



## ARLINGTON COUNTY, VIRGINIA

### County Board Agenda Item Meeting of January 23, 2010

**DATE:** January 12, 2010

**SUBJECT:** ZOA-09-11/FBC-8 Zoning Ordinance Amendments to the Arlington County Zoning Ordinance, Section 20. (Appendix A) CP-FBC Columbia Pike Form Based Code Districts to: 1) modify the quantity and placement regulations for streetscape elements including bicycle parking, benches, and the Street Tree Alignment Line to reduce bicycle parking ratios to match those included in Site Plan conditions, to require visitor bike racks to be grouped and located closer to primary building entrances, to lower the Main Street and Avenue sites bench requirements to 1/50 linear feet, to lower the Local Live/Work sites to 1/100 linear feet, to eliminate the bench requirement for Neighborhood sites and Local sites that do not meet Live/Work standards, to limit the size of benches to 4 feet when located within the furniture zone and oriented perpendicular to the street, and to require the Street Tree Alignment Line to be placed in the center of the tree pit; 2) to modify the street tree list to remove species with pest and disease issues in exchange for alternative species; and 3) to include design regulations for bicycle parking storage facilities requiring Class 1 secure storage standards including construction materials similar to the primary building when such storage facilities are built on site as an independent structure.

#### **C. M. RECOMMENDATION:**

Adopt the attached ordinance (ZOA-09-11/FBC-8) to amend, reenact, and recodify the Arlington County Zoning Ordinance, Section 20. (Appendix A), "CP-FBC" Columbia Pike - Form Based Code Districts, Section II. Definitions, Section III. The Regulating Plans, Section V. Streetscape Standards and Section VI. Architectural Standards.

**ISSUES:** This is a zoning ordinance amendment to the Columbia Pike Special Revitalization District Form Based Code (FBC) to modify existing streetscape regulations pertaining to the amount and location of street furniture in order to reduce clutter and improve the overall streetscape appearance; to modify the street tree species list in order to specify disease and pest-free, healthy species; and to modify design regulations for bicycle parking storage facilities. No issues have been identified.

**SUMMARY:** As development occurred along Columbia Pike, staff has evaluated the streetscape conditions in response to developer's feedback and has found that the FBC regulations require too many streetscape elements in most situations to achieve the County goals. The Halstead, Siena Park and 55 Hundred projects have produced a large quantity of street

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furniture that has created pedestrian obstacles between the clear sidewalk and the street curb and can be problematic for people exiting their vehicles from on-street parking spaces. This prompted staff to evaluate the minimum standards that apply to street furniture, some of which apply a single standard to all types of development sites, regardless of scale, location or land use.

Further research conducted by staff found that the FBC streetscape standards are much more restrictive than other conditions found in similar environments throughout the Metropolitan Washington Area. As a result of this analysis and feedback from the Form Based Code Advisory Working Group (FBC AWG) and ZOCO, staff concludes that the current streetscape standards should be amended to reduce the amount of street furniture required in new projects, to improve their placement and security and improve the overall streetscape conditions along the Columbia Pike corridor. Lastly, staff is also recommending less substantive, technical adjustments to the FBC streetscape requirements where needed.

**BACKGROUND:** In March 2002, the Columbia Pike Initiative, A Revitalization Plan was adopted by the County Board. A major recommendation of this plan was to develop a new administrative review process to evaluate redevelopment proposals on Columbia Pike, which became the Columbia Pike Special Revitalization District Form Based Code. In February 2003, the County adopted the FBC, which applies to a special revitalization district encompassing four development nodes along the Pike corridor. Since that time, the County Board has approved several amendments to improve the overall use and clarity of the FBC. As development occurred along Columbia Pike, staff has evaluated the streetscape conditions in response to developer's feedback and has found that the FBC regulations require too many streetscape elements in most situations to achieve the County goals.

**DISCUSSION:** After careful review of submitted landscape plans for both approved but not built projects and those that are already built or under construction, staff and the development community raised concerns with overcrowding of streetscapes and the excessive quantities of street furniture. Both staff and developers called for a more practical approach to streetscape standards that would not result in pedestrian obstacles and streetscape clutter as neither was intended by the FBC when originally adopted.

