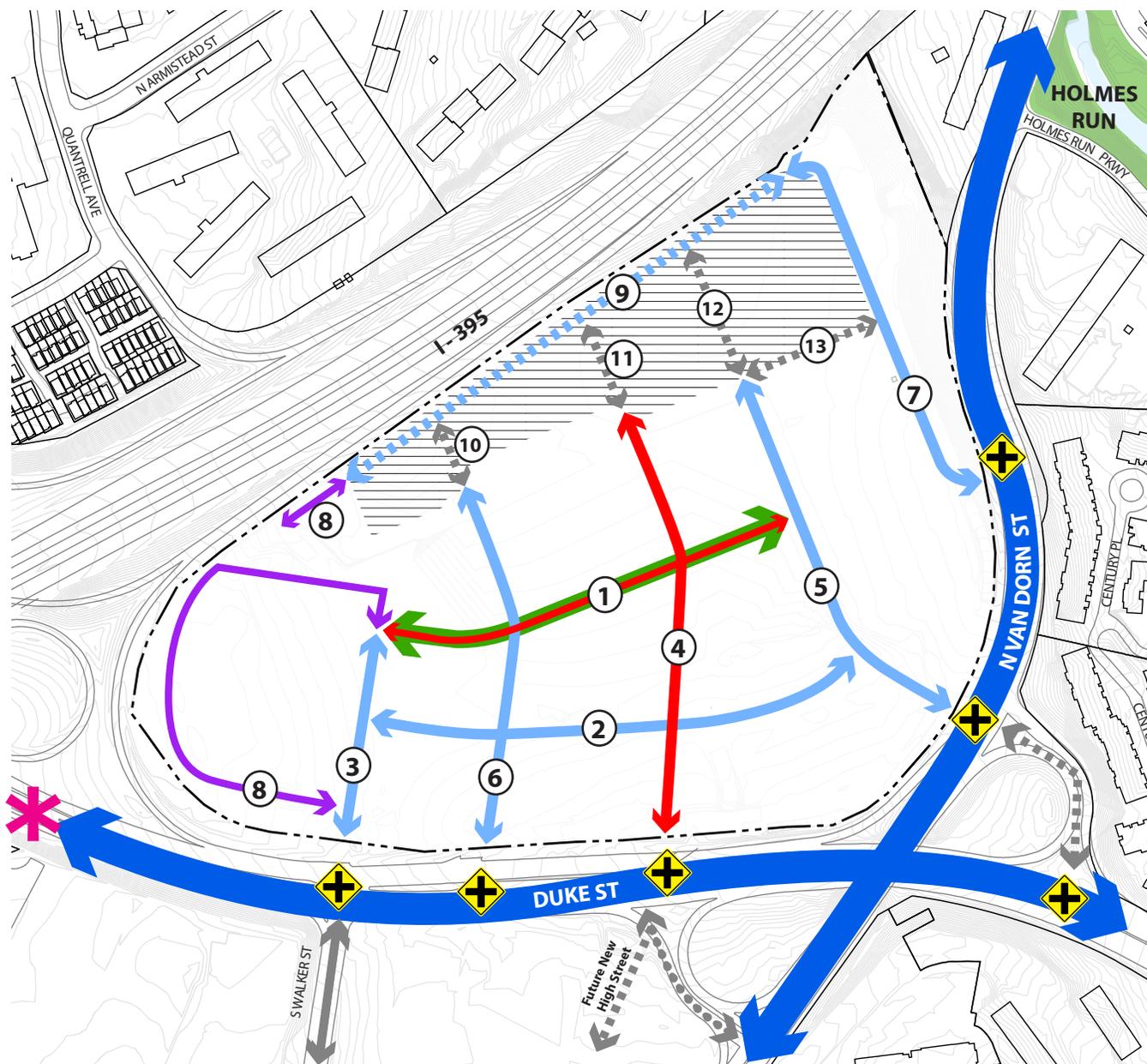
The site is bound by three major corridors, I-395, Duke Street and N. Van Dorn Street, which serve as important parts of Alexandria's transportation network. However, multiple factors such as the width of these surrounding streets, topography, ramp/fly-over structures, and limited points of entry make the Landmark neighborhood difficult to access both visually and physically. This Plan recommends reconfiguring Duke Street and N. Van Dorn Street to be safe choices for all users, transforming them from physical barriers isolating the Landmark neighborhood to multi-functional streets that connect people and places.

With redevelopment, streetscape enhancements to Duke Street and N. Van Dorn Street are recommended to enable additional and enhanced access to and along the Landmark neighborhood. The Plan recommends that both streets be designed to balance safety and the needs of all users, while also providing a more appropriate and attractive gateway entrance to the city. A transformed Duke Street will incorporate a safe buffer for pedestrians and cyclists with wide, properly delineated shared-use path and landscape areas with canopy trees. Buildings will engage the public realm with human scale

Figure 1: Plan Area-wide Connectivity



**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 3: Duke Street (Looking East)**



elements (see Section 10.5. Building Height, Gateways and Placemaking). The future Duke Street will consist of up to three travel lanes in each direction separated by a landscaped median where the current fly-over access ramp is located. Providing pedestrian refuges at intersections and narrowing existing travel lanes will enable a safer, shorter pedestrian crossing distance while maintaining vehicle roadway capacity. In the event that a future traffic study determines fewer travel lanes are needed for cars, a vehicle lane may be repurposed as a dedicated transit lane, enhanced bicycle facility, or comparable. The Duke Street improvements are shown in Figures 3 and 5.



**Figure 4: N. Van Dorn Street (Looking South)**

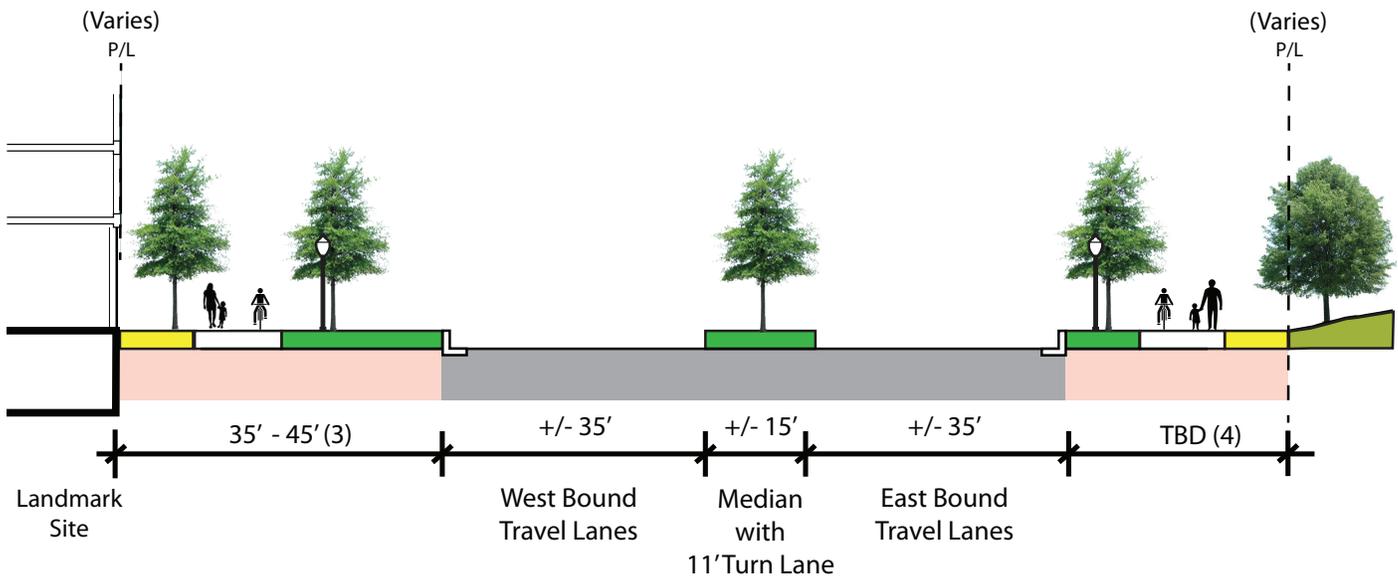


N. Van Dorn Street will be reconfigured to provide a wide and properly delineated shared-use path for pedestrians and cyclists buffered from travel lanes by a tree-lined landscaped area on the southbound side as depicted in Figure 4. This path will connect to the Holmes Run Trail system to the north. The Plan recommends maintaining the existing landscaped median and two travel lanes in either direction. Pedestrians and cyclists will also be able to connect from the shared-use path along N. Van Dorn to the Landmark neighborhood via well-lit trails and stairs in areas of steep topography as well as sidewalks directly into the neighborhood, where feasible. The recommended street section for N. Van Dorn Street is shown in Figures 4 and 6.

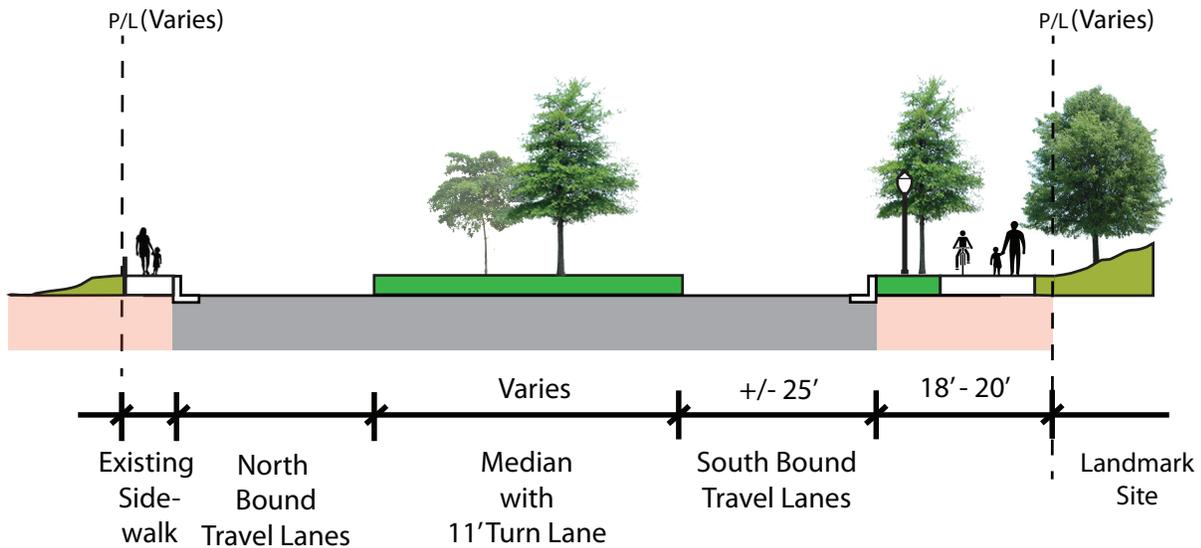
Additionally, the Plan recommends enhanced crossings with high-visibility crosswalks, pedestrian signals and median refuges at all existing and proposed signalized intersections along Duke Street and N. Van Dorn Street. Figures 3 and 4 depict the enhanced public realm of Duke Street and N. Van Dorn Street.



**Figure 5: Duke Street Cross Section - Commercial Connector** (See Note 1 & 2)



**Figure 6: Van Dorn Street Cross Section - Commercial Connector** (See Note 1 & 2)



**Notes:**

1. Buildings shown are for illustrative purposes only.
2. Shared-use trail dimensions determined as part of the CDD approval(s).
3. Curbside landscape area to accommodate potential future transportation improvements.
4. Final width to be determined as part of future redevelopment of adjoining properties.

LEGEND	
<span style="display: inline-block; width: 20px; height: 10px; background-color: #008000; border: 1px solid black;"></span>	Amenity Zone
<span style="display: inline-block; width: 20px; height: 10px; background-color: #ffff00; border: 1px solid black;"></span>	Pedestrian Zone
<span style="display: inline-block; width: 20px; height: 10px; background-color: #cccccc; border: 1px solid black;"></span>	Frontage Zone
<span style="display: inline-block; width: 20px; height: 10px; background-color: #808080; border: 1px solid black;"></span>	Roadway
P/L	Property Line

## ACCESS WITHIN THE NEIGHBORHOOD: FRAMEWORK STREETS

A grid of new streets forming walkable, urban-scale blocks is required to connect people to and within the Landmark neighborhood. The typical Framework Street cross section, based on the City's *Complete Streets Design Guidelines* street typologies, is generally shown in Figure 8.

### **Main Streets**

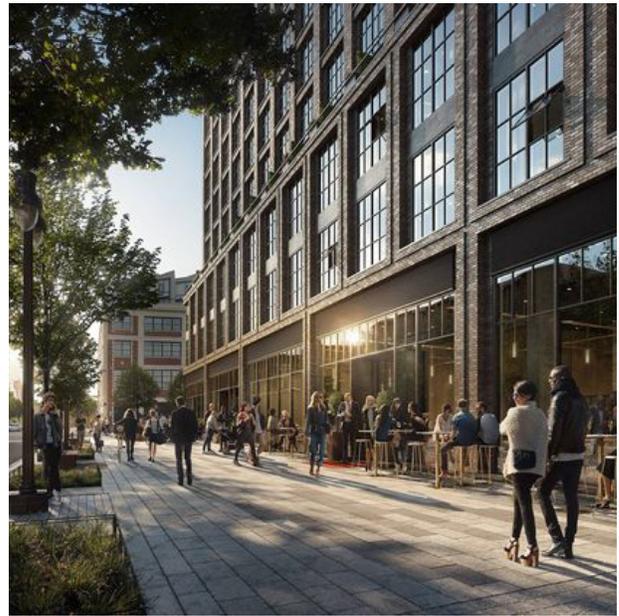
Framework Streets *A, B and C1 and 4* will serve as the primary retail streets within the neighborhood. They serve the most mixed-use areas and have buildings with ground floor retail, restaurants and other active commercial uses. Wider sidewalks accommodating pedestrians, outdoor seating and dining 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.

### **Neighborhood Connectors**

Framework Streets *E and F3 and 5* are neighborhood streets offering additional access into and out of the neighborhood while connecting the primary Framework Streets *A through D1 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 F3 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



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



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.

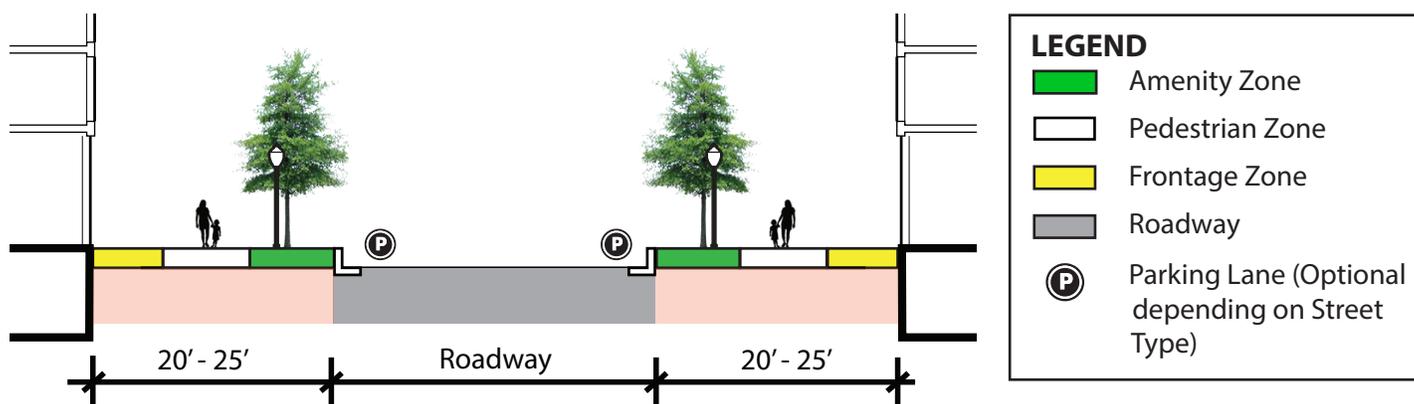
### **Service Streets-Connections**

Framework Street 58 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.



**Figure 8: Typical Landmark Neighborhood Framework Street Cross Section**



**Notes:**

1. This figure is intended to provide general Zone locations and is not intended to reflect a specific Framework Street or street type. Refer to the chapter language for a general description of each Framework Street, and refer to the Complete Streets Design Guidelines for typical Frontage, Pedestrian and Amenity Zone character and dimensions for each street type.
2. Roadway and Zone dimensions will be established as part of the CDD approval(s).
3. The Pedestrian Zone must have at least 8' clear pedestrian path for all Framework Streets.
4. Bus Rapid Transit (BRT), on-street parallel parking and optional on-street parallel parking to be consistent with the intent of each Framework Street.
5. BRT will be provided on-street parallel to the curb on Framework Street  $\varnothing \underline{2}$  as generally depicted in Figure 9. Bus shelters will be provided in the Amenity Zone.
6. Bicycle facilities to be determined as part of the CDD approval(s). Where bicycle facilities are provided on-street, the Pedestrian Zone may be smaller. Where bicycle facilities are provided off-street, the Pedestrian Zone will be larger.
7. Buildings shown are for illustrative purposes only.

## PARKING

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.



## TRANSIT HUB

This Plan recommends incorporating a centrally located transit hub in the interior of the Landmark neighborhood to serve as a stop and transfer point for the future West End and Duke Street Transitway bus rapid transit (BRT) routes, DASH service, and Metro Bus service. Bus stops will be located on-street parallel to the street curb and integrated into the streetscape and design of the neighborhood as shown in Figures 7 and 9. The existing clover-leaf ramps to and from Duke Street to Van Dorn Street are recommended to be reconfigured as four-way signalized intersections.

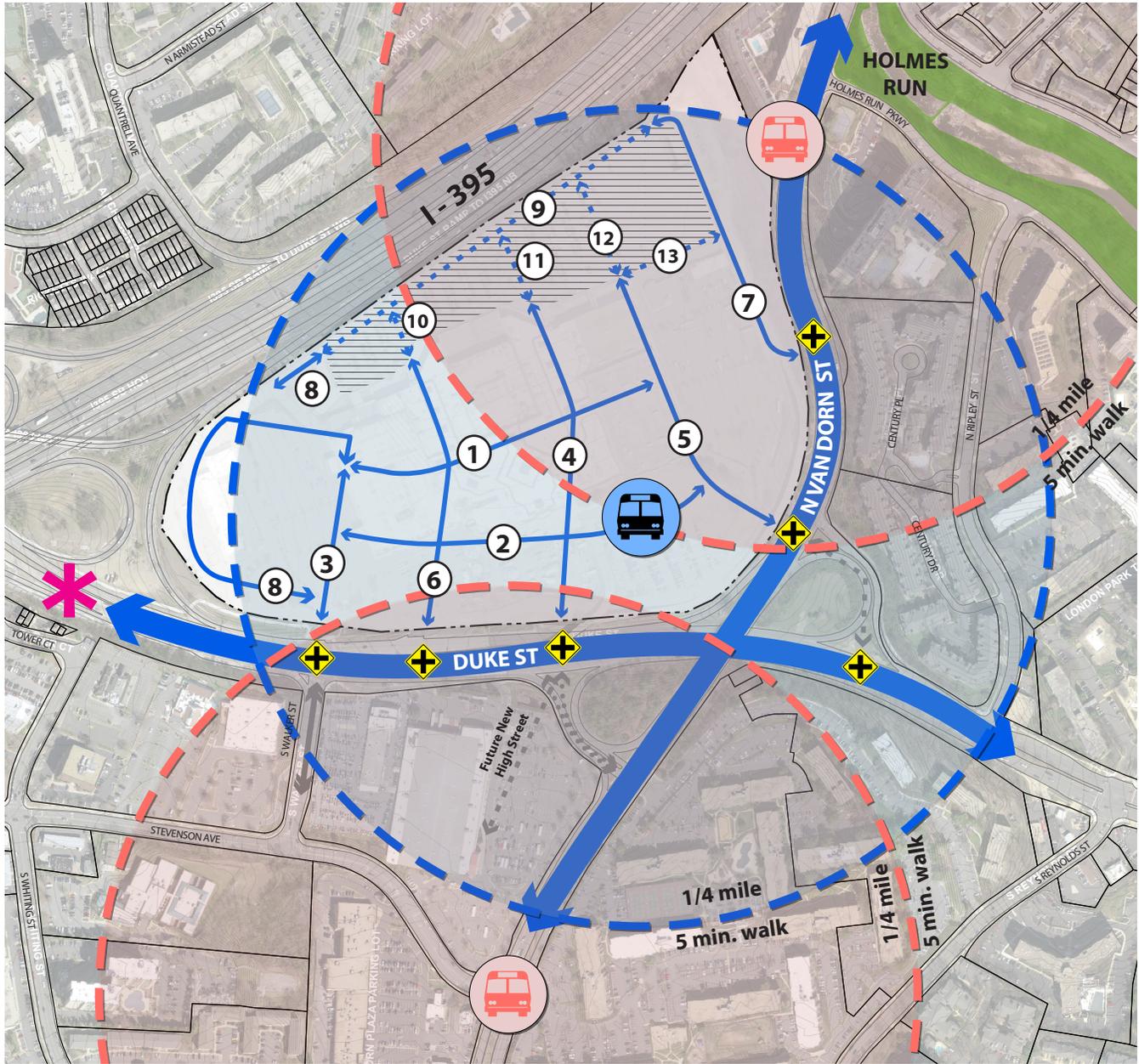


## ADDITIONAL CONNECTIVITY

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.



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

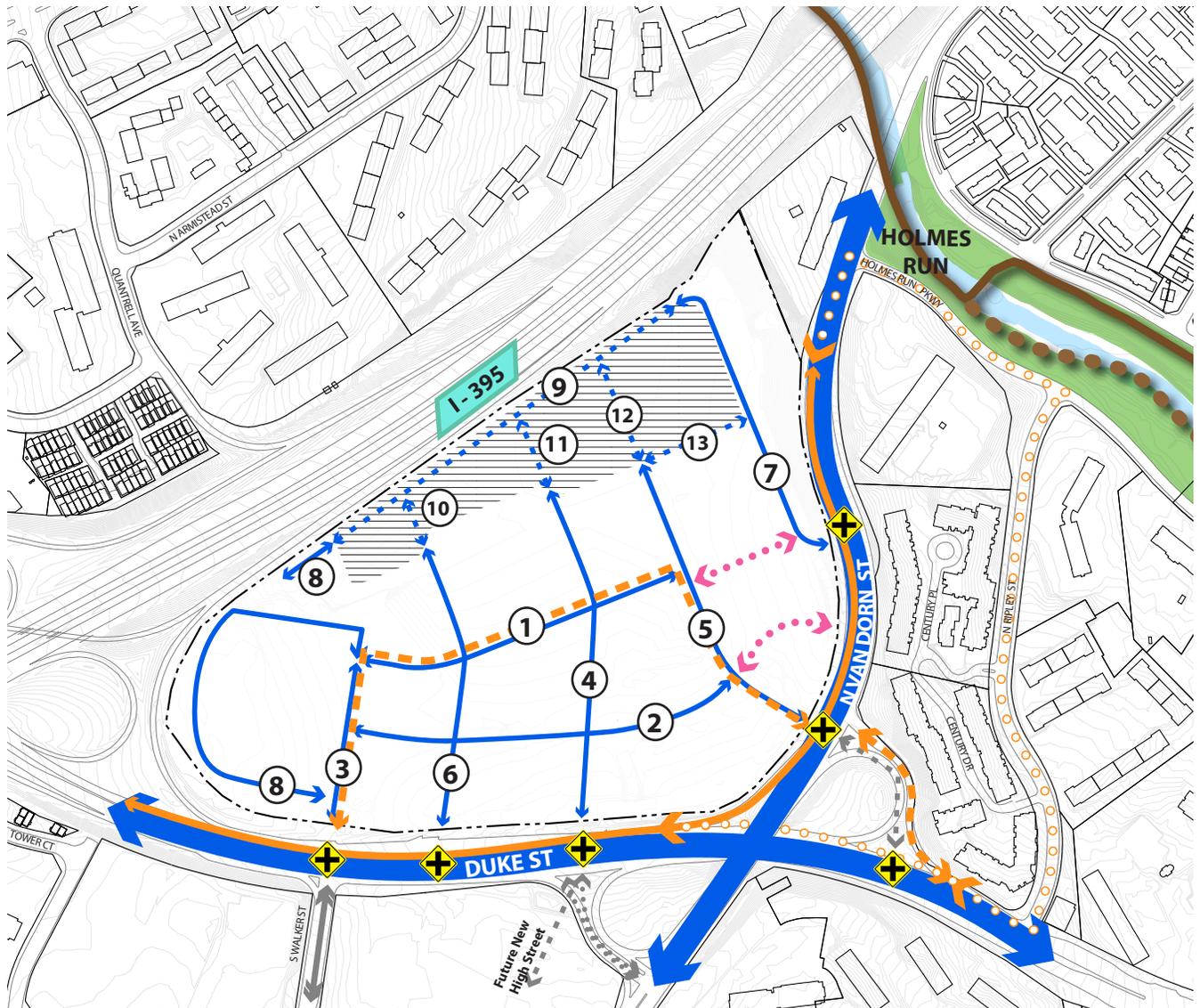


Signalized Intersections

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**



**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.

## 10.2 Parks and Open Space

Important to the overall health of the community is the incorporation and connection of active and passive open spaces for all ages and abilities within and outside of the Landmark neighborhood. A variety of public and private open spaces will be provided with a range of functions, from spaces that serve as public parks to privately-programmed spaces where the public will be welcomed.

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  $\text{D} \underline{1}$ . 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:

### ***Central Plaza***

Central Plaza of approximately 0.45 acres is recommended in the center of the neighborhood to serve as the central outdoor community gathering area for programmed events, such as farmers markets and seasonal events. This space is intended to promote interaction with surrounding retail, restaurants and other active ground floor commercial uses. One-story accessory structures (i.e. pavilions, kiosks or similar) are appropriate in the Central Plaza and may include a supporting use to enhance visitors' experience and enable longer stays. Supporting uses consistent with this intent will be determined as part of CDD approval(s).



**Figure 11: Central Plaza and Surrounding Active Retail**



### ***Terrace Park***

Terraced Park of approximately 2 acres is recommended on the eastern portion of the neighborhood. Because this area has significant topography, it is recommended this park be terraced in places to accommodate flat surfaces and a trail connection from the Landmark neighborhood to the Holmes Run Trail with minimized disturbance to existing native tree canopy and habitat.

### ***Neighborhood Parks***

Neighborhood Parks will comprise the remainder of the required 3.5 acres of publicly accessible open space and are recommended to be consolidated or connected along the green street, incorporating both active and passive elements.

### **OPEN SPACE FOR EACH DEVELOPMENT BLOCK**

In addition to the minimum 3.5 acres of publicly accessible open space, 25% of each development block will be open space at- or above-grade. The amount of open space provided at- or above-grade for each development block will be determined through the development review process. Publicly accessible ground level open space should be prioritized, and all publicly accessible open space, whether at- or above-grade, should be visible and easily accessible from the adjoining streets using such elements as signage, lighting, and building design and configuration.

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.

