ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	**ARB-2020-76: Flow Auto Porsche, Audi, Volkswagen, Mazda**
Review Type	Second review of a site plan amendment and architectural designs
Parcel Identification	07800000000600 and 07800000000700
Location	1300 Richmond Road
Zoned	Highway Commercial (HC)/Entrance Corridor (EC)
Owner/Applicant	Flow 1300 Richmond LLC/brw architects (David Timmerman)
Magisterial District	Rivanna
Proposal	To establish a new auto dealership with renovated and new buildings and parking.
Context	The site is located in the Pantops commercial area (Figure 1), with a number of other auto dealerships in the immediate vicinity. To the immediate west, construction is underway on the Pantops Corner development, including a Holiday Inn Express hotel, a storage facility, and a Wawa convenience store and fuel canopy.
Visibility	The existing buildings are readily visible from the Rt. 250 Entrance Corridor from approximately the Virginia National Bank building at the west to the Suntrust Bank and Car Max at the east. The existing used car building is just visible above and between the buildings at 1289, 1311, and 1321 Stony Point Rd., and at the new entrance to the Pantops Corner development on Rt. 20. The proposed buildings will have a similar level of visibility as the existing ones. The construction of the Pantops Holiday Inn Express and the Pantops Corner Self Storage buildings will limit some of this visibility from Rt. 20, but will not eliminate visibility.
ARB Meeting Date	August 3, 2020
Staff Contact	Margaret Maliszewski



Figure 1: Map showing a portion of the Pantops commercial area. The current Flow proposal is located on the two parcels (#6 and #7) just west (left) of Town and Country Lane. The existing Flow dealership occupies parcels #15D and #15E on the south side of Rt. 250. Other auto dealerships and showroom/service buildings occupy parcels #5G, 15, and 14 (and additional parcels to the east).

SITE/PROJECT HISTORY

In 1995, the ARB reviewed and approved a proposal to establish sales and display parking on Tax Map 78, Parcel 6 for Brady Bushy Ford with a new sales office, a new building for car washing, a reconfiguration of the parking area, and a renovation of the façade of the existing building. Several signs were reviewed in 2000, 2005, 2009 and 2013. An application to redevelop this site (parcels 6 and 7) was first submitted as ARB-2019-154, but the applicant requested deferral of that application, then submitted the current application (ARB-2020-32) in its place.	
The ARB has completed several reviews of designs for Audi, Porsche, VW and Mazda buildings on other parcels in the Pantops area. In 2016 the ARB reviewed proposals for an Audi showroom on parcel 15E. Additional plans were submitted in 2017 and a Certificate of Appropriateness was issued in 2018, but the project was not constructed.	
The ARB completed a work session for a trademark design Porsche showroom to replace the existing Flow building on the south side of Rt. 250 in early 2019.	
Subsequent conceptual reviews were held in 2019 for side-by-side Audi and Porsche showrooms to replace the existing Flow building. The ARB approved a design with conditions in June 2019.	
The ARB reviewed proposals for Mazda and VW showrooms at the corner of Rts. 20 and 250 in May and August of 2019. That proposal did not move forward.	

On May 18, 2020, the ARB completed a conceptual review of the proposal to modify the Pantops property previously occupied by Malloy Ford with renovated and new buildings and parking. Comments from that meeting are included in the Analysis section of this report.	 

ANALYSIS

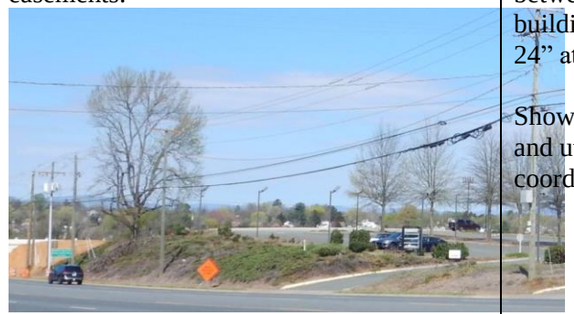
REF	GUIDELINE	5/18/20 RECOMMENDATION	CURRENT ISSUE	CURRENT RECOMMENDATION
	Purpose; Compatibility with significant historic sites:			
1	The goal of the regulation of the design of development within the designated Entrance Corridors is to insure that new development within the corridors reflects the 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.	See recommendations, below.	The proposed building designs do not reflect the traditional architecture of the area, but they are consistent with some buildings in the immediate vicinity (most of which were originally constructed prior to the establishment of the Entrance Corridors and were subsequently renovated following ARB review and approval). Orderly and attractive development could be promoted with improved landscaping and appropriate lighting.	See recommendations, below.
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 A.			
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.			
	Structure design			
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.	Revise the demolition plan to identify the portions of the existing buildings that will be demolished. Consider revising the Mazda and VW designs to break up the building masses, by establishing a series of building elements that are set back from one another. Reduce the top-heavy appearance of the brick-faced front of the Mazda elevation. Revise the drawings to show how the east elevation of the Porsche building will be refinished.	The portion of the building at 1300 Richmond Road that is to be demolished is now identified on the demolition plan. The Mazda design has been revised to break up the scale of the building by lowering the height of its eastern half by 4' (from 26' to 22'). The VW building has not been revised, but it sits at a lower elevation than the Mazda building, and its top elevation is 7' below that of the east side of the Mazda building. This progressive reduction in height establishes a related series of building blocks, and the white brick portion of the Mazda building has less of a top-heavy appearance. The elevation drawings show that the east elevation of the Porsche building will be painted dark gray to match the metal panels used elsewhere on the building. The proposed buildings do not relate to adjacent sites – the Guadalajara restaurant to the east or the Wawa gas station and	Clarify whether the framework that some drawings show extending above the Porsche entrance is proposed. If it is, adjust all relevant drawings to show the framework and provide additional information to clarify its purpose, structure and appearance. Consider revising the east interior wall of the upper level showroom from a white finish to the warm wood-tone tile proposed o the north wall.
5	It is also an important objective of the Guidelines to establish a pattern of	None.		

	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 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.		convenience store under construction to the west. They are more like the Flow and Toyota buildings across Rt. 250 to the south. Some of the drawings now show the Porsche building with a framework structure rising above the roofline at the center of the building. Its structure and purpose are not entirely clear. The interior of the Mazda building will have an impact on the corridor due to the extensive use of glass on the west and south elevations. The north wall of the upper level showroom is proposed to be faced with a warm, wood-tone tile, and the east wall is illustrated in a bright white finish. Revising the white to the warm wood tone could produce a more appropriate appearance for the EC.	
10	Buildings should relate to their site and the surrounding context of buildings.			
11	The overall design of buildings should have human scale. Scale should be integral to the building and site design.	See #9.		
12	Architecture proposed within the Entrance Corridor should use forms, shapes, scale, and materials to create a cohesive whole.	None.	The Audi and Porsche buildings are connected by a hyphen. The Mazda and VW buildings are not connected with each other or Audi/Porsche. The consistent use of geometric forms, neutral colors, and similar sizes is expected to establish a coordinated appearance on site. These features are also consistent with the BMW, Flow and Toyota sites across the street.	None.
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.			
13	Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.	See #9.	The blankness of the Mazda design has been reduced with the reduction in height of the white brick wall.	None.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.		The proposed buildings are all versions of standard trademark designs that have been adapted to varying degrees to meet site limitations.	
16	Window glass in the Entrance Corridors should not be highly tinted or highly	Provide the standard glass	A glass note addressing VLT and VLR has	None.

	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.*	note on the Mazda and VW architectural drawings. Indicate if proposed glass is tinted. Provide samples.	been added to the plan. GLASS SAMPLE?	
	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.	Show how the design of the new buildings/ additions will screen the view of equipment from the street.	The plans indicate that Mazda equipment will be located in a recess on the west elevation of the building where it will not be visible from the street. A section shows that rooftop equipment on the VW building will not be visible when standing on the street directly in front of the building. Similar sections are shown for Audi and Porsche where the mechanical units are placed on a lower elevation of the roof. These drawings do not make it clear that equipment will not be visible from further east on the corridor where there is a clear view down onto these buildings. The equipment note has been added to the architectural plans.	Show how the design of the new buildings/ additions will screen the view of equipment from the street, including further east on the EC where the views are from higher elevations down onto the buildings.
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 design of the buildings and surrounding natural vegetation and may consist of: a. Walls, b. Plantings, and c. Fencing.			
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 into the landscape. They should not have the appearance of engineered features.	None.		
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."	Add the standard mechanical equipment note to the architectural plans.		
	Lighting			
	General Guidelines			
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	Provide a revised photometric plan showing combined existing and proposed illumination. If combined existing and proposed spillover exceeds .5 fc at the property line, also provide a photometric plan showing only the existing illumination.	Where spillover exceeds .5 fc along Rt. 250, the illumination appears to be from existing non-conforming fixtures.	None.
23	Light should be shielded, recessed or flush-mounted to eliminate glare. All fixtures	None.	The proposed parking lot pole light fixtures	None.

	with lamps emitting 3000 lumens or more must be full cutoff fixtures.		are full cutoff.	
24	Light levels exceeding 30 footcandles are not appropriate for display lots in the Entrance Corridors. Lower light levels will apply to most other uses in the Entrance Corridors.	See #22.	The maximum light level is shown as 24.7 fc, with some of this produced by existing non-conforming fixtures.	None.
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.	Identify on the lighting plan the color temperature of the existing and proposed fixtures. Provide for a warm white appearance consistent throughout the site.	A note on the lighting plan states that the color temperature for the new fixtures will be 3000K. The color range of existing fixtures is noted as 3000-6000K, so 3000K for new fixtures is appropriate.	None.
26	Dark brown, dark bronze, or black are appropriate colors for free-standing pole mounted light fixtures in the Entrance Corridors.	Identify existing and proposed pole and fixture colors on the lighting plan. Provide for a consistent appearance.	Proposed finish is gray. This is meant to match existing fixtures, so this deviation from standard bronze or black is appropriate.	None.
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.	None.	A note on the plan states that all lights are to be mounted at 20’ high. Existing pole fixtures are 15’ high. Although 20’ is an EC standard, 15’ would provide for greater coordination.	Consider a 15’ height for new pole lights.
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.	Eliminate the illumination troughs and related fixtures from the VW building design.	The illumination trough note has been eliminated from the drawings.	None.
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 footcandle.”	Add the standard lighting note to the plan.	The lighting note is on the plan.	None.
30-31	*Guidelines for the Use of Decorative Landscape Lighting*	Provide complete information on building-mounted lights for review.	Three wall-mounted lights are proposed for the back of the Porsche/Audi building. These are not expected to have an impact on the EC. No other fixtures are shown.	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.	Revise the plans to make existing landscaping and related notes legible. Provide large shade trees 35' on center, and interspersed ornamentals, along the frontage of parcel 6, clear of utilities and easements. Revise the plan to show a consistent row of shrubs along the frontage of parcels 6 and 7. Revise the landscape plan to show how the sloped frontage will be planted to achieve an appropriate appearance.	The plan is legible. Large shade trees and ornamentals are provided along the frontage of parcel 6 at the size and spacing required. However, all this planting appears to be within existing easements.  Deciduous shrubs are interspersed along parcel 7; three are proposed in a group near the west end of the frontage of parcel 6, and some shrubs are grouped in the island between the entrances from Rt. 250. A consistent row is not provided. The ground cover on parcel 6 is proposed to be replaced.	Revise the landscape plan to show a consistent row of shrubs along the EC frontage and along the western perimeter of the parking lot located between the Mazda/VW buildings and Rt. 250, 24" at planting. Show how landscaping and utilities are being coordinated.
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 development as seen from the street upon which the Corridor is centered.			
32	Landscaping along the frontage of Entrance Corridor streets should include the following: 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. 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. 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. 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: 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.	None.	There are no interior roads.	None.
34	Landscaping along interior pedestrian ways: a. Medium trees should be planted parallel to all interior pedestrian ways. Such trees should be at least 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.	None.	There are no pedestrian paths, but each building is fronted by a sidewalk.	None.
35	Landscaping of parking areas: 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	Revise the landscape plan to show the required perimeter parking lot and	Shrubs are interspersed along the EC frontage, but they are not shown in a consistent row.	Revise the landscape plan to show a consistent row of shrubs along the EC

	every 10 parking spaces provided and should be evenly distributed throughout the interior of the parking area. 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. 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.	interior parking lot tree planting at the required sizes, and shrubs along the southern parking lot perimeter, 24" at planting. Revise the site plan to identify all parking spaces by type (i.e., customer, employee, storage/display, awaiting repair, etc.). Provide appropriate landscaping along the 7-space parking row located closest to the EC. Provide adequate width in the planting island along the 10-space row to accommodate large shade trees. Provide landscaping along frontages, perimeters and interior to the site to offset visual impacts.	Parking spaces are identified as to type. Planting along the 7-space row includes two London plane trees, one Redbud, one Dogwood, six Hydrangea, and two groups of Itea. One of the London Plane trees is directly under an overhead utility line. The other trees are close to other utilities. Planting bed width for the 10-space row is 8'. Perimeter trees are not provided along the expanded parking at the rear of the Mazda and VW buildings. No landscaping is existing or proposed along the western parking perimeter at the front of the site. Both shrubs and trees would be appropriate, though shrubs might be better suited to the available planting area.	frontage and along the western perimeter of the parking lot between the Mazda/VW buildings and Rt. 250, 24" at planting. Show how landscaping and utilities are being coordinated.
36	Landscaping of buildings and other structures: 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. 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.	Consider adding a tree in the area where the hyphen separates the Audi and Porsche showrooms.	Two Birch trees are shown in the area where the hyphen separates the Audi and Porsche showrooms.	None.
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)*.	None.	Proposed plants are on the various lists.	None.

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."	None.	The note appears on the plan.	None.
	Site Development and layout			
	Development pattern			
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.	See #35.	The existing and proposed buildings are oriented parallel to the EC. The Audi addition brings the building closer to the street. There is wooded area at the back of the site, some of which will be removed for expanded parking area and travelway, and a new connection to the property to the west. Traveling west on Rt. 250 through Pantops, a view of the mountains is available. The proposed development will be visible to westbound traffic beginning at the Suntrust Bank and CarMax at the east, with the mountains as a backdrop. Landscaping can help offset visual impacts of the proposed development.	See #35.
39	The relationship of buildings and other structures to the Entrance Corridor street and to other development within the corridor should be as follows: a. An organized pattern of roads, service lanes, bike paths, and pedestrian walks should guide the layout of the site. b. In general, buildings fronting the Entrance Corridor street should be parallel to the street. Building groupings should be arranged to parallel the Entrance Corridor street. c. Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems. d. Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor. 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. f. The placement of structures on the site should respect existing views and vistas on and around the site.			
	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	None.	Grading is proposed to establish additional parking on parcel 6 behind the proposed	None.

	smooth, rounded land forms 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.		Mazda and VW buildings. Retaining walls 6' and 13' high are proposed. This parking is not expected to be visible from Rt. 250. The Pantops Corner development is expected to screen much of the Flow site from Rt. 20, but not all of it. (The Ford used cars building is currently visible from Rt. 20.)	
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.	Revise the site plan to show tree lines to remain and tree protection fencing.	Tree lines to remain and tree protection fencing have been added to the plan.	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.			
43	Preservation areas should be protected from storage or movement of heavy equipment within this area.			
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.	None.	Much of the site is already developed. A detention pond is proposed at the north end of the site. It is not expected to be visible from the street.	None.
	SIGNS	Note that a Comprehensive Sign Plan must be reviewed and approved with the Final Site Plan submittal.	Because the development consists of multiple buildings, a Comprehensive Sign Plan must be reviewed and approved by the ARB with this application.	Submit a Comprehensive Sign Plan for review by the ARB. Approval of the CSP is required prior to final approval of this application.

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. Architecture: the massing of the Mazda and VW designs; the white finish for the Mazda interior wall.
2. Landscaping: coordination of landscaping and utilities; landscaping along the western parking lot perimeter; shrubs along the EC frontage.
3. The requirement for a Comprehensive Sign Plan.

Staff recommends the following changes to the proposal:

1. Clarify whether the framework that some drawings show extending above the Porsche entrance is proposed. If it is, adjust all relevant drawings to show the framework and provide additional information to clarify its purpose, structure and appearance.
2. Consider revising the east interior wall of the upper level showroom from a white finish to the warm wood-tone tile proposed o the north wall.
3. Show how the design of the new buildings/additions will screen the view of equipment from the street, including further east on the EC where the views are from higher elevations down onto the buildings.
4. Consider a 15' height for new pole lights.
5. Revise the landscape plan to show a consistent row of shrubs along the EC frontage and along the western perimeter of the parking lot located between the Mazda/VW buildings and Rt. 250, 24" at planting.
6. Show how landscaping and utilities are being coordinated.
7. Submit a Comprehensive Sign Plan for review by the ARB. Approval of the CSP is required prior to final approval of this application.

ATTACHMENTS

Attachment A: Applicant's site plan submittal
Attachment B: Applicant's architectural plan submittal

TABLE A This report is based on the following submittal items:

Sheet #	Drawing Name	Drawing Date/Revision Date
-	ARB Concept Review Submission: Aerial perspective renderings, Existing site plan.	6/22/2020
	Audi & Porsche: Existing and new front perspective, Existing plan, New plan, New front perspective, Audi Porsche front perspectives, Existing and New perspectives looking west and east from Rt. 250, Elements of entry corridor guidelines.	
	Mazda & Volkswagen: Existing & new perspective looking northwest from Rt. 250, Project narrative, Existing & new front perspective from Rt. 250, Existing perspective entry looking west, Mazda perspective looking west and east, Existing perspectives looking northeast and west, New perspective VW front and East side, Mazda and VW front building elevations, Elements of entry corridor guidelines, Site landscape (2).	
Site Plan		6/22/2020
C1	Cover	
C2	Site Overview	
C3	Existing Conditions & Demolition	
C4	Site Plan	
C5	Grading & Utilities	
C6	Landscaping Plan	
C7	Landscaping Details	
C8	Lighting Plan	
C9	Lighting Details	
C10	Sight Distance	
C11	Storm Details	
C12	Site Details	
C13	Site Details	

MAJOR SITE PLAN AMENDMENT

1300 RICHMOND ROAD - FLOW AUTOMOTIVE

SDP2020-00018 - TAX MAP 78, PARCELS 6 & 7

ALBEMARLE COUNTY, VIRGINIA

LEGEND

EXISTING	NEW	DESCRIPTION
		BOUNDARIES
		BENCHMARK
		SITE PROPERTY LINE
		ADJACENT PROPERTY LINE
		BUILDING SETBACK
		PARKING SETBACK
		SITE TEXT
(10)	(10)	PARKING COUNT
		TOPOGRAPHY
		INDEX CONTOUR
		INTERVAL CONTOUR
311.5 x	x	SPOT ELEVATION
311.5 TC x	x	TOP OF CURB ELEVATION
311.5 TW x	x	TOP OF WALL ELEVATION
311.5 BW x	x	BOTTOM OF WALL ELEVATION
		STREAM
		STREAM BUFFER
		100 YEAR FLOODPLAIN
		BUILDING
		BUILDING
		RETAINING WALL
		STAIRS
		EDGE OF PAVEMENT
		ROAD CENTERLINE
		FRONT OF CURB
		BACK OF CURB
		CG-12 TRUNCATED DOME
		SIDEWALK
		BIKE PARKING
		HANDICAP ACCESSIBLE AISLE
		HANDICAP PARKING
		MATERIAL
		CONCRETE
		RIPRAP
		ASPHALT
		EC-2 MATTING
		EC-3 MATTING
		WETLAND
		TREELINE
X	X	FENCE
		UTILITY
		UTILITY POLE
		GUY WIRE
OHU	OHU	OVERHEAD UTILITY
UGU	UGU	UNDERGROUND UTILITY
		STORM
		STORM MANHOLE
		DROP INLET
		STORM SEWER
		ROOF DRAIN
		SANITARY
		SANITARY MANHOLE
		SANITARY SEWER MAIN
S	S	SANITARY SEWER LATERAL
		WATER
W	W	WATER LINE
		WATER METER
		WATER METER VAULT
		FIRE HYDRANT
		FIRE DEPARTMENT CONNECTION
		GAS
GAS	GAS	GAS LINE
		EASEMENTS
		CONSTRUCTION
		GRADING
		ACCESS
		SIGHT DISTANCE
		UTILITY
		STORMWATER FACILITY MAINTENANCE
		STORMWATER ACCESS
		DRAINAGE
		SANITARY
		WATERLINE
		GASLINE

OWNER/DEVELOPER

Owner: Flow 1300 Richmond LLC
500 W 5th St, 18th Floor
Winston-Salem, NC 27101
bthomas@flowauto.com

ZONING

HC - Highway Commercial
Entrance Corridor
Flood Hazard Overlay District
Steep Slopes Overlay District, Managed & Preserved
Dam Break Inundation Zone
Amendment to SDP199500042
With SP199400004

SETBACKS

Front (measured from right-of-way or exterior edge of sidewalk if the sidewalk is outside of the right-of-way):
Building: Min - 10 feet, Max - 30 feet*
Parking: Min - 10 feet, Max - None
*None on any lot abutting a principal arterial highway or interstate
Side & Rear (if abutting lot is zoned residential, rural areas, or Monticello Historic District):
Building: Min - 50 feet, Max - None
Parking: Min - 20 feet, Max - None
Side & Rear (if abutting lot is zoned commercial or industrial):
Building: Min - Accordance with Building Code, Max - None
Parking: Min - None, Max - None

MAGISTERIAL DISTRICT

Rivanna

SOURCE OF TITLE

TMP 78-6 : DB 5272 PG 714
TMP 78-7 : DB 5272 PG 714

SOURCE OF BOUNDARY AND TOPOGRAPHY

Boundary & topographic survey provided by:
Roger W. Ray & Associates, Inc. (01/07/2020), updated (03/16/2020)
w/ portion from LIDAR retrieved (01/30/2020)
Delineation of LIDAR & Surveyed Topo Shown Sheet C3.
Topography Field Verified by Justin Shimp, P.E. (03/25/2020

BENCHMARK

Datum for topography is NAVD 88
Benchmark located in parking lot near existing building on TMP 78-6 elevation 420.08.