The proposed amendments to the streetscape standards in the Form Based Code are described below. In addition to proposed amendments that address the overcrowding concerns, staff recommends relocating several sections that address benches and bike racks to more appropriate sections of the FBC and recommends minor editorial clarifications which do not change the intent of the language.

#### Bicycle Parking

- *Bike Rack versus Bike Space:* FBC bicycle parking regulations currently use the terminology "bike rack" in their specific requirements for each land use category to determine the quantity required by each development. Comparatively, Site Plan conditions use the term "bicycle space" for the same requirements. This difference in terminology results in FBC office and residential bicycle parking requirements calling for twice the quantity required by standard Site Plan conditions since a single "bike rack" actually contains two "bike spaces". Bicycle parking ratios for retail use in particular,

result in FBC requirements being actually ten times the quantity required by standard Site Plan conditions. Staff recommends that the language used to identify bicycle parking in the FBC be revised to match what is currently used in Site Plan conditions. This will lower the bicycle parking ratios in each land use category and provide for the appropriate quantity of parking for along Columbia Pike, as well as making the two systems more consistent. This recommendation has been supported by the Bicycle Advisory Committee (BAC) and the FBC AWG.

The following table compares the existing FBC to Site Plan bicycle parking ratios:

	Form Based Code *		Site Plan		Comparison
	Employee/Tenant	Visitor/Guest	Employee/Tenant	Visitor/Guest	
<b>Office</b>	1/3,750 SF	1/10,000 SF	1/7,500 SF	1/20,000 SF	<i>FBC = 2 x Site Plan requirement</i>
<b>Residential</b>	1/1.5 Units	1/25 Units	1/3 Units	1/50 Units	<i>FBC = 2 x Site Plan requirement</i>
<b>Retail **</b>	1/2,500 SF	1/6,250 SF	1/25,000 SF	1/5,000 SF	<i>FBC = 10 x Site Plan requirement for retail tenant/employee spaces</i>
<b>Hotel</b>	n/a	n/a	1/10 Units		<i>n/a</i>

\* Ratios were adjusted to match site plan use of "spaces" (1 Rack = 2 Bicycle Spaces)

\*\* Includes bike ratios for retail areas of up to 50,000 SF

- *Bike Storage:* Tenant and employee bicycle parking regulations currently do not include requirements related to proper storage or safety. Staff recommends that the FBC be amended to require that tenant and employee bicycle parking spaces meet Class 1 secure storage standards by requiring bike racks to be located in an enclosed and locked facility, which is consistent with recommendations in the Arlington County Master Transportation Plan’s Bicycle Element. In addition, staff recommends that bicycle storage, when built as an independent structure on site, be properly screened from view of pedestrians by utilizing similar materials as those used on the primary building.
- *Guest/Visitor Bike Parking Locations:* Guest and visitor bicycle parking, located along the streetscape, is regulated by a frequency of one bike rack for every 60 feet of building frontage. Staff recommends eliminating the frequency ratio and instead requiring that at least 50% of the required guest/visitor bicycle spaces be located near primary building entrances. This grouping near entrances will increase the visibility, ease of use and the security of bike parking spaces. The remaining bicycle spaces can be placed in the furniture zone as needed based on the layout of proposed ground floor uses.

**Benches**

- *Ratio per Frontage Type:* Currently, FBC regulations apply a “one-size-fits-all” approach to determine the minimum quantity of benches each development project is required to provide (1 bench per 30 feet of building frontage). After analyzing proposed landscape plans and being challenged to identify an appropriate layout for the resulting number of required benches combined with other street furniture, staff researched several nearby communities in the Washington, D.C. metropolitan area such as Bethesda Row, Crystal City and King Farm to determine their respective bench requirements. Based on this research and combined with community feedback, staff concludes that the current ratios

are too high and should be adjusted. Staff recommends applying the same ratio to Main Street and Avenue sites where more commercial uses and higher pedestrian volumes would occur and applying a lower ratio to Local Live-Work sites. Additionally, sites located on Local (not built to a Live-Work standard) and Neighborhood sites would be exempt from a bench requirement as these sites typically include a townhouse-style development or single-family detached dwelling and they would not contain an extensive amount of commercial uses. Therefore, lower volumes of pedestrian traffic compared to the other frontage types would be expected and the demand for public seating would be much lower. Staff proposes to lower the current ratio to the following:

- Main Street and Avenue sites: 1 bench per 50 feet
- Local Live-Work sites: 1 bench per 100 feet
- Local (not built to Live/Work standard) and Neighborhood sites: No requirement
- *Bench Size:* To minimize potential clutter in the furniture zone (the area between the clear sidewalk and the curb) staff also recommends that benches placed in this area, and oriented perpendicular to the street, be 4 feet in width. This will ensure that the benches do not extend beyond the furniture zone into the clear sidewalk and may also encourage the grouping of benches facing one another. Staff does not recommend a prohibition of benches in the furniture zone oriented parallel to the curb and would allow such benches to be larger than four feet, if the space permits in coordination with other street furniture. Currently there are no restrictions on the size, placement and orientation of benches within the furniture zone.

#### Street Tree Alignment Line

- The FBC designates a street tree alignment line in order to align street trees along a block frontage for consistency. The street tree alignment line, per its current definition, must be located within the tree pit and four feet from the back of the curb. When the FBC was originally drafted, the tree pits were envisioned to be eight feet deep which would have placed the tree alignment line in the center of the tree pit. However, the final approved FBC set the typical tree pit depth at five feet, but the street tree alignment line definition was not adjusted accordingly. After further evaluation, staff recommends eliminating the four foot reference and simply requiring this line to be in the center of the tree pit, regardless of the distance from the curb.

#### FBC Street Tree List

- The FBC specifically lists certain tree species to be used for FBC projects. Concerns were raised over the use of several tree species that may be susceptible to certain diseases and pests. Therefore, staff recommends replacing some permitted species with healthier alternatives. Staff consulted with the County's Urban Forester and recommends revising the list to remove four tree species that may be at risk and, in an effort to maintain tree species diversity, adding three new species.

The following table summarizes the main changes to the streetscape standards in the Code:

BICYCLE PARKING	Land Use	Current Regulation *		Proposed Amendment	
		Resident/Employee	Guest/Visitor	Resident/Employee	Guest/Visitor
	Office	1 space / 3,750 SF	1 space / 10,000 SF	1 space / 7,500 SF	1 space / 20,000 SF
	Residential	1 space / 1.5 Units	1 space / 25 Units	1 space / 3 Units	1 space / 50 Units
	Retail	1 space / 2,500 SF	1 space / 6,250 SF	1 space / 25,000 SF	1 space / 5,000 SF
	Hotel	n/a	n/a	1 space / 10 Rooms	n/a

  

BENCHES	Site Type	Current Regulation	Proposed Amendment
		Main Street	1 bench/30' of street frontage
Avenue	1 bench/30' of street frontage	1 bench/50' of street frontage	
Local (Live-Work)	1 bench/30' of street frontage	1 bench/100' of street frontage	
Local	1 bench/30' of street frontage	n/a	
Neighborhood	1 bench/30' of street frontage	n/a	

  

STREET TREE ALIGNMENT LINE	Standard	Current Regulation	Proposed Amendment
	Location of Line	4' from the Back Of the Curb (BOC)	Centered Within the Tree Pit

  

FBC TREE LIST	Site Category	Current Regulation	Proposed Amendment
		Trees to be removed from the list	Trees to be added to the list
		Black Maple Shagbark Hickory White Ash Hophornbeam	Kentucky Coffeetree 'Stately Manor' or 'Espresso' Bald Cypress Lacebark Elm

*\* Adjusted to reflect "space" versus "rack"*

Community Process: The proposed amendments were discussed with the FBC AWG, the Bicycle Advisory Committee and the Transportation Commission where general support for the proposed amendments was expressed. Staff discussed the proposed amendments with the Zoning Committee of the Planning Commission (ZOCO) prior to the request to advertise where overall support for the amendments was also expressed. ZOCO members recommended several minor changes to the proposed language which staff has incorporated including: 1) the deletion of the reference to the Master Transportation Plan (MTP) from the streetscape standards since the MTP does not guide street tree placement; 2) the inclusion of further clarification on size restrictions for benches in the furniture zone; and 3) the inclusion of a County standard when addressing minimum tree pit dimensions.