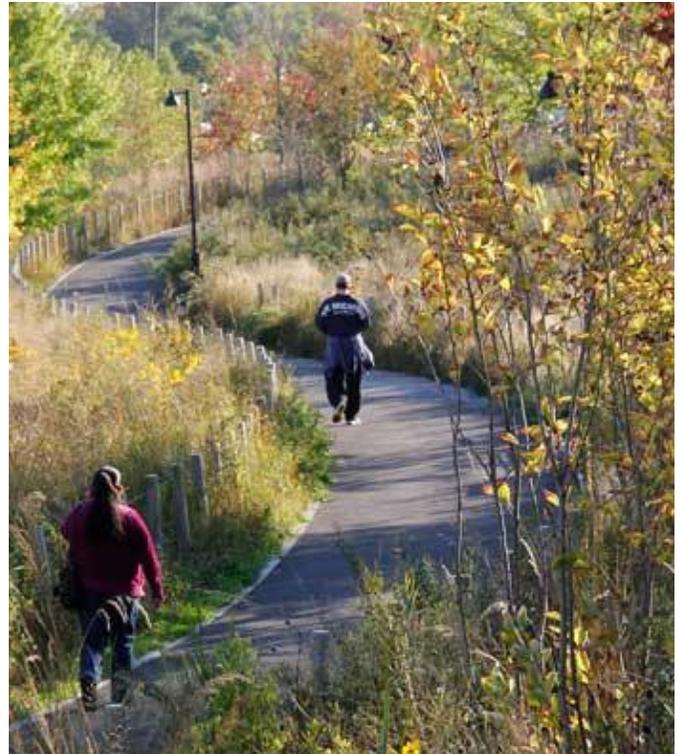
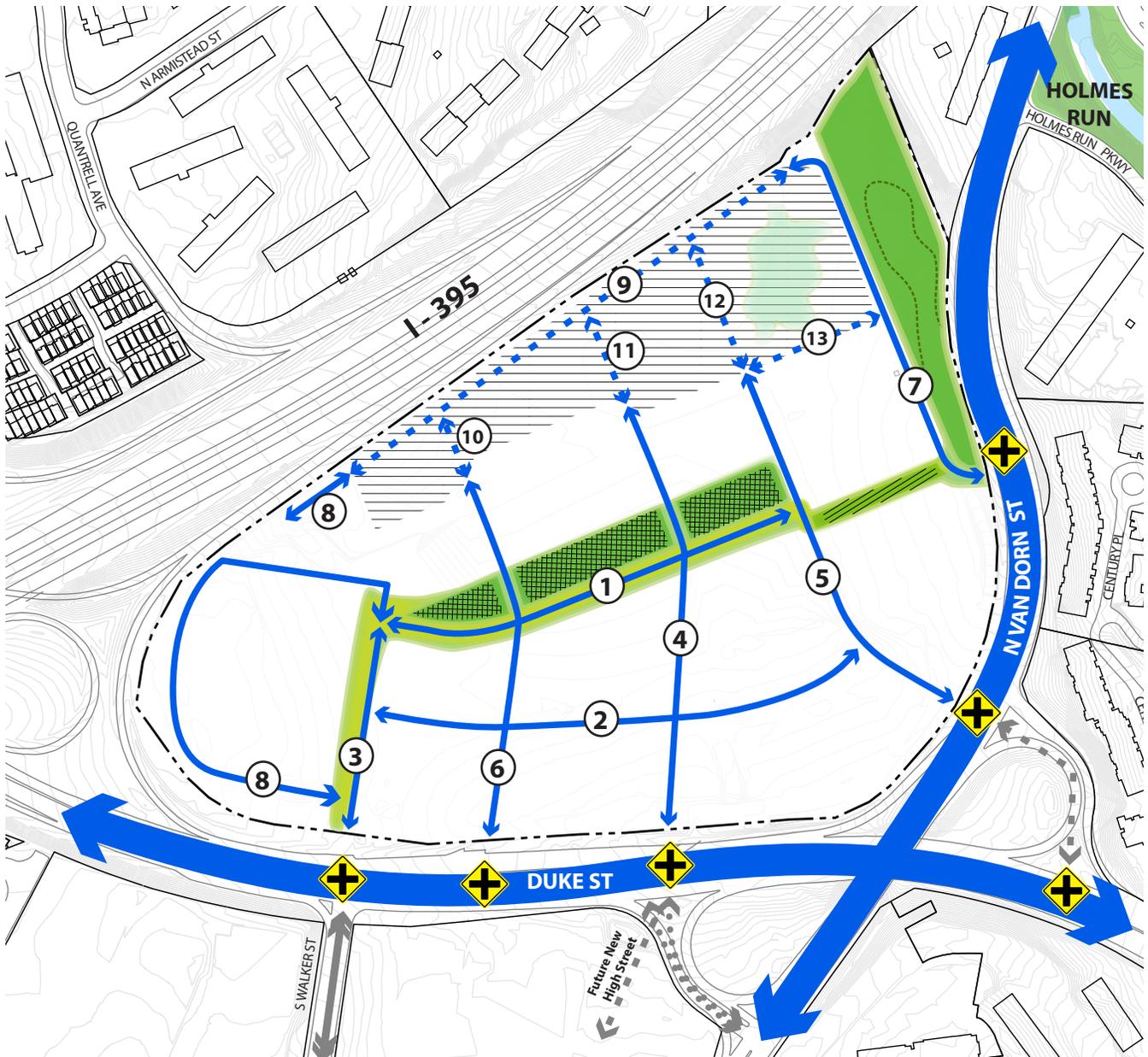


Figure 12: Open Space



**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.*

## 10.3 Land Use

### FLEXIBILITY OF LAND USES

The Plan recommends a land use strategy incorporating flexibility for a range of land uses over the entire neighborhood with a minimum of 20% non-residential uses. The required active retail, as depicted in Figure 13, will be counted toward the 20% minimum, however, provision of 20% non-residential uses in other locations will not relieve the requirement for active retail. Non-residential uses that count toward the minimum 20% include uses such as office, retail, hospital, personal service, and hotel uses. While a majority of development will be multi-family residential, this mixed-use neighborhood centers around an activated retail core with office, hotel and potentially hospital uses as important anchors within the neighborhood. A mix of uses provides neighborhood benefits, including:

- Improved safety and vibrancy through active streets during daytime and evening hours;
- Maximized use of transit;
- Distributed peak hour traffic over longer periods;
- Decreased parking demand and opportunities for shared parking; and,
- Retail that attracts a more diverse customer base.

### RETAIL AREA

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 D1 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.

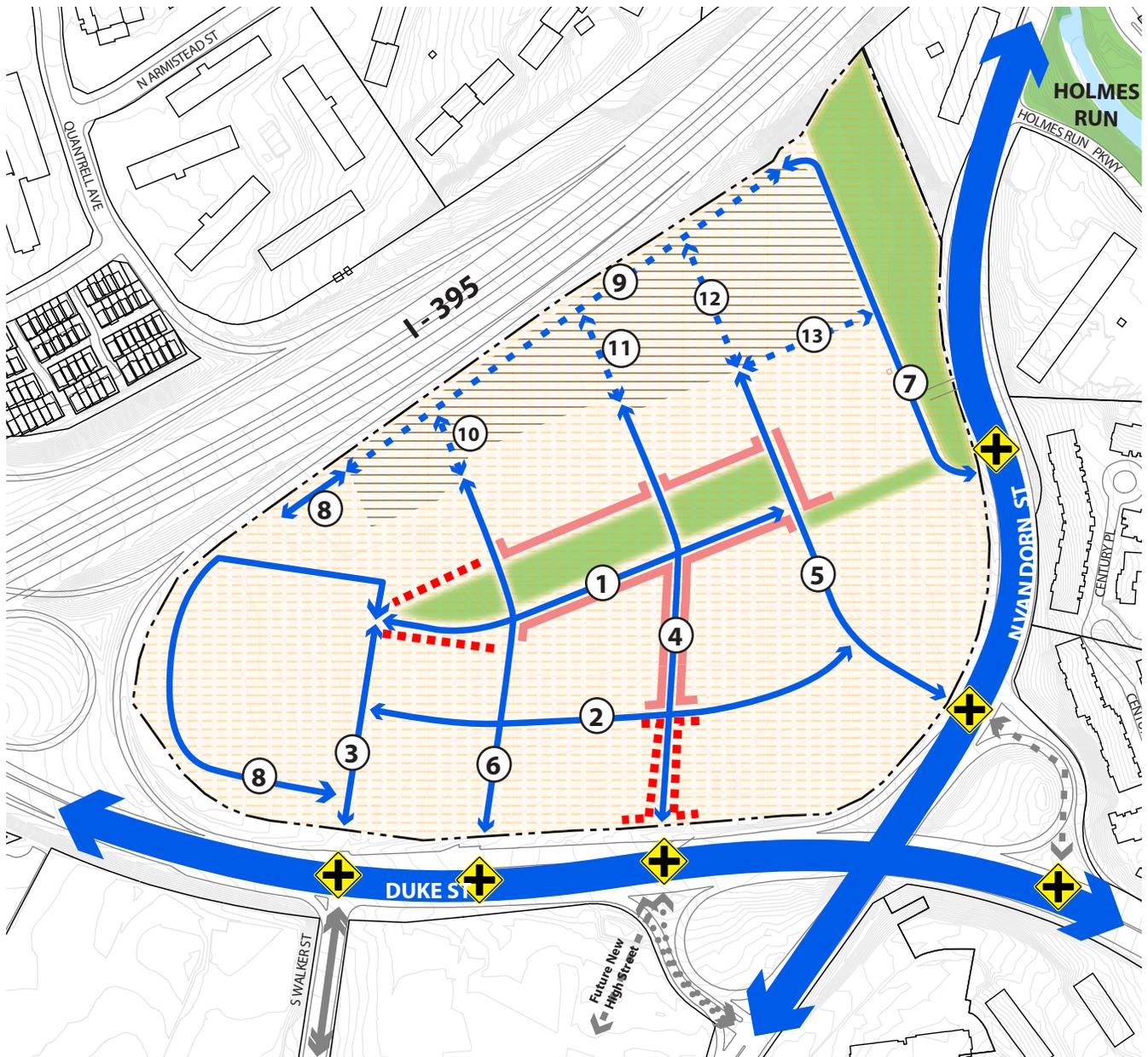


## DUKE STREET RETAIL FRONTAGE

To draw people into the neighborhood and have an active street frontage on Duke Street, the southern portion of Framework Street B4 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.



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.

## 10.4 Community Facilities

A successful urban community is one that provides amenities and services for all residents. Potential community facilities for this neighborhood include a school, fire station, indoor gathering space, and/or similar community serving public uses. Co-location of community facilities with other uses is recommended for cost and operational efficiency as well as added convenience for users. Co-location is the vertical integration of multiple uses within the same building, similar to the Station at Potomac Yard, which combines a fire station, affordable housing, retail space, and community meeting space into one building. As an incentive, the Plan recommends that community facility square footage and height not count against the maximum development square feet or maximum building height requirements.

The following community facilities will be evaluated for the Landmark neighborhood:

### **School**

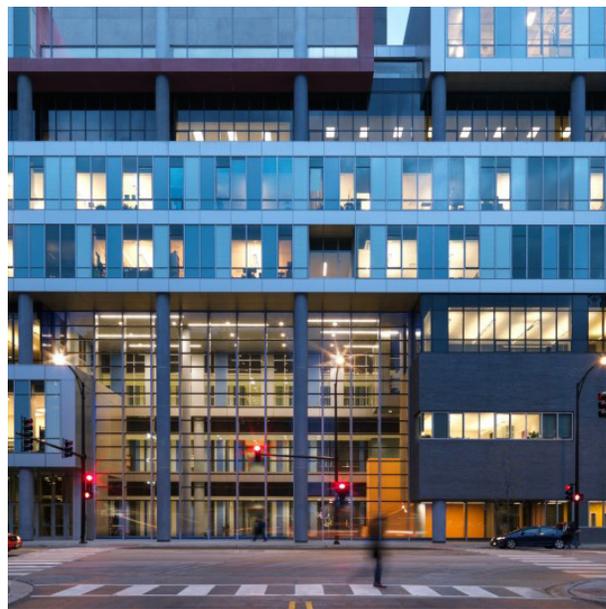
It is estimated there may be approximately 85 to 105 new students in the Landmark neighborhood based on 2015-2017 student generation rates and recommended land use mix at full build out, which will occur over approximately 25 years. Adequate provisions will be made to accommodate added student generation and the feasibility of a school site will be explored through the CDD and DSUP approval(s).

### **Fire Station**

In the 2017 *Fire Station Optimal Location Study*, the Alexandria Fire Department recommended that Fire Station 208, located at 175 North Paxton Street, be relocated farther west to improve response travel times. The Landmark neighborhood situated along Duke Street, N. Van Dorn Street and I-395, offers a possible location which could provide timely and adequate service to the Landmark and surrounding neighborhoods. A fire station with potential uses above is recommended for the Landmark neighborhood.

### **Community Meeting Space**

Indoor community meeting space is consistently identified as a need in the Landmark area. The Plan recommends that this type of space be provided as part of other community facilities or other buildings, to be identified through the development review process.



## 10.5 Building Height, Gateways, and Placemaking

Defining elements of the Landmark neighborhood, which create character and identity, will be streets framed with buildings and parks and a varied skyline. Buildings framing each street and open space create the streetwall, an element that plays a significant role in defining space, celebrating important gateways, and creating a lasting and memorable identity. Throughout the neighborhood, the streetwall at the pedestrian level along all streets and park-facing blocks will be designed to enhance the pedestrian experience with active uses, high quality building materials, building setbacks, recesses, bays, stoops, breaks, and/or courtyards.

### BUILDING HEIGHTS

To ensure a dynamic skyline and neighborhood identity, the Plan recommends that each development block provide a variety of heights with maximums ranging from 85 feet to 250 feet (Figure 15) across the neighborhood. In addition, height minimums for the neighborhood will be determined as part of the CDD approval(s).

### GATEWAYS AND PLACEMAKING OPPORTUNITIES

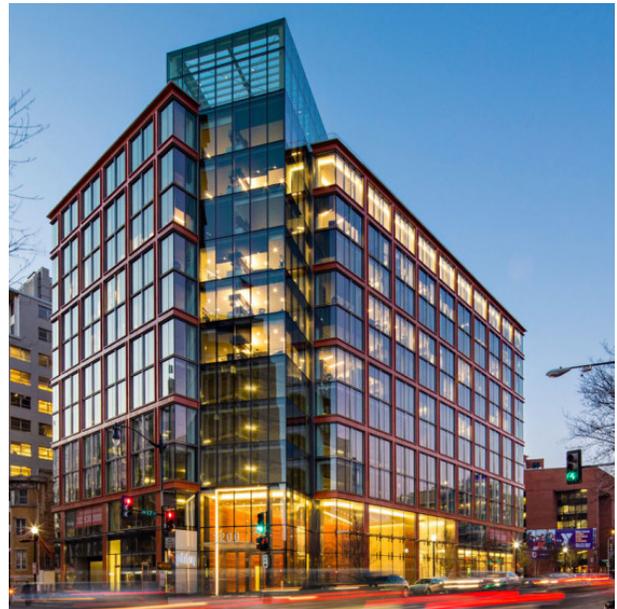
Further definition across the neighborhood is achieved through significant gateways and terminating vistas (Figure 16), which creates opportunities for placemaking with the streetwall, building massing and height. In these locations, the Plan recommends signature buildings define ground level space through materials and building articulation and define the skyline by incorporating dynamic building massing, a variety of building materials, and potential increase of height up to 250 feet.

Because the interior of the neighborhood is elevated from the street level of Duke Street and N. Van Dorn Street, buildings defining gateway locations along these corridors should consider creative ways of drawing people into the neighborhood. Creative use of building massing, height, signage/wayfinding, lighting and use of public art is encouraged within the neighborhood and at gateway locations to draw interest, enhance sight lines and direct people into and within the neighborhood.



**DESIGN STANDARDS**

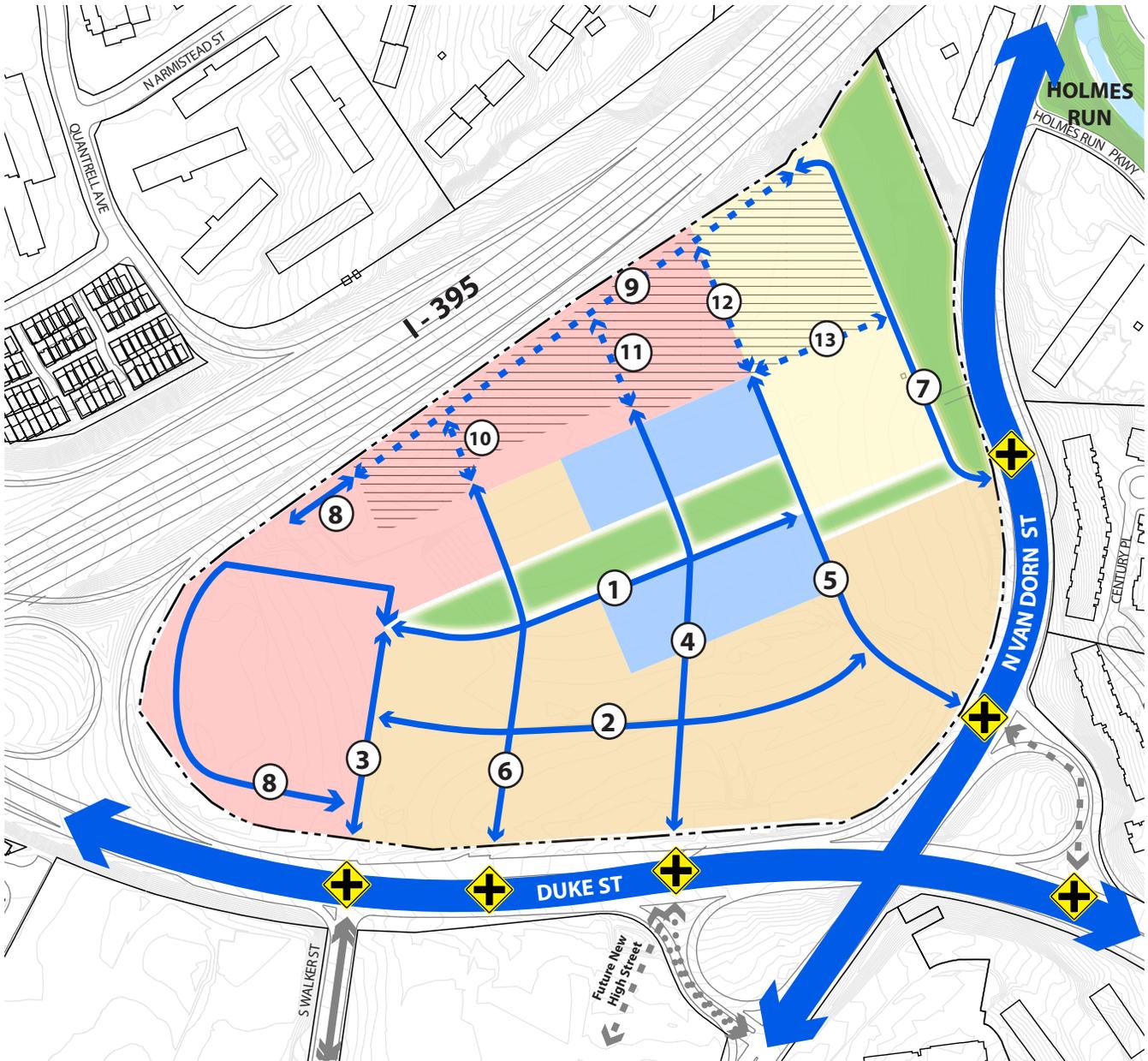
Neighborhood-wide design standards for the public realm and buildings, including elements such as lighting, signage/wayfinding, public art, setbacks, building massing, articulation and other comparable features will be determined prior to submittal of the first development special use permit. Design 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 ~~B4~~ and Duke Street to visually denote this entrance to the retail core of the neighborhood (Figure 16).



**Figure 14: Development Summary**

	Total Site Area	Maximum Development	Building Height	Land Uses	Additional Recommendations
Site	+/- 51 acres	5.6 million square feet, exclusive of Community Facilities and existing above-grade parking structures (Figure 13).	See Figure 15.	Minimum 20% non-residential including uses such as office, retail, hospital, personal service, and hotel (in addition to the commercial uses in the required active retail locations).	Development square feet and height exclusion for Community Facilities, including school, fire station, community meeting space, and/or similar community serving public uses.

Figure 15: Building Height



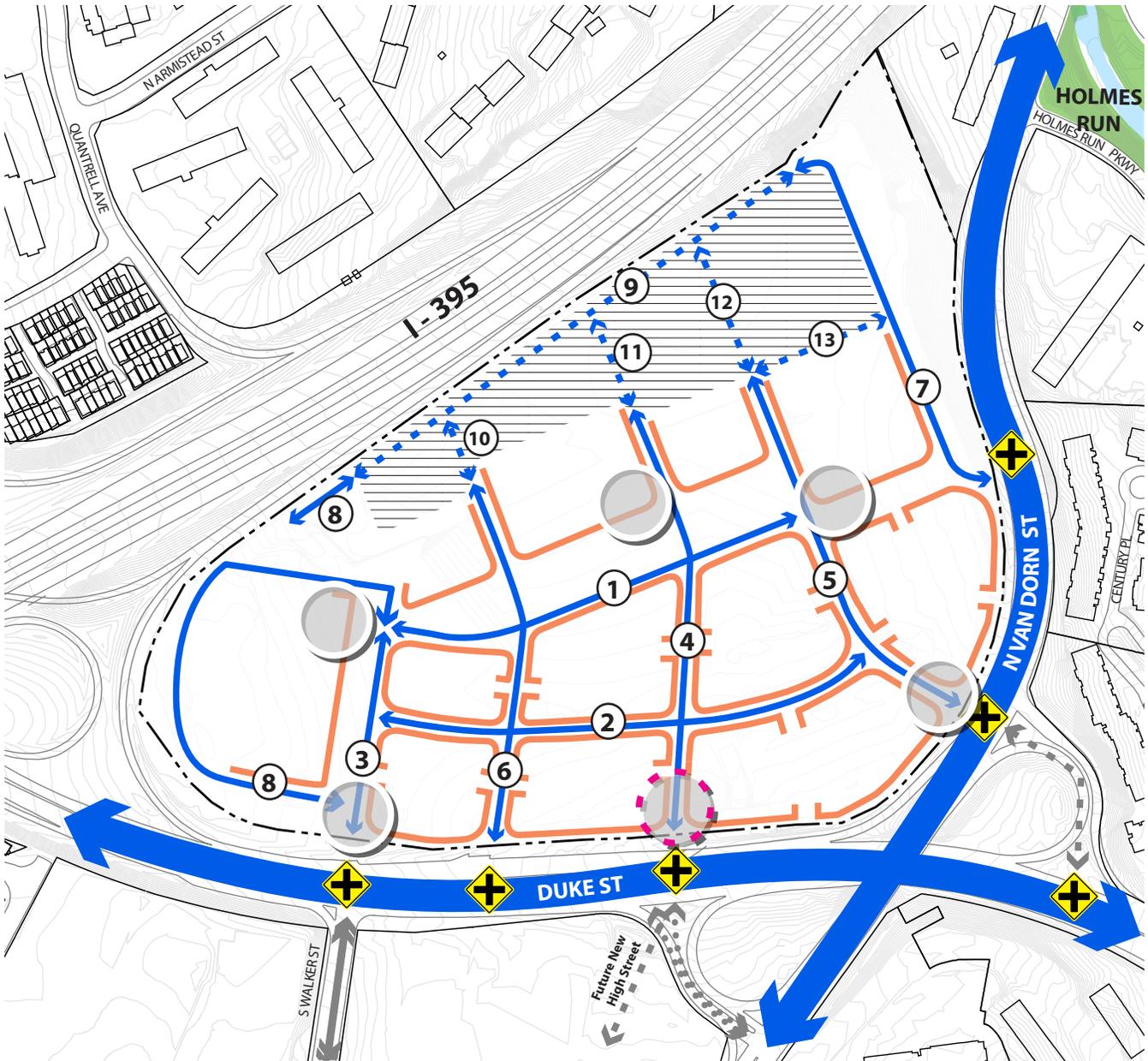
**LEGEND**

- 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
- + Signaled 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**



**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.

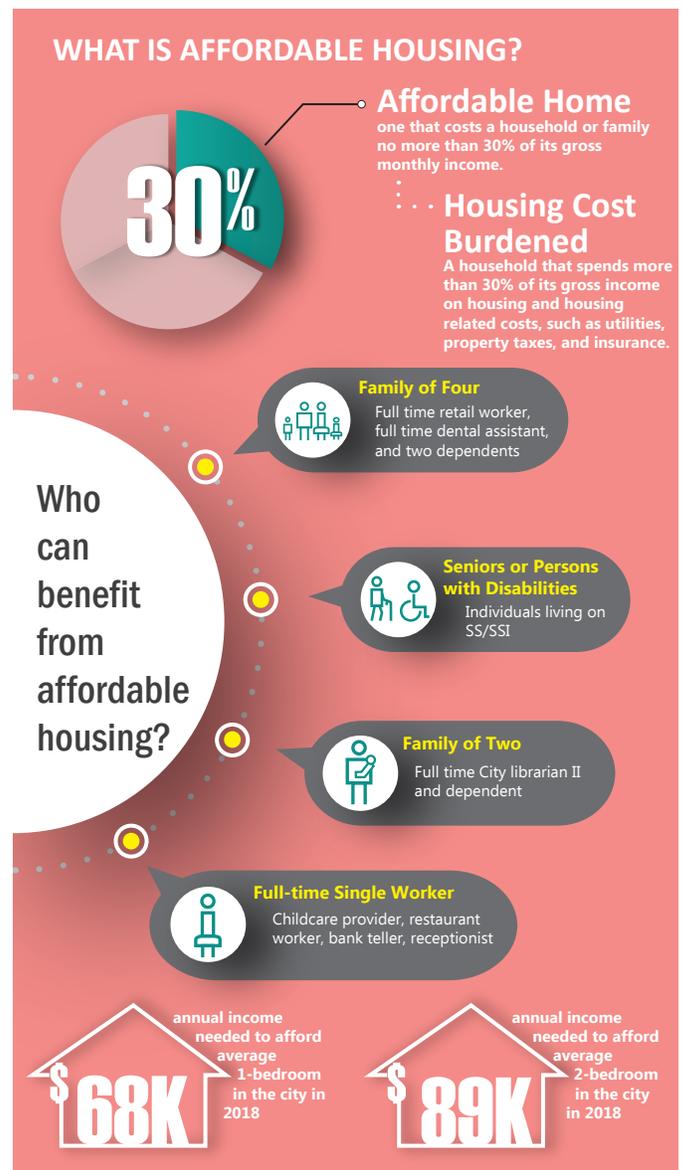
## 10.6 Housing Affordability

Housing affordability for people of all incomes, abilities and stages of life is at the core of the City's Housing Master Plan and is fundamental to Alexandria's commitment to diversity as articulated in the City's Strategic Plan. Housing affordability is also important to the city's economic vitality and competitiveness as businesses look for a diverse and stable local workforce when deciding whether to locate, remain or expand in the city. Redevelopment of the Landmark site presents a pivotal opportunity to ensure economic sustainability for potential businesses, future residents and the Alexandria community by incorporating a range of housing affordability options in a well-connected transit-oriented neighborhood.

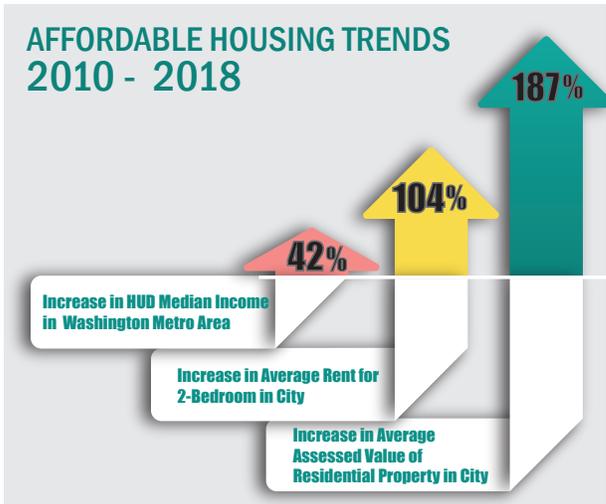
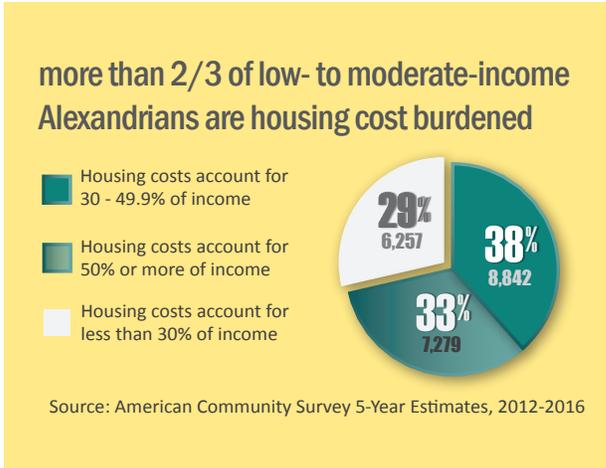
Like many communities across the region and country, the city is facing a worsening shortage of affordable housing fueled by rising rents and stagnating wages coupled with job growth in lower-wage sectors. The city's market affordable rental inventory shrunk by approximately 16,000 units, or 88%, between 2000 and 2018, while its stock of committed affordable rental units has experienced only limited change. During the same period, the average rent for a 2-bedroom unit in the city has doubled and the average residential assessment has almost tripled, while the region's median income has increased by only 42%. This widening gap has magnified the housing-cost burden of many low-to moderate-income Alexandrians. More than 15,000 low-to moderate-income renter households earning less than \$75,000 per year spend 30% or more of their income on housing-related costs.

