# ARCHITECTURAL REVIEW BOARD STAFF REPORT

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| **Project #/Name** | **ARB-2020-39: Airport Road Sheetz Initial** |
| **Review Type** | Initial Site Development Plan |
| **Parcel Identification** | 03200-00-00-03800, 03200-00-00-03900, 03200-00-00-039A0 |
| **Location** | Northwest corner of Seminole Trail (Route 29) and Airport Road (Route 649) |
| **Zoned** | Commercial (C1), Entrance Corridor (EC), Airport Impact Area (AIA) |
| **Owner/Applicant** | Airport Plaza, LLC (32-38), William Scott Marshall, Ind & As Trustees of Rachel K Marshall Rev Trust (32-39, 32-39A)/Line+Grade (Daniel Hyer), Williams Mullen (Valerie Long) |
| **Magisterial District** | Rivanna |
| **Proposal** | To construct a fuel station with a 6,077-sf building, 4,867-sf fuel pump canopy, a 1,024-sf carwash, and associated site improvements on three parcels totaling approximately 2.88 acres. |
| **Context** | The character of this portion of the Entrance Corridor is commercial and industrial, with some of the buildings constructed prior to the establishment of the EC Guidelines, including a c. 1915 residence and a converted commercial building on the subject property. A BP gas station and a Wells Fargo bank lie to the south of the site and Airport Road; a retail strip featuring Alpha Medical Aids and Budget Truck Rental lie to the north; to the east of the site and Route 29 is the site that is being developed for the Wawa convenience store, Martha Jefferson Hospital clinic, and 84 Lumber; and to the west of the site is Airport Auto Center. |
| **Visibility** | The proposed development will have maximum visibility from both the Airport Road and Route 29 Entrance Corridors. |
| **ARB Meeting Date** | June 1, 2020 |
| **Staff Contact** | Khris Taggart |

## PROJECT/SITE HISTORY

The ARB has reviewed and approved a Comprehensive Sign Plan and a number of sign applications for the existing building on parcel 38. A pre-application conference was held on September 17, 2019 to discuss the proposed changes to the site.

**ANALYSIS**

Gray highlight = means the guideline can't be reviewed at initial site plan stage, but recommendations can be provided for final

Yellow highlight = means the guideline can only be reviewed for location/configuration at the initial plan stage

Regular text = means the guideline can be reviewed at initial plan stage, can be made a condition of initial plan approval, and can be the basis for denial

| REF | GUIDELINE | ISSUE | RECOMMENDATION |
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| | GENERAL GUIDELINES | | |
| | ***Purpose, Compatibility with significant historic sites and the character of the Entrance Corridor, Structure design, Site Development and layout*** | | |
| 1 | The goal of the regulation of the design of development within the designated Entrance Corridors is to ensure that new development within the corridors reflects the traditional architecture of the area. Therefore, it is the purpose of ARB review and of these Guidelines, that proposed development within the designated Entrance Corridors reflect elements of design characteristic of the significant historical landmarks, buildings, and structures of the Charlottesville and Albemarle area, and to promote orderly and attractive development within these corridors. Applicants should note that replication of historic structures is neither required nor desired. | The proposed main building and carwash use some materials (brick, cast stone veneer) and forms (tower element, canopies and awnings emphasizing the entrances and storefront windows) that are minimally reflective of features found in local historic buildings. However, the overall design reflects contemporary commercial architectural trends with no strong connection to the historic architecture of the area. Some proportions and treatments in the store building could be altered to better reflect historic precedents: The height and distribution of storefront glass in the tower element could be revised to achieve more of a traditional appearance; the proportion of the raised bay on the front elevation and the stone bay on the right elevation could be revised for greater impact and coordination; the windows on the front elevation could be extended to the stone base.<br><br>The storefront windows, awnings, and building materials help break up the façade of the store building and create a sense of human scale. However, the windows along the east elevation have an awkward appearance because the glass does not extend down to the cast stone sill, resulting in a "floating" appearance. Also, the red awnings are a significant element in the design. A material sample is needed to determine if the color | Revise the overall site layout to locate the convenience store and its tower at the corner closest to the Rt. 29/Airport Rd. intersection.<br><br>Reduce the overall size of the fuel-pump canopy to be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and along the corridor.<br><br>Provide a sample of the brick proposed for the paving around the building and the red metal proposed for the awnings.<br><br>Explore opportunities to combine bypass and |
| 2 | Visitors to the significant historical sites in the Charlottesville and Albemarle area experience these sites as ensembles of buildings, land, and vegetation. In order to accomplish the integration of buildings, land, and vegetation characteristic of these sites, the Guidelines require attention to four primary factors: compatibility with significant historic sites in the area; the character of the Entrance Corridor; site development and layout; and landscaping. | | |
| 3 | New structures and substantial additions to existing structures should respect the traditions of the architecture of historically significant buildings in the Charlottesville and Albemarle area. Photographs of historic buildings in the area, as well as drawings of architectural features, which provide important examples of this tradition are contained in Appendix | | |

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| | A. | is appropriate.<br><br>The proposed fuel pump canopy has no connection to historic architecture and it does not exhibit human scale. It has a 4,867 sf footprint (136'2" L x 36'6" W) and a height of 15'6" from grade to the bottom of the truss and heights of 18'7" and 21' 7-3/8" from grade to the low and high points of the top of the canopy. Overall, the size of the canopy, its height, the angled roof, and the lofty trusswork establish a monumental scale rather than a human one. Compared to the store (96'5" L x 62'4" W x 21'5" to the top of the main building and 28' 7-3/8" to the top of the tower), the size, scale and character of the canopy result in a structure that visually overwhelms the store building as viewed from the corridors. The cast stone veneer for the bases of the canopy columns, although positive elements of scale and coordination, are not sufficient to establish human scale and unity on site. Reduced canopy length and an alternate roof form would establish more compatible proportions and overall character on site. The stone bases and dark bronze color of the canopy columns are compatible with the convenience store building, but the visual prominence of the canopy size, angled roof, and trusswork serve to disassociate the canopy from the store building, rather than reinforce a cohesive whole.<br><br>ARB sheet 6 shows bright red brick paving around the building. If the color of the actual brick appears as intense as it is rendered, it will not have an appropriate appearance on the corridor. A material sample will be needed for review.<br><br>The proposed architectural designs of the three | drive-thru lanes and other travelways to reduce paved area.<br><br>Revise the design of the Airport Road store elevation to appear more like a prominent front.<br><br>Revise the store tower (height, storefront design) to better reflect traditional architecture and to appear as an actual corner tower.<br><br>Revise the raised bay on the front elevation and the stone bay on the right elevation of the store for greater coordination with the overall building.<br><br>Increase the amount of glass in the storefront windows on the east elevation to be consistent with the storefront windows on the south elevation. |
| 4 | The examples contained in Appendix A should be used as a guide for building design: the standard of compatibility with the area's historic structures is not intended to impose a rigid design solution for new development. Replication of the design of the important historic sites in the area is neither intended nor desired. The Guideline's standard of compatibility can be met through building scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The Guidelines allow individuality in design to accommodate varying tastes as well as special functional requirements. | | |
| 9 | Building forms and features, including roofs, windows, doors, materials, colors and textures should be compatible with the forms and features of the significant historic buildings in the area, exemplified by (but not limited to) the buildings described in Appendix A [of the design guidelines]. The standard of compatibility can be met through scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The replication of important historic sites in Albemarle County is not the objective of these guidelines. | | |
| 11 | The overall design of buildings should have human scale. Scale should be integral to the building and site design. | | |
| 12 | Architecture proposed within the Entrance Corridor should use forms, shapes, scale, and materials to create a cohesive whole. | | |
| 5 | It is also an important objective of the Guidelines to establish a pattern of compatible architectural characteristics throughout the Entrance Corridor in order to achieve unity and coherence. Building designs should demonstrate sensitivity to other nearby structures within the Entrance Corridor. Where a designated corridor is substantially | | |

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| | developed, these Guidelines require striking a careful balance between harmonizing new development with the existing character of the corridor and achieving compatibility with the significant historic sites in the area. | main structures do not support an overall cohesive appearance. The structures are not aligned and the forms and scale are widely varied. The single-slope roof of the canopy does not relate to the store building or to other structures on the corridor. An alternate roof form would be appropriate. | |
| 10 | Buildings should relate to their site and the surrounding context of buildings. | | |
| 13 | Any appearance of "blankness" resulting from building design should be relieved using design detail or vegetation, or both. | The north and west elevations of the store building are not completely blank, but they have a utilitarian appearance. Although brick and stone materials are carried over from the store building, the west elevation of the carwash has only a single utilitarian door. No landscaping is proposed to mitigate the blankness. Locating the building at the edge of the stormwater facility may limit opportunities for landscape screening. | Revise the north and west elevations of the store to reduce the utilitarian appearance.<br><br>Revise the building design and/or the landscape plan to address the "blankness" along the west elevation of the car wash. |
| 14 | Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development. | Architectural connecting devices are not proposed. There are some existing examples of convenience stores in the County that are physically connected to their fuel pump canopies. One example is located a short distance south of the subject property. A physical connection is not recommended at this site, however. Aside from general coordination of colors, the forms, style and character of the proposed store and canopy aren't similar enough to warrant physical connection, and, another major structural element would not be a positive addition to a site with multiple other structures and a significant amount of paving. | None. |
| 15 | Trademark buildings and related features should be modified to meet the requirements of the Guidelines. | This proposed design is a much stronger reflection of trademark character than it is a reflection of the requirements of the Guidelines. The elements that loosely recall traditional architecture are reflected in many Sheetz developments, making the buildings and fuel pump canopy immediately | Revise the trademark design to better reflect local historic precedents. |

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| | | recognizable as brand architecture. Revising the design as described above is needed to establish a connection to local historic precedents and orderly development along the corridor. | |
| 16 | Window glass in the Entrance Corridors should not be highly tinted or highly reflective. Window glass in the Entrance Corridors should meet the following criteria: *Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%. Specifications on the proposed window glass should be submitted with the application for final review.* | Specifications and samples of the proposed window glass have not been submitted at this time. | Provide specifications on the proposed window glass. Provide samples, if tinted window glass is proposed. |
| 6 | Site development should be sensitive to the existing natural landscape and should contribute to the creation of an organized development plan. This may be accomplished, to the extent practical, by preserving the trees and rolling terrain typical of the area; planting new trees along streets and pedestrian ways and choosing species that reflect native forest elements; insuring that any grading will blend into the surrounding topography thereby creating a continuous landscape; preserving, to the extent practical, existing significant river and stream valleys which may be located on the site and integrating these features into the design of surrounding development; and limiting the building mass and height to a scale that does not overpower the natural settings of the site, or the Entrance Corridor. | The site has already been developed; no natural landscape remains. The proposed development includes three major structural elements, each with individual circulation patterns. These, combined with site access from both Route 29 and Airport Road, result in paved travelways as a major site element. The drive-thru lane for the store and the travelway and bypass lane for the car wash have significant visual impacts.<br><br>The proposed buildings and canopy are all situated parallel to Route 29 and Airport Road, and the store's main entrance is located parallel to both streets, as well. However, the fuel pump canopy is given the prominent location on the site at the corner of the intersection, adjacent to both ECs. There, it overpowers both the building it serves and the existing development along the ECs. The store building has the appearance of a secondary structure and the design of the Airport Road elevation is not that of a prominent front. Revising the site layout to place the store at the corner of the Airport Rd./Route 29 intersection, with the corner tower as an anchor and focal point, would be an appropriate method of addressing both corridors with an appropriately | Revise the overall site layout to locate the convenience store and its tower at the corner closest to the Rt. 29/Airport Rd. intersection.<br><br>Explore opportunities to combine bypass and drive-thru lanes and other travelways to reduce paved area.<br><br>Provide versions of the perspectives without proposed trees.<br><br>Provide a perspective view from Airport Road at the west end of the site.<br><br>Reorient the car wash building so that the "front" faces Airport Road and the building |
| 39 | The relationship of buildings and other structures to the Entrance Corridor street and to other development within the corridor should be as follows:<br>a. An organized pattern of roads, service lanes, bike paths, and pedestrian walks should guide the layout of the site.<br>b. In general, buildings fronting the Entrance Corridor street should be parallel to the street. Building groupings should be arranged to parallel the | | |

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| | Entrance Corridor street.<br>c. Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems.<br>d. Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor.<br>e. If significant natural features exist on the site (including creek valleys, steep slopes, significant trees or rock outcroppings), to the extent practical, then such natural features should be reflected in the site layout. If the provisions of Section 32.5.2.n of the *Albemarle County Zoning Ordinance* apply, then improvements required by that section should be located so as to maximize the use of existing features in screening such improvements from Entrance Corridor streets.<br>f. The placement of structures on the site should respect existing views and vistas on and around the site. | scaled building.<br><br>The "front" of the car wash building faces the store. The car wash exit faces the Airport Road EC. Although the shorter exit elevation orients less of the building to the EC street, turning the building so that its front faces Airport Road would allow the building front to occupy the prominent position and would allow the building to screen some of the stormwater facility from view.<br><br>The perspective renderings show the development screened by frontage trees. Versions of the perspectives without the trees, as well as a perspective from Airport Road at the west end of the site, would help clarify the relationship among the structures on site.<br><br>A pedestrian connection, which includes an ADA compliant ramp, is proposed.<br><br>Views around the site are not expected to be negatively impacted. | screens the biofilter. |
| | **Accessory structures and equipment** | | |
| 17 | Accessory structures and equipment should be integrated into the overall plan of development and shall, to the extent possible, be compatible with the building designs used on the site. | The fuel pump canopy is the most prominent structure in the proposal. Its scale will give the structure precedence over the main store building when viewed from the ECs. Revisions that bring the store building closer to the intersection of Route 29 and Airport Road would be appropriate.<br><br>The equipment associated with the carwash is not identified on the plan. Equipment that is not located inside the building (including vending machines, vacuums, air pumps, directional signage, etc.) will need to be located to eliminate visibility, and possibly screened with landscaping. | Revise the proposal to locate the store building and its tower at the Rt. 29/Airport Rd. corner of the greater presence on the ECs.<br><br>Confirm that the equipment associated with the carwash is internal to the building.<br><br>Identify on the plans where the carwash |
| 18 | The following should be located to eliminate visibility from the Entrance Corridor street. If, after appropriate siting, these features will still have a negative visual impact on the Entrance Corridor street, screening should be provided to eliminate visibility. a. Loading areas, b. Service areas, c. Refuse areas, d. Storage areas, e. Mechanical equipment, f. Above-ground utilities, and g. Chain link fence, barbed wire, razor wire, and similar security fencing devices. | | |
| 19 | Screening devices should be compatible with the | | |

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| | design of the buildings and surrounding natural vegetation and may consist of: a. Walls, b. Plantings, and c. Fencing. | Some details are provided on the equipment related to the store's drive-thru, but locations are not identified on the site plan. Most of the vertical elements associated with ordering and the drive-thru are red. Some car wash drive-thru elements are blue. Revising the color to bronze would reduce visual impacts.<br><br>Vent stacks for the underground storage tanks are proposed to be located adjacent to the Airport Road EC and close to the Rt. 29 intersection. A location on the opposite end of the site would be appropriate. Screening has not been provided.<br><br>A dumpster is proposed next to a bioretention basin, close to the Rt. 29 site entrance where it is readily visible from the street. The perspective facing southwest confirms the prominence of the dumpster. Even with a coordinated screen wall (brick wall, bronze ACM) and supplemental landscaping, a location further west – further away from the EC – would be more appropriate. A concrete retaining wall topped by a screening fence is noted around the dumpster enclosure on the site plan. Details provided with the architectural drawings show a brick-faced wall with no fence. Concrete topped by a fence would not have an appropriate appearance for the EC.<br><br>Equipment is proposed to be mounted on the store roof, surrounded by a roof screen. (See ARB sheet 6, A131 and A200A.) These screens aren't included in the building elevations. The building, appropriately proportioned, should screen the equipment. Added screens, if visible, are not appropriate. Site sections show that the tower will hide the equipment screen from some – but not all – vantage points. | signage and related items, and the store's drive-thru related elements, will be located.<br><br>Revise the color of drive-through (store and car wash) structure/support elements to bronze to reduce visual impacts.<br><br>Relocate the vent stacks away from the ECs and eliminate visibility with screening.<br><br>Relocate the dumpster enclosure to significantly reduce visibility from the EC.<br><br>Coordinate the dumpster enclosure notes on the site plan to coordinate with the brick-faced architectural design. Eliminate the fence at the top of the wall.<br><br>Provide elevations that show roof-mounted equipment and how the building will screen it from view.<br><br>Relocate the store equipment to a location with less visibility from |

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| | | Ice machines, store equipment (unspecified), and other items are proposed to be located along the east and south elevations of the building, where they will be visible from the ECs. The illustrated locations do not meet the guidelines. Alternate, screened locations away from the ECs would be appropriate. | the EC. |
| 21 | The following note should be added to the site plan and the architectural plan: "Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated." | The note is not present on the site plan or the architectural plan. | Add the standard mechanical equipment note to the site and architectural plans. |
| | **Lighting** | | |
| | *General Guidelines* | | |
| 22 | Light should be contained on the site and not spill over onto adjacent properties or streets; | The southern and eastern property lines adjacent to Airport Road and Route 29, respectively, have several illumination values greater than 0.5 fc (as high as 2.2), which is the maximum allowed by ordinance. | Revise the lighting plan to show that no footcandle values above 0.5 spill over into the public right-of-way. |
| 23 | Light should be shielded, recessed or flush-mounted to eliminate glare. All fixtures with lamps emitting 3000 lumens or more must be full cutoff fixtures. | The proposal does not indicate if the proposed lighting is shielded, recessed, or flushed mounted. The proposal also does not indicate if the proposed lamps emitting 3000 lumens or more are full cutoff fixtures.<br><br>The proposal does not indicate the appearance of the proposed lighting.<br><br>The proposal does not indicate the colors of the proposed freestanding and wall-mounted lighting.<br><br>The single-slope roof form of the fuel pump canopy may allow light fixtures to be seen from the street, which could cause glare and difficulty in achieving the full cutoff feature that is required. | Revise the site plan to include manufacturer's specifications for all proposed fixtures, including wall-mounted lights.<br><br>Provide information to confirm that illumination from the fuel pump canopy does not create glare and does not emit light above the horizontal plane. |
| 25 | Light should have the appearance of white light with a warm soft glow; however, a consistent appearance throughout a site or development is required. Consequently, if existing lamps that emit non-white light are to remain, new lamps may be required to match them. | | |
| 26 | Dark brown, dark bronze, or black are appropriate colors for free-standing pole mounted light fixtures in the Entrance Corridors. | | |
| 28 | In determining the appropriateness of lighting fixtures for the Entrance Corridors, the individual context of the site will be taken into consideration on a case by case basis. | | |
| 24 | Light levels exceeding 30 foot-candles are not appropriate for display lots in the Entrance Corridors. Lower light levels will apply to most other uses in | The fuel pump canopy area is not a vehicular display lot so the EC standard of 20 fc would apply as the maximum for this site. The canopy | Reduce the illumination so that the maximum footcandle value does not |

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| | the Entrance Corridors. | area has values that range from 11 to 51, far exceeding the maximum. | exceed 20 fc anywhere on site. |
| 27 | The height and scale of freestanding, pole-mounted light fixtures should be compatible with the height and scale of the buildings and the sites they are illuminating, and with the use of the site. Typically, the height of freestanding pole-mounted light fixtures in the Entrance Corridors should not exceed 20 feet, including the base. Fixtures that exceed 20 feet in height will typically require additional screening to achieve an appropriate appearance from the Entrance Corridor. | The heights of some of the proposed pole-mounted fixtures exceed 20'. Note that the 20' maximum is intended to include the height of any base. | Reduce the height of proposed lighting to 20' maximum, including the base. Adjust the note on the lighting plan accordingly. |
| 29 | The following note should be included on the lighting plan: "Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half foot-candle." | The note is not present on the lighting plan.<br><br>To meet county requirements, the photometric plan must be calculated using an LLF of at least 1.0; however, there are values under 1.0 on the photometry plan. | Add the standard lighting note to the lighting plan.<br><br>Revise the lighting plan (C9.0) to use LLFs of at least 1. 0. |
| 30-31 | *Guidelines for the Use of Decorative Landscape Lighting* | There does not appear to be any decorative lighting proposed for the site. | None. |
| | ***Landscaping*** | | |
| 7 | The requirements of the Guidelines regarding landscaping are intended to reflect the landscaping characteristic of many of the area's significant historic sites which is characterized by large shade trees and lawns. Landscaping should promote visual order within the Entrance Corridor and help to integrate buildings into the existing environment of the corridor. | No flowering ornamentals trees are proposed along either frontage. The addition of interspersed ornamentals along the frontages would increase the continuity along the corridors.<br><br>The landscaping plan shows large shade trees proposed to be planted at 3.5" caliper. There are a few locations where the spacing exceeds 35' on center: near the entrance along Airport Rd., near the pedestrian connection to the site along Airport Rd., and near the intersection of Airport Rd. and 29N. The length of the Airport Road frontage requires ten trees; nine trees have been proposed. Given the breaks in the frontage and the | Revise the landscape plan to show interspersed ornamentals trees along the ECs. |
| 8 | Continuity within the Entrance Corridor should be obtained by planting different types of plant materials that share similar characteristics. Such common elements allow for more flexibility in the design of structures because common landscape features will help to harmonize the appearance of | | |

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| | development as seen from the street upon which the Corridor is centered. | anticipated canopy, 9 trees are expected to be sufficient in this particular case, with the added ornamentals. | |
| 32 | Landscaping along the frontage of Entrance Corridor streets should include the following:<br>a. Large shade trees should be planted parallel to the Entrance Corridor Street. Such trees should be at least 3½ inches caliper (measured 6 inches above the ground) and should be of a plant species common to the area. Such trees should be located at least every 35 feet on center.<br>b. Flowering ornamental trees of a species common to the area should be interspersed among the trees required by the preceding paragraph. The ornamental trees need not alternate one for one with the large shade trees. They may be planted among the large shade trees in a less regular spacing pattern.<br>c. In situations where appropriate, a three or four board fence or low stone wall, typical of the area, should align the frontage of the Entrance Corridor street.<br>d. An area of sufficient width to accommodate the foregoing plantings and fencing should be reserved parallel to the Entrance Corridor street, and exclusive of road right-of-way and utility easements. | | |
| 33 | Landscaping along interior roads:<br>a. Large trees should be planted parallel to all interior roads. Such trees should be at least 2½ inches caliper (measured six inches above the ground) and should be of a plant species common to the area. Such trees should be located at least every 40 feet on center. | There is a single tree proposed along the north side of the travelway that runs along the north side of the site. There is no landscaping proposed along the travelway on the west side of the western biofilter. Although a few trees may qualify as interior parking lot trees, there are no trees proposed in planting areas surrounded by paving. Given the expanse of paving that is proposed, trees along the northern and western travelway perimeters would help offset visual impacts. | Add trees 40’ on center, 2½” caliper at planting, along the northern and western travelway perimeters. |
| 34 | Landscaping along interior pedestrian ways:<br>a. Medium trees should be planted parallel to all interior pedestrian ways. Such trees should be at least | A walkway is provided along the front and sides of the building. A painted crosswalk connects the walkway at the building to a new ramp that | |

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| | 2½ inches caliper (measured six inches above the ground) and should be of a species common to the area. Such trees should be located at least every 25 feet on center. | connects to the sidewalk on Airport Road. | |
| 35 | Landscaping of parking areas:<br>a. Large trees should align the perimeter of parking areas, located 40 feet on center. Trees should be planted in the interior of parking areas at the rate of one tree for every 10 parking spaces provided and should be evenly distributed throughout the interior of the parking area.<br>b. Trees required by the preceding paragraph should measure 2½ inches caliper (measured six inches above the ground); should be evenly spaced; and should be of a species common to the area. Such trees should be planted in planters or medians sufficiently large to maintain the health of the tree and shall be protected by curbing.<br>c. Shrubs should be provided as necessary to minimize the parking area's impact on Entrance Corridor streets. Shrubs should measure 24 inches in height. | The proposed trees along the Airport Road frontage serve as parking lot perimeter trees, but there is a wider planting area between the Rt. 29 frontage trees and the nearby parking row, with room for perimeter trees to be added.<br><br>There are 47 parking spaces proposed, requiring 5 interior parking lot trees. 3 of the trees on the landscape plan can be counted as interior trees. They are proposed at 3.5" caliper. Shrubs are proposed along the parking perimeters to further mitigate the impact of the paved parking area on the corridor. However, some of the shrubs are indicated as 18"-24" in height at planting, which is less than the 24" requirement. | Add large perimeter trees along the 15-space parking row close to Rt. 29, 40' on center, 2½" caliper at planting.<br><br>Provide 2 additional interior parking lot trees.<br><br>Increase shrub planting height to 24" minimum. |
| 36 | Landscaping of buildings and other structures:<br>a. Trees or other vegetation should be planted along the front of long buildings as necessary to soften the appearance of exterior walls. The spacing, size, and type of such trees or vegetation should be determined by the length, height, and blankness of such walls.<br>b. Shrubs should be used to integrate the site, buildings, and other structures; dumpsters, accessory buildings and structures; "drive thru" windows; service areas; and signs. Shrubs should measure at least 24 inches in height. | There is no landscaping proposed along the exterior of the store or carwash buildings. The carwash is comparatively small, but the prominent location of this utilitarian structure and the large amount of additional paving associated with it increase negative visual impacts that require mitigation. Landscaping is one method of mitigation that can help integrate these features into the overall site. Trees in the islands at the corners of the store building would also help offset visual impacts. | Provide additional landscaping to better integrate the carwash and related travelways into the overall site.<br><br>Add trees in the islands at the corners of the store building. |
| 37 | Plant species: a. Plant species required should be as approved by the Staff based upon but not limited to the *Generic Landscape Plan Recommended Species List* and *Native Plants for Virginia Landscapes (Appendix D)*. | The proposed plants are on the recommended species list. | None. |

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| 38 | Plant health: The following note should be added to the landscape plan: "All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant." | The note is not on the landscaping plan. | Add the standard landscaping note to the landscape plan. |
| | **Site Grading** | | |
| 40 | Site grading should maintain the basic relationship of the site to surrounding conditions by limiting the use of retaining walls and by shaping the terrain through the use of smooth, rounded landforms that blend with the existing terrain. Steep cut or fill sections are generally unacceptable. Proposed contours on the grading plan shall be rounded with a ten-foot minimum radius where they meet the adjacent condition. Final grading should achieve a natural, rather than engineered, appearance. Retaining walls 6 feet in height and taller, when necessary, shall be terraced and planted to blend with the landscape. | The existing grading is not being significantly altered. | None. |
| 41 | No grading, trenching, or tunneling should occur within the drip line of any trees or other existing features designated for preservation in the final Certificate of Appropriateness. Adequate tree protection fencing should be shown on, and coordinated throughout, the grading, landscaping and erosion and sediment control plans. | There are no trees on the site that are designated for preservation. | None. |
| 42 | Areas designated for preservation in the final Certificate of Appropriateness should be clearly delineated and protected on the site prior to any grading activity on the site. This protection should remain in place until completion of the development of the site. | There are no areas on the site plan that are designated for preservation. | None. |
| 43 | Preservation areas should be protected from storage or movement of heavy equipment within this area. | | |
| 20 | Surface runoff structures and detention ponds should be designed to fit into the natural topography to avoid the need for screening. When visible from the Entrance Corridor street, these features must be fully integrated | There are two bioretention ponds that will have a high level of visibility from the corridors – one primarily from Airport Rd., the other primarily from Route 29. As currently illustrated, they have | Revise the design of the bioretention ponds to establish them as fully integrated landscape |

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| | into the landscape. They should not have the appearance of engineered features. | the appearance of engineered features rather than fully integrated landscape features. Alternate locations that completely eliminate visibility from the corridors don't seem likely, so alternate designs are needed to integrate the features into the site. | features. |
| 44 | Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible. | | |
| **45** | **Fuel Pump Canopies** | | |
| a | Fuel pump canopies may be required to provide customers with protection from the elements and to provide lighting levels required for dispensing fuel. Such fuel pump canopies are functional elements of present-day gas/convenience stores and their character and appearance shall reflect a minimalist design consistent with that function. | The proposed canopy is distinctive and not minimalistic in design. It, like the store building, functions as brand architecture. | Reduce the overall size of the fuel-pump canopy to be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and along the corridor. |
| b | Fuel pump canopies shall be the smallest size possible to offer protection from the elements. Canopies shall not exceed the sizes identified in Standards for Fuel Pump Canopies as outlined in Appendix B. | The canopy has 4 islands and 8 pumps, and measures approximately 136'2" L x 36'6" W, 21'7 3/8" H. The canopy footprint is larger in all dimensions than the maximum dimensions listed in the Standards. Canopies larger than the Standards in length and width have been approved elsewhere in the County, but a reduced length would provide for more coordinated appearances in this case. Canopy height limits have been consistently applied. | Reduce the canopy length to help reduce visual impacts.<br><br>Revise the canopy design so that the lowest edge of the canopy does not exceed 14'6" and the top of the canopy does not exceed 17'6". |
| c | The size of the canopy fascia and canopy support columns shall be in proportion to the overall size of the canopy structure. The fascia shall not exceed 36" in total height, including any accent bands. | The canopy renderings show a structure that does not have a fascia like most existing canopies in the County. The canopy roof is supported by a bronze-colored truss structure supported by stone-veneer piers that visually tie the canopy to the main building. At 6' high, the stone veneer begins to establish human scale in the canopy, but the overall size and character of the canopy result in an overall monumental scale. | Reduce the overall size of the fuel-pump canopy to be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and |
| d | Canopy fascias shall not be illuminated. | | |

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| | | | along the corridor. |
| e | Lighting of fuel pump canopies shall be of the lowest level that will provide safe dispensing of fuel. All canopy lighting shall be flush-mounted and shielded, downward directed, and shall not emit light above the horizontal plane. All canopy lighting shall meet the .5 foot-candle spillover requirement in compliance with zoning ordinance regulations. | No cutsheet information has been provided for the proposed canopy lighting. Illumination under the canopy reaches a maximum of 51 fc. The 20 fc maximum is appropriate for this site. | Provide manufacturer's specifications for all proposed fixtures.<br><br>Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site. |
| f | Canopy related elements, including fuel dispensers, support columns, spandrels, planters, etc. shall be compatible with the character of the building and site and shall not be used for advertising. | The canopy uses materials (stone masonry veneer) and colors (dark bronze and red) that coordinate with the main building, but the form, scale, and contemporary design serve as brand architecture which functions as indirect advertising. The single-slope roof and truss structure of the canopy do not relate to the store building, and the single slope roof does not relate to other structures on the corridor. An alternate roof form would be appropriate.<br><br>The proposed canopy fascia uses one color, 'Regal red' (PMS 201C). Given the prominence of the proposed canopy design, review of a physical sample of the red canopy material is appropriate. | Revise the canopy design to increase coordination on site and along the corridor.<br><br>Submit a sample of the red canopy material for review.<br><br>Revise the design of the canopy to coordinate with the store building and site. |
| g | The architectural elements of a building should not be altered to reflect trademark canopy design. | | |
| h | Canopy fascias shall be limited to the use of one principal color, with ARB review. | | |
| i | Colors, materials, forms, and detailing may be used to coordinate canopies with a site, its building(s), and structures. | | |
| j | Fuel pump canopy applicants should refer to ARB Standards for Fuel Pump Canopies. (Appendix B) | | |
| | **SIGNS** | Signage is reviewed and approved by a separate submission; however, the following preliminary comments are provided.<br><br>The ARB may require that the color and scale of standard templates for trademarks, service marks, corporate logos, and graphics be modified.<br><br>Cabinet style signs are shown on the south and east elevations of the tower, the north elevation of the building, and on the canopy. This is not the preferred sign type in the ECs. If illuminated, the | Sign applications are required for all proposed signs.<br><br>Eliminate cabinet style signs or limit them to secondary signs. All cabinet type signs must have opaque backgrounds.<br><br>Reduce the number of |

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| | | background portion of the cabinet style signs must be opaque.<br><br>The signs appear to propose four colors. The use of three colors or fewer is appropriate for signs in the Entrance Corridor.<br><br>The Pantone equivalents for the proposed sign colors are not indicated in the architectural drawings but they appear to be similar to the ones used for building details and the fuel pump canopy, Pantone red 201C and 187C, which are both appropriate. A material sample will be needed for the proposed 'Cardinal Red' identified in the architectural drawings.<br><br>A monument sign is proposed along Route 29. The architectural drawings show a cabinet style sign on top of a brick base that incorporates the fuel price display. This design has an uncoordinated appearance due to the disproportionate scale of the "Sheetz" cabinet compared to the brick base. The "Sheetz" cabinet has a disjointed "floating" appearance. A revised design that better integrates the "Sheetz" signage with the base and gas pricing would be appropriate. Landscaping will be needed at the base of the sign to integrate it into the landscape.<br><br>The drawings show that the existing Charlottesville-Albemarle Airport sign at the corner of the site will remain. There is existing landscaping associated with the sign. That landscaping is not treated consistently in the site plan. | colors used in the sign to a maximum of three (including white).<br><br>Provide a sample of the Cardinal Red color proposed for the signs.<br><br>Revise the monument sign to better integrate the Sheetz cabinet sign and base, and to eliminate the "floating" appearance of the Sheetz cabinet. Provide landscaping at the base of the sign to integrate it into the landscape.<br><br>If the monument sign location is shown on the site plan, include a note acknowledging that the sign location is shown only for information and will not be approved with the site plan.<br><br>Indicate if the landscaping associated with the Charlottesville-Albemarle Airport sign will remain. Show the condition consistently throughout the site plan. |

**SUMMARY OF RECOMMENDATIONS**

Staff recommends the following as the primary points of discussion:

1. The site layout as it relates to the building, fuel pump canopy, and carwash.
2. The building and canopy design.
3. Landscaping along Route 29 and within the site.

