

**PRELIMINARY
STAFF REPORT
2008 AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): Sully **APR ITEM:** 08-III-1DS

NOMINATOR(S): David S. Houston, Agent. Pillsbury Winthrop Shaw Pittman, LLP

ACREAGE: 9.86 Acres

TAX MAP I.D. NUMBER(S): 34-3 ((1)) 1D

GENERAL LOCATION: Northeast corner of Stonecroft Boulevard and Stonecroft Center Court

PLANNING AREA(S): 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 a maximum FAR of .35.

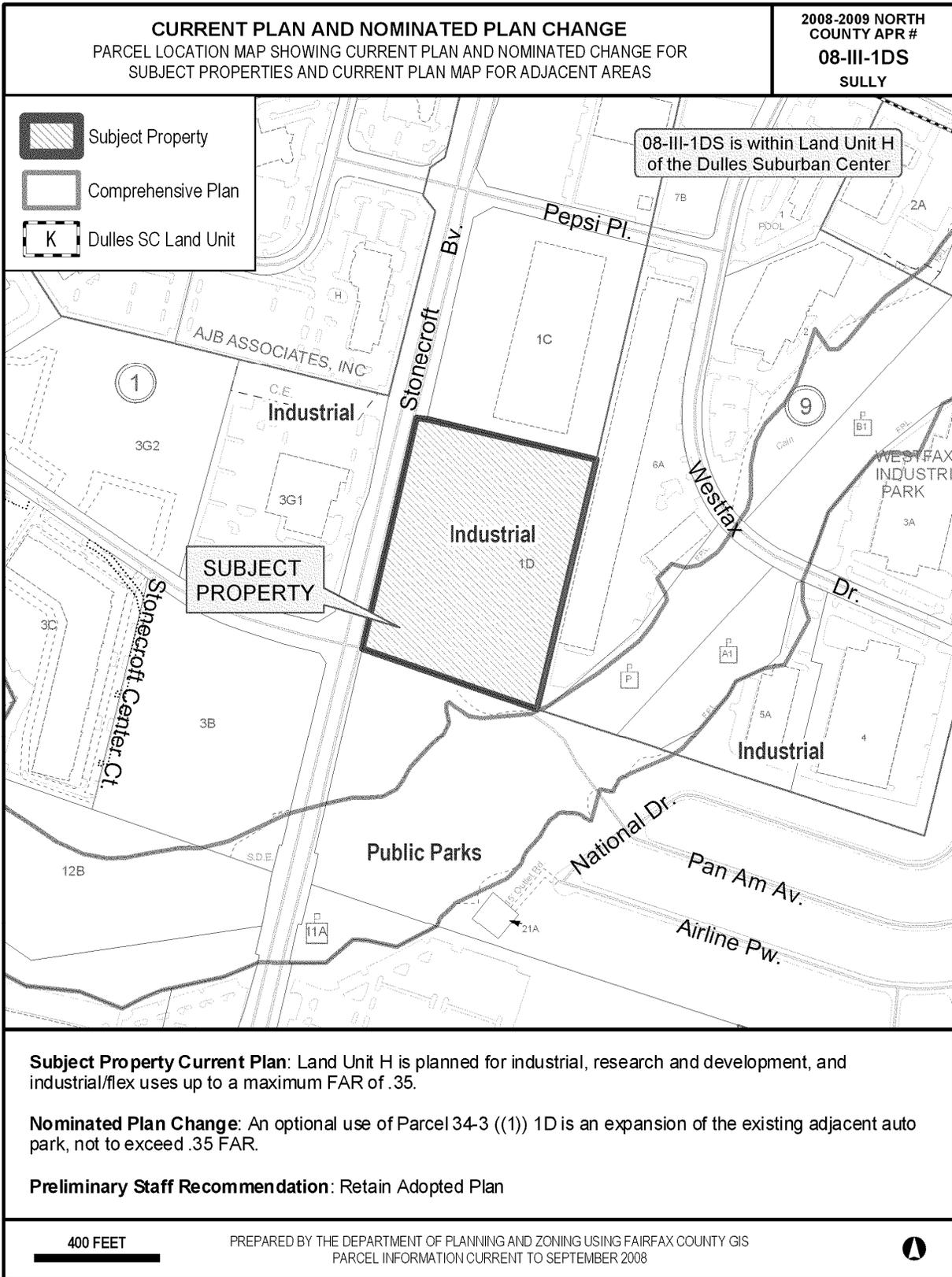
For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.ht>

PROPOSED PLAN AMENDMENT: Allow expansion of the existing adjacent auto park as an optional use.