FLOODZONE

According to the FEMA Flood Insurance Rate Map, effective February 4, 2005, (Community Panel 51003C0287D) a portion of this property does lie within a 1% annual chance floodplain.

RESERVOIR WATERSHED

This site is within the Upper Rivanna River Watershed. This watershed is not part of a watershed supply protection area.

STORMWATER MANAGEMENT PLAN

1. Development of this site results in a net increase of 0.73 acres impervious area. To mitigate stormwater impacts on areas downstream, specifically the intermittent stream at the back of the site that leads to Meadow Creek, a dry detention pond is to be constructed to capture the majority of runoff from new impervious areas on site. The detention pond will outlet to the 100 year floodplain. A series of detention pipes existing on site are to remain, and drainage areas have been checked to ensure the drainage area and/or curve number to these pipes have not increased.
2. Water quality will be addressed by purchase of 2.49 lbs nutrient credits to meet the VRRM redevelopment nutrient removal requirements per 9VAC25-870-63.
3. Detention Pond Coordinates:
   - (38.0355706, -78.4510122)

WATER & SANITARY SERVICES

Site is served by Albemarle County Service Authority. All sanitary lines on site are private.

PRESERVED STEEP SLOPES NOTES

1. Development is not authorized to impact preserved steep slopes.
2. Development is subject to steep slopes overlay district requirements (Sec. 18-30.3).
3. Preserved steep slopes must be staked/flagged prior to land disturbance, and flags/stakes must be maintained for the duration of the project, to final completion.

GENERAL WATER & SEWER NOTES

1. Work shall be subject to inspection by Albemarle County Service Authority inspectors. The Contractor will be responsible for notifying the proper service authority officials at the start of the work.
2. The location of existing utilities across the line of the proposed work are not necessarily shown on the plans and where shown, are only approximately correct. The contractors shall on his own initiative locate all underground lines and structures as necessary.
3. All materials and construction shall comply with the current edition of the general water and sewer construction specifications as adopted by the Albemarle County Service Authority.
4. Datum for all elevations shown in National Geodetic Survey.
5. The contractor shall be responsible for notifying "MISS UTILITY" (1-800-552-7001).
6. All water and sewer pipes shall have a minimum of 3.5 feet of cover measured from the top of pipe, over the centerline of pipe. This includes all fire hydrant lines, service laterals and water lines, etc.
7. All water and sewer appurtenances are to be located outside of roadside ditches.
8. Valves on deadend lines shall be rodded to provided adequate restraint for the valve during a future extension of the line.
9. Trees are not permitted in the ACSA easement.
10. The contractor shall be responsible to comply with the no-lead regulation regarding brass fittings effective January 4, 2014 (Senate Bill 3874 which amends the Safe Drinking Water Act).
11. All public water and sewer facilities shall be dedicated to the Albemarle County Service Authority.
12. Backflow prevention is required for all connections to the water main.

BUILDING HEIGHTS

Maximum Allowable: 65 ft
Maximum Proposed: 35 ft

EXISTING USE

Automobile Sales, Services, and Display

PROPOSED USE

Existing Automobile Sales, Services, and Display w/
Additional Building and Parking Lot Area
Maximum Disturbed Area: 4.39 acres

LAND USE SCHEDULE

EXISTING	Area	%
Building	39,330 SF	6.8%
Pavement	218,787 SF	37.8%
Sidewalk	5,334 SF	0.9%
Undeveloped	315,799 SF	54.5%
Total=	579,250 SF	(13.30 ac.)

PROPOSED	Area	%
Building	51,686 SF	8.9%
Pavement	233,216 SF	40.3%
Sidewalk	4,550 SF	0.8%
Undeveloped	289,798 SF	50.0%
Total=	579,250 SF	(13.30 ac.)

PARKING SCHEDULE

Automobile service station and truck repair shop: one space per each employee plus two spaces per each service stall.
41 service stalls provided, 2 employees per stall
164 parking spaces required 196 parking spaces provided
Motor vehicle sales, including automobiles, farm equipment and trucks: one space per 1,500 square feet of display area.
57,880 sf display/sales area
39 parking spaces required 46 parking spaces provided
Loading spaces: one space for the first 8,000 square feet of retail gross leasable area, plus one space for each additional 20,000 square feet of retail gross leasable area
approximately 57,580 sf retail area
4 loading spaces required 4 loading spaces provided

TOTAL REQUIRED: 203 PARKING SPACES, 4 LOADING SPACES
TOTAL PROVIDED: 242 PARKING SPACES, 4 LOADING SPACES
(INCLUDES 8 VAN ACCESSIBLE HC SPACES)

ITE Trip Generation

Trip Generation Manual, 10th Edition			AM			PM		
Use Description	**ITE**	**Qty**	**in**	**out**	**Total**	**in**	**out**	**Total**
Automobile Sales (New)	840	41 Service Bays	52	45	97	61	69	130
Total			52	45	**97**	61	69	**130**

Trip Generation reflects AM and PM peak hour traffic.

SIGNS

All signs and pavement shall conform with the latest edition of the MUTCD Guidelines.
A sign permit must be issued in accordance with the Albemarle County Sign Regulations prior to placement of any signs on-site.

FIRE MARSHAL'S NOTES

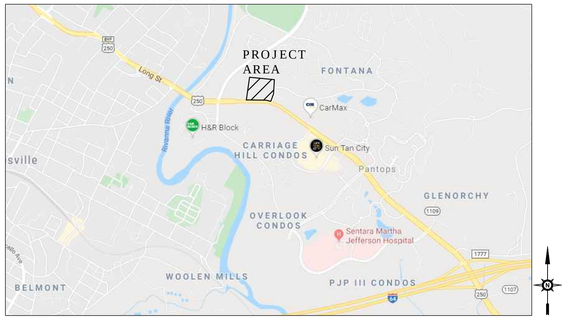
A knox box must be provided on all new structures. Coordinate location with the fire marshal's office.

GENERAL NOTES

1. The information and data shown or indicated with respect to the existing underground utilities at or contiguous to the site are based on information and data furnished to the owner and engineer by the owners of such underground facilities or others. The owner or engineer shall not be responsible for the accuracy or completeness of such information or data. The contractor shall have full responsibility for confirming the accuracy of the data, for locating all underground utilities, for coordination of the work with owners of such underground utilities during construction, for the safety and protection thereof and repairing any damage thereto resulting from the work. All of these conditions shall be met at no additional cost to the owner. The contractor shall contact "Miss Utilities" of Virginia at 1-800-552-7001 prior to the start of work.
2. When working adjacent to existing structures, poles, etc., the contractor shall use whatever methods that are necessary to protect structures from damage. Replacement of damaged structures shall be at the contractor's expense.
3. The contractor shall be responsible for protecting all existing site structures from damage and coordinating work so that the owner can make necessary arrangements to modify/protect existing structures from damages.
4. The contractor shall be responsible for notifying all utility owners, adjacent land owners whose property may be impacted and the Virginia Department of Transportation prior to completing any off-site work.
5. Contractor shall notify and coordinate all work involving existing utilities with utility owners, at least 72 hours prior to the start of construction.
6. Contractor shall immediately report any discrepancies between existing conditions and contract documents to the owner and engineer.
7. Contractor shall submit for the approval of the owner submittals of all specified materials listed in the plans, to include shop drawings, manufacturer's specifications and laboratory reports. the owner's approval of submittals will be general and will not relieve the the contractor from the responsibility of adherence to the contract and for any error that may exist.
8. All bare areas shall be scarified, limed, fertilized, seeded and mulched.
9. All trees, saplings, brush, etc. shall be removed from within the right of way and the drainage easements.
10. Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated.
11. Retaining walls require separate building permits.
12. All water service lines, sanitary laterals, and sprinkler lines must be visually inspected by the Albemarle County Building Department from the main to the structure.
13. Building or structures built before January 1, 1985 must have an asbestos survey performed in order to apply for a permit. Asbestos removal permits are required is positive for such from Albemarle County and VDOLI. Contact VDOLI for additional requirements and permits for demolition projects.
14. Where the flood level rims of plumbing fixtures are below the elevation of the manhole cover of the next upstream manhole in the public sewer, the fixtures shall be protected by a backwater valve installed in the building drain, branch of the building drain, or horizontal branch serving such fixtures. Plumbing fixtures having flood level rims above the elevation of the manhole cover of the next upstream manhole in the public sewer shall not discharge through a backwater valve.
15. Accessible parking and routes must comply with ICC ANSI A117.1-09.
16. All roof drains shall discharge in a manner not to cause public nuisance and not over sidewalks.

VICINITY MAP

SCALE : 1"=2000'



Map provided by Google.com

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APPROVALS

Current Development Planner Date

Current Development Engineer Date

Fire Official Date

Building Official Date

Albemarle County Service Authority Date

Virginia Department of Transportation Date

Architectural Review Board Date

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COMMONWEALTH OF VIRGINIA
JUSTIN M. SHIMP
Lic. No. 45183
4/27/20
PROFESSIONAL ENGINEER

MAJOR SITE PLAN AMENDMENT
ALBEMARLE COUNTY, VIRGINIA

1300 RICHMOND ROAD - FLOW AUTOMOTIVE

SUBMISSION:
2020.02.21
REVISION:
01) 2020.06.15
02) 2020.06.22

FILE NO.
19.078

COVER

SHEET C1 OF 13

C1

COUNTY OF ALBEMARLE
Dept. of Planning & Community Development
401 McIntire Road
Charlottesville, Virginia 22902-4596
(804) 296-5823

April 22, 1994

Closeckner & Osborne, Inc
ATTN: Brian Smith
710 East High St
Charlottesville, VA 22901

RE: SP-94-04 B & B PARTNERSHIP

Dear Mr. Smith:

The Albemarle County Board of Supervisors, at its meeting on April 14, 1994, approved the above-noted request to permit outdoor storage and display of vehicles within the Entrance Corridor Overlay District. Please note that this approval is subject to the following conditions:

1. Use shall not commence until a Certificate of Appropriateness is issued by the Architectural Review Board;
2. Development shall be in general accord with site plan titled Brady-Bushey Ford dated November 5, 1993 revised February 10, 1994;
3. Administrative approval of the site plan for this use.

Before beginning this use, you must obtain a zoning clearance from the Zoning Department. Before the Zoning Department will issue a clearance, you must comply with the conditions in this letter. For further information, please call Babette Thorpe at 296-5975.

If you should have any questions or comments regarding the above-noted action, please do not hesitate to contact me.

Sincerely,

V. Wayne Cilimberg
Director of Planning & Community Development

VWC/jcw

cc: Amelia McCulley
Jo Higgins
B & B Partnership

LINE	BEARING	DISTANCE
L1	N89°13'28"E	16.95
L2	S74°50'04"E	22.88
L3	S88°50'19"E	47.65
L4	N89°09'36"E	28.51
L5	S54°27'37"E	21.14
L6	S45°14'43"E	25.86
L7	S60°42'33"E	7.93
L8	N75°32'00"W	162.81
L9	S75°32'00"E	58.18
L10	N79°30'14"W	46.20
L11	N60°42'33"W	12.51
L12	S79°30'14"E	10.26
L13	S87°07'09"E	40.46
L14	S62°11'08"E	19.35
L15	S35°05'12"E	6.74
L16	N75°32'00"W	73.82
L17	S75°32'00"E	37.19
L18	S22°35'13"W	13.54
L19	N65°16'50"W	25.22
L20	N35°05'12"W	13.75

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COMMONWEALTH OF VIRGINIA
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MAJOR SITE PLAN AMENDMENT
ALBEMARLE COUNTY, VIRGINIA

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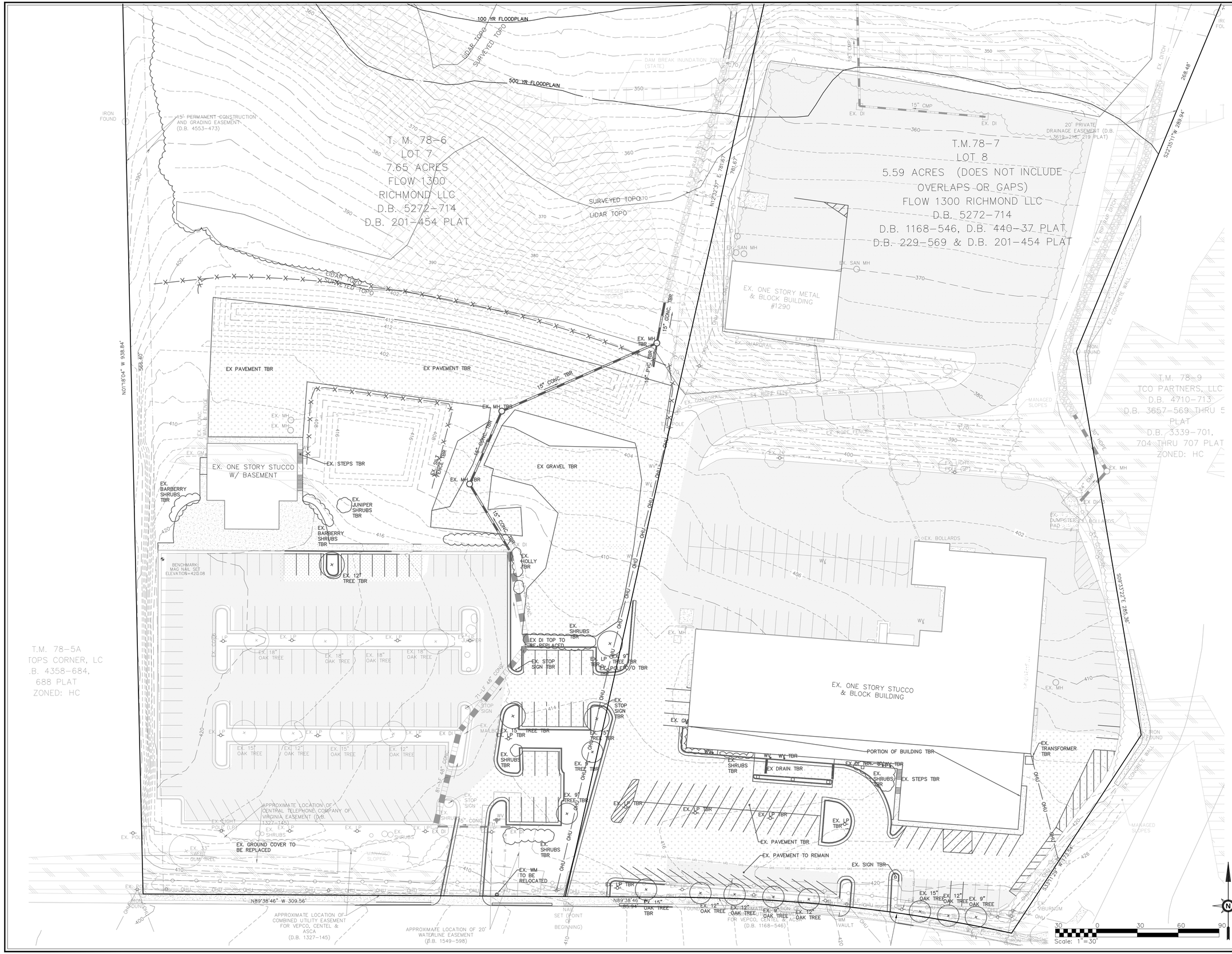
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SITE OVERVIEW

SHEET C2 OF 13

C2



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EXISTING CONDITIONS & DEMOLITION

SHEET C3 OF 13

C3

DAM BREAK INUNDATION ZONE (STATE)

NEW GR-2
NEW 42" HANDRAIL
RET. WALL MAX. HEIGHT 15'
RET. WALL MAX HEIGHT 4'
5' PERMANENT CONSTRUCTION AND GRADING EASEMENT (D.B. 4553-473)
NEW 42" HANDRAILS
RET. WALL MAX. HEIGHT 6'
54 EMPLOYEE/ SERVICE SPACES
PROPOSED PAVED PARKING AREA
CG-6
CG-2
CG-12 Type B
NEW 10'x18' DUMPSTER PAD W/ RETAINING WALL
5 EMPLOYEE/ SERVICE SPACES
LOADING
EX. MH
EX. CONC. WALL & FENCE
EX. GM
BRICK STACKING 5' BLOCK RET. WALL MAX. HEIGHT 5'
NEW STAIRS 28 RISERS @ 0.5'
RET. WALL MAX. HEIGHT 6' W/ 42" HANDRAIL
NEW LP (TYP.)
EX. POLE
EX. ROPE FENCE
EX. GUARDRAIL
EX. LIGHT POLE (UP)
EX. UP
EX. SAN MH
EX. ONE STORY METAL & BLOCK BUILDING #1290
EXISTING PAVED PARKING AREA
EX. RIP RAP DITCH
EX. DITCH
EX. CONCRETE WALL
20' PRIVATE DRAINAGE EASEMENT (D.B. 3619-216, 219 PLAT)
N12°32'37" E 781.67'
781.67'
S22°35'17" W 289.84'
288.48'
N01°18'04" W 938.84'
566.40'
25.00'
24.19'
18.00'
9.00'
74.00'
24.00'
20.00'
5.00'
12.00'
27.50'
49.00'
BUILDING C EX SALES & SERVICE FFE 420.77 TO REMAIN 5,766 SF FOOTPRINT
SERVICE RECEPTION
BUILDING B NEW SALES & SERVICE FFE 416.35 4,850 SF FOOTPRINT
20 EMPLOYEE/ SERVICE SPACES
RET. WALL MAX. HEIGHT 8'
NEW 20' ASCA EASEMENT
BATTERY AREA
56 EMPLOYEE/ SERVICE SPACES
EX. DUMPSTER PAD
EX. BOLLARDS
EX. GUARDRAIL
21.37'
20.34'
25.00'
LOADING
24.30'
16.00'
BUILDING A1 EXISTING SERVICE FFE APPROX 404 TO REMAIN
EXISTING PAVED PARKING AREA
1 VAN ACCESSIBLE HC PARKING SPACE
MUTCD R7-8 SIGN W/ R7-8a PLACARD TO BE POSTED ON BUILDING
RET. WALL MAX. HT. 2.5'
1 VAN ACCESSIBLE HC PARKING SPACE
10 EMPLOYEE/ SERVICE SPACES
45.17'
EX. MH
NEW TRANSFORMER PAD
BUILDING A2 EXISTING SERVICE FFE APPROX 414.75 TO REMAIN 37,950 SF FOOTPRINT (24,245 SF EXISTING; 13,705 SF NEW)
BUILDING A3 NEW SALES BUILDING FFE 417.00
SHARED OFFICE SPACE
BUILDING A4 NEW SALES BUILDING FFE 419.50
MECHANICAL EQUIPMENT OR OTHER UTILITY HARDWARE ON THE ROOF SHALL BE SCREENED FROM PUBLIC VIEW TO THE REASONABLE SATISFACTION OF THE AGENT WITH MATERIALS HARMONIOUS WITH THE BUILDING OR THEY SHALL BE LOCATED SO AS NOT TO BE VISIBLE FROM PUBLIC VIEW
EX. CONCRETE WALL
MANAGED SLOPES
S09°33'27" W 285.36'
S53°11'23" W 173.44'
2 VAN ACCESSIBLE HC PARKING SPACES (customer)
MUTCD R7-8 SIGN W/ R7-8a PLACARD
2 VAN ACCESSIBLE HC PARKING SPACES (customer)
MUTCD R7-8 SIGN W/ R7-8a PLACARD
10 EMPLOYEE/ SERVICE SPACES
NEW POLE
28 CUSTOMER SPACES
2 FT OVERHANG FOR 16 FT PARKING SPACES (SHOWN FOR PLANNING PURPOSES ONLY)
SERVICE RECEPTION
7 CUSTOMER SPACES
7 EMPLOYEE/ SERVICE SPACES
3 EXISTING CUSTOMER SPACES
11 EXISTING DISPLAY SPACES TO REMAIN (NOT INCLUDED IN PARKING CALCULATIONS)
4 EXISTING CUSTOMER SPACES, (INCLUDES 2 VAN ACCESSIBLE HC PARKING SPACES)
3 EXISTING DISPLAY SPACES
120 EXISTING DISPLAY SPACES TO REMAIN (NOT INCLUDED IN PARKING CALCULATIONS)
EX. STOP SIGN
EX. MAILBOX
APPROXIMATE LOCATION OF CENTRAL TELEPHONE COMPANY OF VIRGINIA EASEMENT (D.B. 1327-145)
APPROXIMATE LOCATION OF COMBINED UTILITY EASEMENT FOR VEPCO, CENTEL & ASCA (D.B. 1327-145)
APPROXIMATE LOCATION OF 20' WATERLINE EASEMENT (D.B. 1549-598)
APPROXIMATE LOCATION OF COMBINED UTILITY EASEMENT FOR VEPCO, CENTEL & ASCA (D.B. 1168-546)
N89°38'46" W 309.56'
N89°38'46" W 85.94'
450 FT TO PANTOPS CORNER WAY
115 FT TO ALTERNATE SITE ENTRANCE
184 FT TO ALTERNATE SITE ENTRANCE
188 FT TO TOWN AND COUNTRY LANE
VAULT
MUTCD R7-8
T.M. 78-5A
PANTOPS CORNER, LC
D.B. 4358-684,
688 PLAT
ZONED: HC
T.M. 78-9
TCO PARTNERS, LLC
D.B. 4710-713
D.B. 3657-569 THRU 578
PLAT
D.B. 3339-701,
704 THRU 707 PLAT
ZONED: HC
Scale: 1"=30'