Staff recommends that the ARB forward the following recommendations to the Agent for the Site Review Committee:

- Regarding requirements to satisfy the design guidelines as per § 18-30.6.4c(2), (3) and (5) and recommended conditions of initial plan approval:
  - The ARB does not recommend approval of the Initial Plan at this time. Prior to Initial Plan approval the following items shall be resolved to the satisfaction of the ARB:
  1. Revise the overall site layout to locate the convenience store and its tower at the corner closest to the Rt. 29/Airport Rd. intersection.
  2. Reduce the overall size of the fuel-pump canopy to be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and along the corridor.
  3. Explore opportunities to combine bypass and drive-thru lanes and other travelways to reduce paved area.
  4. Reorient the car wash building so that the "front" faces Airport Road and the building screens the biofilter.
  5. Relocate the vent stacks away from the ECs and eliminate visibility with screening.
  6. Relocate the dumpster enclosure to significantly reduce visibility from the EC.
  7. Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.

- Regarding recommendations on the plan as it relates to the guidelines: None.

- Regarding conditions to be satisfied prior to issuance of a grading permit: None.

- Regarding the final site plan submittal:
  A Certificate of Appropriateness is required prior to final site plan approval. The following items and all items on the ARB Final Site Plan Checklist must be addressed:
  1. Revise the overall site layout to locate the convenience store and its tower at the corner closest to the Rt. 29/Airport Rd. intersection.
  2. Reduce the overall size of the fuel-pump canopy to be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and along the corridor.
  3. Explore opportunities to combine bypass and drive-thru lanes and other travelways to reduce paved area.
  4. Reorient the car wash building so that the "front" faces Airport Road and the building screens the biofilter.
  5. Relocate the vent stacks away from the ECs and eliminate visibility with screening.
  6. Relocate the dumpster enclosure to significantly reduce visibility from the EC.
  7. Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.
  8. Provide for review a sample of the brick proposed for the paving around the building and the red metal proposed for the awnings.
  9. Revise the store tower (height, storefront design) to better reflect traditional architecture and to appear as an actual corner tower.

10. Revise the raised bay on the front elevation and the stone bay on the right elevation of the store for greater coordination with the overall building.
11. Revise the north and west elevations of the store to reduce the utilitarian appearance.
12. Revise the building design and/or the landscape plan to address the "blankness" along the west elevation of the car wash.
13. Revise the trademark design to better reflect local historic precedents.
14. Provide specifications on the proposed window glass. Provide samples, if tinted window glass is proposed.
15. Provide versions of the perspectives without proposed trees.
16. Provide a perspective view from Airport Road at the west end of the site.
17. Confirm that the equipment associated with the carwash is internal to the building.
18. Identify on the plans where the carwash signage and related items, and the store's drive-thru related elements, will be located.
19. Revise the color of drive-through (store and car wash) structure/support elements to bronze to reduce visual impacts.
20. Coordinate the dumpster enclosure notes on the site plan to coordinate with the brick-faced architectural design. Eliminate the fence at the top of the wall.
21. Provide elevations that show roof-mounted equipment and how the building will screen the equipment from view.
22. Relocate the store equipment to a location with less visibility from the EC.
23. Add the standard mechanical equipment note to the site and architectural plans: *Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated.*
24. Revise the lighting plan to show that no footcandle values above 0.5 spill over into the public right-of-way.
25. Revise the site plan to include manufacturer's specifications for all proposed fixtures, including wall-mounted lights.
26. Provide information to confirm that illumination from the fuel pump canopy does not create glare and does not emit light above the horizontal plane.
27. Reduce the height of proposed lighting to 20' maximum, including the base. Adjust the note on the lighting plan accordingly.
28. Add the standard lighting note to the lighting plan: *Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half foot-candle.*
29. Revise the lighting plan (C9.0) to use LLFs of at least 1.0.
30. Revise the landscape plan to show interspersed ornamentals trees along the ECs.
31. Add trees 40' on center, 2½" caliper at planting, along the northern and western travelway perimeters.
32. Add large perimeter trees along the 15-space parking row close to Rt. 29, 40' on center, 2½" caliper at planting.
33. Provide 2 additional interior parking lot trees.
34. Increase shrub planting height to 24" minimum.
35. Provide additional landscaping to better integrate the carwash and related travelways into the overall site.
36. Add trees in the islands at the corners of the store building.
37. Add the standard landscaping note to the landscape plan: *All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant.*
38. Revise the design of the bioretention ponds to establish them as fully integrated landscape features.
39. Revise the canopy design so that the lowest edge of the canopy does not exceed 14'6" and the top of the canopy does not exceed 17'6".

40. Provide manufacturer's specifications for all proposed fixtures.
41. Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.
42. Submit a sample of the red canopy material for review.
43. Sign applications are required for all proposed signs.
44. Eliminate cabinet style signs or limit them to secondary signs. All cabinet type signs must have opaque backgrounds.
45. Reduce the number of colors used in the sign to a maximum of three (including white).
46. Provide a sample of the Cardinal Red color proposed for the signs.
47. Revise the monument sign to better integrate the Sheetz cabinet sign and base, and to eliminate the "floating" appearance of the Sheetz cabinet. Provide landscaping at the base of the sign to integrate it into the landscape.
48. If the monument sign location is shown on the site plan, include a note acknowledging that the sign location is shown only for information and will not be approved with the site plan.
49. Indicate if the landscaping associated with the Charlottesville-Albemarle Airport sign will remain. Show the condition consistently throughout the site plan.

**ATTACHMENTS**

**A – Sheetz Site Plan**

**B – Sheetz Architectural Drawings**

**TABLE A**

This report is based on the following submittal items:

| Sheet # | Drawing Name | Drawing Date/Revision Date |
|---|---|---|
| C0.0 | Title Sheet | 3/16/2020 |
| C0.2 | Zoning and Parcel Tabulations | 3/16/2020 |
| C1.0 | Demolition Plan | 3/16/2020 |
| C3.0 | Traffic Plan | 3/16/2020 |
| C3.1 | Sight Distance | 3/16/2020 |
| C3.2 | Temporary Traffic Control Details | 3/16/2020 |
| C4.0 | Site Plan | 3/16/2020 |
| C5.0 | Grading and Drainage Plan | 3/16/2020 |
| C6.0 | Utility Plan | 3/16/2020 |
| C8.0 | Landscape Layout and Materials Plan | 3/16/2020 |
| C8.1 | Landscape Planting Plan | 3/16/2020 |
| C9.0 | Photometry | 3/16/2020 |
| C9.1 | Photometric Renderings | 3/16/2020 |
| X1.0 | Survey | 3/16/2020 |
| X3.0 | Shared Access Agreements | 3/16/2020 |
| X4.0 | Draft Plat | 3/16/2020 |
| X5.0 | Draft Plat | 3/16/2020 |
| | Land Title Survey | 1/16/2020 |
| | Land Title Survey | 1/16/2020 |
| | Proposed Site Overview | 3/19/2020 |
| A111 | Floor Plan | 3/06/2020 |
| A200 | Exterior Elevations | 3/10/2020 |
| A201 | Exterior Elevations | 3/10/2020 |
| A200A | Site Elevation Grade Sections | 3/10/2020 |
| A131 | Roof Plan | 3/06/2020 |

| | | |
|---|---|---|
| | Gas Canopy Details | |
| ARB 11 | Car Wash Exterior Elevations | |
| ARB 12 | Trash Enclosure Detail | 3/12/2020 |
| ARB 13 | Signage Details | |
| ARB 14 | Carwash Signs | |
| ARB 15 | Current View Route 29 Southbound | |
| ARB 15 | Prospective View Route 29 Southbound | |
| ARB 16 | Current View Route 29 Northbound | |
| ARB 16 | Prospective View Route 29 Northbound | |
| ARB 17 | Section View from Airport Rd. | |

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# AIRPORT ROAD SHEETZ

## INITIAL SITE PLAN

ALBEMARLE COUNTY, VIRGINIA

### SCOPE OF WORK:

THE SCOPE OF WORK GENERALLY CONSISTS OF COMBINING THREE PARCELS AT THE INTERSECTION OF S.R. 29 AND AIRPORT ROAD, DEMOLISHING THE EXISTING STRUCTURES, AND GRADING AND PREPARING THE SITE FOR A NEW GAS STATION, CONVENIENCE STORE, CAR WASH, AND ALL ASSOCIATED INFRASTRUCTURE SUPPORTING THIS WORK.

### PROJECT SUMMARY

NAME OF PROJECT: AIRPORT ROAD SHEETZ

PROJECT LOCATION: 3510 SEMINOLE TRAIL
ALBEMARLE COUNTY, VIRGINIA

DEVELOPMENT TYPE: BY-RIGHT

APPLICANT/OWNER:

CONTACT: ANDREW BALDWIN
AIRPORT AUTO INVESTMENTS, LLC
ADDRESS: 600 EAST WATER STREET, STE H
CHARLOTTESVILLE, VA 22902
PHONE: (434) 422-5050
EMAIL: ANDREW@CORECVILLE.COM

ENGINEER OF RECORD:

CONTACT: LINE AND GRADE CIVIL ENGINEERING
DANIEL C. HYER, PE
ADDRESS: 113 4TH STREET NE; STE 100
CHARLOTTESVILLE, VA 22902
PHONE: 434-262-0169
EMAIL: DHYER@LINE-GRADE.COM

SOURCE OF TOPOGRAPHY:

SOURCE: ACTUAL GROUND SURVEY (SEE SHEET X1.0 FOR SIGNED SURVEY)
CONTACT: ROUDABUSH, GALE & ASSOCIATES
BRIAN JAMISON, LS
ADDRESS: 914 MONTICELLO ROAD
CHARLOTTESVILLE, VA 22902
PHONE: 434-977-0205
EMAIL: BJAMISON@ROUDABUSH.COM

PARCELS:

TMP 32-38
PARCEL ID: 03200-00-00-03800
ZONED: C1 COMMERCIAL
OVERLAYS AIRPORT IMPACT; ENTRANCE CORRIDOR
LEGAL AREA: 0.627 AC
27,304 SF

TMP 32-39
PARCEL ID: 03200-00-00-03900
ZONED: C1 COMMERCIAL
OVERLAYS: AIRPORT IMPACT; ENRANCE CORRIDOR
LEGAL AREA: 1.666 AC
72,556 SF

TMP 32-39A
PARCEL ID: 03200-00-00-039A0
ZONED: C1 COMMERCIAL
OVERLAYS: AIRPORT IMPACT; ENTRANCE CORRIDOR
LEGAL AREA: 0.061 AC
2,654 SF

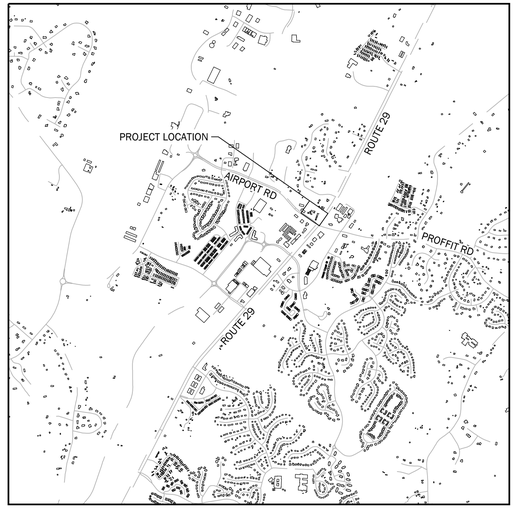
**TOTAL LEGAL AREA: 2.353 AC**

MAGISTERIAL DISTRICT: RIO

| **PROPOSED SITE PLAN REQUIREMENTS** | | ALLOWED OR REQ'D |
|---|---|---|
| BUILDING HEIGHT: | | |
| *PER 21.4* | MAX HEIGHT ALLOWED = | 65 FT |
| | EXISTING BUILDING HEIGHT = | 12 FT |
| | PROPOSED BUILDING HEIGHT = | 24.33 FT |
| SETBACKS: | | |
| *Per 4.20* | PRIMARY STREET (RTE 29; PRINCIPAL ARTERIAL) MIN FRONT YARD = | 10 FT |
| | PRIMARY STREET (RTE 29; PRINCIPAL ARTERIAL) MAX FRONT YARD = | NONE REQUIRED |
| | SECONDARY STREET (AIRPORT RD; MINOR ARTERIAL) MIN FRONT YARD = | 10 FT |
| | SECONDARY STREET (AIRPORT RD; MINOR ARTERIAL) MAX FRONT YARD = | NONE REQUIRED |
| | SIDE AND REAR (ADJACENT TO COMMERCIAL) = | NONE REQUIRED |
| | PARKING SETBACK = | 10 FT |
| SCREENING: | | |
| | ADJACENT TO COMMERCIAL | NONE REQUIRED |
| *PER 32.7.9.7* | SEE LANDSCAPE SHEETS FOR SPECIFIC SITE ELEMENTS TO BE SCREENED FROM PUBLIC STREETS | |
| BUILDING FOOTPRINTS: | | |
| | EXISTING BUILDINGS | |
| | AIRPORT PLAZA STORES | 5,721 SF |
| | 1 STORY FRAME & CINDERBLOCK | 3,513 SF |
| | 2 STORY FRAME | 1,394 SF |
| | 1 STORY CINDERBLOCK | 794 SF |
| | METAL CANOPY | 190 SF |
| | FRAME SHED 1 | 303 SF |
| | FRAME SHED 2 | 101 SF |
| | FRAME SHED 3 | 282 SF |
| | **EXISTING BUILDINGS TOTAL =** | **12,298 SF** |
| | PROPOSED BUILDINGS | |
| | PROPOSED CONVENIENCE STORE FOOTPRINT | 6,077 SF |
| | PROPOSED CAR WASH FOOTPRINT | 1,024 SF |
| | PROPOSED FUEL CANOPY FOOTPRINT | 4,867 SF |
| | **PROPOSED BUILDINGS TOTAL =** | **11,968 SF** |
| LAND USE: | | |
| *PER 22.2.1c* | CONVENIENCE STORE = | 6,077 SF |
| | CAR WASH (DRIVE THRU TYPE) = | 1,024 SF |
| | FUEL STATION (CANOPY) = | 4,867 SF |
| PARKING REQUIRED: | | |
| *Per 4.12.6* | MIXED USES (SEE PARKING TABULATION TABLE ON SHEET C0.2) | |
| | **TOTAL REQUIRED PARKING =** | **47 SPACES** |
| *Per ADA Std. 208* | **HANDICAP SPACES REQUIRED =** | **2 SPACES** |
| TREE CANOPY COVER: | | |
| ***SEE LANDSCAPE PLAN*** | | |




VICINITY MAP
SCALE: 1" = 25,000'




LOCATION MAP
SCALE: 1" = 2,000'

### Sheet List Table

| SHEET NUMBER | SHEET TITLE |
|---|---|
| C0.0 | Title Sheet |
| ~~C0.1~~ | ~~General Construction Notes~~ |
| C0.2 | Zoning and Parcel Tabulations |
| C1.0 | Demolition Plan |
| ~~C2.0~~ | ~~Erosion and Sediment Control Phase 1~~ |
| ~~C2.1~~ | ~~Erosion and Sediment Control Phase 2~~ |
| ~~C2.2~~ | ~~Erosion and Sediment Control Narrative~~ |
| ~~C2.3~~ | ~~Erosion and Sediment Control Details~~ |
| ~~C2.4~~ | ~~Erosion and Sediment Control Details~~ |
| ~~C2.5~~ | ~~Stormwater Pollution Prevention Plan~~ |
| ~~C2.6~~ | ~~Stormwater Pollution Prevention Plan~~ |
| C3.0 | Traffic Plan |
| C3.1 | Sight Distance |
| C3.2 | Temporary Traffic Control Details |
| C4.0 | Site Plan |
| ~~C4.1~~ | ~~Site Sections~~ |
| ~~C4.2~~ | ~~Site Details~~ |
| ~~C4.3~~ | ~~Site Details~~ |
| ~~C4.4~~ | ~~Water Details~~ |
| ~~C4.5~~ | ~~Carwash Details~~ |
| C5.0 | Grading and Drainange Plan |
| ~~C5.1~~ | ~~Enlarged Plans of specific Areas~~ |
| C6.0 | Utility Plan |
| ~~C6.1~~ | ~~Utility Profiles~~ |
| ~~C6.2~~ | ~~Utility Details~~ |
| ~~C7.0~~ | ~~Stormwater Management Plan~~ |
| ~~C7.1~~ | ~~VRRM Spreadsheets~~ |
| ~~C7.2~~ | ~~Storm Comps and Details~~ |
| ~~C7.3~~ | ~~Storm Comps and Details~~ |
| ~~C7.4~~ | ~~BMP A Plan and Profile~~ |
| ~~C7.5~~ | ~~BMP B Plan and Profile~~ |
| ~~C7.7~~ | ~~SWM C Plan and Profile~~ |
| ~~C7.8~~ | ~~BMP Details~~ |
| C8.0 | Landscape Layout and Materials Plan |
| C8.1 | Landscape Planting Plan |
| ~~C8.2~~ | ~~Planting Details and Calculations~~ |
| C9.0 | Photometry |
| C9.1 | Photometric Renderings |
| ~~A1.0~~ | ~~Architectural Elevations~~ |
| X1.0 | Survey |
| ~~X2.0~~ | ~~Internal Parcel Line Abandonment~~ |
| X3.0 | Shared Access Agreements |
| X4.0 | DRAFT PLAT |
| X4.1 | DRAFT PLAT |
| 17 | TOTAL SHEETS |

*NOTE: SHEETS SHOWN ABOVE WITH STRIKE-THROUGH WILL BE PROVIDED WITH THE FINAL SITE PLAN APPLICATION. SHEETS WITHOUT STRIKE-THROUGH ARE PROVIDED WITH THIS INITIAL SITE PLAN APPLICATION.*

### SUBMITTAL LOG

| SUBMISSION | DESCRIPTION | RECIPIENT | SUBMITTAL DATE |
|---|---|---|---|
| 1 | 1ST SUBMISSION | ALBEMARLE COUNTY | 03/16/2020 |

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

TITLE SHEET

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
LIC. NO. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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C0.0

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## STANDARD ABBREVIATIONS

| | |
|---|---|
| ABAN | ABANDON |
| AC | ACRES |
| ADJ | ADJUST |
| APPROX | APPROXIMATE |
| ASPH | ASPHALT |
| ℄ | BASELINE |
| BLDG | BUILDING |
| BM | BENCHMARK |
| ℄ | CENTERLINE |
| CF | CUBIC FEET |
| CG | CURB AND GUTTER |
| CONC | CONCRETE |
| CONST | CONSTRUCTION |
| DI | DROP INLET |
| DND | DO NOT DISTURB |
| EB | EASTBOUND |
| EL | ELEVATION |
| EX | EXISTING |
| FND | FOUNDATION |
| GRVL | GRAVEL |
| HC | HANDICAP |
| ID | INSIDE DIAMETER |
| LA | LANDSCAPED AREA |
| LF | LINEAR FEET |
| LOD | LIMITS OF DISTURBANCE |
| LT | LEFT |
| MAX | MAXIMUM |
| MIN | MINIMUM |
| ME | MATCH EXISTING |
| NIC | NOT IN CONTRACT |
| N.T.S. | NOT TO SCALE |
| NB | NORTHBOUND |
| OC | ON CENTER |
| OD | OUTSIDE DIAMETER |
| PRKG | PARKING |
| PROJ | PROJECT |
| PROP | PROPOSED |
| PVMT | PAVEMENT |
| PM | PAVEMENT MARKING |
| REM | REMOVE |
| ROW | RIGHT-OF-WAY |
| RT | RIGHT |
| R&D | REMOVE AND DISPOSE |
| R&R | REMOVE AND RESET |
| R&S | REMOVE AND STACK |
| SB | SOUTHBOUND |
| SF | SQUARE FEET |
| SSD | STOPPING SIGHT DISTANCE |
| STA | STATION |
| SW | SIDEWALK |
| TEMP | TEMPORARY |
| TRANS | TRANSITION |
| TYP | TYPICAL |
| WB | WESTBOUND |
| WSEL | WATER SURFACE ELEVATION |

## ALIGNMENT/GRADING ABBREVIATIONS

| | |
|---|---|
| BC | BACK OF CURB |
| BR | BOTTOM OF RAMP |
| BVCS | BEGIN VERTICAL CURVE STATION |
| BVCE | BEGIN VERTICAL CURVE ELEVATION |
| BW | BOTTOM OF WALL |
| D OR Δ | DELTA ANGLE |
| EG | EXISTING GRADE |
| EP | EDGE OF PAVEMENT |
| EVCS | END VERTICAL CURVE STATION |
| EVCE | END VERTICAL CURVE ELEVATION |
| FG | FINISHED GRADE |
| FL | FLOWLINE |
| HP | HIGH POINT |
| INV | INVERT |
| L | LENGTH |
| LP | LOW POINT |
| LVC | LENGTH OF VERTICAL CURVATURE |
| PC | POINT OF CURVATURE |
| PCC | POINT OF COMPOUND CURVATURE |
| PI | POINT OF INTERSECTION |
| PNT | POINT |
| PR | PROPOSED ELEVATION |
| PRC | POINT OF REVERSE CURVATURE |
| PT | POINT OF TANGENCY |
| PVC | POINT OF VERTICAL CURVATURE |
| PVI | POINT OF VERTICAL INTERSECTION |
| PVT | POINT OF VERTICAL TANGENCY |
| R | RADIUS |
| TAN | TANGENT DISTANCE |
| TC | TOP OF CURB |
| THT | THROAT |
| TR | TOP OF RAMP |
| TW | TOP OF WALL |
| STA | STATION |
| SP | SADDLE POINT |
| OFF | OFFSET |

## ADDT'L INFORMATION:

DISTURBANCE AREA: 2.442 AC (106,379 SF)
EXISTING IMPERVIOUS AREA: 1.11 AC (48,444 SF)
PROPOSED IMPERVIOUS AREA: 1.60 AC (69,667 SF)
PERCENT INCREASE IN IMPERVIOUS AREA: 43.8%
MISS UTILITY TICKET NO.: B003400793-00B
12 DIGIT HUC CODE: 0208-0204-0303 (NORTH FORK RIVANNA RIVER - JACOB'S RUN)

## PARKING TABULATIONS:

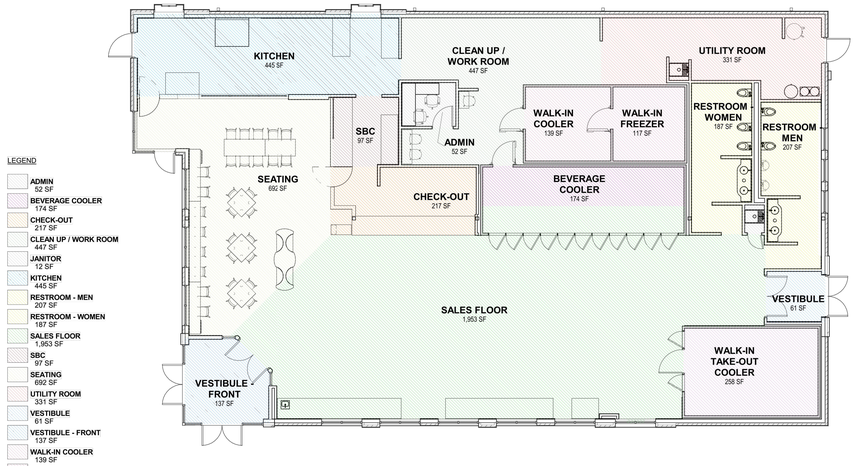
**PARKING REQUIRED**

| *CODE REF.* | USE | REQUIRED RATE | QUANTITY | REQUIRED SPACES |
|---|---|---|---|---|
| *18-4.12.6* | RESTAURANT[1] | 13 SPACES/1000 SF OF RESTAURANT GFA | 1,393 | 18 |
| | RETAIL[2] | 1 SPACE/100 SF OF RETAIL AREA BELOW 5,000 SF | 2,428 | 24 |
| | OFFICE[3] | 1 SPACE/200 SF OF BUSINESS SPACE | 927 | 5 |
| | | | TOTAL REQUIRED: | 47 |
| | | | HANDICAP REQUIRED: | 2 |

*INCLUDED AREAS (SEE IMAGE BELOW FOR AREA BREAKDOWNS):*
*[1] KITCHEN AREA, SEATING*
*[2] SALES FLOOR, CHECK-OUT, WALK-IN TAKE-OUT COOLER*
*[3] SBC, ADMIN, CLEANUP/WORK ROOM, UTILITY ROOM*
*VESTIBULES AND STORAGE NOT INCLUDED.*

**PARKING PROVIDED**

| *CODE REF.* | SPACE TYPE | ACTUAL SPACES PROVIDED | CALCULATED SPACES |
|---|---|---|---|
| | STANDARD | 45 | 45 |
| | HANDICAP | 2 | 2 |
| | TOTALS: | 47 | 47 |




"6077" CONCEPT STORE - FLOOR AREA BREAKDOWN

JULY 2018

L.R. Kimball

### 1 SHEETZ CONVENIENCE STORE FLOOR AREA USES

| EXISTING ITE TRIP GENERATION | | | | | | WEEKDAY TRAFFIC | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLES | PEAK HOUR | PM PEAK HOUR | | | | |
| Use Description | ITE CODE | UNITS | TRIPS/UNIT | QTY OF UNITS | TRIP REDUCTION* | PER DAY | FACTOR | % IN | % OUT | IN | OUT | TOTAL TRIPS |
| ANIMAL HOSPITAL/VETERINARY CLINIC | 640 | 1,000 SF | - | 2.24 | - | - | 4.72 | - | - | 6 | 5 | 11 |
| HARDWARE/PAINT STORE | 816 | 1,000 SF | 51.29 | 1.14 | 60% | 23 | 4.84 | 47% | 53% | 1 | 1 | 2 |
| VARIETY STORE | 814 | 1,000 SF | - | 1.08 | 60% | - | 6.82 | - | - | 2 | 1 | 3 |
| SINGLE TENANT OFFICE | 715 | 1,000 SF | 11.57 | 1.01 | - | 12 | 1.74 | 15% | 85% | 0 | 2 | 2 |
| SINGLE FAMILY HOMES | 210 | 1 Dwelling Units | 9.57 | 1 | - | 10 | 1.00 | 63% | 37% | 1 | 0 | 1 |
| | | | | | ***SITE TOTALS =*** | **45** | | | | **10** | **9** | **19** |

**Note: all land uses in the 800 and 900 series are entitled to a passby trip reduction of 60% if less than 50,000 SF or a 40% reduction if greater than or equal to 50,000 SF.*

| PROPOSED ITE TRIP GENERATION | | | | | | WEEKDAY TRAFFIC | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | VEHICLES | PEAK HOUR | PM PEAK HOUR | | | | |
| Use Description | ITE CODE | UNITS | TRIPS/UNIT | QTY OF UNITS | TRIP REDUCTION* | PER DAY | FACTOR | % IN | % OUT | IN | OUT | TOTAL TRIPS |
| CONVENIENCE MARKET W/ GAS PUMPS | 853 | 1,000 SF | 845.60 | 2.43 | 60% | 821 | 50.92 | 50% | 50% | 25 | 24 | 49 |
| FAST FOOD W/ DRIVE THRU | 934 | 1,000 SF | 496.12 | 1.39 | 60% | 276 | 33.84 | 52% | 48% | 10 | 9 | 19 |
| AUTOMATED CAR WASH | 948 | 1,000 SF | - | 1.02 | 60% | - | 14.12 | - | - | 3 | 3 | 6 |
| | | | | | ***SITE TOTALS =*** | **1,097** | | | | **38** | **36** | **74** |

**Note: all land uses in the 800 and 900 series are entitled to a passby trip reduction of 60% if less than 50,000 SF or a 40% reduction if greater than or equal to 50,000 SF.*

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CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

ZONING AND PARCEL TABULATIONS

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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TMP.32-39B
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
D.B.4574 P.676
HWPB_XIV P.200-207
HWPB_XIV P.151-158
ZONED: CI COMMERCIAL
PRESENT USE: DETENTION POND

TMP.32-38A
N/F JOSEPH H. JR OR JANE K. TERRY
D.B.4574 P.676
D.B.629 P.101 (PLAT)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

TMP.32-40
WILLIAM SCOTT MARSHALL,
TRUSTEE OF THE FAMILY TRUST
OF THE WILLIAM A. MARSHALL
JR. REVOCABLE TRUST
D.B.4464 P.203
D.B.3503 P.180-187(PLAT)
D.B.3192 P.264
D.B.2717 P.317
D.B.2284 P.385
HWPB_XIV P.151-158
HWPB_XIV P.200-207
D.B.715 P.634,(PLAT)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

TMP.32-38
N/F AIRPORT PLAZA LLC
D.B.4622 P.319
D.B.629 P.101(PLAT)
0.626 AC (SURVEY)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

TMP.32-39A
N/F WILLIAM SCOTT MARSHALL,
TRUSTEE OF THE FAMILY TRUST OF
THE WILLIAM A. MARSHALL JR.
REVOCABLE TRUST
D.B.4464 P.203
D.B.3192 P.264
D.B.2717 P.317
D.B.2284 P.385
HWPB_XIV P.151-158
HWPB_XIV P.200-207
D.B.1639 566(PLAT)
D.B.629 P.101, 104(PLAT)
0.061 AC (SURVEY)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

STATE ROUTE 649 (AIRPORT RD)
APPROX. ROW WIDTH: 90'
8,600 ADT
H.W.P.B. XIV PP.151-158
H.W.P.B. XIV PP.200-207

STATE ROUTE 29
APPROX. ROW WIDTH: 160'
39,000 ADT
H.W.P.B. XIV PP.151-158
H.W.P.B. XIV PP.200-207

BENCHMARK
N: 3935947.50
E: 1150413.09
ELEV: 547.89

TEMPORARY CONSTRUCTION EASEMENT AREA

ACCESS EASEMENT

DEMOLISH ENTRANCE AS REQUIRED TO INSTALL PROPOSED ENTRANCE. SEE SHEET C3.0 FOR TEMPORARY TRAFFIC CONTROLS

COMPLETELY ERADICATE STRIPING WITHIN TEMPORARY CONSTRUCTION EASEMENT AND RESTRIPE PER PROPOSED PLAN

REMOVE EXISTING CULVERT

EXISTING EMERGENCY SPILLWAY FOR VDOT DRAINAGE BASIN

ALL TREES AND VEGETATION WITHIN LIMITS OF DISTURBANCE TO BE REMOVED (TYP)

REMOVE UNDERGROUND UTILITY

REMOVE EX. PAVEMENT

PROTECT EXISTING LANDSCAPE

REMOVE MAILBOXES AND SIGN

PROTECT POWER POLE AND DRY UTILITIES

REMOVE OVERHEAD WIRES

ABANDON INTERNAL PROPERTY BOUNDARY SEE REVISED PLAT SHEET X2.0

REMOVE ALL ONSITE GRAVEL (TYP)

DEMOLISH ELECTRIC PANEL

ABANDON INTERNAL PROPERTY BOUNDARY SEE REVISED PLAT SHEET X2.0

PROTECT EXISTING LANDSCAPE

PROTECT EXISTING WALL

ALL TREES AND VEGETATION WITHIN LIMITS OF DISTURBANCE TO BE REMOVED (TYP)

DISCONNECT ELECTRICAL SERVICE AND REMOVE OVERHEAD POLES (TYP)

DEMOLISH ENTRANCE AND SIDEWALK AS REQUIRED TO INSTALL PROPOSED ENTRANCE AND SIDEWALKS

DEMOLISH EXISTING UNDERGROUND COMM. LINE

REMOVE MAILBOXES

TEMPORARILY RELOCATE SIGN OUT OF LOD

ABANDON EXISTING SPRINT/CENTEL ESMT SEE REVISED PLAT SHEET X2.0

## DEMOLITION LEGEND:

- DEMOLISH EXISTING STRUCTURE
- DEMOLISH EXISTING PAVEMENT
- DEMOLISH EXISTING GRAVEL
- REMOVE EXISTING TREE

## DEMOLITION NOTES:

1. CONTRACTOR SHALL CALL MISS UTILITY AND A PRIVATE UTILITY MARKER BEFORE STARTING WORK
2. CONTRACTOR SHALL COMPLETELY REMOVE UTILITIES CALLED TO BE REMOVED OR DEMOLISHED.
3. ALL UTILITIES CALLED TO BE ABANDONED SHALL BE CAPPED AND ABANDONED IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS.
4. DAMAGED SITE ELEMENTS NOT CALLED OUT FOR DEMOLITION OR ABANDONMENT SHALL BE REPLACED OR COMPLETELY REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE.