In addition, ZOCO members raised concerns over line of sight issues related to unique topography on Columbia Pike and how tree heights might impact pedestrian and traffic safety. Staff concludes that the current standards calling for a minimum branching height when trees are installed per typical County standards are sufficient to apply to all sites within the Revitalization District and the FBC administrative review process ensures that such issues can be identified and addressed on a case by case basis. ZOCO members also inquired about possible removal of existing street furniture from built FBC projects. Staff can proactively encourage developers of existing FBC projects to remove additional street furniture through the administrative change process but with the acknowledgement that they would have to complete this effort on their own initiative and without County funds. ZOCO members were also interested in how rental bike

racks could potentially be implemented in the proposed language. This issue will continue to be analyzed internally by staff and could possibly be addressed at a later time on a County-wide basis rather than solely on Columbia Pike.

This item was heard by the Planning Commission at its January 11, 2010 meeting. A few commissioners raised questions on the proposed changes. One commissioner asked how the perpendicular orientation of benches in the furniture zone would relieve the space needs in the streetscape. Staff reiterated that the change to the language merely indicates a 4' restriction on bench sizes when turned perpendicular to the curb so those benches do not extend into the curb and preclude car doors from opening nor do they extend into the clear zone and obstruct pedestrian flow. In addition, through the review of landscape plans, staff will ensure there will be an appropriate amount of space between benches facing each other for access and circulation. Staff also commented that the vision of the streetscapes is an attractive placement of street furnishings balanced with circulation.

Another commissioner questioned whether additional research was undertaken to determine whether the future needs of bicyclists were taken into consideration when reducing the bike space requirements. Staff reiterated support for the proposed recommendations to meet the current and future bicyclists' needs. However, staff indicated that if a deficiency is noted in the future, the County has a practice of installing additional racks where needed. Staff would also be able to reevaluate the FBC requirements in the future if the proposed requirements need to be adjusted.

No changes were recommended and the commissioners voted unanimously to recommend that the County Board approve the proposed amendments. There were no public speakers at this meeting.

**CONCLUSION:** Staff recommends that the County Board adopt the attached ordinance to amend, reenact and recodify Section II. Definitions, Section III. The Regulating Plans, Section V. Streetscape Standards and Section VI. Architectural Standards of the Columbia Pike Special Revitalization District Form Based Code.

Text to be added is shown underlined and language to be deleted shown ~~struck-through~~. Text to be added or deleted, that has been modified since advertisement is shown with a double underline or ~~double-strikethrough~~, respectively.

**AN ORDINANCE TO AMEND, REENACT AND RECODIFY THE ARLINGTON COUNTY ZONING ORDINANCE, SECTION 20. (APPENDIX A) CP-FBC COLUMBIA PIKE FORM BASED CODE DISTRICTS TO: 1) MODIFY THE QUANTITY AND PLACEMENT REGULATIONS FOR STREETScape ELEMENTS INCLUDING BICYCLE PARKING, BENCHES, AND THE STREET TREE ALIGNMENT LINE TO REDUCE BICYCLE PARKING RATIOS TO MATCH THOSE INCLUDED IN SITE PLAN CONDITIONS, TO REQUIRE VISITOR BIKE RACKS TO BE GROUPED AND LOCATED CLOSER TO PRIMARY BUILDING ENTRANCES, TO LOWER THE MAIN STREET AND AVENUE SITES BENCH REQUIREMENTS TO 1/50 LINEAR FEET, LOWER THE LOCAL LIVE/WORK SITES TO 1/100 LINEAR FEET AND TO ELIMINATE THE BENCH REQUIREMENT FOR LOCAL SITES THAT DO NOT MEET LIVE/WORK STANDARD AND NEIGHBORHOOD SITES, TO LIMIT THE SIZE OF BENCHES TO 4 FEET WHEN LOCATED WITHIN THE FURNITURE ZONE AND ORIENTED PERPENDICULAR TO THE STREET, AND TO REQUIRE THE STREET TREE ALIGNMENT LINE TO BE PLACED IN THE CENTER OF THE TREE PIT; 2) TO MODIFY THE STREET TREE LIST TO REMOVE SPECIES WITH PEST AND DISEASE ISSUES IN EXCHANGE FOR ALTERNATIVE SPECIES; AND 3) TO INCLUDE DESIGN REGULATIONS FOR BICYCLE PARKING STORAGE FACILITIES REQUIRING CLASS 1 SECURE STORAGE STANDARDS FOR ALL FACILITIES AND FOR THE USE OF CONSTRUCTION MATERIALS SIMILAR TO THE PRIMARY BUILDING WHEN SUCH STORAGE FACILITIES ARE BUILT ON SITE AS AN INDEPENDENT STRUCTURE TO FACILITATE THE CREATION OF A CONVENIENT, ATTRACTIVE AND HARMONIOUS COMMUNITY; TO REDUCE OR PREVENT CONGESTION IN THE STREETS AND FOR OTHER REASONS REQUIRED BY THE PUBLIC NECESSITY, CONVENIENCE AND GENERAL WELFARE, AND GOOD ZONING PRACTICE.**

