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Department of Planning & Zoning**

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## STAFF REPORT

### 2008-2009 NORTH COUNTY AREA PLANS REVIEW

**SUPERVISOR DISTRICT(S):** SULLY

**APR ITEM:** 08-III-1DS

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**NOMINATOR(S):** Pohanka of Chantilly, Inc. (David S. Houston, Agent.  
Pillsbury-Winthrop-Shaw-Pittman, LLP)

**ACREAGE:** 9.86 Acres

**TAX MAP I.D. NUMBERS:** 34-3((1))1D

**GENERAL LOCATION:** At the northeast quadrant of Stonecroft Boulevard and  
Stonecroft Center Court

**PLANNING AREA(S):** Area III  
**District(s):** Bull Run  
**Sector:** Upper Cub Run (BR2)  
**Special Area(s):** Dulles Suburban Center – Land Unit H

**ADOPTED PLAN MAP:** Industrial

**ADOPTED PLAN TEXT:** Industrial, research and development, and industrial/flex uses  
up to .35 FAR.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf>

**PROPOSED PLAN AMENDMENT:** Allow expansion of the existing adjacent auto park as  
an optional use up to .35 FAR.

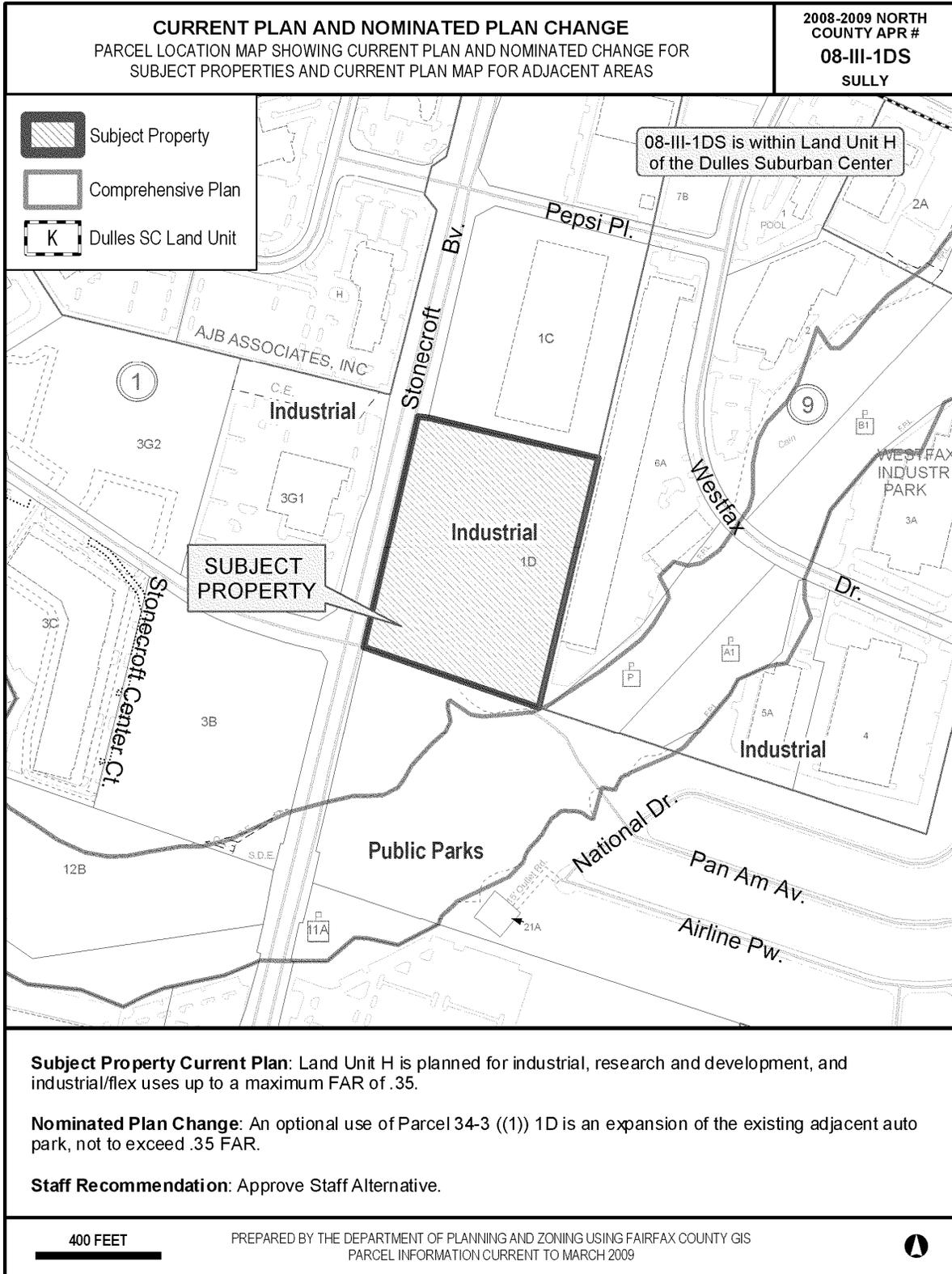
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**SUMMARY OF STAFF RECOMMENDATION:**