1 DEMOLITION PLAN
1" = 20': 0 20 40

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CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

DEMOLITION PLAN

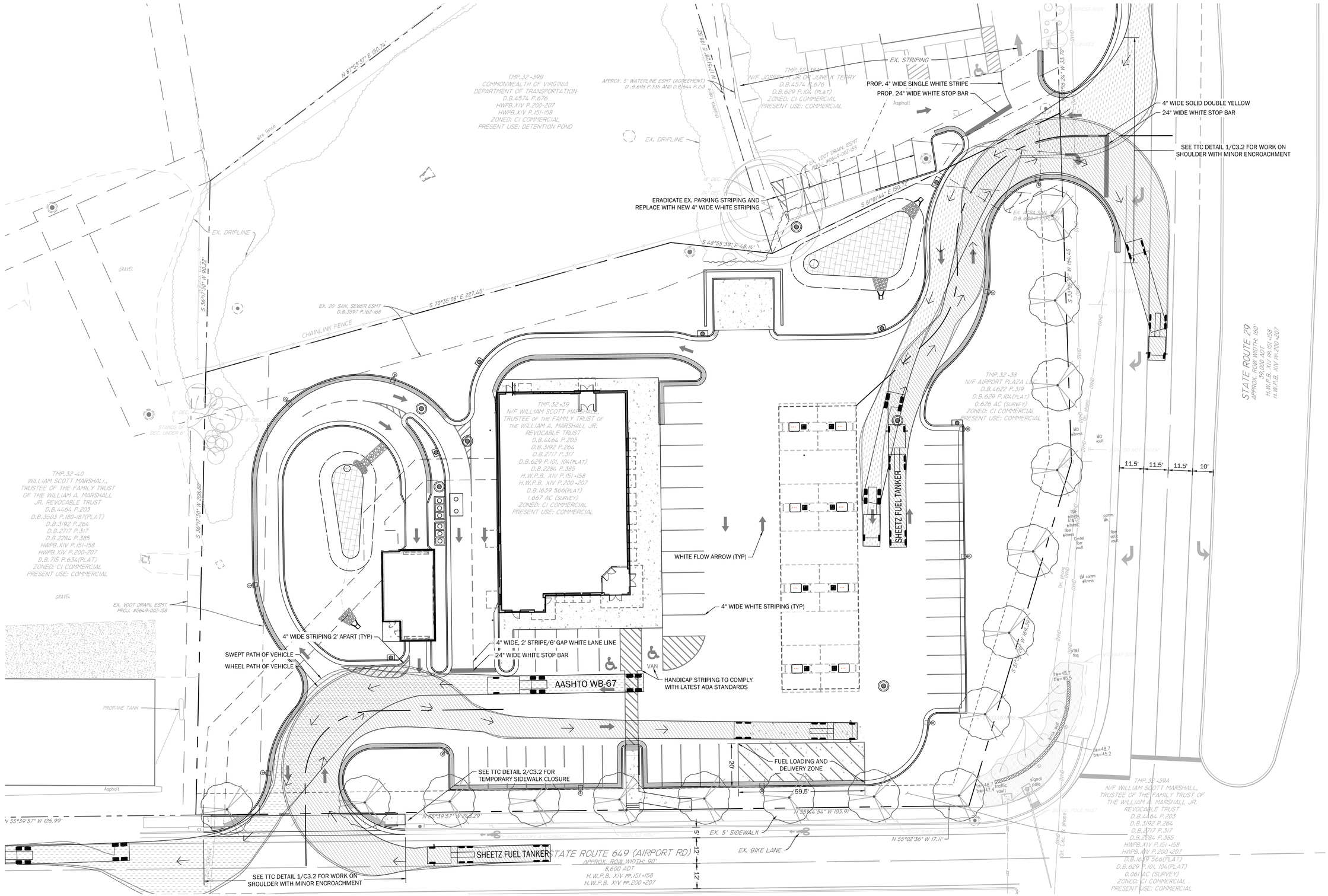
COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

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| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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1 TRAFFIC AND TRUCK ROUTING PLAN

1" = 20': 0 20 40

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AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

TRAFFIC PLAN

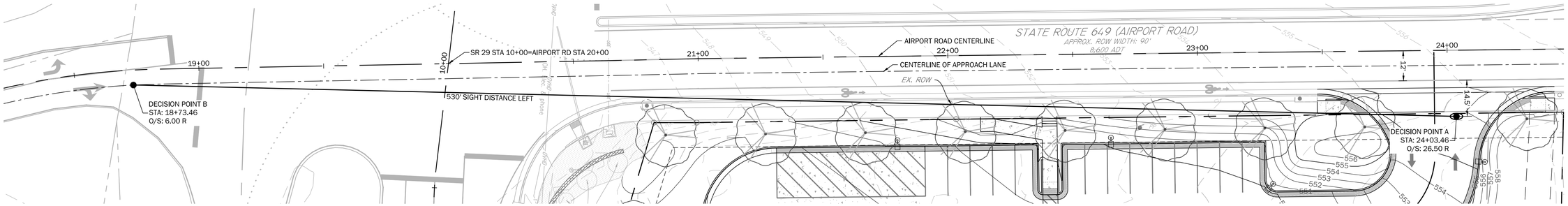
COMMONWEALTH OF VIRGINIA
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PROFESSIONAL ENGINEER

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| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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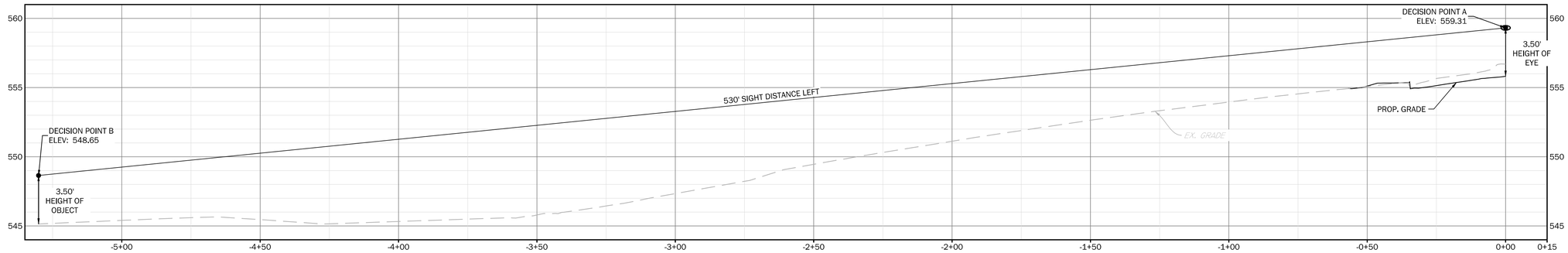
C3.0

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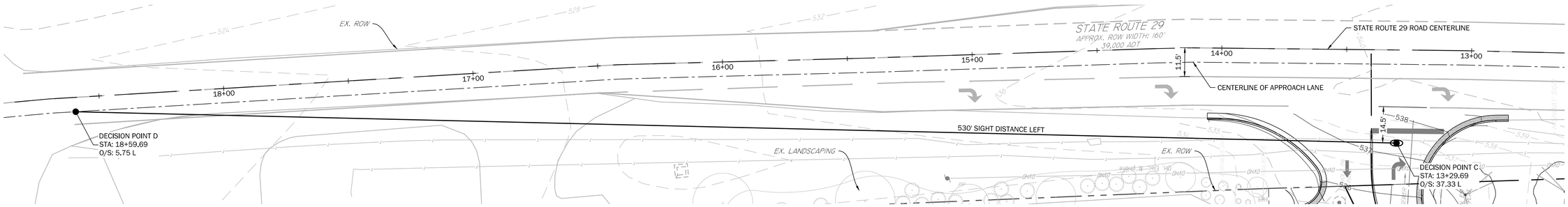

## 1 AIRPORT ROAD INTERSECTION SIGHT DISTANCE

1" = 20': 0 20 40



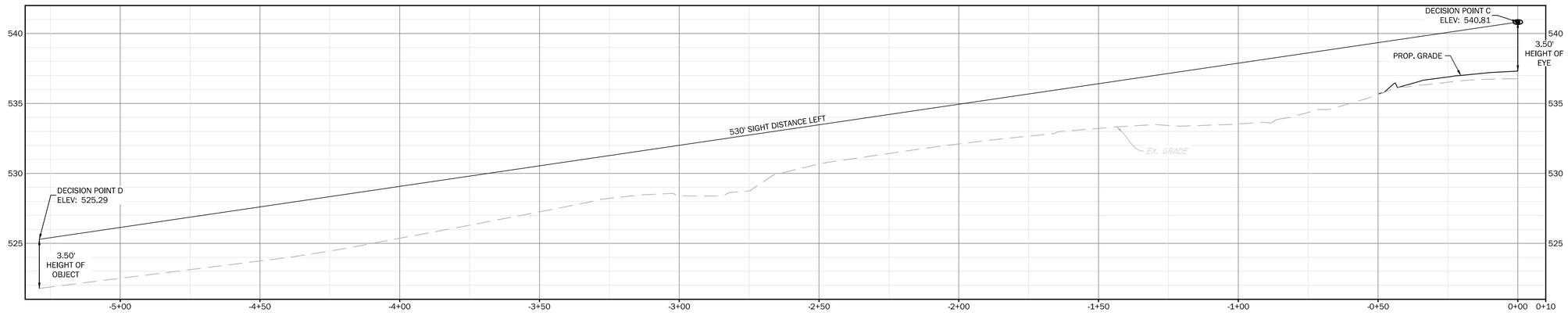

## 2 AIRPORT ROAD INTERSECTION SIGHT DISTANCE PROFILE

H: 1" = 20': 0 20 40
V: 1" = 4': 0 4 8




## 3 STATE ROUTE 29 INTERSECTION SIGHT DISTANCE

1" = 20': 0 20 40




## 4 STATE ROUTE 29 INTERSECTION SIGHT DISTANCE PROFILE

H: 1" = 20': 0 20 40
V: 1" = 4': 0 4 8

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AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

SIGHT DISTANCE

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
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**Typical Traffic Control**

***Shoulder Operation with Minor Encroachment***

**(Figure TTC-5.1)**

**NOTES**

**Standard**

1. **For required sign assemblies for multi-lane roadways see Note 1, TTC-4.**

*Guidance*

2. *Sign spacing should be 1300'-1500' for Limited Access highways. For all other roadways, the sign spacing should be 500'-800' where the posted speed limit is greater than 45 mph, and 350'-500' where the posted speed limit is 45 mph or less.*
3. *When work takes up part of a lane on a high volume roadway, vehicular traffic volumes, vehicle mix, speed and capacity should be analyzed to determine whether the affected lane should be closed. Unless the lane encroachment analysis permits a remaining lane width of 10 feet, the lane should be closed. If the closure operation is on a Limited Access highway, the minimum lane width is 11 feet.*

Option:

4. The ROAD WORK AHEAD (W20-1) sign on an intersecting roadway may be omitted where drivers emerging from that roadway will encounter another advance warning sign prior to this activity area.

**Standard:**

5. **A shadow vehicle with either an arrow board operating in the caution mode, or at least one high-intensity amber rotating, flashing, or[1] oscillating light shall be parked 80' - 120' in advance of the first work crew.**
6. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity amber rotating, flashing, or[1] oscillating lights. Vehicle hazard warning signals can be used to supplement high-intensity amber rotating, flashing, or[1] oscillating lights.**
7. **Taper length (L) and channelizing device spacing shall be at the following:**

| Taper Length (L) | | | | |
|---|---|---|---|---|
| Speed Limit (mph) | Lane Width (Feet) | | | |
| | 9 | 10 | 11 | 12 |
| 25 | 95 | 105 | 115 | 125 |
| 30 | 135 | 150 | 165 | 180 |
| 35 | 185 | 205 | 225 | 245 |
| 40 | 240 | 270 | 295 | 320 |
| 45 | 405 | 450 | 495 | 540 |
| 50 | 450 | 500 | 550 | 600 |
| 55 | 495 | 550 | 605 | 660 |
| 60 | 540 | 600 | 660 | 720 |
| 65 | 585 | 650 | 715 | 780 |
| 70 | 630 | 700 | 770 | 840 |
| Minimum taper lengths for Limited Access highways shall be 1000 feet. | | | | |
| Shoulder Taper = ½ L Minimum | | | | |

| Channelizing Device Spacing | | |
|---|---|---|
| Location | Speed Limit (mph) | |
| | 0 - 35 | 36 + |
| Transition Spacing | 20' | 40' |
| Travelway Spacing | 40' | 80' |
| Construction Access* | 80' | 120' |
| * Spacing may be increased to this distance, but shall not exceed one access per ¼ mile. | | |

**On roadways with paved shoulders having a width of 8 feet or more, channelizing devices shall be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.**

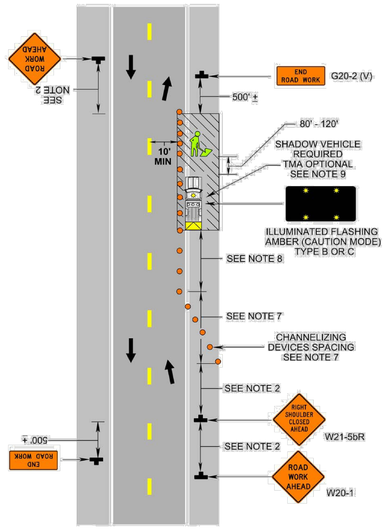
8. **The buffer space length shall be as shown in Table 6H-3 on Page 6H-5 for the posted speed limit.**
9. **A truck-mounted attenuator (TMA) shall be used on Limited Access highways and multi-lane roadways with posted speed limit equal to or greater than 45 mph.**
10. **When a side road intersects the highway within the temporary traffic control zone, additional traffic control devices shall be placed as needed.**

**1: Revision 1 – 4/1/2015**



**Shoulder Operation with Minor Encroachment**

**(Figure TTC-5.1)**




1 TTC 5.1 SHOULDER OPERATION WITH MINOR ENCROACHMENT



**Typical Traffic Control**

***Sidewalk Closure and Bypass Sidewalk Operation***

**(Figure TTC-35.0)**

**NOTES**

**Standard:**

1. **When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.**

*Guidance:*

2. *Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from vehicular traffic.*
3. *Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.*
4. *Temporary markings should be considered for operations exceeding three days in duration.*

Option:

5. Only the TTC devices related to pedestrians are shown. Other devices, such as lane closure signing or ROAD NARROWS (W5-1) signs, may be used to control vehicular traffic.
6. For nighttime closures, Type A Flashing warning lights may be used on barricades that support signs and close sidewalks.
7. Signs, such as KEEP RIGHT (R4-V7R) and KEEP LEFT (R4-V7L), may be placed along a temporary sidewalk to guide or direct pedestrians.

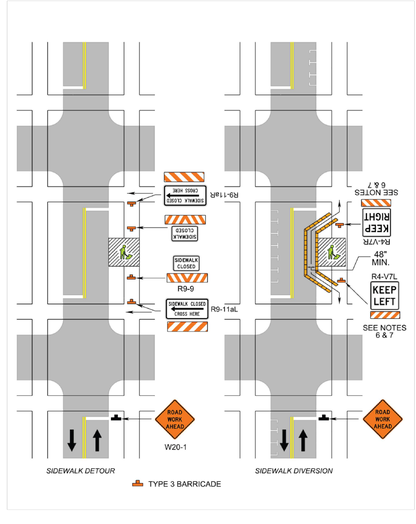
**Standard:**

8. **All sidewalk closures shall be closed with Type 3 Barricades.**



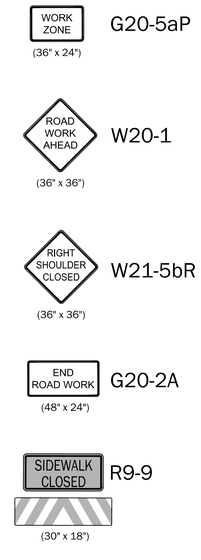
**Sidewalk Closure and Bypass Sidewalk Operation**

**(Figure TTC-35.0)**




2 TTC 35.0 SIDEWALK CLOSURE AND BYPASS SIDEWALK OPERATION

## TEMPORARY TRAFFIC CONTROL SIGN LEGEND




3 SIGN LEGEND

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CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

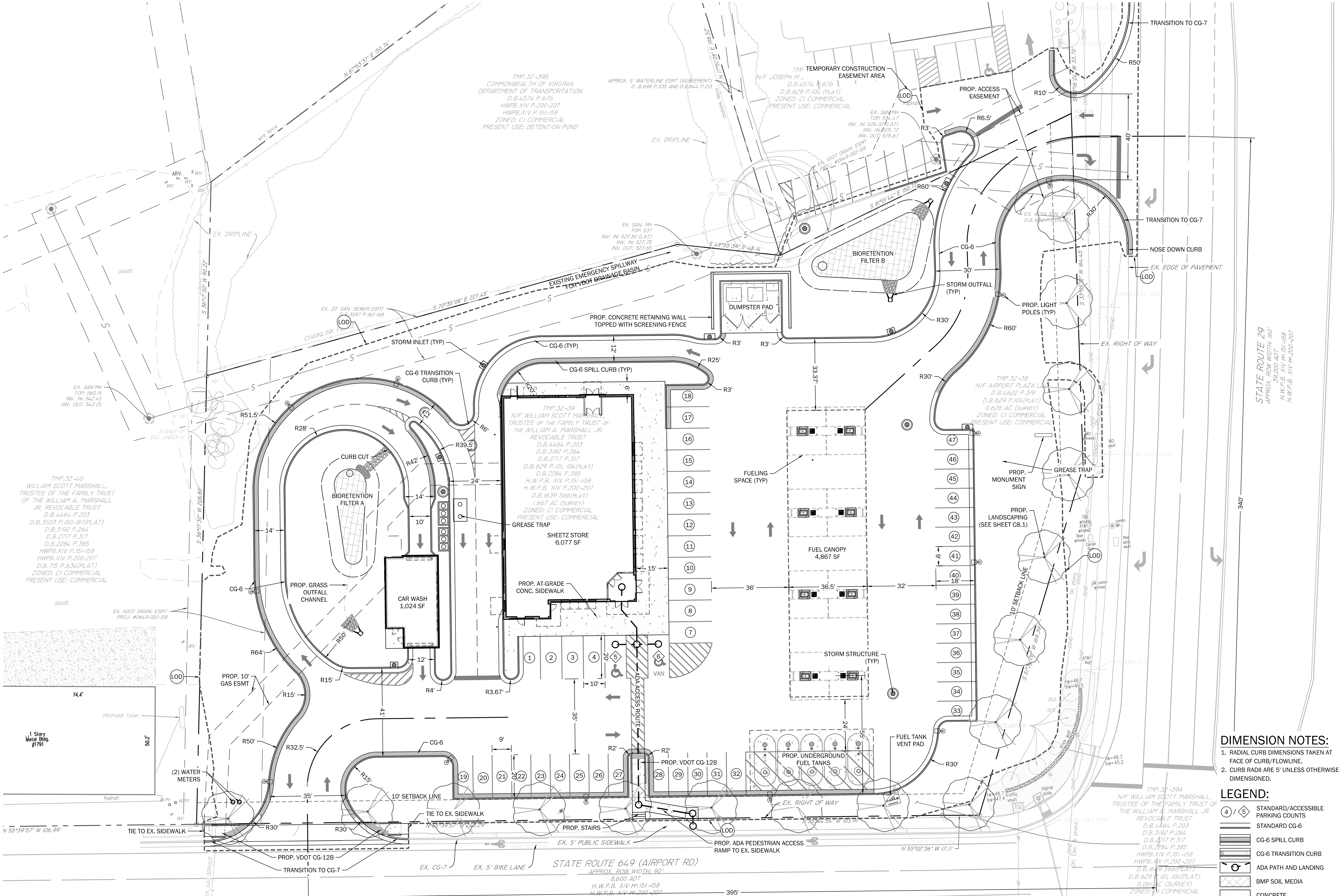
TEMPORARY TRAFFIC CONTROL DETAILS

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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1 SITE PLAN
1" = 20': 0 20 40

## DIMENSION NOTES:

1. RADIAL CURB DIMENSIONS TAKEN AT FACE OF CURB/FLOWLINE.
2. CURB RADII ARE 5' UNLESS OTHERWISE DIMENSIONED.

## LEGEND:

- 4 / 5 STANDARD/ACCESSIBLE PARKING COUNTS
- STANDARD CG-6
- CG-6 SPILL CURB
- CG-6 TRANSITION CURB
- ADA PATH AND LANDING
- BMP SOIL MEDIA
- CONCRETE

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CIVIL ENGINEERING

# AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

## SITE PLAN

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
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| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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## ADA ACCESSIBILITY NOTES

1. CONTRACTOR SHALL ENSURE LONGITUDINAL RAMP SLOPES DO NOT EXCEED 1:12. TOTAL RAMP RISE SHALL NOT BE MORE THAN 2.5'.
2. CONTRACTOR SHALL PROVIDE ADA LANDINGS AT ALL LOCATIONS SHOWN ON PLANS AND AT THE TOP AND BOTTOM OF ALL RAMPS.
3. CONTRACTOR SHALL ENSURE THE SLOPE OF ALL ADA LANDINGS DOES NOT EXCEED 2% IN ANY DIRECTION. ADA LANDINGS SHALL BE 5' X 5' MINIMUM DIMENSIONS AND SHALL BE CONSTRUCTED OF A HOMOGENOUS, SLIP RESISTANT SURFACE.
4. CONTRACTOR SHALL ENSURE CROSS SLOPES DO NOT EXCEED 2%.
5. CONTRACTOR SHALL ENSURE NO CHANGES IN LEVEL GREATER THAN ¼" OCCUR. NECESSARY CHANGES IN LEVEL GREATER THAN ¼" SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2.
6. CONTRACTOR SHALL ENSURE THE CRITERIA ABOVE ARE MET ALONG THE ENTIRE ADA ACCESS ROUTE SHOWN ON THESE PLANS, AND ANY OTHER SITE AREAS SUBJECT TO ACCESSIBILITY REQUIREMENTS.

## SITE GRADING NOTES:

1. CONTRACTOR SHALL MAINTAIN AN ABSOLUTE MINIMUM SLOPE OF 1% ALONG ALL FLOWLINES.
2. CONTRACTOR SHALL MAINTAIN A MINIMUM CROSS SLOPE OF 2% ON SPILL CURB GUTTER PANS.
3. CONTRACTOR SHALL PROVIDE SMOOTH, BLENDED TRANSITIONS BETWEEN SPILL CURB GUTTER PANS AND STANDARD GUTTER PANS AS SHOWN ON PLANS. MINIMUM TRANSITION LENGTH SHALL BE 5', OR AS SHOWN ON PLANS.
4. CONTRACTOR SHALL PROVIDE NOSE-DOWN CURBS ON ALL TERMINATIONS WHERE PROPOSED CURB DOES NOT TIE INTO EXISTING CURB.

## LEGEND:

- (4) / (5) STANDARD/ACCESSIBLE PARKING COUNTS
- STANDARD CG-6
- CG-6 SPILL CURB
- CG-6 TRANSITION CURB
- ADA PATH AND LANDING
- BMP SOIL MEDIA
- CONCRETE

N
1 GRADING AND DRAINAGE PLAN
1" = 20': 0 20 40

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CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

GRADING AND DRAINAGE PLAN

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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CIVIL ENGINEERING

# AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

# UTILITY PLAN




| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

THE WORK OF LINE + GRADE

C6.0

N 1

UTILITY PLAN
1" = 20': 0 20 40

TMP.32-39B
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
D.B.4574 P.676
HWPB.XIV P.200-207
HWPB.XIV P.151-158
ZONED: CI COMMERCIAL
PRESENT USE: DETENTION POND

TMP.32-38A
N/F JOSEPH H. JR OR JUNE K TERRY
D.B.4574 P.676
D.B.629 P.104 (PLAT)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

TMP.32-39
N/F WILLIAM SCOTT MARSHALL
TRUSTEE OF THE FAMILY TRUST OF
THE WILLIAM A. MARSHALL JR.
REVOCABLE TRUST
D.B.4464 P.203
D.B.3192 P.264
D.B.2717 P.317
D.B.629 P.101, 104(PLAT)
D.B.2284 P.385
H.W.P.B. XIV,P.151-158
H.W.P.B. XIV P.200-207
D.B.1639 566(PLAT)
1.667 AC.(SURVEY)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

TMP.32-40
WILLIAM SCOTT MARSHALL,
TRUSTEE OF THE FAMILY TRUST
OF THE WILLIAM A. MARSHALL
JR. REVOCABLE TRUST
D.B.4464 P.203
D.B.3503 P.180-187(PLAT)
D.B.3192 P.264
D.B.2717 P.317
D.B.2284 P.385
HWPB.XIV P.151-158
HWPB.XIV P.200-207
D.B.715 P.634(PLAT)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

TMP.32-39A
N/F WILLIAM SCOTT MARSHALL,
TRUSTEE OF THE FAMILY TRUST OF
THE WILLIAM A. MARSHALL JR.
REVOCABLE TRUST
D.B.4464 P.203
D.B.3492 P.264
D.B.2717 P.317
D.B.2284 P.385
HWPB.XIV P.151-158
HWPB.XIV P.200-207
D.B.1639 566(PLAT)
D.B.629 P.101, 104(PLAT)
0.061AC (SURVEY)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

N/F AIRPORT PLAZA LLC
D.B.4622 P.319
D.B.629 P.104(PLAT)
0.626 AC (SURVEY)
ZONED: CI COMMERCIAL
PRESENT USE: COMMERCIAL

STATE ROUTE 649 (AIRPORT RD)
APPROX. ROW WIDTH: 20'
8,600 ADT
H.W.P.B. XIV PP.151-158
H.W.P.B. XIV PP.200-207

STATE ROUTE 29
APPROX. ROW WIDTH: 160'
39,000 ADT
H.W.P.B. XIV PP.151-158
H.W.P.B. XIV PP.200-207

APPROX. 5' WATERLINE ESMT (AGREEMENT) D.B.698 P.335 AND D.B.642 P.213

EX. DRIPLINE

EX. VDOT RISER TOP: 541.66 INV. OUT: 529.79

EX. VDOT ES-1 INV. OUT: 538.82

EX. GRATE TOP: 533.59 INV. IN: 529.40 INV. OUT: 529.00

EX. SAN. MH TOP: 537 INV. IN: 527.80 (LAT) INV. IN: 527.75 INV. OUT: 527.65

EX. GRATE TOP: 533.58 INV. OUT: 527.83

EX. SAN MH TOP: 534.47 INV. IN: 526.07 (LAT) INV. IN: 525.72 INV. OUT: 525.67

EX. STM MH TOP: 534.53 INV. IN: 528.33 (W) INV. IN: 528.03 (SW) INV. IN: 531.78 (S) INV. OUT: 527.83 (N)

EX. CULVERT INV. IN: 536.10

EX. INV. OUT: 541.96

EX. STM MH TOP: 551.81 INV. IN: 541.31 INV. OUT: 541.11

EX. SAN MH TOP: 560.15 INV. IN: 542.45 INV. OUT: 542.25

EX. GRATE TOP: 556.35 INV. IN: 547.65 (W) INV. IN: 544.30 (S) INV. OUT: 544.15 (N)

EX. GRATE TOP: 559.43 INV. OUT: 550.03

EX. VDOT DRAIN. ESMT PROJ. #0649-002-158

EX. SAN SEWER

EX. WATERLINE

EX. GAS SERVICE

EX. 20' SAN. SEWER ESMT D.B.3597 P.162-168

PROP. LATERAL CONNECTION TO EX. SAN. SEWER

EXISTING EMERGENCY SPILLWAY FOR VDOT DRAINAGE BASIN

6" PVC SAN. LATERAL

(2) PROP. SAN. MH

PVC SAN. LATERALS

GREASE TRAP

INTERCEPTOR TANKS

4" PVC TO INTERCEPTOR TANKS

SHEETZ STORE
6,077 SF
FFE: 548.50

CAR WASH
FFE: 549.55

LIGHT POLE (TYP)

