

REVISED VIA 10/23/09
EMAIL

NOMINATION FORM

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: Patrick 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):

THIS BOX FOR STAFF USE ONLY
Date Received: _____
Date Accepted: _____
Planning District: _____
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): 10.78 acres 469,578 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/) for your citation. It is the most current version: Penn Daw page 37 Area IV Comprehensive Plan 2007 Edition (see attachment 1)

b. CURRENT PLAN MAP RECOMMENDATION: retail, residential, alternative uses and other

c. CURRENT ZONING DESIGNATION: C-8, R-4

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?) attachment 3 vision and justification

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: 1.5 TOTAL Gross Square Feet: 704,365

Categories	Percent of Total FAR	Square feet
Office	10%	70,360
Retail	25%	176,091
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	65%	457,837
TOTAL	100%	

*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	50	1800	90,000
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)	334	1,100	367,400
High-Rise Multifamily (9 + stories)			
TOTAL:	384		

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

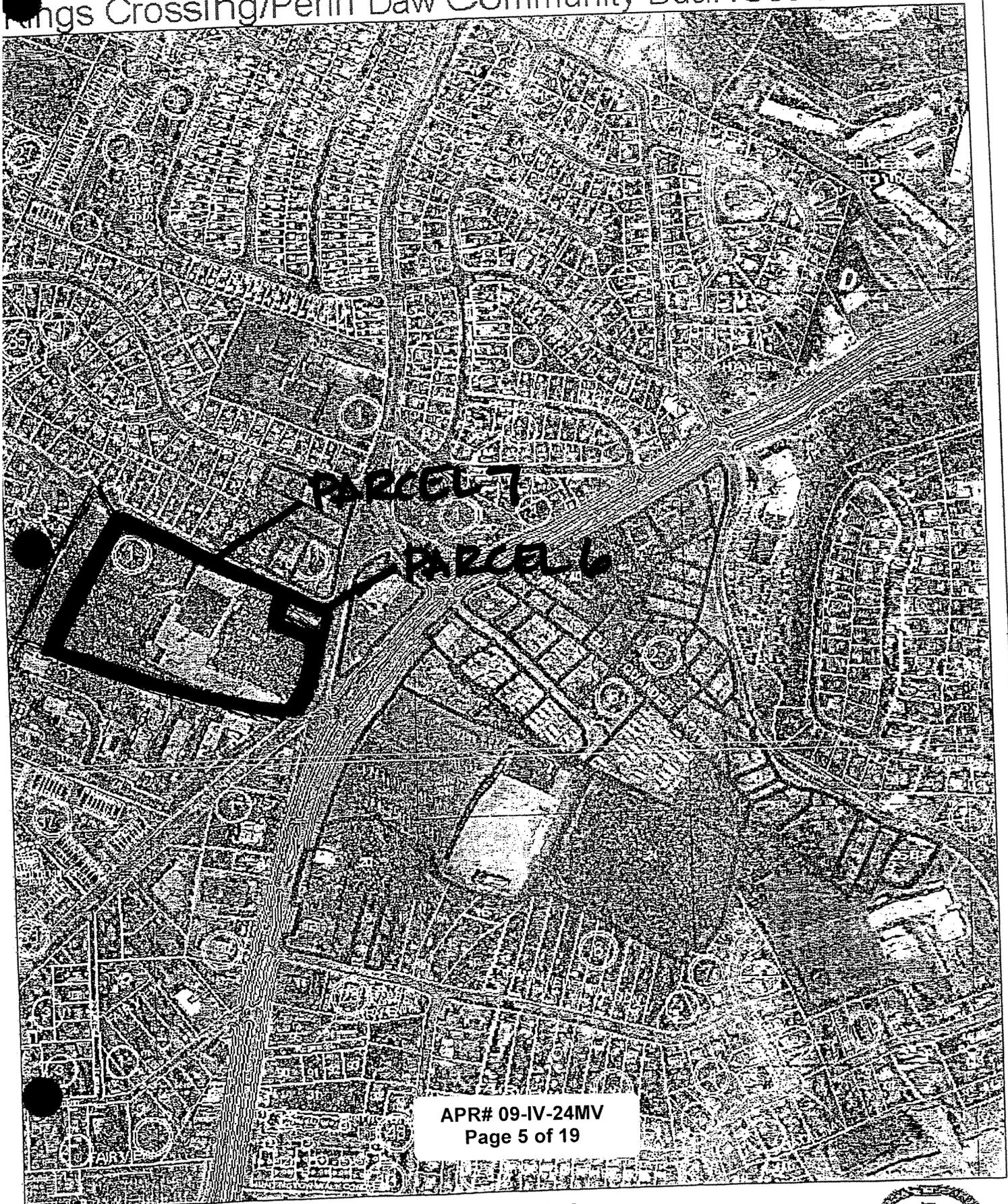
All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

