

Attachment 3

Vision and Justification for Kings Crossing and Penn Daw CBC

The Route 1 Corridor requires a mixed-use “Town Center” show place to serve as the focal point for other Route 1 development. The center should consist of residential, retail, purveyors of food, offices and a transit transfer station. This center should be located in close proximity to major transportation routes and metro as well as within easy commute to DC, Fort Belvoir and Maryland.

The Kings Crossing area and Penn Daw CBC and surrounds provides the most suitable available property that can be developed as a large mixed use development of residences, retail, table service restaurants and office space and urban open spaces.

There are stable communities on the east and west of Route 1 that surround this CBC. The attainment of the goals and vision noted below will provide these existing stable communities with upgraded amenities, businesses and recreation to ensure that they retain an environment of quality around them.

Circumstances have changed since the last Comprehensive Plan was put in place and it is necessary for the Mount Vernon District to work within that framework and take the bold steps to encourage urban development in close proximity to mass transit along the Route 1 corridor.

Vision: The consolidation of all parcels located within land units E-1, E-2, E-3 and Land Unit G would be appropriate to form the Kings Crossing Town Center. This town center would encompass:

An increase in FAR with a base case of up to 1.5 for Kings Crossing consisting of land units E-1, E-2, E-3 parcel 23A on the east side of Route 1 and south of Quander and north of Shields Ave.

Consolidation of the land unit G into the whole of Kings Crossing will offer an opportunity for an increase in FAR up to 2.0 with conditions.

Kings Crossing on the east side of Route 1 should incorporate corporate office space, as well as community serving offices space.

These offices should be located on the property closest to Route and clustered around pedestrian friendly walking streets near structured parking and the retail areas.

Ground level retail space occupied by national chains and local specialty shops;

Ground level food purveyors providing sit down restaurants/cafes and specialty shops such as ice cream and/or a pub/microbrewery.

Residences that offer mid-rise condos, rental units, town homes and a few court yard/zero-lot line cottages. These properties will range in prices and size to accommodate work force housing as well as market driven rates. These residential properties will be clustered on the property furthest from Route 1 thereby buffered from Route 1 traffic by the higher rise buildings. Residences should be primarily owner-occupied rather than rental. A number of these units should be universal design as well as 55 and over. The lower profile units should be located to the rear of the property and on Quander Rd.

Internal vehicular, pedestrian and bike traffic circulation is essential, with the vehicular traffic being routed to strategically located structured parking areas and the walking and biking pathways to be predominant features.

Restaurants and smaller retail shops should be clustered around walking pathways.

Internal treed and gardened open spaces and urban plazas of varied shapes and sizes should be dispersed throughout the complex. Lighted paths should lead to and through the county owned Quander Brook Park and stream area, offering a focal point to provide visitors an educational opportunity to learn about county flora and fauna.

Quander Brook Park should be upgraded and maintained to provide a buffer for the Spring Bank community and serve as a natural complement the urban nature of the Kings Crossing Town Center.

A transit transfer station should be incorporated into the Town Center to provide transit to the Huntington Metro along North Kings Highway, buses serving Route 1, South Kings Highway and Tyson's Corner. A consideration should be given by the Council of Governments to arrange for commuter transit from this town center to such places as Andrews Air Force Base and National Harbor.

Rapid bus service should be provided during rush hours. Ample structured parking for commuters should be provided along with structured and/or personal unit parking for visitors to and residents of the Town Center.

The land within land units E and G may be too small to accommodate the offices, residences and retail so it is likely that the transit station will have to be located on another parcel in close proximity to the Town Center. Possible site could be the existing Oursman car dealership location on Richmond Highway and Quander Rd or the F-2 land unit at the intersections of North Kings Highway, South Kings Highway and Richmond Highway.

If the site of the Oursman Auto Dealership is selected then this space should be considered for additional residential units based on allowable square footage.

Lighted sidewalks and bike paths should be installed along Quander Road from Beacon Hill Road to Route 1 allowing for easy and safe access to the Town Center from the neighborhoods in that area.

LEED silver or above construction and development practices should be followed for this development.

A consideration should also be given as to how to integrate the design of all the properties within the South Kings Highway/North Kings Highway and Route 1 at their juncture point so that this area of the Penn Daw CBC can obtain a high quality visual impact and smooth flow of traffic in this area. This being said an increase in FAR for the Penn Daw Shopping up to a 1.5 would be appropriate.

Transportation level of service D or better should be attained. To include reduction of curb cuts along this stretch of Richmond Highway.

Transportation Demand Systems Programs such as shuttle buses, metro rail subsidies, secured bike storage/parking (bus station, residences and metro) and carpool matching services are to be provided.

Innovative storm water management and mitigation systems are to be used in the entire area of Kings Crossing and Penn Daw CBC. Low Impact Development is essential.

Furthermore, VDOT is to be encouraged to become more familiar with and use innovative SWM practices.