

## October 15, 2014 Meeting Summary | Form Based Code Advisory Working Group

### Attendees

**PC Members:** Inta Malis (FBC AWG Chair). **FBC AWG Members:** Gene Hubbard, Chris Kupczyk, Kathy Guernsey, Ed Miltenberger, Noreen Quill, Linda Dye, James Smith, Stef Pryor, and Takis Karantonis. **Staff:** Matt Mattauszek, Jennifer Smith, Matthew Huston, and Bee Buerger. **Other Attendees:** Chris Boone, Marwan Shahin, and Andy Kioko.

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### Agenda Item 1 | Review of FBC Application and Checklist for 4707 Columbia Pike

- Matt Mattauszek provided an overview of the review process and presented the areas of compliance with the FBC requirements. The development team presented highlights of the building and site design.
- The following questions and/or comments about the project were raised:
  - How is the retail/visitor parking connected to the retail bays and how would customers travel to reach the retail? *Response: A route on the east side of the project is provided, via stairs. The accessible route is provided on the west side of the project using a marked path along the alley and the Buchanan Street sidewalk. Although it is not a FBC requirement, it was noted that better integration and easy access to connect retail parking more directly with retail bays is optimal, would make retail more successful, and is also good for ADA access. Separately, another AWG member questioned how signs would be provided to direct people from the parking to the two routes, particularly for people using the ADA parking space.*
  - What are the expected retail and residential addresses?
  - Are any restaurants considered for the retail spaces? If so, Arlington has strict regulations for mechanical equipment and ventilation which should be factored in the design.
  - How large will the streetcar station platform be? *Response: 140' in length to accommodate both streetcar and bus stacking. The dimension includes space needed to transition from 6" curb to 10" curb height at the east and west ends.*
  - Will there be a difference in elevation between the clear sidewalk in front of the building and the streetcar platform that will span 140'? *Response: The streetscape will include a continuous sidewalk without any noticeable difference between the two areas.*
  - Will street trees be accommodated within this space? *Response: Yes, however the amount, spacing and final placement will be determined later once final details are determined through preliminary engineering of the streetcar. Has there been any consideration of other landscaping to offset any reduction in street trees? Response: The FBC does not require any landscape replacement.*

- Will signs be obscured by the transit station canopy? If so, should any FBC amendments be considered to allow adjustments to sign placement so as to avoid conflicts with transit stations?
- The eastern alley will only allow for right turns into the site from Columbia Pike. It was noted, however, that the alley will abut an existing parking area serving the adjacent restaurant and the two areas will not be physically separated except for a small distance at the northern end where a retaining wall is necessary to hold the adjacent hillside. It may be possible that vehicles exiting the proposed project could drive on the adjacent property and access Columbia Pike, which is not consistent with the design as proposed.
- The developer intends to sell the units as condominiums.
- Signs marking accessible route from parking areas to retail, along alley, should be marked to direct retail customers.
- Is the developer interested in providing elements in the building to make it “district energy ready?”
- Could the developer add an additional access door from the rear alley to the bicycle storage facility located on the upper garage level?
- Could the developer consider re-orienting the two benches along S. Buchanan Street so that they are perpendicular to the building?
- Will the roof be accessible for the building occupants? This is a potentially valuable amenity and it should be explored.
- If the County will be responsible for the trash bins associated with the transit station, who will be maintaining the 3 required trash bins located at either building end and on the main block corner?
- Several AWG members were surprised that blade signs were not proposed for the retail space. It was suggested that perhaps these be included as part of the application approval to help streamline the approval process should a particular tenant be interested in having blade signs.
- Will the building be lit with accent lighting?
- What lighting scheme is proposed for the transit station? *Response: Similar to the one used at the Walter Reed station.*