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 0007	6226 Norths Kings Hwy	Penn Daw Assoc. Limited Partners	1255 22nd St NW Suite 600 Wash DC	10.4	
0833 01 0006	6216 North Kings Hwy	Trend Investment Gp.	14204 White Water Wy, Gaithersburg MD	.32	

NOMINATED AREA

Kings Crossing/Penn Daw Community Business Center



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Attachment 1 Current Comp Plan Edition 2007

Land Unit H

Land Unit H contains the Penn Daw Shopping Center and adjacent commercial uses between School and Poag Streets along North Kings Highway. The Penn Daw Shopping Center site is planned for retail use up to .35 FAR. Free-standing uses should be discouraged to preserve an opportunity for connections to the proposed "gateway park". Additional parking lot landscaping and the introduction of a landscaped berm between the front parking lot and North Kings Highway is encouraged.

The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for low-rise office or compatible institutional uses up to .25 FAR to serve as a transition between the residential and commercial areas located north and south of the subject property, respectively. As an option, if parcels are completely consolidated and an integrated, well-designed development is proposed, an FAR up to .35 may be appropriate.

ATTACHMENT 2

*See changes under Land Unit H section below

RECOMMENDED COMPREHENSIVE PLAN LANGUAGES CHANGES

APR 2009-2010

SUBURBAN NEIGHBORHOOD AREA LOCATED ON THE EAST AND WEST SIDES OF SIDE OF RICHMOND HIGHWAY BETWEEN NORTH GATEWAY AND PENN DAW COMMUNITY BUSINESS CENTERS

Penn Daw Community Business Center

Figure 8 indicates the geographic location of land use recommendations for this Community Business Center.

Major existing uses in the Penn Daw Community Business Center include the Penn Daw Shopping Center, and neighborhood and community-serving retail establishments. Stable residential neighborhoods abut the Community Business Center on the east and northwest. A small office building at Franklin Street and Richmond Highway is representative of the small percentage of office use in this area. While there are multiple uses in this area located near the Huntington Transit Station, the uses are not well coordinated and do not encourage pedestrian or transit access. However, the location at the intersection of Richmond Highway and Kings Highway provides good auto accessibility and visibility. It should however, be transformed to encourage safe pedestrian and bicycle movement as well.

Planned highway improvements will impact some uses at the intersection of Richmond Highway and Kings Highway creating an opportunity for a special landscaped area or other identifying landmark at this intersection. The Penn Daw Shopping Center is planned to remain as a community-serving retail and table service restaurant center while the east side of Richmond Highway is planned to be redeveloped into a larger single use or as a mixed-use project comprised of residential, retail and office uses. Additional office uses are planned for the western side of Richmond Highway adjacent to the Fairhaven community.

The opportunity exists on the east side of Richmond Highway to create a large scale well designed mixed-use development as a focal point and core area of the Community Business Center. This area is envisioned as an integrated residential and commercial center which functions well within the context of adjacent existing or planned uses and incorporates high quality urban design elements to create a sense of identity.

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.

Much of the area located to the east side of Richmond Highway contains steep slopes, a stream valley and other environmentally sensitive features which should be protected and any degraded natural conditions and functions restored.