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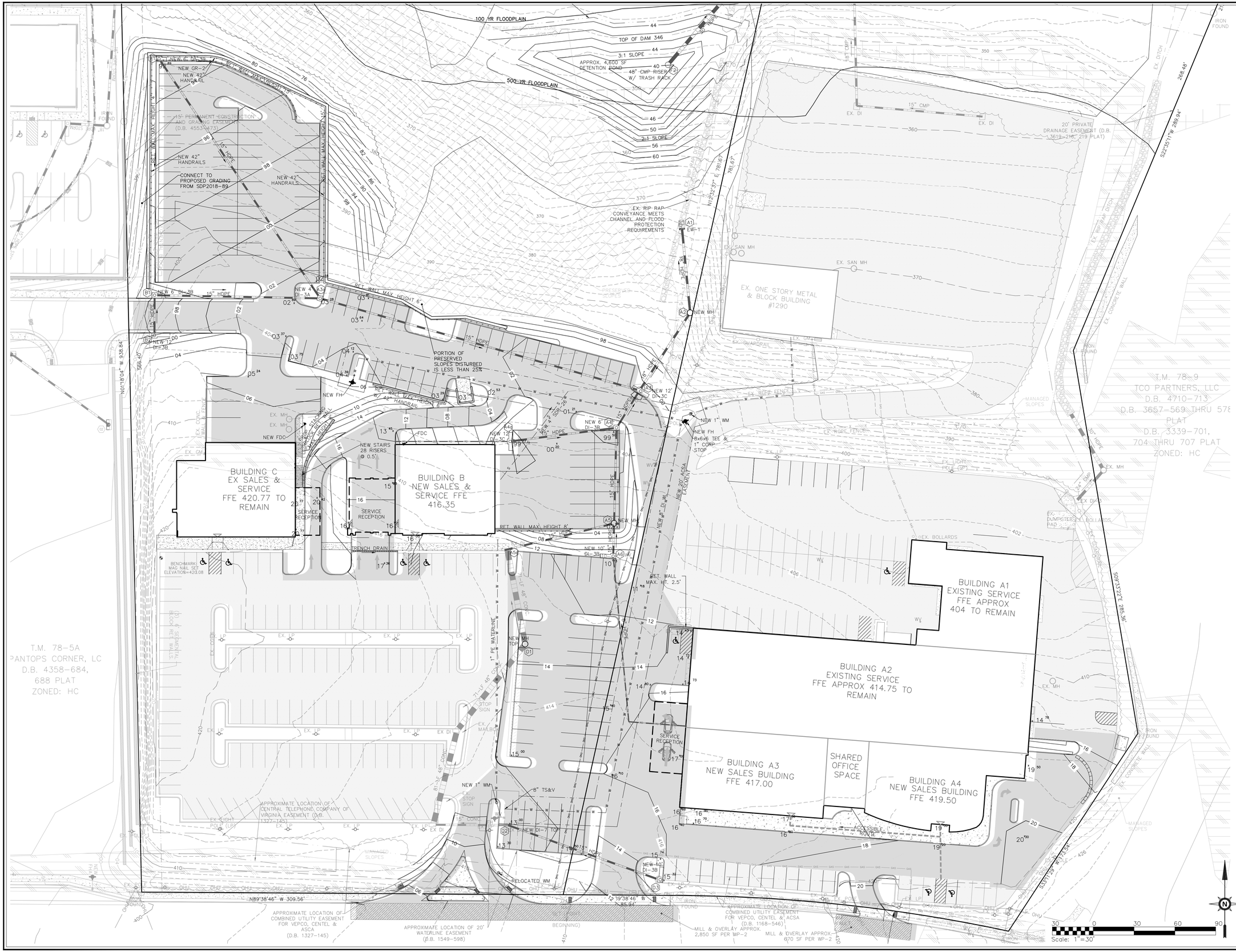
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SITE PLAN

SHEET C4 OF 13

C4



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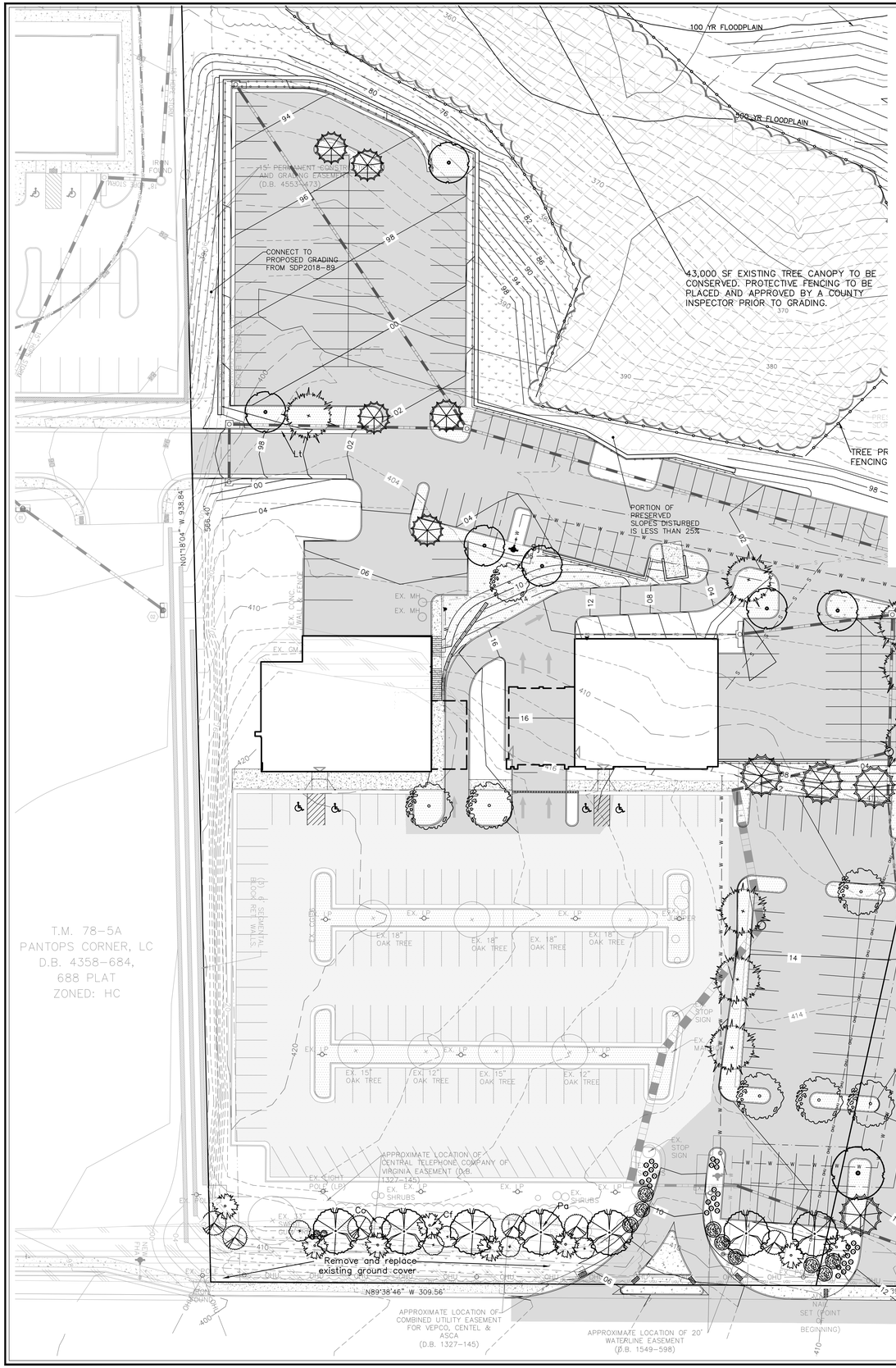
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GRADING & UTILITIES

SHEET C5 OF 13

C5



PROPOSED LANDSCAPE SCHEDULE

Plant Symbol	Planting Type	Botanical Name	Common Name	Min. Cal./Height	Quantity	Total Height(ft) in 10 Yrs	Canopy SF	Total Canopy SF
Lt	Large Deciduous Tree	Liriodendron tulipifera	Tulip Poplar	2.5"	7	37	387	2709
Pa	Large Deciduous Tree	Platanas acerifolia	London Plane Tree	3.5"	7	30	368	2576
Ck	Medium Deciduous Tree	Cladrastris kentukea	Yellow wood	2.5"	10	24	289	2890
Sj	Medium Deciduous Tree	Cercidiphyllum japonicum	Katsuratree	2.5"	7	28	222	1554
Cb	Small Deciduous Tree	Carpinus betulus 'Fastigiata'	Pyramidal European Hornbeam	6-8' Ht.	10	17	69	690
C	Flowering Ornamental	Cercis canadensis & cvs.	Eastern Redbud	6-8' Ht.	10	17	124	1240
Tc	Large Deciduous	Tilia Cordata	'Greenspire' Littleleaf Linden	2.5"	8	16	249	1992
Cv	Small Ornamental	Crataegus viridis 'Winter King'	"Winter King" Hawthorn	6-8' Ht.	6	16	184	1104
Cf	Flowering Ornamental	Cornus Florida	Dogwood 'Appalachian Spring'	6-8' Ht.	14	15	128	1792
Bn	Medium Deciduous	Betula Nigra	Dura Heat Birch	6-8' Ht.	2	13	45	90
Pc	Deciduous Shrub	Hydrangea Quercifolia	Oak leaf Hydrangea	2' Ht.	10	7	28	280
Fg	Deciduous Shrub	Fothergilla Gardenii	Dwarf Fothergilla	2' Ht.	39	3	10	390
Iv	Deciduous Shrub	Itea Virginica 'merlot'	Sweetspire 'merlot'	2' Ht.	45	3	6	270
	Low Maintenance Ground Cover		Low Grow Fragrant Sumac					
	Interior Landscape Area							
						TOTAL SF:		17577

LANDSCAPING REQUIRED:

STREET TREES (32.7.9.5): LARGE SHADE TREES (2.5" CAL.) – 50' O.C. PARALLEL TO ROAD (540 LF)

ENTRANCE CORRIDOR DESIGN GUIDELINES REQUIRE 3.5" CALIPER TREES 35' O.C. W/ FLOWERING ORNAMENTALS INTERSPERSED

REQUIRED: (540/50)+1 = 12 LARGE SHADE TREES; (540/35)+1 = 16 TREES FOR ENTRANCE CORRIDOR

PROVIDED: 6 LARGE SHADE TREES, 35' O.C. W/ 14 ORNAMENTALS INTERSPERSED
10 NEW SMALL DECIDUOUS TREES, 25' O.C. (UNDER UTILITY LINE) W/ 10 ORNAMENTALS INTERSPERSED
TOTAL 6 LARGE SHADE TREES, 10 SMALL DECIDUOUS TREES, 24 ORNAMENTALS.

INTERIOR/PARKING LANDSCAPE (32.7.9.6): 5% OF PAVED PARKING AREA. 233,216 SF X .05 = 11661 SF

REQUIRED: 11,661 SF
PROVIDED: 15,855 SF (demarcated by dotted datch)

1 LARGE OR MEDIUM SHADE TREE PER 10 PARKING SPACES OR PORTION THEREOF.
242 PARKING SPACES + 134 EX. DISPLAY SPACES (376 / 10 = 37.6)
REQUIRED: 38 SHADE TREES
PROVIDED: 7 EXISTING SHADE TREES
31 NEW SHADE TREES

SITE REQUIREMENT (32.7.9.8): 10% CANOPY REQUIRED. CANOPY CALCULATED FROM PLANT MATERIALS EXCEEDING 5 FT AFTER 10 YEARS OF PLANTING.
SITE AREA 579,250 SF x 10% = 57,925 SF
CANOPY REQUIRED: 57,925 SF
CANOPY PROVIDED: 43,000 SF EXISTING CANOPY PROVIDED
16,917 SF NEW CANOPY PROVIDED (shrubs not included)
TOTAL 59,925 SF CANOPY PROVIDED

NOTES:
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.
2. All landscaping and screening shall be maintained in a healthy condition by the current owner or property owners' association and replaced when necessary. Replacement material shall comply with the approved landscape plan.
3. All new planting shown on the plan will be completed after building and road construction to avoid tree planting damage.
4. All disturbed slopes 3:1 or steeper to have low maintenance ground cover.
5. Any existing tree proposed to remain shall be replaced in kind if negatively impacted by improvements associated with this project.

MAINTENANCE:
- LOW MAINTENANCE GROUND COVER – The best time of year to mow is during the fall through late winter. Mow on a three-year cycle where 1/3 of the area is mowed each year. Do not mow during the spring or summer months because of the nesting season. When mowing, cut grass no lower than 6 inches and allow stubble to remain until spring to help insulate plant roots and provide cover for wildlife. If native warm-season grasses are cut lower than 6 inches during the active growing season, the stand will be reduced significantly.

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COMMONWEALTH OF VIRGINIA
JUSTIN M. SHIMP
Lic. No. 45183
6/22/20
PROFESSIONAL ENGINEER

MAJOR SITE PLAN AMENDMENT
ALBEMARLE COUNTY, VIRGINIA

1300 RICHMOND ROAD - FLOW AUTOMOTIVE

SUBMISSION:
2020.02.21
REVISION:
01) 2020.06.15
02) 2020.06.22

FILE NO.
19.078

LANDSCAPING PLAN

SHEET C6 OF 13

C6

County of Albemarle
Conservation Plan Checklist – To be placed on Landscape Plans
(Handbook, pp III-284-111-297 for complete specifications)

1. **The following items shall be shown on the plan:**
   - ☑ Trees to be saved;
   - ☑ Limits of clearing (outside dripline of trees to be saved);
   - ☑ Location and type of protective fencing;
   - ☐ Grade changes requiring tree wells or walls;
   - ☐ Proposed trenching or tunneling beyond the limits of clearing.

2. **Markings:**
   - ☑ All trees to be saved shall be marked with print or ribbon at a height clearly visible to equipment operators.
   - ☑ No grading shall begin until the tree marking has been inspected and approved by a County Inspector.

3. **Pre-Construction Conference:**
   - ☑ Tree preservation and protection measures shall be reviewed with the contractor on site.

4. **Equipment Operation and Storage:**
   - ☑ Heavy equipment, vehicular traffic and storage of construction materials including soil shall not be permitted within the driplines of trees to be saved.

5. **Soil Erosion and Stormwater Detention Devices:**
   - ☑ Such devices shall not adversely affect trees to be saved.

6. **Fires:**
   - ☑ Fires are not permitted within 100 feet of the dripline of trees to be saved.

7. **Toxic Materials:**
   - ☑ Toxic materials shall not be stored within 100 feet of the dripline of trees to be saved.

8. **Protective Fencing:**
   - ☑ Trees to be retained within 40 feet of a proposed building or grading activity shall be protected by fencing.
   - ☐ Fencing shall be in place and shall be inspected and approved by a County Inspector prior to grading or construction.

9. **Tree Wells:**
   - ☐ When the ground level must be raised within the dripline of a tree to be saved, a tree well shall be provided and a construction detail submitted for approval.

10. **Tree Walls:**
    - ☐ When the ground level must be lowered within the dripline a tree to be saved, a tree wall shall be provided; and a construction detail submitted for approval.

11. **Trenching and Tunneling:**
    - ☐ When trenching is required within the limits of clearing, it shall be done as far away from the trunks of trees as possible. Tunneling under a large tree shall be considered as an alternative when it is anticipated that necessary trenching will destroy feeder roots.

12. **Cleanup:**
    - ☑ Protective fencing shall be the last items removed during the final cleanup.

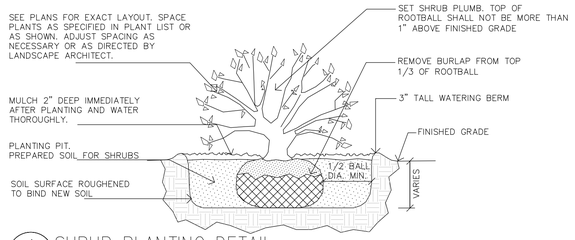
13. **Damaged Trees:**
    - ☑ Damaged trees shall be treated immediately by pruning, fertilization or other methods recommended by a tree specialist.

NOTE: IT IS THE DEVELOPER'S RESPONSIBILITY TO CONFER WITH THE CONTRACTOR ON TREE CONSERVATION REQUIREMENTS.

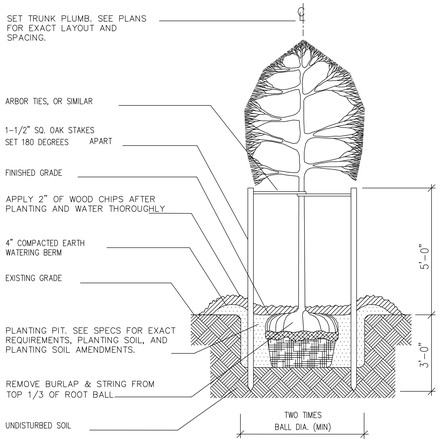
Buddy Thomas — 6-15-20
OWNER SIGNATURE **(DATE)**

CONTRACT PURCHASER SIGNATURE **(DATE)**

5/1/06 Page 1 of 1



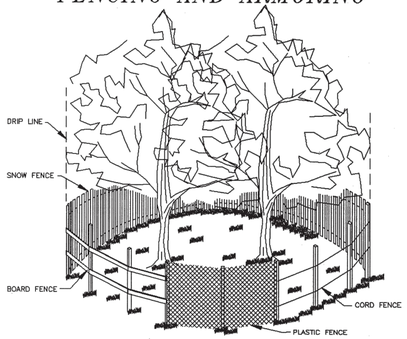
1 / C11 SHRUB PLANTING DETAIL
Not To Scale



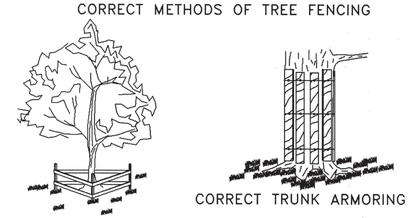
1 / C7 TREE PLANTING DETAIL
Not To Scale

1992 **3.38**

FENCING AND ARMORING



CORRECT METHODS OF TREE FENCING



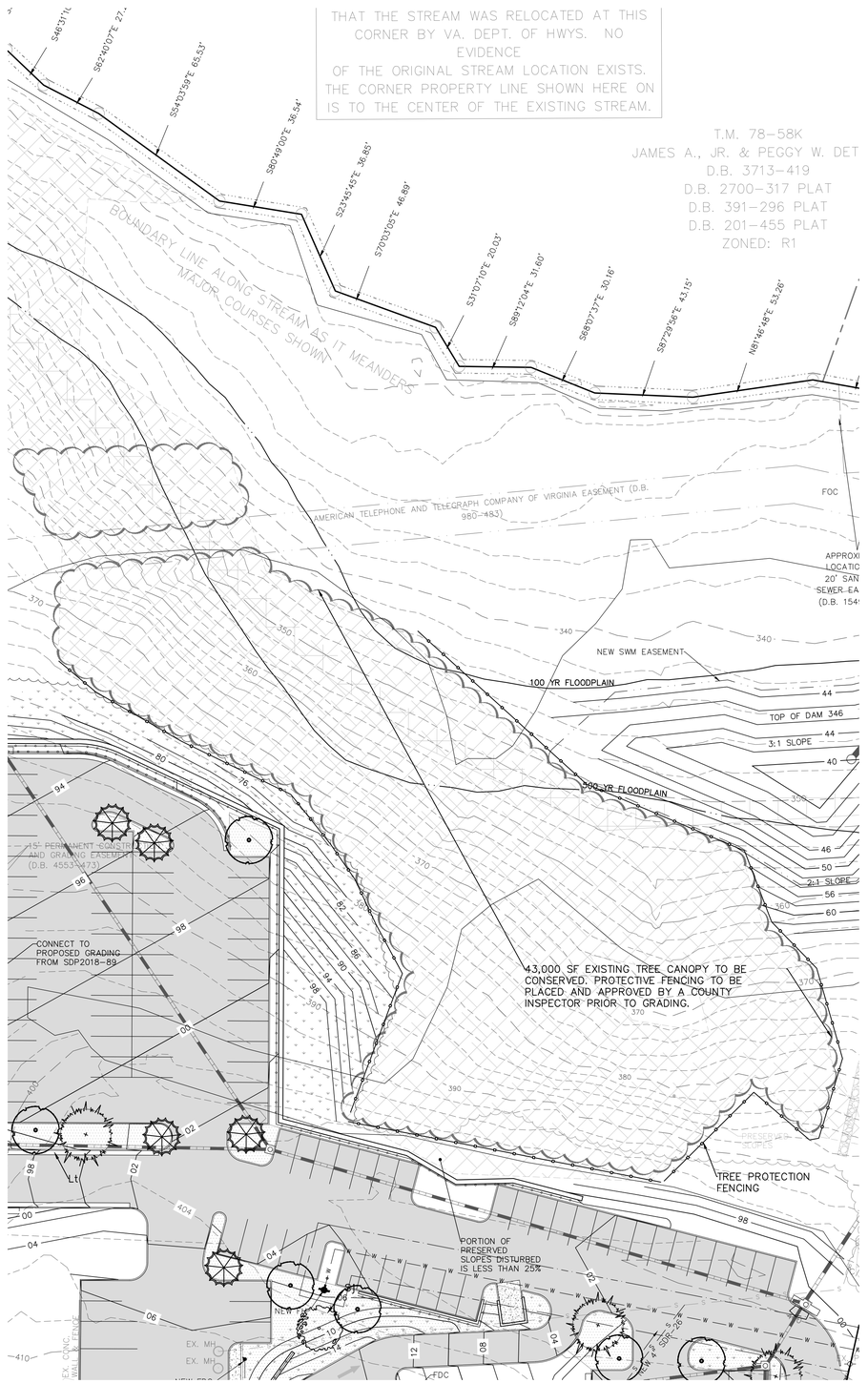
CORRECT TRUNK ARMORING

TRIANGULAR BOARD FENCE

Source: Va. DSWC **Plate 3.38-2**

III - 401

2 / C7 TREE PROTECTION FENCING



3 / C7 TREE CONSERVATION AREA
SCALE: 1"=30'