- Approve Nomination as Submitted  
 Approve Staff alternative  
 Retain Adopted Plan

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Staff recommends an alternative, which is supportive of the Task Force recommendation and the nomination in terms of land use, but not the proposed intensity of use. The alternative is to provide an option for auto sales and service use up to .20 FAR with conditions related to access, landscaping and site design.



## CONTEXT

### General Location:

The subject area is located east of Stonecroft Boulevard in the vicinity of Stonecroft Center Court.

### Existing and Planned Land Use and Zoning:

**Subject Area:** The subject area lies to the east of Stonecroft Boulevard (formerly Willard Road), and is used primarily for the storage of cars for auto dealerships in the area; the parcel also contains a stormwater management pond, which is located along the southern boundary that provides stormwater retention for surrounding properties. The parcel is planned for industrial, research and development, and industrial/flex uses up to .35 FAR, and is zoned I-5.

### Adjacent Area:

**North:** The area to the north is planned and developed with an industrial/flex use. This site is zoned I-5 and houses ancillary uses for the neighboring auto dealerships.

**East:** The area to the east is planned and developed with industrial/flex uses, and is zoned I-5.

**South:** The area to the south is vacant property that contains residual land from the Dulles Meadows Mobile Home Park that is located further east. This area also is mostly within a Resource Protection Area (RPA), part of the Cain Branch stream valley. It is planned industrial and public parks, and zoned I-3.

**West:** The area to the west, across from Stonecroft Boulevard, is planned for and developed with automobile sales and service uses, and is zoned C-8.

## PLANNING HISTORY

On March 8, 1993, the planning guidance for Land Unit H was established with the adoption of the Dulles Suburban Center Plan amendment (S92-CW-4CP). The amendment included Recommendation #2 that established an auto park (defined as two or more automobile sales and service dealerships) west of Stonecroft Boulevard and south of Route 50. Since 1993, the land use guidance for the subject area has not been amended.

## ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area III Volume, 2007 Edition, Bull Run Planning District, BR2-Upper Cub Run Community Planning Sector, Dulles Suburban Center Land Unit H, as amended through 01-26-2009, Land Use Recommendations, pages 114-116:

- “1. Land Unit H is planned for industrial, research and development, and industrial/flex uses up to a maximum FAR of .35.
2. An auto park may be appropriate as an optional use on Parcels 33-2((1))6 and 6A, if the conditions listed below are met. An auto park is defined as a large tract of land that accommodates two or more dealers engaged in automobile sales and services, as well as related ancillary services.

Conditions:

- The auto park is a minimum of 50 acres in size;
- A unified development plan is provided for the entire site, recognizing that development may be phased as dealerships are added to the park;
- The primary uses in the auto sales park are all related to vehicle sales and service. Ancillary uses to serve customers may also be considered;
- Substantial setbacks and a landscaped berm should be provided along Route 50 to screen view of the use from the road. A single freestanding sign to identify the auto park may be visible from Route 50; and
- Development should be oriented to Willard Road, preferably with building placement designed to screen outside display and storage facilities from Route 50. Substantial setbacks, screening and landscaping should be provided along Willard Road to establish a campus-style setting. Signage at the auto park entrance(s) may be appropriate.”