(4) 4" SHED. 40 PVC ELECTRICAL CONDUITS TO BUILDING
(2) 4" SHED. 40 PVC ELECTRICAL CONDUITS TO CAR WASH

FUEL CANOPY

UNDERGROUND SWM DETENTION SYSTEM

(5) UNDERGROUND FUEL STORAGE TANKS

FUEL TANK VENT PAD

CONNECT TO EX. POWER POLE WITH MIN. 150 kVA GROUND MOUNTED TRANSFORMER

PROP. 10' GAS ESMT

PROP. 1" GAS SERVICE LINE

(2) PROP. 2" WATER SERVICE LINES

CONNECT TO EX. GAS SERVICE LINE

(2) PROP. 1" WATER METERS

(2) PROP. TAPS OF EX. WATERLINE

VAN

LOD

CHAINLINK FENCE

GRAVEL

Asphalt

PROPANE TANK

1 Story Wood Bldg #1791

74.4'

50.2'

S 70°35'08" E 227.45'

S 36°47'30" W 228.80'

S 36°47'30" W 90.22'

N 81°53'37" E 160.74'

N 55°39'57" W 126.99'

N 55°02'36" W 17.11'

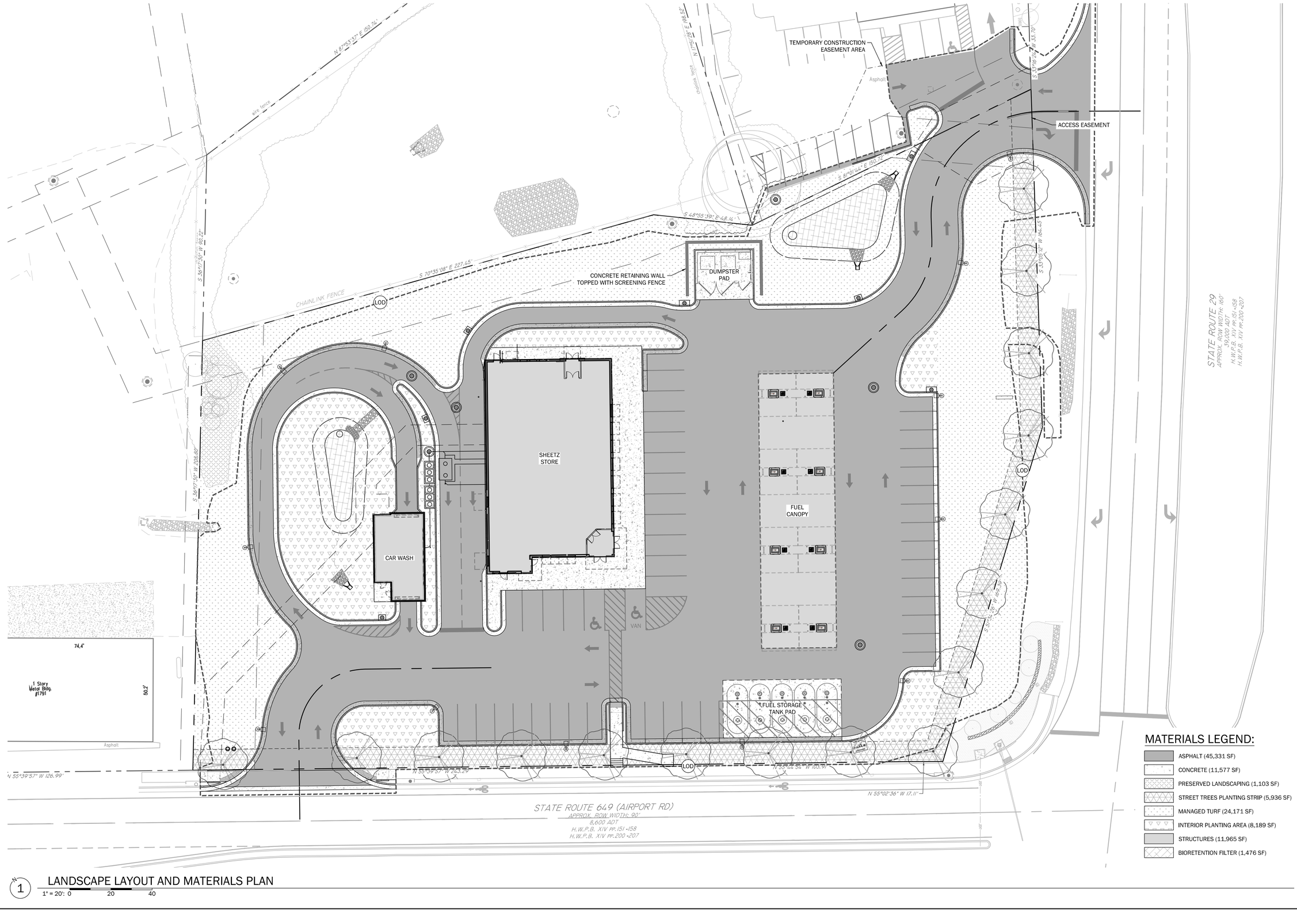
S 48°55'39" E 48.14'

S 31°20'40" E 64.42'

S 53°42'20" W 169.23'

S 53°42'20" W 64.42'

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## MATERIALS LEGEND:

- ASPHALT (45,331 SF)
- CONCRETE (11,577 SF)
- PRESERVED LANDSCAPING (1,103 SF)
- STREET TREES PLANTING STRIP (5,936 SF)
- MANAGED TURF (24,171 SF)
- INTERIOR PLANTING AREA (8,189 SF)
- STRUCTURES (11,965 SF)
- BIORETENTION FILTER (1,476 SF)

1 LANDSCAPE LAYOUT AND MATERIALS PLAN
1" = 20': 0 20 40

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

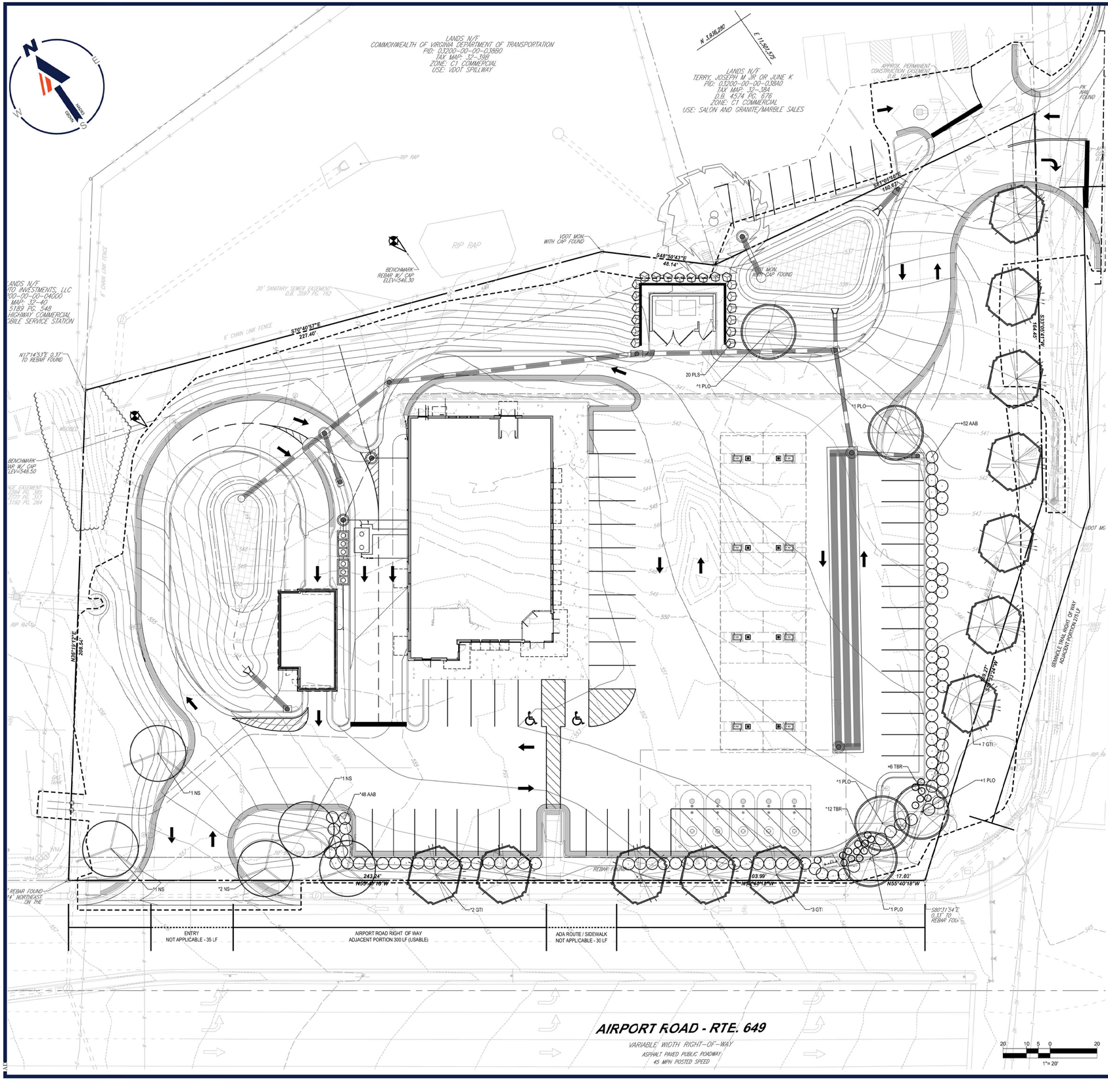
LANDSCAPE LAYOUT AND MATERIALS PLAN

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

THE WORK OF LINE + GRADE

C8.0




## LANDSCAPE COMPLIANCE CHART

| SECTION | REQUIREMENTS | CALCULATIONS | COMPLIANCE |
|---|---|---|---|
| ZONING 32.7.9.5 LANDSCAPING ALONG STREETS<br><br>ARCH. REVIEW BOARD DESIGN GUIDELINES #32, A) LANDSCAPING | ONE (1) LARGE STREET TREE SHALL BE REQUIRED FOR EVERY FIFTY (50) FEET OF STREET FRONTAGE.<br><br>SHRUBS ALONG PUBLIC STREETS . WHEN A PARKING AREA IS LOCATED SO THAT THE PARKED CARS WILL BE VISIBLE FROM AN OFF-SITE STREET,...SHRUBS SHALL BE IN A SINGLE ROW PLANTED FIVE FEET ON CENTER.<br><br>LANDSCAPING ALONG THE FRONTAGE OF ENTRANCE CORRIDOR STREETS SHOULD INCLUDE THE FOLLOWING:<br><br>LARGE SHADE TREES SHOULD BE PLANTED PARALLEL TO THE ENTRANCE CORRIDOR STREET. SUCH TREES SHOULD BE AT LEAST 3½ INCHES CALIPER (MEASURED 6 INCHES ABOVE THE GROUND) AND SHOULD BE OF A PLANT SPECIES COMMON TO THE AREA. SUCH TREES SHOULD BE LOCATED AT LEAST EVERY 35 FEET ON CENTER. | SEMINOLE TRAIL U.S RTE 29<br><br>275 LF STREET FRONTAGE<br><br>1/50 X 275 =5.5 LARGE TREES REQUIRED (PER ZONING)<br>1/35 X 275 =7.9 LARGE TREES REQUIRED (PER ARB)<br>8 LARGE TREES PROVIDED<br><br>1/5 X 275 = 55 SHRUBS REQUIRED<br>56 SHRUBS PROVIDED<br><br>"+" INDICATED PLANT MATERIAL UTILIZED TO FULFIL THE REQUIREMENT<br><br>AIRPORT ROAD U.S RTE 649<br><br>300 LF STREET FRONTAGE (USABLE)<br><br>1/50 X 300 =6 LARGE TREES REQUIRED (PER ZONING)<br>1/35 X 300 =8.6 LARGE TREES REQUIRED (PER ARB)<br>9 LARGE TREES PROVIDED<br><br>1/5 X 300 = 60 SHRUBS REQUIRED<br>60 SHRUBS PROVIDED<br><br>*** INDICATED PLANT MATERIAL UTILIZED TO FULFIL THE REQUIREMENT | COMPLIES |
| ZONING 32.7.9.6 LANDSCAPING WITHIN A PARKING AREA | AN AREA OF AT LEAST (5) PERCENT OF THE PAVED PARKING AND VEHICULAR CIRCULATION AREA SHALL BE LANDSCAPED WITH TREES OR SHRUBS.<br><br>PLANT MATERIALS MAY BE A MIXTURE OF SHADE TEES AND SHRUBS AND SHALL INCLUDE ONE (1) LARGE SHADE TREE PER TEN (10) PARKING SPACES. | INTERIOR PARKING LOT LANDSCAPING<br><br>PARKING LOT AREA: 51,763 SF<br><br>INTERIOR LANDSCAPING (5%): 2,589 SF REQUIRED<br>8,035 SF PROPOSED<br><br>PARKING LOT LANDSCAPING<br><br>PROPOSED NUMBER OF PARKING SPACES: 47<br>(1 CANOPY TREE / 10 PARKING SPACES)<br>REQUIRED CANOPY TREES: 5<br>PROPOSED CANOPY TREES: 5<br><br>"*" INDICATES PLANT MATERIAL UTILIZED TO FULFILL REQUIREMENT | COMPLIES |
| ZONING 32.7.9.7 SCREENING | FEATURES THAT MAY HAVE NEGATIVE VISUAL IMPACTS . FEATURES THAT MAY HAVE NEGATIVE VISUAL IMPACTS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING SHALL BE SCREENED FROM ADJACENT RESIDENTIAL AND RURAL AREAS DISTRICTS AND PUBLIC STREETS: (I) LOADING AREAS; (II) REFUSE AREAS | NORTH AND WEST PROPERTY LINE<br><br>NO SCREENING REQUIRED. SIMILARLY ZONED COMMERCIAL SITES EXIST ADJACENT TO SITE.<br><br>SITE FEATURES<br><br>EVERGREEN SCREENING PROPOSED ADJACENT TO REFUSE AREA | COMPLIES |
| ZONING 32.7.9.8 TREE CANOPY | COMMERCIAL AND INDUSTRIAL USES: IF THE SITE IS TO BE DEVELOPED FOR COMMERCIAL OR INDUSTRIAL USES, THE MINIMUM TREE CANOPY IS TEN (10) PERCENT. | TREE CANOPY CALCULATION<br><br>GROSS SITE AREA: 67,665 SF<br><br>TREE CANOPY COVER REQUIRED (10%): 6,766 SF REQUIRED<br>(13.6%) 14,772 SF PROVIDED<br><br>TREES IN OFFSITE PLANTING EASEMENTS ARE NOT INCLUDED IN THIS CALCULATION. | COMPLIES |

## NOTE:

1. ALL SITE PLANTINGS OF TREES AND SHRUBS SHALL BE ALLOWED TO REACH, AND BE MAINTAINED AT, MATURE HEIGHT; THE TOPPING OF TREES IS PROHIBITED. SHRUBS AND TREES SHALL BE PRUNED MINIMALLY AND ONLY TO SUPPORT THE OVERALL HEALTH OF THE PLANT.

INTERIOR PLANTING AREA

## LANDSCAPE SCHEDULE

| KEY | QTY. | BOTANICAL NAME | COMMON NAME | CAL. / HT. | CONT. | CANOPY | TOTAL |
|---|---|---|---|---|---|---|---|
| SHADE TREES | | | | | | | |
| GTI | 12 | GLEDITSIA TRIACANTHOS INERMIS | THORNLESS HONEYLOCUST | 3 1/2" CAL. / 14-16' | B+B | 541 EACH | 6492 |
| NS | 5 | NYSSA SYLVATICA | SOURGUM OR TUPELO | 3 1/2" CAL. / 14-16' | B+B | 181 EACH | 905 |
| PLO | 5 | PLATANUS OCCIDENTALIS | AMERICAN SYCAMORE | 3 1/2" CAL. / 14-16' | B+B | 1475 EACH | 7375 |
| SUBTOTAL: | 23 | | | | | TOTAL | 14,772 |
| | | | | | | | |
| DECIDUOUS SHRUBS | | | | | | | |
| AAB | 100 | ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA' | RED CHOKEBERRY | 3-4' HT. & SPREAD | #5 CAN | | |
| SUBTOTAL: | 100 | | | | | | |
| | | | | | | | |
| EVERGREEN SHRUBS | | | | | | | |
| PLS | 20 | PRUNUS LAUROCERASUS 'SCHIPKAENSIS' | COMMON CHERRY LAUREL | 3-4' HT. & SPREAD | #5 CAN | | |
| TBR | 18 | TAXUS BACCATA 'REPANDENS' | SPREADING ENGLISH YEW | 18-24" HT. & SPREAD | #5 CAN | | |
| SUBTOTAL: | 38 | | | | | | |

## GENERAL NOTES:

1. THIS PLAN IS TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY.
2. ALL DISTURBED UNPAVED AREAS, EXCLUDING PLANTING BEDS, ARE TO BE INSTALLED AS SODDED LAWN IN ACCORDANCE WITH LANDSCAPE SPECIFICATION #2.C., UNLESS OTHERWISE STATED ON THIS PLAN.
3. CONTRACTOR TO PROVIDE AN IRRIGATION DESIGN FOR BOTH LAWN AND BED AREAS. DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL. CONTRACTOR IS ALSO RESPONSIBLE FOR ANY PRESSURE REDUCING DEVICES REQUIRED TO MEET MAXIMUM PRESSURE REQUIREMENT.
4. ALL LANDSCAPE BEDS THAT ARE NOT ASSOCIATED WITH A STORMWATER FACILITY ARE TO BE INSTALLED WITH WEED BARRIER FABRIC (SEE DETAIL).
5. WITHOUT EXCEPTION, WEED BARRIER FABRIC SHALL NOT BE USED AT THE BOTTOM OR SIDE SLOPES OF STORMWATER BMP FACILITIES.
6. SHRUBS PLANTED ALONG HEAD-IN PARKING STALLS SHALL BE INSTALLED TO ALLOW A CLEARANCE OF FIVE FEET FROM FACE OF CURB TO ALLOW FOR BUMPER OVERHANG.
7. WHEN APPLICABLE, CENTER OF PROPOSED ORNAMENTAL OR EVERGREEN TREE SHALL BE OFFSET 6' FROM THE BACK OF RETAINING WALLS (11' FOR SHADE TREES) TO PREVENT WALL FAILURE. FINAL PLANTING LOCATIONS SHALL BE COORDINATED WITH THE WALL DESIGNER.


BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES



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### REVISIONS

| REV | DATE | COMMENT | DRAWN BY / CHECKED BY |
|---|---|---|---|
| | | | |

811 Know what's below. Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

**NOT APPROVED FOR CONSTRUCTION**

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| | |
|---|---|
| PROJECT No.: | V198402 |
| DRAWN BY: | EEN |
| CHECKED BY: | RTY |
| DATE: | 02/14/20 |
| CAD I.D.: | |

PROJECT:

**INITIAL SITE PLAN**

FOR

SHEETZ MADE TO ORDER

**PROPOSED DEVELOPMENT**

**ROUTE 29 & AIRPORT ROAD**
**CHARLOTTESVILLE, VA**
**ALBEMARLE COUNTY, VA**


BOHLER
28 BLACKWELL PARK LANE, SUITE 201
WARRENTON, VIRGINIA 20186
Phone: (540) 349-4500
Fax: (540) 349-0321
VA@BohlerEng.com


COMMONWEALTH OF VIRGINIA
ADAM T. ROGERS
Lic. No. 0406001810
LANDSCAPE ARCHITECT
03-17-2020

SHEET TITLE:

**LANDSCAPE PLAN**

SHEET NUMBER:

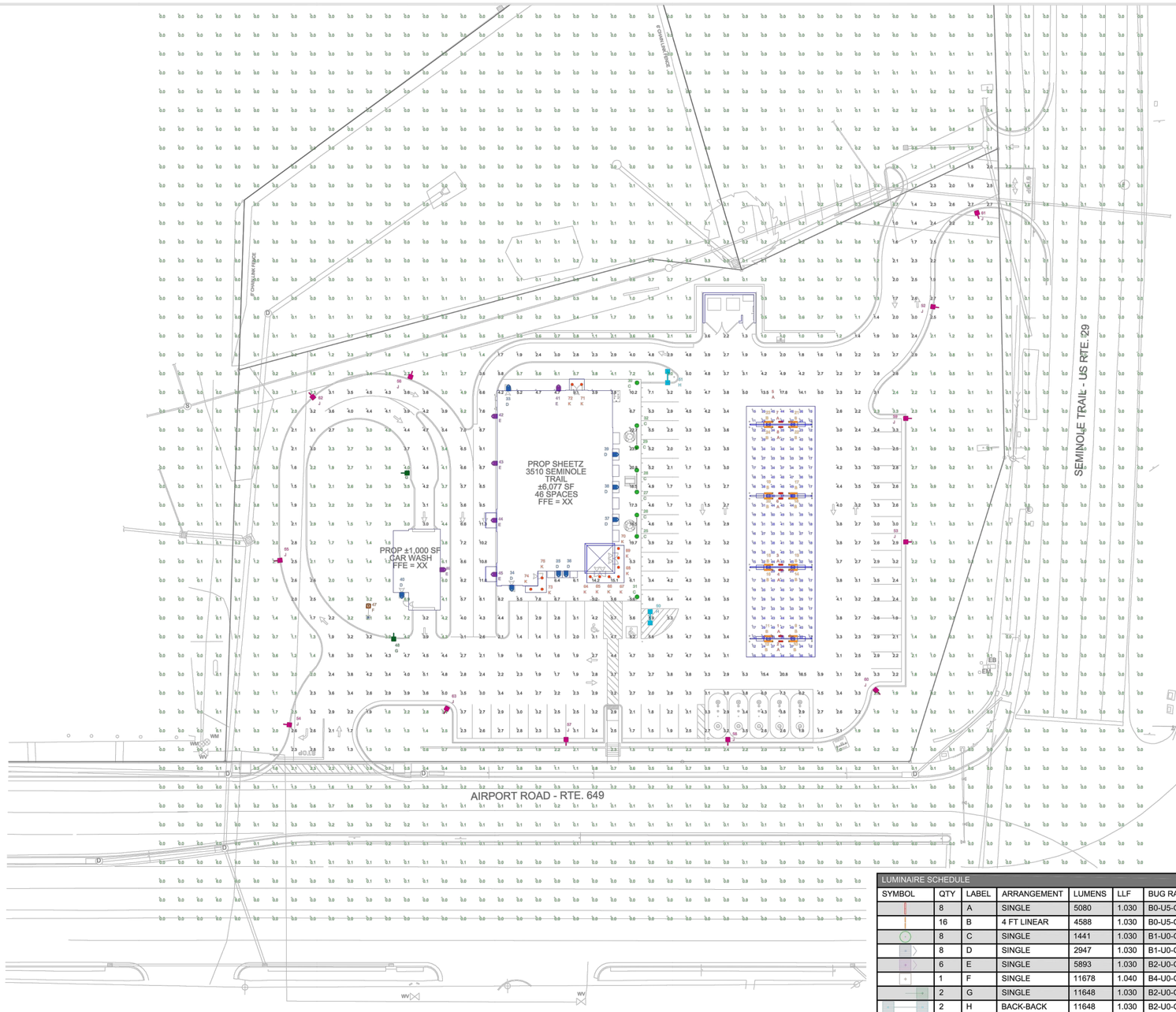
**C-500**

**ORG. DATE - 03/17/2020**


M:\BOHLER\ENGINEERING\NJ\PROJECTS\V198402\DRAWING\PLAN SETS\LANDSCAPE PLAN\V198402.DWG — 3:LAYOUT: C-600 LAND

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**red leonard associates**
1340 Kemper Meadow Dr. | Cincinnati, OH 45240 | 513-574-9500
www.redleonard.com




| LUMINAIRE LOCATION SUMMARY | | |
|---|---|---|
| LUM NO. | LABEL | MTG. HT. |
| 1 - 8 | A | 15.83 |
| 9 - 24 | B | 15.83 |
| 25 - 32 | C | 3 |
| 33, 34 | D | 9.33 |
| 35 - 39 | D | 12 |
| 40 | D | 9.33 |
| 41 - 43 | E | 12 |
| 44, 45 | E | 10 |
| 46 | E | 12 |
| 47 | F | 1 |
| 48, 49 | G | 23 |
| 50, 51 | H | 23 |
| 52 - 63 | J | 23 |
| 64 - 75 | K | 11.33 |

NOTE:
- ALL AREA LIGHTS ON NEW - EXISTING x FT. POLE MOUNTED ON x FT. CONCRETE BASE

| FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES | | | | | |
|---|---|---|---|---|---|
| LABEL | AVG | MAX | MIN | AVG/MIN | MAX/MIN |
| SITE PAVED AREA | 3.93 | 23.7 | 1.0 | 3.93 | 23.70 |
| UNDEFINED | 0.37 | 7.2 | 0.0 | N.A. | N.A. |
| UNDER CANOPY | 31.65 | 51 | 11 | 2.88 | 4.64 |

| LUMINAIRE SCHEDULE | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SYMBOL | QTY | LABEL | ARRANGEMENT | LUMENS | LLF | BUG RATING | WATTS/LUMINAIRE | TOTAL WATTS | MANUFACTURER | CATALOG LOGIC |
| | 8 | A | SINGLE | 5080 | 1.030 | B0-U5-G0 | 66 | 528 | CREE, INC. | FLD-OL-15-D2-14-E-UL-XX-700 w/XA-XFR9XX |
| | 16 | B | 4 FT LINEAR | 4588 | 1.030 | B0-U5-G0 | 66 | 2112 | CREE, INC. | FLD-OL-40-D4-07-E-UL-XX-700 w/XA-XFR9XX |
| | 8 | C | SINGLE | 1441 | 1.030 | B1-U0-G1 | 22 | 176 | CREE, INC. | PWY-EDG-3M-P3-02-E-UL-XX-350-57K |
| | 8 | D | SINGLE | 2947 | 1.030 | B1-U0-G1 | 36 | 288 | CREE, INC. | SEC-EDG-3M-WM-02-E-UL-XX-525 |
| | 6 | E | SINGLE | 5893 | 1.030 | B2-U0-G2 | 68 | 408 | CREE, INC. | SEC-EDG-3M-WM-04-E-UL-XX-525 |
| | 1 | F | SINGLE | 11678 | 1.040 | B4-U0-G0 | 86 | 86 | CREE, INC. | OSQ-AAXX w/PGM-1 + OSQ-A-NM-15D-B-57K-UL-XX |
| | 2 | G | SINGLE | 11648 | 1.030 | B2-U0-G2 | 86 | 172 | CREE, INC. | OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX |
| | 2 | H | BACK-BACK | 11648 | 1.030 | B2-U0-G2 | 86 | 344 | CREE, INC. | OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX |
| | 12 | J | SINGLE | 8950 | 1.030 | B1-U0-G2 | 86 | 1032 | CREE, INC. | OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX w_OSQ-BLSMF |
| | 12 | K | SINGLE | 484 | 0.678 | N.A. | 8.1 | 97.2 | B-K LIGHTING, INC. | BKLT CH-LED-e17-FL-BZP-12 (BY OTHERS) |

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SCALE: 1" = 30'
LAYOUT BY: DAR
DWG SIZE: D
DATE: 2/18/20

PROJECT NAME:
SHEETZ
ALBEMARLE, VA
DRAWING NUMBER:
RL-6591-S1

rla

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

PHOTOMETRY

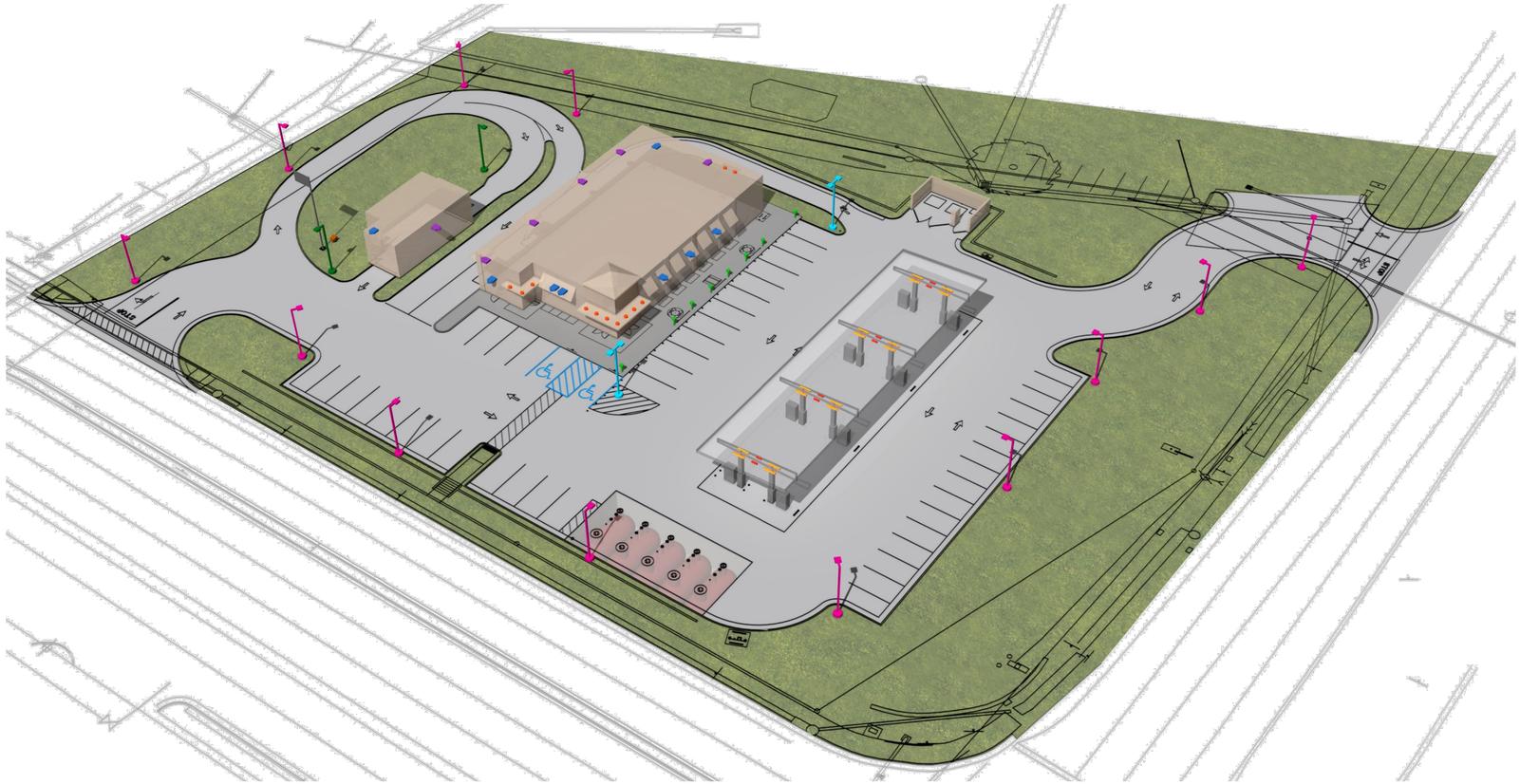
COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