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LANDSCAPING DETAILS

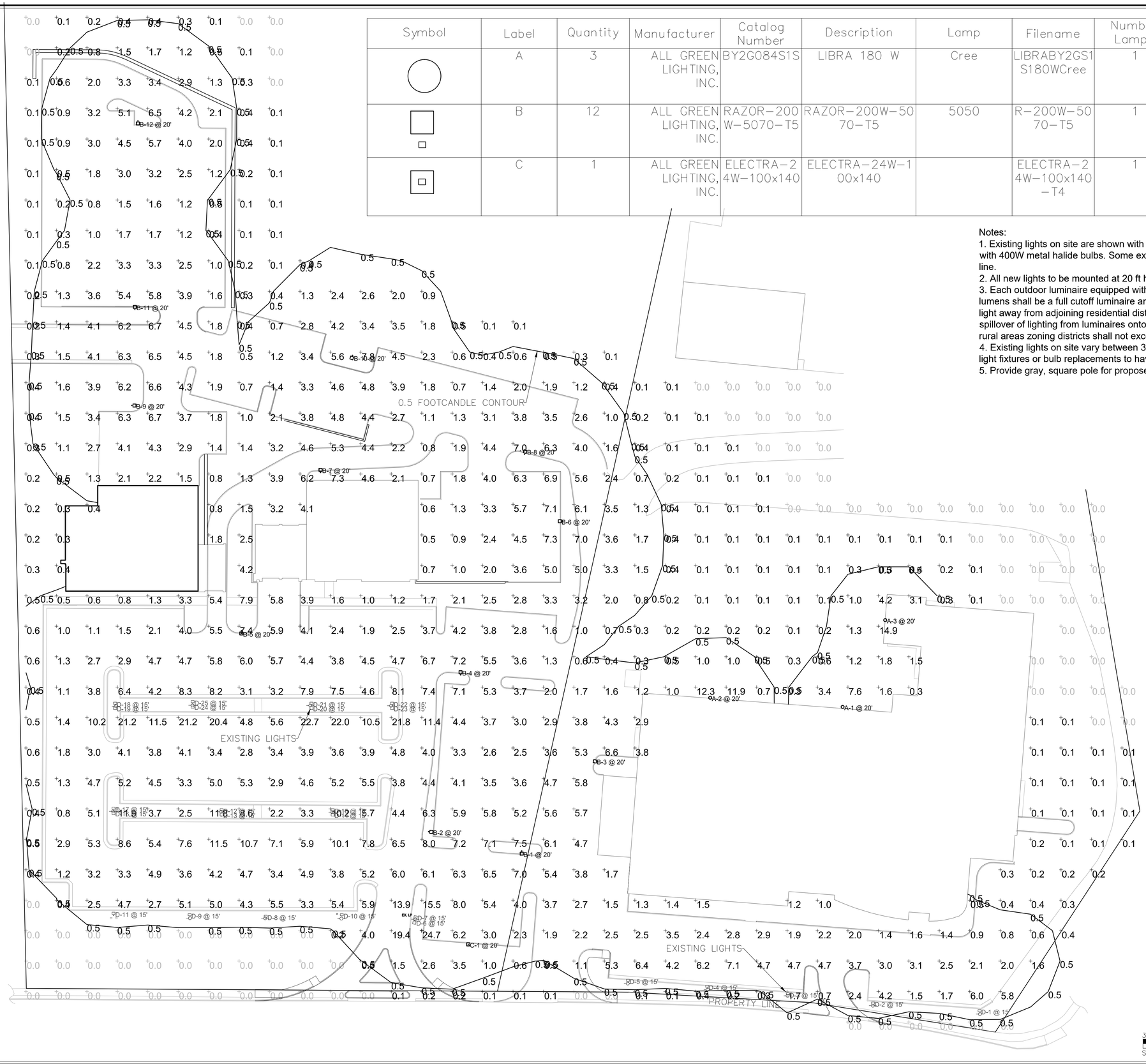
SHEET C7 OF 13

C7

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Filename	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
	A	3	ALL GREEN LIGHTING, INC.	BY2G084S1S	LIBRA 180 W	Cree	LIBRABY2GS1S180WCree	1	16526	1.00	199.5
	B	12	ALL GREEN LIGHTING, INC.	RAZOR-200W-5070-T5	RAZOR-200W-5070-T5	5050	R-200W-5070-T5	1	33572	1.00	204.5
	C	1	ALL GREEN LIGHTING, INC.	ELECTRA-24W-100x140	ELECTRA-24W-100x140		ELECTRA-24W-100x140-T4	1	3193	1.00	25.1

Notes:
1. Existing lights on site are shown with label "D". Existing lights are at 15 ft height with 400W metal halide bulbs. Some existing lights exceed 0.5 fc at the property line.
2. All new lights to be mounted at 20 ft height, including base.
3. 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 footcandle.
4. Existing lights on site vary between 3000K-6000K color temperature. All new light fixtures or bulb replacements to have 3000K color temperature.
5. Provide gray, square pole for proposed fixtures to match existing.

STATISTICS :
Average = 2.5 fc
Maximum = 14.9 fc
Minimum = 0.0 fc



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LIGHTING PLAN

SHEET C8 OF 13

C8

Scale: 1"=30'

ALL GREEN LIGHTING, INC.

LIBRA-W Series

Product Description:

The LIBRA-W series is available in a variety of wattages ranging from 30W~300W. This luminaire uses a die cast aluminum housing and polycarbonate lens. The LIBRA-W has a calculated life of over 100,000 hours and uses a patented heat dissipation design to achieve optimum efficiency. The modules on this luminaire may be replaced directly if special applications are desired.





Features:

- **Application:** LED Wall Pack
- **Mounting:** Wall Mount
- **Warranty:** 5 Years
- **LED Source:** Philips Lumileds/Cree
- **Working Temperature:** -40˚F ~ 122˚F
- **Housing Material:** Die cast aluminum housing with Polycarbonate plastic lens

Technical Data:

Certifications	UL
CRI	> 75
IP Rating	IP66
CCT	3000K ~ 6300K
Input Voltage	100-277V or 347-480V

Specifications:

Fixture Model	Total Lumens (5000K)	Efficacy (lm/w)	Dimensions (inches)	Weight (lbs)	Lens Type
LIBRA-W-30W	3,054 lm	101 lm/W	9.02 x 17.52 x 6.06	12.76	Type I Short 145º x 105º Type II Short 134º x 70º
LIBRA-W-60W	6,051 lm	100 lm/W	9.96 x 17.52 x 6.06	13.86	
LIBRA-W-90W	9,079 lm	102 lm/W	12.4 x 17.52 x 6.06	15.49	
LIBRA-W-120W	12,271 lm	102 lm/W	13.27 x 17.52 x 6.06	16.74	
LIBRA-W-150W	13,325 lm	88 lm/W	17.28 x 17.52 x 6.06	18.48	
LIBRA-W-180W	15,990 lm	88 lm/W	19.73 x 17.52 x 6.06	22.62	
LIBRA-W-210W	18,560 lm	88 lm/W	22.17 x 17.52 x 6.06	27.9	
LIBRA-W-240W	21,320 lm	88 lm/W	24.61 x 17.52 x 6.06	30.58	
LIBRA-W-270W	23,985 lm	88 lm/W	27.05 x 17.52 x 6.06	31.9	
LIBRA-W-300W	26,650 lm	88 lm/W	29.50 x 17.52 x 6.06	34.32	

ALL GREEN LIGHTING, INC.

ELECTRA Series

Product Description:

The Electra Series provides exceptional lumens with an efficacy of up to 113 lumens per watt. This fixture has a life span of over 100,000 calculated hours at L70 standards. The luminaire can be mounted in a variety of ways and also is available in multiple colors. This luminaire is easy to install and can withstand adverse weather conditions.



24W ~ 48W



80W ~ 150W



200W ~ 300W



400W ~ 500W

Features:

- **Application:** LED Shoe Box
- **Installation:** Slipfitter (2 3/8" or 3" O.D.) / Pole
- **Warranty:** 5 Years
- **LED Driver:** Meanwell / Sosen
- **LED Source:** Samsung LED
- **Working Temperature:** -40˚F ~ 122˚F

Technical Data:

Certifications	ETL / DLC (80W ~ 500W)
CRI	> 70
IP Rating	IP65
CCT	3000K ~ 5000K
Input Voltage	100-277V / 480V (80W-500W)

Specifications:

Fixture Model	Total Lumens (5000K)	Efficacy (lm/w)	Dimensions (inches)	Weight (lbs)	EPA (ft^2)	Beam Angle
ELECTRA-24W	2,730.6 lm	>113 lm/W	10.83 x 14.33 x 6.93	9.92	1.07	**TYPE 2** (85° x 135°) **TYPE 3** (90° x 120°) (90° x 140°) **TYPE 4** (100° x 140°) **TYPE 5** (120° x 120°) (90° x 90°)
ELECTRA-48W	4,933.3 lm	>102 lm/W	10.83 x 14.33 x 6.93	9.92	1.07	
ELECTRA-80W	8,693.8 lm	>108 lm/W	13.5 x 17.05 x 6.93	15	1.59	
ELECTRA-100W	11,202.3 lm	>112 lm/W	13.5 x 17.05 x 6.93	15	1.59	
ELECTRA-150W	16,517.2 lm	>110 lm/W	13.5 x 17.05 x 6.93	15	1.59	
ELECTRA-200W	19,500 lm	>97 lm/W	29.3 x 13.5 x 5.67	26	2.69	
ELECTRA-300W	32,336.3 lm	>107 lm/W	29.3 x 13.5 x 5.67	26	2.69	
ELECTRA-400W	46,952.6 lm	>117 lm/W	30.9 x 13.5 x 4.4	39.68	1.79	
ELECTRA-500W	56,594.9 lm	>113 lm/W	30.9 x 13.5 x 4.4	39.68	1.79	

ALL GREEN LIGHTING, INC.

RAZOR Series

Product Description:

Introducing the **RAZOR Series**, our latest addition to our LED shoebox lineup. The RAZOR has a thin, sleek design that can provide up to 170 lm/W, with field-rotatable optics, allowing the customer to adjust the light distribution as they see fit. The RAZOR has tool-less entry for easy installation as well as 6 different mounting options; as well as various accessories available such as a back light shield, dimming, photocell recptacle, an much more; giving our customers numerous options to fulfill their LED lighting needs.



Features:

- **Warranty:** 5 Years
- **Long Life:** 100,000+ hours
- **LED Driver:** Inventronics (100-277V), Meanwell (347-480V)
- **Operating Temperature:** -40˚F ~ 122˚F
- **Lens:** Polycarbonate
- **Certifications:** UL
- **Dimming:** 0-10V (standard)
- **Mounting Options:** Slipfitter, Adjustable Arm, Trunnion, Slide/Lock, Square Pole, Round Pole

Technical Data:

LED Source	Lumileds 5050
CRI	> 70 (>80 available)
IP Rating	IP66
CCT	3000K, 4000K, 5000K, 5700K, 6500K
Input Voltage	100-277V or 347-480V
Power Factor	>0.90

Specifications:

Fixture Model	Total Lumens (T4 / 50K / 70CRI)	Efficacy* (lm/w)	Weight (lb)	Dimensions (inches)	EPA (sq ft)	Beam Angle
RAZOR-75W	12,518.4 lm	>167 lm/W	11	23.0 x 10.6 x 2.2	1.45	Type-III (75-80° x 150°) Type-IV (70-75° x 130°) Type-V (150° x 150°)
RAZOR-115W	19,318.0 lm	>168 lm/W	11	23.0 x 10.6 x 2.2		
RAZOR-145W	23,293.6 lm	>161 lm/W	11	23.0 x 10.6 x 2.2		
RAZOR-180W	30,647.2 lm	>170 lm/W	12	26.7 x 13.7 x 2.2	2.31	
RAZOR-200W	32,620.3 lm	>163 lm/W	12	26.7 x 13.7 x 2.2		
RAZOR-230W	36,850.9 lm	>160 lm/W	12	26.7 x 13.7 x 2.2		
RAZOR-300W	44,968.3 lm	>150 lm/W	23	30.0 x 14.0 x 3.0	2.6	
RAZOR-420W	60,242.3 lm	>143 lm/W	23	30.0 x 14.0 x 3.0		

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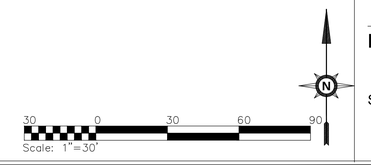
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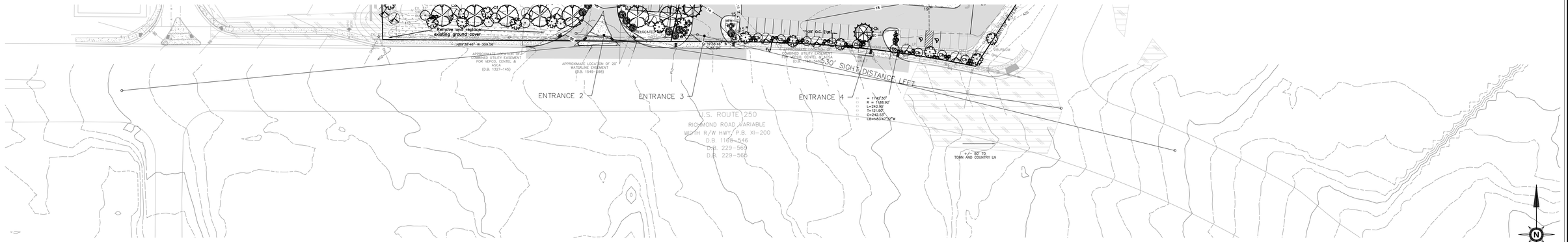
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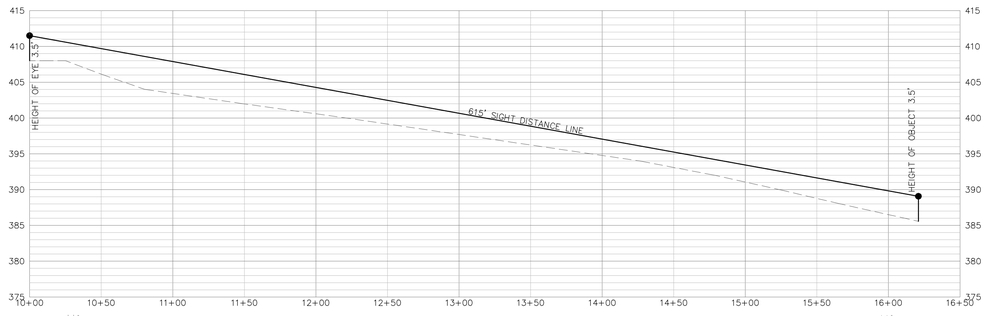
LIGHTING DETAILS

SHEET C9 OF 13

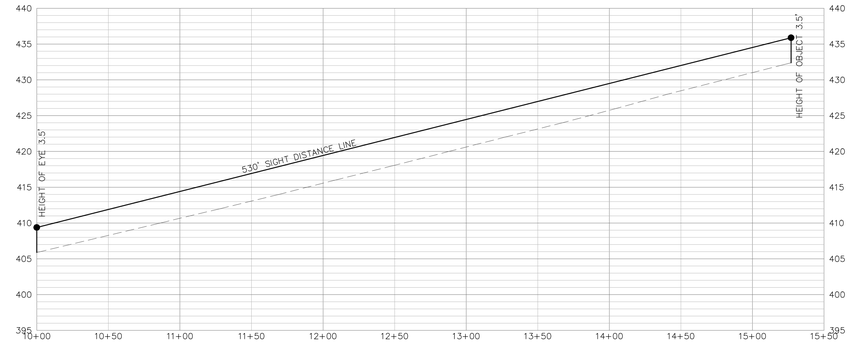
C9



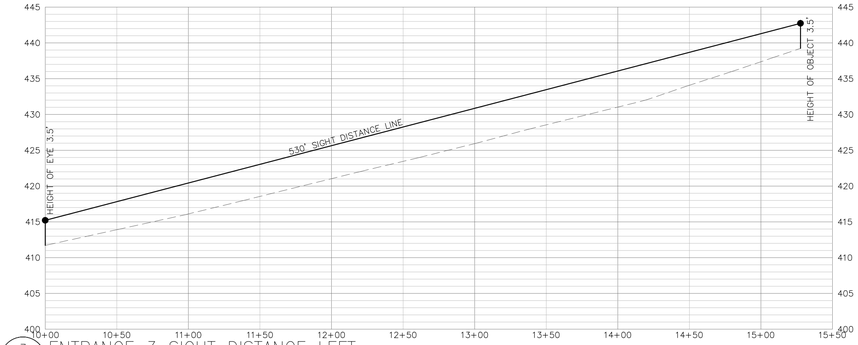




1 C10 ENTRANCE 2 SIGHT DISTANCE RIGHT
1" = 50' HORZ
1" = 10' VERT



2 C10 ENTRANCE 2 SIGHT DISTANCE LEFT
1" = 50' HORZ
1" = 10' VERT



3 C10 ENTRANCE 3 SIGHT DISTANCE LEFT
1" = 50' HORZ
1" = 10' VERT

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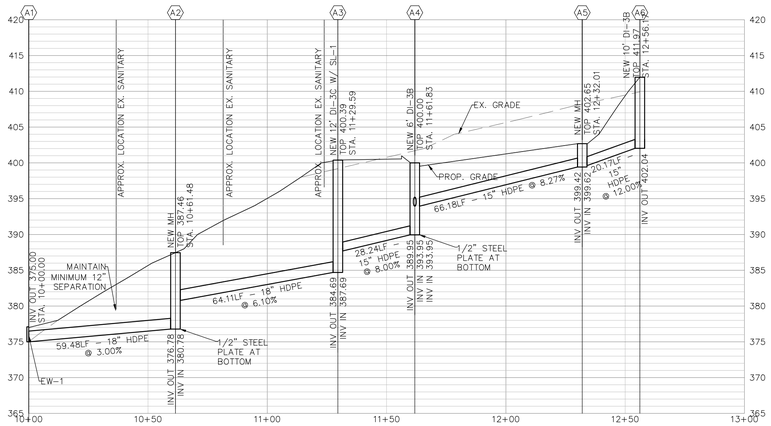
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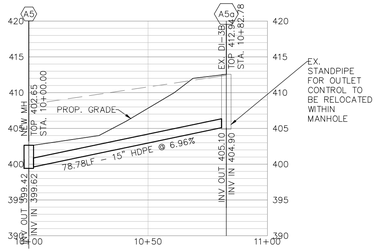
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SIGHT DISTANCE



