ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	**ARB-2020-39: Airport Road Sheetz Initial**
Review Type	Initial Site Development Plan Review #2
Parcel Identification	03200-00-00-03800, 03200-00-00-03900, 03200-00-00-039A0
Location	Northwest corner of Seminole Trail (Route 29) and Airport Road (Route 649)
Zoned	Commercial (C1), Entrance Corridor (EC), Airport Impact Area (AIA)
Owner/Applicant	Airport Plaza, LLC (32-38), William Scott Marshall, Ind & As Trustees of Rachel K Marshall Rev Trust (32-39, 32-39A)/Line+Grade (Daniel Hyer), Williams Mullen (Valerie Long)
Magisterial District	Rivanna
Proposal	To construct a fuel station with a 6,077-sf building, 4,867-sf fuel pump canopy, a 1,024-sf carwash, and associated site improvements on three parcels totaling approximately 2.88 acres.
Context	The character of this portion of the Entrance Corridor is commercial and industrial, with some of the buildings constructed prior to the establishment of the EC Guidelines, including a c. 1915 residence and a converted commercial building on the subject property. A BP gas station and a Wells Fargo bank lie to the south of the site and Airport Road; a retail strip featuring Alpha Medical Aids and Budget Truck Rental lie to the north; to the east of the site and Route 29 is the site that is being developed for the Wawa convenience store, Martha Jefferson Hospital clinic, and 84 Lumber; and to the west of the site is Airport Auto Center.
Visibility	The proposed development will have maximum visibility from both the Airport Road and Route 29 Entrance Corridors.
ARB Meeting Date	September 21, 2020
Staff Contact	Khris Taggart

