



AN ORIENTATION TO THE FAR 5.0 ZONING ORDINANCE AMENDMENT:

Its Meaning, Appearance, & Some Impacts

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Reston 20/20 Committee

The key proposed ZOA changes:

Maximum floor area ratio: 2.5. However, the Board may approve an increase up to 5.0 only when, in the discretion of the Board, the proposed development is implementing the site specific density/intensity and other recommendations in the adopted comprehensive plan for developments located in a Commercial Revitalization District, Community Business Center, Commercial Revitalization Area and/or Transit Station Area. *(Advertised range for maximum FAR is 2.5 to 5.5 for areas within the Selective Areas)* ~~1.5, which may be increased by the Board, in its sole discretion, up to a maximum of 2.5 in accordance with and when the conceptual and final development plans include one or more of the following:~~

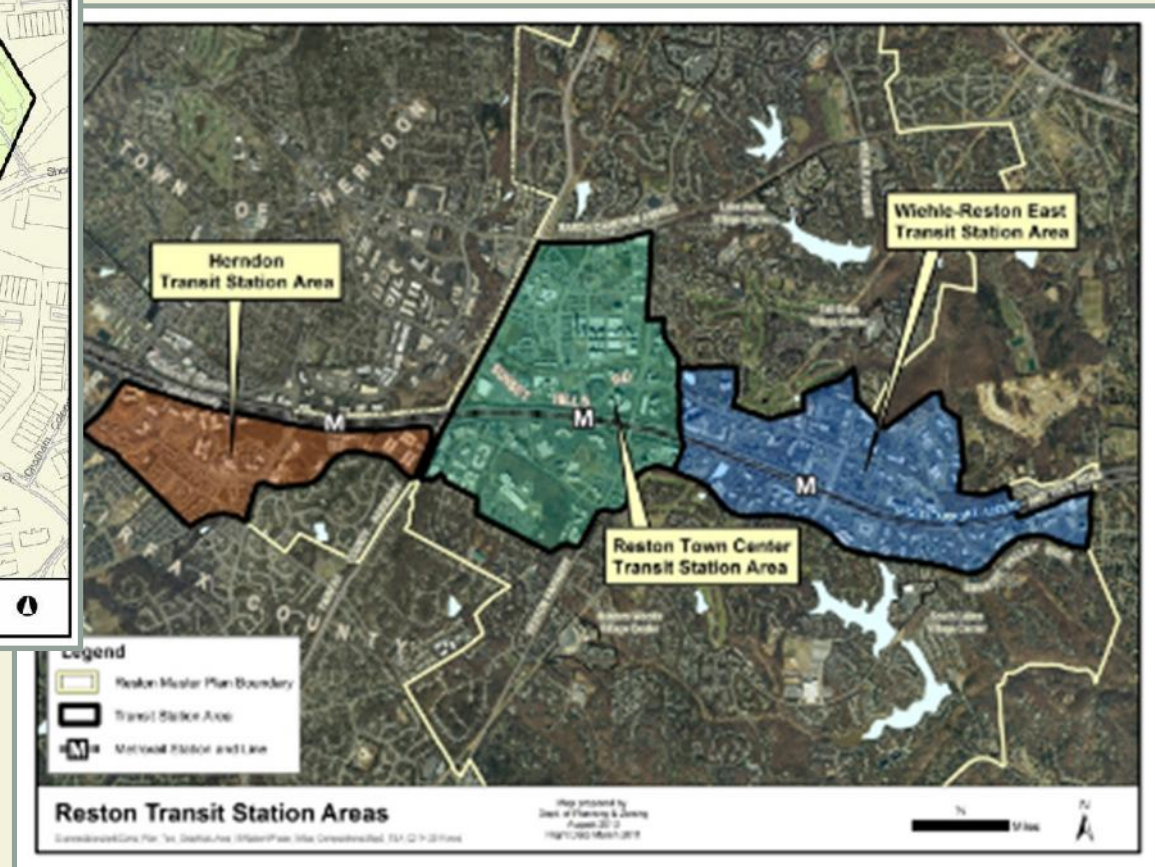
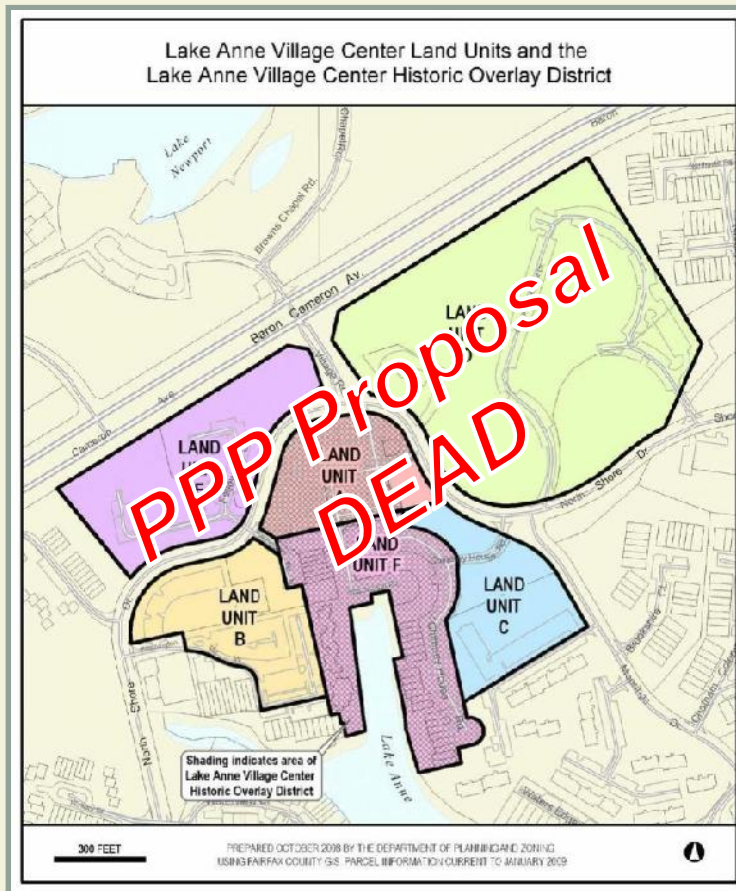
PDC
Districts