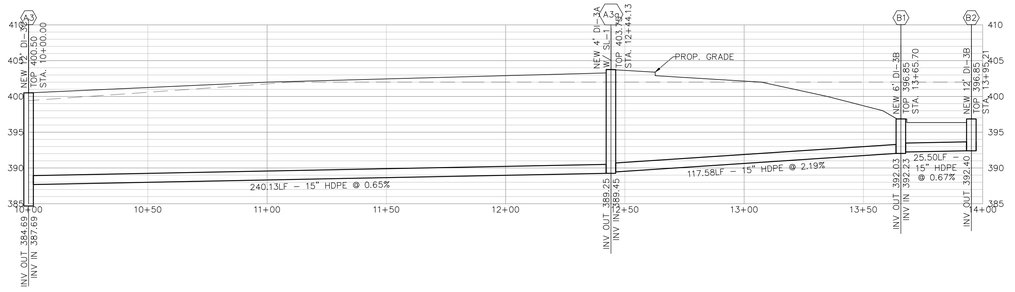
1 C11 STORM PROFILE A1–A6

1" = 30' HORZ
1" = 10' VERT



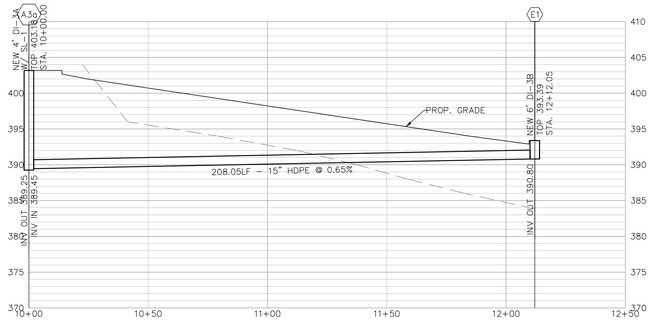
2 C11 STORM PROFILE A5–A5a

1" = 30' HORZ
1" = 10' VERT



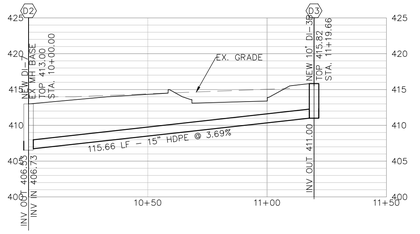
3 C11 STORM PROFILE A3–B2

1" = 30' HORZ
1" = 10' VERT



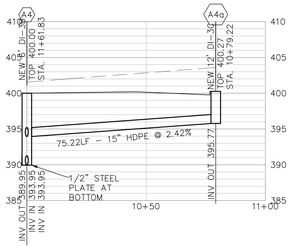
4 C11 STORM PROFILE A3a–E1

1" = 30' HORZ
1" = 10' VERT



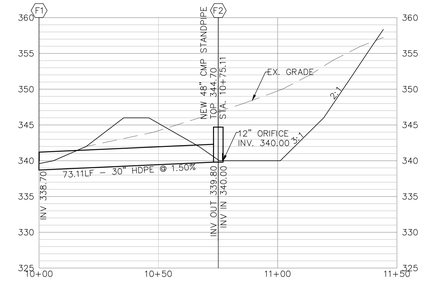
5 C11 STORM PROFILE D2–D3

1" = 30' HORZ
1" = 10' VERT



6 C11 STORM PROFILE A4–A4a

1" = 30' HORZ
1" = 10' VERT



7 C11 STORM PROFILE F1–F2

1" = 30' HORZ
1" = 10' VERT

LD-204 Stormwater Inlet Computations

Structure Number	Inlet Type	Curb Opening	Catchment Area	Runoff Coef	CA	Intensity	Q Catchment	Q carryover	Q Total	Mannings N	Gutter Slope	Pave X-slope	Gutter X-slope	Inlets on Grade Only: Total Gutter Spread	Depth at Curb	% Efficency	Q intercepted	Q Bypassed	Sag Inlets Only: Midpoint Depth	Curb Height	D/H	Midpoint Spread
1	2	3	4	5	6	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
		(ft)	(ac)			(in/hr)	(cfs)	(cfs)	(cfs)		(ft/ ft)	(ft/ ft)	(ft/ ft)	(ft)	(ft)		(cfs)	(cfs)	(ft)	(ft)		(ft)
D3	DI-3B	10	0.42	0.84	0.35	6.5	2.30	-	2.296	0.013	0.035	0.037							0.21	0.50	0.42	5.82
					0.35	4.0	1.41	-	1.413	0.013									0.16	0.50	0.31	4.20
A5a*	DI-3B	6	0.41	0.85	0.35	6.5	2.27	-	2.268	0.013	0.054	0.025	0.080						0.22	0.50	0.44	4.38
					0.35	4.0	1.40	-	1.396	0.013									0.16	0.50	0.32	1.99
E1	DI-3B	6	0.49	0.82	0.40	6.5	2.59	-	2.592	0.013	0.0247	0.037	0.080						0.24	0.50	0.48	4.16
					0.40	4.0	1.60	-	1.595	0.013									0.17	0.50	0.35	2.36
B2	DI-3B	12	0.26	0.70	0.19	6.5	1.21	-	1.205	0.013	0.089	0.020	0.080	2.42	0.17	100%	1.21	0.00				
					0.19	4.0	0.74	-	0.742	0.013				1.75	0.14	100%	0.74	0.00				
B1	DI-3B	6	0.05	0.77	0.04	6.5	0.25	-	0.246	0.013	0.089	0.020	0.080	1.16	0.09	100%	0.25	0.00				
					0.04	4.0	0.15	-	0.151	0.013				0.97	0.08	100%	0.15	0.00				
A3a	DI-3A	4	0.05	0.73	0.04	6.5	0.24	-	0.237	0.013	0.015	0.015							0.09	0.50	0.17	5.81
					0.04	4.0	0.15	-	0.146	0.013									0.06	0.50	0.13	4.21
A6	DI-3B	10	0.29	0.89	0.25	6.5	1.65	-	1.651	0.013	0.027	0.030							0.17	0.50	0.35	5.76
					0.25	4.0	1.02	-	1.016	0.013									0.13	0.50	0.25	4.17
A4a	DI-3C	12	0.14	0.62	0.09	6.5	0.58	-	0.580	0.013	0.01	0.013							0.06	0.50	0.12	4.91
					0.09	4.0	0.36	-	0.357	0.013									0.05	0.50	0.09	3.55
A4	DI-3B	6	0.14	0.65	0.09	6.5	0.60	-	0.602	0.013	0.027	0.045							0.12	0.50	0.25	2.75
					0.09	4.0	0.37	-	0.370	0.013									0.09	0.50	0.18	1.99
A3	DI-3C	12	0.49	0.85	0.41	6.5	2.69	-	2.686	0.013	0.02	0.020							0.18	0.50	0.35	8.86
					0.41	4.0	1.65	-	1.653	0.013									0.13	0.50	0.26	6.41

LD-229 Storm Drain Design Computations

1300 Richmond Road

From Point	To Point	Catch A (ac)	Runoff Coef	Inc AC	Accum AC	Tot Tc (min)	Tot Int (10yr) (in/hr)	Tot Flow (10yr)(cfs)	Up Inv El	Dn Inv El	Pipe Len (ft)	Inv S %	Pipe Dim (in)	Pipe Cap (cfs)	Velocity (ft/s)	Flow time Inc (min)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
F2	F1							37.75	339.80	338.70	73.11	1.50%	2.5	54	12.0	0.10
D3	D2	0.42	0.84	0.35	0.35	5.00	7.10	2.51	411.00	406.73	115.66	3.69%	1.25	14	8.6	0.22
A5a	A5	1.08	0.82	0.89	0.89	5.00	7.10	6.30	405.10	399.62	78.78	6.96%	1.25	18	13.6	0.10
E1	A3a	0.49	0.82	0.40	0.40	5.00	7.10	2.83	390.80	389.45	208.05	0.65%	1.25	6	4.6	0.75
B2	B1	0.26	0.70	0.19	0.19	5.00	7.10	1.32	392.40	392.23	25.5	0.65%	1.25	6	3.8	0.11
B1	A3a	0.05	0.77	0.04	0.22	5.00	7.10	1.59	392.03	389.45	117.58	2.20%	1.25	11	6.1	0.32
A3a	A3	0.05	0.73	0.04	0.66	5.00	7.10	4.68	389.25	387.69	240.12	0.65%	1.25	6	5.1	0.78
A6	A5	0.29	0.89	0.25	0.25	5.00	7.10	1.80	402.04	399.62	20.17	12.00%	1.25	24	11.6	0.03
A5	A4				1.14	5.00	7.10	8.10	399.42	393.95	66.18	8.27%	1.25	20	15.5	0.07
A4a	A4	0.14	0.62	0.09	0.19	5.00	7.10	1.35	395.77	393.95	75.22	2.42%	1.25	11	6.0	0.21
A4	A3	0.14	0.65	0.09	1.42	5.00	7.10	10.10	389.95	387.69	28.24	8.00%	1.25	20	16.2	0.03
A3	A2	0.49	0.85	0.41	2.49	5.00	7.10	17.71	384.69	380.78	64.13	6.09%	1.5	28	16.8	0.06
A2	A1				2.49	5.00	7.10	17.71	376.78	375.00	59.48	3.00%	1.5	20	12.6	0.08

SHIMP ENGINEERING
LAND PLANNING | SITE DESIGN | CIVIL ENGINEERING | PROJECT MANAGEMENT
Design Focused Engineering
912 East High Street
Charlottesville, VA 22902
Phone: 434-227-5140
shimp-engineering.com

COMMONWEALTH OF VIRGINIA
JUSTIN M. SHIMP
Lic. No. 45183
8/12/20
PROFESSIONAL ENGINEER

MAJOR SITE PLAN AMENDMENT
ALBEMARLE COUNTY, VIRGINIA

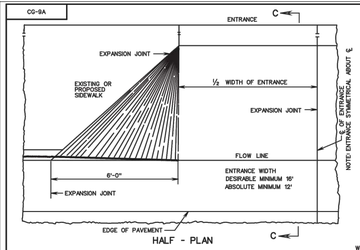
1300 RICHMOND ROAD - FLOW AUTOMOTIVE

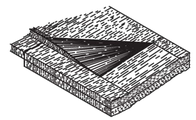
SUBMISSION:
2020.02.21
REVISION:
01) 2020.06.15
02) 2020.06.22

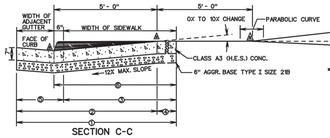
FILE NO.
19.078

STORM DETAILS

CG-9A







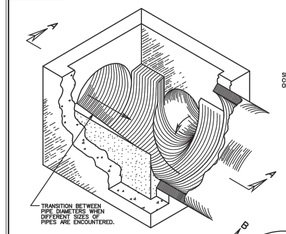
WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB CONFIGURATION.

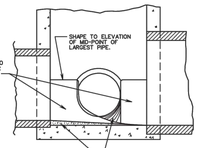
** 12℄ MAXIMUM INCREASE IN SLOPE AT MINIMUM 10' INTERVALS
*** 3℄ MAXIMUM DECREASE IN SLOPE FOR FIRST 10' INTERVAL AND 8℄ MAXIMUM DECREASE FOR SUCCEEDING MINIMUM 10' INTERVALS

① FOR SIDEWALK, CURB AND GUTTER - BUILT CONCURRENTLY.
② FOR INITIAL CURB AND GUTTER ONLY.
③ FOR INITIAL SIDEWALK ONLY - 7" SIDEWALK TO BE DIPPED.
④ FOR PEDESTRIAN ACCESS ROUTE - MINIMUM 4'-0" TRAVERSABLE WIDTH IS REQUIRED WITH A MAXIMUM 2℄ CROSS SLOPE.
⑤ FOR CURB AND GUTTER ONLY - AFTER INITIAL SIDEWALK.
⑥ FOR CURB AND SIDEWALK ONLY - WITHOUT GUTTER.
△ INDICATES POINT OF GRADE CHANGE.

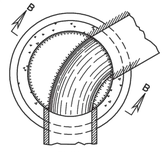
VDOT ROAD AND BRIDGE STANDARDS		STANDARD ENTRANCE GUTTER WITH FLARED OPENING (FOR USE ACROSS SIDEWALK) VIRGINIA DEPARTMENT OF TRANSPORTATION	SPECIFICATION REFERENCE
SHEET 1 OF 1	REVISION DATE		502
203.01			

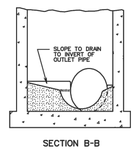
IS-1





METHOD OF TREATMENT IN DROP INLETS





METHOD OF TREATMENT IN MANHOLES

NOTES:
THE SHAPING OF MANHOLE AND INLET INVERTS IN ACCORDANCE WITH THIS DRAWING IS TO APPLY TO THOSE STRUCTURES SPECIFIED ON PLANS OR WHERE INVERT OF PIPE IS ABOVE INVERT OF STRUCTURE.

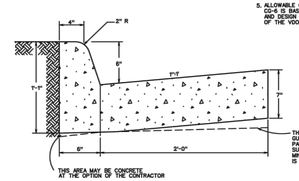
MANHOLE OR DROP INLET IS TO BE FORMED AND CONSTRUCTED IN ACCORDANCE WITH APPLICABLE STANDARD OR SPECIAL DRAWING. THE INVERT SHAPING AS DETAILED HEREON IS TO CONSIST OF A PORTLAND CEMENT CONCRETE MIX CONFORMING TO CLASS A3 OR CLASS C1 EXCEPT THAT COARSE AGGREGATES SHALL CONSIST OF CRUSHED STONE AND OR COARSE AGGREGATES OF BRICK, BROKEN CONCRETE OR BROKEN CONCRETE BLOCK. THE SURFACE SHALL BE LEFT SMOOTH BY MEANS OF HAND TROWELLING. NONE OF THE COARSE AGGREGATE SHALL REMAIN EXPOSED.

DETAILS OF INVERT SHAPING AS SHOWN HEREON ARE FOR EXAMPLE PURPOSES ONLY. EACH MANHOLE OR DROP INLET IS TO BE SHAPED INDIVIDUALLY TO BEST FIT THE PARTICULAR INLET AND OUTLET CONFIGURATION AND FLOW LINES.

VDOT ROAD AND BRIDGE STANDARDS		STANDARD METHOD OF SHAPING MANHOLE & INLET INVERTS VIRGINIA DEPARTMENT OF TRANSPORTATION	SPECIFICATION REFERENCE
SHEET 1 OF 1	REVISION DATE		302
106.08			

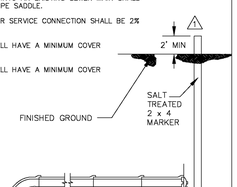
CG-6

NOTES:
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. COMBINATION CURB & GUTTER HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) SHALL BE PAID FOR AS RADIAL COMBINATION CURB & GUTTER.
4. FOR USE WITH STABILIZED OPEN-GRADED DRAINAGE LAYER, THE BOTTOM OF THE CURB AND GUTTER SHALL BE CONSTRUCTED PARALLEL AND TO THE DEPTH OF THE PAVEMENT.
5. ALLOWABLE CRITERIA FOR THE USE OF CURB & GUTTER ON ROADWAY CLASSIFICATION AND DESIGN SPEED IS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL.



SPECIFICATION REFERENCE	COMBINATION 6" CURB & GUTTER VIRGINIA DEPARTMENT OF TRANSPORTATION	REV. 9/05
105 502		201.03

SEWER SERVICE LATERAL CONNECTION NOTES:
1. WHERE A SEWER SERVICE LATERAL CONNECTS TO A MANHOLE AND NO INVERT ELEVATION FOR THE SERVICE LATERAL IS INDICATED , THE TOP (CROWN) ELEVATION OF THE SERVICE LATERAL PIPE SHALL BE AT LEAST 0.2' HIGHER THAN THE TOP (CROWN) ELEVATION OF THE THE LOWEST PIPE CONNECTED TO THE MANHOLE.
2. SEWER LATERALS TAPPED INTO AN EXISTING SEWER MAIN SHALL BE CONNECTED USING A PIPE SADDLE.
3. MINIMUM GRADE FOR SEWER SERVICE CONNECTION SHALL BE 2% (1/4" PER FOOT)
4. ALL SEWER LATERALS SHALL HAVE A MINIMUM COVER DIAMETER OF 4".
5. ALL SEWER LATERALS SHALL HAVE A MINIMUM COVER OF 3 FEET.

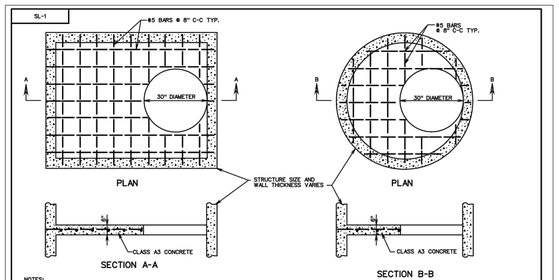


SEWER SERVICE LATERAL CONNECTION

N.T.S.
FIG. S-2

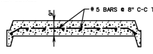
TD-33

SL-1



NOTES:
1. THE STANDARD SAFETY SLAB CG-10 IS TO BE USED ONLY WHEN SPECIFIED IN THE PLANS OR THE DRAINAGE SUMMARY SHEET AND/OR THE DRAINAGE DESCRIPTION FOR MANHOLES, JUNCTION BOXES AND DROP INLETS WITH HEIGHTS GREATER THAN 12 FEET. THE SPACING OF ADJACENT SAFETY SLABS SHALL BE 8' TO 12' WITH NO SAFETY SLAB LOCATED WITHIN 4 FEET OF THE TOP OR BOTTOM OF THE STRUCTURE. SAFETY SLABS SHALL NOT BE LOCATED BELOW ANY INLET PIPE OF 30" DIAMETER OR GREATER.
2. THE COST OF THE SL-1 IS INCLUDED IN THE COST OF THE STRUCTURE.
3. ACCESS OPENINGS ARE TO BE STAGGERED FROM ONE SIDE OF STRUCTURE TO THE OTHER WHERE APPLICABLE. STEPS ARE TO BE STAGGERED ACCORDINGLY.
4. SAFETY SLAB MAY BE CAST-IN-PLACE OR PRECAST. CAST-IN-PLACE CONCRETE TO BE CLASS A3 (3000 PSI). PRECAST CONCRETE IS TO BE A4 (4000 PSI). REINFORCING STEEL TO BE IN ACCORDANCE WITH AASHTO M31.
5. ACCESS OPENINGS MAY BE 30" DIAMETER OR 30" SQUARE. WHEN STRUCTURE WIDTH IS LESS THAN 30" THE ACCESS OPENING SHALL BE RECTANGULAR (STRUCTURE WIDTH BY 30" LONG).

SEE CAST IN PLACE DRAWINGS FOR FURTHER DETAILS

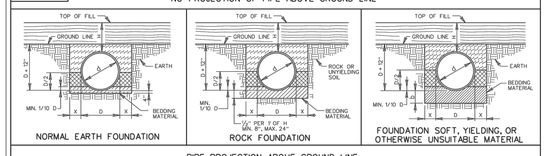


TYPICAL PRECAST UNIT

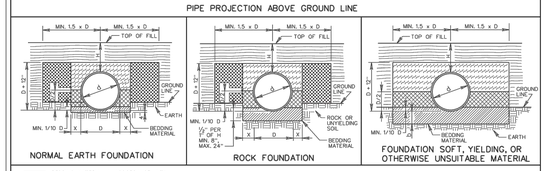
VDOT ROAD AND BRIDGE STANDARDS		TYPICAL CONCRETE SAFETY SLAB FOR DROP INLETS, MANHOLES AND JUNCTION BOXES VIRGINIA DEPARTMENT OF TRANSPORTATION	SPECIFICATION REFERENCE
SHEET 1 OF 1	REVISION DATE		302
106.14			

PB-1

NO PROJECTION OF PIPE ABOVE GROUND LINE



PIPE PROJECTION ABOVE GROUND LINE

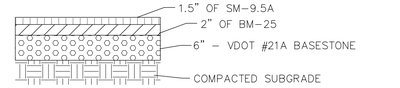


BEDDING MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS.
CLASS I BACKFILL MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS.
FOR PLASTIC PIPE CLASS I BACKFILL MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS.
FOR ALL OTHER PIPE REGULAR BACKFILL MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS.
EMBANKMENT
REGULAR BACKFILL MATERIAL IN ACCORDANCE WITH SECTION 302 OF THE ROAD AND BRIDGE SPECIFICATIONS.

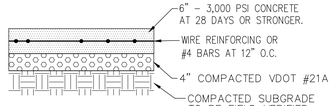
NOTES:
FOR GENERAL NOTES ON PIPE BEDDING, SEE INSTALLATION OF PIPE CULVERTS AND STORM SEWERS GENERAL NOTES ON SHEET 107.00.

CRUSHED GLASS CONFORMING TO THE SIZE REQUIREMENTS FOR CRUSHER RUN AGGREGATE SIZE 25 AND 26 MAY BE USED IN PLACE OF CLASS I BACKFILL.

VDOT ROAD AND BRIDGE STANDARDS		INSTALL OF PIPE CULVERTS AND STORM SEWERS CIRC. PIPE BEDDING AND BACKFILL - METHOD "A" VIRGINIA DEPARTMENT OF TRANSPORTATION	SPECIFICATION REFERENCE
SHEET 1 OF 4	REVISION DATE		302 303
107.01	07/12		

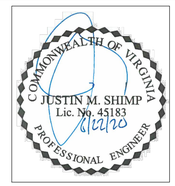


1 C12 PAVEMENT SECTION
Not To Scale

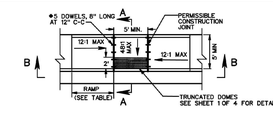


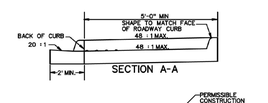
2 C12 DUMPSTER PAD DETAIL
Not To Scale

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Design Focused Engineering
912 East High Street
Charlottesville, VA 22902
Phone: 434-227-5140
shimp-engineering.com



CG-12

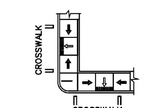


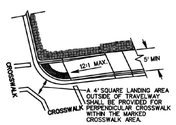


NOTE: FOR GENERAL NOTES ON THE DETECTABLE WARNING SURFACE, SEE SHEET 1 OF 4.

TYPE B PARALLEL APPLICATION		
ROADWAY GRADE IN PERCENT	MINIMUM RAMP LENGTH IN FEET	
	4" CURB	6" CURB
0	4	6
1	5	7
2	5	8
3	6	9
4	8	12
5	10	15
6	14	15

NOTE:
THE REQUIRED LENGTH OF A PARALLEL RAMP IS LIMITED TO 15 FEET, REGARDLESS OF THE SLOPE.



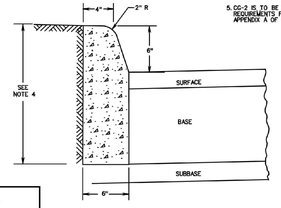


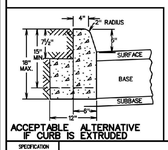
SHEET 3 OF 4

SPECIFICATION REFERENCE	CG-12 DETECTABLE WARNING SURFACE TYPE B (PARALLEL) APPLICATION VIRGINIA DEPARTMENT OF TRANSPORTATION	REV. 7/08
105 502		203.06

CG-2

NOTES:
1. THIS ITEM MAY BE PRECAST OR CAST IN PLACE.
2. CONCRETE TO BE CLASS A3 IF CAST IN PLACE, 4000 PSI IF PRECAST.
3. CURB HAVING A RADIUS OF 300 FEET OR LESS (ALONG FACE OF CURB) WILL BE PAID FOR AS RADIAL CURB.
4. THE DEPTH OF CURB MAY BE REDUCED AS MUCH AS 3" (10" DEPTH) OR INCREASED AS MUCH AS 3" (22" DEPTH) IN ORDER THAT THE BOTTOM OF CURB WILL COINCIDE WITH THE TOP OF A COURSE OF THE PAVEMENT SUBSTRUCTURE. OTHERWISE THE DEPTH IS TO BE 19" AS SHOWN. NO ADJUSTMENT IN THE PROJ. QTY IS TO BE MADE FOR A DECREASE OR AN INCREASE IN DEPTH.
5. CG-2 IS TO BE USED ON ROADWAYS MEETING THE REQUIREMENTS FOR CG-6 AS SHOWN IN APPENDIX A OF THE VDOT ROAD DESIGN MANUAL.