Be it ordained that Section 20. (Appendix A), “CP-FBC” Columbia Pike Form Based Code Districts, Section VI. Architectural Standards of the Columbia Pike Special Revitalization District Form Based Code of the Arlington County Zoning Ordinance is hereby amended, reenacted and recodified as follows to: 1) modify the quantity and placement regulations for streetscape elements including bicycle parking, benches, and the Street Tree Alignment Line to reduce bicycle parking ratios to match those included in Site Plan conditions, to require visitor bike racks to be grouped and located closer to primary building entrances, to lower the Main Street and Avenue sites bench requirements to 1/50 linear feet, lower the Local Live/Work sites to 1/100 linear feet and to eliminate the bench requirement for Local sites that do not meet Live/Work standard and Neighborhood sites, to limit the size of benches to 4 feet when located within the furniture zone and oriented perpendicular to the street, and to require the Street Tree Alignment Line to be placed in the center of the tree pit; 2) to modify the street tree list to remove species with pest and disease issues in exchange for alternative species; and 3) to include design regulations for bicycle parking storage facilities requiring Class 1 secure storage

standards for all facilities and for the use of construction materials similar to the primary building when such storage facilities are built on site as an independent structure to facilitate the creation of a convenient, attractive and harmonious community; to reduce or prevent congestion in the streets and for other reasons required by the public necessity, convenience and general welfare, and good zoning practice:

\* \* \*

1 **Section II. Definitions**

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3 **p. 9**

4 Street Tree Alignment Line

5 A line along which Street Trees are to be planted. The Street Tree Alignment Line is  
6 parallel with the Street or Square right of way and, unless otherwise specified in the  
7 appropriate Regulating Plan, is 4 feet from the back of the curb centered within the tree  
8 pit. (Existing trees are not required to be relocated by this requirement).  
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12 **Section III. The Regulating Plan**

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16 **B. Rules for the Regulating Plan and New Development Plans**

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18 **4. PARKING**

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20 E. Bicycle Parking:

21 1. For office development uses, the developer ~~must~~ shall provide 1 employee  
22 bicycle parking space rack ~~or bicycle locker (2-bike capacity)~~ per 7,500  
23 square feet of GFA and 1 visitor/customer bicycle parking space rack ~~(2-~~  
24 ~~bike capacity)~~ per 20,000 square feet of GFA.

25 2. For residential development uses, the developer ~~must~~ shall provide 1  
26 tenant bicycle parking space rack ~~or bicycle locker (2-bike capacity)~~ per 3  
27 units and 1 visitor bicycle parking space rack ~~(2-bike capacity)~~ per 50  
28 units.

29 3. For retail development uses, the developer ~~must~~ shall provide 1 employee  
30 bicycle parking space rack ~~or bicycle locker (2-bike capacity)~~ per 5,000

31 square feet of GFA and 1 visitor/customer bicycle parking space rack (2-  
32 bike capacity) per ~~12,500~~ 25,000 square feet of GFA.