PRM
Districts

Maximum floor area ratio: 3.0. However, the Board may approve an increase up to 5.0 only when, in the discretion of the Board, the proposed development is implementing the site specific density/intensity and other recommendations in the adopted comprehensive plan for developments located in a Commercial Revitalization District, Community Business Center, Commercial Revitalization Area and/or Transit Station Area. ~~provided that~~ The maximum floor area ratio permitted by this Part shall exclude the floor area for affordable and bonus market rate units provided in accordance with Part 8 of Article 2 and the floor area for proffered bonus market rate units and/or bonus floor area, any of which is associated with the provision of workforce dwelling units, as applicable. *(Advertised range for Maximum FAR is 3.0 to 5.5 for areas within the Selective Areas.)*

Reston has 3 TSAs and a CRA potentially affected by this ZOA if approved.

Revised *plans* for these 4 areas were the topic of years of discussion between the community and the county before arriving at new ones recently. Nonetheless, the CRA PPP deal died within the last month.



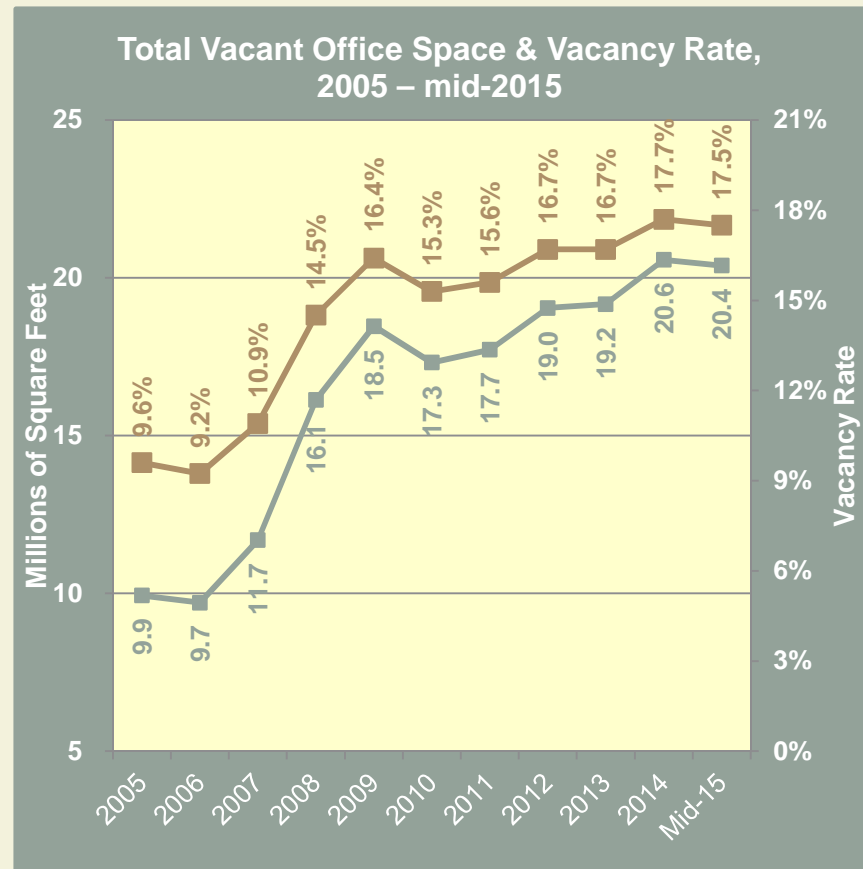
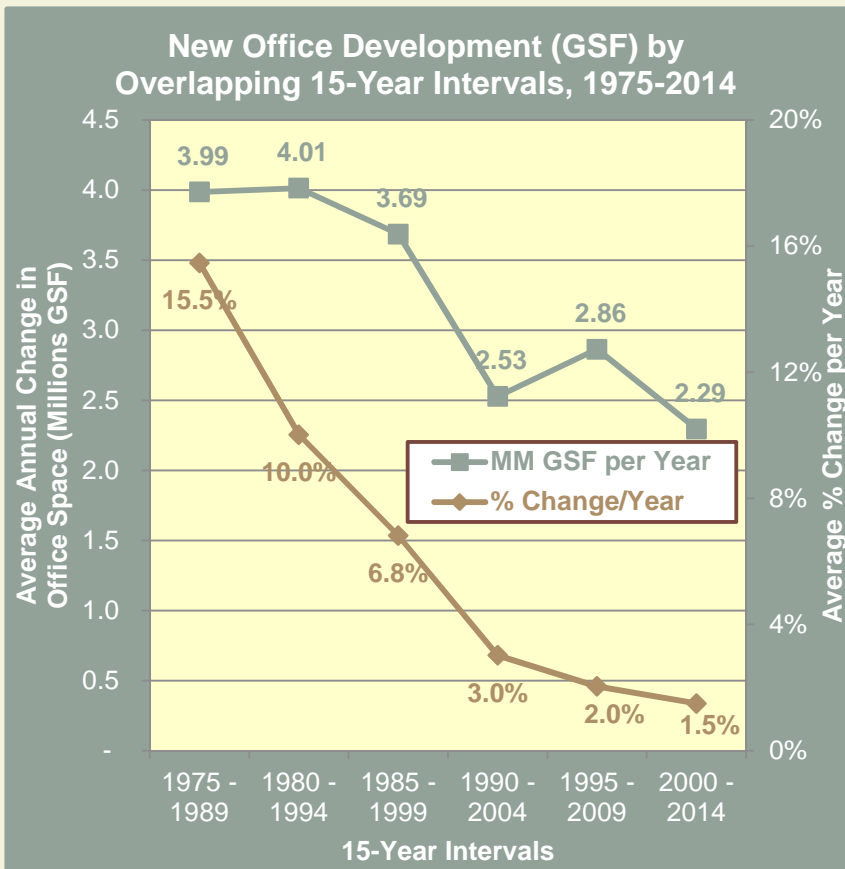
The key issue:

In general, the draft zoning ordinance amendment **DEFEATS THE CORE PURPOSE OF A ZONING ORDINANCE:** *Defining in law a unique sense of place consistent with the Comprehensive Plan.*

- It effectively destroys a place's vision, planning principles, uniqueness, and qualities without necessarily addressing its larger needs.
- Turns all these places into density factories, not livable, workable, playable places without consideration of the impacts of excessive density.

Key ZOA assumption is vibrant office space growth which is not supported by growth trends

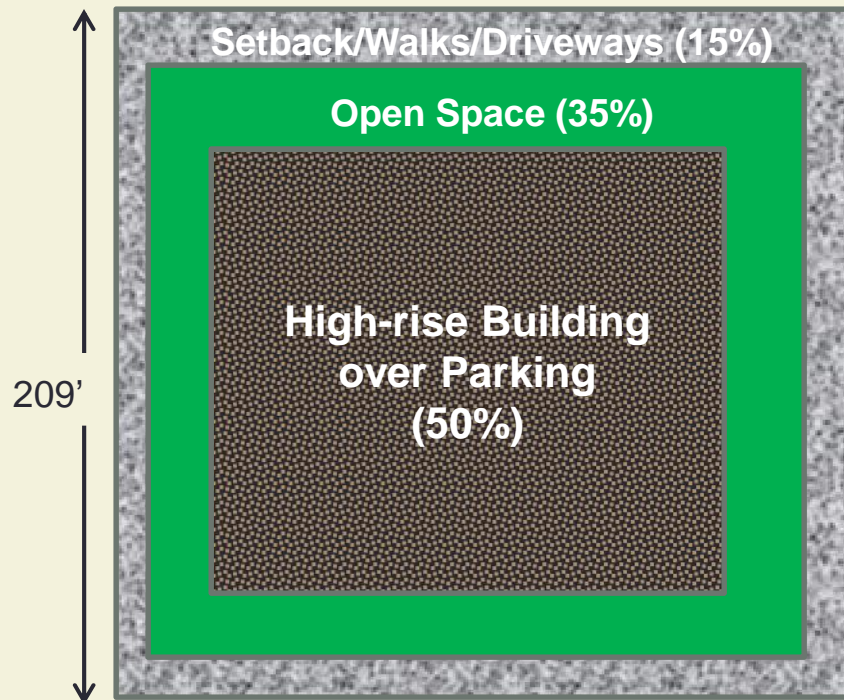
- Office space growth has declined for decades and office space vacancies are at all-time highs.