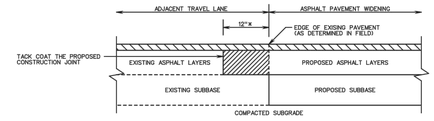




ACCEPTABLE ALTERNATIVE IF CURB IS EXTRUDED

SPECIFICATION REFERENCE	STANDARD 6" CURB VIRGINIA DEPARTMENT OF TRANSPORTATION	REV. 9/06
105 502		201.01

WP-2



CONSTRUCTION JOINT DETAIL

REMOVE EXISTING ASPHALT LAYERS TO EXISTING SUBBASE AND REPLACE WITH PROPOSED ASPHALT WIDENING LAYERS
PROPOSED MINIMUM 1½ INCH THICK ASPHALT SURFACE COURSE (SEE NOTE 5)
* MINIMUM 12 INCHES, OR GREATER AS NECESSARY TO ABUT THE FULL THICKNESS OF EXISTING ASPHALT LAYERS AS DETERMINED BY CORES (SEE NOTE 3)

NOTES:
1. ASPHALT PAVEMENT WIDENING SHALL HAVE A PAVEMENT DESIGN IN ACCORDANCE WITH CURRENT VDOT PROCEDURES AND BE APPROVED BY THE ENGINEER.
2. THE PAVEMENT DESIGN FOR ASPHALT PAVEMENT WIDENING SHALL MEET OR EXCEED THE DEPTHS AND TYPES OF THE LAYERS OF EXISTING PAVEMENT. SUBSURFACE DRAINAGE OF THE EXISTING AND PROPOSED PAVEMENT SHALL BE ADDRESSED IN THE PAVEMENT DESIGN.
3. A MINIMUM OF THREE CORES SHALL BE TAKEN ALONG THE CENTER OF THE ADJACENT TRAVEL LANE TO DETERMINE THE TYPE AND THICKNESS OF EXISTING PAVEMENT LAYERS. THESE CORES SHALL BE SPACED NO MORE THAN 500 FEET APART.
4. THE ADJACENT TRAVEL LANE SHALL BE MILLED A MINIMUM DEPTH OF 1½ INCHES AND REPLACED WITH AN ASPHALT SURFACE COURSE TO MATCH THE PROPOSED PAVEMENT WIDENING SURFACE COURSE, UNLESS WAIVED BY THE ENGINEER.
5. THE ENGINEER MAY REQUIRE THE MILLING DEPTH OF THE EXISTING PAVEMENT TO BE ADJUSTED TO ACHIEVE AN ACCEPTABLE PAVEMENT CROSS-SLOPE AND EFFECTIVE SURFACE DRAINAGE.
6. EXISTING PAVEMENT MARKINGS AND MARKERS WITHIN THE PROJECT LIMITS SHALL BE RESTORED SUBJECT TO THE APPROVAL OF THE ENGINEER.
7. FINAL TRANSVERSE PAVEMENT TIE-IN SHALL CONFORM TO THE REQUIREMENTS OF SECTION 315.05(c) OF THE SPECIFICATIONS EXCEPT THAT ALL JOINTS AT TIE-IN LOCATIONS SHALL BE TESTED USING A 10 FOOT STRAIGHTEDGE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 315.07(a) OF THE SPECIFICATIONS.

VDOT ROAD AND BRIDGE STANDARDS		ASPHALT PAVEMENT WIDENING FOR WIDENING SUBJECT TO TRAFFIC VIRGINIA DEPARTMENT OF TRANSPORTATION	SPECIFICATION REFERENCE
SHEET 1 OF 1	REVISION DATE		315
303.02			

MAJOR SITE PLAN AMENDMENT
ALBEMARLE COUNTY, VIRGINIA

1300 RICHMOND ROAD - FLOW AUTOMOTIVE

SUBMISSION:
2020.02.21
REVISION:
01) 2020.06.15
02) 2020.06.22

FILE NO.
19.078

SITE DETAILS

SHEET C12 OF 13

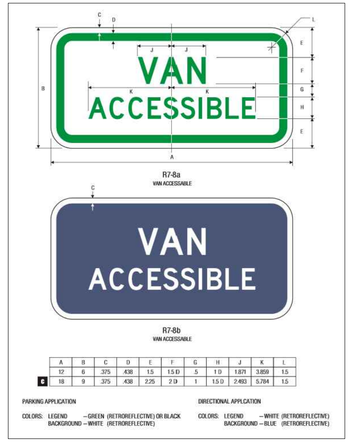
C12



R7-8 NO PARKING

LEGEND – GREEN (RETROREFL), WHITE SYMBOL ON BLUE (RETROREFL)
BACKGROUND – WHITE (RETROREFL)

*Reduce spacing 50%.
**See page 6-31.
***See page 6-2 for arrow design.



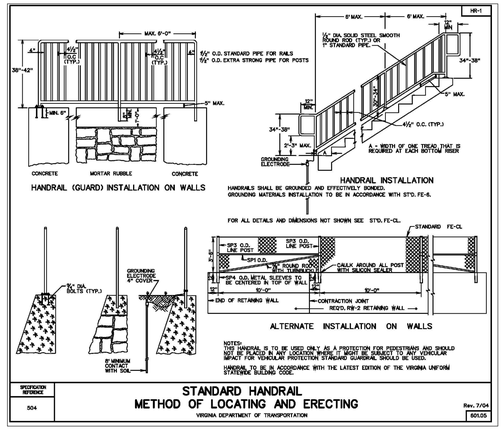
	A	B	C	D	E	F	G	H	J	K	L
	12	6	.375	.438	1.5	1.5 D	.5	1 D	1.875	3.859	1.5
C	18	9	.375	.438	2.25	2 D	1	1.5 D	2.453	5.784	1.5

PARKING APPLICATION

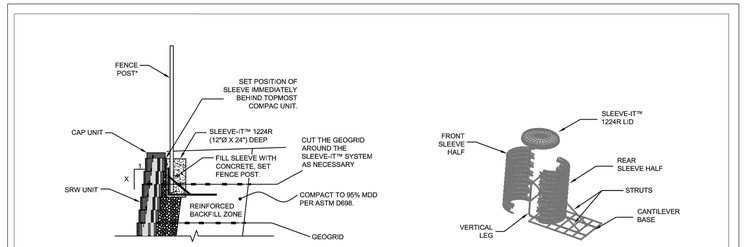
COLORS: LEGEND – GREEN (RETROREFLECTIVE) OR BLACK
BACKGROUND – WHITE (RETROREFLECTIVE)

DIRECTIONAL APPLICATION

COLORS: LEGEND – WHITE (RETROREFLECTIVE)
BACKGROUND – BLUE (RETROREFLECTIVE)



SPECIFICATION REFERENCE	STANDARD HANDRAIL METHOD OF LOCATING AND ERECTING VIRGINIA DEPARTMENT OF TRANSPORTATION	Rev. 7/04 501.05
504		



*FENCING SYSTEMS APPROVED FOR USE WITH THE SLEEVE-IT™ 1224R ARE LIMITED TO THE FOLLOWING HEIGHTS: CHAIN LINK - UP TO 8-FT, PRIVACY - UP TO 6-FT (WOODEN, PVC, METAL). POST SIZE 4"X4" MAX.

DETAIL OF FENCE POST INSTALLATION USING SLEEVE-IT™ 1224R
N.T.S.

ASSEMBLY & INSTALLATION

1. General - The Sleeve-It™ post foundation system shall be purchased and installed by the retaining wall contractor to facilitate future fence post installation. Contractor shall verify proper spacing requirements prior to installation.
2. Assembly & Installation - Refer to instructions provided with units for specific information related to the assembly of the Sleeve-It™ system and the correct installation procedure. When the segmental retaining wall has been constructed to two feet from top not including the capstone:

Step 1: Prepare a level area approximately 24" wide x 36" deep behind the wall face. The prepared area should be 24" below the proposed top of wall (not including the cap stone).

Step 2: Take the two sleeve halves, one front (no slots) and one back (with slots) and lay them on a level surface with the IN (smooth fingers) and the OUT (raised fingers) opposite each other. Interweave the two sleeve halves by pushing the IN finger sets under the OUT finger sets. Flip the sleeve over and follow the same procedure on the other side. Stand the unit vertically and use the two plastic ties to secure the sleeve halves into a cylindrical unit.

Step 3: Place the Plastisol coated cantilever base on the prepared area with the vertical upright about 6" from the tail of the block.

Step 4: Slide the sleeve over the vertical leg (the uncoated portion) with the slotted side of the sleeve facing away from the wall face.

Step 5: Slip the uncoated end of each strut through the slots located in the back of the sleeve and connect them to the topmost transverse bar on the vertical leg inside the sleeve. Connect the coated ends of the struts to the coated base portion of the steel cantilever on the second transverse bar from the rear of the base.

Step 6: Reposition the entire system as needed by lifting it using the top transverse bar of the vertical portion of the steel cantilever inside the sleeve after assembly. Make sure the wall batter for any remaining courses of block is accounted for when positioning the Sleeve-It™ in its final location.

Step 7: Place enough 3/4" clean stone around the system to stabilize it. Set the lid in place with the handle perpendicular to the wall face. Use the handle as the center line measuring guide to ensure that the next Sleeve-It™ is placed with the proper spacing requirements as directed by the fence specifications.

Step 8: When installing geogrid around the Sleeve-It™ system, slit the geogrid perpendicular to the wall face just enough to fold around the sleeve ensuring that the grid is properly attached to the wall face everywhere with the exception of where the sleeve is. This method is acceptable by geogrid manufacturers when obstacles such as fence post foundations are present.

Important Note: Backfill soil as prescribed by retaining wall manufacturer. Backfill material above and surrounding the Sleeve-It™ system must be compacted to a minimum of 95% of the material's maximum dry density as determined by **ASTM D-698** (Standard Proctor). Backfill and compaction within three feet of the wall face should be performed with hand operated equipment as recommended by the National Concrete Masonry Association (NCMA) SRW guidelines. Care should be taken during the first 6-8" lift to avoid affecting the integrity of the struts extending back into the backfill zone.

Repeat Above Steps for next Sleeve-It™ unit.

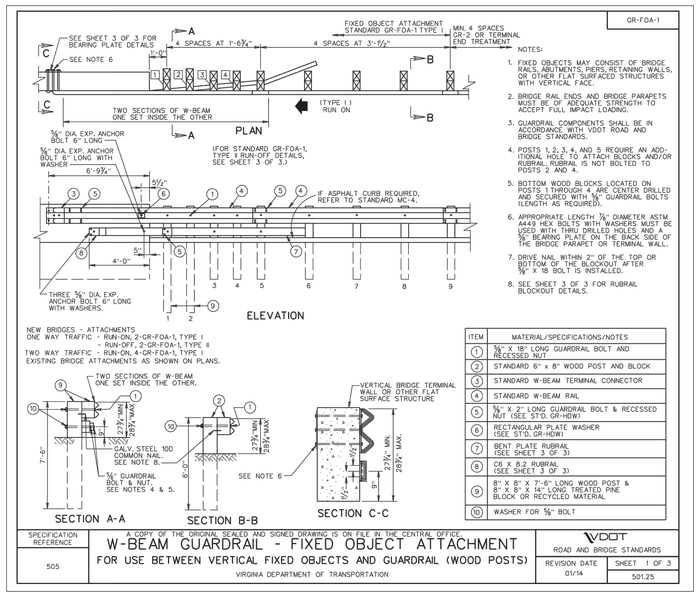
When installing fencing, posts must be concreted into the Sleeve-It™ cavity.
Fence posts shall extend a minimum distance of 18" into the sleeve to ensure proper engagement with the Sleeve-It™ system. All posts must be on the "inboard" side of the vertical portion of the cantilever base. Do not install posts between vertical leg and wall face. Fill cavity completely with concrete. When concrete cures, topsoil or other surficial cover may be placed over the Sleeve-It™ system to create final, finished appearance.

The Sleeve-It™ product shall be evenly spaced no farther apart than 10 feet on centers in any case. Use of the Sleeve-It™ system is limited to the following fencing applications:
- 6-foot high and under chain link fences
- 6-foot high and under wood fence with gaps between boards
- 6-foot hight and under ballustraded PVC, steel, aluminum or wrought iron fences.

For other fencing systems specifically not meeting these criteria, contact Strata Systems Inc., to determine suitability. **1 (800) 680-7750 or email strata@geogrid.com**

ALL material may be subject to site testing for compliance to the above specifications.

SLEEVE-IT WHEN YOUR WALL NEEDS A FENCE PATENTS PENDING	FOR MORE INFORMATION CONTACT: STRATA SYSTEMS INC., 1-800-680-7750 OR strata@geogrid.com
DATE: 12/15/2007 / SCALE: NTS	DWG NO. SLEEVE-IT™ 1224R SECTION



NOTES:

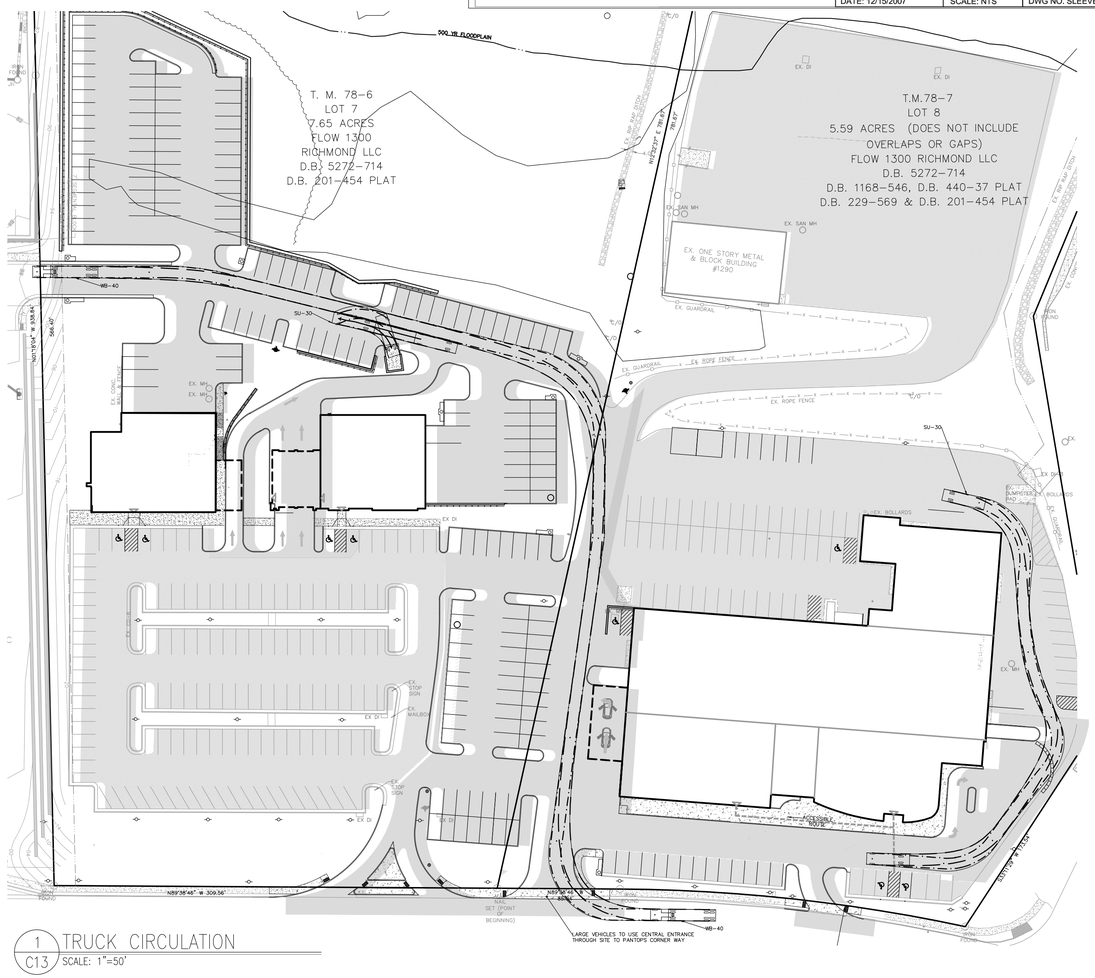
1. FIXED OBJECTS MAY CONSIST OF BRIDGE RAILS, ABUTMENTS, PIERS, RETAINING WALLS, OR OTHER FLAT SURFACED STRUCTURES WITH VERTICAL FACE.
2. BRIDGE RAIL ENDS AND BRIDGE PARAPETS MUST BE OF ADEQUATE STRENGTH TO ACCEPT FULL IMPACT LOADING.
3. GUARDRAIL COMPONENTS SHALL BE IN ACCORDANCE WITH VDOT ROAD AND BRIDGE STANDARDS.
4. POSTS 1-2, 3, 4, AND 5 REQUIRE AN ADDITIONAL HOLE TO ATTACH BLOCKS AND/OR RUBRAIL. RUBRAIL IS NOT BOLTED TO POSTS 2 AND 4.
5. BOTTOM WOOD BLOCKS LOCATED ON POSTS 1 THROUGH 4 ARE CENTER DRILLED AND SECURED WITH ⅝" GUARDRAIL BOLTS (LENGTH AS REQUIRED).
6. APPROPRIATE LENGTH ⅞" DIAMETER ASTM A449 HEX BOLTS WITH WASHERS MUST BE USED WITH THRU DRILLED HOLES AND A ⅜" BEARING PLATE ON THE BACK SIDE OF THE BRIDGE PARAPET OR TERMINAL WALL.
7. DRIVE NAIL WITHIN 2" OF THE TOP OR BOTTOM OF THE BLOCKOUT AFTER ⅝" X 18 BOLT IS INSTALLED.
8. SEE SHEET 3 OF 3 FOR RUBRAIL BLOCKOUT DETAILS.

NEW BRIDGES - ATTACHMENTS
ONE WAY TRAFFIC - RUN-ON, 2-GR-FOA-1, TYPE I
- RUN-OFF, 2-GR-FOA-1, TYPE II
TWO WAY TRAFFIC - RUN-ON, 4-GR-FOA-1, TYPE I
EXISTING BRIDGE ATTACHMENTS AS SHOWN ON PLANS.

ITEM	MATERIAL/SPECIFICATIONS/NOTES
1	¾" X 18" LONG GUARDRAIL BOLT AND RECESSED NUT
2	STANDARD 6" x 8" WOOD POST AND BLOCK
3	STANDARD W-BEAM TERMINAL CONNECTOR
4	STANDARD W-BEAM RAIL
5	⅝" X 2" LONG GUARDRAIL BOLT & RECESSED NUT (SEE STD. GR-HDW)
6	RECTANGULAR PLATE WASHER (SEE STD. GR-HDW)
7	BENT PLATE RUBRAIL (SEE SHEET 3 OF 3)
8	C6 X 8.2 RUBRAIL (SEE SHEET 3 OF 3)
9	8" X 8" X 7'-6" LONG WOOD POST & 8" X 8" X 14" LONG TREATED PINE BLOCK OR RECYCLED MATERIAL
10	WASHER FOR ⅝" BOLT

A COPY OF THE ORIGINAL SEALED AND SIGNED DRAWING IS ON FILE IN THE CENTRAL OFFICE.

SPECIFICATION REFERENCE	W-BEAM GUARDRAIL - FIXED OBJECT ATTACHMENT FOR USE BETWEEN VERTICAL FIXED OBJECTS AND GUARDRAIL (WOOD POSTS) VIRGINIA DEPARTMENT OF TRANSPORTATION	VDOT ROAD AND BRIDGE STANDARDS REVISION DATE 01/14 SHEET 1 OF 3 501.25
505		



1 / C13 TRUCK CIRCULATION
SCALE: 1"=50'

SHIMP ENGINEERING
LAND PLANNING | SITE DESIGN | CIVIL ENGINEERING | PROJECT MANAGEMENT
Design Focused Engineering
912 East High Street
Charlottesville, VA 22902
Phone: 434-227-5140
shimp-engineering.com

COMMONWEALTH OF VIRGINIA
JUSTIN M. SHIMP
Lic. No. 45183
6/22/20
PROFESSIONAL ENGINEER

MAJOR SITE PLAN AMENDMENT
ALBEMARLE COUNTY, VIRGINIA

1300 RICHMOND ROAD - FLOW AUTOMOTIVE

SUBMISSION:
2020.02.21
REVISION:
01) 2020.06.15
02) 2020.06.22

FILE NO.
19.078

SITE DETAILS

SHEET C13 OF 13

C13



FLOW AUTOMOTIVE OF CHARLOTTESVILLE

Audi - Porsche - Volkswagen - Mazda

ARB Revised for Submittal #2 dated

June 22, 2020

(of original February 24,2020)



BRW ARCHITECTS
112 fourth street NE
charlottesville virginia 22902
434.971.7160
www.brw-architects.com

AERIAL PERSPECTIVE RENDERING OF PROPOSAL

FLOW AUTOMOTIVE DEALERSHIPS DEVELOPMENT
ARB Submittal
June 22, 2020

A New Site and new Direction for Flow Dealerships

Earlier this fall, Flow Companies was presented the opportunity to acquire the Old Malloy Ford property as a substitute for its current properties across Richmond Road. This document introduces all four of the previously reviewed dealerships on this completely new site.

Throughout 2019, Flow Automotive, Inc. has been extremely appreciative of the Albemarle ARB in its guidance for the development of both the new Audi /Porsche dealerships on 1313 Richmond Road (ARB-2019-55) and the VW /Mazda dealeships on 1289 Stoneypoint Road (ARB-2019-47). While having spent a good deal of time this year working diligently to find the best design solutions for both locations, we always faced serious limitations on these sites making each less than ideal for efficient operations. Thus, with the opportunity of acquiring the old Malloy Ford site - across the street from their current Audi/ Porsche complex - the decision was made to switch gears and pursue this change of direction. This new address - 1300 Richmond Road - is comprised of 2 adjacent lots - the old dealership and Service Building on the east side (TMP 7800-7) and the the Pre-owned building and majority of parking on the west side (TMP7800-6.)