- 33 4. For hotel uses, the developer shall provide 1 employee bicycle parking  
34 space per 10 guest rooms.
- 35 5. All tenant and employee bicycle parking facilities are to be highly visible to  
36 intended users and shall be protected from rain and snow within a secure  
37 structure, meeting Class 1 secure storage standards as contained in the  
38 Arlington County Master Transportation Plan's Bicycle Element (July 2008)  
39 and as may be subsequently amended. Where tenant and employee  
40 bicycle parking cannot be accommodated within structured parking  
41 located on site, the design of the independent bicycle parking facility, also  
42 to be located on site, shall be screened from view of pedestrians along a  
43 STREET and constructed using the same materials or materials appearing to  
44 be the same as those used on the primary building(s). The bicycle  
45 parking facilities shall not encroach on any area in the public right of way  
46 intended for use by pedestrians, nor shall they encroach on any required  
47 fire egress.
- 48 6. On-street bicycle parking spaces (as defined in Section V.B. Minimum  
49 Standards VI. G. Lighting and Mechanical Equipment) may be counted  
50 toward the minimum customer/visitor bicycle parking requirement.

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## 52 53 **Section V. Streetscape Standards**

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### 55 **p. 36**

#### 56 57 **B. Minimum Standards**

##### 58 59 **THE STREETScape**

- 60 ▪ Each STREET shall have canopy shade trees (STREET TREES). Wherever the  
61 REGULATING PLAN does not show specific STREET TREE placement, STREET TREES shall  
62 be planted along the STREET TREE ALIGNMENT LINE at an average spacing not

63 greater than 25 to 30 feet on center (measured per BLOCK face). Required tree  
64 planting area widths are specified on the typical street cross sections in the  
65 Master Transportation Plan – Part I. However, open soil surface area shall be  
66 not less than 60 square feet (~~with a minimum of 5 feet in any direction~~) per  
67 isolated tree, and connected (tree strip) planting areas are encouraged. The  
68 planting area’s minimum dimension shall be ~~not less than 5 feet~~ or as indicated  
69 in Arlington County Landscape Standards, Section II.B. Tree Pit Size/Planting  
70 Strip Size. At planting, trees shall be at least 4 to 4.5 inches in diameter (4 feet  
71 above grade) and at least 12 feet in overall height. Species shall be selected  
72 from the Columbia Pike Special Revitalization District Street Tree List. Consult  
73 the ADMINISTRATIVE REVIEW TEAM for the designated tree species for a particular  
74 STREET.

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76 **p. 37**

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78 **ON-STREET PARKING**

- 79 ■ On-street parking nubs shall be incorporated into the sidewalk in a pattern  
80 consistent with the Master Transportation Plan.
- 81 ○ The parking space/tree planting pattern may be interrupted by existing or  
82 proposed new driveways, STREETS, ALLEYS, and transit stops/stations.
  - 83 ○ Parking spaces shall be constructed in a manner that allows proper  
84 drainage (toward a valley gutter at the curb line)
  - 85 ○ Parking spaces shall be constructed according to County standards to  
86 ensure accessibility for street cleaning vehicles.

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88 **STREET FURNITURE**

- 89 ■ Benches - Benches ~~will~~ shall have backs and arm rests.
- 90 ○ ~~The current standard bench purchased with County funds for Columbia~~  
91 ~~Pike is standard b~~Benches for in the Columbia Pike corridor shall be is the  
92 Victor Stanley “Steelsites Streetsites” model # R-B 28 or equivalent.
  - 93 ○ Benches located in the furniture zone, and oriented perpendicular to the  
94 street, shall be 4 feet in length. Benches located in the furniture zone  
95 but not perpendicular to the Street may be longer so long as their length

96 does not conflict with the placement of other streetscape elements or  
97 obstruct necessary pedestrian movement.

- 98 ○ Bench ratios provided below shall be used to calculate only the total  
99 number of required benches and may not necessarily determine the  
100 bench locations.
- 101 ○ Where present, the amount of frontage dedicated to transit stops, as  
102 determined by the Department of Environmental Service (or its successor  
103 agency), transit may be subtracted from the overall building frontage  
104 when calculating the total number of required benches.
- 105 ○ For each MAIN STREET or AVENUE site project, one (1) bench will shall be  
106 provided for every 30 50 feet of STREET FRONTAGE on a project.
- 107 ○ For each LOCAL site that is built to a LIVE/WORK standard, one bench shall  
108 be provided for every 100 feet of street frontage. LOCAL sites that are not  
109 built to a LIVE/WORK standard and NEIGHBORHOOD sites are exempt from  
110 the bench requirement.