Not even County staff expects office space growth pace to accelerate much.

- Pending.....

So what does FAR mean? A hypothetical look at what FAR 5 means in a generic office building on a one-acre parcel.

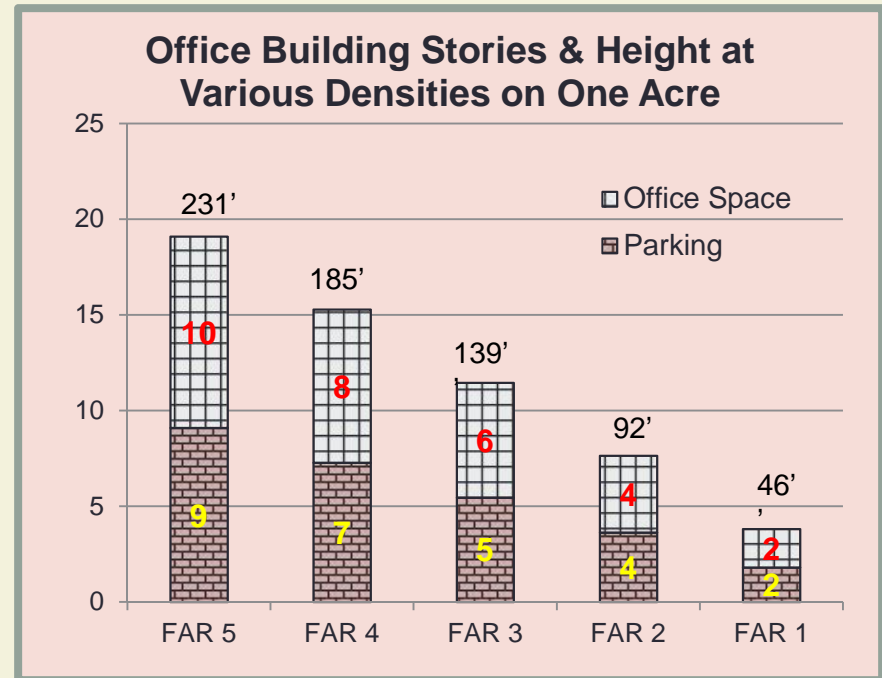


Floor-area ratio (FAR) is the gross square footage (GSF) of floor space on a parcel divided by the square footage of the parcel.

- Roughly half of a parcel is normally used for the primary purpose of development after meeting other space and architectural requirements.
- Many high-rise buildings have their required parking in the base of the building above ground.
- **Parking doesn't count against density (FAR).**

Office development: A FAR 5 office building on a one acre parcel would be some 19 stories tall with above ground parking.

- Total built space would be about 416,000 GSF & stand about 211' high.
- It would provide work space for more than 700 employees.
- Parking accounts for nearly half (48%) of the building's total GSF due to County parking requirements.
- Most office buildings have ground-floor retail.





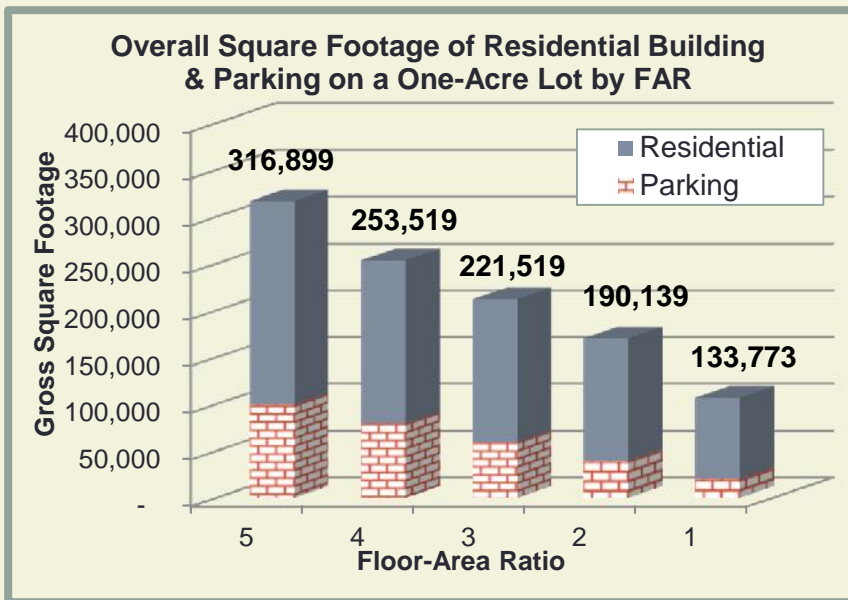
Akridge, 1760 Reston Parkway FAR 4.06
420,000 GSF, 23 stories, 330' tall, 2.4 acre parcel
0.8 miles from Metro station—NOT in TSA area

The County has approved a FAR 4.06 office building near Reston's Town Center with above ground parking.