Currently, within a half mile of the Landmark neighborhood, there is a variety of rental and homeownership housing options. The profile of the area's rental housing supply is comparable to that of the city and consists of 11% committed affordable (serving up to 60% of area median income (AMI)), 8% market affordable (serving between 61-80% of AMI), and 81% market-rate units (serving 81% and above of AMI). The market affordable rental units are vulnerable to rent increases and may cease to be affordable at any time.

With the Landmark neighborhood transformed into an active mixed-use activity and employment center, a balance of housing options, including those serving



residents and workers with incomes ranging from 30% to 80% of AMI, will be necessary. Through redevelopment, a number of tools can be employed to enhance rental and homeownership opportunities affordable within that income band. In addition to establishing a target percentage of new committed affordable and workforce affordable units across the Landmark neighborhood as part of the CDD approval(s), this Plan recommends exploring opportunities to co-locate affordable units with future community facilities, where feasible, partnering with public-private-non-profit entities to incorporate affordable housing projects into larger mixed-use developments, where feasible, utilizing regulatory incentives for bonus density and height, and providing voluntary contributions to the Housing Trust Fund.



## 10.7 Zoning

A Coordinated Development District (CDD) or comparable zone is intended for this neighborhood to ensure redevelopment occurs as envisioned and that the framework streets, open space, stormwater and sewer infrastructure, and community facilities are coordinated for the entire neighborhood, even as implementation may occur in phases. The recommendations of the Plan function as the CDD guidelines and basis for the CDD zoning.



## 10.8 Infrastructure

An important element of planning for this and any neighborhood's future is consideration of adequate infrastructure capacity and upgrades. With redevelopment comes the opportunity to replace and update stormwater and sanitary sewer infrastructure to comply with current requirements, reduce the amount of stormwater runoff, and improve stormwater runoff quality through the installation of stormwater best management practices (BMPs) as recommended in Chapter 8, thus contribution to cleaner waterways. In addition to current sanitary sewer and stormwater regulations and vegetative/green infrastructure BMPs, phosphorous removal and runoff standards as stated in Chapter 8, a green infrastructure implementation plan for the entire neighborhood outlining BMPs for streets, sidewalks and publicly accessible open spaces is recommended as part of the CDD and/or development review process.



## 10.9 Implementation

This Plan establishes the framework and recommendations to guide future redevelopment of the Landmark neighborhood over the next 20 to 25 years. The recommendations will be implemented through future rezoning to a CDD or comparable zone, as well as the development review process. As with other sites in the Plan area, this neighborhood will be expected to comply with the Eisenhower West/Landmark Van Dorn Developer Contribution Policy in effect at the time of development approval(s). Because of its special role as a potential catalyst for broad redevelopment, the City would consider tax increment financing or its functional equivalent for



Landmark Mall infrastructure, but only if economics warrant such city financial participation.

Redevelopment is expected to occur in phases over the next five to 25 years. As such, phasing and implementation funding plans will be required as part of CDD approval. Any associated impacts as a result of redevelopment will be addressed through the development review process and will include additional transportation studies, infrastructure analyses, and compliance with all other applicable City plans and policies.

# 10.10 Recommendations

## Plan Framework and Mobility

**10.1.1** Provide streets and blocks as generally depicted in the Framework Plan (Figure 2) and provide perpetual public easements and/or dedicate streets and sidewalks to the City.

**10.1.2** Provide the street hierarchy depicted in the Framework Plan (Figure 2).

**10.1.3** Main Streets (Framework Streets ~~A through E~~ 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.

**10.1.4** Provide internal pedestrian connections and/or alleys within the blocks, where feasible.

**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).~~

**10.1.6** Improve Duke Street and N. Van Dorn Street with streetscape improvements, including a shared-use path, landscaping, street trees, and pedestrian-scale lighting, as generally depicted in Figures 3 through 6.

**10.1.7** Design streets to prioritize pedestrians and potential bicycle facilities as generally depicted in Figures 5, 6 and 8.

**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.

**10.1.9** Street cross sections for Framework Streets will be established as part of the CDD approval(s) and Infrastructure Plan.

**10.1.10** Remove the ramp structure/fly-over on Duke Street and implement the reconfiguration of Duke Street as generally depicted in Figure 3 and 5.

**10.1.11** Include signalized at-grade intersections as depicted in Figure 2.

**10.1.12** 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 2.

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

**10.1.14** Pursue VDOT and all applicable agency approvals for a pedestrian/ bicycle bridge connection over I-395 as generally depicted in Figure 10 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.

**10.1.16** Provide architectural and/or landscape screening for Service Streets to screen parking and service areas adjacent to I-395.

## Plan Framework and Mobility Continued

**10.1.17** Provide an urban transit hub within the neighborhood as generally depicted in Figure 9 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.

**10.1.18** Provide an overall plan that outlines the phasing and construction of all framework streets, Duke Street and N. Van Dorn Street as part of the CDD approvals.

## Open Space

**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 D1) 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:

- a) +/- 0.45-acre Central Plaza;
- b) +/- 2-acre Terrace Park; and
- c) Neighborhood parks consisting of the remaining acreage of the required minimum 3.5 publicly accessible open space and will be consolidated or connected to the extent feasible.

**10.2.2** 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.

**10.2.3** 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.

**10.2.4** In addition to the minimum 3.5 acres of publicly accessible open space outlined above, provide publicly accessible active recreation space on the top level of the existing above-grade parking structure, as depicted in Figure 12, to the extent feasible.

**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.

**10.2.6** All publicly accessible at- or above-grade open space will be visible and easily accessible from adjacent streets.

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

## Land Use

**10.3.1** Permit the flexibility of allowable uses across the neighborhood with a maximum development of 5.6 million square feet, exclusive of community facilities and existing above grade parking structures as generally depicted in Figure 13. A minimum of 20% of the total development is required to be non-residential uses (such as office, hotel, retail, personal service, and hospital). The required active retail, as depicted in Figure 13, will be counted toward the 20 % minimum, however, provision of 20 % non-residential uses in other locations will not relieve the requirement for active retail.

**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).

**10.3.3** In the required and preferred ground floor active/retail locations depicted in Figure 13, provide

## Land Use Continued

ground floor minimum ~~floor to ceiling~~ height of 17.515 feet and minimum depth of 30 feet and building design that engages the public realm through use of transparent windows and building articulation.

**10.3.4** With each DSUP submittal, provide a phasing plan for the entire neighborhood to demonstrate compliance with the required mix of uses.

**10.3.5** Provide a management structure such as a business improvement district, owners association or similar entity as part of the development review process.

## Community Facilities

**10.4.1** 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 other comparable community serving public uses.

**10.4.2** 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).

**10.4.3** Adequate provisions will be made to accommodate the added student generation by the proposed development and the feasibility of a school site will be explored as part of the CDD and DSUP approval(s).

**10.4.4** Co-locate community facilities with other uses to the extent feasible.

## Building Height, Gateways and Placemaking

**10.5.1** 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 16 to enhance the pedestrian experience, and encourage walking and use of transit.

**10.5.2** Buildings may be built to the maximum heights shown in Figure 15. Minimum building heights will be established as part of CDD approval(s).

**10.5.3** Provide a varied skyline across the neighborhood.

**10.5.4** Provide a variety of building height, massing and articulation on each development block.

**10.5.5** Provide signature buildings at placemaking and gateway locations shown in Figure 16; signature buildings will feature distinctive design and materials and may be up to 250 feet tall to accentuate gateways and prominent vistas.

**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 ~~B4~~ and Duke Street as shown in Figure 16 to denote this entry to the retail core of the neighborhood.

**10.5.7** 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 prior to submittal of the first development special use permit.

## Housing Affordability

**10.6.1** In the future Coordinated Development District (CDD), establish a target percentage of new committed affordable and workforce units serving people earning between 30% and 80% of area median income (AMI), for the Landmark neighborhood. Housing may be rental or ownership, with affordable rentals targeting households with incomes up to 60% AMI.

**10.6.2** Pursuant to Section 7-700 of the Zoning Ordinance, allow the use of bonus density and/or bonus height to provide affordable housing within market-rate residential buildings.

**10.6.3** Co-locate affordable housing with community facilities where feasible.

**10.6.4** Build partnerships between property owners and affordable housing providers to incorporate affordable housing projects into larger mixed-use developments where feasible.

**10.6.5** Provide voluntary contributions to the Housing Trust Fund consistent with the housing contribution policies in effect at the time future development proposals are submitted.

## Zoning

**10.7.1** Utilize Coordinated Development District (CDD) zoning or comparable zone to implement the vision and recommendations of the Plan.

## Infrastructure

**10.8.2** In addition to complying with current sanitary sewer and stormwater policies and regulations, 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. Additional detail will be provided with the infrastructure plan.

**10.8.1** 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).

### Attachment 3: CDD Concept Plan Approval Standards

The proposal conforms to the six specific standards for CDD Concept Plan approval contained in §5-604 of the Zoning ordinance:

1. *The proposed development shall substantially conform to the city's master plan with respect to the general type, character, intensity, and location of uses, as reflected in the CDD guidelines of the applicable area plan.*

As noted previously in this report, the proposed development conforms to the broad goals and objectives of the Landmark Van Dorn Corridor Plan, as well as many of its specific recommendations for the CDD at and around the project site referred to as the "Landmark Neighborhood." The applicant has requested Master Plan Amendments for 13 elements of the proposed development and staff recommends approval of those amendments.

2. *The proposed development shall preserve and protect to the extent possible all scenic assets and natural features of the land.*

The proposed Terrace Park encompasses the sole natural feature on this largely brownfield site. Designating this area as open space is a context-sensitive way to provide space for passive recreation while still preserving and protecting the mature, native trees and vegetation.

3. *The proposed development shall be designed to mitigate substantial adverse impacts to the use and value of surrounding lands.*

Although the staff and the City Council will consider the individual buildings and uses in greater detail during DSUP approvals, the applicant has designed the proposed CDD Concept Plan to mitigate any broad adverse effects on surrounding lands. The applicant has proposed a new street grid, a transit hub, bicycle facilities, better sidewalks along Duke Street and N Van Dorn Street, a fire station and co-located affordable housing, and 3.5-acres of open space.

4. *The proposed development shall be designed in accordance with public facilities, services, transportation systems, and utilities which are adequate for the development proposed, and which are available, or reasonably probable of achievement, prior to use and occupancy of the development.*

The CDD Concept Plan accommodates public facilities, services, transportation improvements, and utilities that are adequate and commensurate to the proposed development. The applicant will need to provide new public streets, a transit hub, open space with public access easements, and utilities serving the site according to the phasing plan provided for in the recommended conditions of approval.

5. *The proposed development shall be designed to provide adequate recreational amenities and, if appropriate to the site, a comprehensive system of pedestrian, bicycle, or other recreational paths which shall be carefully coordinated with the provision of open spaces, public facilities, vehicular access routes and mass transportation facilities.*

The applicant proposes 3.5-acres of open space encompassing five major parks: Central Plaza, Terrace Park, Paseo, and two neighborhood parks. Each block will also need to provide 25 percent open space. Consistent with the Landmark Van Dorn Corridor Plan, the proposal includes bicycle facilities on new interior streets and broad shared pedestrian and bicycle pathways along Duke and N Van Dorn Streets.

6. *The proposed development shall provide a substantial amount of residential units, including an affordable housing component.*

The applicant proposes 2,500 housing units in the Max Residential proposal, representing 2.70 million sq. ft. out of 4.24 million total sq. ft. As described in greater detail elsewhere in this report, the applicant proposes co-locating affordable housing with the fire station and has committed to delivering affordable housing at 60 percent AMI. Furthermore, when permitting the Inova Health Campus, the applicant proposes a monetary contribution to the Affordable Housing Trust Fund.

## **Attachment 4 - Consistency with Rezoning Criteria**

Below is the staff analysis demonstrating that the proposal satisfies the five criteria for rezoning without a Master Plan study for the area.

### 1. Consistency with Small Area Plan

Although the proposal includes master plan amendments, the project and its rezoning component are consistent with the broad goals and specific objectives of the Landmark Van Dorn Corridor Plan. As detailed previously in this report, the project proposes a new connected mixed-use neighborhood that provides an urban street grid, urban building forms, a complimentary mix of uses, community amenities, connected open spaces, and a range of housing opportunities. Furthermore, the Plan specifically recommends CDD zoning for this project site.

### 2. Consistency with Type of Area

This site is a former mall that some interim uses have partially occupied prior to redevelopment. The Plan envisions redevelopment of the site into a mix of institutional, residential, commercial, office, and civic uses. Since the applicant's rezoning request accommodates these planned uses, it is consistent with the Plan.

### 3. Isolated Parcel

The third rezoning criterion specifies that a major planning study may be needed if the City Council approved a proposed rezoning at a redevelopment site surrounded by other parcels that could also redevelop. However, this proposed CDD rezoning matches the recommendation of the Plan to rezone the entire Landmark Mall site to a CDD. Therefore, the rezoning proposal would not impair the Plan recommendations or trigger other rezoning requests not already contemplated in the Plan. No new planning studies are necessary.

### 4. Status of Planning for the Area

This criterion asks whether we anticipate any new planning study in this area soon. If so, a site may not be appropriate for a rezoning until such study is complete. The City Council adopted the Landmark Neighborhood chapter of the master plan in 2019 and we do not anticipate any further updates.

### 5. Application's Consistency with City Goals

In addition to advancing the vision of the Corridor Plan, this proposal meets goals (or will meet them subject to future DSUP approval) outlined in other City policies, including those related to transit, public art, urban design, green building, affordable housing, and pedestrians and cyclists.

**Attachment 5 – CDD #29 Table**

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Use <sup>1</sup>
29	Landmark Neighborhood	CRMU-L regulations shall apply	<p>Maximum floor area: 5.6 million sq. ft., excluding public facilities (e.g. fire station) and the existing above-grade parking structure. Additional floor area may be requested pursuant to Section 7-700 of the Zoning Ordinance.</p> <p>Minimum non-residential uses: 20% of total floor area, excluding parking.</p> <p>Open Space: minimum 25% per development block. The open space for the Hospital Campus shall be provided as required by the CDD#29 Concept Plan Special Use Permit.</p> <p>Minimum yards: None. The supplemental yard and setback regulations of Section 7-1000 do not apply.</p> <p>Area Requirements: There are no lot area or frontage requirements.</p>	The minimum and maximum heights shall conform to the CDD-29 Concept Plan Special Use Permit.	<p>Active Recreational Uses; Animal care facility; Any use with live entertainment; Apartment hotel; Business and professional office; Child care home; Church; Congregate housing facility; Congregate recreational facility; Continuum of care facility; Day care center; Dwelling, multifamily; Dwelling, townhouse; Elder care home; Food or beverage production exceeding 5,000 sq.ft., which includes a retail component; Fraternal or private club; Health and athletic club or fitness studio; Health profession office; Helistop; Hospice; Hospital; Hotel; Light assembly, service, and crafts; Medical care facility; Medical laboratory; Nursing or convalescent home or hospice; Outdoor dining; Outdoor market; Passive Recreational Use; Personal service establishment; Public Park; Private school, academic; Private school, commercial; Public building; Public school; Radio or television broadcasting office and studio; Recreation and entertainment use; Restaurant; Retail shopping establishment; Social Service Use; Valet parking; and Veterinary/animal hospital</p>

			The height-to-setback ratio required in Section 6-403(A) of the Zoning Ordinance and the zone transition requirements of Section 7-900 do not apply.		
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<sup>1</sup> This list does not preclude any by-right or administrative special use permits for uses authorized by §5-602(E) and §5-602(F), respectively.

# Attachment 6 - Affordable Housing Plan Adopted 5-31-2021

## Landmark Mall Affordable Housing Plan May 3, 2021

### 1.1 Project Name and Address

Project Name: Landmark Mall

Address: 5701, 5701 B, 5801, 5815, and 5901 Duke Street (the “Properties”), with a total site area of 2,241,855 sq. ft.

Applications: CDD #2020-00007 and MPA#2020-00009 (the “Applications”).

### 1.2 Brief description of the application and proposed development program

Foulger-Pratt Development, LLC (the “Applicant”) is seeking approval of the Applications to permit redevelopment of the Properties, currently the site of the Landmark Mall shopping center, into a vibrant, mixed-use development with a complementary mix of uses, inclusive of commercial, non-profit medical campus, and up to 2,500 residential dwelling units.

Achieving the development proposed in the CDD Plan requires a rezoning of the Properties to a new CDD zone, and amendment of certain elements of Chapter 10 of the Landmark Van Dorn Small Area Plan. Individual blocks across the Properties will be developed pursuant to subsequent, individual DSUPs.

### 1.3 Requested zoning changes or waivers (if any)

Applicant proposes to rezone the Properties from the CR and CRMU-M zones to a new CDD zone, consistent with the application CDD #2020-00007.

### 1.4 A brief discussion on how the affordable housing goals and recommendations of its applicable small area plan are being addressed by the AHP.

Chapter 10 of the Landmark Van Dorn Small Area Plan contains several recommendations regarding affordable housing goals and related recommendations, which the Applicant has incorporated into its AHP, and the overall CDD Plan. Below are recommendations 10.6.1 through 10.6.5 and details on how these recommendations are being met by the Applicant.

***10.6.1 In the future Coordinated Development District (CDD), establish a target percentage of new committed affordable and workforce units serving people earning between 30% and 80% of area median income (AMI), for the Landmark neighborhood. Housing may be rental or ownership, with affordable rentals targeting households with incomes up to 60% AMI.***

The Applicant proposes, as discussed further below, committed affordable rental units (“CAUs”) at a 60% AMI for a minimum of forty years. Based on the maximum potential

residential development proposed for the Properties and converting the value of a monetary contribution to buy down affordable units, approximately 3% of the total residential development would be provided as CAUs.

While not required per the CDD Plan, the Applicant has also identified and discussed in detail with Housing staff the potential to partner on a Low-Income Housing Tax-Credit (“LIHTC”) project on Block J to increase the potential number of affordable rental units. Achieving the LIHTC project, which would require the availability of LIHTC funding and affordable housing subsidies in a to-be-determined amount from the City of Alexandria, could result in an overall combined CAU and LIHTC unit percentage of approximately 10%. That is the parties’ aspirational goal.

It is anticipated that a nonprofit housing development entity, Enduring Affordable Housing Corporation (“EAHC”), will partner with Foulger-Pratt to co-develop the LIHTC building and ensure it complies with all requirements of the Treasury program as administered by Virginia Housing. As a nonprofit, EAHC, is expected to comply with Section 42 of the IRS tax credit to maintain affordable housing requirements for projects it owns.

Finally, in the event any continuum of care facilities are constructed on the Properties, the Applicant is committed to meeting the City’s recently adopted guidelines of providing 2% of such residential units to be affordable at Auxiliary Grant level, or equivalent.

***10.6.2 Pursuant to Section 7-700 of the Zoning Ordinance, allow the use of bonus density and/or bonus height to provide affordable housing within market-rate residential buildings.***

The CDD Plan does not preclude or prohibit the use of Section 7-700 at the individual DSUP phases for each Block.

***10.6.3 Co-locate affordable housing with community facilities where feasible.***

Applicant shall co-locate CAUs where feasible. As discussed in more detail below, the Applicant’s proposal for Block J, pending availability of appropriate funding and LIHTC equity, and in coordination with City Capital Improvement Project (CIP) funds being available for construction of the proposed 52,000 sq. ft. fire station, would provide approximately 200 LIHTC units.

***10.6.4 Build partnerships between property owners and affordable housing providers to incorporate affordable housing projects into larger mixed-use developments where feasible.***

The Applicant intends to integrate, at a minimum, 74 CAUs into the larger mixed-use development proposed in the CDD Plan. Units will be identified in future DSUPs as they are submitted. Furthermore, as detailed in this AHP, the Applicant is pursuing the development of a LIHTC building to provide a significant number of affordable units on Block J, and the provision of up to 15 condominium units for sale in a condominium building to income-qualified purchasers

through a process to be developed and managed by the City, in consultation with the Applicant or the developer of the condominium project. See response to question 5 for additional details.

***10.6.5 Provide voluntary contributions to the Housing Trust Fund consistent with the housing contribution policies in effect at the time future development proposals are submitted.***

Applicant has proposed to provide 74 on-site rental CAUs across the Properties to meet or exceed the voluntary contribution consistent with the housing contribution policies in effect at the time of approval based on the anticipated overall development square footage described above. See response to question 10 for additional information.

**2. The number, type (rental/for-sale), size (number of bedrooms), level of affordability (percent of area median income), location, and length and terms of affordability of existing CAUs being demolished as part of redevelopment.**

Not applicable. No existing CAUs will be affected.

**3. The status of tenant engagement efforts.**

Not applicable. There are no existing residential tenants on the Properties.

**4. The status of tenant relocation planning efforts and outreach to the Landlord-Tenant Relations Board.**

Not applicable. No relocation efforts are required as part of the Applications.

**5. The number, type (rental/for-sale), size (number of bedrooms), level of affordability (percent of area median income), location, and length and terms of affordability of proposed CAUs.**

The Applicant's plans call for contributing 74 rental CAUs across the Properties, in lieu of dollars to the Housing Trust Fund (see response to question 10 below). Pending availability of City or other third-party funding, the value of up to 29 of the CAUs is proposed to be converted and integrated into a LIHTC development as part of development on Block J, which is proposed to comprise approximately 200 LIHTC units, with financial participation by the City. If Block J development proceeds with the LIHTC development, the remaining 45 rental CAUs would be located elsewhere on the Properties as part of future market-rate multifamily development.

The Applicant and the City will cooperatively determine the timing of the LIHTC applications to ensure that the timing is consistent with the timing of the City's capital funding for the new fire station on Block J. The Applicant and the City have committed to cooperate in sharing information on the availability and timing of City and non-City funding to best advantage a successful tax credit application and collaborate to identify and secure non-City funding as well to bridge any funding gap required to make the LIHTC project sources and uses balance. In the event the LIHTC development is unable to proceed, whether due to a lack of availability of competitive

tax credits over three subsequent competitive cycles, or because the City elects not to provide the necessary affordable housing subsidy required to enable a competitive 9% tax credit or non-competitive 4% tax credit application for more than 74 CAUs (with such number to be determined by the parties' mutual agreement), the Applicant would develop Block J as a market-rate project. The 74 CAUs, which are equivalent to the voluntary contribution as discussed above, would then be provided throughout the Properties. In addition, the 15 affordable/workforce sales units would also be provided as described below.

Particular details such as the unit breakdown of CAUs will be determined at the time of individual DSUPs, whether for Block J, or future Blocks containing some or all of the 74 required CAUs. As previously mentioned, regardless of which Block they are constructed on, all CAUs provided as part of the redevelopment of Landmark Mall shall be affordable at 60% AMI or less, for a period of no less than 40 years. The Applicant intends to provide LIHTC units at AMI levels as determined by the corresponding LIHTC agreements, and or as assessed to be competitive based on the priorities established in the Qualified Allocation Plan governing the LIHTC cycle. It is understood that the level of City support requested may be calculated or adjusted to take into account lower affordability levels than required to be competitive for 9% credits or the corresponding LIHTC agreement. All efforts will be made by the Applicant and the City to fully leverage non-City sources.

Finally, the Applicant proposes to offer for sale to income-qualified homebuyers up to 15 condominium units in the first condominium building to be delivered on the Properties. The price of these finished units will be set at 110% of the condominium developer's pro-rated actual cost including land acquisition and hard and soft costs for construction.

**6. A description of existing and proposed affordable housing financing agreements with third parties (including the Department of Housing and Urban Development).**

The Applicant proposes to develop up to 200 LIHTC units on Block J, pending the availability of low-income housing tax credits for the project. Certain additional affordable housing subsidies from the City of Alexandria will also be required to facilitate the mixed CAU and LIHTC unit development on Block J.

**7. An equivalency analysis that compares the value and location of CAUs proposed to be provided off-site to that of CAUs constructed on-site.**

No off-site CAUs are proposed as part of the redevelopment of the Properties.

**8. A description of how proposed CAUs will be incorporated into the overall project to create a successful mixed-income community, including whether CAU residents will have access to amenities available to residents of market-rate rental units**

As discussed above, the Applicant has proposed locating approximately 200 LIHTC units in a single development atop the proposed fire station on Block J. Elsewhere, while certain amenities will be specifically determined as part of individual DSUPs, the Applicant anticipates

that residents of CAUs co-located with market rate units in a residential development, would enjoy the same access to amenities as market rate residents.

### **9. Information on proposed phasing and implications such phasing would have on the delivery of proposed CAUs**

As proposed in the CDD Plan, redevelopment of the Properties will occur across several future phases and timing of such phases are all subject to market conditions. The current phasing plan anticipates a majority of development planned within Phase 1 (1-5 years following site work and infrastructure improvements) and a Future Phase thereafter, again subject to market conditions. Delivery of proposed CAUs will be determined via the individual Block DSUPs, as applicable.

### **10. Information on contributions proposed to be made to the Housing Trust Fund**

Per the Applicant's ongoing discussions with Housing Staff, the Applicant intends to deliver CAUs in lieu of a direct contribution to the City's Housing Trust Fund. Overall, the Applicant estimates that the proposed redevelopment of the Properties, inclusive of all development proposed under the CDD Plan, would be subject to a voluntary contribution of approximately \$13.8 million under the 2020 rates. This equates to approximately 74 CAUs. The contribution amount may be increased if Applicant seeks additional development square footage in the future, and/or the amount will be governed by affordable housing policies related to the bonus density tool used (e.g., 7-700; RMF zone, etc.).

In addition to the contribution of 74 CAUs, the Applicant has identified an opportunity to employ LIHTC along with City affordable housing subsidies to convert 29 CAUs into a development of 200 LIHTC units on Block J. If funding is achieved, a projected 245 total combined CAUs and LIHTC units could be developed across the Properties.

As discussed above, should funding be unavailable for the LIHTC project, whether due to a lack of availability for competitive tax credits, or because the City elects not to provide the necessary affordable housing subsidy, the Applicant would develop Block J as a market-rate project. The 74 CAUs, which are equivalent to the voluntary contribution as discussed above, would then be provided throughout the Properties.

### **11. An estimate of the types and number of jobs to be created by mixed-use projects (for informational purposes only)**

The Applicant does not have these details available at this time. Estimates on types and numbers of jobs to be created may be provided, where available, as part of individual DSUPs for specific development of Blocks across the Properties.

### **12. Other information the applicant deems relevant to the AHP**

No additional information to share at this time.

**Eisenhower West – Landmark/Van Dorn Implementation Advisory Group**

Mr. Karl Moritz  
Director  
Department of Planning and Zoning  
City of Alexandria  
301 King Street  
Alexandria, VA 22314

June 7, 2021

Re: EWLVD Advisory Group Endorsement of the Landmark Mall MPA and CDD Concept Plan

Dear Mr. Moritz:

The Eisenhower West – Landmark/Van Dorn Implementation Advisory Group is pleased to express its support for the Landmark Mall MPA and CDD Concept Plan being proposed to the Planning Commission and City Council. This CDD will bring multiple benefits to the City of Alexandria but the West End, in particular.

The Advisory Group would like to highlight several key concepts of the CDD. First, the proposed development plans incorporate certainty with the hospital use for the site's 395 adjacency. The hospital use will be the catalyst for redevelopment of the Landmark site. The proposed fire station replacement for Fire Station 208, to include affordable housing, much like that in Potomac Yards, brings a modern fire station to West End. The reconfiguration of open space in addition to the privatization of some streets allows for gathering places for community events, which has been a missing component of life in the West End.