- 111 ■ Waste Bins - The standard waste bin for the Columbia Pike corridor is the Victor  
112 Stanley "Bethesda Series" model # S-42 or equivalent. At a minimum, one (1)  
113 waste bin ~~will~~ shall be provided at each BLOCK CORNER or BUILDING CORNER.

- 114 ■ Bike Racks – ~~The standard~~ Bike racks (2-space capacity) for the Columbia Pike  
115 corridor is shall be an inverted "U" in galvanized steel with a baked-on black  
116 paint finish.

- 117 ○ Bike racks (2-bike-space capacity) shall be installed on both sides of the  
118 Street, along the Street Tree Alignment Line or within the furniture zone  
119 at no more than 60' intervals (not to interfere with the placement of  
120 Street Trees or Street Lights). measured parallel to the Street. At the  
121 time of the development, the developer is only responsible for the  
122 installation of bicycle racks on the side(s) of the Street being developed.

- 123 ○ Where feasible and not in conflict with other streetscape elements, at  
124 least 50% of visitor/guest bike racks shall be located within 50 feet of the  
125 primary residential/office building entrance and shall be located in groups  
126 of two or more. In all other locations, bike racks shall be distributed  
127 within a project either as a single rack or in groups of two.

- 128 ■ Placement and model/type of all street furniture and fixtures, if different than  
129 the current standard, will be reviewed by the ADMINISTRATIVE REVIEW TEAM.



- 159 ~~▪ Waste Bins — The standard waste bin for the Columbia Pike corridor is the Victor~~
- 160 ~~Stanley “Bethesda Series” model # S-42 or equivalent. At a minimum, one (1)~~
- 161 ~~waste bin will be provided at each BLOCK CORNER or BUILDING CORNER.~~
- 162 ~~▪ Bike Racks — The standard bike rack for the Columbia Pike corridor is an~~
- 163 ~~inverted “U” ingalvanized steel with a baked-on black paint finish~~
- 164 ~~▪ Placement and model/type of all street furniture and fixtures, if different than~~
- 165 ~~the current standard, will be reviewed by the ADMINISTRATIVE REVIEW TEAM.~~

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167 **p. 40**

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169 **D. Columbia Pike Special Revitalization District Street Tree List**

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171 The following list contains all species approved for use in the Columbia Pike Special

172 Revitalization District. It contains native and acceptable adapted species. Other

173 species may be used for planting within a LOT. Invasive exotic species may not be used

174 anywhere on LOTS or other areas within the Columbia Pike Special Revitalization District.

175 Species in **bold type** are specified (first preference) for placement along the STREET

176 TREE ALIGNMENT LINE, as specified in the REGULATING PLAN. Species marked with an

177 asterisk shall be used in limited areas such as larger open landscaped areas, rather than

178 for street tree use. At the recommendation of the ADMINISTRATIVE REVIEW TEAM in

179 coordination with the County’s urban forester, modifications to this list may be made at

180 a future date.

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182 **Columbia Pike Special Revitalization District**

183 **STREET TREE LIST**

- 184 ~~▪ Acer nigrum ————— Black Maple~~
- 185 ~~▪ **Acer rubrum** **Red Maple (Town and Village Centers)**~~
- 186 ~~▪ Carya ovata ————— Shagbark Hickory~~
- 187 ~~▪ Celtis laevigata Sugar Hackberry \*~~
- 188 ~~▪ Fraxinus americana ————— White Ash~~
- 189 ~~▪ Ginko Biloba Ginko (male only)~~
- 190 ~~▪ Gleditsia triacanthos inermis Thornless Honey Locust \*~~
- 191 ~~▪ Gymnocladus dioicus Kentucky Coffeetree ‘Stately Manor’ or~~
- 192 ~~‘Espresso’ (male only)~~