- Rather than the office structure being centered on the parcel, it is shifted to one corner, “pinching” it taller.
- It will be the tallest building in Reston by more than 120’.
- It will include 18 stories of office space, 5 stories of parking, a rooftop plaza, and ground floor retail.

Residential building: A FAR 5 residential building on one acre with above ground parking would be shorter than an office building due to the reduced (Tysons) parking requirement.

- Residential space would be about 218,000 GSF.
- It would provide about 180 2BR dwelling units (1,200 GSF/DU).
- That's space for about 360 residents.
- It would require about 280 parking spaces (1.6 parking spaces/unit).



Residential	FAR 5	FAR 4	FAR 3	FAR 2	FAR 1
Floors					
Residential	7	5	4	3	1
Parking	3	2	2	2	1
Total Floors	10	7	6	5	2
Residents	363	290	218	145	73
Dwelling Units	182	145	109	73	36
Parking Spaces (2BR DU)	283	227	170	113	57
Building Height					
Residential @ 10'/story	67	53	40	27	13
Parking @ 10'/story	30	20	20	20	10
Total Height	97	73	60	47	23
Distance fm Station	<1/8 mi.	1/8-1/4 mi.	1/8-1/4 mi.	1/8-1/4 mi.	1/4-1/2 mi.
Tysons parking space reqmt.	1.0-1.6/DU	1.0-1.6/DU	1.0-1.6/DU	1.0-1.6/DU	1.35-1.7/DU

Reston Town Center’s “Block 4” will have 549 dwelling units in 2 buildings & underground parking at FAR 2.38.

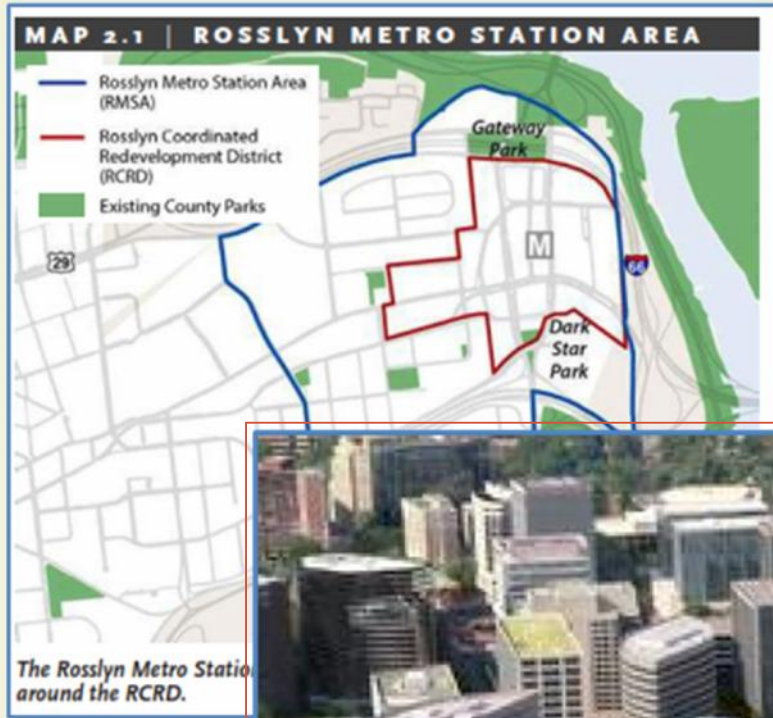


Boston Properties “Block 4” FAR 2.38
~660,000 GSF, 6.35 acre parcel, 549 DUs

- The complex will be nine stories tall & have 9 levels of underground parking.
- It will include 1.85 acres of open space (40%).
- It will have a variety of amenities, including vegetated roofs.