Sub-unit E-1

~~Lots fronting on the east side of Richmond Highway between Quander Road and Shields Avenue are planned for neighborhood serving office and/or retail uses up to .50 FAR with a maximum height of 50 feet. See Land Unit G for an additional land use option. See new language below~~

Sub-unit E-2

~~Properties located along the south side of Quander Road between Richmond Highway and Quander Road Center are planned for residential use at 3-4 dwelling units per acre. As an option, with complete parcel consolidation in this sub-unit, a density of 5-8 dwelling units per acre may be appropriate. Structures should be clustered to minimize impacts on steep slopes in the area. No more than one entrance point onto Richmond Highway that is no closer than 200 feet from Quander Road, and no more than two entrance points on Quander Road, that are no closer than 200 feet from Richmond Highway should be provided. These latter provisions are intended to preclude congestion near the Richmond Highway/Quander Road intersection because of the importance of that road for carrying school traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites. See Land Unit G for an additional land use option. See new language below~~

Sub-unit E-3

~~The Penn Daw Trailer Park is planned and currently developed as a mobile home park at a density of 5-8 dwelling units per acre. Any redevelopment of this sub-unit is encouraged to comply with the County's voluntary relocation guidelines. See Land Unit G for an additional land use option. See new language below~~

Except where specifically excluded for Kings Crossing and Penn Daw CBC, in cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access, parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.

Sub units E-1, E-2 and E-3 and parcel 23A of land Unit G

Sub units E-1, E-2 and E-3 plus parcel 23A of land unit G should be substantially consolidated to form multi-use residential, table service restaurants, office and retail large scale well designed development as a focal point and core area of this Community Business Center. The FAR on these locations should be increased to a 1.5 if the following conditions are met:

- A mix of uses, that include office, retail, table service restaurants and residential, are provided;
- Substantial and logical parcel consolidation is achieved;
- Parcel 83-3 ((1)) 24 of land unit G is to be retained as open space and incorporated into those parcels that make up land unit E. This acreage is to help with the provision of, but not deter implementation of additional open spaces through out the development.
- Project design and layout provide a high quality urban development;
- No less than one third of this property to be residential
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Richmond Highway, South Kings Highway and North Kings Highway adjacent to the site will operate at levels of service no less than Level of Service D.
- A rapid transit bus station is provided by the county
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian and bike circulation system to encourage pedestrian and bicycle traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;

• Care should be taken to reduce the cut through traffic from Quander Rd through the complex to and from Richmond Highway.

• Adequate measures to mitigate against environmental impact should be provided. Environmentally sensitive areas the Quander Brook area should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations.

• Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide; and

• Innovative storm water management systems are put into place for the entirety of the site to include LID.

An option for increased density up to a 2.0 FAR on Land Unit G is acceptable if substantial consolidate and interparcel connectivity of land units E-1, E-2, and E-3 and land unit G is achieved with the following conditions met:

• ~~Consolidation of Parcels 83-3((1)) 20, 23A, 24, 24A and 24B together with consolidation of additional lots in adjacent Sub units E-1, E-2 and E-3 is encouraged.~~

• ~~If substantial consolidation is not achieved amongst land units E-1, E-2, E-3, and land unit G interparcel access to adjacent uses should be provided;~~

• The level of non-residential development should not exceed two-thirds of the total gross floor area for the entire mixed-use development.

• Appropriate first floor support retail and service uses designed to serve the development in this land unit should be encouraged;

• Walking and biking paths are to be provided through out the site with connectivity to land units E-1, E-2, E-3, to other areas along this Penn Daw CBC, to the Huntington Metro and along Quander Rd.

• Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear of parcels ~~24A and 24B~~ in order to take advantage of the visual and passive open space/recreational amenity provided by the adjacent stream valley area parcel 24.