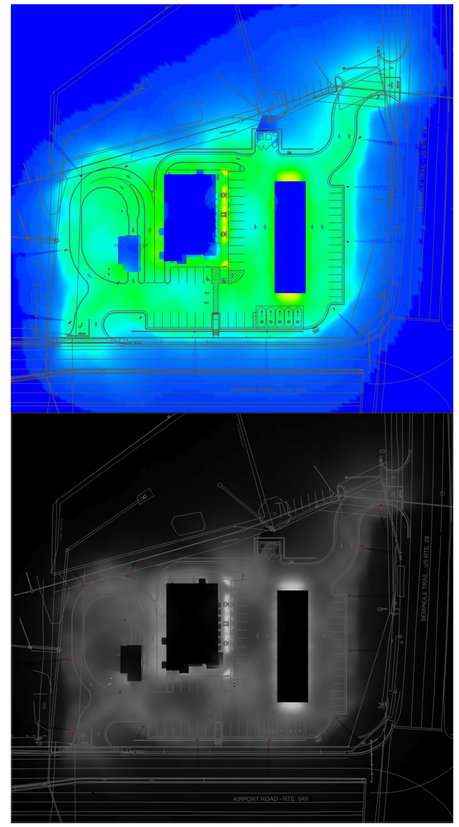
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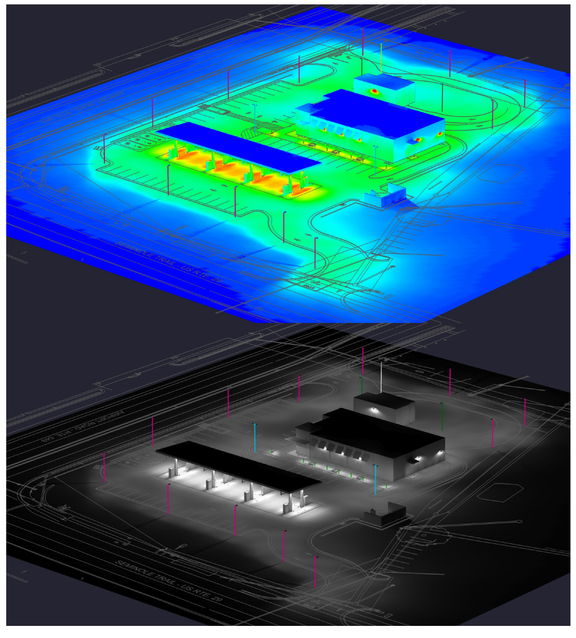
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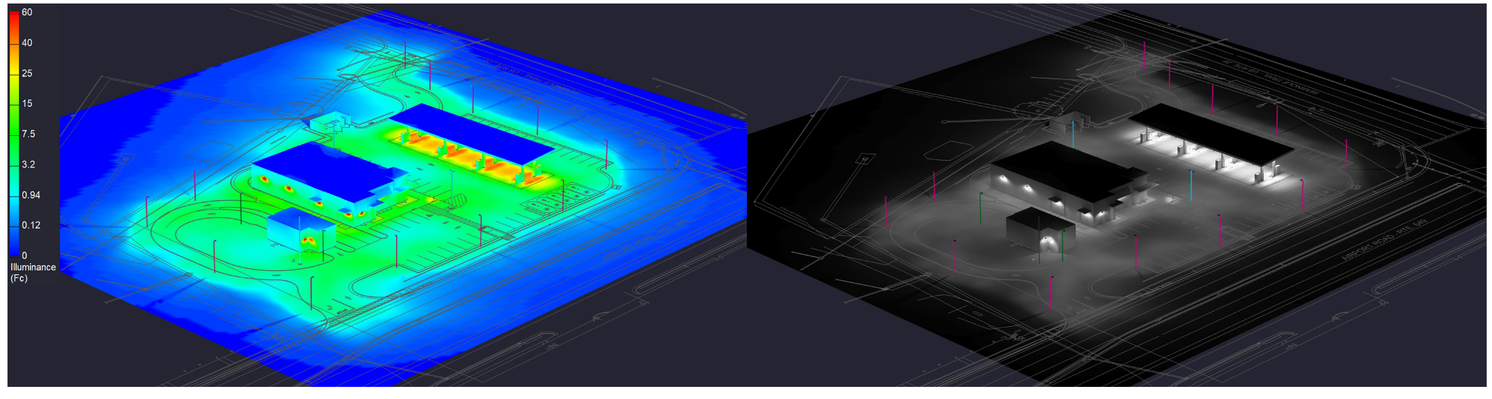
1 ISOMETRIC RENDERING



2 PLAN ILLUMINATION



3 NORTHEAST ISOMETRIC ILLUMINATION




4 SOUTHWEST ISOMETRIC ILLUMINATION

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

PHOTOMETRIC RENDERINGS

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

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TMP.32-40
WILLIAM SCOTT MARSHALL,
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of the WILLIAM A. MARSHALL JR.
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D.B.4464 P.203
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D.B.715 P.634(plat)

TMP.32-39B
COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
D.B.4574 P.676
HWPB.XIV P.200-207
HWPB.XIV P.151-158

TMP.32-38A
N/F TERRY
D.B.4574 P.676
D.B.629 P.104(plat)

TMP.32-39
N/F WILLIAM SCOTT MARSHALL,
TRUSTEE of the FAMILY TRUST
of the
WILLIAM A. MARSHALL JR. REVOCABLE TRUST
D.B.4464 P.203
D.B.3192 P.264
D.B.2717 P.317
D.B.629 P.101, 104(plat)
D.B.2284 P.385
H.W.P.B. XIV P.151-158
H.W.P.B. XIV P.200-207
D.B.1639 P.555(plat)
1.667 Ac.(survey)

TMP.32-38
N/F AIRPORT PLAZA LLC
D.B.4622 P.319
D.B.629 P.104(plat)
0.626 AC.(survey)

TMP.32-39A
N/F WILLIAM SCOTT MARSHALL,
TRUSTEE of the FAMILY TRUST
of the
WILLIAM A. MARSHALL JR. REVOCABLE TRUST
D.B.4464 P.203
D.B.3192 P.264
D.B.2717 P.317
D.B.2284 P.385
H.W.P.B. XIV P.151-158
H.W.P.B. XIV P.200-207
D.B.1639 566(plat)
D.B.629 P.101, 104(plat)

TMP.32-39A
0.061 Ac.
(survey)

STATE ROUTE 649(Variable)
H.W.P.B. XIV pp.151-158
H.W.P.B. XIV pp.200-207

STATE ROUTE 29-S.B.L.
H.W.P.B. XIV pp.151-158
H.W.P.B. XIV pp.200-207

Benchmark
Iron with
RGA cap
EL= 547.89

Grid North - VA South Zone
State Plane Coordinates

SCALE 1" = 20'
20 10 0 20 40
SCALE IN FEET

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

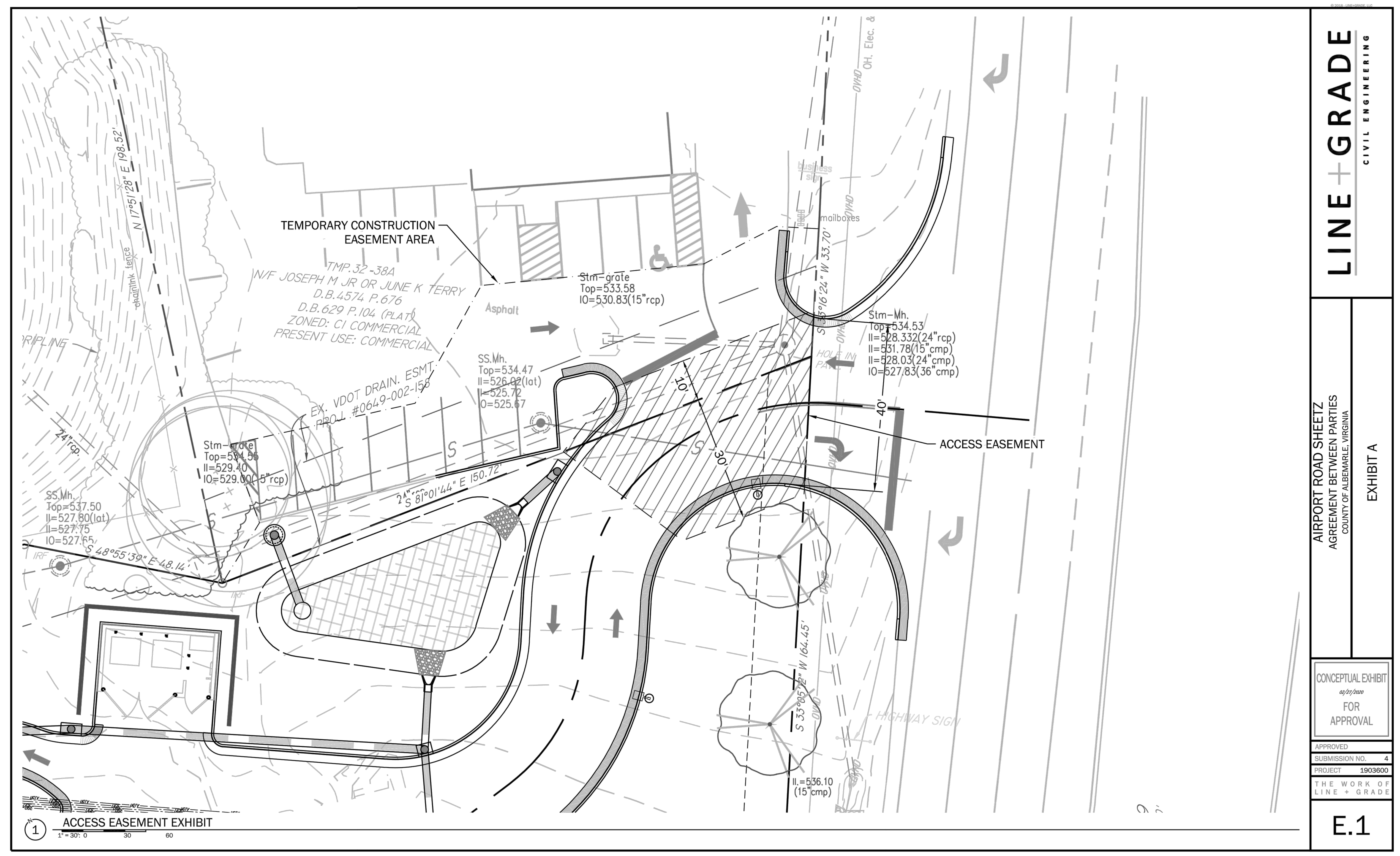
SURVEY

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

THE WORK OF LINE + GRADE

X1.0




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LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

SHARED ACCESS AGREEMENTS

COMMONWEALTH OF VIRGINIA
03/16/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

| | |
|---|---|
| APPROVED | DCH |
| SUBMISSION NO. | 1 |
| PROJECT | 1903600 |

THE WORK OF LINE + GRADE

X3.0

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## OWNERS APPROVAL

THE PLATTING OR DEDICATION OF THE FOLLOWING DESCRIBED LAND, SUBDIVISION PLAT CREATING NEW PARCEL 'X', THE COMBINATION OF TAX MAP 32 PARCEL 38 IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, PROPRIETORS AND TRUSTEES IF ANY.

_____

*Signator For: AIRPORT PLAZA LLC*

## NOTARY PUBLIC

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS _____ DAY OF _____, 20_____

_____ Reg.#_____

My Commission Expires _____, _____

## APPROVED FOR RECORDATION

_____

Agent, Board Of Supervisors Date

## OWNERS APPROVAL

THE PLATTING OR DEDICATION OF THE FOLLOWING DESCRIBED LAND, SUBDIVISION PLAT CREATING NEW PARCEL 'X', THE COMBINATION OF TAX MAP 32 PARCELS 39 AND 39A IS WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE UNDERSIGNED OWNERS, PROPRIETORS AND TRUSTEES IF ANY.

_____

*WILLIAM SCOTT MARSHALL, TRUSTEE of the FAMILY TRUST of the WILLIAM A. MARSHALL JR. REVOCABLE TRUST*

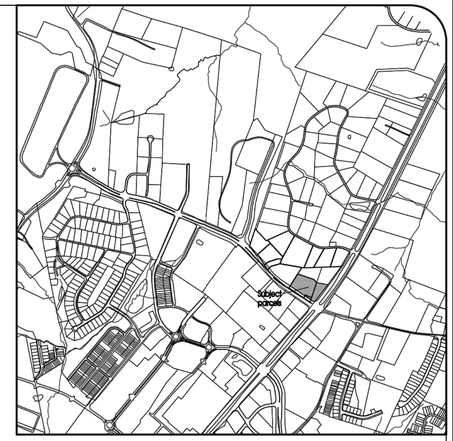
## NOTARY PUBLIC

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME

THIS _____ DAY OF _____, 20_____

_____ Reg.#_____

My Commission Expires _____, _____




Vicinity Map
Scale: 1"= 1000'+-

## NOTES:

ZONING: C1 Commercial
As Per GIS
EC – Entrance Corridor
AI – Aiport Impact Area

Subject Parcels located in the North Fork Rivanna River Watershed

Subject Parcels do not lie in a Water Supply Protection Area.

Subject Parcels do not lie in an Agricultural or Forestal District.

Subject Parcels lie in Zone X, (unshaded) areas determined to be outside the 0.2% annual chance floodplain as shown on FIRM Community Panel 510006 145D, Effective date Feb. 4, 2005.

A current field boundary survey was performed by Roudabush, Gale & Associates for the preparation of this plat .

Easements other than those shown may exist and affect the property.

No evidence was found to indicate that places of burial exist on Parcels 38, 39 and 39A.

Subject Properties are served by public water and sewer.

New Parcel 'X' contains a building site that complies with section 4.2.1 of the Albemarle County Zoning Ordinance.

New Parcel 'X' is the result of the combination of Tax Map 32 Parcels 38, 39 and 39A.

IF = Iron Found IS = Iron Set

* AT PRESENT TIME THIS PLAT IS ONLY THEORETICAL *
AS THERE ARE CURRENTLY TWO SEPARATE OWNERS OF THE PARCELS BEING COMBINED. IT IS OUR ASSUMPTION THAT THE PLAT IS NOT APPROVABLE
* UNDER THIS CURRENT CIRCUMSTANCE. *

*DRAFT COPY ONLY*
*NOT FOR RECORDATION*

# PLAT CREATING PARCEL 'X' A BOUNDARY LINE ADJUSTMENT COMBINING TAX MAP 32 PARCELS 38, 39 AND 39A RIO MAGISTERIAL DISTRICT ALBEMARLE COUNTY, VIRGINIA

## SOURCE OF TITLE:

TMP.32–39
N/F WILLIAM SCOTT MARSHALL, TRUSTEE of the FAMILY TRUST of the WILLIAM A. MARSHALL JR. REVOCABLE TRUST
D.B.4464 P.203
D.B.3192 P.264
D.B.2717 P.317
D.B.629 P.101, 104(plat)
D.B.2284 P.385
H.W.P.B. XIV P.151–158
H.W.P.B. XIV P.200–207
D.B.1639 P.566(plat)

TMP.32–39A
N/F WILLIAM SCOTT MARSHALL, TRUSTEE of the FAMILY TRUST of the WILLIAM A. MARSHALL JR. REVOCABLE TRUST
D.B.4464 P.203
D.B.3192 P.264
D.B.2717 P.317
D.B.2284 P.385
H.W.P.B. XIV P.151–158
H.W.P.B. XIV P.200–207
D.B.1639 566(plat)
D.B.629 P.101, 104(plat)

TMP.32–38
N/F AIRPORT PLAZA LLC
D.B.4622 P.319
D.B.629 P.104(plat)

## ACREAGE SUMMARY

1.667 Ac.(survey)TMP.32-39
+0.061 Ac.(survey)TMP.32-39A
+0.626 Ac.(survey)TMP.32-38

2.353 Ac.(Combined)NEW PARCEL 'X'

## SETBACKS: C1- Commercial

C. 4.20 – Setbacks and stepbacks in conventional commercial and industrial districts.

Setbacks and stepbacks shall be provided as follows:

a. Conventional commercial districts . The following shall apply within the C–1, CO, and HC districts:

Setbacks
Front–Minimum: 10 feet from the right–of–way or the exterior edge of the sidewalk if the sidewalk is outside of the right–of–way; for off–street parking or loading spaces, 10 feet from any public street right–of–way

Front–Maximum: 30 feet from the right–of–way or the exterior edge of the sidewalk if the sidewalk is outside of the right–of–way, provided that this maximum setback shall not apply to any structure existing on June 3, 2015 and to any structure depicted on an approved final site plan that is valid on June 3, 2015 as having a front setback greater than 30 feet; none, on any lot, including a corner lot, abutting a principal arterial highway or interstate

Side and Rear–Minimum: If the abutting lot is zoned residential, rural areas, or the Monticello Historic district: (i) no portion of any structure, excluding signs, shall be located closer than 50 feet from the district boundary; and (ii) no off–street parking or loading space shall be located closer than 20 feet to the district boundary.

If the abutting lot is zoned commercial or industrial, any primary structure shall be constructed and separated in accordance with the current edition of the Building Code.

Side and Rear–Maximum: None

Stepbacks Front: For each story that begins above 40 feet in height or for each story above the third story, whichever is less, the minimum stepback shall be 15 feet

Side and Rear: None

## SHEET INDEX

SHEET - 1 - COVER SHEET
SHEET - 2 - COMBINATION PLAT

Plat Prepared By: Jeff Powell @ Roudabush, Gale & Associates

ROUDABUSH, GALE & ASSOCIATES, INC.
ENGINEERS, SURVEYORS AND LAND PLANNERS
A PROFESSIONAL CORPORATION SERVING VIRGINIA SINCE 1956
914 MONTICELLO ROAD - CHARLOTTESVILLE, VIRGINIA 22902
PHONE 434-977-0205 - FAX 434-296-8220 - EMAIL INFO@ROUDABUSH.COM

MARCH 11, 2020
SCALE: N/A
FILE: 19.0679

SHEET 1 \ 2

Q: \RGA\TMPROJ\19.0679 ALTA\PLAT_COMBINE.pro

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

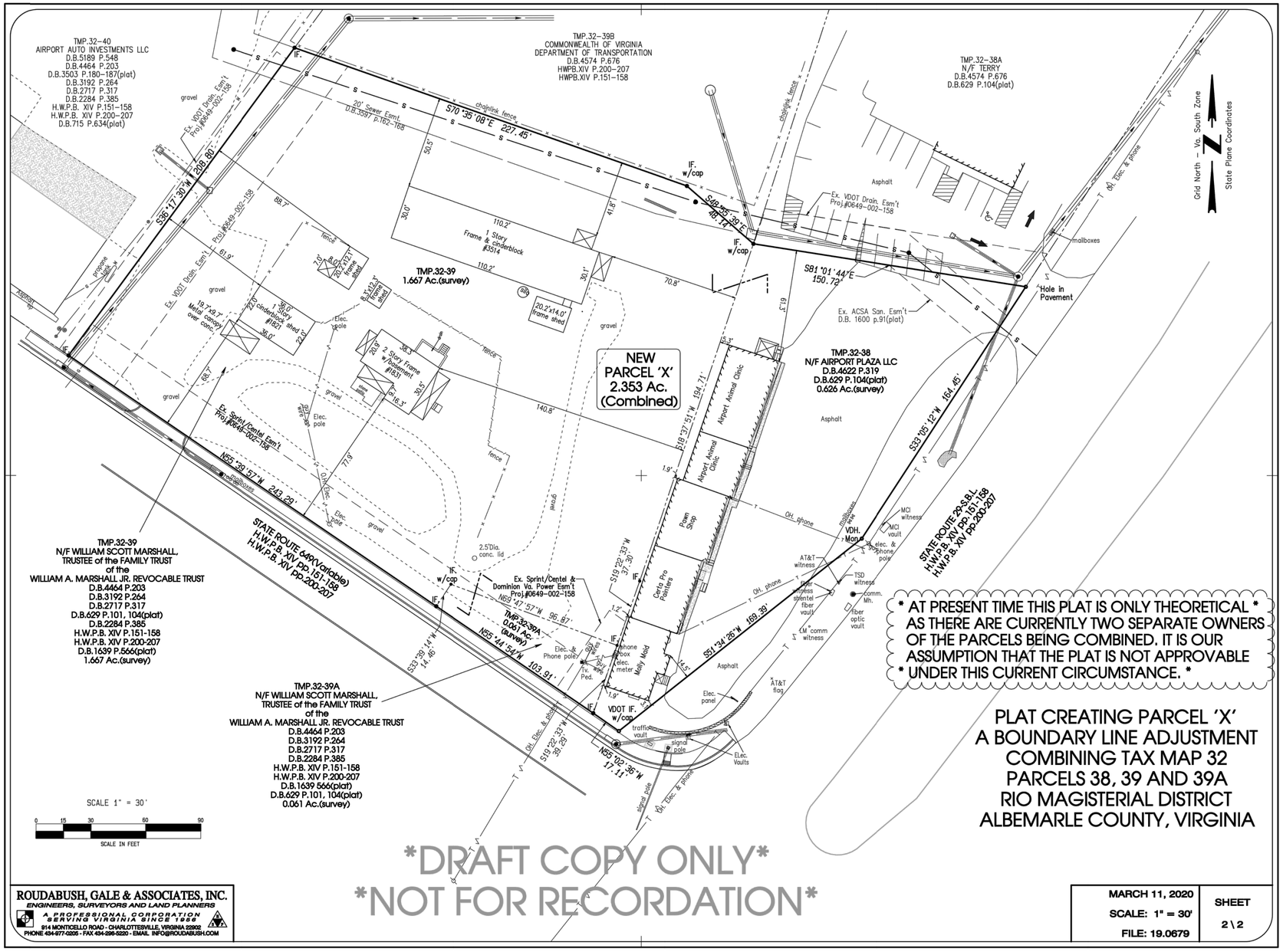
DRAFT PLAT

03/16/2020

APPROVED
SUBMISSION NO. 1
PROJECT 1903600
THE WORK OF LINE + GRADE

X4.0

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* AT PRESENT TIME THIS PLAT IS ONLY THEORETICAL *
AS THERE ARE CURRENTLY TWO SEPARATE OWNERS
OF THE PARCELS BEING COMBINED. IT IS OUR
ASSUMPTION THAT THE PLAT IS NOT APPROVABLE
* UNDER THIS CURRENT CIRCUMSTANCE. *

# PLAT CREATING PARCEL 'X'
# A BOUNDARY LINE ADJUSTMENT
# COMBINING TAX MAP 32
# PARCELS 38, 39 AND 39A
# RIO MAGISTERIAL DISTRICT
# ALBEMARLE COUNTY, VIRGINIA

*DRAFT COPY ONLY*
*NOT FOR RECORDATION*

ROUDABUSH, GALE & ASSOCIATES, INC.
ENGINEERS, SURVEYORS AND LAND PLANNERS
A PROFESSIONAL CORPORATION
SERVING VIRGINIA SINCE 1966
914 MONTICELLO ROAD - CHARLOTTESVILLE, VIRGINIA 22902
PHONE 434-977-0205 - FAX 434-296-2220 - EMAIL INFO@ROUDABUSH.COM

MARCH 11, 2020
SCALE: 1" = 30'
FILE: 19.0679
SHEET 2 \ 2

Q:\RGA\TMPROJ\19.0679 ALTA\PLAT_COMBINE.pro

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

DRAFT PLAT

03/16/2020

APPROVED
SUBMISSION NO. 1
PROJECT 1903600
THE WORK OF LINE + GRADE

X4.1

NOTES:

1. THE SUBJECT PROPERTIES ARE A PORTION OF FIDELITY AMERICAN BANK PARCEL - (FORMERLY CITIZENS BANK & TRUST CO.); AS SHOWN ON A PLAT ENTITLED "PLAT SHOWING SURVEY OF TWO PARCELS OF LAND ON U.S. ROUTE 29 OWNED BY FIDELITY AMERICAN BANK FORMERLY CITIZENS BANK AND TRUST COMPANY" PER DEED BOOK 629 AT PAGE 104, AND BEING THE LANDS OF AIRPORT PLAZA, LLC AS RECORDED IN DEED BOOK 4622 AT PAGE 319, AND PORTIONS OF PARCEL 39 AND PARCEL 39A, AS SHOWN ON A PLAT ENTITLED "PHYSICAL SURVEY SHOWING PARCELS 39 & 39A AS SHOWN ON SHEET 32 COUNTY TAX MAPS" PER DEED BOOK 1639 AT PAGE 566, AND BEING THE LANDS OF WILLIAM SCOTT MARSHALL, SUCCESSOR TRUSTEE OF THE RACHEL K. MARSHALL REVOCABLE TRUST AS RECORDED IN DEED BOOK 4464 AT PAGE 203, ALL AMONG THE LAND RECORDS OF ALBEMARLE COUNTY, VIRGINIA AND HAVING PID(S) 03200-00-00-03800, 03200-00-00-039A0, AND 03200-00-00-03900 PER THE DEPARTMENT OF ASSESSMENTS.

2. AREA: TITLE PARCEL I = 27,236 SQUARE FEET OR 0.625 ACRES (A)
TITLE PARCEL II = 75,225 SQUARE FEET OR 1.727 ACRES (B & C)
TOTAL = 102,461 SQUARE FEET OR 2.352 ACRES

3. LOCATION OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE, SOURCE INFORMATION FROM PLANS AND MARKINGS HAS BEEN COMBINED WITH OBSERVED EVIDENCE OF UTILITIES TO DEVELOP A VIEW OF THOSE UNDERGROUND UTILITIES. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION MAY BE NECESSARY.

4. THIS SURVEY WAS PERFORMED IN THE FIELD ON THE GROUND UTILIZING THE REFERENCE MATERIAL AS LISTED HEREON AND DEPICTS BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS THEREON, ON JANUARY 14, 2020, BY BOHLER ENGINEERING.

5. THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY; HOWEVER, NO PHYSICAL INDICATIONS OF SUCH WERE FOUND AT THE TIME OF THE FIELD INSPECTION OF THIS SITE.

6. ELEVATIONS ARE BASED ON NAVD88 DATUM DETERMINED BY GPS OBSERVATIONS AND TIED IN TO THE NGS MONUMENT NO. AH4621 WITH A PUBLISHED ELEVATION OF 612.00 FEET.

7. THE PROPERTY IS LOCATED IN OTHER AREAS ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER MAP ENTITLED "FIRM, FLOOD INSURANCE RATE MAP, ALBEMARLE COUNTY, VIRGINIA AND INCORPORATED AREAS AND THE INDEPENDENT CITY OF CHARLOTTESVILLE, PANEL 145 OF 575, MAP NUMBER 51003C0145D, WITH A MAP EFFECTIVE DATE OF FEBRUARY 4, 2005.

8. THE SUBJECT PROPERTIES ARE CONTIGUOUS WITHOUT STRIPS, GAPS OR GORES BETWEEN THE PARCELS

9. PARKING: NO ONSITE PAINTED PARKING STALLS

TITLE NOTES

THIS SURVEY IS PREPARED WITH REFERENCE TO A COMMITMENT FOR TITLE INSURANCE PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. NCS-987818-PITT, WITH A COMMITMENT DATE OF NOVEMBER 1, 2019. OUR OFFICE HAS REVIEWED THE FOLLOWING SURVEY RELATED EXCEPTIONS IN SCHEDULE B, PART II:

(5) EASEMENT AND AGREEMENT RECORDED IN DEED BOOK 690, PAGE 335 AS RECITED IN DEED BOOK 2960 PAGE 98. (AFFECTS PARCEL I) (COPY TO FOLLOW); **MAY AFFECT THE SUBJECT PROPERTY, OUR RESEARCH INDICATES THAT DEED BOOK 690, PAGE 335 MAY BE AN INCORRECT REFERENCE.**

(4) EASEMENT GRANTED TO VIRGINIA ELECTRIC AND POWER COMPANY, DATED DECEMBER 4, 1946, RECORDED MARCH 8, 1947, IN DEED BOOK 272 PAGE 532 (AFFECTS PARCEL I); **MAY AFFECT SUBJECT PROPERTIES, VAGUE AND INSUFFICIENT INFORMATION IN RECORD DOCUMENT, HOWEVER THERE ARE OVERHEAD WIRES ALONG AIRPORT ROAD AND STATE ROUTE 29.**

(5) DEED TO COMMONWEALTH OF VIRGINIA DATED JULY 30, 1956 AND RECORDED AUGUST 10, 1956 IN DEED BOOK 326 PAGE 78. (AFFECTS PARCEL I); **DOES NOT AFFECT THE SUBJECT PROPERTIES. DOCUMENT CREATES THE RIGHT-OF-WAY LINE ALONG U.S. ROUTE 29.**

(6) EASEMENT GRANTED TO ALBEMARLE COUNTY SERVICE AUTHORITY, DATED FEBRUARY 19, 1997, RECORDED MARCH 21, 1997, IN DEED BOOK 1600 PAGE 75 (AFFECTS PARCEL I); **AFFECTS PARCEL I, APPROXIMATE LOCATION SHOWN.**

(7) WATERLINE EASEMENT AGREEMENT BY AND BETWEEN RALPH LLOYD AND BESSIE LEE LLOYD, HUSBAND AND WIFE, JOSEPH TERRY AND DOROTHY TERRY, HUSBAND AND WIFE AND HENRY R. HANSEN AND JACQUELINE I. HANSEN, HUSBAND AND WIFE, DATED JULY 14, 1980 AND RECORDED AUGUST 8, 1980 IN DEED BOOK 698 PAGE 335. (AFFECTS PARCEL I); **AFFECTS PARCEL I, NOT PLOTTABLE, VAGUE AND INSUFFICIENT INFORMATION IN RECORD DOCUMENT.**

(8) EASEMENT TO COMMONWEALTH OF VIRGINIA RECORDED APRIL 10, 2003 IN DEED BOOK 2427 PAGE 585. (AFFECTS PARCEL I); **DOES NOT AFFECT THE SUBJECT PROPERTIES. TEMPORARY CONSTRUCTION AND SLOPE EASEMENT TERMINATED WHEN CONSTRUCTION OF THE ROADWAY PROJECT WAS COMPLETED.**

(9) CERTIFICATE OF TAKE RECORDED AUGUST 22, 1956 IN DEED BOOK 326 PAGE 237. (AFFECTS PARCEL II); **DOES NOT AFFECT PARCEL II, THE RIGHT-OF-WAY CREATED IN THIS DOCUMENT NOW LIES WITHIN THE CURRENT RIGHT-OF-WAY.**

(10) EASEMENT GRANTED TO VIRGINIA ELECTRIC AND POWER COMPANY, DATED DECEMBER 4, 1956, RECORDED JANUARY 2, 1957, IN DEED BOOK 329 PAGE 151 (AFFECTS PARCEL II); **AFFECTS PARCEL II, SHOWN.**

(11) BOUNDARY LINE AGREEMENT BY AND BETWEEN FIDELITY AMERICAN BANK, CHARLOTTESVILLE, JOSEPH M. TERRY AND DOROTHY TERRY, HUSBAND AND WIFE, E.B. CRENSHAW AND DOLLY D. CRENSHAW, HUSBAND AND WIFE, E.B. AND L.B. CRENSHAW, INC. AND WALTER A. TAYLOR AND DOROTHY T. TAYLOR, HUSBAND AND WIFE, DATED AUGUST 9, 1977 AND RECORDED AUGUST 23, 1977 IN DEED BOOK 629 PAGE 101. (AFFECTS PARCELS I AND II); **AFFECTS THE SUBJECT PROPERTY, DOCUMENT ESTABLISHES THE COMMON LINE BETWEEN PARCEL I AND PARCEL II.**

(12) EASEMENT GRANTED TO ALBEMARLE COUNTY SERVICE AUTHORITY, DATED AUGUST 9, 2007, RECORDED MAY 21, 2008, IN DEED BOOK 3597 PAGE 162 (AFFECTS PARCEL II); **AFFECTS PARCEL II, SHOWN.**

(13) CERTIFICATE OF TAKE RECORDED OCTOBER 4, 2002 IN DEED BOOK 2284 PAGE 385, AS AMENDED IN AMENDED CERTIFICATE OF TAKE RECORDED JUNE 17, 2004 IN DEED BOOK 2777 PAGE 317 AND AS AFFECTED BY ORDER RECORDED APRIL 14, 2006 IN DEED BOOK 3192 PAGE 264. (AFFECTS PARCEL II); **CERTIFICATE OF TAKE DOES NOT AFFECT PARCEL I, RIGHT-OF-WAY DEDICATION CREATES THE SOUTHWEST PROPERTY LINE. TEMPORARY CONSTRUCTION AND SLOPE EASEMENT TERMINATED WHEN CONSTRUCTION OF THE ROADWAY PROJECT WAS COMPLETED. DRAINAGE EASEMENT SHOWN.**

(14) MATTERS AS SHOWN ON PLAT MAP 1639 PAGE 566, **AFFECTS PARCEL II, EXISTING MATTERS SHOWN, NO EASEMENTS CREATED.**

**TITLE DESCRIPTION**

ALL OF THOSE LOTS OR PARCELS OF LAND LOCATED IN ALBEMARLE COUNTY, VIRGINIA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL I (03200-00-00-03800)

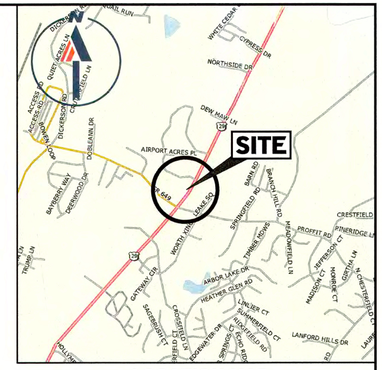
ALL THAT CERTAIN TRACT OR PARCEL OF LAND, SITUATED IN THE RIVANNA MAGISTERIAL DISTRICT OF ALBEMARLE COUNTY, VIRGINIA, A THE NORTHWEST CORNER OF THE INTERSECTION OF U.S. HIGHWAY 29 AND STATE ROUTE 649, DESIGNATED AS PARCEL 38, SECTION 32, ALBEMARLE COUNTY TAX MAP, AND SHOWN AS CONTAINING 0.632 ACRE, MORE OR LESS, ON PLAT OF WILLIAM MORRIS FOSTER, DATED JULY 14, 1977 OF RECORD IN THE CLERK'S OFFICE OF THE CIRCUIT COUNTY OF ALBEMARLE COUNTY, VIRGINIA, IN DEED BOOK 629, PAGE 104; LESS AND EXCEPT THAT CERTAIN TRACT OR PARCEL OF LAND CONTAINING 254 SQUARE FEET, MORE OR LESS, CONVEYED TO THE COMMONWEALTH OF VIRGINIA, BY INSTRUMENT RECORDED IN THE AFORESAID CLERK'S OFFICE IN DEED BOOK 2427, PAGE 585.