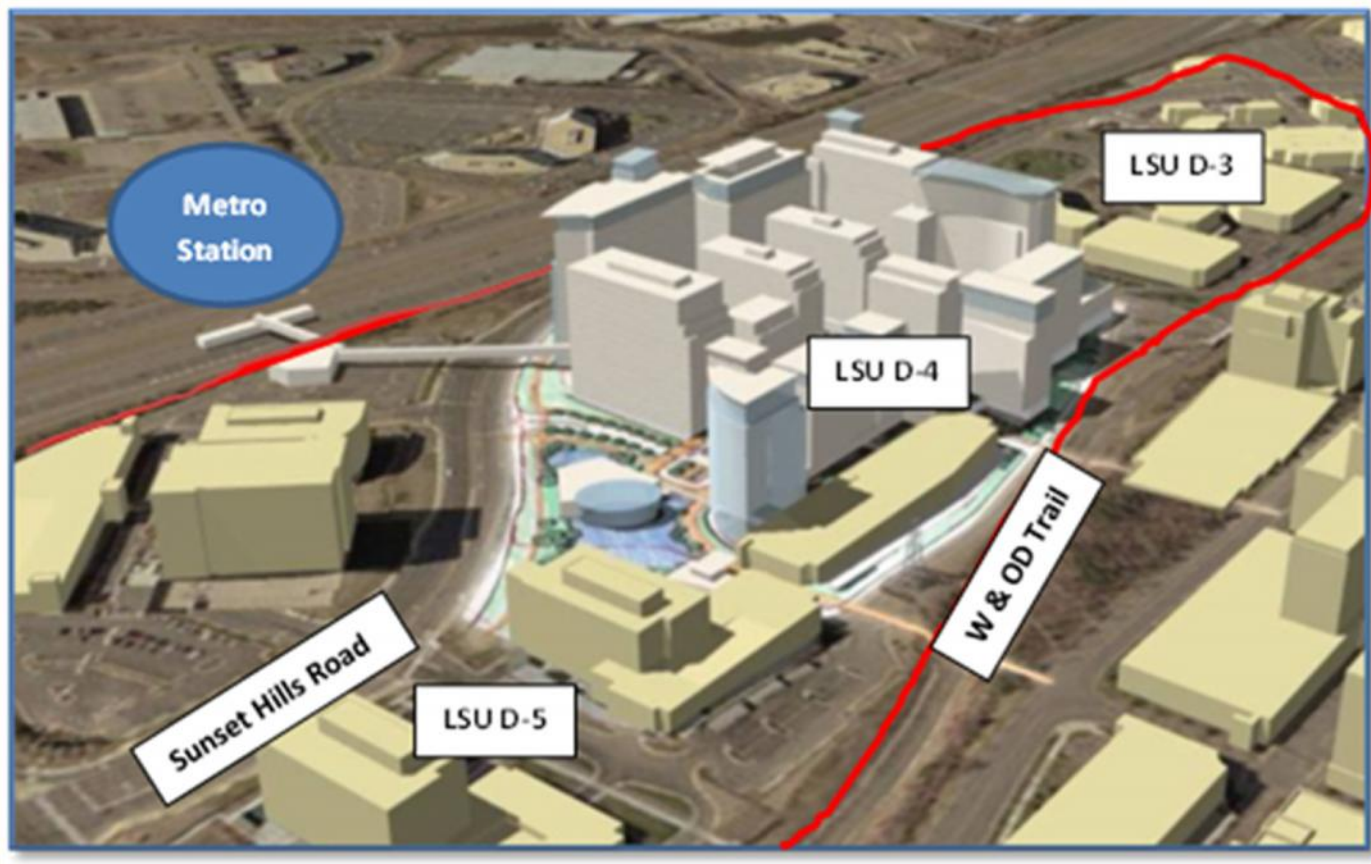
Here is what FAR 3.6 looks like in the area around Rosslyn Metro core.



At the center of the Rosslyn Metro core above the Metro station are two high rises, one office, one residential, that have a FAR10.



Reston is likely to have FAR 4 office-centric density in the immediate Town Center station area—and beyond.

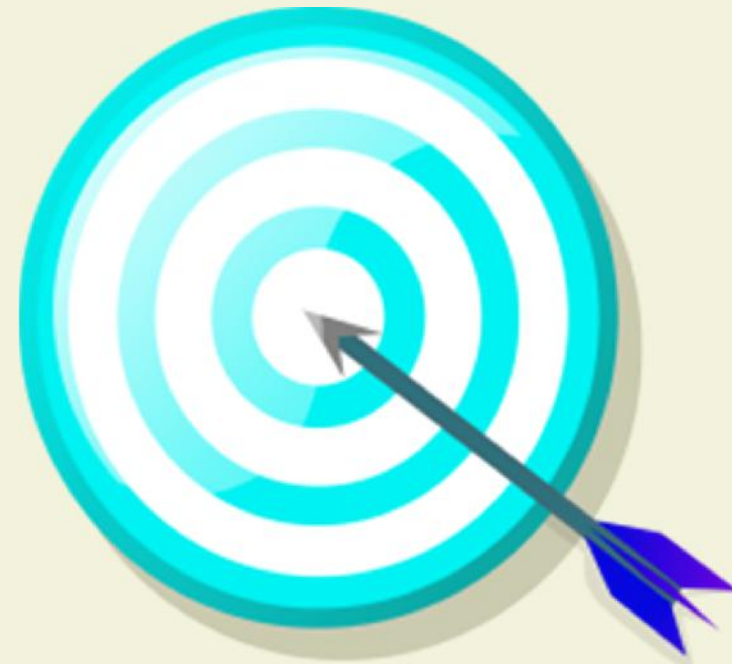


- Boston Properties' conceptual plan calls for FAR 4-level development near the station, including a major performance center, as called for in the Reston Master Plan.