- ~~Residential density and building heights should be tapered from mid-rise or garden style apartments to townhouses towards the and located nearest to the existing adjacent single family neighborhoods;~~
- Adequate measures to mitigate against undue environmental impact are provided. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions;
- Innovative storm water management systems are put into place for the entirety of the site.
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Richmond Highway, South Kings Highway and North Kings Highway adjacent to the site will operate at levels of service no less than Level of Service D.
- A Transportation Demand Management (TDM) should be used to include but not be limited to shuttle bus service, vanpools, metro rail subsidies, secured bicycle parking and/or carpool matching services.
- Structured parking is highly encouraged;
- Sufficient buffering and screening with native plantings provided to mitigate adverse impacts on adjacent residential areas;
- Adequate right-of-way is provided for road improvements;
- Pedestrian and bicycle circulation in a safe, functional and attractive design and the use of mass transit are encouraged throughout the site design, with connection to the parcels in other land units as well as to the west side of Richmond Highway and Quander Road. with proposed and existing pedestrian circulation systems in the area and other methods;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide.
- ~~Incorporation of residential use in office, site down dining or retail buildings in an “above the shop” arrangement is encouraged.~~

Land Unit G

Land unit G should be substantially consolidated with land units E-1, E-2, E-3 to form the well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw/Kings Crossing Center. This consolidation will provide for increased FAR accordingly. See sub-units E-1, E-2 and E-3 above for options.

~~The area along the east side of Richmond Highway south of Shields Avenue to Fairview Drive is planned for community serving retail use up to .50 FAR.~~

~~Existing conditions present an opportunity for a well designed, mixed use project that will serve as the focal point and core area for the Penn Daw Community Business Center. As an option, Land Unit G is planned for a well integrated mix of retail, office, hotel and residential uses with an overall intensity of up to 1.0 FAR. Development proposals for a single integrated project or a project that allows for future coordination with other projects should meet the following conditions:~~

- ~~• Consolidation of Parcels 83 3((1))20, 23A, 24, 24A and 24B together with consolidation of additional lots in adjacent Sub units E 1, E 2 and E 3 is encouraged. If full consolidation is not achieved, interparcel access to adjacent uses should be provided;~~
- ~~• The level of non-residential development should not exceed two thirds of the total gross floor area for the entire mixed use development. Appropriate first floor support retail and service uses designed to serve the development in this land unit should be encouraged;~~
- ~~• Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear of parcels 24A and 24B in order to take advantage of the visual and passive recreational amenity provided by the adjacent stream valley area. Residential density and building heights should be tapered from mid-rise or garden style apartments to townhouses located nearest to the existing adjacent neighborhood;~~
- ~~• Building heights are tapered down toward the existing single family area;~~
- ~~• Adequate measures to mitigate against undue environmental impact are provided. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions;~~
- ~~• Sufficient buffering and screening are provided to mitigate adverse impacts on adjacent residential areas;~~
- ~~• Adequate right of way is provided for road improvements;~~
- ~~• Pedestrian circulation and the use of mass transit is encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods;~~
- ~~• Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide; and~~

~~Incorporation of residential use in office or retail buildings in an "above the shop" arrangement is encouraged.~~

As an option, if Sub units E 1, E 2 and E 3 are substantially and logically consolidated with Land Unit G, a well integrated mix of uses with an overall intensity at up to 1.0 FAR that includes at least two of the following uses: retail, office, hotel and residential. The conditions listed above should be fulfilled for the entire assemblage.

Land Unit H

Except where specifically excluded for Kings Crossing and Penn Daw CBC, in cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access, parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.

Land Unit H contains the Penn Daw Shopping Center and adjacent commercial uses between School and Poag Streets along North Kings Highway. The Penn Daw Shopping Center site is planned for retail, residential, office and restaurant use up to ~~.35~~ 1.5 FAR providing the following conditions are met:

- A mix of uses, that includes office, retail, table service restaurants and residential, properties are provided;
- Substantial and logical parcel consolidation is achieved;
- Project design and layout provide a high quality urban development;
- no less than one third is to be residential

- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Richmond Highway, South Kings Highway and North Kings Highway adjacent to the site will operate at levels of service no less than Level of Service D.
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian circulation system which encourages pedestrian and bicycle traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;
- Care should be taken to reduce the cut through traffic

- Urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, streetscaping, landmarks or building designs which will denote this area as a focal point of the Penn Daw/Kings Crossing ~~Community Business Center~~ are included. The urban design recommendations found at the end of this Plan should be used as a guide.

