



PC17-DR-003

Address/Tax Map Parcel(s):	2124, 2140, 2144 and 2148 Rock Hill Road. No address assigned for Tax Map Parcels 16-1((1))4 and 4B/Tax Map Parcels 15-2((1))1, 2, 3; 16-1((1))4, 4A, 4B
Nominator:	Richard D. Stout
Supervisor District:	Dranesville
Planning Area:	Area III
Planning District:	Upper Potomac, Dulles Suburban Center, Land Unit L-3, part of Innovation Center Transit Station Area (North)
Acreage:	12.47 acres
Current Plan Map/Text:	Comprehensive Land Use Plan map shows baseline recommendation as mixed use. Base plan for office and research and development use with ground floor retail use at a maximum intensity of .25 Floor Area Ratio (FAR). Rail Transit Option for residential mixed-use at an intensity up to 1.6 FAR within ¼ -½ mile of the Metrorail Station, and residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR beyond ½ mile of the Metrorail station.
Proposed Amendment:	Mixed-use office, retail and residential uses. Eliminate the adopted base plan recommendation and the adopted rail transit option (mixed-use up to 1.6 FAR) becomes the new base plan recommendation. Requests that Land Unit L-3 be considered in conjunction with PA 2017-III-DS1, under review for Land Units L-1 and L-2.

Considerations:

The subject properties are located in Land Unit L-3 of the Dulles Suburban Center, which is part of the Innovation Center Transit Station Area (TSA) north of Innovation Avenue, west of Rock Hill Road and east of the Loudoun County border. Tax Map Parcels 16-1((1))4A and 15-2((1))3 are developed with single-family homes and the remaining parcels are vacant. The area to the south, Land Units L-1 and L-2 are planned at the baseline for institutional uses and hotel or conference center use up to an intensity of .50 FAR respectively. The rail transit option for the TSA allows for mixed-use, residential and nonresidential, with intensities ranging from .50 to 2.8 FAR based on distance from the Metrorail station. Land Unit L-1 is developed with the Center for Innovative Technology. The area to the northeast and east of Land Unit L-3 is planned for and developed with residential uses. The Innovation Center TSA was the subject of an effort to replan the area and resulted in a Plan amendment (APR 08-III-12UP), which was adopted on July 27, 2010.

The southern and northern portions (TM Parcels 15-2((1)) 2, 3 and 16-1((1))4A) of Land Unit L-3 contain Resource Protection Areas (RPAs), which limit potential development. The Comprehensive Plan acknowledges these environmental constraints and provides an incentive to preserve open space by allowing the development potential for TM Parcels 15-2((1))3 and 16-1((1))4A to be applied as bonus intensity to a developable parcel within the Transit Oriented Development (TOD) area. For the remaining developable area in L-3, the transit rail option allows for adequate intensity that is compatible with the surrounding residential uses. One of the Plan's goals for TOD development is to concentrate the highest intensities closest to the Metrorail station. Increasing the development intensity in this area would be contrary to that guidance.

Preliminary Staff Recommendation:

PC17-DR-003 is not recommended to be added to the 2018 Comprehensive Plan Amendment Work Program. Given the environmental constraints, the distance to the Metrorail station and the surrounding residential land uses to the north and east, the adopted Plan recommendations remain appropriate.

Innovation Center Station (North)



SITE-SPECIFIC PLAN AMENDMENT PROCESS
NORTH COUNTY

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