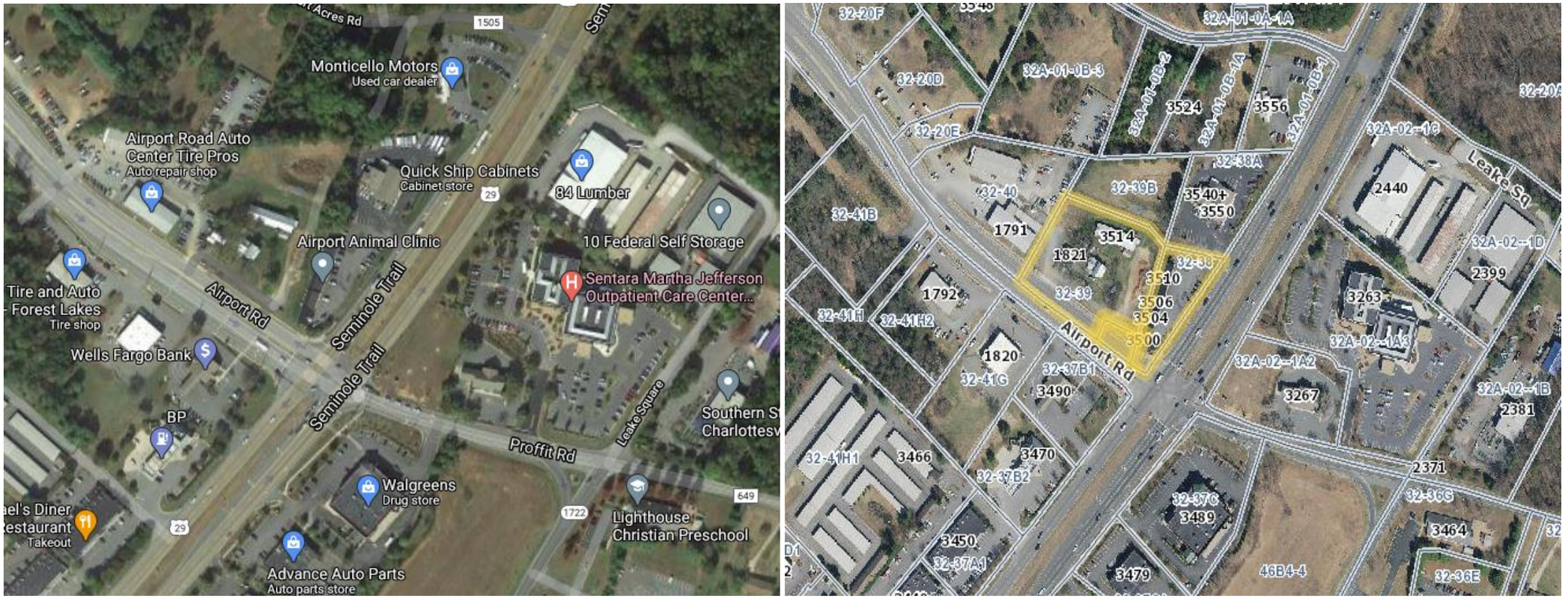


Figure 1: Google image (left) showing property along the Entrance Corridor and County GIS map (right) highlighting subject property.

PROJECT/SITE HISTORY

The ARB has reviewed and approved a Comprehensive Sign Plan and a number of sign applications for the existing building on parcel 38. A pre-application conference was held on September 17, 2019 to discuss the proposed changes to the site. The ARB did not recommend approval of the initial site plan on June 1, 2020 due to issues identified in the June 1st staff report. A work session was held on July 6, 2020 regarding the issues identified with the initial site plan.

ANALYSIS

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

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

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

REF	GUIDELINE	ACTIONS 6/1/2020	WORK SESSION ARB COMMENTS 7/6/20	ISSUES	RECOMMENDATIONS 9/21/20
GENERAL GUIDELINES					
Purpose, Compatibility with significant historic sites and the character of the Entrance Corridor, Structure design, Site Development and layout					
1	The goal of the regulation of the design of development within the designated Entrance Corridors is to ensure that new development within the corridors reflects the traditional architecture of the area. Therefore, it is the purpose of ARB review and of these Guidelines, that proposed development within the designated Entrance Corridors reflect elements of design characteristic of the significant historical landmarks, buildings, and structures of the Charlottesville and Albemarle area, and to promote orderly and attractive development within these corridors. Applicants should note that replication of historic structures is neither required nor desired.	Revise the overall site layout to locate the convenience store and its tower at the corner closest to the Rt. 29/Airport Rd. intersection. Reduce the overall size of the fuel-pump canopy to be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and along the corridor. Provide a sample of the brick proposed for the paving around the building and the red metal proposed for the awnings. Explore opportunities to combine bypass and drive-thru lanes and other travelways to reduce paved area.	The general relative orientation of the canopy, building, car wash and dumpster are acceptable as shown in the "Revisions to Original" drawing updated 6/29/20. Consider reducing the canopy to 6 double-stacked dispensers or find another way to reduce the canopy length. Reverse the slope of the canopy or consider a flat canopy. Shift the store building to the south to align with the canopy and to make the store building more prominent than the car wash.	After the applicant presented layout options and outlined the tradeoffs associated with each, at the July work session, the ARB agreed with the general locations that were originally proposed. The store building has not been shifted to make it more prominent than the carwash or align with the canopy. The canopy length has been reduced by 9' but still incorporates eight dispensers in four islands. The work session drawings noted that the number of dispensers would be reduced to six. Doing this, by removing the southernmost pump island (2 dispensers), would align the building and canopy better, but would not resolve the carwash alignment issue. Changes have been made to the architectural design with this submittal. The Airport Rd store elevation has been revised to incorporate a material change (stone veneer) where the drive-through windows are located, and the brick veneer wall accents and the accompanying canopies have been removed. While the material changes help to establish the elevation as a more prominent front, they result in an uncoordinated appearance near the southwest corner due to the abruptness of the material/color change when viewed together with the south elevation of the store (Fig. 2 and 3). Minimal changes have been made to the east elevation of the store building. The changes include the addition of an entrance that was originally proposed along the north elevation and small tweaks to the proportions of the stone veneer that makes up the tower element. However, there are opportunities to further revise the height and distribution of storefront glass in the tower element to achieve more of a traditional appearance. Additionally, the windows along the east elevation have an awkward appearance because the glass does not extend down to the cast stone sill, resulting in a "floating"	Provide a sample of the brick proposed for the paving around the building and the red metal proposed for the awnings. Revise the design of the store elevations visible from Airport Road to achieve a more coordinated appearance. Revise the store tower (height, storefront design) to better reflect traditional architecture and to appear as an actual corner tower. Increase the amount of glass in the storefront windows on the east elevation to be consistent with the storefront windows on the south elevation.
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.	Revise the design of the Airport Road store elevation to appear more like a prominent front. Revise the store tower (height, storefront design) to better reflect traditional architecture and to appear as an actual corner tower. Revise the raised bay on the front elevation and the stone bay on the right elevation of the store for greater coordination with the overall building. Increase the amount of glass in the storefront windows on the east elevation to be consistent with the storefront windows on the south elevation.		appearance.	
4	The examples contained in Appendix A should be used as a guide for building design: the standard of compatibility with the area's historic structures is not intended to impose a rigid design solution for new development. Replication of the design of the important historic sites in the area is neither intended nor desired. The Guideline's standard of compatibility can be met through building scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The Guidelines allow individuality in design to accommodate varying tastes as well as special functional requirements.				
9	Building forms and features, including roofs, windows, doors, materials, colors and textures should be compatible with the forms and features of the significant historic buildings in the area, exemplified by (but not limited to) the buildings described in Appendix A [of the design guidelines]. The standard of compatibility can be met through scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The replication of important historic sites in Albemarle County is not the objective of these guidelines.				
11	The overall design of buildings should have human scale. Scale should be integral to the building and site design.				
12	Architecture proposed within the Entrance				