Second, the CDD incorporates the Landmark Van Dorn Corridor Plan goals of safety and connectivity, which are also goals of the City's Complete Streets Guidelines and Vision Zero policies. Recommending removal of the fly-over ramp from Duke Street, enhancing Duke Street and N. Van Dorn Street with wider sidewalks, landscaping and signalized intersections, and incorporating a centrally located and accessible transit hub reflect this prioritization. With bicycle and pedestrian connectivity incorporated to and within the development, this begins to transform the West End of Alexandria into a walkable, bikeable community.

Third, Foulger-Pratt, INOVA and all other parties have committed to the sustainability goals outlined in the small area plan and the 2019 Green Building Policy. Additionally, the development will follow the principles outlined in LEED for Neighborhood Development (LEED-ND), which incorporates smart growth, urbanism and green building and will be LEED-ND certified. With the exception of the hospital campus, all buildings and roofs will be "solar-ready". Multifamily buildings will be "all-electric," and podium roof levels will have at least 30% of their areas as green roofs. The hospital facility will meet LEED Silver and continue to explore LEED Gold for their facility during the design phase. Proposed sustainability features include high-performance building facades, green roof area, and access to civic and public space, among others. The inclusion of 100+ electric charging stations will help make it feasible for a person owning an electric car to easily live, work or play in this community.

## **Eisenhower West – Landmark/Van Dorn Implementation Advisory Group**

In summary, the redevelopment of this 52-acre site will provide 4 million square feet of development anchored by 1 million square feet of world-class health care, diverse housing opportunities both for sale and rental to include affordable, market-rate and senior housing, and a new fire station co-located with affordable units. As a catalyst for the West End of Alexandria, this mixed-use project will provide active retail, commercial entertainment and green spaces integrated into a cohesive neighborhood.

In addition, the Advisory Group expresses its appreciation of the process leading up to the MPA/CDD public hearings. The Advisory Group meetings and community events were well attended and encouraged robust discussion. The recommendations benefited from community input at every stage.

Thank you for giving us the opportunity to participate in this process.

Sincerely,



Mindy Lyle, Planning Commission Representative, Chair

*On behalf of the Eisenhower West – Landmark/Van Dorn Implementation Advisory Group*

Agnes Artemel, Business Representative

Joel Bernstein, West End Business Association Representative

Allen Brooks, Business Representative

Manny Cohan, Resident Representative

Jim Durham, Resident Representative

Bill Harris, Alexandria Housing Affordability Advisory Committee Representative

Arthur Impastato, Resident Representative

Casey Kane, Transportation Commission Representative

Barbara Marvin, Park and Recreation Commission Representative

Claudette McBeth, Resident Representative

Emmanuel Obe, Business Representative

Bill Pugh, Environmental Policy Commission Representative

Grace Unangst, Resident Representative

Ken Wire, Business Representative

Cc: Eisenhower West – Landmark/Van Dorn Implementation Advisory Group  
Alexandria Planning Commission  
Mayor and Members of City Council  
Mark Jinks, City Manager  
Emily Baker, Deputy City Manager  
Jeffrey Farnar, Deputy Director, Department of Planning and Zoning

## Attachment 8 - Community Comment Matrix

# Community Engagement Analysis for the Landmark Mall Redevelopment CDD Concept Plan

Tracked community engagement began on January 4<sup>th</sup>, 2021 and will continue through the public hearing. The following is a summary of findings and verbatim copies of comments and questions reviewed through June 8, 2021.

Staff captured community comments taken across seven virtually held public engagement events, including five Eisenhower West /Landmark-Van Dorn (EWLVD) Implementation Advisory Group meetings, an Informational Session, and a Community Meeting. Between events, Staff also responded to and recorded emails from community members. The total number of comments and questions and their source is found in the table below.

Source	Count of Comments
Email	36
EWLVD Adv. Group Meetings	130
Information Session	101
Community Meeting	39
<b>Grand Total</b>	<b>306</b>

Comments and questions were assigned themes and grouped by topic to reflect predominant areas of feedback from the community. The results show robust interest regarding access to the site, potential impacts on local traffic, and site sustainability, among many others.

### Theme of Community Comment by Frequency



**LANDMARK REDEVELOPMENT**  
**Community Comments/Questions**  
**as of 06/08/2021**

*\*PLEASE NOTE\* The following is a documentation of all comments and questions from the public collected to date. Responses to community questions were either answered live during public engagement events, addressed on the Frequently Asked Questions section of the Landmark webpage at alexandriava.gov/Landmark, or will be addressed at an upcoming Advisory Group Meeting. Some questions are regarding detailed information that isn't available yet at this early stage in the process. All meeting videos and recordings can also be found on the project webpage. Please contact the project manager, Ashley Labadie, at ashley.labadie@alexandriava.gov for any additional information.*

**Community Meeting Topics:**

- Jan. 4: General Information
- Jan. 19: Overall Redevelopment Process, Plan Recommendations, Project Overview
- Feb. 22: Land Use, Student Generation, Fire Station, Open Space
- March 25: Affordable Housing, Transit Hub, Helipad
- April 28: Traffic, Sustainability, Pedestrian and Bike Facilities
- May 13th: Project Overview
- May 24th: Outstanding Issues, Master Plan Admendments, Preparation for Public Hearings

**Themes:**

- |   |   |   |   |
|---|---|---|---|
| 1 - Housing (affordable, senior, types) | 6 - Helipad & Ambulances (location, access, flight path, noise) | 11 - Schedule/ Meeting Info               | 16 - Architecture/ Building Heights/ Design |
| 2 - Transit                             | 7 - Open Space/ Parks   | 12 - Fire Station (access, trucks, noise) | 17 - Redevelopment Process                  |
| 3 - Traffic/ Access/ Road Improvements  | 8 - Sustainability  | 13 - Art and Culture                      | 18 - Land Use                               |
| 4 - Pedestrian/Bike                     | 9 - Hospital  | 14 - Schools                              | 19 - Safety                                 |
| 5 - Parking                             | 10 - Financial  | 15 - Equitable work opportunities         | 20 - Related to a different area/project    |

#	Source	Date	Comment/ Question	Real-time Staff Response	Advisory Group Meeting where Topic is Specifically Addressed	Primary Theme	Secondary Theme
1	Information Session	1/4/2021	Will this project bring new residential properties that will target only lower income families? Also, will current residential (apartment, condo/townhome) properties be designated as affordable housing properties? (Stevenson Street, Edsall Road, Duke Street, Van Dorn, etc)	Addressed directly via webinar or email	3/25/2021	1	
2	Information Session	1/4/2021	will traffic pattern be changing around the area?	Addressed directly via webinar or email	4/28/2021	3	
3	Information Session	1/4/2021	Will there be safe pedestrian access to the campus from the surrounding neighborhoods? It is currently difficult to access, requiring dangerous crossing of Duke or Van adorn, and walking through parking lots one you get across	Addressed in FAQ	4/28/2021	4	3
4	Information Session	1/4/2021	When will it start and how long will it take? Also, what will be the impact on car traffic in the area neighborhoods?	Addressed in FAQ	4/28/2021	3	17
5	Information Session	1/4/2021	Will there be a police/metro police station located within the new plaza? I'm concerned about the crime that comes along with transit hub traffic and homeless activity from access to riding Metrobus/DASH.	Noted	2/22/2021	18	19
6	Information Session	1/4/2021	What improvements will be made to the Duke Street/395 interchange which is one of the worst looking interchanges along 395?	Outside this Rezoning Process Scope	4/28/2021	3	
7	Information Session	1/4/2021	With a hospital and emergency vehicles being moved here, I am concerned about not only the car traffic, but also the general noise that will come as a result. What is being put in place to address this?	Addressed in FAQ	4/28/2021	3	6
8	Information Session	1/4/2021	Will the city be making any road improvements to the surrounding streets make cycling easier, complimenting the mixed-transit plan for the site itself? Thanks! (Apologies if this addressed later in the presentation.)	Addressed in FAQ	4/28/2021	4	3
9	Information Session	1/4/2021	Traffic will be a nightmare.	Noted	4/28/2021	3	
10	Information Session	1/4/2021	Why no direct access to the site from I395?	Addressed in FAQ	4/28/2021	3	
11	Information Session	1/4/2021	Why did Alexandria demo the eastbound I395 exit ramp and replace it with a single ramp ?	Part of completed or future planning process(es)	4/28/2021	3	
12	Information Session	1/4/2021	What does an ambulance do when traffic is backed up onto I395 and can't reach the hospital	Noted	4/28/2021	3	6
13	Information Session	1/4/2021	How many entrances are there? They appear to have added extra exits but no new entrances.	Addressed directly via webinar or email	4/28/2021	3	
14	Information Session	1/4/2021	Will there be enough parking ?Will the parking be free ? If not, will the city own/run the parking so it is affordable ? Will the garage be automated since traffic in/out of the site will be heavy ?Green led's go to open spaces and red to occupied spaces ?	Addressed in FAQ	4/28/2021	5	
15	Information Session	1/4/2021	Why is there no direct access to the site from I395 ?What happens when traffic is backed up all the way onto the single ramp off I395 ? How do EMS ambulances reach the site ?	Addressed in FAQ	4/28/2021	3	6
16	Information Session	1/4/2021	Will there be "direct access" to/from the Landmark site from 395 as to reduce vehicle traffic from non-West End residents?	Addressed in FAQ	4/28/2021	3	
17	Information Session	1/4/2021	Why don't the plan maps show the location of the transit hub ?Will the city offer bus transit from the site to the pentagon so metro can be accessed ?	Addressed directly via webinar or email	3/25/2021	2	
18	Information Session	1/4/2021	The plan calls for about 10% open spaces. How was this percentage determined? Is it a fixed design parameter or can it be increased?	Addressed directly via webinar or email	2/22/2019	7	

**LANDMARK REDEVELOPMENT**  
**Community Comments/Questions**  
**as of 06/08/2021**

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- |   |   |   |   |
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| 5 - Parking                             | 10 - Financial  | 15 - Equitable work opportunities         | 20 - Related to a different area/project    |

#	Source	Date	Comment/ Question	Real-time Staff Response	Advisory Group Meeting where Topic is Specifically Addressed	Primary Theme	Secondary Theme
19	Information Session	1/4/2021	What is the anticipated increase at both the current (Seminary Road) and new sites (Landmark) in number of residents and eventual students that could be enrolled in ACPs?	Addressed in FAQ	2/22/2021	14	
20	Information Session	1/4/2021	Has serious consideration been given to building an ACPs school at either the Seminary Road or Landmark sites? If not, why?	Addressed in FAQ	2/22/2021	14	
21	Information Session	1/4/2021	Is there a plan for an ACPs school or facility to built on the current hospital campus? Or plans to use the current hospital facility to support the TCW's Health Science program?	Addressed with Seminary Site Process	2/22/2021	14	
22	Information Session	1/4/2021	Will a school be included on the Landmark or Seminary site?	Addressed in FAQ	2/22/2021	14	
23	Information Session	1/4/2021	Given that many city schools are overcrowded and/or using temporary classrooms (elementary and high school), and given that there are multiple proposals to add more housing units in the West End, why is space for a new school not part of the redevelopment plan?	Addressed in FAQ	2/22/2021	14	
24	Information Session	1/4/2021	Shouldn't space be reserved for a new Elementary School or High School?	Addressed in FAQ	2/22/2021	14	
25	Information Session	1/4/2021	How many school age children are anticipated from the 2500 housing units? Is land set aside for at least an elementary school?	Addressed in FAQ	2/22/2021	14	
26	Information Session	1/4/2021	The city says it will borrow \$130 million for the project and expects \$788 million in new tax revenue over a 30 year period. I had several related questions: 1) Why does the city anticipate so much revenue when the land for the hospital will be leased to Inova for one dollar and Inova is a tax exempt entity? 2) What specific commercial activities will take place on other portions of the land which will generate so much revenue? 3) Does the city plan to have an auditor or outside expert review the \$788 million estimate for plausibility and potential risks? 4) Which specific capital projects in other parts of the city will be delayed to accommodate the planned bonds for Landmark?	Addressed in FAQ	1/4/2021	10	
27	Information Session	1/4/2021	Will the medical campus have a new name or remain the same? My concern is how a relocated hospital will affect residential property values, if it's basically a large trauma center/ urgent care and not a "cutting edge, innovative research center"	Part of completed or future planning process(es)	1/4/2021	9	1
28	Information Session	1/4/2021	What steps are being taken to ensure that the construction project does not include worker exploitation, wage theft and labor trafficking, as is common on area jobsites. Will the city, the developer and Inova Health System require prevailing wages, local hiring, and opportunities for minorities, women, veterans and returning citizens to participate in union apprenticeship programs?	Addressed in FAQ	1/4/2021	15	
29	Information Session	1/4/2021	How will the developers address the climate crisis? Will they build net zero carbon buildings? Will they investigate the use of one or more Microgrids to support resiliency of the hospital and community? Will the developer use only electricity and no natural gas in all the buildings of the development?	Addressed in FAQ	4/28/2021	8	
30	Information Session	1/4/2021	How will the design of these buildings contribute to the City's Environmental Action Plan Climate Change target of reducing Green House Gas Emissions by 50% v/v 2005 by 2030 and by 80-100% reduction by FY 2050 ? This is extremely important as commercial buildings emit the majority of green house gas emissions according to the City's 2015 GHG Inventory.	Addressed in FAQ	4/28/2021	8	

**LANDMARK REDEVELOPMENT**  
**Community Comments/Questions**  
**as of 06/08/2021**

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31	Information Session	1/4/2021	Please discuss how this development will help the City of Alexandria's meet its goal of reducing greenhouse gas emissions 50% by 2030.	Addressed in FAQ	4/28/2021	8	
32	Information Session	1/4/2021	Staff of the Department of Planning and Zoning have stated in communications during 2020 that large projects such as Landmark Mall would be the type of project suitable for an Environmental Sustainability Master Plan ("ESMP") like the one for North Potomac Yard. What plans are there in the works to ensure that there will be either an ESMP for Landmark Mall or at least increased requirements for environmental sustainability than those in the Landmark Van Dorn Small Area Plan or the 2109 Green Building Policy?	Addressed in FAQ	4/28/2021	8	
33	Information Session	1/4/2021	Would the redevelopment committee consider an art center with studio spaces and/or work and sleep center for artists. The need for more culture in the area is real.	Noted	2/22/2021	18	13
34	Information Session	1/4/2021	How will this work with a hospital and fire department located within a residential/commercial plaza? It's hard to imagine how I can eat, shop and enjoy entertainment next to a hospital and fire department.	Addressed in FAQ	2/22/2021	18	16
35	Information Session	1/4/2021	Please provide the link to watch via YouTube - it's not on the City site or in Justin Wilson's newsletter	Noted	Addressed at Every Meeting	11	
36	Information Session	1/4/2021	I know someone behind the scenes is doing their best, but the live transcription is awful. Can we please get a live sign language translator for future meetings? It is very hard to follow the slides and read the [choppy and incomplete] transcription. Thank you.	Noted	Addressed at Every Meeting	11	
37	Information Session	1/4/2021	Are there restrictions on how high the buildings can be? On the Van Dorn side will the buildings be taller than the current parking garage?	Addressed in FAQ	2/22/2021	16	
38	Information Session	1/4/2021	Will there be a helipad for the hospital ?We already have too much helicopter traffic as it is.I feel residents should be informed now about this development	Addressed in FAQ	3/25/2021	6	9
39	Information Session	1/4/2021	By how much would the value of Watergate properties increase?	Outside this Rezoning Process Scope	N/A	20	
40	Information Session	1/4/2021	Moving the hospital to Landmark would seem to be a death-knell for the existing office building at Seminary Rd & Kenmore Avenue. What is the city's plan for possible redevelopment of that site?	Outside this Rezoning Process Scope	N/A	20	
41	Information Session	1/4/2021	Will there be a helipad ?	Addressed directly via webinar or email	3/25/2021	6	9
42	Information Session	1/4/2021	This will cause lots of noise for nearby residents	Noted	2/22/2021	12	
43	Information Session	1/4/2021	Who decided to allocate Block A, B & C to the hospital functions.	Addressed directly via webinar or email	2/22/2021	18	9
44	Information Session	1/4/2021	Are we going upgrade roads in the area	Addressed in FAQ	4/28/2021	3	
45	Information Session	1/4/2021	I hope you will address the environmental sustainability of this project and how it will align with the city's ambitious greenhouse gas reduction goals	Addressed in FAQ	4/28/2021	8	
46	Information Session	1/4/2021	The Landmark Community has invested a lot of time and provided a lot of input to the Howard Hughes development team. How will all of that prior input be captured as the new development team embarks on this project?.	Addressed directly via webinar or email	1/19/2021	17	

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47	Information Session	1/4/2021	Construction of this project could be a great opportunity for low income and minority residents to participate in union apprenticeships, a pathway to the middle class as skilled craftspersons. What steps are the developer, the City and Inova taking to ensure that there are good union jobs on this project? And how will the developer, the City and Inova prevent the wage theft and labor trafficking that are so prevalent on local construction sites?	Addressed in FAQ	1/4/2021	15	
48	Information Session	1/4/2021	Not just roads but what about the noise from ambulance and more vehicles and trucks to the existing neighbors	Addressed in FAQ	3/25/2021	6	
49	Information Session	1/4/2021	What is being put in place to address the noise?	Addressed in FAQ	2/22/2021	12	
50	Information Session	1/4/2021	Also, the traffic. It is nasty now, with nothing there any hiccup caused major backups. Now to add an ER to the mix? That MUST be addressed.	Noted	4/28/2021	3	9
51	Information Session	1/4/2021	Traffic may be one of the larger issues. Several years ago a fly over ramp from Van Dorn St directly into Landmark was suggested. Perhaps a couple of those from varying directions. Currently Duke St heading east at Landmark is MORE dangerous than it used to be. Sound due to ambulances, etc will be awful. The noise is worse than it was about 5 years ago	Noted	4/28/2021	3	6
52	Information Session	1/4/2021	what % of the housing is going to be subsidised housing?	Addressed in FAQ	3/25/2021	1	
53	Information Session	1/4/2021	Will there be any detached single family affordable housing built in either the landmark or the seminary Road location?	Part of completed or future planning process(es)	3/25/2021	1	
54	Information Session	1/4/2021	What about a better safe walking sidewalk for the west Alexandria to the new Landmark area?	Addressed in FAQ	4/28/2021	4	
55	Information Session	1/4/2021	How is this connected to the Duke Street Transitway - bike, ped, bus service, etc?	Addressed directly via webinar or email	3/25/2021	2	4
56	Information Session	1/4/2021	Any chance for a level 3 or 4 NICU at the new hospital?	Addressed directly via webinar or email	1/4/2021	9	
57	Information Session	1/4/2021	Will parking be free?	Part of completed or future planning process(es)	4/28/2021	5	
58	Information Session	1/4/2021	Are those specialty physicians moving from the old medical office building on Seminary? What will happen to that site?	Addressed with Seminary Site Process	1/4/2021	9	20
59	Information Session	1/4/2021	How will this plan incorporate/connect to the van dorn metro station to get people to and from landmark easily (to encourage public transit vs individual car use)?	Addressed in FAQ	3/25/2021	2	
60	Information Session	1/4/2021	Will a new ramp directly to the hospital/landmark from I-395 be built? The combination of the Duke street/little river turnpike exists into one ramp is already congested during rush hours (even with COVID-19 restrictions) and it would be not enough to support increase traffic to the area.	Addressed in FAQ	4/28/2021	3	
61	Information Session	1/4/2021	Is the interchange from 395 be changed to better access the site? Part of the problem with the mall was that access to the mall from the highway was very poor.	Addressed in FAQ	4/28/2021	3	
62	Information Session	1/4/2021	Will the redevelopment result in increased property taxes for us? (us being residents)	Addressed in FAQ	1/4/2021	10	

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63	Information Session	1/4/2021	Will Inova offer the community free health-based programs s/a classes, health fair, free health screenings, basic are for uninsured residents, other events or services in return for the incentives they are receiving from the city?	Outside this Rezoning Process Scope	1/4/2021	9	
64	Information Session	1/4/2021	Thank you all - great summary and a great project. Mark - appreciated the detailed financial breakdown, feels like this could be a material lever to plug the budget deficit. To that end - do you have an estimate on the annual impact of the \$778M, particularly in the next ~5 or so years to (hopefully) avoid tax increases?	Pending response; topic addressed at later community event	N/A	20	10
65	Information Session	1/4/2021	Also, will the roads adjacent to the landmark area, in particular the area of Duke street and the crossing of S Walker street be upgraded? That stretch of road of Duke street is in very poor shape. The lights for pedestrian crossing don't even work.	Addressed in FAQ	4/28/2021	3	4
66	Information Session	1/4/2021	How will this site be connected to the Van Dorn Metro station?	Addressed in FAQ	3/25/2021	2	
67	Information Session	1/4/2021	Why not just make it all affordable housing?	Addressed directly via webinar or email	3/25/2021	1	
68	Information Session	1/4/2021	Open space is good but with few decent playing fields for our kids on the west end, was any thought given to creating some planned fields?	Addressed directly via webinar or email	2/22/2019	7	
69	Information Session	1/4/2021	I now see where the fire station is projected to be located. Is that Duke St. access isolated to only public safety vehicles, simple entry/exit?	Pending response; topic addressed at later community event	4/28/2021	3	12
70	Information Session	1/4/2021	Will the bond funding include money to fix the Holmes Run Trail?	Addressed in FAQ	1/4/2021	10	7
71	Information Session	1/4/2021	How much of the existing forest land on the eastern side of the site will be removed?	Part of completed or future planning process(es)	2/22/2019	7	
72	Information Session	1/4/2021	Please have Inova hospital officials address what they plan to do once they sell the land of the existing hospital. Are they committed to providing some affordable housing. Thanks	Addressed with Seminary Site Process	N/A	20	
73	Information Session	1/4/2021	Is there coordination with Fairfax County on transit, bike/ped connections across I-395?	Addressed directly via webinar or email	4/28/2021	3	11
74	Information Session	1/4/2021	Are we taking a lane in each direction for a road diet for busses only near Landmark in the heavily traffic area that can just handle the traffic now in a non COVID world ?	Pending response; topic addressed at later community event	4/28/2021	3	2
75	Information Session	1/4/2021	Will the hospital below & above grade parking be automated ?	Part of completed or future planning process(es)	4/28/2021	5	9
76	Information Session	1/4/2021	who will be providing electricity, water, and sewer for this area?	Addressed directly via webinar or email	2/22/2021	16	
77	Information Session	1/4/2021	How will an ambulance access a trauma center when traffic on Duke street & Van Dorn is jammed because there is no direct access from I395	Addressed in FAQ	4/28/2021	3	9
78	Information Session	1/4/2021	Last year VDOT's "I-395 Interchange Modification Report" identified the intersections of Little River Turnpike and Oasis Drive, and Duke Street and South Walker Street on either side of 395 near Landmark as areas of high accident rates (86 and 54 accidents, respectively.) In the study, VDOT examined the City Proposal for Duke Street that adds a third lane each way dedicated to buses. VDOT's modelling determined it had no impact on reducing accidents. And this was a year prior to this new development being announced. How are you then going to address this issue of road accidents, especially with the increase in road traffic due to it?	Addressed in FAQ	4/28/2021	3	2

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79	Information Session	1/4/2021	"Why not keep the flyover ramp from Duke street? That allows cars to access the site and keep cars off of duke street that will block the (ONLY) off ramp off I395 wait for the gridlock The traffic on those roads is being ignored. Traffic lights won't make the volume go away and there is no access from I395 Look at the BRAC debacle"	Addressed directly via webinar or email	4/28/2021	3	
80	Information Session	1/4/2021	most apartments around this area is somewhat old. will there be a plan to build more apartments or rebuild old apartments?	Addressed directly via webinar or email	3/25/2021	1	
81	Information Session	1/4/2021	Is there a plan for a police (Metro police/Alexandria) station/hub at the new site?	Addressed in FAQ	2/22/2021	18	
82	Information Session	1/4/2021	A walking bridge for easy access for pedestrians should be a priority and as part of the infrastructure as a safety feature for all. Duke Street is a very busy intersection and a hazard for pedestrians and mostly people with mobility issues. Such as wheelbound residents	Addressed in FAQ	4/28/2021	3	19
83	Information Session	1/4/2021	Senior housing was mentioned as a possibility - please explain. Any LTC or CCRC?	Part of completed or future planning process(es)	3/25/2021	1	
84	Information Session	1/4/2021	what measures are taking to make sure women and minorities will be getting part of construction work	Addressed in FAQ	1/4/2021	15	
85	Information Session	1/4/2021	I know first hospital building is projected to complete by 2025. but What is projected year to complete all the projects in this area?	Addressed in FAQ	1/19/2021	17	
86	Information Session	1/4/2021	What is the timetable for the development?	Addressed in FAQ	1/19/2021	17	
87	Information Session	1/4/2021	The present Alexandria Hospital is 318 beds. What went into deciding to create a 230 bed hospital?	Addressed directly via webinar or email	1/4/2021	9	
88	Information Session	1/4/2021	What are they going to do about roads around this site and also the noise mitigation from existing neighbors from Ambulance and Fire trucks and Helicopters	Addressed in FAQ	4/28/2021	3	6
89	Information Session	1/4/2021	I like the description of a park, but you need people to safely cross duke street and Van Dorn.	Addressed in FAQ	4/28/2021	3	7
90	Information Session	1/4/2021	I'm very excited about the development of the landmark area. If you live in the west part of Alexandria, this has been a long awaited project. While I agree with you that development shouldn't be compromised, I'm concerned about the increase vehicle traffic this development would carry. There is already vehicle congestion in that area because of the closure of the pre-existent ramp from southbound I-395 to eastbound Duke street. The exit was not replaced but rather combined with the exit ramp to westbound Duke st/little river turnpike. There is no HOV exit for Duke St. so anyone wanting to go this area uses this newly combined ramp. Even though the two exits were combined, the ramp is still one lane until it reaches Quantrell Ave., where it bifurcates into 2 and then rapidly into 4 lanes, however the addition of traffic lights (to either turn left or right on Duke street) reduces the somewhat improved flow by the bifurcation of lanes. I'm all for public transportation and other methods of commuting than cars (I'm a bus and metro rider myself) but we have to acknowledge that not all people can ride public transportation or bikes or scooters to work, especially in an area where the majority of us commute back and forth to DC and where there are no viable or time efficient bike trails to and from DC. The reality is that vehicle traffic will increase to the area, specially with the new hospital and new housing, and the development should address this fair concern of local residents.	Addressed in FAQ	4/28/2021	3	