What does this mean in a TSA tapering from FAR 5 to FAR 1 in 1/10th mile increments?

The overall density for the TSA would be about FAR 2.9.

Overall Development Parameters				
Increment	Area (SF)	Area (Acres)	Density	FAR
0-.1 mi. (FAR 5)	613,078	14.1	3,065,388	5
.1-.2 mi. (FAR 4)	1,839,233	42.2	7,356,930	4
.2-.3 mi. (FAR 3.5)	3,065,388	70.4	9,196,163	3
.3-.4 mile (FAR 3)	4,291,543	98.5	8,583,085	2
.4-.5 mi. (FAR 2)	5,517,698	126.7	5,517,698	1
Overall	15,326,938	351.9	33,719,264	2.94

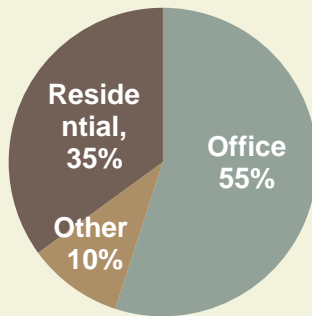


A “bullseye” TOD area has concentric rings of reduced density around the Metrorail station.

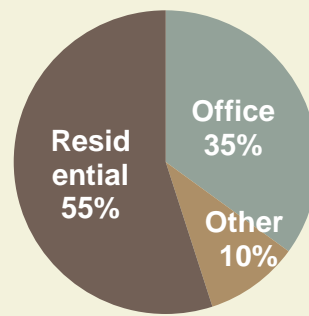
Key assumption: FAR 5 applies only to the immediate area focal point (e.g.—Metro station), NOT the entire area. If all at FAR 5, area density would be 76MM GSF.

Alternative development scenarios yield different impacts. A look at PDC, PRM, & Balanced districts.

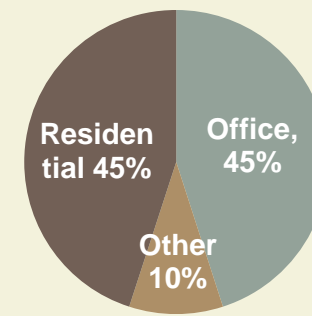
Share (GSF) of PDC



Share (GSF) of PRM



Share (GSF) of Balanced TSA



Increment	PDC (GSF & DU)--Commercial Oriented				PRM (GSF & DU)--Residential Oriented				Balanced/Tapered (GSF & DU)				
	Office	Other	Residential	DUs per Acre	Office	Other	Residential	DUs per Acre	Share	Office	Other	Residential	DUs per Acre
0-.1 mi. (FAR 5)	1,685,963	306,539	1,072,886	63.53	1,072,886	306,539	1,685,963	99.83	60/30	1,893,264	306,559	894,306	63.54
.1-.2 mi. (FAR 4)	4,046,312	735,693	2,574,926	50.82	2,574,926	735,693	4,046,312	79.86	50/40	3,786,528	735,741	2,861,778	67.78
.2-.3 mi. (FAR 3)	5,057,890	919,616	3,218,657	38.12	3,218,657	919,616	5,057,890	59.90	45/45	4,259,844	919,676	4,024,376	57.19
.3-.4 mile (FAR 2)	4,720,697	858,309	3,004,080	25.41	3,004,080	858,309	4,720,697	39.93	40/50	3,534,093	858,364	4,173,427	42.36
.4-.5 mi. (FAR 1)	3,034,734	551,770	1,931,194	12.71	1,931,194	551,770	3,034,734	19.96	30/60	1,703,938	551,806	3,219,500	25.42
Overall	18,545,595	3,371,926	11,801,742	38.12	11,801,742	3,371,926	18,545,595	59.90		15,177,668	3,372,146	15,173,386	51.26
Share	55%	10%	35%		35%	10%	55%			45%	10%	45%	

The impact of these alternative scenarios varies with the density focus, but it's always large.

- Overall, a FAR 5 area will have 78,000-84,000 residents and jobs at build out.
- The number of people living there will require:
 - 1-2 added elementary schools
 - Expansion of existing intermediate and high schools.
- 40-60 added areas of parkland under the County's Urban Parks Framework—which is routinely ignored.