PARCEL II (03200-00-00-03900 AND 03200-00-00-039A0)

ALL THOSE CERTAIN LOTS OR PARCELS OF LAND, SHOWN AS TAX MAP 32, PARCEL 39 CONTAINING 2.745 ACRES, AND TAX MAP 32, PARCEL 39A, CONTAINING .169 ACRE, ON PLAT OF B. AUBREY HUFFMAN & ASSOCIATES, LTD., DATED AUGUST 21, 1997, AND RECORDED IN THE CLERK'S OFFICE OF ALBEMARLE COUNTY, VIRGINIA IN DEED BOOK 1639, PAGE 566; LESS AND EXCEPT: .580 ACRE (PARCEL 39) AND 0.090 ACRE (PARCEL 39A) BY CERTIFICATE OF TAKE BY VDOT RECORDED IN THE AFORESAID CLERK'S OFFICE IN DEED BOOK 2284, PAGE 385.

UTILITIES:
THE FOLLOWING COMPANIES WERE NOTIFIED BY VIRGINIA MISS UTILITY SYSTEM (1-800-552-7001) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST. SERIAL NUMBER(S): A936000857-00A

| UTILITY COMPANY | LOCATE STATUS | PHONE NUMBER |
|---|---|---|
| ALBEMARLE-WATER & SEWER | NO CONFLICT | 434-531-0714 |
| AT&T | MARKED | 703-624-4956 |
| COMCAST | NO CONFLICT | 804-562-3861 |
| CENTURYLINK | MARKED | 801-364-1063 |
| CHARLOTTESVILLE-GAS | MARKED | 804-921-9238 |
| DOM ELEC DISTRIBUTION | MARKED | 801-364-1063 |
| FIBERLIGHT | MARKED | 443-509-4658 |
| LUMOS NETWORK | NO CONFLICT | 801-364-1063 |
| LEVEL 3 | MARKED | 877-366-8344 |
| LIGHTOWER FIBER | MARKED | 443-250-1873 |
| MCI | MARKED | 800-289-3427 |
| QWEST GOVERNMENT | MARKED | 703-387-9152 |
| RIVANNA-WATER & SEWER | MARKED | 434-906-2620 |
| SHENTEL UNREGULATED | NO CONFLICT | 804-562-3861 |




***LOCATION MAP***

COPYRIGHT 2009
DELORME STREET ATLAS 2009 USA
SCALE: 1"=2000'

TO SHEETZ, INC. (TENANT), A PENNSYLVANIA CORPORATION AND FIRST AMERICAN TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 7(A), 7(B)(1), 8, 9, 10, 11(A), 13, 14, 16, 17, 18, 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 14, 2020.

COMMONWEALTH OF VIRGINIA
ERIC K. NISKANEN
Lic. No. 1524—B
NOT VALID UNTIL SEALED
LAND SURVEYOR

1-16-20
DATE

**ERIC K. NISKANEN**
VIRGINIA LICENSED LAND SURVEYOR NO. 1524—B

THIS CERTIFICATION IS MADE TO ONLY NAMED PARTIES FOR PURCHASE AND/OR MORTGAGE OF HEREIN DELINEATED PROPERTY BY THE NAMED PURCHASER. NO RESPONSIBILITY OR LIABILITY IS ASSUMED BY SURVEYOR FOR THE USE OF SURVEY FOR ANY OTHER PURPOSE INCLUDING, BUT NOT LIMITED TO, USE OF SURVEY AFFIDAVIT, RESALE OF PROPERTY, OR TO ANY OTHER PERSON NOT LISTED IN CERTIFICATION, EITHER DIRECTLY OR INDIRECTLY.

***ALTAINSPS LAND TITLE SURVEY***

SHEETZ, INC.

ROUTE 29 & AIRPORT ROAD
RIVANNA MAGISTERIAL DISTRICT
ALBEMARLE COUNTY, VIRGINIA

BOHLER
12825 WORLDGATE DRIVE, SUITE 700 HERNDON, VIRGINIA 20170 703.709.9500
www.bohlerengineering.com
■ UPSTATE NEW YORK ■ BOSTON, MA ■ NEW YORK METRO ■ WARREN, NJ ■ PHILADELPHIA/SOUTHERN NJ ■ LEHIGH VALLEY, PA ■ SOUTHEASTERN PA ■ BALTIMORE, MD ■ SOUTHERN MARYLAND ■ NORTHERN VIRGINIA ■ WASHINGTON, DC ■ CENTRAL VIRGINIA ■ CHARLOTTE, NC ■ RALEIGH, NC

| FILE NO. | DATE | FIELD DATE | CREW CHIEF | DRAWN | REVIEWED | APPROVED | SCALE | DWG. NO. |
|---|---|---|---|---|---|---|---|---|
| SV198402 | 1/16/2020 | 1/14/2020 | JQ | CRW | DK | JSC | 1" = N/A' | 1 OF 2 |

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Ⓐ
TITLE PARCEL 1
PORTION OF FIDELITY AMERICAN BANK –
(FORMERLY CITIZENS BANK & TRUST CO.)
D.B. 629 PG. 104

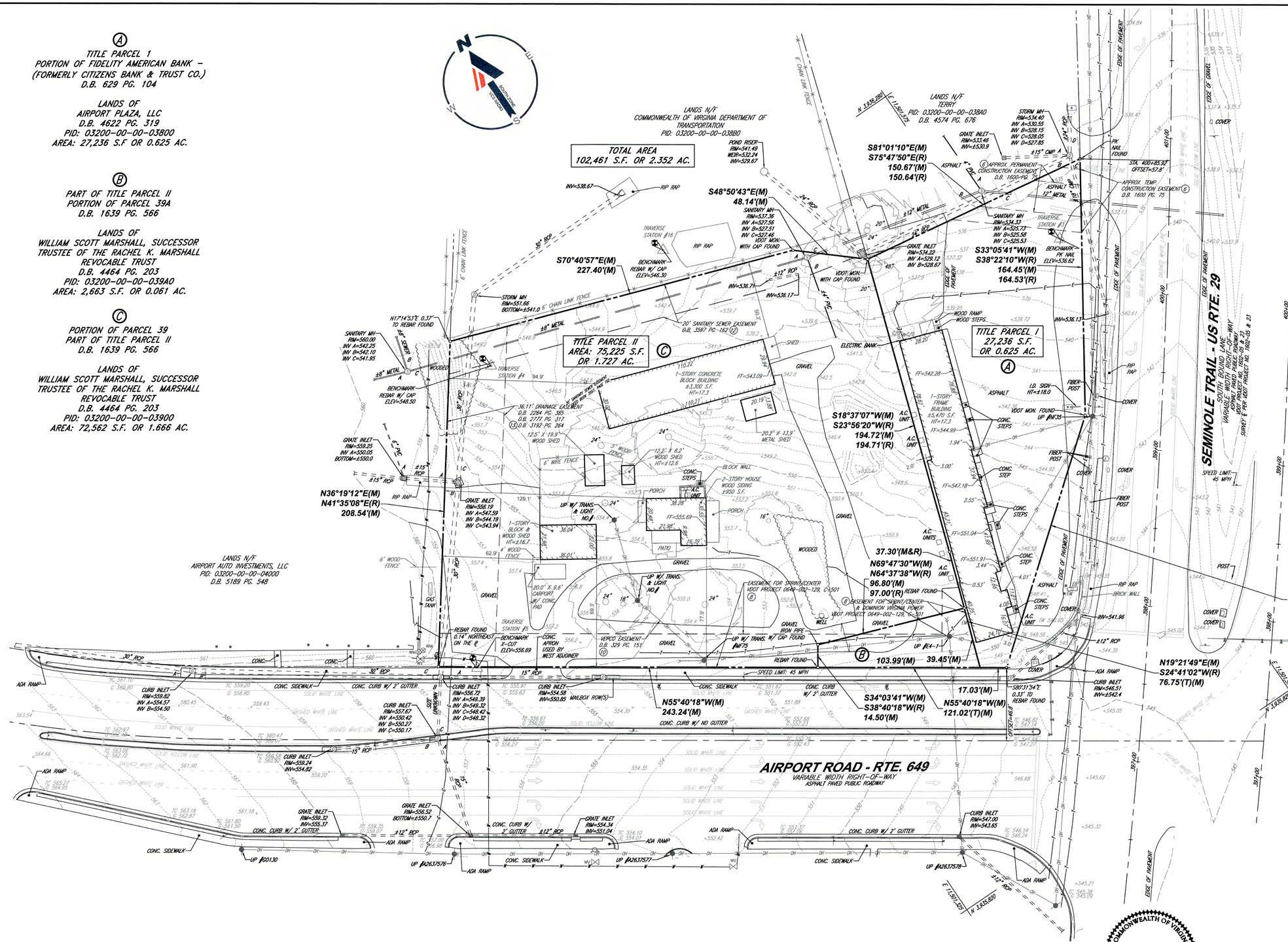
LANDS OF
AIRPORT PLAZA, LLC
D.B. 4622 PG. 319
PID: 03200-00-00-03800
AREA: 27,236 S.F OR 0.625 AC.

Ⓑ
PART OF TITLE PARCEL II
PORTION OF PARCEL 39A
D.B. 1639 PG. 566

LANDS OF
WILLIAM SCOTT MARSHALL, SUCCESSOR
TRUSTEE OF THE RACHEL K. MARSHALL
REVOCABLE TRUST
D.B. 4464 PG. 203
PID: 03200-00-00-039A0
AREA: 2,663 S.F. OR 0.061 AC.

Ⓒ
PORTION OF PARCEL 39
PART OF TITLE PARCEL II
D.B. 1639 PG. 566

LANDS OF
WILLIAM SCOTT MARSHALL, SUCCESSOR
TRUSTEE OF THE RACHEL K. MARSHALL
REVOCABLE TRUST
D.B. 4464 PG. 203
PID: 03200-00-00-03900
AREA: 72,562 S.F. OR 1.666 AC.




## LEGEND

CONTROL COORDINATES:

| STATION NO. | NORTHING | EASTING | ELEVATION |
|---|---|---|---|
| 3 | 3,936,141.8618 | 11,501,616.0207 | 536.62 |
| 4 | 3,936,279.6195 | 11,501,268.8870 | 548.50 |
| 5 | 3,936,124.4876 | 11,501,152.4501 | 556.39 |
| 16 | 3,936,278.9442 | 11,501,401.7544 | 546.30 |

ERIC K. NISKANEN
Lic. No. 1524-B
COMMONWEALTH OF VIRGINIA
LAND SURVEYOR

1-16-20

**ERIC K. NISKANEN** DATE
VIRGINIA LICENSED LAND SURVEYOR NO. 1524-B
THIS CERTIFICATION IS MADE TO ONLY NAMED PARTIES FOR PURCHASE AND/OR MORTGAGE OF HEREIN DELINEATED PROPERTY BY THE NAMED PURCHASER. NO RESPONSIBILITY OR LIABILITY IS ASSUMED BY SURVEYOR FOR THE USE OF SURVEY FOR ANY OTHER PURPOSE INCLUDING, BUT NOT LIMITED TO, USE OF SURVEY AFFIDAVIT, RESALE OF PROPERTY, OR TO ANY OTHER PERSON NOT LISTED IN CERTIFICATION, EITHER DIRECTLY OR INDIRECTLY.

30 15 7.5 0 30
1"= 30'

**ALTA/NSPS LAND TITLE SURVEY**

SHEETZ, INC.

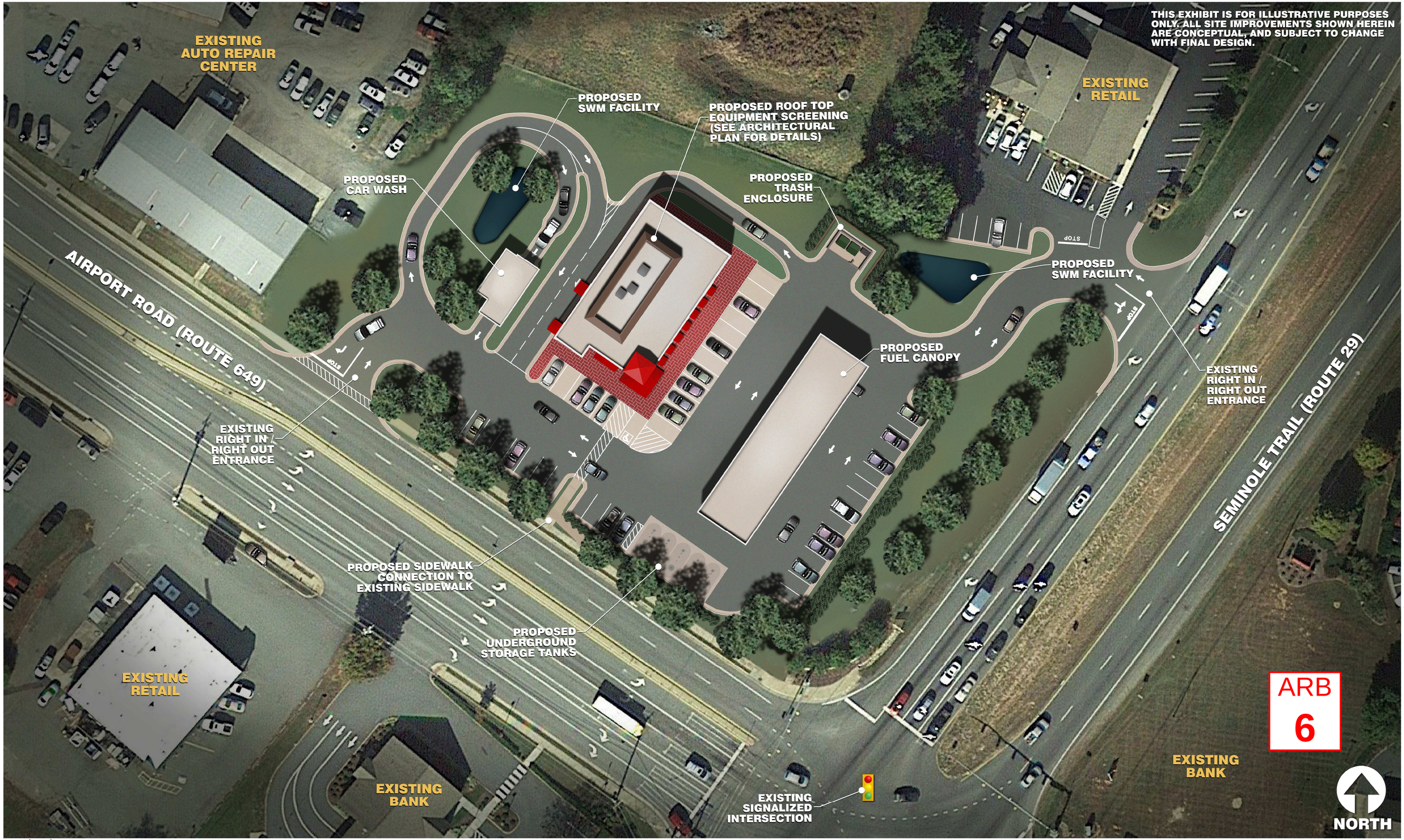
ROUTE 29 & AIRPORT ROAD
RIVANNA MAGISTERIAL DISTRICT
ALBEMARLE COUNTY, VIRGINIA

| FILE NO. | DATE | FIELD DATE | CREW CHIEF | DRAWN | REVIEWED | APPROVED | SCALE | DWG. NO. |
|---|---|---|---|---|---|---|---|---|
| SV198402 | 1/16/2020 | 1/14/2020 | JQ | CRW | DK | JSC | 1" = 30' | 2 OF 2 |

BOHLER
12825 WORLDGATE DRIVE, SUITE 700 HERNDON, VIRGINIA 20170 703.709.9500
www.bohlerengineering.com
■ UPSTATE NEW YORK ■ BOSTON, MASS ■ NEW YORK METRO ■ WARREN, NJ ■ PHILADELPHIA/SOUTHERN NJ ■ LEHIGH VALLEY, PA ■ SOUTHEASTERN PA
■ BALTIMORE, MD ■ SOUTHERN MARYLAND ■ NORTHERN VIRGINIA ■ WASHINGTON, DC ■ CENTRAL VIRGINIA ■ CHARLOTTE, NC ■ RALEIGH, NC

ARB
5

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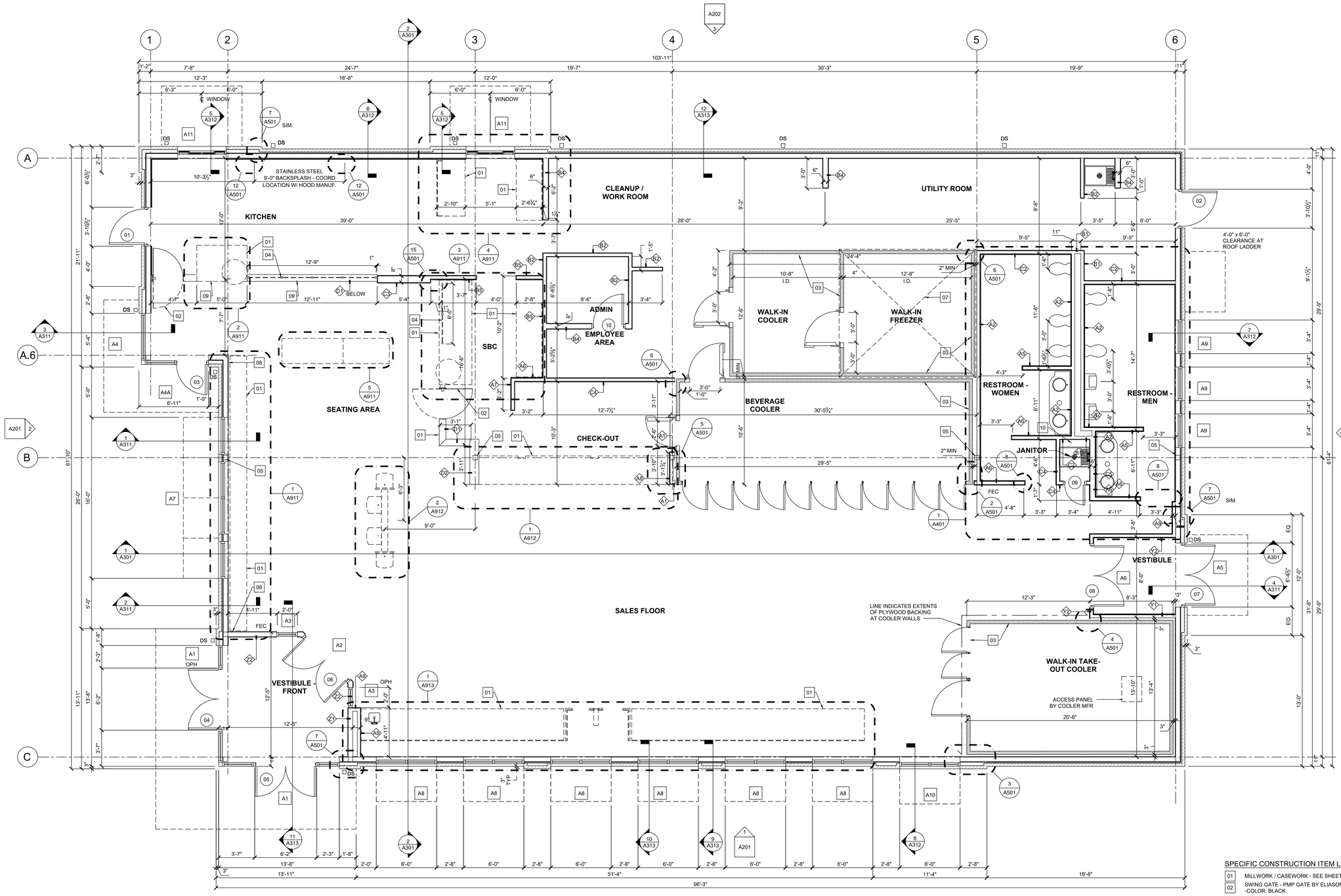



03/19/20

# PROPOSED SHEETZ
Albemarle County, VA

FRESH FOOD SHEETZ MADE TO ORDER

BOHLER




1 FLOOR PLAN
1/4" - 1'-0"

## SPECIFIC CONSTRUCTION ITEM LEGEND:

| | |
|---|---|
| 01 | MILLWORK / CASEWORK - SEE SHEET A911-A913 |
| 02 | SWING GATE - PMP GATE BY ELIASON CORPORATION -COLOR: BLACK. |
| 03 | COOLER / FREEZER BOX, DOORS, SIDELIGHTS, CEILING ACCESS PANELS, AND TRIM. PROVIDED BY OWNER. |
| 04 | CLEAR SNEEZE GUARD - BY OWNER |
| 05 | COLUMN, SEE STRUCTURAL DWGS. |
| 06 | MASONRY CONTROL JOINT |
| 07 | RECESSED SLAB AT WALK IN FREEZER |
| 08 | PROVIDE BLOCKING FOR ARTICULATING TV WALL MOUNT |
| 09 | PROVIDE BLOCKING FOR DIGITAL DISPLAY WALL MOUNT(S) IN BULKHEAD. REFER TO INTERIOR ELEVATION. |
| 10 | CONCRETE INFILL BEHIND MOP SINK. SEE DRAWING A401. |
| 11 | STAINLESS STEEL BASE CABINET(S) |
| 12 | SUSPENDED CEILING BEAM / GRID SYSTEM |
| 13 | SBC MENU BOARD - BY OWNER |
| 14 | DIGITAL DISPLAY MONITORS & WALL MOUNTS - BY OWNER |
| 15 | SIGNAGE / STORE GRAPHICS - BY OWNER. REFER TO PLAN AND SCHEDULE ON SHEET A711 |
| 16 | STAINLESS STEEL CORNER GUARD |
| 17 | C02 FILL BOX BY OWNER. BOTTOM AT 54" A.F.F. |
| 18 | PAINT SIDEWALL HVAC DIFFUSERS/GRILLES AND SBC CEILING DIFFUSERS/GRILLES TO MATCH ADJACENT WALL/ BULKHEAD COLOR |

ARB
7

PROJECT NAME:

NEW SHEETZ STORE
Seminole Trail & Airport Road
Albemarle County, VA

OWNER:

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

| MARK | DATE | DESCRIPTION |
|---|---|---|

ISSUE: 3/6/2020
PROJECT NO: SHE.F0001
CAD DWG FILE: A111.dwg
AUTHOR BY :
REVIEW BY :

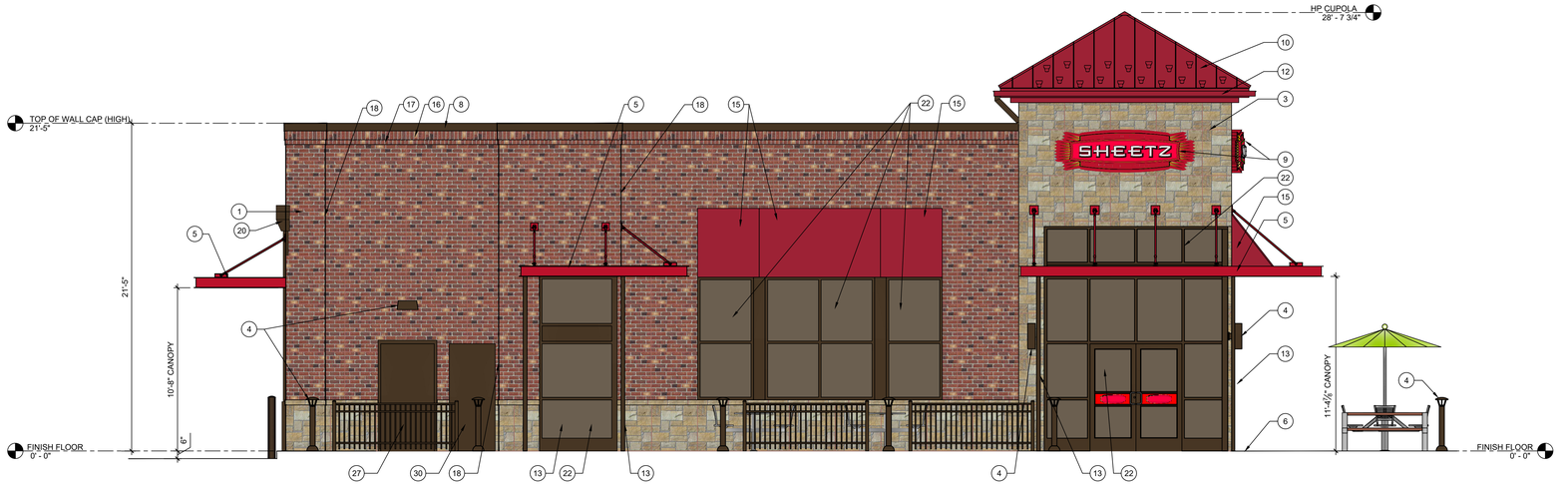
SHEET TITLE

FLOOR PLAN

A111




1 FRONT ELEVATION
1/4" = 1'-0"




2 LEFT ELEVATION
1/4" = 1'-0"




OUTLINE AREA = 21.65 SQ.FT.
BOX AREA = 25.94 SQ.FT.
TYPICAL OF 3

A WALL MOUNTED "SHEETZ" BUILDING SIGN
1/2" = 1-0"

ARB
8
1 of 2

TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
- BETWEEN TWO DOORS OR WINDOWS ARE TO BE CENTERED BETWEEN THE SAME.