Flow finds many advantages with this new site that we hope may also be seen as a boon to the County and EC. First and foremost, this project would reutilize a major portion of the existing Malloy site. In keeping the large Service building, Body Shop as well as re-purposing the Pre-Owned Building, this redevelopment is a sustainable option in its preservation and re-use of existing resources. Further, the replacement of the existing old showroom along Richmond Road with the new Porsche / Audi complex will result in a much needed renovation of the rambling, outdated structure. The resulting project will be a fresh, clean design; bringing about a much improved condition along a very visible stretch of the Entrance Corridor. The Board will likely recognize the design's similarities with the previous project across the street that was 'conditionally approved' by the ARB this summer

There was much discussion about the limitations of the previous VW / Mazda corner site: the large electrical easment, difficult access and a long narrow lot were all features creating problems for future planning.



While we felt the previous design 'made the most' of a difficult situation (and again we thank the ARB for helping sculpt those solutions), ultimately these compromises were leading to an inefficient site with crowded operations. Ultimately, a car dealership may not be the best fit for such a prominent locaton in the E.C. On the other hand, 1300 Richmond Road provides ample space - and not to mention, already developed space - for operations of all 4 dealerships combined. Further, we've found through a lengthy vetting process that a majority of the existing site's facilities can be re-used; which again is perhaps a more sustainable solution.

Finally, vehicular drop-off was always a problem at the 1313 Richmond Road site. Due to limited space, this activity has had to occur on Richmond Road. At the new site, with the additional Road being built for the adjacent Wawa development, proposed vehicular drop-off will occur in the rear of the site via the new Road off of Stonypoint.

With the previous Porsche / Audi project having gained conditional ARB approval and VW/ Mazda also having undergone multuple reviews, we understand a good deal of effort has been put forth on these projects to date. We respectfully ask again for the ARB guidance in finding the best possible solution for both the dealerships in their relation with the Entrance Corridor.

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NEW DIRECTION

FLOW AUTOMOTIVE DEALERSHIPS DEVELOPMENT
ARB Submittal
June 22, 2020



scale : 1" = 80'-0"

EXISTING SITE PLAN

FLOW AUTOMOTIVE DEALERSHIPS DEVELOPMENT

ARB Submittal

June 22, 2020

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scale : 1" = 80'-0"

NEW SITE PLAN

FLOW AUTOMOTIVE DEALERSHIPS DEVELOPMENT

ARB Submittal

June 22, 2020

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AUDI & PORSCHE OF CHARLOTTESVILLE
SHOWROOM RENOVATION & EXPANSION

BRW ARCHITECTS
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charlottesville virginia 22902
434.971.7160
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EXISTING AND NEW - FRONT PERSPECTIVE

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION

ARB Submittal

June 22, 2020

BRW ARCHITECTS
112 fourth street NE
charlottesville virginia 22902
434.971.7160
www.brw-architects.com

The project on the site's East side (Parcel 7800-7) is a new addition expansion of the existing Ford complex transforming the old empty Ford dealership into a new Flow Audi and Porsche Showroom as well as a renovation of the existing Service Building. While the Service Building block in the rear (not visible fro the EC) will remain, the entire front of the old Ford complex - including showroom and offices - will be demolished and replaced with a new updated complex; and a design that should be familiar to the ARB. As with the previously approved project reviewed last year, this new design is a dealership hybrid - marrying Audi on the west side with a Porsche Showroom on the east.

The Audi portion of the building picks up from where it left off from the previously ARB approved but unbuilt design planned for the lot across the street. The new proposal for the existing building's west (Audi) side is similar in size and scale to the previous design and it employs a ground to roof curtain wall running across the front facade - a major feature that can be seen as both contemporary but also maintaining time honored classical elements. The vehicular drive-thru is represented as a minor massing in relation to the main showroom; thus helping to break down the scale of the overall facade. In composition, one can point to the buildings unadorned glass box as conveying the beauty of simple, whole geometry. Further, architectural elements - such as the repetition of the glass and its repetitive slender vertical framework - evoke a strength of repetition and subtle rhythm one finds in more classical buildings. The Audi Entry is an elegant recess within the front facade. With a reduced palette of materials, a general design theme is an uncluttered minimalism; an idea drawn from classical precedents.

Porsche's curved facade is well suited to the new site in how its form addresses the corner of Town and Country Road. You will note in the perspective renderings that this portion of the facade is couched within the landscape as it is downhill by @ 10-15' from the corner of Richmond Road with Town & Country. One might argue Porsche's form and massing is a better fit at this new location vs. the previous site.

The Porsche addition keeps the same material palette planned for across the street; which were revised per the previous ARB process commentary. These materials are compatible to Audi. The metal canopy complements the anodized glass frame of the Audi glass wall front and forms a suitable contrast to the transparency of the glass.

An entire front facade make-over, this project is a major upgrade over the exisiting out-dated dealership. Pehaps, just as important, from a sustainability perspective, the re-use of this site / building saves resources; and a general goal is to maintain large portions of the site without major disturbance.

On a building scale, the new showrooms are an improvement in that they will add a crisp, fresh design to the corridor and provide quality spaces filled with plenty of natural light on the interior. While the new exterior designs maintain some of the characteristics of each corporate identity, the overriding intent is to create a cohesive building and one that is in keeping with the local character and Entrance Corridor Guidelines.

After last year's February 4, 2019 work session and April 15th 2019 Concept Meeting with the ARB for the previous project, both dealerships made a number of design changes to address the Board's comments. We have maintained these revised architectural elements in this proposal. These design features include the following: 1. minimizing the drive-thru location which thereby reduces the overall canopy size - (in this new project the drive-thru is now an exterior lane under the metal canopy.) 2. reducing the metal canopy volume and overall building height by removing its top 4'-0" panel, 3. revised the Porsche storefont glass widths to a 4'-0 module for consistency to the Audi design as well as 4. modifying the vertical connections of the curtain wall frame in the Porsche central glass entry - changing from butt joints to anodized frame - to again tie into the Audi framework and create more overall design consistency and 5. the columns were enlarged in order create a more solid connection to the ground.

Again, an important issue in this program is not just looking at either side or dealership in isolation but rather designing a building that works as a whole; and stands on its own merit to be a positive addition to the Entrance Corridor. In this way, a design goal is finding ways creating compositional unity. We are finding this unity in materiality, overall massing as well in more focused architectural detail. We are proposing a brick siding for the new building side elevations; one that takes the place of each corporate standards materials of cement paneling and black corrugated metal. Regarding the more general building composition, roof heights were modified to reflect the sloping grade. On the detail level, more minor architectural elements were brought into alignment; such as the Porsche banding pattern with various featires pf Audi's facade. Also, defining the 4'-0" glass width lends to this idea of consistency - maintaining a shared module of the field of glass; furhter tying the two sides together.

While a separation is requested by both dealerships to avoid blending of branding identities, the central block - a simple recessed wall of minimal dark gray metal paneling - provides an architectural element that marries the two styles while creating a pause for transition.







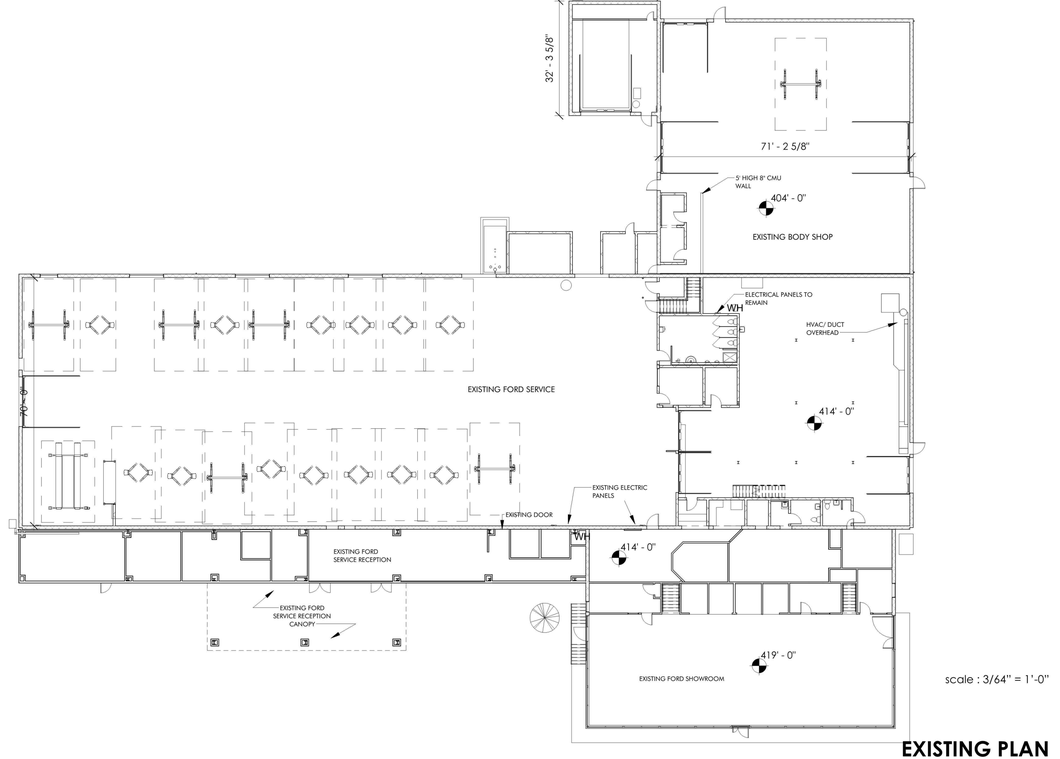


PROJECT NARRATIVE

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION

ARB Submittal

June 22, 2020



scale : 3/64" = 1'-0"

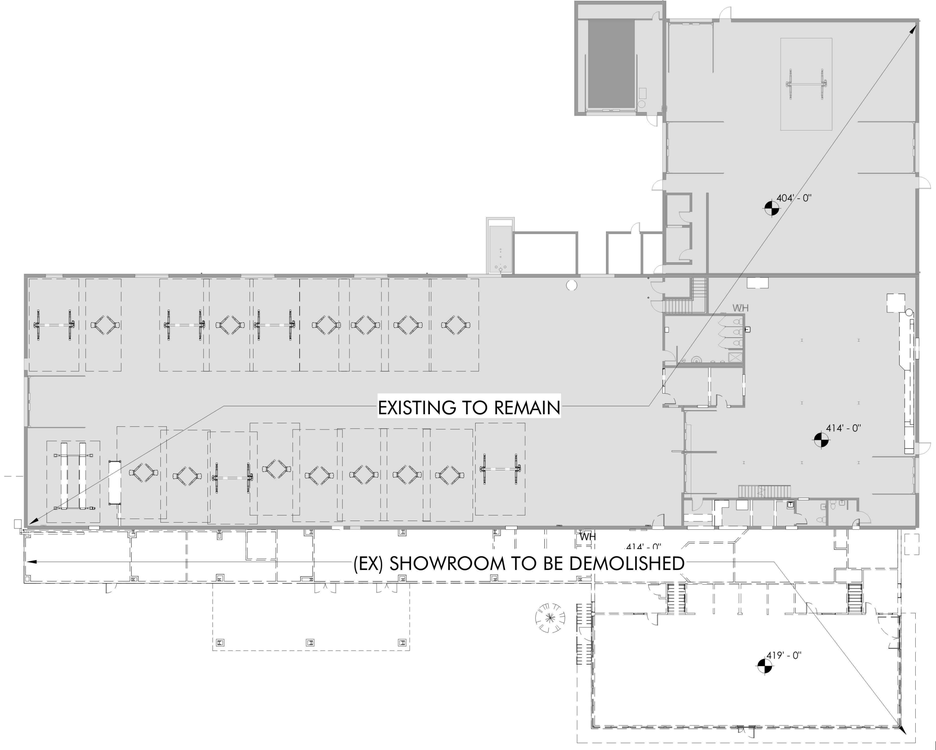
EXISTING PLAN

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION

ARB Submittal

June 22, 2020

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scale : 3/64" = 1'-0"

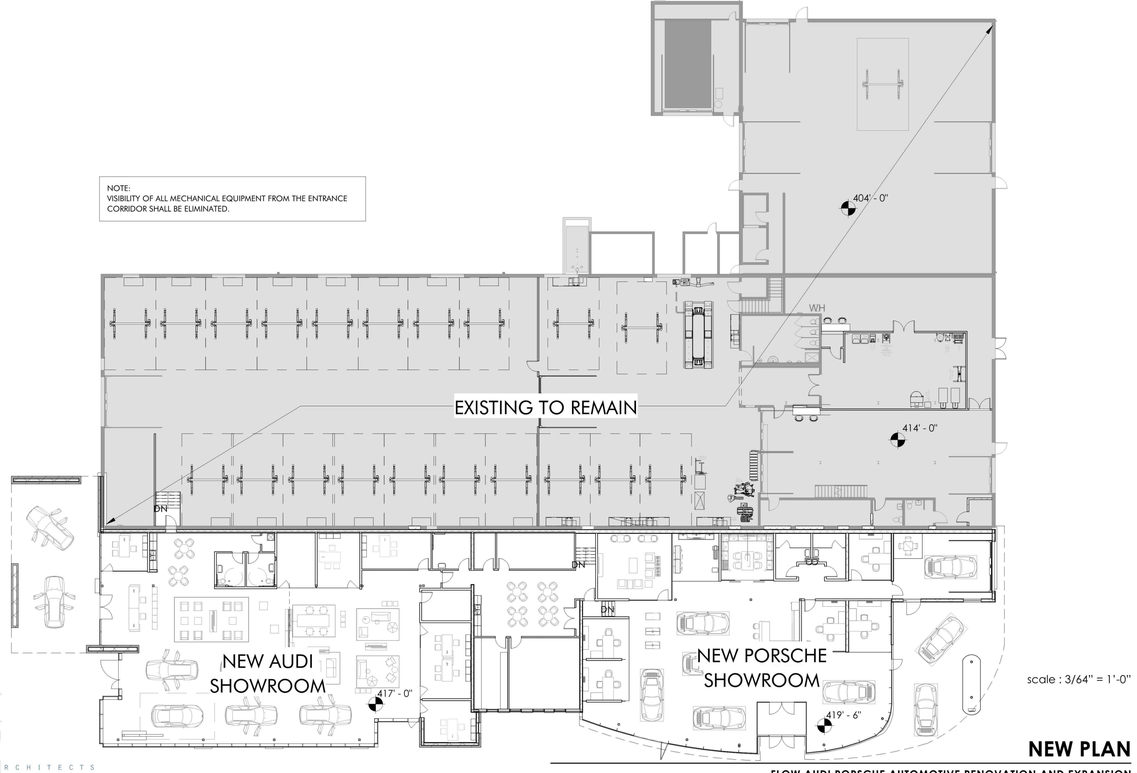
DEMO PLAN

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION

ARB Submittal

June 22, 2020

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112 fourth street NE
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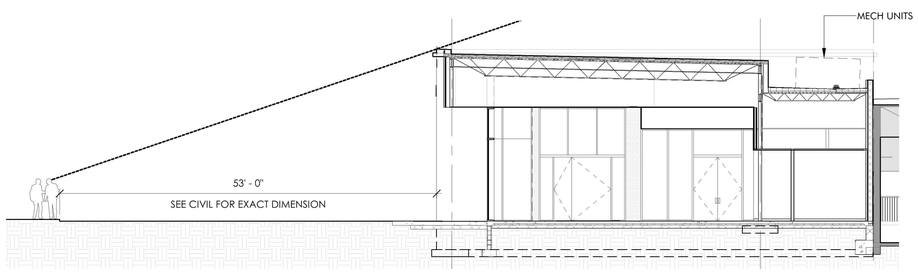


scale : 3/64" = 1'-0"

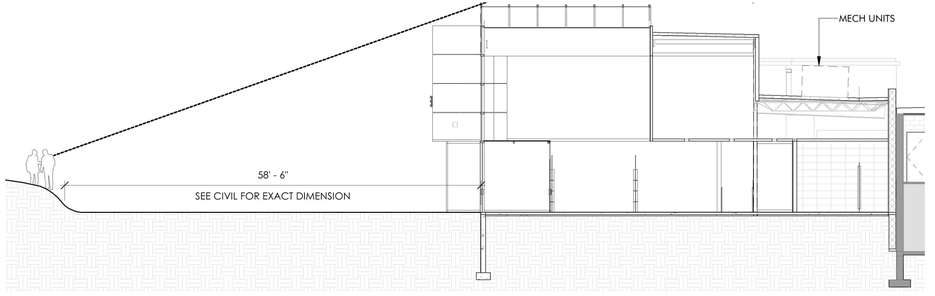
NEW PLAN

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION
ARB Submittal
June 22, 2020

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AUDI RTU SIGHTLINE



PORSCHE RTU SIGHTLINE

scale : 3/32" = 1'-0"

AUDI & PORSCHE RTU SIGHTLINE STUDY

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION
ARB Submittal
June 22, 2020

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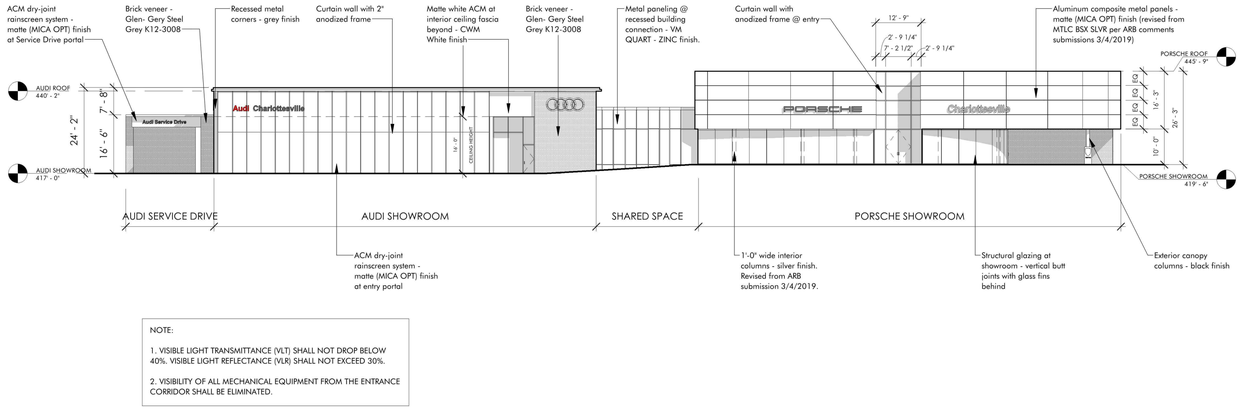
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NEW - FRONT PERSPECTIVE

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION

ARB Submittal

June 22, 2020



NOTE:

1. VISIBLE LIGHT TRANSMITTANCE (VLT) SHALL NOT DROP BELOW 40%. VISIBLE LIGHT REFLECTANCE (VLR) SHALL NOT EXCEED 30%.

2. VISIBILITY OF ALL MECHANICAL EQUIPMENT FROM THE ENTRANCE CORRIDOR SHALL BE ELIMINATED.

scale : 3/64" = 1'-0"

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AUDI- PORSCHE FRONT BUILDING ELEVATION

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AUDI- PORSCHE FRONT PERSPECTIVES

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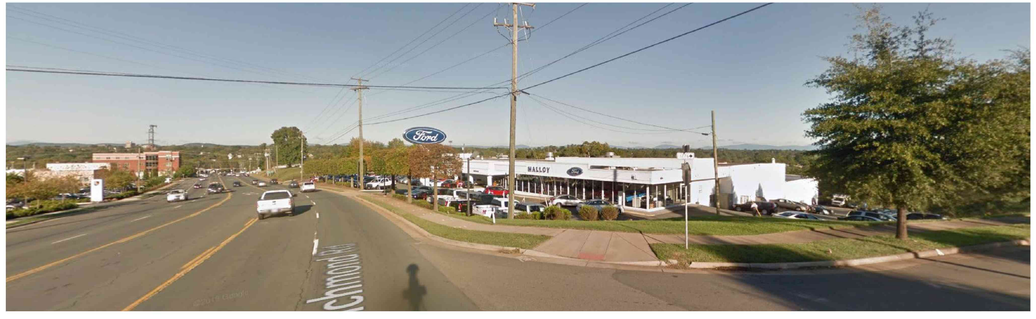




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AUDI - PORSCHE SIDE PERSPECTIVES

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EXISTING - PERSPECTIVE - LOOKING WEST FROM RT.250

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June 22, 2020



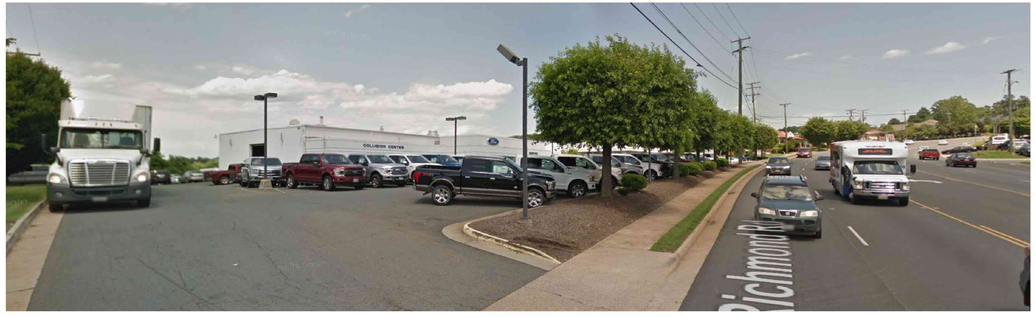
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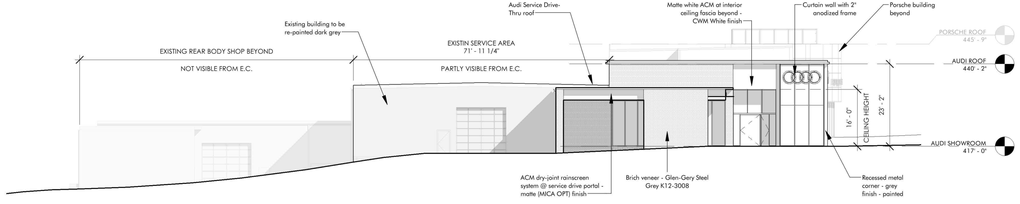
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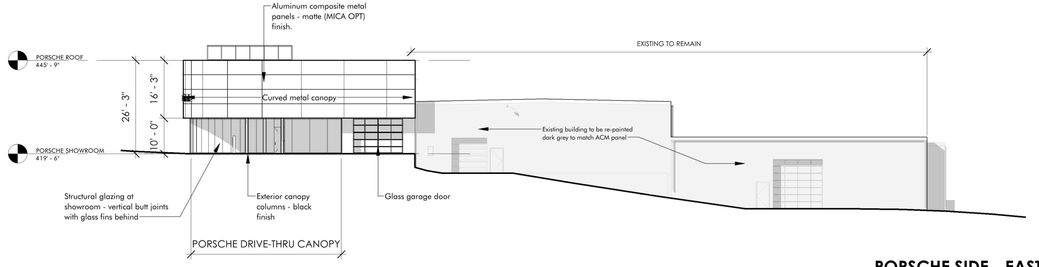
NEW - PERSPECTIVE - LOOKING EAST FROM RT.250

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION
ARB Submittal
June 22, 2020



AUDI SIDE - WEST ELEVATION

scale : 3/64" = 1'-0"



PORSCHE SIDE - EAST ELEVATION

scale : 3/64" = 1'-0"

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AUDI - PORSCHE SIDE ELEVATIONS

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NEW - PERSPECTIVE - LOOKING WEST FROM TOWN & COUNTY RD

FLOW AUDI PORSCHE AUTOMOTIVE RENOVATION AND EXPANSION

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June 22, 2020



Old Mazda



Goodwill Store



Future Wawa Development



Proposed FLOW Mazda - VW beyond



BMW of Charlottesville across



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ELEMENTS OF ENTRY CORRIDOR GUIDELINES

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ARB Submittal

June 22, 2020



Proposed FLOW Audi Porsche



Guadalajara Restaurant



Old Audi Porsche across



Brown Toyota across



In developing a new identity for this site, both Audi and Porsche look to create a building that responds to the guidelines for the Entrance Corridor. While using modern design and materials, the intent is for taking cues from the scale, texture and detail of the surrounding Entrance Corridor and the historic precedents of the larger community.