Impact	PDC		PRM		Balanced	
Jobs	60,481		41,212		50,858	
Population	23,603		37,091		30,347	
DUs	9,835		15,455		12,644	
Children	1,967		3,091		2,529	
Schools	<u>School-age</u>	<u>Require-ment</u>	<u>School-age</u>	<u>Require-ment</u>	<u>School-age</u>	<u>Require-ment</u>
Primary (K-6)	765	1.27	1,202	2.00	983	1.64
Junior (7-8)	219	0.18	343	0.29	281	0.23
Senior (9-10)	437	0.17	687	0.27	562	0.22
Parks (Acres per UPF)	41.5		59.8		50.6	

In Reston, the ZOA would have different effects in the Reston Town Center/TCN and Wiehle TSAs. *RTC* will develop as a PDC.

- In Reston Town Center and Town Center North, The ZOA would substantially increase the number of jobs, but not housing, from the new Reston Master Plan.
 - Total development could become 2.5 times as dense as exists with a quadrupling of residential space.
 - While the number of workers would double over existing conditions, the growth from the current RMP would be about 20%.
 - Overall, the development of RTC/TCN as a PDC to a tapered FAR 5.0 would mean a much worse J:HH ratio than current exists (and a significant increase from the RMP), generating a substantial increase in traffic.

Reston Town Center & Town Center North							
					Increase (FAR 5 vs . . .)		
	Existing	Approved Zoning	Scenario G (RMP)	FAR 5.0 ZOA (PDC)	Existing	Approved Zoning	Scenario G (RMP)
<u>Development (MMGSF)</u>							
Residential	3.3	6.0	15.2	14.2	4.3	2.4	0.9
Non-Residential	14.4	18.9	21.5	30.9	2.1	1.6	1.4
TOTAL Development	17.7	24.9	36.7	45.1	2.5	1.8	1.2
Approximate FAR	0.5	0.7	1.1	1.3	2.5	1.8	1.2
Jobs	46,400	60,900	65,633	94,328	2.0	1.5	1.4
Residents	17,348	17,348	25,370	23,667	1.4	1.4	0.9
Dwelling Units	3,298	5,975	12,685	11,833	3.6	2.0	0.9
# of People	63,748	78,248	91,003	117,995	1.9	1.5	1.3
J:HH Ratio	5.3	7.0	5.2	8.0	1.5	1.1	1.5
Elementary Schools	0	1	2	2	3.6	2.0	0.9
Park Acres (FC UPF)	24	26	35	38	1.6	1.4	1.1

The Wiehle TSA is currently intended to be less dense and more balanced than RTC/TCN, but still many fewer people than in RTC/TCN.

- The ZOA could result in **massive** increases in jobs and residents in the station area.
 - Overall density could *increase 4-fold* from current levels and nearly double RMP goals.
 - Jobs would double over current levels and could half-again the size with the current RMP goals.
 - The J:HH balance would be about 4.5—a *good balance*—in an area where residential development had been proscribed.

Wiehle Avenue							
					Increase (FAR 5 vs . . .)		
	<u>Existing</u>	<u>Zoning Approval</u>	<u>Scenario G (RMP)</u>	<u>FAR 5.0 ZOA (Bal)</u>	<u>Existing</u>	<u>Approved Zoning</u>	<u>Scenario G (RMP)</u>
Development (MMGSF)							
Residential	0	0	9.0	15.2	--	--	1.7
Non-Residential	8.2	10.1	10.8	18.6	2.3	1.8	1.7
TOTAL Development	8.2	10.1	19.8	33.8	4.1	3.3	1.7
Approximate FAR	0.4	0.4	0.9	1.5	4.1	3.3	1.7
Jobs	26,422	32,544	34,800	56,780	2.1	1.7	1.6
Residents	-	-	15,048	25,333	--	--	1.7
Dwelling Units	0	0	7,524	12,667	--	--	1.7
# of People	26,422	32,544	49,848	82,113	3.1	2.5	1.6
J:HH Ratio	NA	NA	4.6	4.5	--	--	1.0
Elementary Schools	0	0	1	2	--	--	1.7
Park Acres (FC UPF)	4	5	20	34	8.5	6.9	1.7

To summarize:

- The proposed ZOA to allow FAR 5.0 would:
 - Increase the allowable density in the area dramatically, even with a tapered development scenario (FAR 5 at center, FAR 1 at fringe).
 - Destroy planned placemaking goals for those places with no other outcome than more density.
 - Create tremendous infrastructure development demands:
 - New schools, especially elementary schools, and major additions to existing ones.
 - Require substantial additions of parkland to meet the guidelines of the County's own Urban Parks Framework.
 - Allow traffic congestion to grow tremendously, especially in unbalanced development scenarios such as PDCs and PRMs.
- The proposed FAR 5.0 ZOA is gratuitous and potentially harmful to communities and the County in a period of massively excess capacity within existing planning & zoning frameworks.