EXTERIOR ELEVATION KEYNOTES:

1. BRICK VENEER (COLOR = ST. WINDSOR)
2. CAST STONE SILL (COLOR = CRAB ORCHARD)
3. ANCHORED CAST STONE MASONRY VENEER (COLOR = CRAB ORCHARD)
4. EXTERIOR LIGHT FIXTURE, SEE ELEC DWGS
5. ARCHITECTURAL CANOPY (COLOR = REGAL RED, PREMIUM TWO-COAT KYNAR FINISH)
6. BRICK PAVER WALKWAY
7. BRICK VENEER WALL DEIGN FEATURE (COLOR = ST. WINDSOR)
8. METAL COPING (COLOR = DARK BRONZE)
9. WALL MOUNTED BUILDING SIGN, INTERNALLY ILLUMINATED. SEE SHEET A201.
10. STANDING SEAM METAL ROOF (COLOR = CARDINAL RED)
11. ROOF EQUIPMENT SCREEN (COLOR = DARK BRONZE)
12. GUTTER (COLOR = RED)
13. DOWNSPOUT (COLOR = DARK BRONZE)
14. DRIVE THRU WINDOW
15. AWNING - COUNTER FLASHING W/REGLET @ TOP OF EACH AWNING (TYP.) (COLOR = DARK RED, FRAME PAINTED DARK BRONZE)
16. BRICK SOLDIER COURSE (COLOR = ST. WINDSOR)
17. BRICK ROWLOCK COURSE (COLOR = ST. WINDSOR)
18. CONTROL JOINT (COLOR = RUSTIC BRICK)
19. STEEL ROOF LADDER AND CRANKY POST (COLOR = DARK BRONZE)
20. STANDARD THROUGH WALL SCUPPER W/ CONDUCTOR HEAD & DOWNSPOUT (COLOR = DARK BRONZE)
21. OVERFLOW SCUPPER
22. ALUMINUM STOREFRONT SYSTEM
23. EXTERIOR HOSE BIBB
24. NOT USED
25. ELECTRICAL RECEPTACLE (REFER TO ELECTRICAL DRAWINGS)
26. ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
27. HM DOOR AND FRAME
28. EMERGENCY WATER CONNECTION
29. SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
30. STORE EQUIPMENT

*C*onvenience *A*rchitecture
and *D*esign P.C.
351 Sheetz Way, Claysburg, PA 16625

phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE

# ABLEMARLE COUNTY

INT. OF STATE ROUTE 29
AND AIRPORT ROAD
ABLEMARLE COUNTY
VIRGINIA

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

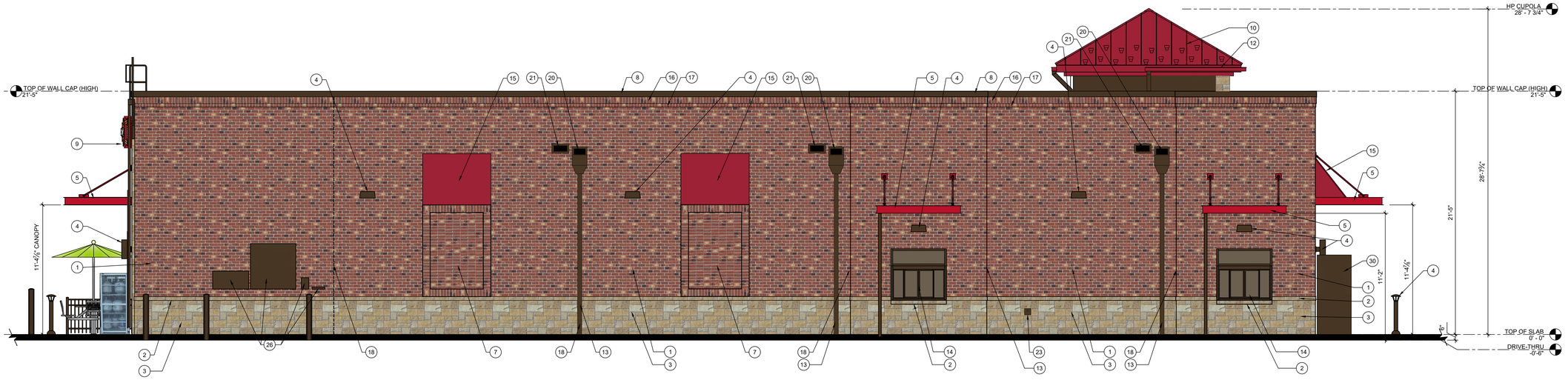
KEYPLAN

| MARK | DATE | DESCRIPTION |
|---|---|---|

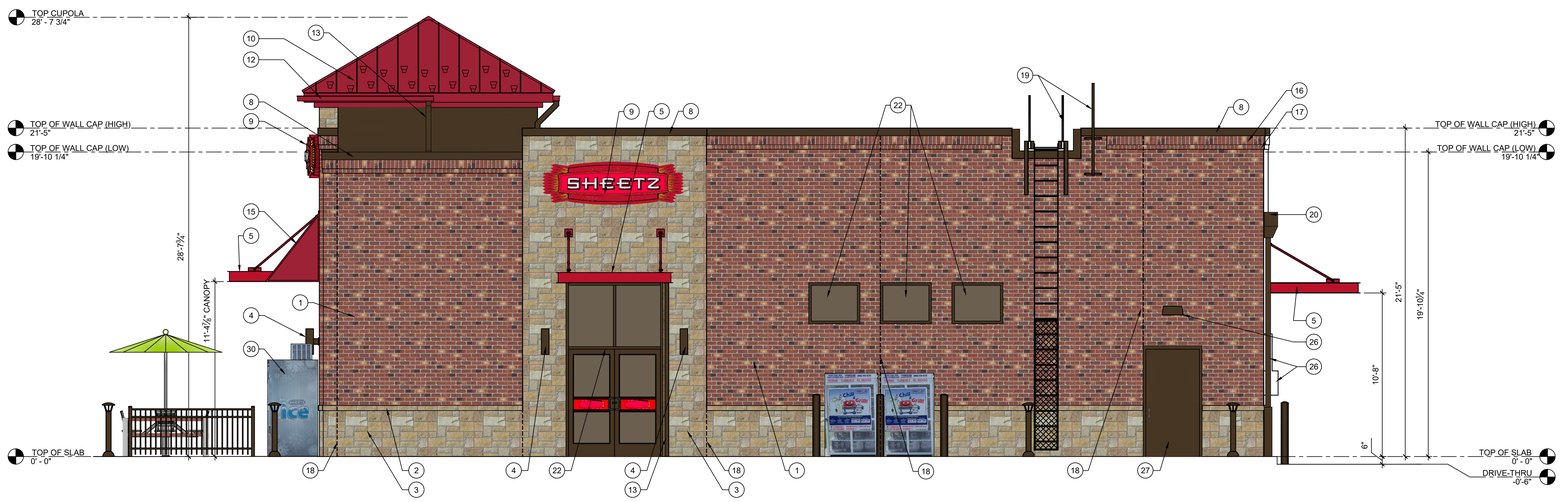
| | |
|---|---|
| ISSUE: | 3-10-2020 |
| PROJECT NO: | 172556 |
| AUTHOR BY: | JEB |
| REVIEW BY: | TMC |
| SHEET TITLE | |

EXTERIOR ELEVATIONS

**A200**




3 REAR ELEVATION
1/4" = 1'-0"




4 RIGHT ELEVATION
1/4" = 1'-0"

TYPICAL EXTERIOR ELEVATION NOTES:

- ALL LIGHTS SHOWN ABOVE AND/OR BELOW DOORS OR WINDOWS ARE TO BE CENTERED ON THE DOOR OR WINDOW UNLESS NOTED OTHERWISE.
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26. ELECTRICAL EQUIPMENT (REFER TO ELECTRICAL DRAWINGS)
27. HM DOOR AND FRAME
28. EMERGENCY WATER CONNECTION
29. SEAMLESS ALUM. PANEL SYSTEM W/ EXPOSED FASTENERS - COLOR: DARK BRONZE
30. STORE EQUIPMENT

ARB
8
2 of 2


Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625
phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com


PROJECT NAME:
NEW SHEETZ STORE

# ABLEMARLE COUNTY

INT. OF STATE ROUTE 29
AND AIRPORT ROAD
ABLEMARLE COUNTY
VIRGINIA

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

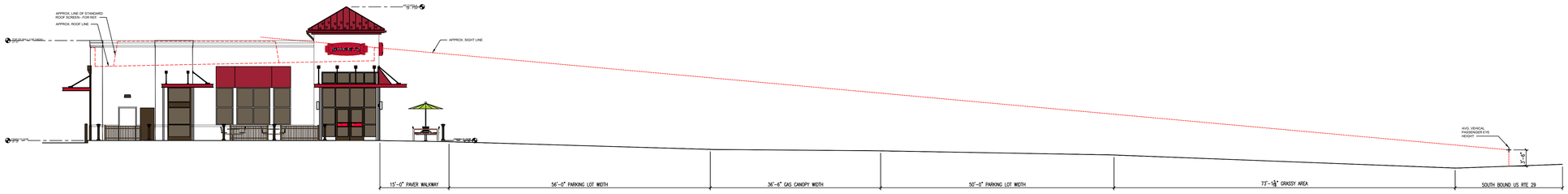
KEYPLAN

| MARK | DATE | DESCRIPTION |
|---|---|---|

| | |
|---|---|
| ISSUE: | 3-10-2020 |
| PROJECT NO: | 172556 |
| AUTHOR BY: | JEB |
| REVIEW BY: | TMC |
| SHEET TITLE | |

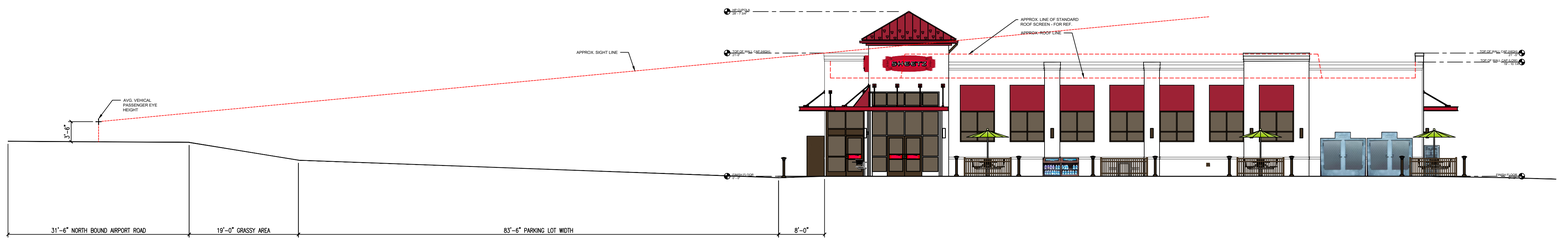
EXTERIOR ELEVATIONS

A201




LEFT ELEVATION - FACING AIRPORT ROAD

1/4" = 1'-0"




FRONT ELEVATION - FACING US RTE 29

1/4" = 1'-0"

*C*onvenience *A*rchitecture
and *D*esign P.C.
351 Sheetz Way, Claysburg, PA 16625

phone (814) 239-6013
email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:

NEW SHEETZ STORE

# ABLEMARLE COUNTY

INT. OF STATE ROUTE 29
AND AIRPORT ROAD
ABLEMARLE COUNTY
VIRGINIA

OWNER:

SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

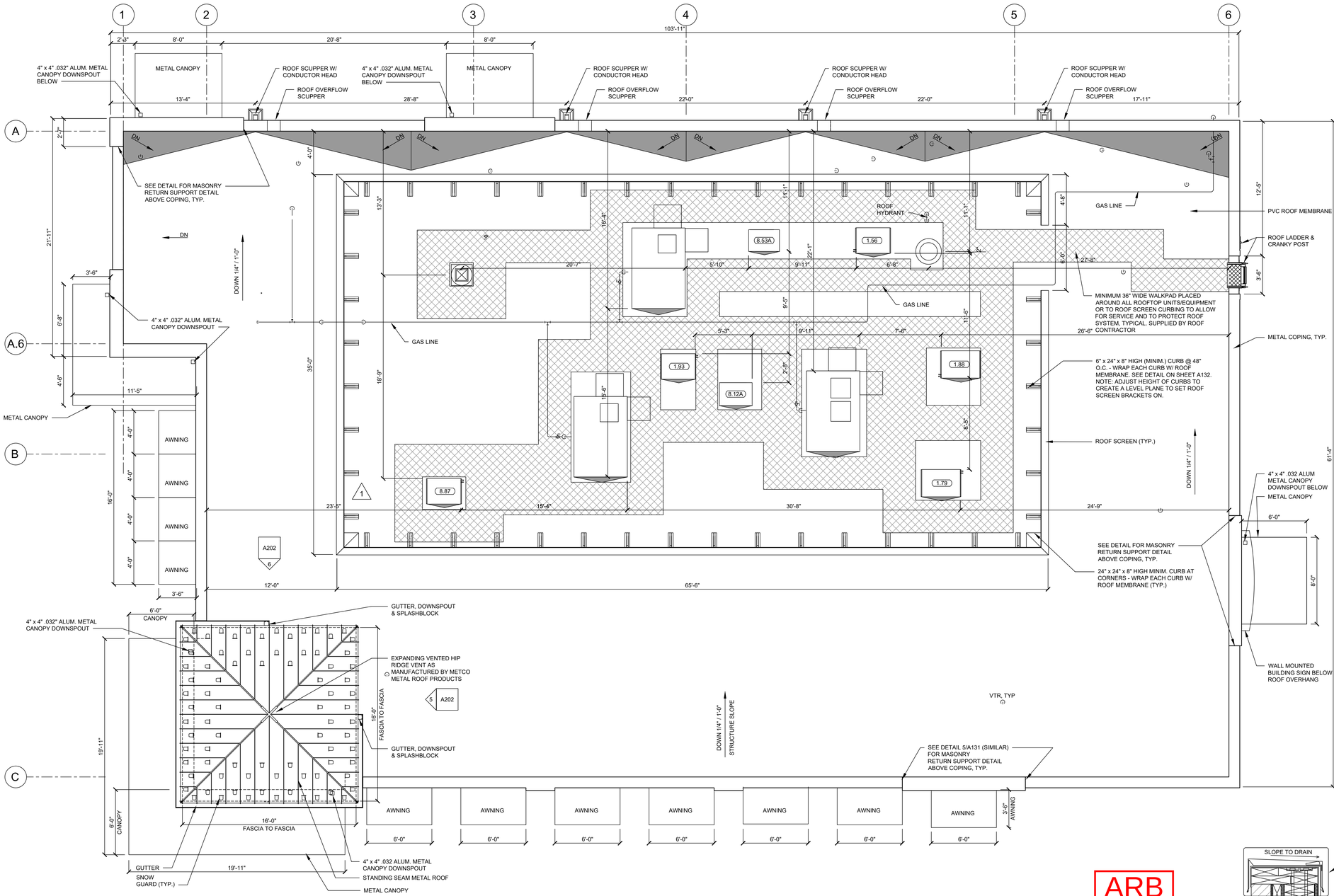
KEYPLAN

| MARK | DATE | DESCRIPTION |
|---|---|---|

| | |
|---|---|
| ISSUE: | **3-10-2020** |
| PROJECT NO: | 172556 |
| AUTHOR BY: | JEB |
| REVIEW BY: | TMC |
| SHEET TITLE | |

SITE ELEVATION
GRADE SECTIONS

**A200A**




## ROOF PLAN LEGEND

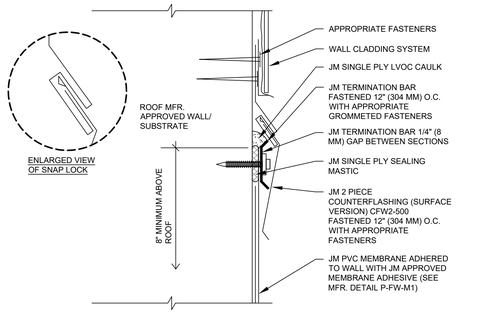
WALKWAY PADS

VTR — VENT, SEE PIPE PENETRATION DETAIL

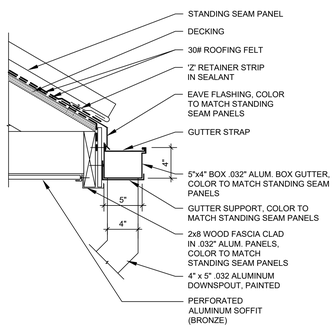
## GENERAL NOTES:

1. REFER TO JOHNS MANVILLE WEBSITE (www.jm.com) FOR MOST UP-TO-DATE INFORMATION
2. SEE SINGLE PLY FLASHING SPECIFICATIONS FOR A FULL DESCRIPTION OF INSTALLATION INSTRUCTIONS AND REQUIREMENTS WHICH ARE CONSIDERED A PART OF THIS DETAIL.
3. ANY CARPENTRY OR METAL WORK SHOULD BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH LOCAL CODE REQUIREMENTS AND/OR PROJECT SPECIFICATIONS. THE COMPONENTS SHOULD BE REVIEWED AND APPROVED BY A LICENSED DESIGN PROFESSIONAL.
4. PVC EDGE SEALANT IS OPTIONAL ON ALL CUT AND NON-ENCAPSULATED EDGES OF REINFORCED MEMBRANE. THIS INCLUDES FACTORY CUT MEMBRANE (SEE MFR. DETAIL P-MS-01).
5. ALL SPECIFIED MATERIAL SHALL BE ORDERED THROUGH 84 LUMBER.
   CONTACT:
   PATRICK GARRISON
   OUTSIDE SALES
   (814) 942-8400
   E-MAIL: GARRISONP@0284.84LUMBER.COM

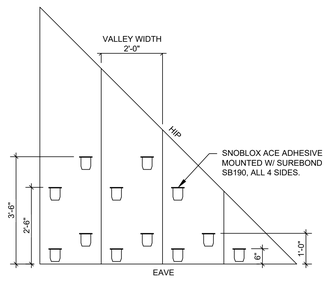
## 1 ROOF PLAN
1/4" = 1'-0"



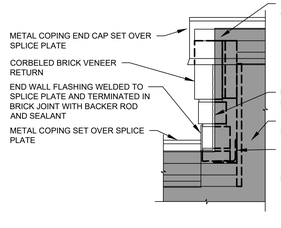

## 2 ROOF TERMINATION BELOW WALL CLADDING
6" = 1'-0"



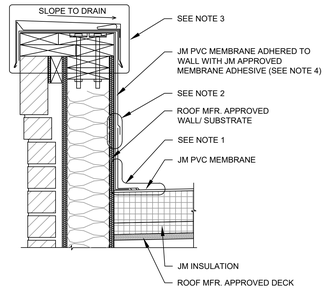

## 3 ROOF - GUTTER AT SLOPED ROOF
1 1/2" = 1'-0"




## 4 ROOF - SNOW GUARD SPACING DETAIL
1/2" = 1'-0"




## 5 PARAPET HEIGHT TRANSITION (BACKSIDE OF PARAPET)
1 1/2" = 1'-0"




NOTES:

1. FOR JM APPROVED BASE FLASHING FASTENING METHODS SEE MFR. P-FW-B DETAILS. A SUFFICIENT BACKER FASTENING STRIP MUST BE INSTALLED BEHIND SUBSTRATES DIRECTLY TO STUDS FOR INSTALLATION OF TERMINATION BARS AND FLASHINGS WHEN SUBSTRATES WILL NOT SUPPORT A PROPER, SECURE INSTALLATION. SEE MFR. DETAIL P-FW-M2I FOR BACKER DETAIL.
2. FOR JM APPROVED INTERMEDIATE FLASHING FASTENING METHODS SEE MFR. P-FW-I DETAILS. MINIMUM FLASHING TERMINATION HEIGHT IS 8" (203 MM) ABOVE ROOF SURFACE. INTERMEDIATE ADHERED MEMBRANE FASTENING REQUIRED AT 5'-0" (1.52 M) INTERVALS MAXIMUM, AND 18" (457 MM) HIGH MAXIMUM FOR NON ADHERED MEMBRANE ON CMU, BRICK, SMOOTH CONCRETE WALLS, OR ANY JM APPROVED SUBSTRATE, I.E., PLYWOOD, SECUROCK GYPSUM-FIBER AND DENSDECK. SEE MFR. DETAIL P-FW-M2I FOR JM APPROVED FASTENING METHODS.
3. FOR JM APPROVED TOP OF WALL FLASHING METHODS SEE MFR. P-FW-T DETAILS.
4. JM APPROVED ADHESIVES FOR USE ON VERTICAL FLASHING APPLICATIONS INCLUDES JM PVC MEMBRANE ADHESIVE (LOW VOC) ONLY.

## 6 WALL FLASHING WITH COPING
1 1/2" = 1'-0"

ARB
9

PROJECT NAME:

NEW SHEETZ STORE

Seminole Trail & Airport Road
Albemarle County, VA

OWNER:

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

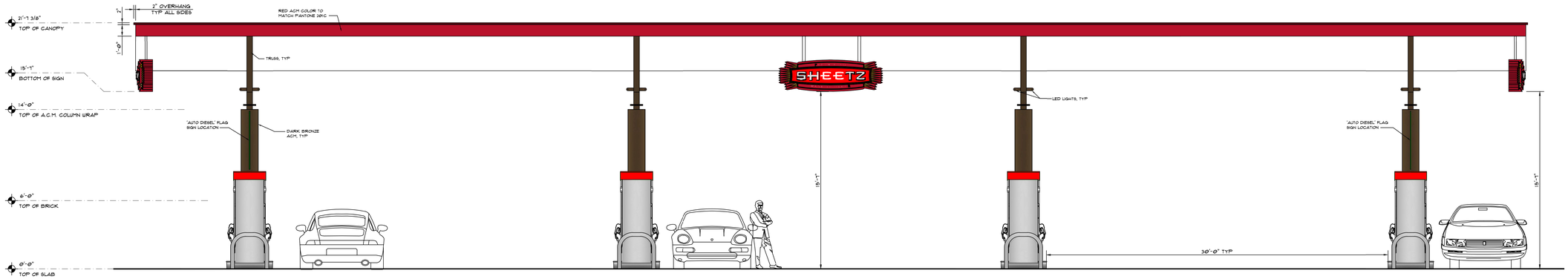
| MARK | DATE | DESCRIPTION |
|---|---|---|

ISSUE: 3/6/2020
PROJECT NO: SHE.F0001
CAD DWG FILE: A131.dwg
AUTHOR BY :
REVIEW BY :

SHEET TITLE

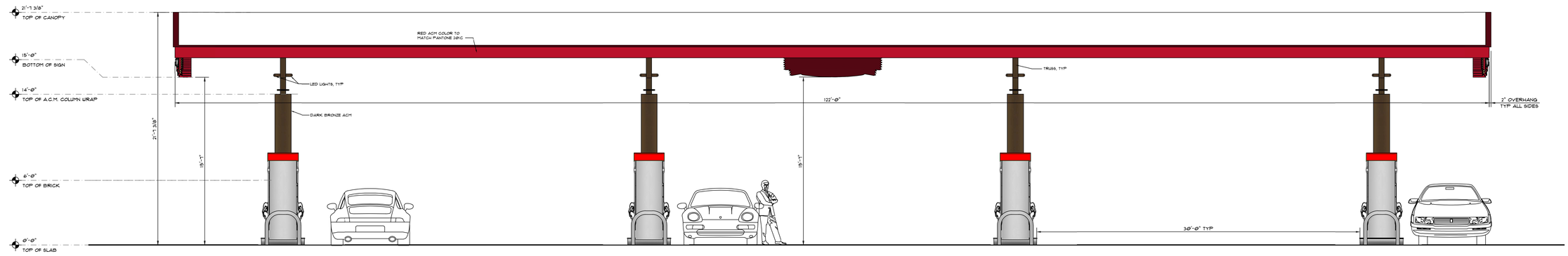
ROOF PLAN

A131



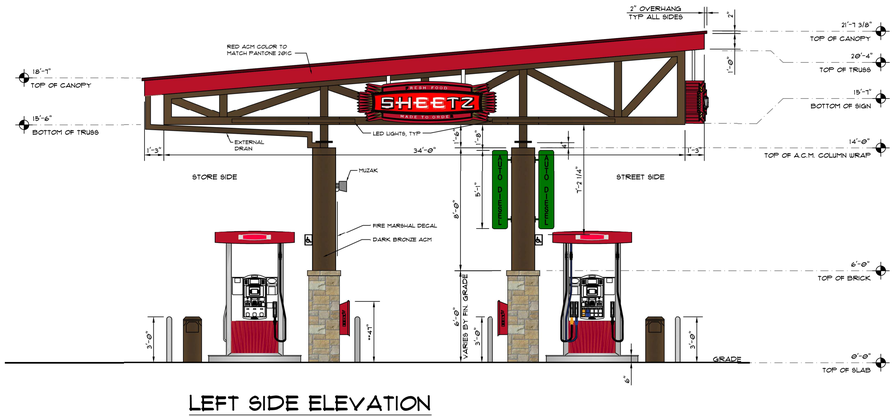

## STREET SIDE ELEVATION

SCALE: 1/4" =1'-0"



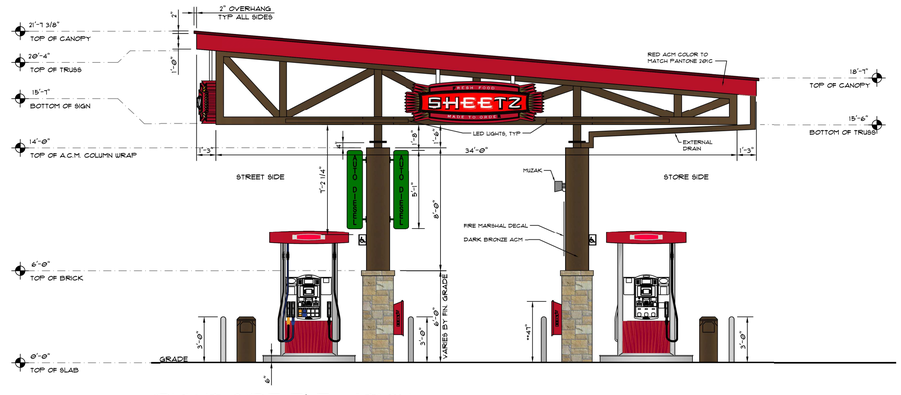

## STORE SIDE ELEVATION

SCALE: 1/4" =1'-0"



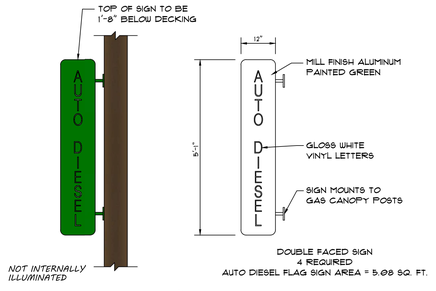

## LEFT SIDE ELEVATION

SCALE: 1/4" =1'-0"




## RIGHT SIDE ELEVATION

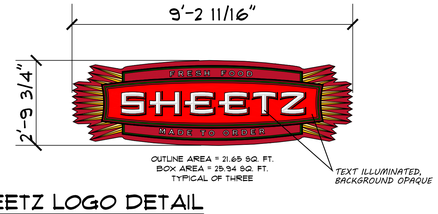
SCALE: 1/4" =1'-0"




DOUBLE FACED SIGN
4 REQUIRED
AUTO DIESEL FLAG SIGN AREA = 5.08 SQ. FT.

## "AUTO DIESEL" FLAG SIGN ELEVATION AND DETAIL

SCALE: 1/4" =1'-0"

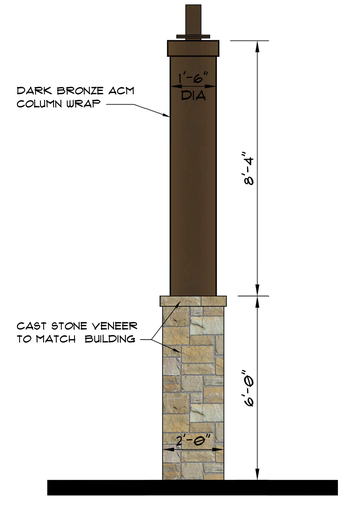



OUTLINE AREA = 21.65 SQ. FT.
BOX AREA = 25.34 SQ. FT.
TYPICAL OF THREE

## SHEETZ LOGO DETAIL

SCALE: 1/4" =1'-0"

ARB
10




## COLUMN ELEVATION

SCALE: 1/2" =1'-0"

REVISIONS

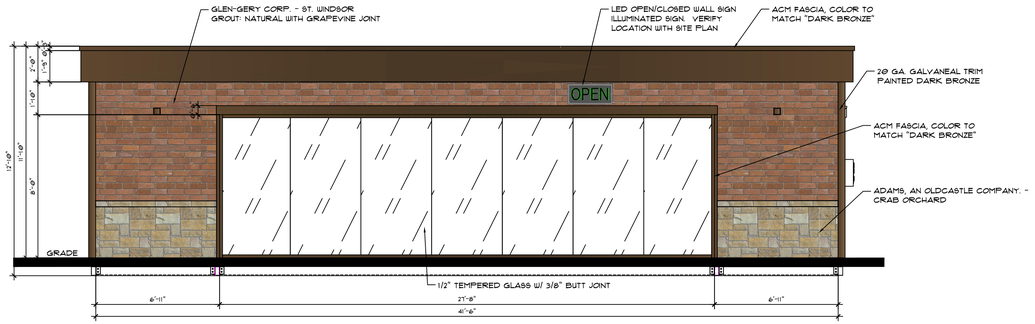
| DESCRIPTION | BY | DATE |
|---|---|---|


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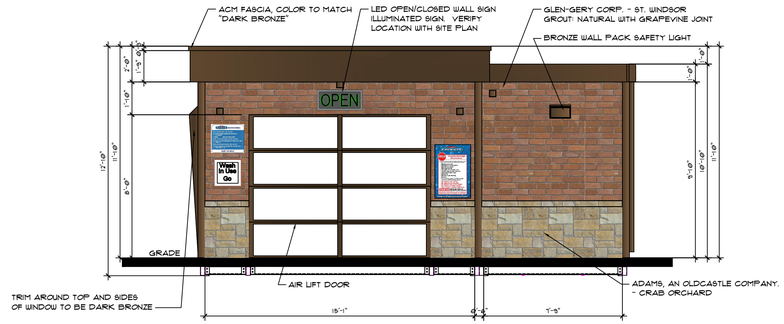

GAS CANOPY DETAILS

NEW SHEETZ STORE
SEMINOLE TRAIL & AIRPORT ROAD
ALBEMARLE COUNTY, VA

SCALE: AS NOTED
DATE:
DRAWN BY:
FILENAME:



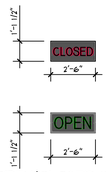

## FRONT ELEVATION
SCALE: 1/4"=1'-0"




## RIGHT ELEVATION (ENTRANCE)
SCALE: 1/4"=1'-0"




## CARWASH INSTRUCTIONS WALL SIGN
SCALE 1"=1'-0" AREA = 2.75 SQ. FT.




## LED OPEN/CLOSED WALL SIGN
AREA = 2.81 SQ. FT.
TYPICAL OF 2



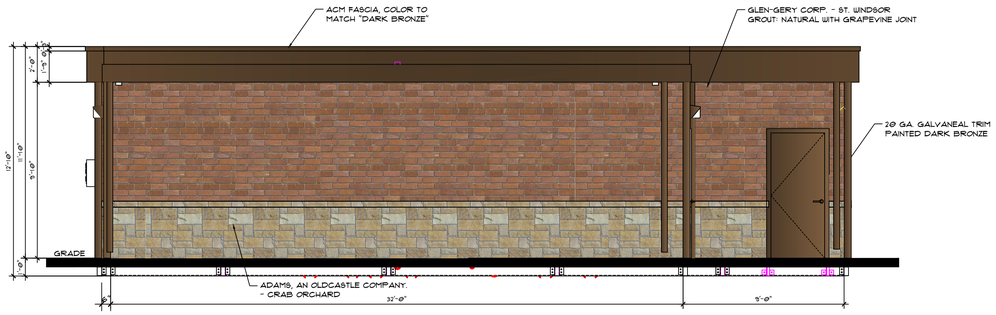

## CARWASH DISCLAIMER WALL SIGN
SCALE 1"=1'-0" AREA = 6.00 SQ. FT.

SEE PAGE 2 FOR DETAIL

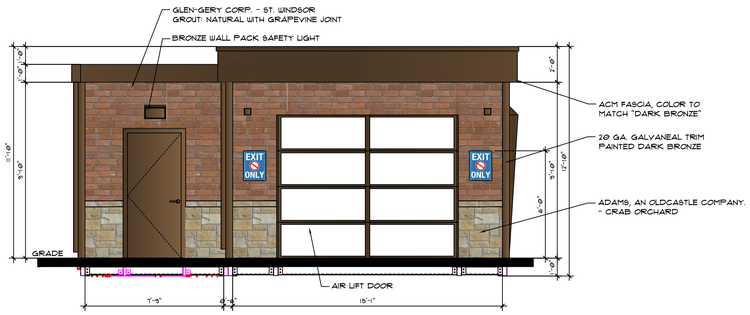



## CARWASH EXIT ONLY WALL SIGN
SCALE 1"=1'-0" AREA = 2.093 SQ. FT.
TYPICAL OF TWO

SEE PAGE 2 FOR DETAIL




## REAR ELEVATION
SCALE: 1/4"=1'-0"




## LEFT ELEVATION (EXIT)
SCALE: 1/4"=1'-0"

ARB
11

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | REVISIONS |

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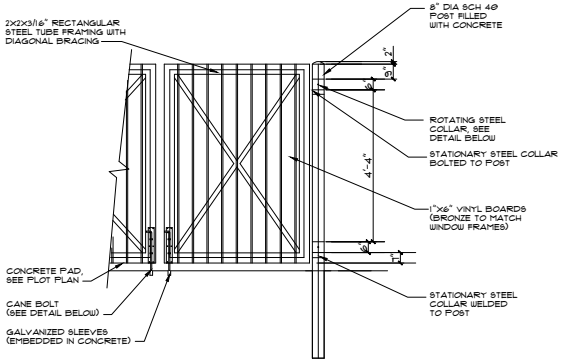
CAR WASH EXTERIOR ELEVATIONS