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91	Email	1/8/2021	Given that there is somewhat low income area directly across from the highway (Sanger Ave area), and given that the City is trying to take care of it's lower income residents by allowing that area to continue to be affordable, has it considered building an Urgent Care in the complex so that our lower income residents' health can be taken care of? There seems to be nothing in that area to serve the lower income residents, and it might be something to consider for many reasons.	Addressed directly via webinar or email	1/4/2021	9	
92	Email	1/8/2021	The Landmark Small Area Plan includes a school among the potential public facilities on the Landmark site; explain the background and implications for including or not including a school in the Landmark redevelopment.	Addressed directly via webinar or email	2/22/2021	14	
93	Email	1/8/2021	What is the plan for the current medical office building on Kenmore across from the Burke library?	Addressed directly via webinar or email	N/A	20	
94	Email	1/8/2021	INOVA is requesting a helipad at the Landmark location. How many (if any) helipad sites are there in the City?	Addressed directly via webinar or email	3/25/2021	6	
95	Email	1/8/2021	The Landmark redevelopment FAQ mentions the school site at the Greenhill North redevelopment site. Explain the thinking behind the utility of this 30,000 square foot parcel of a school (elementary or middle). What is 30,000 sq ft in acres? Is this site big enough for a middle school? How many kids can we get on a site of that size? Is there enough space for teacher parking?	Addressed directly via webinar or email	2/22/2021	14	
96	Email	1/8/2021	In addition to outdoor gathering space, the West End is also in need of indoor community meeting space. Ideally, this should serve at least 50-100 people and be available for community meetings	Addressed directly via webinar or email	2/22/2019	7	
97	Email	1/8/2021	As an example, the Sentara Northern Virginia Medical Center in Woodbridge has a really great conference space, the Hilton Education Center, that can also be utilized by the community. Is INOVA thinking of anything like that?	Addressed directly via webinar or email	1/4/2021	9	
98	Email	1/9/2021	I am concerned about the small area (3.5 acres) that the Landmark redevelopment project has allocated to public park space, including a central public park. According to your website, this "green" area represents 7% of the total Landmark site. I attended the previous virtual meeting on January 4 where Mr. Cameron Pratt emphasized that the new development would be a place where neighbors would like to gather. As a resident of the Landmark neighborhood, I would love to have a place for recreation and leisure nearby. As you and the companies involved in this project acknowledge, our environment has a tremendous influence on people's behavior. Green areas create an inviting place, which will attract people to the Landmark site. In these times of climate change, it is incumbent on all of us to give high priority to green areas which contribute to the health of our planet as well as the medical services, commercial opportunities, and housing offered by the proposed Landmark project. Considering that this project seeks to maximize the space allocated to housing, without sacrificing environmental concerns, I noticed that the proposed green spaces that separate buildings are too narrow. I would like to propose the creation of wide attractive green spaces between the rows of houses as shown in the photo below: Furthermore, the hospital area needs an outdoor place of solace for patients and families who may be confronting difficult times. The Barnes Hospital in Saint Louis has a fountain in a plaza that fulfills this purpose as you can see here: Maya Lin – Ellen Clark Hope Plaza – Claycorp. In addition, I hope that you find creative ways to beautify the parking structure. There are many examples throughout the world where plants have helped to make cold cement structures more attractive. I have no doubt that the City of Alexandria can find talented architect-designers who can provide innovative solutions that make all of us proud to live in a city which cares about its environment.	Addressed directly via webinar or email	2/22/2019	7	

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99	EWLVD Adv. Group	1/19/2021	When were the rules established regarding open spaces? Do they consider climate change?	Addressed directly via webinar or email	2/22/2019	7	
100	EWLVD Adv. Group	1/19/2021	What type of buildings will be allowed?	Addressed directly via webinar or email	2/22/2021	16	
101	EWLVD Adv. Group	1/19/2021	Can FP share whether ther are currently any significant deviations from the 2019 CDD ?	Addressed directly via webinar or email	Addressed at Every Meeting	11	
102	EWLVD Adv. Group	1/19/2021	Please clarify: how did FP come to this project? is FP an owner? Please summarize how ownership has evolved from Sears Howard Hughes to the curent ownership .	Addressed directly via webinar or email	1/19/2021	17	
103	EWLVD Adv. Group	1/19/2021	What's the actual planned acres of open spaces? you said you're meeting the min, but are you exceeding it?	Addressed directly via webinar or email	2/22/2019	7	
104	EWLVD Adv. Group	1/19/2021	What was your thinking of having a neighborhood park off Duke (a major road)? Previously it was in the middle of area plan.	Pending response; topic addressed at later community event	2/22/2019	7	16
105	EWLVD Adv. Group	1/19/2021	How have you planned for traffic being impacted with a hospital right off 395's exit, where it's already a busy intersection without a hospital?	Addressed directly via webinar or email	4/28/2021	3	
106	EWLVD Adv. Group	1/19/2021	Please compare the bed-count at the current hospital with teh future bed-count at Landmark. Are there new functions comign to the new hospital.	Addressed directly via webinar or email	1/4/2021	9	
107	EWLVD Adv. Group	1/19/2021	From Van Dorn traveling south, how will someone head west on Duke St?	Addressed directly via webinar or email	4/28/2021	3	
108	EWLVD Adv. Group	1/19/2021	If it's going to be a Trauma 2 center. Does this mean there will be many abulances coming in? What is the noise consideration from ambulances for the businesses and residences in the area?	Addressed directly via webinar or email	3/25/2021	6	9
109	EWLVD Adv. Group	1/19/2021	Are there any plans to engage the neighboring apartment communities in creating methods of sound attenuation for their tenants? Currently the fire station that's two blocks away contributes a lot of noise on a regular basis. With the creation of a hospital and connected ambulances I'm concerned that nearby resident's satisfaction will be negatively impacted.	Addressed directly via webinar or email	2/22/2021	12	
110	EWLVD Adv. Group	1/19/2021	What are the environmental practices expected to be used?	Addressed directly via webinar or email	4/28/2021	8	
111	EWLVD Adv. Group	1/19/2021	Is there a posibility of a school on the site	Addressed directly via webinar or email	2/22/2021	14	
112	EWLVD Adv. Group	1/19/2021	when is this project due for completion?	Addressed directly via webinar or email	1/19/2021	17	
113	EWLVD Adv. Group	1/19/2021	What about ped and cyclists access across Duke?	Addressed in FAQ	4/28/2021	4	
114	EWLVD Adv. Group	1/19/2021	Can you review the vision or plan related to the affordable housing component of the project, please?	Addressed in FAQ	3/25/2021	1	
115	EWLVD Adv. Group	1/19/2021	affordable housing, no mention, orginal plan calls for 30-80% AMI, and senior housing co-located with firestation	Addressed directly via webinar or email	3/25/2021	1	
116	EWLVD Adv. Group	1/19/2021	Any thoughts re: the kind of retail the developer is hoping to attract to the site? Specifically, I'd hope to see a mix in terms of income level targeted by the retail (i.e. not only high-end restaurants and shops)	Addressed directly via webinar or email	2/22/2021	18	
117	EWLVD Adv. Group	1/19/2021	Thank you for asking about schools being included in the plan. Our city needs more schools for our students and teachers!	Noted	2/22/2021	14	

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118	EWLVD Adv. Group	1/19/2021	Will INOVA joining the West End change the internet access in the area? Currently, Comcast has a monopoly in the area.	Addressed directly via webinar or email	N/A	20	9
119	EWLVD Adv. Group	1/19/2021	There's really just 2 traffic entry/exits currently for Landmark. Say some more about how bottlenecks will be resolved, especially potential new 395 connection.	Addressed in FAQ	4/28/2021	3	
120	EWLVD Adv. Group	1/19/2021	Having attended meetings in the public room behind the Dunn Loring Fire Station, I cannot imagine ANYONE wanting to live full time above a fire station. Please re-think that. Also, will the fire station a few blocks east off Duke St behind the MacDonald's remain?	Addressed directly via webinar or email	2/22/2021	12	
121	EWLVD Adv. Group	1/19/2021	What about the Framework Streets, will they be complete streets? is the city committed to that? Why did we drop the green street concept and Northern Van Dorn entrance	Addressed directly via webinar or email	4/28/2021	3	
122	EWLVD Adv. Group	1/19/2021	Please explain the rationale for removing the Duke Street flyover to the site. City data shows that a common crash scenario is a driver making a left turn and hitting a pedestrian in the crosswalk. Therefore, why not keep the flyover to reduce one danger point for pedestrians on the north side of Duke. Or at least keep the flyover and make it pedestrian only to help pedestrians cross Duke.	Addressed directly via webinar or email	4/28/2021	3	4
123	EWLVD Adv. Group	1/19/2021	When it comes to noise, is Inova also taking that into consideration? Fire engines are noisy, but so are ambulances and helicopters	Addressed in FAQ	3/25/2021	6	9
124	EWLVD Adv. Group	1/19/2021	The design looks wonderful and as a resident of the Lincolnia Hills, a slowly revitalizing area of Alexandria for the past 34 years, I'm excited at the prospect of having something so attractive almost within walking distance of Lincolnia Hills. Even at 60 years old, I would walk there and so would my neighbors. I never go to Old Town and my neighbors don't either because it just takes too long to get there from this end of town (25-30 minutes). I have a two fold question: Nick spoke of a "rising tide" which implies using this project to elevate surrounding areas. Can you include a very beautiful walking bridge over 395, complete with beautiful lampposts to make it inviting for those of us in Lincolnia to walk there and enjoy it. Second question. I notice you are adding 4 signals to an already bottled up Duke Street which was in recent years made more bottled up by the signal on Oasis Drive and the new exit ramp from 395. 4 signals will be deadly. Are they all really necessary? Thank you.	Addressed in FAQ	4/28/2021	4	3
125	EWLVD Adv. Group	1/19/2021	Are there any plans to revitalize the surrounding areas: S. Pickett, Van Dorn, Stevenson Road, etc?	Addressed directly via webinar or email	N/A	20	
126	EWLVD Adv. Group	1/19/2021	What is going to happen to existing facilities? Fire station next to McDonald's and the existing hospital?	Addressed in FAQ	2/22/2021	12	
127	EWLVD Adv. Group	1/19/2021	Pedestrian bridge over 395, can site plan accomodate that?	Addressed directly via webinar or email	4/28/2021	4	
128	EWLVD Adv. Group	1/19/2021	What is the pedestrian walking distance from bus bays to hospital site	Addressed directly via webinar or email	3/25/2021	2	
129	EWLVD Adv. Group	1/19/2021	What's going in the area where the existing multi-level parking lot is?	Addressed directly via webinar or email	4/28/2021	5	
130	EWLVD Adv. Group	1/19/2021	How and why is the density lower than allowed?	Addressed directly via webinar or email	2/22/2021	16	
131	EWLVD Adv. Group	1/19/2021	Why not a school on the site?	Addressed directly via webinar or email	2/22/2021	14	
132	EWLVD Adv. Group	1/19/2021	How is parking for the residential portions going to be handled?	Addressed directly via webinar or email	4/28/2021	5	

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133	EWLVD Adv. Group	1/19/2021	Road J, will it connect to 395?	Addressed directly via webinar or email	4/28/2021	3	
134	EWLVD Adv. Group	1/19/2021	Total amount of parking and for whom?	Addressed directly via webinar or email	4/28/2021	5	
135	EWLVD Adv. Group	1/19/2021	How is parking for the residential portions going to be handled?	Addressed directly via webinar or email	4/28/2021	5	
136	EWLVD Adv. Group	1/19/2021	Concern about flexibility of open space and access to garage	Addressed directly via webinar or email	2/22/2019	7	
137	EWLVD Adv. Group	1/19/2021	Consider space requirements for shared mobility devices	Addressed directly via webinar or email	3/25/2021	2	
138	EWLVD Adv. Group	1/19/2021	what is the process for the greater property owners and the Small area implementation	Part of completed or future planning process(es)	N/A	20	
139	EWLVD Adv. Group	1/19/2021	With the Hospital having a Helicopter Pad, what noise level will that bring.	Addressed directly via webinar or email	3/25/2021	6	9
140	Email	1/21/2021	Thanks for the excellent presentations and discussions at this week's Advisory Group meeting. I agree with and strongly support Bill Pugh's comment at that meeting about ensuring that development plans include provisions for a suitable landing pad location on the Landmark property. By the time the landmark property is developed, people should be able to access the site not only by walking and biking, but by more readily-available micro-mobility devices such as scooters and e-bikes. The hospital, retail and Transit hub will all draw residents from the other side of I-395, so the pedestrian bridge will be critical to promoting non-motor vehicle access. While I realize that VDOT & Federal funding will be needed to build the bridge, Federal funding should be much more available relatively soon: the expected new USDOT leadership team of Pete Buttigieg and Polly Trottenberg are both strongly committed to increasing funding for walking, biking and transit project, and the recent change in Senate leadership suggests they will be successful in achieving that objective. Bottom line, the probability of external funding for the pedestrian bridge is much greater than it was in 2019, so it is more important today that provisions for the bridge be included in development plans for the Landmark property.	Addressed directly via webinar or email	4/28/2021	3	
141	Email	2/15/2021	How do I and other interested parties get on the agenda to address the group	Addressed directly via webinar or email	Addressed at Every Meeting	11	
142	Email	2/16/2021	Has an elevated walk and bike bridge connecting the Landmark site to Holmes Run been proposed and fully considered for this multi-hundred-million-dollar project? There could hardly be a better time to do this than as part of the Landmark redevelopment.	Addressed directly via webinar or email	4/28/2021	4	
143	EWLVD Adv. Group	2/22/2021	Will there be better bike and foot traffic access across Duke street?	Addressed directly via webinar or email	4/28/2021	4	
144	EWLVD Adv. Group	2/22/2021	Can noise restrictions be placed on all EMS vehicles within 1/2 mile radius of the new fire station so that those living in existing buildings (which will not have the upgraded STC requirements which will be required for the exterior walls of the ADUs built directly above the new fire station) can be spared from the additional amounts of sirens due to both the fire station relocation as well as the hospital?	Addressed directly via webinar or email	2/22/2021	12	6
145	EWLVD Adv. Group	2/22/2021	will there be a bus stop and bus service to the van dorn street metro?	Addressed in FAQ	3/25/2021	2	
146	EWLVD Adv. Group	2/22/2021	My only egress on to Duke Street is S. Walker. Have traffic impact studies been performed to determine effects on residents across from the development?	Addressed directly via webinar or email	4/28/2021	3	

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147	EWLVD Adv. Group	2/22/2021	I remain concerned about noise levels: first, the hospital ambulances and now fire engines!	Addressed directly via webinar or email	2/22/2021	12	6
148	EWLVD Adv. Group	2/22/2021	I may have missed this information, but what is the anticipated number of affordable housing units to be provided?	Pending response; topic addressed at later community event	3/25/2021	1	
149	EWLVD Adv. Group	2/22/2021	I noticed that in your 3-D rendering of the project that there was what looked like a pedestrian bridge originating at Little River Tpk and crossing the highway to the back of the hospital. Might it not be better to have that bridge going across the highway to Quantrell Avenue to give better access not only to that neighborhood but also to the Lincolnia Hills neighborhood. The bridge as you have it now only provides access to a commercial area at which there are more retail stores.	Addressed directly via webinar or email	4/28/2021	3	
150	EWLVD Adv. Group	2/22/2021	I did not understand those having to do with schools	Addressed directly via webinar or email	2/22/2021	14	
151	EWLVD Adv. Group	2/22/2021	Is parking going to be reserved to residential owners?	Addressed directly via webinar or email	4/28/2021	5	
152	EWLVD Adv. Group	2/22/2021	Is the available parking going to be sufficient to meet residential and non-residential needs?	Addressed directly via webinar or email	4/28/2021	5	
153	EWLVD Adv. Group	2/22/2021	With the increase traffic, how is the traffic flow going to be adjusted to deal with this?	Addressed directly via webinar or email	4/28/2021	3	
154	EWLVD Adv. Group	2/22/2021	Question for AFD Deputy Chief Cross: The current 208 station on N. Paxton is hardly one of the oldest or most undersized stations. What effect will "bumping this station replacement to the top of the list" have on delaying replacement of other, older stations?	Addressed directly via webinar or email	2/22/2021	12	
155	EWLVD Adv. Group	2/22/2021	It is greatly appreciated to have additional housing. Is it envisioned to have some type of rent control which would enable the community to not have to move around so often because rentals keep going up? That is a very unfortunate way of living in this area and there seems to be no relief in sight. Especially for the community that depends on renting as they cannot afford the rising housing prices in this area that seem to be out of control and therefore not enabling everyone in the community to own in this area and have to move further away and deal with traffic and expensive HOT lanes.	Addressed directly via webinar or email	3/25/2021	1	
156	EWLVD Adv. Group	2/22/2021	Can you please summarize the parking ratios and totals by use category for the project?	Addressed directly via webinar or email	4/28/2021	5	
157	EWLVD Adv. Group	2/22/2021	Chief Cross - how do we address the noise issue for existing residents in the area	Addressed directly via webinar or email	2/22/2021	12	
158	EWLVD Adv. Group	2/22/2021	Will the City be looking at value capture strategies to help support future transit investments along Duke and Van Dorn?	Addressed directly via webinar or email	1/4/2021	10	
159	EWLVD Adv. Group	2/22/2021	How will you address siren noise of incoming ambulances to the hospital ER? Where is the ER to be on the map?	Addressed directly via webinar or email	3/25/2021	6	9
160	EWLVD Adv. Group	2/22/2021	How does the amount of density impact city goals regarding having residents near transit?	Addressed directly via webinar or email	3/25/2021	2	
161	EWLVD Adv. Group	2/22/2021	How do you get people to live and work in a location? Who are the people and what types of jobs will they have?	Addressed directly via webinar or email	2/22/2021	18	
162	EWLVD Adv. Group	2/22/2021	What is the analysis being done regarding parking?	Addressed directly via webinar or email	4/28/2021	5	

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163	EWLVD Adv. Group	2/22/2021	How is the planned design and buildings consistent with the environmental sustainability statements in the SAP such as: 'sustainability building practices, protection and provision of ...clean air... energy conservation... and waste reduction ( among other things )' create a more energy-conservation and environmentally sustainable future' model of sustainability in planning, infrastructure and building design "introduce a range of environmentally best practices to the large amount of proposed new development"create a community that is more environmentally responsible'	Addressed directly via webinar or email	4/28/2021	8	
164	EWLVD Adv. Group	2/22/2021	It appears that there will be three new controlled intersections on Duke St. Given that Westbound traffic already often backs up to and beyond N Ripley St, how is this feasible?	Pending response; topic addressed at later community event	4/28/2021	3	
165	EWLVD Adv. Group	2/22/2021	Would it not be more efficient to place the transit center at an edge of the property with a shuttle to make its way through the smaller neighborhood streets?	Pending response; topic addressed at later community event	3/25/2021	2	
166	EWLVD Adv. Group	2/22/2021	I had several questions regarding the connection to Holmes Run: 1) Is the trail along Van Dorn going to have a dedicated bike trail? 2) Pedestrians and cyclists are going to have an awkward and dangerous crossing at the crosswalk at the Broadstone and Van Dorn and then they have to go down the hill to the Ripley bridge. Are you going to improve the pedestrian crossing?3) Have you looked at building a direct connection to Holmes Run by running the trail between the Broadstone and 395?	Addressed directly via webinar or email	4/28/2021	4	3
167	EWLVD Adv. Group	2/22/2021	What about using renewable energy such as solar on rooftops?	Addressed directly via webinar or email	4/28/2021	8	
168	EWLVD Adv. Group	2/22/2021	How does this development impact van dorn/ duke area communities?	Addressed directly via webinar or email	2/22/2021	18	3
169	EWLVD Adv. Group	2/22/2021	Is reusable energy being developed/added into this project, ie: solar panels?	Addressed directly via webinar or email	4/28/2021	8	
170	EWLVD Adv. Group	2/22/2021	Bikes and pedestrians can use Duke Street to get from the retail and residential areas on the west side of I-395.	Noted	4/28/2021	4	3
171	EWLVD Adv. Group	2/22/2021	What is the plan for ten years from now when autonomous electric vehicles will have massively reduced individual ownership of cars? What happens to the parking garage at that point?	Addressed directly via webinar or email	4/28/2021	5	
172	EWLVD Adv. Group	2/22/2021	So will there be a pedestrian bridge across Duke St.?	Addressed directly via webinar or email	4/28/2021	4	
173	EWLVD Adv. Group	2/22/2021	On subject of foot and bike transportation, an important need not mentioned is safety. The sidewalk ends and a pedestrian must navigate across cars coming off the ramp. There is a great need for sidewalk and an over 395 ramp. Non-drivers with baby carriages take their life in their hands walking from Duke to Little River Turnpike. This is another reason for a pedestrian/biking bridge across 395.	Noted	4/28/2021	4	3
174	EWLVD Adv. Group	2/22/2021	Is office space part of the mix of uses?	Addressed directly via webinar or email	2/22/2021	16	
175	EWLVD Adv. Group	2/22/2021	In the original Landmark Area Plan (12+ years ago) it was noted that there are no places of worship designated in the West End of Alexandria. Are there any considerations to places of worship being given in this new version?	Addressed directly via webinar or email	2/22/2021	16	
176	EWLVD Adv. Group	2/22/2021	I would suggest that retail should be mandatory along road 4 all the way to Duke St. The invisible retail within Cameron Station is moribund and this should not be repeated.	Addressed directly via webinar or email	2/22/2021	16	
177	EWLVD Adv. Group	2/22/2021	condo style structure for ownership for the potential places of worship?	Part of completed or future planning process(es)	N/A	20	
178	EWLVD Adv. Group	2/22/2021	Have you looked at the Shirlington Village area as a possible example for the area.	Noted	2/22/2021	16	

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#	Source	Date	Comment/ Question	Real-time Staff Response	Advisory Group Meeting where Topic is Specifically Addressed	Primary Theme	Secondary Theme
179	Email	3/8/2021	<p>Commissioners,</p> <p>I am writing to express my support for re-development of Landmark Mall and to call for good bike and pedestrian accommodation within the new development and good bike/ped access to it from outside. Good bike facilities within the development, and good trail access to it, will help ensure its success as a vibrant urban place, economically thriving, and helping the City meet its environmental goals, including for non-auto mode share and reduced vehicle miles traveled.</p> <p>There are in my opinion three issues that need to be addressed to meet the above goals:</p> <ol style="list-style-type: none"> <li>1. Good bike infrastructure within the development. There should be a protected bike lane on "Road 1" to connect the proposed bike lanes on roads 3 and 5. Without this <ol style="list-style-type: none"> <li>a. Fewer people will choose to bike here – meaning less economic viability and more congestions</li> <li>b. There will be conflicts between cyclists and pedestrians on the sidewalks</li> <li>c. There will be conflicts between cyclists and motorists in the general travel lanes</li> </ol> </li> <li>2. Accommodations, space allocation for the future pedestrian bridge across I-395 <ol style="list-style-type: none"> <li>a. There are several dense apt complexes right across the I395 from the new development. Absent a bike/ped bridge many of these people will drive to the new development, impacting congestion. A bike/ped bridge is a City priority identified by the Transportation Commission, to better connect the different parts of the City</li> <li>b. While the bridge may not get financing for some time, it is important that its construction not be precluded by anything done now</li> <li>c. A landing spot by Road 7 should be feasible, but one further southwest would provide a better alternative to the inadequate sidewalks on Duke Street</li> </ol> </li> </ol> <p>1.Walking and biking access to and from the Holmes Run Trail.</p> <ol style="list-style-type: none"> <li>a.Important way for pedestrians and cyclists to access the development from a key piece of bike/ped infrastructure</li> <li>b.If it is going to be via a trail from Terrace Park to the MUP on Van Dorn, the conditions on Holmes Run Parkway need to be addressed – either widening the MUP on the south side of the Parkway, or a protected bike lane.</li> <li>c.A trail directly from the development to the Holmes Run Trail passing between I395 and the Broadstone Van Dorn apartments would be a more direct and better connection, if it can be done at reasonable cost. The feasibility of that trail should be explored.</li> </ol>	Pending response; topic addressed at later community event	4/28/2021	4	
180	Email	3/21/2021	<p>Please find attached a letter on behalf of the Faith Alliance for Climate Solutions-Alexandria Group regarding encouraging strong sustainability features in the Landmark redevelopment project. We are a group of Alexandria residents who are people of faith working toward local solutions to the climate crisis, members of approximately 15 congregations and additional nonaffiliated individuals.</p> <p>Thank you in advance for your consideration.</p>	Addressed directly via webinar or email	4/28/2021	8	
181	EWLVD Adv. Group	3/25/2021	Can we be certain that transportation needs will return to the levels that earlier pre-covid/pre telework models were built on? what if the needs dont return?	Addressed directly via webinar or email	3/25/2021	2	
182	EWLVD Adv. Group	3/25/2021	Why doesnt Road #1 continue thru to the east entrance of the site?	Pending response; topic addressed at later community event	4/28/2021	3	

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183	EWLVD Adv. Group	3/25/2021	im concerned that the location of the bus hub will act as a barrier to accessing the interior of the site, whcih appears to host the most desirable destinations. why not located the hub underneath the parking area at rear of site, away from the central park zone?	Addressed directly via webinar or email	3/25/2021	2	
184	EWLVD Adv. Group	3/25/2021	At Inova, two blocks from the bus is a long walk for oncology patients. Can't you set a bus stop at the Oncology Center?	Addressed directly via webinar or email	3/25/2021	2	
185	EWLVD Adv. Group	3/25/2021	1) Will the current bus stop which is located on Duke street just west of the current flyover be kept? This bus stop serves 21A which does not go into the current transit center.	Outside this Rezoning Process Scope	3/25/2021	2	
186	EWLVD Adv. Group	3/25/2021	2) could you provide maps showing how each bus intended to serve the site will maneuver within the site. For example, I am concerned about how much time it will take for 29K/29N which is intended to serve Duke Street/Little River turnpike to exit onto to Van Dorn, wait for 2) could you provide maps showing how each bus intended to serve the site will maneuver within the site. For example, I am concerned about how much time it will take for 29K/29N which is intended to serve Duke Street/Little River turnpike to exit onto to Van Dorn, wait for Lights, and then rejoin Duke	Part of completed or future planning process(es)	3/25/2021	2	3
187	EWLVD Adv. Group	3/25/2021	Public process for CDD at landmark Mall for administrative text amendments?	Addressed directly via webinar or email	1/19/2021	17	
188	EWLVD Adv. Group	3/25/2021	Ridership projections? when will they be discussed?	Addressed directly via webinar or email	3/25/2021	2	
189	EWLVD Adv. Group	3/25/2021	why is the transit center not closer to the hospital?	Addressed directly via webinar or email	3/25/2021	2	9
190	EWLVD Adv. Group	3/25/2021	Thank you all for this presentation. For the transportation and affordable housing presenters: do you have a current and proposed map of the transportation routes specifically in relation to current and anticipated affordable housing rental properties?	Addressed directly via webinar or email	3/25/2021	2	1
191	EWLVD Adv. Group	3/25/2021	Will there be any interference between hospital helicopters and military/Pentagon helicopters?	Addressed directly via webinar or email	3/25/2021	6	
192	EWLVD Adv. Group	3/25/2021	Living near the new inova site, how much more will ambulance traffic (and sirens) increase?	Addressed directly via webinar or email	3/25/2021	6	
193	EWLVD Adv. Group	3/25/2021	is there a senario where we can allow more buses?	Addressed directly via webinar or email	3/25/2021	2	
194	EWLVD Adv. Group	3/25/2021	What is the noise considerations for helicopters so close to residential areas?	Addressed directly via webinar or email	3/25/2021	6	
195	EWLVD Adv. Group	3/25/2021	Why does bus service need to expand? Increased ridership is a function of increasing trip origination, does City expect new trips/increasing ridership ? if yes, why? Is City planning to continue to allow increasing density?	Addressed directly via webinar or email	3/25/2021	2	
196	EWLVD Adv. Group	3/25/2021	how many of the buses will be gas. Fumes problem Also the articulated buses make turning more difficult not only here but also turning from Vand Dorn to Sanger	Addressed directly via webinar or email	3/25/2021	2	
197	EWLVD Adv. Group	3/25/2021	Traffic congestion on Duke -- what is anticipated, especially during rush hour?	Addressed directly via webinar or email	4/28/2021	3	
198	EWLVD Adv. Group	3/25/2021	What about the use of electric bikes and scooters?Scooters are very dangerous	Pending response; topic addressed at later community event	4/28/2021	4	19

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199	EWLVD Adv. Group	3/25/2021	I'm just curious, how does one define affordable housing.	Addressed directly via webinar or email	3/25/2021	1	
200	EWLVD Adv. Group	3/25/2021	Do we have stats on the number of households in the City who currently need and are anticipated to need affordable housing once the development is complete?	Addressed directly via webinar or email	3/25/2021	1	
201	EWLVD Adv. Group	3/25/2021	Putting affordable housing next to transit is going to be critical for sustainability and equity in the city	Addressed directly via webinar or email	3/25/2021	1	8
202	EWLVD Adv. Group	3/25/2021	what is this "equity" everyone speaks of?	Outside this Rezoning Process Scope			20
203	EWLVD Adv. Group	3/25/2021	What is the likelihood of the contingencies working out for the affordable housing component?	Addressed directly via webinar or email	3/25/2021	1	
204	EWLVD Adv. Group	3/25/2021	Are Alexandria residents give first priority when it comes to affordable house.	Outside this Rezoning Process Scope	3/25/2021	1	
205	EWLVD Adv. Group	3/25/2021	there has been an increase in the number of helicopters going up and down 395 to the pentagon. There is much more noise your study should include what that increase is from and if it is covid or capital security related. Will the continue?	Outside this Rezoning Process Scope	3/25/2021	6	
206	EWLVD Adv. Group	3/25/2021	Is Jim able to share where I could find that info from DASH?	Addressed directly via webinar or email	3/25/2021	2	20
207	EWLVD Adv. Group	3/25/2021	What abt bike access and a pedestrian bridge to encourage non-vehicle traffic?	Pending response; topic addressed at later community event	4/28/2021	4	
208	EWLVD Adv. Group	3/25/2021	As a townhome homeowner near landmark mall should I be concerned? Will these Dev plans help us compete or exceed the vibrancy of old town/Potomac Yard...or take us in the opposite direction?	Addressed in FAQ	2/22/2021	16	
209	EWLVD Adv. Group	3/25/2021	Will the current transit hub be shut down during demolition and construction?	Addressed directly via webinar or email	1/19/2021	17	