The Comprehensive Plan Map shows this area planned for industrial.

**NOMINATED PLAN AMENDMENT**

This nomination proposes to add a new recommendation for Land Unit H to allow vehicle sales, rental, and ancillary service on Parcel 34-3((1))1D up to .35 FAR, as an option to industrial use.

**ANALYSIS**

The subject parcel is located on the east side of Stonecroft Boulevard which is across from several auto dealerships, west of Stonecroft Boulevard.

In 1994, the Board of Supervisors (BOS) approved RZ #94-Y-033 that permitted the establishment of an auto sales park on 103.48 acres. In subsequent years, the auto park was expanded by approximately 40 acres.

Stonecroft Boulevard has acted as the eastern boundary of auto sales uses. However, several properties east of Stonecroft Boulevard have auto service and storage uses, as does the nominated property. The addition of an auto dealership on the nominated parcel will not change the character of the area.

The existing auto dealerships have developed in a way so as to avoid direct access onto Stonecroft Boulevard. However, the nominated site (Parcel 34-3((1))1D) is only accessible via Stonecroft Boulevard. Extension of Stonecroft Center Court east of Stonecroft Boulevard is not possible due to the existing stormwater management pond on the nominated site. If developed, access to the site will have to use the two existing curb cuts and one median cut.

The auto dealerships on Stonecroft Center Court were approved at a maximum .30 FAR. However, these facilities are developed within a range from .14 FAR to .20 FAR. This range of intensity for auto dealerships has similar traffic impacts to the industrial use planned for the area up to .35 FAR. Auto dealerships at the nominated intensity of .35 FAR have substantially greater traffic impact than the planned industrial uses. (*Refer to Attachment 1 for trip generation comparisons*).

**RECOMMENDATION**

Auto dealerships at intensities higher than .20 FAR will have undue traffic impacts. Since the Dulles Suburban Center performance criteria for optional uses indicates that these uses should have lesser peak-hour impacts when compared to the base line Plan recommendation, staff recommends an alternative which is supportive of the nomination in terms of land uses, but not intensity of use. The staff recommendation provides an option for auto sales, rental and ancillary uses with an intensity up to .20 FAR, and conditions for development to have similar design characteristics to those approved for the area's existing auto dealerships.

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~.

**ADD:** Fairfax County Comprehensive Plan, 2007 Edition, Area III, Bull Run Planning District, BR2 - Upper Cub Run Community Planning Sector, Dulles Suburban Center H, as amended through 01-26-2009, Land Use Recommendations, page 116:

7. Parcel 34-3((1))1D is planned for industrial use as stated in Recommendation #1. As an option, vehicle sales, rental and ancillary use up to .20 FAR may be appropriate, if access is limited to the two existing points of ingress/egress; and landscaping, signage and building site design are similar to the auto park uses west of Stonecroft Boulevard.

The Comprehensive Plan Map will not be changed by this recommendation.

**Attachment I**

**Trip Generation Estimates for APR 08-III-1DS  
Sully District**

	Sq Ft	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
<b>Current Comprehensive Plan</b> Light Industrial (110) @ .35 FAR	150,325	122	17	17	128	1,048
<b>Proposed Amendment</b> Auto Retail (841) @ .35 FAR	150,325	226	79	152	237	5,012
<b>Auto Park's Proffered Intensity</b> Auto Retail (841) @ .30 FAR <sup>3</sup>	128,850	194	68	130	204	4,296
<b>Alternative Intensity 1</b> Auto Retail (841) @ .20 FAR <sup>4</sup>	85,900	129	45	87	136	2,864
<b>Alternative Intensity 2</b> Auto Retail (841) @ .14 FAR <sup>5</sup>	60,000	90	32	61	95	2,000

- 1) Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2008
- 2) Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by or internal capture reductions
- 3) This facility is located across the street from the proposed nomination and is developed at .14 FAR (significantly lower than the proffered intensity)
- 4) High-end intensity for area dealerships
- 5) Square footage is the low end intensity of area auto sales and service facilities