SUMMARY OF STAFF RECOMMENDATION

- Approve Nomination as submitted
- Approve Staff Alternative
- Retain Adopted Plan

Staff does not support the continued proliferation of the auto sales uses outside of the Dulles Auto Park, and staff does not support the proliferation of retail zoning in the industrial district of Land Unit H.



ISSUES & BACKGROUND

Land Use

- On December 12, 1994, the Board of Supervisors (BOS) approved concurrent applications Rezoning RZ 94-Y-033 and Special Exception SE 94-Y-038 to C-8 for the establishment of an auto sales park on 103.48 acres.
- On July 26, 1999, the BOS approved PCA 94-Y-033 that deleted 50.6 acres in the southern half of the auto sales park. This rezoned the nominated parcel from C-8 to the I-5 district.
- On February 7, 2005, the BOS approved RZ 2004-SU-018 concurrent with SE 2004-SU-027, rezoning parcels to the west of Stonecroft Blvd from the subject site, from I-5 to the C-8 District to permit the development of four vehicle sale, rental and ancillary service establishments. *Staff recommended denial of this application because it did not provide a unified development plan, either functionally or visually, with the existing auto park.* The creation of additional auto dealerships in a separate development that do not conform to the Plan recommendations could create an undesirable precedent that may encourage the proliferation of other dealerships and other associated auto-oriented uses along Stonecroft Boulevard. The potential to create such an auto-oriented commercial strip along Stonecroft Boulevard could detract from the character of the area and potentially detract from the ability to develop the area with the office/industrial uses that are currently planned for this land unit.
- Existing uses surrounding the subject parcel include an auto sales facility to the west, a vacant parcel to the south, and industrial/flex to the north and east.

Transportation

- The Comprehensive Plan sets forth a performance based strategy for development in the Dulles Suburban Center that provides the opportunity for a broader range of uses if it can be clearly demonstrated that the uses will have lesser peak-hour impacts than would be generated if the site were developed at the baseline Plan recommendation. Trip generation estimates that overall daily trips and total peak hour trips are increased significantly with the proposed amendment compared to current Plan, and the *increased* trips would have an adverse impact upon the surrounding roadway network.
- FCDOT is concerned about the increased traffic levels associated with this proposal, as well as the cumulative effects of traffic increases associated with other development proposals in the area, and the fact that the roadways in this general area are already heavily traveled. *The net impact of the proposed amendment would generate 3,964 trips above the Comprehensive Plan.*
- Transportation issues associated with any development of the subject parcel, particularly those associated with access and inter-parcel access, will need to be adequately addressed during the course of the normal review process. A traffic impact study may be required and development plans should identify improvements needed to support the application and mitigate traffic impacts, and should address ingress/egress and vehicular circulation, turning movements and signalization issues, pedestrian and bicycle circulation, safety issues, and transit amenities and TDM measures.

- Dedication of right-of-way for trail, sidewalk and transit and/or roadway improvements/widenings and associated easements may be required. The Trails Plan indicates that Stonecroft Boulevard should have a major paved trail.
- It should be noted that Plan language states that if future studies determine that right-of-way is needed in Land Unit H to facilitate development of an integrated transit system for the Dulles Suburban Center, the needed right-of-way should be provided through dedication, easements or other mechanisms, as appropriate, and that Land Unit H may be an appropriate location for maintenance facilities for an integrated transit system. Development should occur in such a way as to not preclude future transit options.
- It should be noted that Plan language states that a portion of this land unit is recommended as a possible location for a commuter park and ride lot to be served by transit. There is a general need for space in this area of the County for such facilities.

Environment

- This nomination comprises approximately 10 acres of undeveloped land in western Fairfax County. Cain Branch stream valley traverses in a northeast southwest direction adjacent to the southeastern corner of the subject property but not within the property boundaries. An initial review indicates that no significant environmental issues will have an impact on this nomination.