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			Very exciting news about a solution to the Landmark site. We have an apartment in Cameron Station, so we are following this development.				
			I do have two questions:				
			1. Complicated site traffic-wise, with a planned hospital and a new fire and EMS substation. I cannot quite grasp how it would become pedestrian-friendly, let alone driver friendly. I'm hoping for hovercrafts! Since this is already a driver and pedestrian nightmare site, how have designers managed ingress-egress?				
210	Email	3/25/2021	The new Duke St exit from 395 is somewhat of an improvement for freeway drivers, but only marginally better for local drivers & pedestrians.	Addressed directly via webinar or email	4/28/2021	3	6
			Drivers and unfortunate pedestrians still have a gauntlet of weird intersections between Braddock Rd. and Reynolds or Pickett Sts. Lincoln/Beauregard then overpass then Landmark Mall with its puzzling entrances and exits and Van Dorn & its link to 495—a freeway and all major thoroughfares, and with plans to rethink transport on Duke/Little River Turnpike.				
			A very big traffic pattern challenge for a site that advertises as urban residential friendly.				
			And who will pay?				
			2. Noise. A hospital and ER and a fire-EMT substation are great. But how to make this urban and heavy traffic junction residential?				
211	Email	4/3/2021	Regarding Block M - Owner townhouses, I believe What is the justification/necessity of developing Block M as residential owned housing and NOT more mixed use green space? Please consider scrapping owned housing and put the development money into making walkable bridges and bike paths to bring the current housing easily into this lovely place.	Addressed directly via webinar or email	2/22/2019	7	
212	Email	4/3/2021	Comments: I look at the shape and see that it screams amphitheatre or big farmer's markets, etc. I understand affordable rentals above retail like Shirlington, but I don't understand taking valuable once-in-a-lifetime available space for owned and exclusive housing.	Addressed directly via webinar or email	3/25/2021	1	
213	Email	4/3/2021	More Comments: The less housing, the less vehicles, the more bikes and play. Is it property tax generation, is it developing a balanced community, is it low inventory? Do we need exclusive housing? Wouldn't it be better to bring more community space to the redevelopment, making all the surrounding and tired condo buildings more desirable to buy and spruce up. We have lot's of condos for sale on our side of Duke for \$200K-\$300sK. Most very tired two and three bedrooms, but affordable places people can buy. We have Cameron Station and lot's of other areas for high end community housing. I just don't get it.	Addressed directly via webinar or email	3/25/2021	1	

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214	Email	4/3/2021	Also, I agree with one advisor panelist - it seem impossible to have affordable owned housing available because it only lasts one generation. That housing will be able to double in price for the next buyer due to market forces. It happened with military turnover housing in California, it doubled in 5 years...not affordable any more.	Addressed directly via webinar or email	3/25/2021	1	
215	Email	4/12/2021	<p>Dear City of Alexandria leaders,</p> <p>Representing over 450 doctors, nurses and allied health professionals in Virginia, Virginia Clinicians for Climate Action (VCCA) joins physicians across the nation and the world in seeking to lead our communities towards a just and healthy future with transformative climate-smart healthcare. The new Alexandria hospital at Landmark represents a generational opportunity to make Alexandria City the regional leader in healthcare sustainability. We cannot afford to miss this opportunity.</p> <p>Environmental degradation and climate change pose rising risks to our health and safety. These risks are borne disproportionately by the same marginalized communities most harmed by coronavirus. Worsening extreme weather events are placing our patients at risk of injury, death, disrupted medical services and mental health effects. Longer and more intense heat waves increasingly threaten our patients with heat-related illness, particularly the elderly, outdoor workers and student athletes. More severe allergy seasons worsen exacerbations of asthma, COPD, and allergic diseases. Air pollution from fossil fuel combustion is increasing risk of stroke, heart attack and hypertension.</p> <p>The Landmark project provides a singular opportunity for the City of Alexandria to become a visionary green healthcare leader in sustainability and climate solutions. A leading green hospital would attract and retain staff, enhance clinician and community well-being, generate much needed "good news" stories and truly support the climate goals of our city.</p> <p>Incorporating sustainability as a core value from the onset of the planning process is necessary to create a regional model for green healthcare with minimal increased cost. Bold climate-smart measures can support the emission reduction goals of our city and state, meet the growing expectations of our citizens and health professionals, and generate significant cost savings.</p> <p>Inova's long commitment to sustainability was recently recognized when all five Inova hospitals were awarded the 2020 Partner for Change Environmental Excellence Award from Practice Greenhealth. Inova's participation on the U.S. Health Care Climate Council demonstrates their commitment to innovative climate solutions and to driving Virginia's transformation to a healthy, sustainable economy.</p> <p>We recommend the following actions to build on this success for the new facility planning process:</p>	Noted	4/28/2021	8	
216	Email	4/12/2021	1) Make sustainability a guiding principle for the planning process of the new facility. Ensure plans are made from the very beginning to maximize efficiency, on-site clean energy generation, waste reduction and low-emission commuting. These goals can be met with minimal increased cost if incorporated early, as opposed to adding them on at a later date.	Noted	4/28/2021	8	

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217	Email	4/12/2021	2) Establish bold, low-emission goals aligned with the established science, as well as the Virginia Clean Economy Act, the City of Alexandria's Environmental Action Plan and Green Building Policy. In order to meet the City's goal of reduced greenhouse gas emissions 50% by 2030, this new facility should be LEED Platinum certified with electricity that is 100% renewable by 2035. Hospitals across the nation are being built to these standards today, including Rainbow Center for Women and Children in Cleveland, OH, Packard Children's Hospital in Palo Alto, CA and Dell Children's in Austin, TX.	Noted	4/28/2021	8	
218	Email	4/12/2021	3) Appoint an internal green executive team, including Inova's Sustainability Department, to oversee this effort, provide leadership and coordinate with an outside design team experienced in green building.	Noted	4/28/2021	8	
219	Email	4/12/2021	A healthy climate is the foundation for the health and safety of all current and future Virginians. This requires bold vision to reduce greenhouse gas emissions today. We hope to see Alexandria become the region's leader in climate smart healthcare with a LEED Platinum hospital at Landmark Center.	Noted	4/28/2021	8	
220	EWLVD Adv. Group	4/28/2021	How will this be impacting traffic on Duke, especially since it's at the intersection of 395? It seems like an already congested section of the road will be increased.	Addressed directly via webinar or email	4/28/2021	3	
221	EWLVD Adv. Group	4/28/2021	Why not have rooftop solar when the development is built rather than having it just "solar ready"	Addressed directly via webinar or email	4/28/2021	8	
222	EWLVD Adv. Group	4/28/2021	Is 3-1/2 acres of green space sufficient for 2400 apartment and condos. Suggest more green space to accommodate various recreational activities for a healthy environment.	Addressed directly via webinar or email	2/22/2019	7	
223	EWLVD Adv. Group	4/28/2021	Will single family housing also be all electric?	Addressed directly via webinar or email	4/28/2021	8	
224	EWLVD Adv. Group	4/28/2021	About how many "families" will be living in the new housing? I'm wondering if 100 charging spots will be enough.	Addressed directly via webinar or email	4/28/2021	8	
225	EWLVD Adv. Group	4/28/2021	To what extent has the team investigated solutions being implemented by other hospital systems?	Addressed directly via webinar or email	4/28/2021	8	
226	EWLVD Adv. Group	4/28/2021	So if Dominion doesn't solve the problem, how do the developers plan to meet the 2035-2045 goals?	Addressed directly via webinar or email	4/28/2021	8	
227	EWLVD Adv. Group	4/28/2021	this is all dependent on Dominion. What if they have problems with their business. EG are sued, a holding company buys them out or some other challenge occurs? Then Alexandria is left with a situation where they can not meet these goals.	Addressed directly via webinar or email	4/28/2021	8	
228	EWLVD Adv. Group	4/28/2021	It seems like the redevelopment plans are still missing a golden sustainability opportunity by using the parking garage rooftop/roof over upper deck - e.g green roof, solar panels.	Addressed directly via webinar or email	4/28/2021	8	
229	EWLVD Adv. Group	4/28/2021	As we plan for the sustainability of the whole campus, how is the health system currently or planning to work with other developers to ensure their developments also help advance our EAP goals?	Addressed directly via webinar or email	4/28/2021	8	
230	EWLVD Adv. Group	4/28/2021	As someone who works with utilities, it is easier to supply carbon free energy if folks are being smarter in how they use energy.	Addressed directly via webinar or email	4/28/2021	8	

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231	EWLVD Adv. Group	4/28/2021	there is still very little greenspace around the hospital and open public greenspace which can be used by the community in a very very dense development in an area of Alexandria that is already very dense. I have seen the green core of green space with trees, bushes, flowers and art that the Johns Hopkins hospital building wraps around. This allows all patients and staff to view greenery at all times because there are windows where the hospital corridors themselves have windows looking onto the greenspace. This is a hospital in a similar densely populated area.	Addressed directly via webinar or email	2/22/2019	7	
232	EWLVD Adv. Group	4/28/2021	Bob is pointing to a common problem. Structures look like they can support solar, but they have to be able to support the wind resistance (even in storms) as well. Most structures aren't built to support that.	Addressed directly via webinar or email	4/28/2021	8	
233	EWLVD Adv. Group	4/28/2021	I still don't see how the bike routes connect to communities south of Duke especially along Walker. Please elaborate.		4/28/2021	4	
234	EWLVD Adv. Group	4/28/2021	the image is just a bit confusing- the ramp off duke that gets you to van dorn, is that going away?	Addressed directly via webinar or email	4/28/2021	3	
235	EWLVD Adv. Group	4/28/2021	How to avoid pressure on other neighborhoods from motorists seeking shortcuts to medical appointments and to hospital.	Addressed directly via webinar or email	4/28/2021	3	
236	EWLVD Adv. Group	4/28/2021	Slide 39, could you please explain how southbound Van Dorn is changing at Duke Street: will the bridge over 395 remain? Will the off ramp to Duke remain? Also, what entrances/roadways will be in use during the demolition phase?	Addressed directly via webinar or email	4/28/2021	3	
237	EWLVD Adv. Group	4/28/2021	please show the proposed use of the area where the flyover will be taken away. Show how it is currently and the proposed changes with the new plan	Addressed directly via webinar or email	4/28/2021	3	
238	EWLVD Adv. Group	4/28/2021	in the interior street scape how wide are the sidewalks from building facades to the places where tree wells are? How wide are the tree wells? It appears that there is a preference for native plants but Ginko Trees work very well in dense urban environments with pollution and have been very successfully used in places such as Bethesda? Could we have consideration of the use of Ginkos? The male Ginks which do not produce slippery fruits.	Addressed directly via webinar or email	4/28/2021	4	16
239	EWLVD Adv. Group	4/28/2021	The Holmes Run Trail has a tunnel under I-395, although it is currently closed due to flooding a couple of years ago.	Addressed directly via webinar or email	4/28/2021	4	
240	EWLVD Adv. Group	4/28/2021	How are bike path & pedestrian connectivity between Landmark & Stevenson Ave. being coordinated with the Landmark Overlook development proposal on south side of Duke St west of Walker?	Addressed directly via webinar or email	4/28/2021	4	
241	EWLVD Adv. Group	4/28/2021	Many of us who live off of Van Dorn do use the ramp off of Duke and wish to make a left turn on to Van Dorn to get to our homes. What are you saying re #4 intersection will we be able to make a left hand turn onto Van Dorn or not.	Addressed directly via webinar or email	4/28/2021	3	
242	EWLVD Adv. Group	4/28/2021	Will this new transit hub lead to the closure of the Van Dorn Metro?	Addressed directly via webinar or email	3/25/2021	2	
243	EWLVD Adv. Group	4/28/2021	Does the Landmark redevelopment webpage have information on traffic counts on EB Duke St., specifically currently how many cars are coming off NB 395 onto EB Duke vs. cars coming from the other side of 395? And how many EB cars exit at VanDorn vs, continue E Bon Duke?	Addressed directly via webinar or email	4/28/2021	3	

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244	Email	4/29/2021	<p>This is my first time providing feedback to the plans for redeveloping the Landmark area. I like the fact that the city is redeveloping this into a multiuse, green urban environment. I would like the city to take into consideration the following:                      The plan looks completely cutoff from the neighborhood on the other side of I-395. I know that this is obvious, but it still needs to be fixed, so that these residence have access without their cars. Please consider underpasses under the highway or overpass pedestrian/bikeway bridges to reach the site. In the NOVA area we seem to develop little pockets where communities can come together with mixed use space, and then we surround them by large road structures so that people are forced to drive to use them. We need to look more at how are neighborhoods can become more interconnected through walking and bike routes. Its great to see more connection with public transport - but its important to connect different neighborhood centers for pedestrians and bikes too.                      For a plan that is trying to be green and create space for people, we are still prioritizing our space for cars. We will continue to have a car/traffic problem in Alexandria if we continue to accommodate so many of them. I question the need for the amount of parking in the area and especially so much above ground parking. Do streets need to be adjacent to every bit of parks and green space that we have, and do buildings need roads for car access on all sides? If the public transit is done well, and its easy enough to get in and out of the area on foot or by bike.. then so much parking should not be needed and can be prioritized. Try to keep cars underground and out of site. If a bikeway is too dangerous for a child to bike on due to shared use, its not good enough for a redevelopment and needs to be changed. We have many areas that have been redeveloped in Alexandria to provide green space and mixed use.. but they don't become lively. The PTO area of Alexandria is a good example of an area that you would expect to be more lively, and its not. Bottom floor commercial space should only contain businesses that bring in foot traffic. Offices, gyms, etc should occupy floors up higher. There needs to be plenty of space outside commercial areas for restaurant seating, people to gather (window shoppers, etc), benches. Please don't separate this space from green space with a road. All of the green spaces around the PTO are surrounded by wide roads - why is it necessary? Because we are building our spaces for car drivers and to hold cars instead of for people.</p>	Addressed directly via webinar or email	4/28/2021	3	2
245	Email	4/29/2021	<p>I didn't look closely enough at the parts of the plans with entrances for fire and ambulance traffic.. I hope they have a separate way to reach their destinations away from the rest of the traffic.. this will prevent the need for sirens and ensure that they have the speed to move in and out of the area easily. For the public park area, consider a water feature that is also a play/cooling off feature for the hot months of the year. Montreal and Quebec incorporate these all over their cities and provide needed cooling in the cities as our temperatures rise. Also consider the need for public restrooms. Too many of our public spaces do not have this and we have to rely on businesses. I recently had an experience in a strip mall where I had to go to 5 different stores with my young son to find one that would allow him to use the toilet.</p>	Addressed directly via webinar or email	2/22/2019	7	6
246	Community Meeting	5/13/2021	<p>What is the long-term plan for the current traffic/pedestrian disaster on Duke Street between Van Dorn and Beauregard? How will the traffic be managed during the construction period?</p>	Addressed directly via webinar or email	4/28/2021	3	
247	Community Meeting	5/13/2021	<p>Alexandria has a growing older population including many who have lived in the community for decades. How do you plan to accommodate the needs for community places for the older population? including a senior center for example. Alexandria missed the boat in Potomac Yard and did not plan for seniors. Please do not make the same mistake in Landmark.</p>	Addressed directly via webinar or email	2/22/2021	18	

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248	Community Meeting	5/13/2021	What is the ratio of green space to concrete spaces?	Addressed directly via webinar or email	2/22/2019	7	
249	Community Meeting	5/13/2021	What is the plan for the existing parking garage?	Addressed directly via webinar or email	4/28/2021	5	
250	Community Meeting	5/13/2021	With respect to Inova, I have the following questions relating to environmental sustainability: 1. Generator failures at hospitals have made the news in recent years. Even with traditional diesel-powered backup generation in place, there is a need for higher reliability over longer, sustained periods. With their need for large amounts of continuous, clean, and affordable power, hospitals are excellent candidates to benefit from microgrids. Has Inova done an analysis of whether or not to have a microgrid and, if not, why not? (See <a href="https://microgridknowledge.com/wp-content/uploads/2020/05/998-20588515_GMA-Hospital-microgrids.pdf">https://microgridknowledge.com/wp-content/uploads/2020/05/998-20588515_GMA-Hospital-microgrids.pdf</a> ) 2. Is Inova considering heat recovery systems? 3. Did Inova consider the use of a displacement ventilation system? 4. Did Inova consider horizontal orange slats, called louvers, positioned like awnings across the top of each window? These are part of an external shading system that minimizes direct sunlight penetration into the building 5. Did Inova consider putting its data cen	Addressed directly via webinar or email	4/28/2021	8	9
251	Community Meeting	5/13/2021	Is there a possibility of the senior housing being a CCRC -- a continuing care retirement community -- like Goodwin House?	Addressed directly via webinar or email	3/25/2021	1	
252	Community Meeting	5/13/2021	I live on Yoakum Parkway in a very densely populated neighborhood with several high rise residences. When I drive home from old town Alexandria traveling west along Duke Street, I make a left turn onto Walker St. Currently, I may encounter one traffic light to make the turn to Walker St. In your proposed plan, there are three traffic lights on Duke Street between Van Dorn Street and Walker. What is your estimated travel/waiting time along Duke Street from Van Dorn to completing the turn onto Walker?	Addressed directly via webinar or email	4/28/2021	3	
253	Community Meeting	5/13/2021	Will the market-rate multifamily rental units have a supermarket on the ground floor?	Addressed directly via webinar or email	2/22/2021	18	
254	Community Meeting	5/13/2021	Re the slide showing the Inova campus concept plan: Is the giant H shown on the tower the location of the helipad? If not, where will that be located?	Addressed directly via webinar or email	3/25/2021	6	
255	Community Meeting	5/13/2021	Will the existing power grid be able to manage the needs for a hospital that includes a cancer center?	Addressed directly via webinar or email	4/28/2021	8	9
257	Community Meeting	5/13/2021	What energy use intensity (EUI) are you planning on the hospital campus achieving?	Addressed directly via webinar or email	4/28/2021	8	9
258	Community Meeting	5/13/2021	What is happening with the old Inova Alexandria Hospital on Braddock Road?	Addressed directly via webinar or email	N/A	20	
259	Community Meeting	5/13/2021	Will you be making any connections to the community west of I-395?	Addressed directly via webinar or email	4/28/2021	3	
260	Community Meeting	5/13/2021	will there be a "free" clinic at INOVA's new hospital?	Addressed directly via webinar or email	1/4/2021	9	
261	Community Meeting	5/13/2021	So in two years Inova is going to cut its emissions in half?? How is that going to happen?	Addressed directly via webinar or email	4/28/2021	8	9

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262	Community Meeting	5/13/2021	Are Foulger Pratt and Inova aware of zero energy district planning principles, and the guidelines developed by the Department of Energy and National Renewable Energy Labs' on how to achieve zero energy sites affordably, using the leveraged savings achieved by approaching the site as a whole? If so, are you using the DOE/NREL approach? What steps have Foulger Pratt and Inova taken so far? Is the city going to be provided the energy metrics for the site as you develop them? If not, why not? Thanks for direct answer on this.	Addressed directly via webinar or email	4/28/2021	8	
263	Community Meeting	5/13/2021	Hospitals and private residential/commercial developers are building very energy efficient facilities and buildings under current economics. How exactly are those not possible in Alexandria with this development, when they're happening in other parts of the country?	Addressed directly via webinar or email	4/28/2021	8	
264	Community Meeting	5/13/2021	Does Inova have a more recent sustainability plan describing how it is responding to the climate emergency that's more recent than 2013? That's the most recent sustainability plan I'm seeing on Inova's website.	Addressed directly via webinar or email	4/28/2021	8	
265	Community Meeting	5/13/2021	What about a pedestrian bridge across the highway so that Alexandrians there can access this space without having to drive.	Addressed directly via webinar or email	4/28/2021	4	
266	Community Meeting	5/13/2021	Only 3.5 acres of park space in 52 acres?! Can't you do better than that? Only .067% of green space seems pitifully small	Addressed directly via webinar or email	2/22/2019	7	
267	Community Meeting	5/13/2021	Have the developers considered using a microgrid for managing energy most efficiently which many new hospitals are doing	Addressed directly via webinar or email	4/28/2021	8	
268	Community Meeting	5/13/2021	I apologize if this was discussed at the beginning as I was late. When is the "break ground" date for development and is there a website where we can find out more regarding diversity/minority business/subcontractors and workforce requirements or agreements?	Addressed directly via webinar or email	1/19/2021	17	
269	Community Meeting	5/13/2021	With the large changes in Virginia's (and the US) electrical grid coming up in the next several years, and the need for considerable new renewable energy development that will be needed under the Virginia Clean Economy Act and with electrification of transportation, what assumptions are you making about energy costs? How would increases in electrical costs affect property values?	Addressed directly via webinar or email	4/28/2021	8	
270	Community Meeting	5/13/2021	Thank you for your response re seniors. There is an organization in Alexandria which could be helpful in identifying the needs of seniors in Alexandria. We must plan for seniors who have aged in place in Alexandria!	Addressed directly via webinar or email	2/22/2021	18	
271	Community Meeting	5/13/2021	I'm happy to hear that you're aiming for 140-180! Thank you, that's very helpful.	Addressed directly via webinar or email	4/28/2021	8	
272	Community Meeting	5/13/2021	How much will the noise level increase for existing residents of the West End because of the new hospital and the additional retail presence?	Addressed directly via webinar or email	3/25/2021	6	18

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273	Community Meeting	5/13/2021	This question concerns the first entry point into Alexandria (I think this is designated Road 3) For traffic entering Alexandria from the west via Little River Turnpike and I-395 southbound, it is challenging to turn right onto South Walker Street. For traffic entering Alexandria from the west via I-395 northbound, it is equally challenging to do anything except turn right onto South Walker Street. With construction projects pending on both sides of this major west end intersection, could you please address any plans for improving this intersection, particularly for those of us who live on Stevenson Avenue and Yoakum Parkway who are dependent on the South Walker Street entrance to our neighborhood. Also, are detours planned during construction at Landmark and Landmark Overlook and by what routes?	Addressed directly via webinar or email	4/28/2021	3	
274	Community Meeting	5/13/2021	How does the proposed traffic upgrades impact the proposed housing development at Walker/Duke/Stevenson?	Addressed directly via webinar or email	4/28/2021	3	
275	Community Meeting	5/13/2021	What will you do to address noise in the area? 395 is very noisy already.	Addressed directly via webinar or email	3/25/2021	6	
276	Community Meeting	5/13/2021	How will public transportation be addressed for citizens who rely on busses and other forms of transportation such as ridesharing?	Addressed directly via webinar or email	3/25/2021	2	
277	Community Meeting	5/13/2021	A. Do you understand that that the already fragile and unresilient electrical grid will not have the capacity provide all the 100% green power you anticipate solving the Landmark energy equation? Only locally generated and stored energy will do that. That is why utilities like Pepco across the river are already doing zero energy community microgrid pilot projects. B. Do you realize that by 2028 the cost of locally generated and stored solar energy will be lower than the bare cost of transmission of energy on the grid?  We can provide documentation on these facts if desired.	Addressed directly via webinar or email	4/28/2021	8	
278	Community Meeting	5/13/2021	Did Inova consider putting its data center on the roof rather than in the basement, a move that dramatically reduces the fan energy required to keep it cool and allows it to utilize cool nighttime outdoor air rather than air-conditioned air for much of the year?	Addressed directly via webinar or email	4/28/2021	8	9
279	Community Meeting	5/13/2021	Need more green space. Can green space be added to the perimeter to cut down on noise from the surrounding area?	Addressed directly via webinar or email	2/22/2019	7	
280	Community Meeting	5/13/2021	Appreciate the graphic representations provided, is there a community development that you could point to in the area for us to understand what the new neighborhood will look like?	Addressed directly via webinar or email	2/22/2021	16	
281	Community Meeting	5/13/2021	Will the hospital include a wound or Ostomy clinic?	Addressed directly via webinar or email	1/4/2021	9	
282	Community Meeting	5/13/2021	Questions for City Planning & Zoning staff: •At what points in the zoning and permitting process will further details on the proposed sustainability measures be provided and will there be a chance for the EPC to review them? •Can the CDD package include an energy and resilience plan so that the development team proposals and related City policies and goals are encapsulated in a clear place for the Planning Commission, staff and other stakeholders?	Addressed directly via webinar or email	4/28/2021	8	

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283	Community Meeting	5/13/2021	<p>Questions for Development Team (Foulger-Pratt, Inova)</p> <p>Thank you for the in-depth presentation on April 28. We appreciate that you have consulted with the EPC and also made a special presentation to the Advisory Group on sustainability features. We applaud the efforts of the team to incorporate some features that go beyond City requirements, like Inova's sustainability program and planned future enhancements and Foulger-Pratt's proposed additional features like all-electric residences and green roofs.</p> <p>Green Building certification for Non-Inova portions of project</p> <ul style="list-style-type: none"> <li>•Slide 11 suggests that Foulger-Pratt and Inova are committing to LEED-ND in addition to LEED Silver for individual buildings. Is this correct?</li> <li>•What additional features will be needed to achieve ND that weren't in the original proposal or met by the site's location, City planning and zoning requirements, and GBP? Are these the Additional Sustainability Efforts for non-medical blocks listed on slide 11?</li> </ul>	Addressed directly via webinar or email	4/28/2021	8	
284	Community Meeting	5/13/2021	<p>Energy Use, Provision</p> <ul style="list-style-type: none"> <li>•Would Inova and Foulger-Pratt consider a district energy system if there were technical and/or financial support?</li> <li>oWe understand the administrative challenges of different owners but there are projects built where this has been overcome and very impactful solutions and significant long-term savings. So we'd like to understand better where the hurdles are and what institutions might help.</li> <li>•Did Foulger-Pratt look at geothermal on its portion of the site?</li> <li>•What factors would move Foulger-Pratt to install solar on its buildings rather than making them solar ready?</li> <li>•Slide 26 in EPC slide deck, "Inova at Alexandria: Path to Reduce Carbon," shows the new Inova Alexandria Campus having 50% less carbon when it opens as a combination of building features and Dominion's anticipated electricity mix at that time.</li> <li>oWhat is the 50% reduction for the new Landmark hospital campus compared to - is that baseline the current Alexandria hospital or Inova's current portfolio (either now or at some previous year)?</li> <li>ols 50% reduction in the total energy use or energy use intensity (e.g., per sq.ft.)?</li> <li>•What near and long-term energy unit intensity (EUI) targets do Inova and Foulger-Pratt have for their buildings (hospital, medical office, other buildings)? If not yet estimated, when might this be available during the permitting process?</li> </ul> <p>Energy Resilience</p> <ul style="list-style-type: none"> <li>•Could the Inova's campus back-up power be expanded and coordinated with Foulger-Pratt to help the people living, businesses and public facilities next door on the site in the event of a major outage?</li> <li>•Is battery back-up being considered or was it for portions of Inova's or Foulger-Pratt's back-up needs?</li> </ul>	Addressed directly via webinar or email	4/28/2021	8	
285	Community Meeting	5/13/2021	<p>As I will be unable to login to the committee meeting on May 13, I wanted to again iterate my concern about the noise levels this project has blithely included. At no point have I seen a real acknowledgment of the existing helicopter noise levels, already a serious and ongoing issue. Now people who do not live here are planning to make it immeasurably worse, which negatively impacts our health and property values. The plan should be reversed--have the housing buildings near the Landmark Towers/Stevenson Avenue side and the hospital on the N. Van Dorn Street side, already elevated and separated from the housing below.</p>	Addressed directly via webinar or email	3/25/2021	6	