Free-standing uses and drive up/through facilities should be discouraged to preserve an opportunity for connections to the proposed "gateway park". Additional parking lot landscaping and the introduction of a landscaped berm between the front parking lot and North Kings Highway is encouraged.

The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for low-rise office or compatible institutional uses up to .25 FAR to serve as a transition between the residential and commercial areas located north and south of the subject property, respectively. As an option, if parcels are completely consolidated and an integrated, well-designed development is proposed, an FAR up to .35 may be appropriate.

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.

Van Dam, Meghan

From: Katherine Ward [kjwmvcca@yahoo.com]
Sent: Friday, October 23, 2009 11:52 AM
To: Patrick Rea; Van Dam, Meghan
Subject: South County APR nomination PC 2009-012--corrections
Attachments: Final nomination form Penn Daw Land Unit H.pdf

Patrick and Megan,

I have left a message on Meghans phone to get some clarification of her question on the parcel numbers. However, other corrections are below.

Per Meghan's questions I have corrected and clarified the residential numbers. See attached corrected APR nomination form.

residential mid-rise units: 334 =367,400 sq ft
total residential: 384 units

Regarding the map : I went to the county website again and pulled up the map numbers for this land unit and the county map. The properties we circled on our submission, from the best I can tell, from the county site are in fact for parcels:
0833-01-0006 and 0007

I do not find a 0005 parcel when I search.

It is our understanding that the properties making up Penn Daw Shopping Center owned by Trend Investment and Penn Daw Assoc.Limited Partners. Which in fact is The California company known as Combined Properties. Combined Properties has also made a nomination for this land.

Would like to hat with Megan so we can fix anything else we need to.

Katherine Ward
Co-Chair
MVCCA

--- On **Thu, 10/22/09**, Patrick Rea <rea@taylorrealaw.com> wrote:

From: Patrick Rea <rea@taylorrealaw.com>
Subject: Fw: South County APR nomination PC 2009-012
To: "Kahan Dhillion" <ksdjr@regentcompany.com>, "Katherine Ward" <kjwmvcca@yahoo.com>
Date: Thursday, October 22, 2009, 10:10 PM

----- Original Message -----

From: Van Dam, Meghan
To: Patrick Rea
Sent: Thursday, October 22, 2009 6:57 PM

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10/29/2009

Subject: South County APR nomination PC 2009-012

Patrick Rea
P.O. BOX 203
Mount Vernon, Va. 2212

October 22, 2009

RE: South County APR Nomination PC 2009-012

Dear Mr. Rea:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC-2009-012, has been received by the Department of Planning and Zoning. I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the submission requirements. I have reviewed the nomination, as set forth in the *Guide to the 2009 -2010 South County Area Plans Review* and have the following concerns:

In Part 3: Property Information, you have indicated that the nominated area includes Tax Map parcels 83-3 ((1)) 6 and 7. However, on your nominated property map, it appears that you have encircled Tax Map Parcel 83-3 ((1)) 5 and 7, and you have not encircled parcel 6.. Please clarify.

In Part 4g, the number of mid-rise residential units is stated as 334,000. Please clarify if this number is supposed to be 334,000 or 334. If so, the total number of units should read 384, rather than 334,050.

Please confirm the nominated area, residential unit count, and the Plan Map clarification by November 5, 2009. If Parcel 5 is included the nomination form will need to be updated and a notification will need to be sent to the property owner with a copy sent to the Planning Commission Office. Failure to do so may cause the nomination to be rejected.

Please address your response to me at meghan.vandam@fairfaxcounty.gov. You also may call with any questions, 703.324.1380.

Sincerely,

Meghan Van Dam

Meghan Van Dam
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035
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