Compatibility with the Character of the Entrance Corridor

The size and scale of this building compares appropriately with the size and scale of buildings on both sides of the Entrance Corridor. It would fall into the moderate to large range in comparison to other buildings in the area and will be the same scale as the existing building.

The Entrance Corridor along US 250 east of Charlottesville at Pantops represent a diversity of architectural approaches to design and scale. A good portion of the development along ths stretch includes a number of buildings using different materials and a variety of architectural styles. The Union Bank and UVA Credit Union buildings use painted white brick, the Montessori school is a more contemporary design which use scale, material and texture to accomplish their appropriateness within the district. Toyota has used modern materials to modify its trademark building to break down the scale of the building down into section that reflect the historic scale of much more traditional buildings of the region.

Form, Shape, Scale, and Material Creating a Cohesive Whole

This renovation / addition breaks down the scale of long facade and create variations on the facade. The Design narrative goes into more detail regarding how the materiality and detailing help create a more cohesive whole.

Buildings should relate to their site and surrounding context

The different sides of the new design step down with the natural topography; which help it relate more appropriately to the site. Porsche's rounded eastern corner provides an suitable response to the corner of 250 and Town and Country Road.

Buildings should have a human scale

Both Dealerships provide a strong sense of entry and scaling mechanisms that deal with human scale. Each respective Entry provides a focus and reduced overall scale to allow people to relate to buildings in a personal way.

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ELEMENTS OF ENTRY CORRIDOR GUIDELINES

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MAZDA & VOLKSWAGEN OF CHARLOTTESVILLE
SHOWROOM RENOVATION & NEW CONSTRUCTION

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EXISTING & NEW - PERSPECTIVE - LOOKING NORTH WEST FROM RT.250

FLOW MAZDA - VOLKSWAGEN AUTOMOTIVE RENOVATION AND NEW CONSTRUCTION
ARB Submittal
June 22, 2020

The project on the west side of the old Ford property (Parcel 7800-6) includes both a new Mazda and VW Dealership. Mazda would occupy what is currently the old Pre-owned building. While renovating the existing structure, scope of work would also include 2 new small additions -one on either side of the buildng - as well as a completely new facade across the building front. The VW will be a completely new building next to Mazda.

The new Mazda will provide all the amenities of a full-service dealership: an up-to-date showroom with waiting areas and offices, a vehicular drop off station as well as a new Service Bay Garage in the existing garage below. Related to the E.C. review, the new Showroom/Service Center will provide a much-needed upgrade from the existing dated structure. We see this project as an opportunity to enhance the character of the site by improving the Site Plan with better organization and improved county recommended landscaping. And from an architectural standpoint, the project replaces the existing with a new building that is more appropriate for its prominent location.

The current Mazda design standard is a contemporary style. Subdued with a simple combination of light and dark metal paneling, the exterior façade shows enough variety to create and maintain interest and has a calm, cool demeaner; as apposed to being flamboyant and overwhelming the rest of the character on the 250 corridor. Large storefront windows are added to the façade which rounds out the material palette and provides a healthy amount of daylighting for the interior. Mazda's main design feature – referred to as 'the jewel box' – is a 2 story room enclosed in a glass frame that encourages one's gaze on the outside into the interior environment. This 'jewel box' appears an appropriate answer for an addition to the existing building. In contrast with the rest of the white front exterior, it helps break down the scale of the building. Its prominent but well proportioned oversized glass wall is oriented toward a wonderful view and enhances the importance of its location. Further, the interior wall of the jewel box is lined with a wood plank tile which forms a warm contrast to the exterior and materially ties into the local vernacular.

As with the previous 2019 design, this building's facade has traded the corporate branded white metal panels in exchange for white brick; which we see as a material much more in keeping with the local character and material vernacular.

In addition - per ARB Conceptual review comments, we have reconfigured the Mazda exterior facade by reducing the height of the front white brick wall making it 22' vs the original 26' height. This move brings about 2 positive results:
1. It breaks down the scale of the original building. Now there is a clear major and minor element to the building's overall composition.
2. It addresses the problem of the 'blankness' of the original white wall. With its new reduced height, the wall appears at a more appropriate scale and from a compositional standpoint, it plays a secondary role to the 'jewel box' on the west side.

The new VW complex will provide the same full-service amenities as Mazda. As with Mazda, this particular site layout is advantageous in allowing for efficient daily operations and a plus for the Entrance Corridor in the way it limits the visual noise of constant visible moving vehicular traffic on site.

The VW location was mainly informed by the re-use of the existing pre-owned building. Given the need for their proximity in creating an efficient site - congregating massing, drive-thru bays and drive thru aisles - the new VW facade is placed alongside the Mazda complex. In this way, there is an efficiency of scale created on the site as well as the potential for re-using the already developed parking in the front of the buildings.

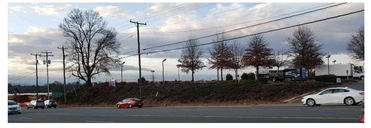
The VW building also picks up from where we left off on the prior design for the previous site per the 2019 ARB review process. Again, a buff colored stone paneling has replaced the original VW white metal panel; a standard in the companies branding material palette. Also, the white frame is broken down into smaller frames ;which help both break down scale of compostion as well as lend a human scale.

The major VW change from the concpetual submission is - per the county comments - eliminating the light trough in the exterior frame.

It's also worthwhile pointing out that while we looked at breaking down the scale of VW by recessing the Drive-thru block on the left, we felt that adding an additional element might introduce a 'busy-ness' to the overall composition of VW and Mazda when looked at in unison. You'll note in the side by side comparison (see elevation sheet), that the VW building forms an appropriate counter point to the 2 part Mazda design. further, the lower VW building shows a relationship to the existing topography. The lower tier portion of Mazda's white wall provides a suitable transition between the lower roof line of VW and the higher eastern block of the Mazda building.

We look forward to working with the county in providing the best possible design solutions.







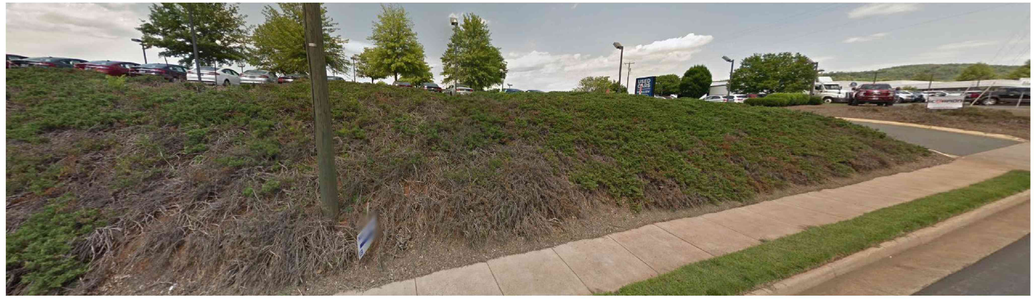


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PROJECT NARRATIVE

FLOW MAZDA - VOLKSWAGEN AUTOMOTIVE RENOVATION AND NEW CONSTRUCTION
ARB Submittal
June 22, 2020





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EXISTING & NEW - FRONT PERSPECTIVE FROM RT.250

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June 22, 2020



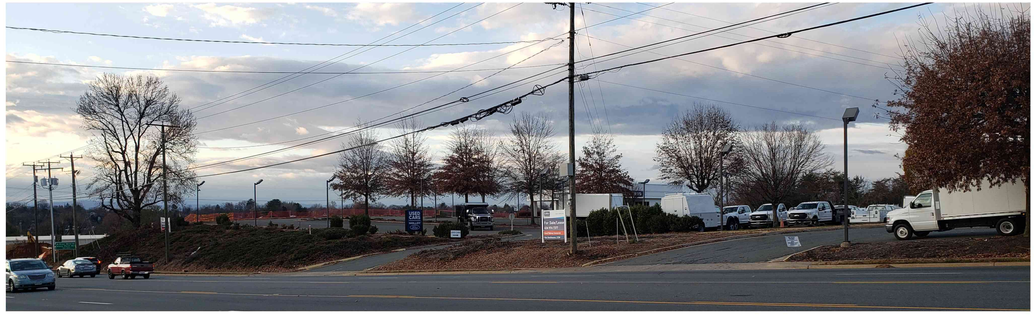
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NEW - PERSPECTIVE - ENTRY FROM RT.250

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EXISTING - PERSPECTIVE - ENTRY LOOKING WEST

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MAZDA - PERSPECTIVE - LOOKING WEST

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EXISTING - PERSPECTIVE - LOOKING NORTH EAST

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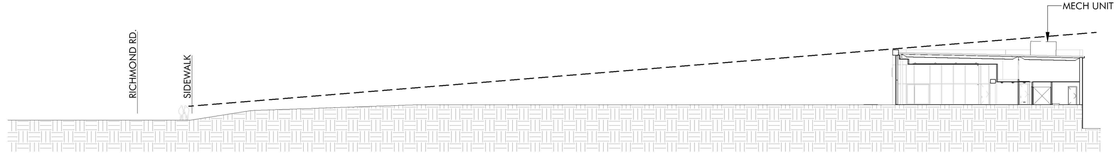
NEW - PERSPECTIVE - VW FRONT & EAST SIDE

FLOW MAZDA - VOLKSWAGEN AUTOMOTIVE RENOVATION AND NEW CONSTRUCTION

ARB Submittal

June 22, 2020

NOTE: NO ROOFTOP UNITS FOR MAZDA. MAZDA MECHANICAL UNIT IS HIDDEN FROM STREE ON WEST SIDE ELEVATION



VW RTU SIGHTLINE

scale : 1" = 30'-0"

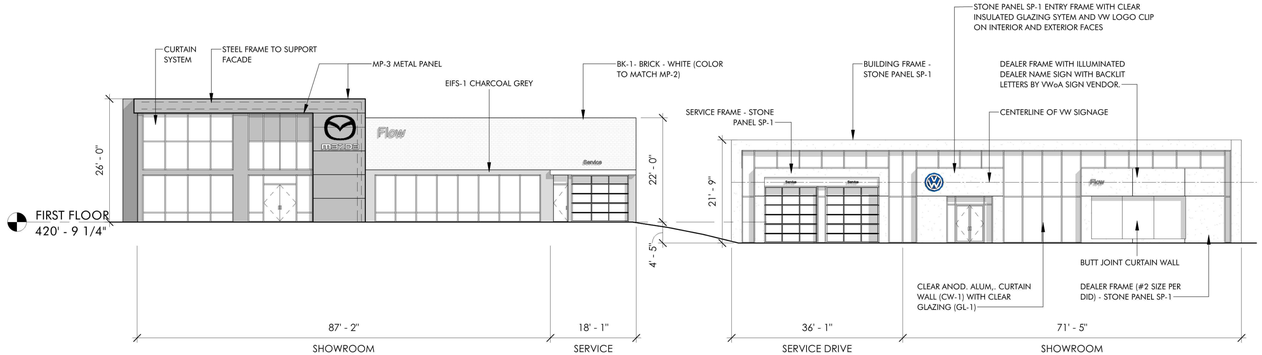
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MAZDA & VW RTU SIGHTLINE STUDY

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PER ARB COMMENTS 05.18.2020:
MAZDA BRICK-FACED FRONT REDUCED
VW FRAME LIGHTING REMOVED

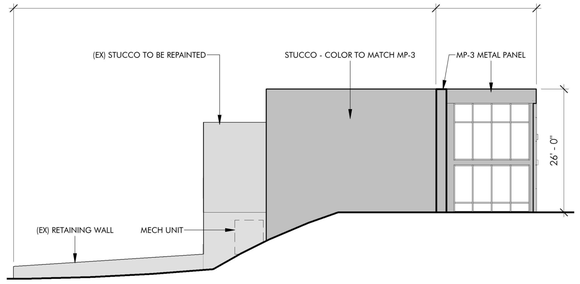
scale : 1/16" = 1'-0"

MAZDA & VW FRONT BUILDING ELEVATION

FLOW MAZDA - VOLKSWAGEN AUTOMOTIVE RENOVATION AND NEW CONSTRUCTION

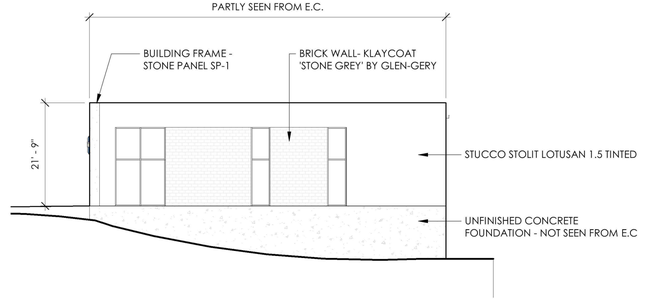
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MAZDA WEST ELEVATION

scale : 1/16" = 1'-0"



VW EAST ELEVATION

scale : 1/16" = 1'-0"

MAZDA & VW SIDE ELEVATION

FLOW MAZDA - VOLKSWAGEN AUTOMOTIVE RENOVATION AND NEW CONSTRUCTION

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Old Mazda



Goodwill Store



Future Wawa Development



Proposed FLOW Mazda - VW beyond



BMW of Charlottesville across



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ELEMENTS OF ENTRY CORRIDOR GUIDELINES

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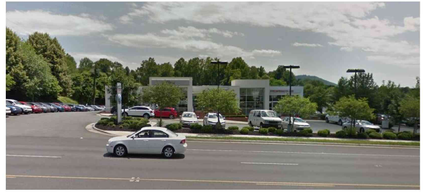
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June 22, 2020



Proposed FLOW Audi Porsche



Guadalajara Restaurant



Old Audi Porsche across



Brown Toyota across



In developing a new identity for this site, both VW and Mazda look to create a building that responds to the guidelines for the Entrance Corridor. While using modern design and materials, the intent is for taking cues from the scale, texture and detail of the surrounding Entrance Corridor and the historic precedents of the larger community.

Compatibility with the Character of the Entrance Corridor

The size and scale of this building compares appropriately with the size and scale of buildings on both sides of the Entrance Corridor. Clearly, the Pre-owned converted into Mazda complex maintains the scale and generally improves the exisitng condition. The VW complex is similarly sized and would be considered a moderate sized building along this corridor; certainly within bounds of the surrounding context. Also both building designs fit within the variations found on both sides of the street and one might argue that they bring a high level of detail vs many other commercial ventures.

Form, Shape, Scale, and Material Creating a Cohesive Whole

Both buildings break down the scale of long facade by introducing a variations of architectural features. In Mazda's case, we have revised the typical design standard and lowered the white wall on the east side of the front elevation; which breaks down the building scale and and substituted white brick for the white metal panels with the intent to better tie the design into a materiality with shared by the local vernacular.

Buildings should relate to their site and surrounding context

VW is scaled and located to relate the existing pre-owned building. Both buillding fronts are a similar length. VW ground and building height is lower than Mazda as a way of relating to the existing grade. A priority in this development is for a sustainable re-use of the existing resources.

Buildings should have a human scale

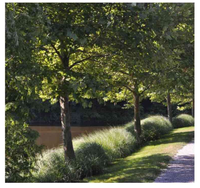
Both Dealerships provide a strong sense of entry and scaling mechanisms that deal with human scale. Mazda's entry is clearly marked and the interior of it's most visible architectural feature - the jewel box - has an interior wood wall that has a warmth and texture more appropriate for the human connection. In addition, VW's design has a number of entry portals that break down the front facade and it's overall white frame into entries and detailing of a very human size and scale.

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ELEMENTS OF ENTRY CORRIDOR GUIDELINES

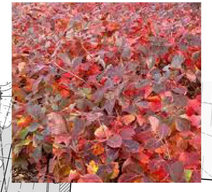
FLOW MAZDA - VOLKSWAGEN AUTOMOTIVE RENOVATION AND NEW CONSTRUCTION

ARB Submittal
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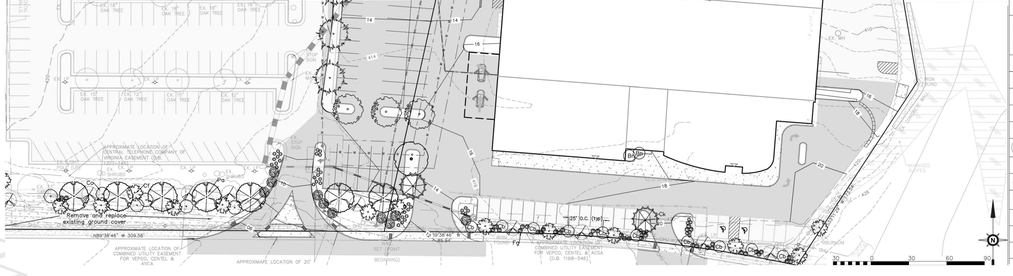










PROPOSED LANDSCAPE

Plant Symbol	Planting Type	Botanical Name	Common Name
LT	Large Deciduous Tree	Liriodendron tulipifera	Tulip Poplar
PO	Large Deciduous Tree	Platanus acerifolia	London Plane Tree
CK	Medium Deciduous Tree	Cladrastris kentukea	Yellow wood
CJ	Medium Deciduous Tree	Cercidiphyllum japonicum	Katsuratree
Cb	Small Deciduous Tree	Carpinus betulus "Fastigiata"	Pyramidal European Hornbeam
C	Flowering Ornamental	Cercis canadensis & cvs.	Eastern Redbud
Tc	Large Deciduous	Tilia Cordata	"Greenspire" Littleleaf Linden
CV	Small Ornamental	Crataegus viridis "Winter King"	"Winter King" Hawthorn
Cf	Flowering Ornamental	Cornus Florida	Dogwood Appalachian Spring
Bn	Medium Deciduous	Betula Nigra	Dura Heat Birch
Hc	Deciduous Shrub	Hydrangea Quercifolia	Oak leaf Hydrangea
Fg	Deciduous Shrub	Fothergilla Gardenii	Dwarf Fothergilla

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SITE LANDSCAPE

FLOW MAZDA - VOLKSWAGEN AUTOMOTIVE RENOVATION AND NEW CONSTRUCTION

ARB Submittal

June 22, 2020



Proposed Aerial



Existing Aerial

Landscape Design for the Particular Site

The updated landscape design attempts to provide a thoughtfullness and respect for this particular site - taking into account both its advantiages and limitations. A few major issues to note:

- The majority of the planting palette is comprised of native species of trees & shrubs.
- The overhead power line and narrow planting bed at the east lot 250 frontage pose a challenge and limits the options for the variety of trees - especially the standard typical large canopy street tree - that would thrive here. Looking at the existing site, we clearly want to avoid the previous planting scheme of a large canopy trees which would inevitabley would be trimmed inappropriately or 'topped' for the power lines. Instead, we propose a tree selection that works within this existing context - one that is a lower height and species durable enough to thrive in this difficult condition. In turn, the proposed 'east frontage' planting plan utilitzes a mix of smaller understory specimens - and through their repetition begin to reinforce the street edge while complimenting the narrow space between road and intrior drive/building.
- On the other hand, with Route 250 turning to the left in front of the west lot, we are afforded some space which provides the opportunity for the larger canopy trees recommended by ARB standards. In this case, we choose a variety that has a stong form/ presence and place them in a row of seven; as a way of developing a consistency, repition and pattern that will certainly enhance the character of the Entrance Corridor.

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