**LANDMARK REDEVELOPMENT**  
**Community Comments/Questions**  
**as of 06/08/2021**

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#	Source	Date	Comment/ Question	Real-time Staff Response	Advisory Group Meeting where Topic is Specifically Addressed	Primary Theme	Secondary Theme
286	Information Session	5/24/2021	I am confused by the presence of a "future extension" of the road network between roads E and I > now roads 7 & 8, along the back side of the parking garage along I-395. This road exists now. Why remove it and then re-install it? That seems like a tremendous waste of money. Why not just leave that road in place?	Addressed directly via webinar or email	4/28/2021	3	
287	Information Session	5/24/2021	What is the difference in the amount of acreage devoted to public parks in the 2019 plan versus the 2021 proposed amendments?	Addressed directly via webinar or email	2/22/2019	7	
288	Information Session	5/24/2021	It is hoped that this development will aim for Net-Zero greenhouse gas emissions, and not depend mostly on Dominion making electricity greener. To that end, should the developers consider making the project all-electric (including retail, possibly excluding hospital back-up power), and should building-integrated photovoltaics (BIPV) be part of the planning process?	Addressed directly via webinar or email	4/28/2021	8	
289	Information Session	5/24/2021	How does this Landmark Plan fit with the proposed changes to auto & transport on Duke St-Little River Tnpke?	Addressed directly via webinar or email	4/28/2021	3	
290	Information Session	5/24/2021	Thank you for this presenation. I am pleased that there is consideration for connecting this new Inova development to the neighborhoods across 395. I am hoping that will still happen. I do wonder if the planners might consider eliminating one traffic light along Duke Street. It seems that there would be little harm if rather than a light at street 6, there could be the option of a right turn out of the complex (going westbound) and a right turn into the complex (north). If someone really had to make a left turn out of the complex, they could go to a light.	Addressed directly via webinar or email	4/28/2021	3	
291	Information Session	5/24/2021	The International Energy Agency has issued a major analysis concluding that mandatory zero-carbon-ready building energy codes for all new buildings need to be introduced in all regions by 2030. How much money do Inova and Foulger-Pratt estimate it will cost to retrofit any natural gas infrastructure they put in the Landmark development?	Addressed directly via webinar or email	4/28/2021	8	
292	Information Session	5/24/2021	I agree that this project should set bold goals for efficiency/net zero buildings and incorporation of renewable energy generation. Other regions across the country and the world are doing this, and VA Tech is prioritizing this at their Innovation Campus. Our "Eco City" should leading in this arena and I hope this will be explicitly included in the plan that is presented to the planning commission.	Addressed directly via webinar or email	4/28/2021	8	
293	Information Session	5/24/2021	At what point will Landmark Overlook and this project be discussed together? They both impact those living south of Duke St.	Addressed directly via webinar or email	N/A	20	
294	Information Session	5/24/2021	Several people have commented on sustainability and energy, in particular. As an Alexandrian who works with utilities across the country, municipalities and private companies are finding that green options save them more money than they cost, immediately or in the near term. The options that are cheapest with the biggest impact are energy efficiency solutions that are part of the early planning. (Followed by energy management and then renewables.) Meanwhile, utilities in VA, including Dominion, are going to want to explore options that will help them meet the new requirements in the new VA Clean Economy Act. The important question, beyond whether the requirements are met, is whether there is sufficient emphasis on identifying options and opportunities for energy/sustainability measures that will be cost-neutral or cost-beneficial?	Addressed directly via webinar or email	4/28/2021	8	

**LANDMARK REDEVELOPMENT**  
**Community Comments/Questions**  
**as of 06/08/2021**

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#	Source	Date	Comment/ Question	Real-time Staff Response	Advisory Group Meeting where Topic is Specifically Addressed	Primary Theme	Secondary Theme
295	Information Session	5/24/2021	I really cannot see how this proposal will all fit on this site. Hospital plus medical offices means parking & traffic congestion, even when we are all driving electric Austin minis, and tiny Fiats.  A residential - commercial development seems at cross purposes to a medical complex and a transport hub --just seems asking too much of the site.	Addressed directly via webinar or email	2/22/2021	18	
296	Information Session	5/24/2021	Biking and public transport do not pertain when you are ill. Individual transport will always be necessary to hospital & med offices.  The representatives of the developers continue to site the Green Building Policy as the only requirement they must respond to. Yet the city has another policy: its 2019 commitment to reduce emissions by 50% by 2030.  My very simple question to the developers is this: How can they ignore their moral responsibility to genuinely help our city achieve these planetary goals, and instead reflexively cleave to a policy that has not been updated since the IPCC declared that we have now less than 8 years to face the existential problem for life on Earth.	Addressed directly via webinar or email	4/28/2021	8	
297	Email	5/18/2021	I think tonight's topic focuses on environmental factors. If time permits for follow up to roadway issues, I have a question: For traffic entering Alexandria from the west via Little River Turnpike and 1-395 southbound, it is challenging to turn right onto South Walker Street. For traffic entering Alexandria from the west via 1-395 northbound, it is equally challenging to do anything except turn right onto South Walker Street. With construction projects pending on both sides of this major west end intersection, could you please address any plans for improving this intersection, particularly for those of us who live on Stevenson Avenue and Yoakum Parkway who are dependent on the South Walker Street entrance to our neighborhood. Also, are detours planned during construction at Landmark and Landmark Overlook and by what routes?	Addressed directly via webinar or email	4/28/2021	3	
298	Email	5/18/2021	how many stores will be there to shop in	Addressed directly via webinar or email	2/22/2021	18	
299	Email	5/18/2021	Thank you so much for opening to the public and offering the possibility to envision the future of our neighborhood. It was a very good team to make the presentation on this excellent project!!!	Addressed directly via webinar or email	1/19/2021	17	
300	Email	5/18/2021	1. What added noise level can residents expect in this already noisy area of the West End due to its proximity to I-395, the heavy residential density caused by the huge number of condos and apartments in the area, the plethora of fire stations, and the proposed addition of Inova Alexandria Hospital, new retail, and additional traffic? 2. Will roadways be added and the current ones expanded and improved to accommodate all the expected influx of shoppers, customers, and commercial vehicles? 3. Will this project result in additional traffic on already heavily traveled residential streets such as South Reynolds?	Addressed directly via webinar or email	4/28/2021	3	6

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#	Source	Date	Comment/ Question	Real-time Staff Response	Advisory Group Meeting where Topic is Specifically Addressed	Primary Theme	Secondary Theme
301	Email	5/18/2021	<p>Reviewing the iterations of the Landmark CDD submission, observing the Community and AG meetings since January, and studying the new NREL Guide to Energy Master Planning for High Performance Districts led me to collaborate with my colleague David Peabody on the attached freelance exploration of what a zero energy district at Landmark might entail. I've been using it in one on one conversations with a few citizens, EPC / PC commissioners and fellow architects.</p> <p>In ESMP work group discussions I've suggested that we consider the possibility of adding an Energy and Resilience Plan to the typical CDD submission, so that these issues could be attended to with the same rigor we require for Uses, Blocks + Streets, Heights, Open Space, Parking, Stormwater, Sanitary, etc.</p> <p>I intended to transmit some notes to that effect, with the attached diagrams, to staff in advance of my May 26th Landmark briefing with Commissioner McMahon. The concept study is coming to you now because it was mentioned last night in the EPC meeting with the Landmark team, and I thought you should be familiar in case queries come your way.</p>	Addressed directly via webinar or email	4/28/2021	8	
302	Email	5/24/2021	<p>What is the plan to:</p> <ol style="list-style-type: none"> <li>1. Reduce the noise pollution caused by this new development? Fire engines, ambulances. etc.?</li> <li>2. We are already super congested near the Landmark Mall. Traffic is awful..especially at intersection to turn left from So. Walker St. to 395 entrance. How is this new development plan going to handle the increased congestion and traffic?</li> </ol>	Addressed directly via webinar or email	4/28/2021	3	6
303	Email	5/24/2021	Please provide an update on status of plans for access/walkability from western side of I395. If possible address access from Seminary Road, Sanger Avenue, Beauregard St.	Addressed directly via webinar or email	4/28/2021	4	
304	Email	5/24/2021	<p>I read the platform of all the candidates for the upcoming city council election. It struck me that most of the candidates claim to be environmentally friendly, yet the redevelopment of the Landmark Mall project follows strict guidelines as to the percentage of land reserved for green areas. We do not understand how the city arrived at such small a percentage, i.e. 3.5 acres or 8% of the total Landmark track. Having more green areas would demonstrate to the citizens of Alexandria that the City Council is indeed concerned with the environment. Especially in post-corona times, one expects to have more outdoor seating for restaurants. It would just make sense to have green spaces adjacent to the restaurants.</p> <p>Also, if the city were truly concerned with the environment, one would expect to highlight the use of solar energy. I hope it is not too late to discuss and implement these ideas.</p>	Addressed directly via webinar or email	4/28/2021	8	
305	Email	5/24/2021	Thank you for addressing the bike/pedestrian path across 395. I think some generalized sustainability goals or plans should in this presentation as well.	Addressed directly via webinar or email	4/28/2021	8	

**LANDMARK REDEVELOPMENT**  
**Community Comments/Questions**  
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#	Source	Date	Comment/ Question	Real-time Staff Response	Advisory Group Meeting where Topic is Specifically Addressed	Primary Theme	Secondary Theme
306	Email	6/2/2021	<p>Good morning Ashley, how are you? I obtained your name from the bottom of one of the redevelopment plan slide decks. I hope all is well! I was born and raised in Alexandria, and am currently live here with my wife and son who is attending Alexandria City High School (formerly TC Williams) next year. It is a great city and love to see it prosper smartly.</p> <p>I have a question/suggestion on the redevelopment plan at Landmark? As I'm sure you are aware, Alexandria is in dire need of additional athletic fields, not only for the public schools' athletic programs but also for the numerous youth and adult rec leagues. In reviewing the plans for Landmark, it is unclear whether any consideration has been given to putting in a field(s) for the new Landmark community to use as well as other residents of Alexandria. Are there any? Along those lines, what is happening with the parking deck in the back of Landmark. From the 3D rendition that I have seen, it appears to be remaining. Is that correct? If so, what about building a field or even an athletic complex on the north end of the deck? It is a massive space which could be utilized for this with some creative engineering. This could be similar to putting the field on the roof of the Renew Enterprise equipment on the south end of Alexandria.</p>	Addressed directly via webinar or email	2/22/2019	7	
307	Email	6/3/2021	<p>When you create a Master Plan and Rezoning for the Landmark Mall site to provide for the creation of a new Inova Alexandria Hospital and a new location for Fire Station 208, as a resident whose building lies at the intersection of Van Dorn and Holmes Run Parkway, I hope you will have some kind of noise abatement policy for the hospital and fire station. As it is, the fire station creates enough noise when it's fire engines use their sirens at all hours of the day and night. Adding the hospital traffic of ambulances going to/from the hospital emergency room could make the noise issue unbearable. I hope you will negotiate some kind of reasonable policy that provides for peace and quiet for residents who live in those Van Dorn and Duke Street corridors that will be affected by increased siren usage.</p>	Addressed directly via webinar or email	3/25/2021	6	12



**APPLICATION**

**Master Plan Amendment MPA#** \_\_\_\_\_

**Zoning Map Amendment REZ#** \_\_\_\_\_

**PROPERTY LOCATION:** 5701 B, 5701, 5801, 5815, and 5901 Duke Street

**APPLICANT**

Name: Landmark Land Holdings, LLC

Address: c/o Foulger-Pratt, 12435 Park Potomac Avenue, Potomac MD 20854

**PROPERTY OWNER:**

Name: Landmark Mall LLC and Seritage SRC Finance LLC

Address: 9950 Woodloch Forest Drive, 11th Floor, The Woodlands, TX 77390 and 500 Fifth Avenue Suite 1530, New York, NY 10110

**Interest in property:**

- Owner       Contract Purchaser
- Developer     Lessee                       Other \_\_\_\_\_

If property owner or applicant is being represented by an authorized agent such as an attorney, a realtor, or other person for which there is some form of compensation, does this agent or the business in which they are employed have a business license to operate in Alexandria, VA:

- Yes: If yes, provide proof of current City business license.
- No: If no, said agent shall obtain a business license prior to filing application.

**THE UNDERSIGNED** certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Jonathan P. Rak  
 Print Name of Applicant or Agent

1750 Tysons Blvd., Suite 1800  
 Mailing/Street Address

Tysons, VA                                      22102  
 City and State                                      Zip Code

p.p. Steven M. Mikulic  
 Signature

703-712-5411                                      \_\_\_\_\_  
 Telephone #                                      Fax #

6/8/2021  
 Date

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: _____	Fee Paid: \$ _____
Legal advertisement: _____	_____
ACTION - PLANNING COMMISSION _____	ACTION - CITY COUNCIL: _____



**MPA #** \_\_\_\_\_

**REZ #** \_\_\_\_\_

## **JUSTIFICATION FOR AMENDMENT**

(attach separate sheets if needed)

- 1.** Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

Proposed amendments to the Landmark / Van Dorn Small Area Plan have been identified as necessary changes to conform with a concurrent CDD application. The CDD Plan has been developed with input from City staff to deliver on the significant community benefits outlined in the Small Area Plan. Please see attached narrative.

- 2.** Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The proposed rezoning of the properties to a new CDD zone is consistent with Recommendation 10.7.1 of the Landmark / Van Dorn Small Area Plan. Changes proposed to the Small Area Plan are those changes necessary to permit future development consistent with the concurrent CDD application.

- 3.** Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

Please see the detailed CDD Plan submitted as CDD #2020-00007.

- 4.** If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A

**SUBJECT PROPERTY ATTACHMENT**  
**MPA/RZ 2020-00009**

Address / Tax Map	Land Use		Master Plan Designation		Zoning Designation		Frontage (ft.)	Land Area (acres)
	Existing	Proposed	Existing	Proposed	Existing	Proposed		
5701 B Duke St. / 047.02-03-08	Commercial	Mixed Use	LVDSAP	LVDSAP	CR	CDD	791,782	18.1768
5701 Duke St. / 047.02-03-05	Commercial	Mixed Use	LVDSAP	LVDSAP	CRMU-M	CDD	380,317	8.7309
5801 Duke St. / 047.02-03-09	Commercial	Mixed Use	LVDSAP	LVDSAP	CR / CRMU-M	CDD	504,509	11.5819
5815 Duke St. / 047.02-03-06	Commercial	Mixed Use	LVDSAP	LVDSAP	CR	CDD	496,605	11.4005
5901 Duke St. / 047.02-03-07	Commercial	Mixed Use	LVDSAP	LVDSAP	CR	CDD	68,669	1.5764

**PROPERTY OWNERSHIP ATTACHMENT**  
**MPA/RZ 2020-00009**

<b>Property</b>	<b>Owner</b>	<b>Interest</b>
047.02-03-08	Seritage SRC Finance LLC	100%
047.02-03-05	Landmark Mall LLC	100%
047.02-03-09	Landmark Mall LLC	100%
047.02-03-06	Landmark Mall LLC	100%
047.02-03-07	Landmark Mall LLC	100%

**Landmark Mall LLC** is wholly-owned by the Howard Research and Development Corporation, a Maryland corporation. The Howard Research and Development Corporation is wholly-owned by the Howard Hughes Corporation, a Delaware corporation, which is a publically-traded corporation listed on the New York Stock Exchange.

**Seritage SRC Finance LLC** is wholly-owned by Seritage SRC Mezzanine Finance LLC, a Delaware limited liability company. Seritage SRC Mezzanine Finance LLC is wholly-owned by Seritage Growth Properties, L.P., a Delaware limited partnership, which is a publically-traded real estate investment trust company traded on the New York Stock Exchange.

**Landmark / Van Dorn Small Area Plan Chapter 10**  
**Applicant Requested and Recommended Master Plan Amendments**  
**MPA/RZ #2020-00009**

The Applicant proposes the following map amendments to the Landmark/Van Dorn Small Area Plan (the “SAP”) to permit development consistent with the concurrently filed CDD #2020-00007 (the “CDD”). Alongside the amendments being applied for by the Applicant, the Applicant also recommends that Staff and the Planning Commission initiate a series of text amendments to the SAP.

Overall, the amendments requested and recommended represent those changes which are necessary for development to move forward on the high-quality, mixed-use environment envisioned in the SAP, and brought forward by the CDD, including a suite of important community benefits. Requested and recommended amendments are discussed in further detail below.

**A. Applicant’s Requested Amendments to the SAP**

The Applicant requests map amendments as discussed below.

***1. Figure 1: Plan Area-wide Connectivity***

The Applicant requests that this Figure be updated where appropriate to reflect the various amendments requested in further detail below. In particular, street typology, street names, street locations, and the retention of the entire existing parking structure discussed in item 2 below should be reflected in Figure 1.

***2. Figure 2: Framework Plan and Complete Street Typology***

The Applicant requests this Figure be updated to reflect the names and locations of specific Roads consistent with the submitted CDD plan. This will permit development to move forward generally consistent with the CDD plan, and ensure that future efforts to review and compare the SAP with the proposed CDD plan and future individual block DSUPs are not confused by inconsistent labeling and locations.

The Applicant also requests that the labeling on the legend of Figure 2 be modified to remove “Mixed-Use Boulevard” but retain the “Green Street” label. The legend should also be modified to include a “Service Connection” designation for Road 8, consistent with the CDD Plan. While this Service Connection will provide access for ambulances, fire trucks, and loading/unloading, given the grading of the site, this connection is not a through connection and will not be used by the general public.

Additionally, the Applicant requests relocation of the pink asterisk to a location at the western end of Duke Street. The legend for that pink asterisk should be revised to read “Enhanced Connection to/from I-395.” Note 4, associated with this item, should be revised to reference an “enhanced” rather than “potential” connection.

Finally, the Applicant requests an amendment to acknowledge retention of the expanded extent of the “Existing Above Grade Parking Structure” as shown on the CDD Plan.

These changes are not inherently confined to Figure 2, and where appropriate, these changes should be carried throughout any and all maps included as part of the SAP, including the other Figures referenced below.

### **3. *Figure 9: Transit Hub***

The Applicant requests an amendment of Figure 9 to relocate the proposed transit hub to its location along Road 2, between Roads 4 and 5.

### **4. *Figure 10: Pedestrian and Bicycle Facilities***

The Applicant requests an amendment to the location of bicycle facilities consistent with Sheet 07 of the CDD plan. These changes are necessary to realign the bicycle facilities with the revised road network, and do not represent any changes to functionality. The Applicant also requests an amendment to identify the off-site bike facility south of N. Van Dorn Street as “Potential Bike Facility Planned by City.”

### **5. *Figure 12: Open Space***

The Applicant proposes to amend the configuration of planned open space across the Landmark area, consistent with Sheet 12 of the CDD Plan. This revised location aligns with revised plans for the location of the “green street.” The location places the Central Plaza alongside a low-traffic road, and serves to connect the primary green spaces throughout the site, stretching from the Terrace Park and Paseo in the east, to planned open space on Hospital Campus in the west.

Additionally, the Applicant requests a note be added regarding the “Potential Active Recreation” area on any portion of the Existing Above Grade Parking Deck that states “Potential active recreation use can be provided to the extent parking is not required.”

### **6. *Figure 13: Land Use***

The Applicant requests an amendment to the location of required and preferred active retail on Figure 13 to align with the placement of “Primary Active Street Frontage” and “Secondary Active Street Frontage”, respectively, as shown on Sheet 03A of the CDD plan. Active street frontages have been located to take advantage of the location of the Transit Hub, the Central Plaza, and Road 1, concentrating retail to create the “activated retail core” described in the SAP. The legend for these items should also be updated consistent with the above.

Also, the Applicant requests the legend be updated to show “active/retail” instead of “active retail,” aligning with the CDD Plan’s intent to provide active ground floor uses or retail on those areas indicated.

### **7. *Figure 15: Building Height***

While the Applicant generally proposes lower building heights in the CDD plan, reflecting the overall decrease in density and changes in proposed construction type, the Applicant requests amendments to Figure 15 in the SAP to ensure that the maximum heights proposed on Sheet 13 of the CDD plan are permitted in the locations shown.

#### ***8. Figure 16: Building Streetwall, Gateway and Placemaking Opportunities***

The Applicant requests an amendment to Figure 16 to reflect the revised locations for placemaking opportunities as shown on Sheet 13 of the CDD plan. This revision ensures that placemaking continues to be an option for those locations where it remains appropriate, aligning with other proposed changes to blocks and street locations, along with the location of active retail on the site.

Additionally, the Applicant requests the addition of a note that indicates breaks in the Streetwall as shown on Figure 16 are illustrative, and will be reviewed at the time of a DSUP.

### **B. Applicant's Recommended Amendments to the SAP**

The Applicant recommends that Staff and the Planning Commission initiate amendments to the SAP as follows below. Where specific changes to text are recommended, the Applicant has indicated the page and paragraph header under which the referenced language can be found.

#### ***1. Revisions to References to Blocks and/or Roads Generally***

Where specifically referenced in the SAP, the Applicant recommends an amendment of names indicating specific Blocks and/or Roads to be consistent with the nomenclature used in the CDD plan. This will ensure that future efforts to compare the implementation of the SAP with the proposed CDD plan and future individual block DSUPs are not hampered by the use of inconsistent labeling. For example, references to "Framework Street D" in the SAP would be changed to reference "Road 1."

The Applicant recommends an amendment to the text of the SAP, where applicable, to reflect the revised nomenclature of the roads, as well as the designation of those roads, consistent with Applicant's requests above.

#### ***2. Retention of the Existing Parking Deck***

The Applicant's plans for the redevelopment of the site incorporate the retention of an expanded extent of the existing above-grade parking deck as shown in the CDD Plan. The Applicant recommends amending the SAP's language to note that, to the extent the existing above-grade parking deck remains in use, potential active recreation may be provided on top of the existing above-grade parking deck only where such parking is not required for other uses. Retention of this expanded portion of the existing parking deck is required to reduce the public subsidy required to redevelop the site.

#### ***3. Page 7 – Mixed-Use Boulevard (Green Street)***

The Applicant recommends an amendment to the SAP that relocates a discussion of the transit hub to the appropriate section on Neighborhood Connectors, consistent with the location the transit hub as shown on the CDD Plan.

**4. Page 8 – Service Streets**

The Applicant recommends an amendment to the SAP that acknowledges the retention of the full extent of the existing parking deck, consistent with the CDD Plan and the Applicant’s own amendments above.

**5. Page 10 – Parking**

The Applicant recommends an amendment to this language in the SAP to align with recommended revised language for Recommendation 10.1.15 which permits screening of above-grade parking structures with active uses or architectural screening.

**6. Page 14 – Open Space for Each Development Block**

The Applicant recommends an amendment to this language in the SAP as follows: A hospital and affiliated hospital uses may provide a reduced percentage of open space as determined in the coordinated development district. For the purposes of the open space calculations on the Hospital Campus, the public access easement areas for the private road and Block Q have been excluded.

Information regarding the amount of open space that is feasible on the hospital campus, both at grade and above grade, has been provided to staff. The footprints and programming associated with the hospital, medical office building and cancer center necessitate this reduction. This Amendment is justified as there has been a change in circumstance since the 2019 Amendments, given that the inclusion of the hospital campus in Landmark Mall was not contemplated at that time.

**7. Page 17 – Duke Street Retail Frontage**

The Applicant recommends an amendment to this language in the SAP to align with recommended revised language for Recommendation 10.3.3 requiring a ground floor minimum height of 15 feet floor to floor, which conforms to the precedence of other City small area plans.

**8. Applicant’s Recommendations for Amendments to SAP Recommendations**

**a. Recommendations Generally**

The Applicant requests that Recommendations be amended as appropriate to reflect revised nomenclature for Roads and Blocks and other elements as shown in the CDD plan and discussed above.

**b. Recommendation 10.1.5**

The Applicant recommends an amendment to align the Recommendation with the proposed configuration of curb cuts in the CDD plan. “Curb cuts for individual buildings should not occur on Main Streets, with the exception of Road 4 between Blocks H and K.” Flexibility to locate curb cuts in this location as shown on the CDD plan will permit a reduction in curb cuts required within the transit hub area.

***c. Recommendation 10.1.13***

Because a proposed ramp connection over I-395 is not compatible with the overall plans for development of Hospital Campus blocks and retention of the existing parking deck, the Applicant recommends revising this Recommendation to discuss the agreed upon “enhanced” connection with I-395.

***d. Recommendation 10.1.15***

Applicant recommends that the first two sentences of the Recommendation be amended as follows: “New structured parking ~~should~~ may be provided above or below grade. If new structured parking is located above grade it should be ~~lined~~ screened with active uses or architectural screening, (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. Screening is not required for parking garages facing I-395.”

***e. Recommendation 10.1.16***

The Applicant recommends deletion of this Recommendation. Aesthetic concerns related to high speed traffic on I-395 do not merit the expense, and potential requirement of public subsidy, to screen the existing parking.

***f. Recommendation 10.2.5***

To accommodate the reduction in required open space for the Hospital Campus discussed above, the Applicant recommends this Recommendation be amended to include a final sentence: “Notwithstanding the above, a hospital and affiliated hospital uses may provide a reduced percentage of open space as determined in the coordinated development district.”

***g. Recommendation 10.2.7***

In order to remove conflict with the revised language in Recommendation 10.2.5 above, Applicant recommends that this Recommendation be amended to read “Of the ~~25%~~ required minimum open space per development block, publicly accessible ground level open space should be prioritized.”

***h. Recommendation 10.3.3***

Applicant recommends the following change to the Recommendation’s language: “. . . provide ground floor minimum floor to floor ceiling height of ~~17.5~~ 15 feet and minimum depth of 30 feet. . .” This edit brings the SAP in line with other small area plans in the City.

## Legal Description

All of those lots or parcels of land located in the City of Alexandria, Virginia and more particularly described as follows:

### EXHIBIT A (LAND)

LOTS 500 AND 502, AS THE SAME ARE SHOWN ON A SUBDIVISION PLAT OF THE LANDS OF INTERNATIONAL INCOME PROPERTY, INC., AND THE MAY DEPARTMENT STORES COMPANY RECORDED IN DEED BOOK 1249 AT PAGE 1973, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA, AND RE-RECORDED AMONG THE AMONG AFORESAID LAND RECORDS IN DEED BOOK 1255 AT PAGE 449, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

#### LOT 500

BEGINNING AT A POINT IN THE NORTHERLY LINE OF DUKE STREET (VARIABLE WIDTH), SAID POINT MARKING THE SOUTHEAST CORNER OF THE LAND OF SEARS, ROEBUCK AND COMPANY; THENCE WITH THE EASTERLY LINES OF SAID LAND. NORTH 60° 16' 37" WEST 603.02 FEET TO A POINT AND NORTH 20° 55' 51" WEST 382.13 FEET TO A POINT MARKING THE SOUTHWEST CORNER OF THE LAND OF NOW OR FORMERLY WOODWARD & LOTHROP, INC.;

THENCE RUNNING WITH THE SOUTHERLY LINES OF SAID LAND THE FOLLOWING COURSES AND DISTANCES:

NORTH 69° 01' 25" EAST 158.81 FEET TO A POINT. SOUTH 20° 58' 22" EAST 159.13 FEET TO A POINT. NORTH 69° 01' 25" EAST 201.96 FEET TO A POINT. NORTH 20° 58' 55" WEST 168.50 FEET TO A POINT. NORTH 69° 01' 25" EAST 163.41 FEET TO A POINT. NORTH 20° 58' 43" WEST 100.38 FEET TO A POINT AND NORTH 69° 03' 49" EAST 52.07 FEET TO A POINT MARKING THE NORTHWEST CORNER OF THE LAND OF THE MAY DEPARTMENT STORES COMPANY;

THENCE WITH THE WESTERLY LINES OF SAID LAND THE FOLLOWING COURSES AND DISTANCES:

SOUTH 21° 33' 03" EAST 179.27 FEET TO A POINT. SOUTH 23° 26' 53" WEST 42.22 FEET TO A POINT. SOUTH 68° 26' 57" WEST 6.12 FEET TO A POINT. SOUTH 21° 33' 03" EAST 346.43 FEET TO A POINT. SOUTH 68° 26' 57" WEST 16.80 FEET TO A POINT. SOUTH 20° 58' 43" EAST 300.70 FEET TO A POINT AND NORTH 82° 16' 30" EAST 329.17 FEET TO A POINT LYING IN THE WESTERLY LINE OF N. VAN DORN STREET (VARIABLE WIDTH);

THENCE WITH SAID STREET THE FOLLOWING COURSES AND DISTANCES:

SOUTH 37° 23' 58" WEST 27.45 FEET TO A POINT. SOUTH 44° 28' 51" WEST 119.69 FEET TO A POINT OF CURVATURE AND WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 291.56 FEET, FOR A CHORD BEARING AND CHORD OF SOUTH 58° 40' 09" WEST 142.93 FEET TO A POINT OF REVERSE CURVATURE LYING IN THE AFOREMENTIONED LINE OF DUKE STREET;

THENCE WITH THE NORTH LINE OF SAID STREET AND WITH THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 1512.69 FEET, FOR A CHORD BEARING AND CHORD OF SOUTH 87° 22' 11" WEST 141.63 FEET

TO A POINT; THENCE CONTINUING WITH SAID STREET SOUTH 86° 24' 32" WEST 63.40 FEET TO THE POINT OF BEGINNING.

