

Kings Crossing / Penn DA  
Land Unit F

APR# 09-IV-23MV



2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

#25

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

PART 1. NOMINATOR/AGENT INFORMATION

Name: Pat Rea Daytime Phone: 703-358-3322

Address: P O Box 203  
Mount Vernon, Va 22121

Nominator E-mail Address: Prea1@cox.net

Signature of Nominator (NOTE: There can be only one nominator per nomination):  
*Pat Rea*

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>9/15/09</u>
Date Accepted:	<u>10-9-09 cal</u>
Planning District:	<u>MV</u>
Special Area:	_____

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter.) \_\_\_\_\_

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.  
\_\_\_\_\_

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s):  Braddock  Lee  Mason  Mount Vernon  Springfield

Total number of parcels nominated: 2

Total aggregate size of all nominated parcels (in acres and square feet): 1.9 acres 84,609 square feet

Is the nomination a Neighborhood Consolidation Proposal?  Yes  No

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.)  Yes  No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web ([www.fairfaxcounty.gov/dpz/](http://www.fairfaxcounty.gov/dpz/)) for your citation. It is the most current version: attachment 1 (Kings Crossing/Pen Daw) land units F-2

b. CURRENT PLAN MAP RECOMMENDATION: retail

c. CURRENT ZONING DESIGNATION: C-8

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Kings Crossing/Pen Daw Attachment 2

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Rapid Transit Bus Terminal. Public Use. Modern Design single story building. Bus turn around lanes. covered and secured bicycle parking. (Similar structure to the Shirlington Terminal in Arlington).

f. NON-RESIDENTIAL: Check the appropriate use  Office  Retail  Government/Institutional  
 Industrial  Open Space  
 Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: \_\_\_\_\_ TOTAL Gross Square Feet: \_\_\_\_\_

Categories	Percent of Total FAR	Square feet
Office		
Retail		
Public Facility, Govt & Institutional	100%	
Private Recreation/Open Space		
Industrial		
Residential*		
<b>TOTAL</b>	<b>100%</b>	

\*If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

- |                                |                                     |
|--------------------------------|-------------------------------------|
| .1 - .2 du/ac (5-10 acre lots) | 5 - 8 du/ac                         |
| .2 - .5 du/ac (2-5 acre lots)  | 8 - 12 du/ac                        |
| .5 - 1 du/ac (1 - 2 acre lots) | 12 - 16 du/ac                       |
| 1 - 2 du/ac                    | 16 - 20 du/ac                       |
| 2 - 3 du/ac                    | 20+ (specify 10 unit density range) |
| 3 - 4 du/ac                    | _____                               |
| 4 - 5 du/ac                    |                                     |

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
<b>TOTAL</b>			

**PART 5: MAP OF SUBJECT PROPERTY**

Attach a map clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8½ x 11 inches and clearly legible. Maps in color will not be accepted.

**PART 6: JUSTIFICATION**

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.
- There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

***All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:***



Fairfax County Planning Commission Office  
Government Center Building  
12000 Government Center Parkway, Suite 330  
Fairfax, Virginia 22035-5505

**PROPERTY INFORMATION TABLE**

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

*IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
0833 01 0022A	6207 North Kings Hwy	David L Hunter	30 Hunter La Camp Hill PA 17011	1.7 7008	1300 0000 5167 6884
0833 01 0022B1		David L Hunter	30 Hunter La Camp Hill PA 17011	.21	'' '' '' '' ''

\* PO Box 3165  
 Harrisburg, PA 17105  
 - corrected via notification 10/9

**Attachment 1**  
**F-2 2007 Edition Comp Plan Language**

**Sub-unit F-2**

Parcels within this sub-unit include 83-3((1))22A and a portion of Parcel 22B and are planned for retail use up to .35 FAR. If substantial land is required for interchange improvements, the remaining property should also be acquired for use as a gateway park to provide a focal point for the Penn Daw Community Business Center.

**Attachment # 2**

**Recommended Changes in Comprehensive Plan Language**

**Land Unit F-2**

**Penn Daw/Kings Crossing CBC**

**Sub-unit F-2**

Interim land uses for the land units located at Kings Crossing and Penn Daw CBC are not appropriate because they may delay achievement of the overall desired redevelopment goals.

Penn Daw CBC and Kings Crossing require a centrally located rapid transit bus station. This station will provide a commuter transit terminal for movement along Richmond Highway, South Kings Highway and North Kings Highway for the purpose of further reducing the congestion on this major corridor.

~~Parcels within this sub-unit include 83-3((1))22A and a portion of Parcel 22B and are planned for retail use up to .35 FAR. If substantial land is required for interchange improvements, the remaining property should also be acquired for use as a gateway park to provide a focal point for the Penn Daw Community Business Center.~~

Parcels 83-3 ((1)) 22A and 22B in land unit F-2 should be purchased by the county and transformed into a centralized Rapid Transit Bus Station (similar in nature and design to that which is located in the Shirlington Bus Station). This terminal will offer commuters, visitors and neighborhood citizens with a convenient means to travel Richmond Highway, South Kings Highway and North Kings Highway and connect to the Huntington Metros upper platform. A small amount of surface parking should be provided. Pedestrian cross walks should be clearly identified and perhaps marked by brick or stamped pavement. Secure bicycle storage should also be provided.

This stations inclusion in the Penn Daw CBC and residential area of Mount Vernon and Lees Districts will transform this area into a Transportation Oriented Community therefore supporting the increase in FAR.

## 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 with in 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.

# Kings Crossing/Penn Daw Community Business Center



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0 385 770 1,540 Feet