NEW SHEETZ STORE

SCALE: 1/4" = 1'-0"
DATE:
DRAWN BY:
FILENAME:

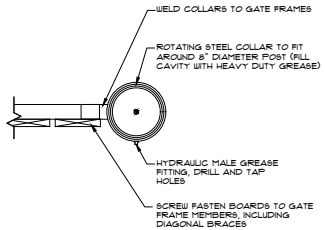


C:\Sheetz\Arch Contract\1140012-Gallville-Catawba Road\Commercial\car wash exterior typical.dwg



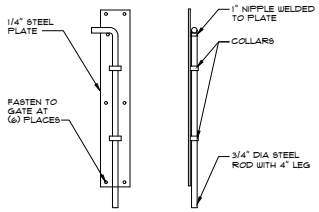

## GATE AND POST DETAIL

FOR QUANTITIES OF GATES AND POSTS SEE PLOT PLAN




## HINGE/COLLAR DETAIL

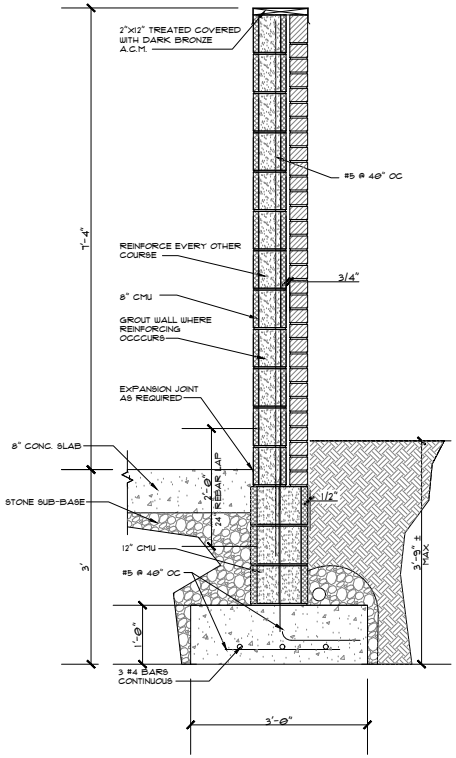
SCALE: NOT TO SCALE




## CANE BOLT DETAIL

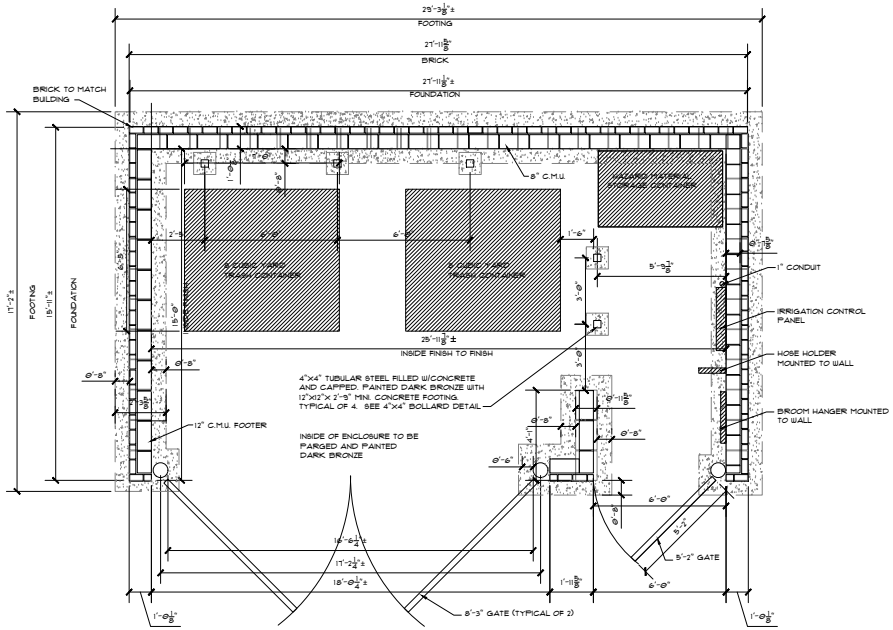
## DUMPSTER GATE DETAILS

SCALE: NOT TO SCALE

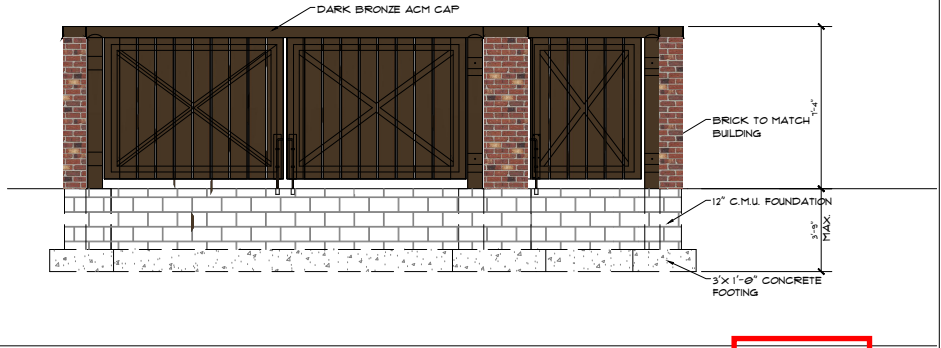



## SECTION DETAIL

SCALE: 3/4" = 1'-0"




## PLAN VIEW




## ELEVATION VIEW

## DUMPSTER ENCLOSURE

SCALE: 3/8" = 1'-0"

ARB
12

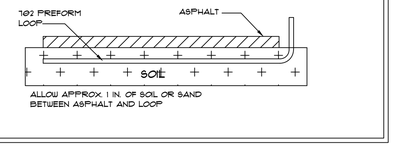
| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |

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TRASH ENCLOSURE DETAIL AWAY FROM BUILDING RIGHT HAND

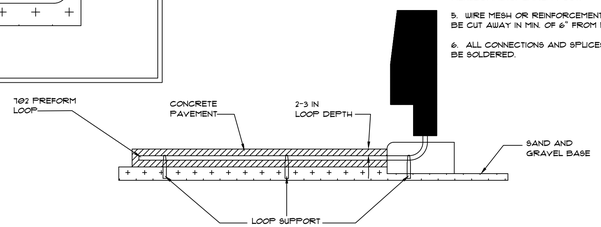
| | |
|---|---|
| SCALE: | AS SHOWN |
| DATE: | 3-12-20 |
| DRAWN BY: | NMS |
| FILENAME: | TRASH |

## ASPHALT INSTALLATION



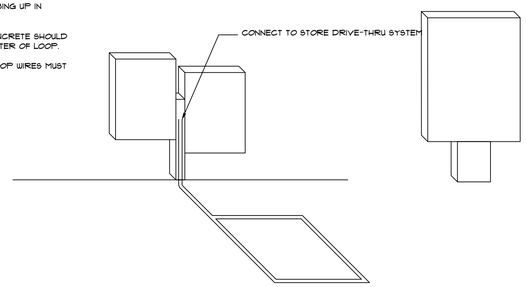

INSTRUCTIONS

1. POSITION PREFORM LOOP APPROXIMATELY 1'-3" FROM CURB, CENTERED IN FRONT OF THE MENUBOARD OR SPEAKER POST.
2. LOOP SHOULD BE INSTALLED 2" - 3" BELOW THE SURFACE OF THE PAVEMENT. (5" MAX. DEPTH)
3. IF INSTALLED IN ASPHALT, COVER LOOP WITH 1" MIN. SOIL OR SAND TO PROTECT FROM HOT ASPHALT.
4. CONNECT LOOP TO 1/2" CONDUIT STUBBING UP IN MENUBOARD/SPEAKER POST.
5. WIRE MESH OR REINFORCEMENT IN CONCRETE SHOULD BE CUT AWAY IN MIN. OF 6" FROM PERIMETER OF LOOP.
6. ALL CONNECTIONS AND SPLICES TO LOOP WIRES MUST BE SOLDERED.

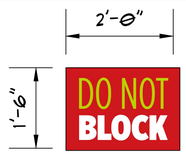



SIDE VIEW INSTALLED

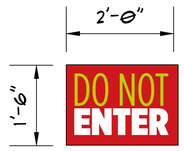
### CONCRETE INSTALLATION
NO SCALE



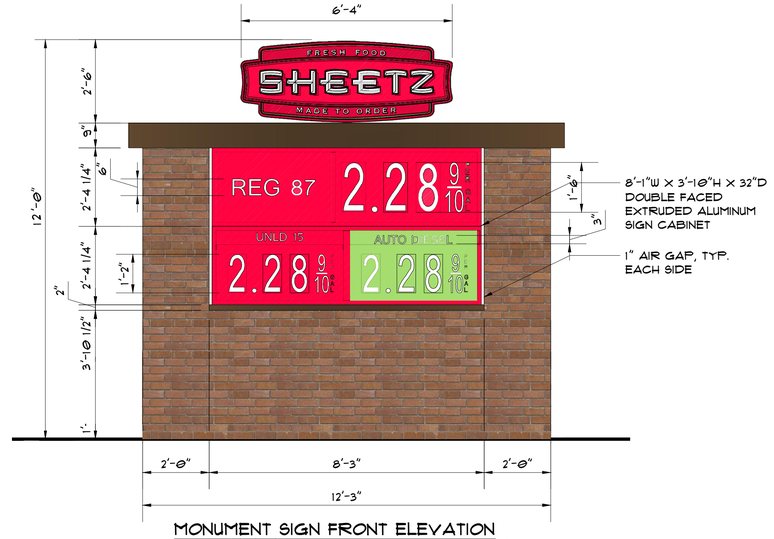

### MENUBOARD W/ SPEAKER POST INSTALLATION
NO SCALE



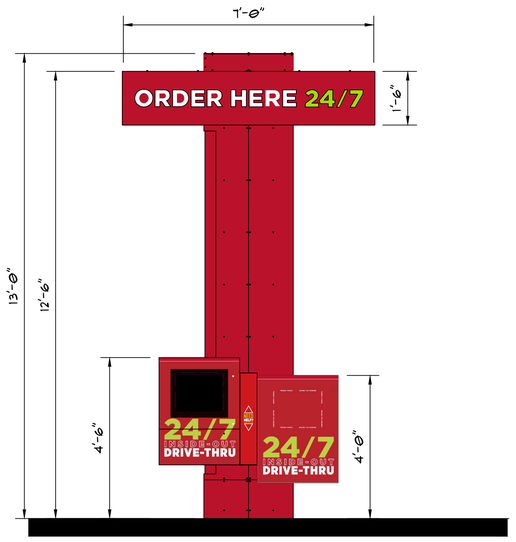

DO NOT BLOCK INTERSECTION SIGN



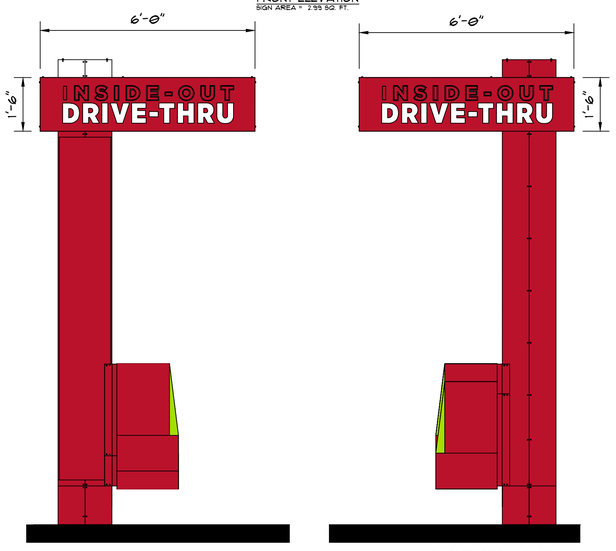

DO NOT ENTER SIGN




MONUMENT SIGN FRONT ELEVATION
SCALE: 1/2"=1'-0" AREA: 53.87 SQ. FT.



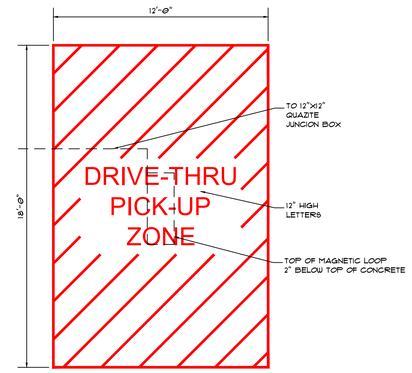

FRONT ELEVATION
SIGN AREA = 2.95 SQ. FT.



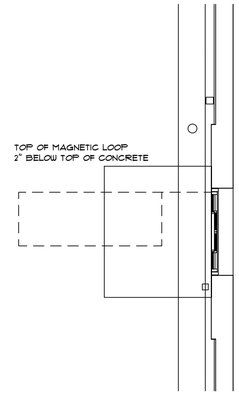

LEFT ELEVATION
SIGN AREA = 4.69 SQ. FT.

RIGHT ELEVATION
SIGN AREA = 4.69 SQ. FT.

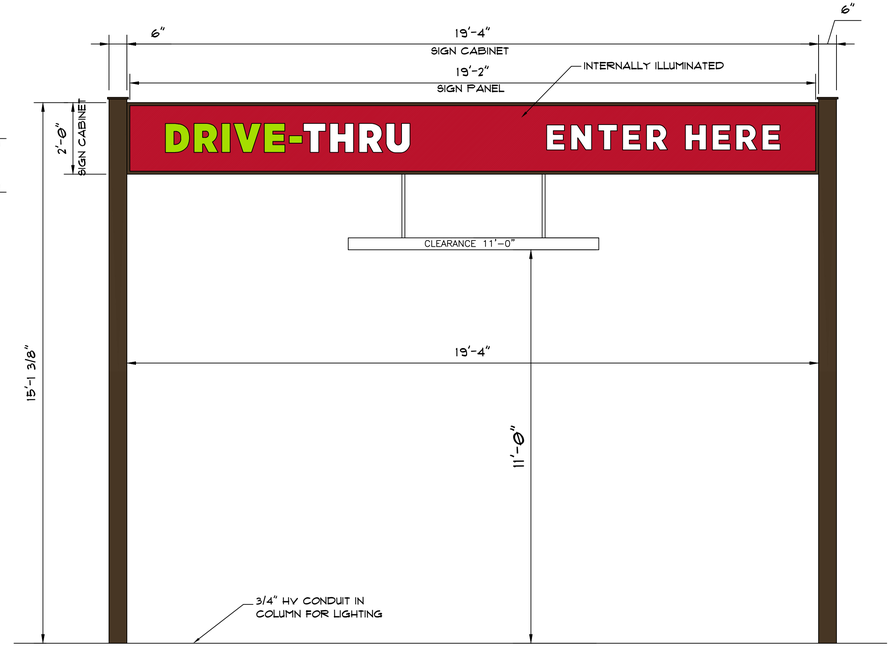
ORDER POINT ELEVATIONS
SCALE: 3/8"=1' 0"



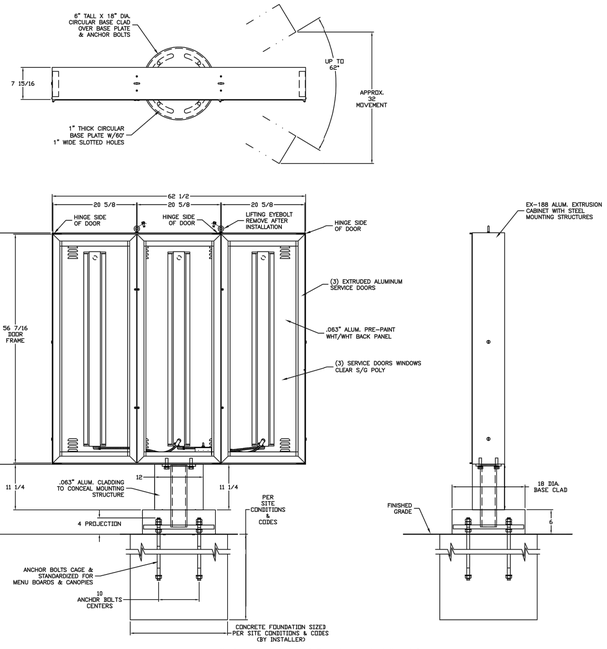

PARKING SPACE PAINTING DIAGRAM




DRIVE THRU WINDOW DETAIL
SCALE: ½" = 1'-0"




DRIVE THRU CLEARANCE SIGN ELEVATION
SCALE: 1/2"=1'-0" SIGN AREA: 10.06 SQ.FT.




MENUBOARD ELEVATION DETAIL
NO SCALE AREA = 24.81 SQ. FT.

ARB
13

| DATE | BY | DESCRIPTION |
|---|---|---|
| | | REVISIONS |

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# SIGNAGE DETAILS

## SHEETZ STORE

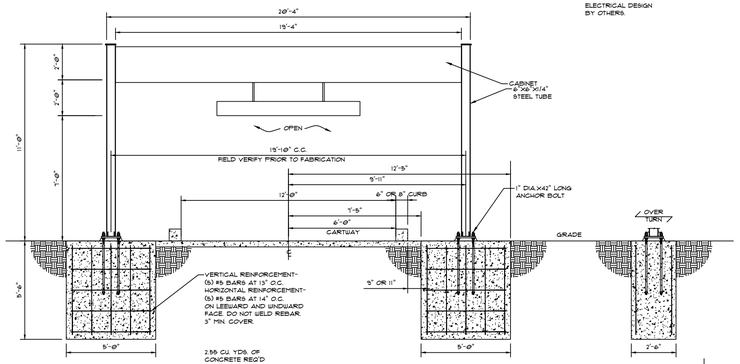
SCALE: AS NOTED
DATE:
DRAWN BY:
FILENAME:

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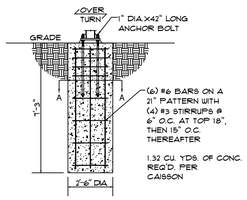
NOTES:
SIGN CABINET & CONNECTION DESIGN BY OTHERS.

ELECTRICAL DESIGN BY OTHERS.

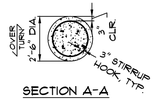
NOTES:
1. DESIGN IS BASED ON 90 TO 120 MPH 3 SECOND GUST DESIGN WIND SPEED MAX. PER IBC 2006. EXPOSURE C.
2. FOUNDATIONS ARE BASED ON A SAFE LATERAL SOIL BEARING PRESSURE MINIMUM OF 3000 PSF PER FOOT OF DEPTH. SOIL REPORT WAS NOT FURNISHED. ALLOWABLE BEARING PRESSURE SHOULD BE VERIFIED PRIOR TO PLACEMENT OF CONCRETE. DO NOT PLACE FOUNDATION IN FILL.
3. CONCRETE SHALL BE MIXED TO ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI IN 28 DAYS.
4. SUPPORT MEMBER SHALL BE FREE FROM DEFECTS AND SHALL MEET ASTM A500 GRADE B WITH A MINIMUM YIELD STRENGTH OF 46000 PSI FOR TUBE. PLATE AND ANGLE SHALL MEET ASTM A36.
5. STRUCTURAL BOLTS SHALL BE ZINC COATED A325 UNLESS OTHERWISE NOTED.
6. ANCHOR BOLTS SHALL BE CUT FROM A36 ROUND STOCK. EXPOSED SURFACES SHALL BE GALVANIZED OR COATED TO PREVENT CORROSION.
7. ALL VOIDS BETWEEN COLUMN BASE PLATE AND FOUNDATION SURFACE SHALL BE COMPLETELY FILLED WITH HIGH STRENGTH, NON-SHRINK GROUT.
8. WELDS SHALL BE MADE WITH E70XX ELECTRODES BY PERSONS QUALIFIED IN ACCORDANCE WITH AWS STANDARDS WITHIN THE PAST TWO YEARS.
9. STEEL REINFORCING BARS SHALL CONFORM TO ASTM A615 GRADE 60 WITH DEFORMATIONS IN ACCORDANCE WITH ASTM A-305. WELDING OF REINFORCING BARS IS PROHIBITED.
10. THIS DESIGN IS PROTOTYPICAL AND SHOULD NOT BE USED FOR SITE SPECIFIC APPLICATIONS UNLESS DEEMED SUITABLE BY A COMPETENT PROFESSIONAL ENGINEER.



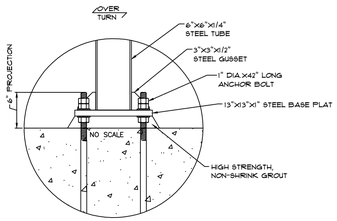

CLEARANCE BAR DETAILS
NO SCALE



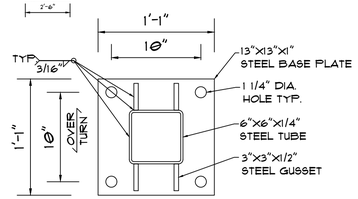

OPTIONAL CAISSON FOUNDATION
NO SCALE



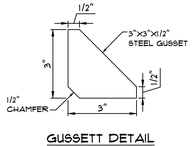

SECTION A-A



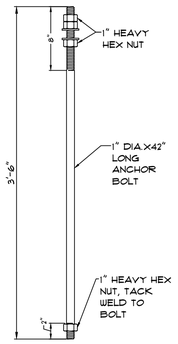

ANCHOR BOLT PROJECTION DETAIL
NO SCALE




BASE PLATE DETAIL
NO SCALE

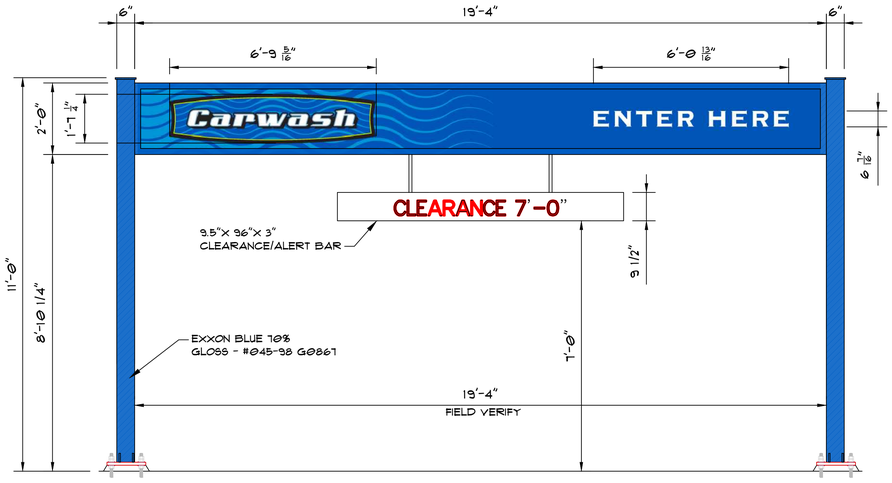



GUSSETT DETAIL
NO SCALE

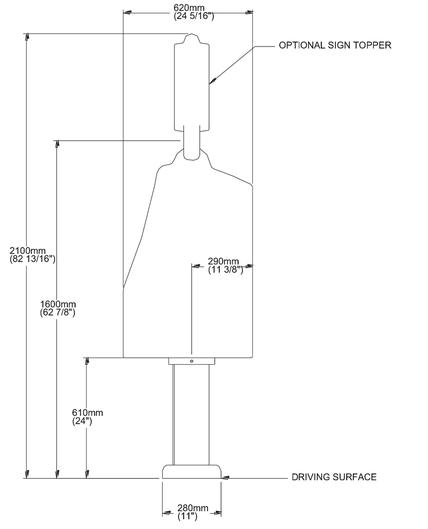



ANCHOR BOLT DETAIL
NO SCALE

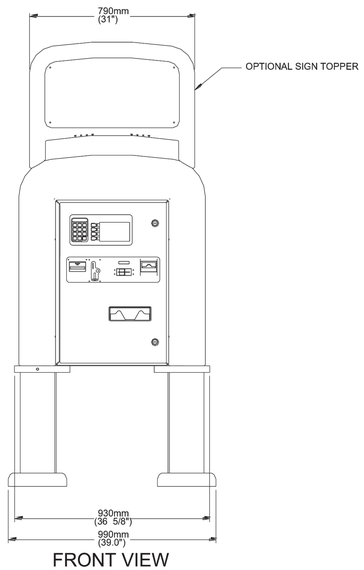
| | | |
|---|---|---|
| PROJECT: SHEETZ<br>CLEARANCE BAR<br>DESIGN INTENT UP TO 120MPH MAX. | | |
| CLIENT: **BLAIR SIGN COMPANY**<br>5107 KISSELL AVENUE, ALTOONA, PENNSYLVANIA 16601<br>PHONE: (814) 949-8287 FAX: (814) 949-8293 | | |
| SHT. 1 | BY: HMA | Project Number: 12-0282 |
| OF | DATE: 04/25/12 | Drawing Number: B107360 |




CARWASH CLEARANCE SIGN ELEVATION
SCALE: 1/2"=1'-0"




SIDE VIEW

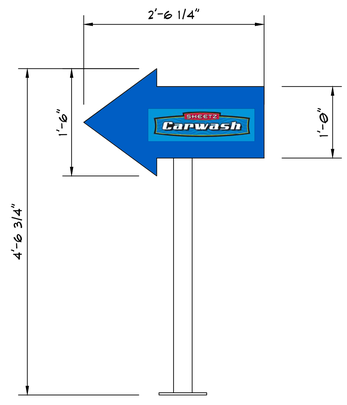



FRONT VIEW

TELLER DETAILS
SCALE: NO SCALE




CARWASH MENU BOARD
SCALE: 1"=1'-0"
SIGN TO BE BACK LIT




CAR WASH DIRECTIONAL SIGN
SCALE: 1"=1'-0"

ARB
14

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| DATE | BY | DESCRIPTION REVISIONS |
|---|---|---|

CARWASH SIGNS

NEW SHEETZ STORE

SCALE: AS NOTED
DATE:
DRAWN BY:
FILENAME:

1

G:\Sitework-contract\1140023-danville-catawba road\Carwash\car wash-signs.dwg

THIS EXHIBIT IS FOR ILLUSTRATIVE PURPOSES ONLY. ALL SITE IMPROVEMENTS SHOWN HEREIN ARE CONCEPTUAL, AND SUBJECT TO CHANGE WITH FINAL DESIGN.




FACING SOUTHWEST, APPROACHING THE INTERSECTION OF SEMINOLE TRAIL AND AIRPORT ROAD.

# PROPOSED SHEETZ
**Albemarle, Virginia**

ARB
**15**
1 of 2

FRESH FOOD SHEETZ MADE TO ORDER

BOHLER

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FACING SOUTHWEST, APPROACHING THE INTERSECTION OF SEMINOLE TRAIL AND AIRPORT ROAD.

# PROPOSED SHEETZ

**Albemarle, Virginia**

ARB
**15**
2 of 2

SHEETZ

BOHLER

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FACING NORTH, APPROACHING THE INTERSECTION OF SEMINOLE TRAIL AND AIRPORT ROAD.

# PROPOSED SHEETZ
## Charlottesville, Virginia

ARB
**16**
1 of 2

FRESH FOOD SHEETZ MADE TO ORDER

BOHLER

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FACING NORTH, APPROACHING THE INTERSECTION OF SEMINOLE TRAIL AND AIRPORT ROAD.

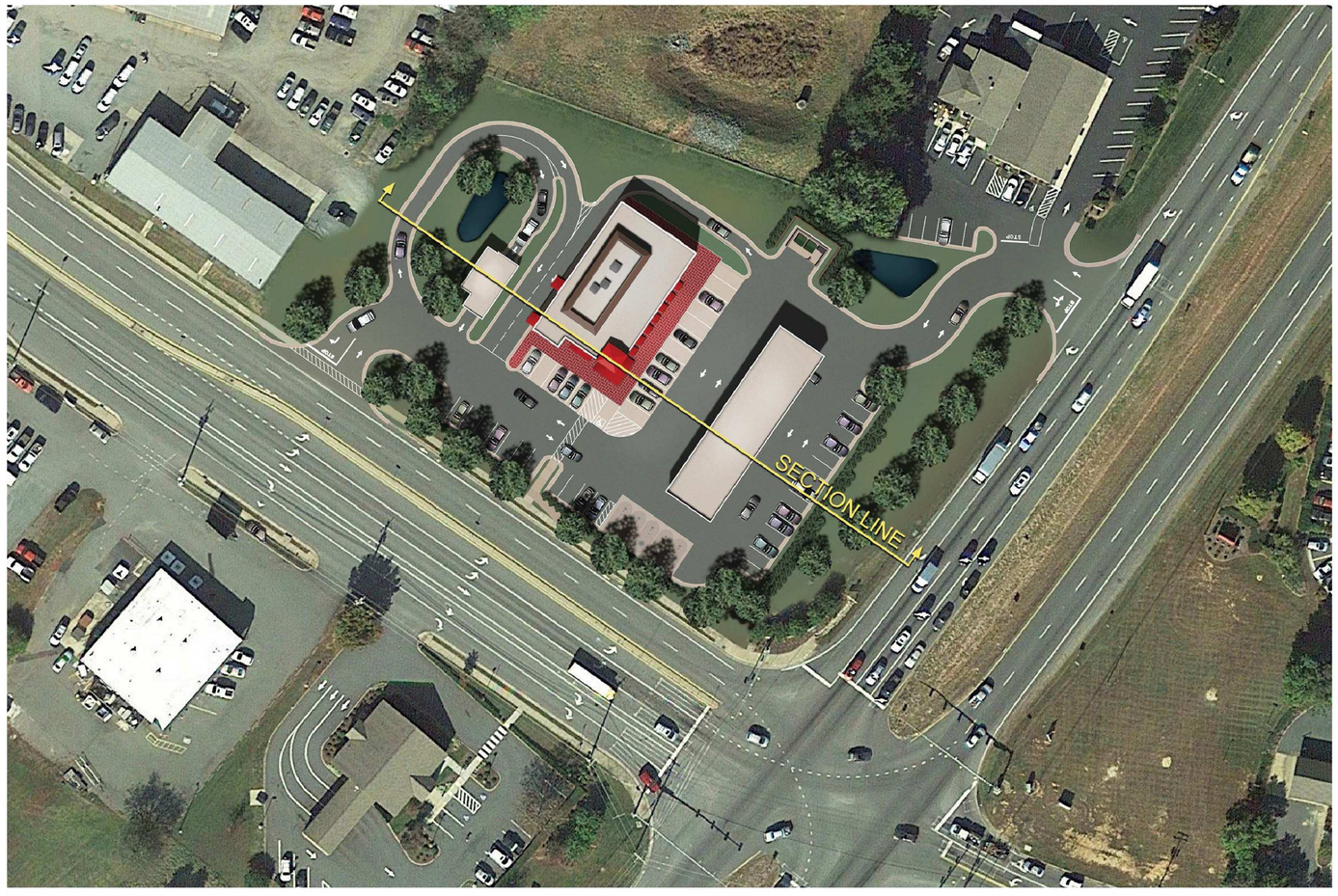
# PROPOSED SHEETZ
## Charlottesville, Virginia

ARB
**16**
2 of 2

FRESH FOOD SHEETZ MADE TO ORDER

BOHLER




ARB
17

FRESH FOOD
SHEETZ
MADE TO ORDER

ALBEMARLE COUNTY, VA

BOHLER