LOT 502

BEGINNING AT A POINT IN THE WESTERLY LINE OF N. VAN DORN STREET (VARIABLE WIDTH), SAID POINT MARKING THE NORTHEAST CORNER OF THE LAND OF THE MAY DEPARTMENT STORES COMPANY; THENCE WITH THE NORTHERLY LINES OF SAID LAND THE FOLLOWING COURSES AND DISTANCES:

SOUTH 68° 30' 40" WEST 411.84 FEET TO A POINT. NORTH 21° 32' 21 "WEST 114.62 FEET TO A POINT, SOUTH 69° 01' 05" WEST 204.24 FEET TO A POINT MARKING A SOUTHEAST CORNER OF THE NOW OR FORMERLY LAND OF WOODWARD & LOTHROP, INC.;

THENCE WITH THE SOUTHERLY LINES OF SAID LAND NORTH 20° 56' 11" WEST 31.85 FEET TO A POINT AND NORTH 69° 01' 05" EAST 656.30 FEET TO A POINT OF CURVATURE IN THE AFOREMENTIONED LINE OF N. VAN DORN STREET; THENCE WITH THE WESTERLY LINE OF SAID STREET AND WITH THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 898.89 FEET, FOR A CHORD BEARING AND CHORD SOUTH 05° 39' 17" EAST 148.09 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH THOSE CERTAIN EASEMENTS SET FORTH IN EXHIBIT B ATTACHED HERETO AND MADE A PART HEREOF.

PARCEL B-2 (PARCEL 3631-01-02.1-2) AS SHOWN ON PLAT ENTITLED "RESUBDIVISION OF THE PROPERTIES OF SEARS ROEBUCK AND CO., WOODWARD & LOTHROP, INC., MAY DEPT. STORES CO., ALEXANDRIA PARTNERSHIP DEDICATION OF SANITARY SEWER EASEMENTS" ATTACHED TO DEED OF RESUBDIVISION RECORDED IN DEED BOOK 648 AT PAGE 242, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.

LESS AND EXCEPT .334 ACRE, MORE OR LESS, CONVEYED TO THE COMMONWEALTH OF VIRGINIA RECORDED IN DEED BOOK 696 AT PAGE 321, AMONG THE AFORESAID LAND RECORDS.

TOGETHER WITH AND SUBJECT TO COVENANTS, RESTRICTIONS, RIGHTS, OBLIGATIONS AND NONNEXCLUSIVE EASEMENTS AS SET FORTH IN CONSTRUCTION, OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED IN DEED BOOK 584, PAGE 392; AGREEMENT RECORDED IN DEED BOOK 1115, PAGE 47; IN FIRST AMENDMENT TO CONSTRUCTION, OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED IN DEED BOOK 1250, PAGE 17; AS ASSIGNED BY ASSIGNMENT RECORDED IN DEED BOOK 1304, PAGE 601; AS ASSIGNED BY ASSIGNMENT OF RECIPROCAL EASEMENT AGREEMENT RECORDED IN DEED BOOK 1515, PAGE 1559 AS RE-ASSIGNED BY RE-ASSIGNMENT OF RECIPROCAL EASEMENT AGREEMENT RECORDED IN DEED BOOK 1653 AT PAGE 373; AS ASSIGNED BY ASSIGNMENT AND ASSUMPTION OF CONSTRUCTION, OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED IN DEED BOOK 1541 AT PAGE 1839; AND AS ASSIGNED BY ASSIGNMENT AND ASSUMPTION OF RECIPROCAL EASEMENT AGREEMENT (LANDMARK MALL) RECORDED AS INSTRUMENT NO. 990024957, AS FURTHER ASSIGNED BY ASSIGNMENT AND ASSUMPTION OF CONSTRUCTION, OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED MAY 2, 2000 AS INSTRUMENT NO. 000007615.

TITLE TO THE PARKING DECK STRUCTURE (AS THAT TERM IS DEFINED IN THE FIRST AMENDMENT TO CONSTRUCTION, OPERATION AND RECIPROCAL EASEMENT AGREEMENT RECORDED IN DEED BOOK

1250, PAGE 17 (HEREINAFTER REFERRED TO AS THE "REA" AMENDMENT"), WHICH WAS ASSIGNED TO U.S. PRIME PROPERTY, INC., IN DEED BOOK 1304, PAGE 601 AND THE PORTION OF THE ENCLOSED MALL BUILDING LOCATED ON THE PARCELS DESCRIBED IN EXHIBIT B-1 ATTACHED HERETO AND MADE A PART HEREOF UNTIL THE TERMINATION DATE.

EXHIBIT B (EASEMENTS)

TOGETHER WITH EASEMENTS AS GRANTED IN SECTION 3 OF THE REA AMENDMENT IN, TO, OVER UNDER AND ACROSS THE PARCELS DESCRIBED ON EXHIBIT B-1, SCHEDULE A, FOR THE PURPOSE OF ALLOWING TO REMAIN EXISTING ENCROACHMENTS, AND ALLOWING ENCROACHMENTS CREATED BY THE WORK.

TOGETHER WITH EASEMENTS AS GRANTED IN SECTION 3 OF THE REA AMENDMENT IN, TO, OVER, UNDER AND ACROSS THE PARCELS DESCRIBED ON EXHIBIT B-1 FOR THE PURPOSE OF CONSTRUCTING OR PERFORMING THE WORK, (OR ANY PORTION THEREOF), SAID EASEMENTS TO TERMINATE UPON ACTUAL COMPLETION OF THE WORK, (OR THE RESPECTIVE PORTION THEREOF) OR THE COMPLETION DATE, WHICHEVER OCCURS EARLIER.

TOGETHER WITH EASEMENTS AS GRANTED IN SECTION 3 OF THE REA AMENDMENT IN, TO, OVER, UNDER AND ACROSS THE PARCELS DESCRIBED ON EXHIBIT B-1 FOR ALLOWING ANY ENCROACHMENTS BY IMPROVEMENTS CREATED BY THE WORK, BUT ONLY IN THE LOCATION AND TO THE EXTENT SUCH IMPROVEMENTS AND ENCROACHMENTS ARE SHOWN ON THE SITE PLAN AND/OR THE PLANS AND/OR PLANS AND SPECIFICATIONS APPROVED BY THE GRANTOR(S) OF THE EASEMENTS, BEING EACH DEPARTMENT STORE AS TO THEIR RESPECTIVE TRACT.

TOGETHER WITH NON-EXCLUSIVE EASEMENTS GRANTED IN SECTION 9A(1) OF THE REA AMENDMENT IN, TO AND OVER THE COMMON AREA LOCATED ON THOSE PARCELS DESCRIBED ON EXHIBIT B-1 FOR THE PURPOSE OF, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, INGRESS TO AND EGRESS FROM THE SHOPPING CENTER SITE, FOR PASSAGE AND PARKING OF MOTOR VEHICLES AND THE PASSAGE AND ACCOMMODATION OF PEDESTRIANS AND FOR THE DOING OF SUCH OTHER THINGS AS ARE AUTHORIZED OR REQUIRED TO BE DONE ON THE COMMON AREA PURSUANT TO THE REA AMENDMENT.

TOGETHER WITH NON-EXCLUSIVE PERPETUAL EASEMENTS AS GRANTED IN SECTION 9A(2)(A) OF THE REA AMENDMENT IN, TO, OVER, UNDER AND ACROSS THE PARCELS DESCRIBED IN EXHIBIT B-1 FOR THE INSTALLATION, OPERATION, MAINTENANCE, REPAIR, AND REPLACEMENT OF THE COMMON FACILITIES, SUBJECT TO THE RELOCATION RIGHTS AS PROVIDED IN SECTION 9C OF THE REA AMENDMENT.

TOGETHER WITH NON-EXCLUSIVE PERPETUAL EASEMENTS AS GRANTED IN SECTION 9A(2)(A) OF THE REA AMENDMENT IN, TO, OVER, UNDER AND ACROSS THE PARCELS DESCRIBED IN EXHIBIT B-1 (EXCLUSIVE OF THE RESPECTIVE SITES FOR THE STORES, OTHER EXISTING BUILDINGS, THE ENCLOSED MALL BUILDING AND OTHER PERMISSIBLE BUILDING AREAS) FOR THE INSTALLATION, OPERATION, REPAIR, MAINTENANCE, ALTERATION, REPLACEMENT AND REMOVAL OF LATERALS, SERVICE CONNECTIONS, AND EXTENSIONS THEREOF TO THE COMMON FACILITIES (OTHER THAN THE RING ROADS), SUBJECT TO THE RIGHT OF EACH DEPARTMENT STORE TO RELOCATE AFTER THE TERMINATION DATE OF THE TRACT OF SUCH DEPARTMENT STORE, LATERAL UTILITY LINES AND CONNECTIONS INCLUDING WITHOUT LIMITATION, SEWERS, UTILITY POLES, LINES, MAINS, CONDUITS AND RELATED

EQUIPMENT AND FIRE PROTECTION EQUIPMENT, AS PROVIDED IN SECTION 9C OF THE REA AMENDMENT.

TOGETHER WITH NON-EXCLUSIVE PERPETUAL EASEMENTS FOR INGRESS TO AND EGRESS FROM THE SHOPPING CENTER SITE AS GRANTED IN SECTION 9A(2)(B) OF THE REA AMENDMENT TO THE PASSAGE OF MOTOR VEHICLES OVER AND ACROSS THE APPLICABLE PORTIONS OF THE COMMON

FACILITIES LOCATED ON THE PARCELS DESCRIBED IN EXHIBIT B-1 AND THE RIGHT TO CONNECT TO ANY COMMON FACILITIES CONSTITUTING UTILITY LINES AND THE RIGHT OF FLOW AND PASSAGE FROM AND THROUGH THOSE PORTIONS OF THE COMMON FACILITIES OF ALL UTILITIES TO AND THROUGH THOSE PORTIONS OF THE COMMON FACILITIES LOCATED ON THE PARCELS DESCRIBED IN EXHIBIT B-I,

TOGETHER WITH AN EASEMENT AS GRANTED IN SECTION 9B(1) OF THE REA AMENDMENT IN, TO, OVER, UNDER AND ACROSS THE TRACTS OF THE OTHER PARTIES FOR THE PURPOSE AND THE DURATION OF THE PERFORMANCE OF THE WORK, SUBJECT TO THE TERMS AND CONDITIONS AS SET FORTH IN SECTION 9B(1) OF THE REA AMENDMENT.

TOGETHER WITH AN EASEMENT AS GRANTED IN SECTION 9B(1) OF THE REA AMENDMENT TO USE SUCH PORTIONS OF THE GRANTOR'S TRACTS AS MAY BE NECESSARY TO EFFECT CONSTRUCTION, MAINTENANCE, REPAIR, ALTERATION, RAZING, RECONSTRUCTION AND/OR REPLACEMENT WORK REQUIRED OR PERMITTED TO BE PERFORMED BY A PARTY UNDER REA AMENDMENT, SUBJECT TO TERMS AND CONDITIONS AS SET FORTH IN SECTION 9(B)1 OF THE REA AMENDMENT.

TOGETHER WITH AN EASEMENT AS GRANTED IN SECTION 9B(2) OF THE REA AMENDMENT TO ATTACH THE ENCLOSED MALL BUILDING TO THE STORES AND TO MAINTAIN SUCH ATTACHMENT UNTIL SUCH EASEMENT IS TERMINATED AS PROVIDED IN THE REA AMENDMENT.

TOGETHER WITH A NON-EXCLUSIVE EASEMENT AS GRANTED IN SECTION 15G OF THE REA AMENDMENT OVER AND UNDER ANY AND ALL PARTS OF THE PARKING AREA AND THE OTHER COMMON AREA FOR ALL PURPOSES REASONABLY NECESSARY TO THE EXERCISE OF RIGHTS UNDER SECTION 15 OF THE REA AMENDMENT, SUBJECT TO THE TERMS OF SECTION 15 OF THE REA AMENDMENT.

TOGETHER WITH AN EASEMENT GRANTED IN SECTION 4(A) OF THAT CERTAIN DEED OF EASEMENTS, COVENANT AND AGREEMENT RECORDED IN DEED BOOK 1250, PAGE 245 (HEREINAFTER REFERRED TO AS THE "DECA") FOR THE CONSTRUCTION, OPERATION, MAINTENANCE, RENOVATION, REPAIR, RECONSTRUCTION AND REMOVAL OF THE MALL OFFICE IN, TO, OVER AND ACROSS THE PORTION OF THE MAY TRACT (AS DESCRIBED IN EXHIBIT B-1 HEREOF) DESIGNATED AS THE "MALL OFFICE EASEMENT AREA" ON THE SITE PLAN IN THE REA AMENDMENT (AND ATTACHED THERETO AS REVISED EXHIBIT B), SUBJECT TO THE RESERVATIONS SET FORTH IN SECTION 4(A) OF THE DECA AND SUBJECT TO OTHER TERMS AND CONDITIONS OF SUCH EASEMENT INCLUDING, BUT WITHOUT LIMITATION, THE PAYMENT OF ALL REAL ESTATE TAXES, ASSESSMENTS AND LEVIES, WATER AND SEWER RENTS AND CHARGES AS SET FORTH IN SECTION 4(C), AND WHICH EASEMENT SHALL TERMINATE AS PROVIDED IN SECTION 4(A) OF THE DECA.

NOTE: ALL TERMS CONTAINED IN THE ABOVE DESCRIBED EASEMENTS AND INTERESTS SHALL HAVE THE SAME MEANING AS DEFINED IN THAT CERTAIN REA AMENDMENT DATED AUGUST 12, 1988 AND RECORDED IN DEED BOOK 1250, PAGE 17, WHICH WAS ASSIGNED TO U.S. PRIME PROPERTY, INC., IN DEED BOOK 1304, PAGE 601, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA, AND

FURTHER DEFINED IN THAT CERTAIN DEED OF EASEMENTS, COVENANT AND AGREEMENT DATED AUGUST 12, 1988, RECORDED IN DEED BOOK 1250, PAGE 245, AMONG THE AFORESAID LAND RECORDS.

EXHIBIT B-1

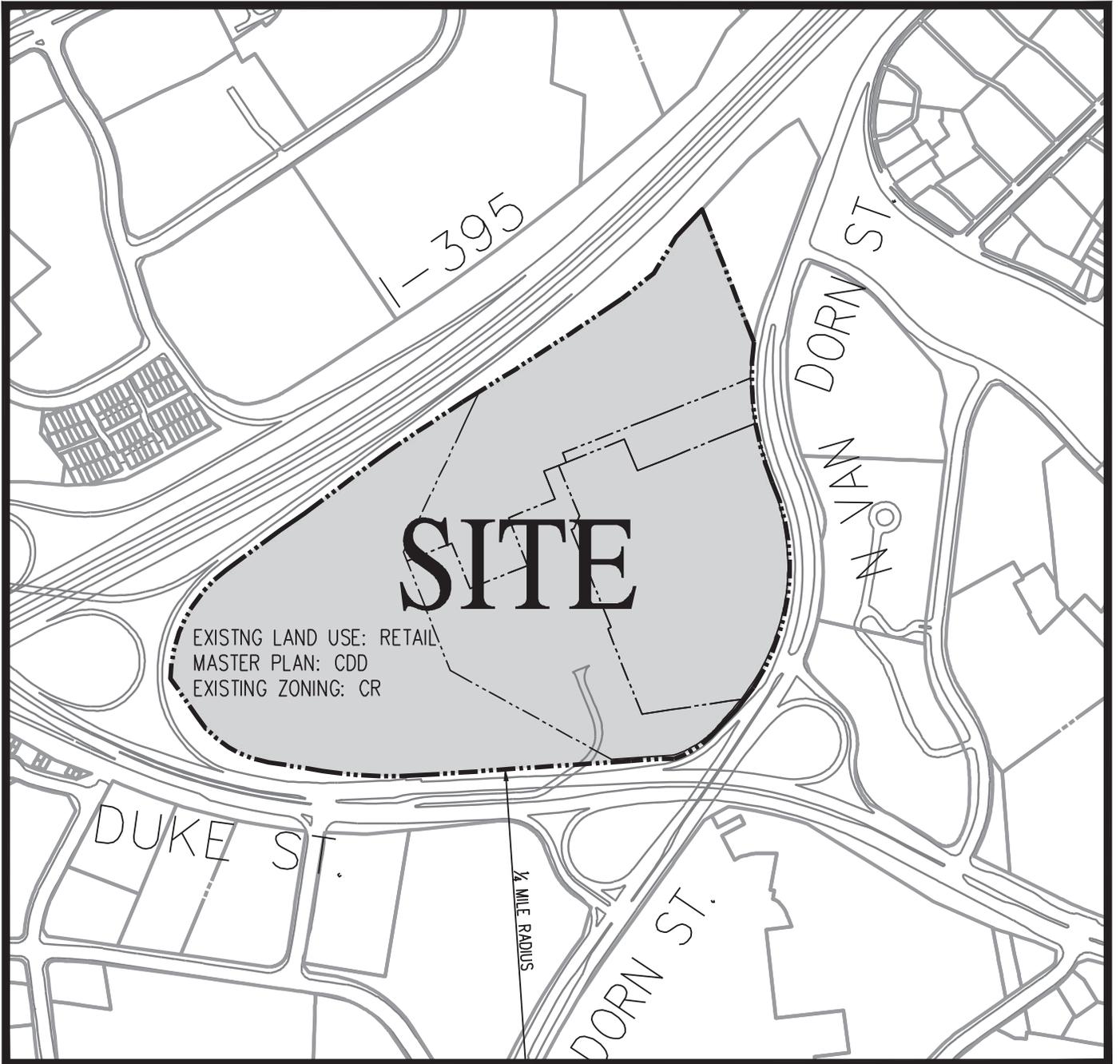
DESCRIPTION OF MAY TRACT:

LOT 501, AS THE SAME IS SHOWN ON A SUBDIVISION PLAT OF LANDS OF THE INTERNATIONAL INCOME PROPERTY, INC. AND THE MAY DEPARTMENT STORES COMPANY RECORDED IN DEED BOOK 1249, PAGE 1973, RE-RECORDED IN DEED BOOK 1255, PAGE 449, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.

DESCRIPTION OF SEARS, ROEBUCK & CO., TAX MAP PARCEL 47.00-03-01 - LANDMARK SHOPPING CENTER, ALEXANDRIA, VIRGINIA.

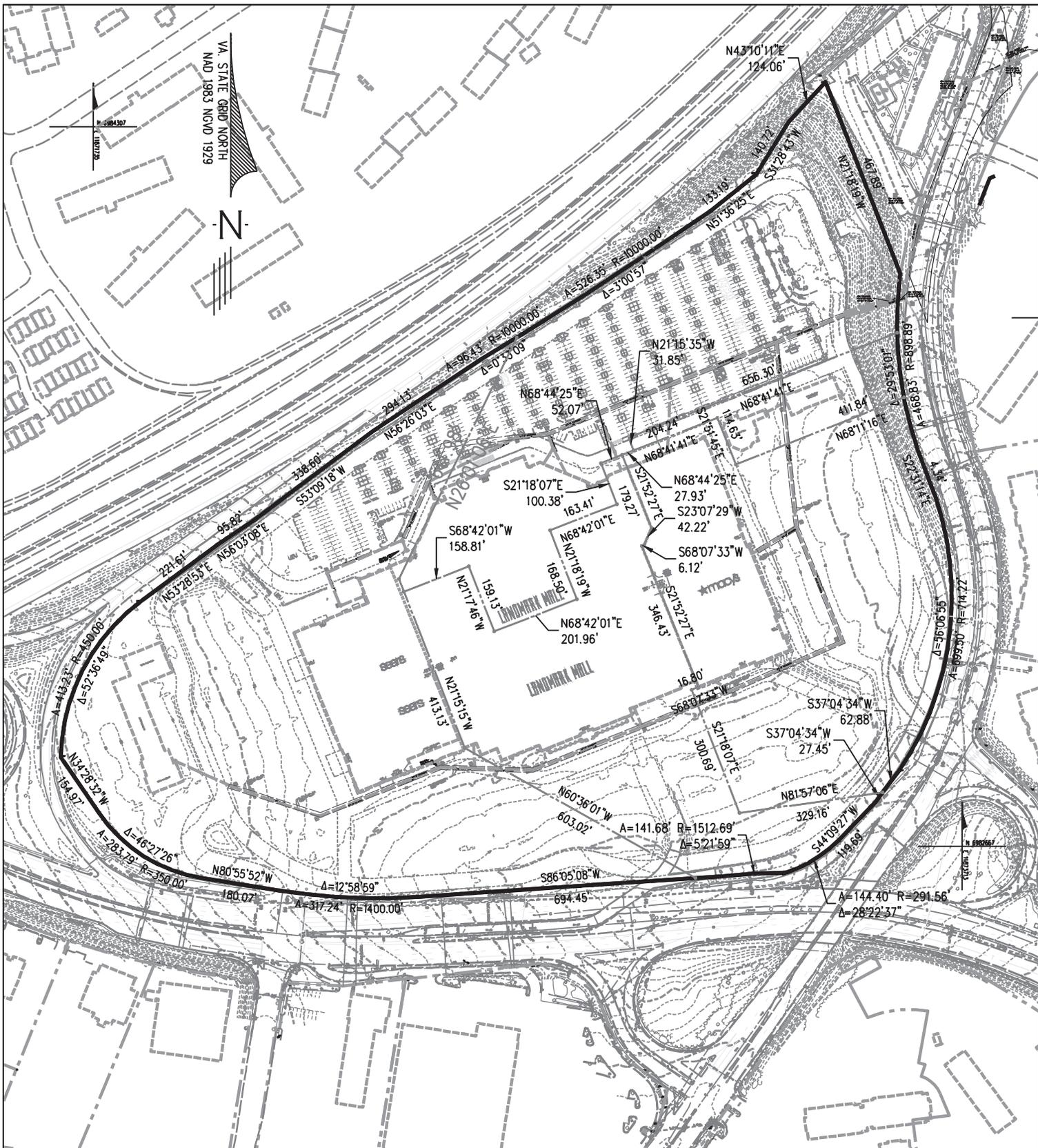
BEGINNING AT A POINT LYING IN THE NORTHERLY RIGHT OF WAY LINE OF DUKE STREET (VARIABLE WIDTH), SAID POINT MARKING THE SOUTHWESTERLY CORNER OF THE LAND OF N/F INTERNATIONAL INCOME PROPERTY, INC. (TAX MAP PARCEL 47.00-03-03); THENCE RUNNING WITH THE AFOREMENTIONED LINE OF DUKE STREET, SOUTH 86° 24' 32" WEST 631.05 FEET TO A POINT OF CURVATURE, WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 1400.00 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 87° 05' 58" WEST, 316.56 FEET RESPECTIVELY FOR AN ARC DISTANCE OF 317.24 FEET TO A POINT OF TANGENCY, AND NORTH 80° 36' 28" WEST, 180.07 FEET TO A POINT OF CURVATURE FOR THE ACCESS RAMP TO ROUTE #395, SHIRLEY MEMORIAL HIGHWAY (VARIABLE WIDTH); THENCE DEPARTING FROM DUKE STREET AND RUNNING WITH THE EASTERLY LINE OF SAID ACCESS RAMP TO ROUTE #395 THE FOLLOWING COURSES AND DISTANCES:

WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 350.00 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 57° 22' 51" WEST, 276.08 FEET RESPECTIVELY FOR AN ARC DISTANCE OF 283.79 FEET TO A POINT. NORTH 34° 09' 08" WEST, 154.97 FEET TO A POINT OF CURVATURE AND WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 450.00 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 27° 29' 52" EAST, 398.86 FEET RESPECTIVELY FOR AN ARC DISTANCE OF 413.23 FEET TO A POINT LYING IN THE SOUTHERLY LINE OF ROUTE #395, SHIRLEY MEMORIAL HIGHWAY; THENCE WITH SAID LINE OF ROUTE #395 THE FOLLOWING COURSES AND DISTANCES: NORTH 53° 48' 17" EAST, 221.61 FEET TO A POINT. NORTH 56° 22' 32" EAST, 95.82 FEET TO A POINT. NORTH 53° 28' 42" EAST, 338.60 FEET TO A POINT. NORTH 56° 45' 27" EAST, 294.13 FEET TO A POINT OF CURVATURE AND WITH THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 10,000.00 FEET AND WHOSE CHORD BEARING AND CHORD ARE NORTH 58° 51' 52" EAST, 96.43 FEET TO AN ARC DISTANCE OF 96.43 FEET TO A POINT MARKING THE NORTHWEST CORNER OF THE LANDS OF WOODWARD & LOTHROP, INC.; THENCE WITH THE WESTERLY LINES OF SAID LAND. SOUTH 26° 20' 30" WEST, 611.98 FEET TO A POINT AND SOUTH 20° 55' 51" EAST 413.13 FEET TO A POINT MARKING A WESTERLY CORNER OF THE LAND OF N/F INTERNATIONAL INCOME PROPERTY, INC. HAVING PASSED THROUGH THE SOUTHWEST CORNER OF N/F WOODWARD & LOTHROP, INC. AT 30.99 FEET; THENCE WITH THE SOUTHERLY LINE OF N/F INTERNATIONAL INCOME PROPERTY, INC., SOUTH 60° 16' 37" EAST, 603.02 FEET TO THE POINT OF BEGINNING.



## **VICINITY MAP**

SCALE: 1"=500'



DATE: **April 8, 2021**      SCALE: **1"=300'**      SHEET TITLE: **METES AND BOUNDS MAP**

LANDMARK MALL REDEVELOPMENT  
CDD #2020-0007



**PROJECT TEAM**

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GOROVE SLADE  
225 REINERS LANE  
SUITE 750  
ALEXANDRIA, VA 22314  
TEL: 202-540-1926  
CONTACT: ROBERT SCHIESEL, P.E.

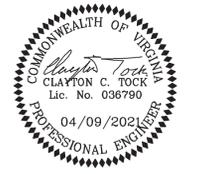
**LANDSCAPE ARCHITECT**  
OCULUS  
1611 CONNECTICUT AVE, NW  
3RD FLOOR  
WASHINGTON, DC 20009  
TEL: 202-688-5454  
CONTACT: DON HOOVER

**APPLICANTS**

FOULGER-PRATT DEVELOPMENT, LLC  
12435 PARK POTOMAC AVE  
SUITE 200  
POTOMAC, MD 20854  
TEL: 240-499-9600

KEY MAP

SEAL



PROJECT

# LANDMARK MALL REDEVELOPMENT

LANDMARK MALL, LLC  
CITY OF ALEXANDRIA, VIRGINIA  
LANDMARK - VAN DORN

RZ-1877

## REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
1	-	04-08-2021
2	-	-
3	-	-
4	-	-
5	-	-
6	-	-
7	-	-
8	-	-
9	-	-
10	-	-

DESIGNED BY: URBAN  
DRAWN BY: URBAN  
CHECKED BY:

SCALE: 1"=100' NORTH

VERT: AS NOTED  
HORZ: AS NOTED

SHEET TITLE

## BUILDING INFORMATION MAP

SHEET NUMBER