	Corridor should use forms, shapes, scale, and materials to create a cohesive whole.				
5	It is also an important objective of the Guidelines to establish a pattern of compatible architectural characteristics throughout the Entrance Corridor in order to achieve unity and coherence. Building designs should demonstrate sensitivity to other nearby structures within the Entrance Corridor. Where a designated corridor is substantially 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.				
10	Buildings should relate to their site and the surrounding context of buildings.				
13	Any appearance of "blankness" resulting from building design should be relieved using design detail or vegetation, or both.	Revise the north and west elevations of the store to reduce the utilitarian appearance. Revise the building design and/or the landscape plan to address the "blankness" along the west elevation of the car wash.	No architectural changes were presented during the July 6th work session.	The west elevation of the store building has been revised to incorporate a material change (stone veneer) where the drive-through windows are located, and the brick veneer wall accents and the accompanying canopies have been removed. The change in material along the elevation helps to reduce the utilitarian appearance. The entrance originally proposed along the north elevation has been moved to the east elevation. While this revision increases the utilitarian appearance of the north elevation there are elements onsite that will limit the visibility of this elevation from the EC.	None.
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	None.	None.	Architectural connecting devices are not proposed. There are some existing examples of convenience stores in the County that are physically connected to their fuel pump canopies. One example is located a short distance south of the subject property. A physical connection is not recommended at this site, however. Aside from general coordination of colors, the forms, style and character of the proposed store and canopy aren't similar enough to warrant physical connection, and, another major structural element would not be a positive addition to a site with multiple other structures and a	None.

				significant amount of paving.	
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.	Revise the trademark design to better reflect local historic precedents.	No architectural changes were presented during the July 6th work session.	The proposed design is still a strong reflection of trademark design.	Revise the trademark design to better reflect local historic precedents.
16	Window glass in the Entrance Corridors should not be highly tinted or highly reflective. Window glass in the Entrance Corridors should meet the following criteria: *Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%. Specifications on the proposed window glass should be submitted with the application for final review.*	Provide specifications on the proposed window glass. Provide samples, if tinted window glass is proposed.	No architectural changes were presented during the July 6th work session.	Specifications and samples of the proposed window glass have not been submitted at this time.	Provide specifications on the proposed window glass. Provide samples, if tinted window glass is proposed.
6	Site development should be sensitive to the existing natural landscape and should contribute to the creation of an organized development plan. This may be accomplished, to the extent practical, by preserving the trees and rolling terrain typical of the area; planting new trees along streets and pedestrian ways and choosing species that reflect native forest elements; insuring that any grading will blend into the surrounding topography thereby creating a continuous landscape; preserving, to the extent practical, existing significant river and stream valleys which may be located on the site and integrating these features into the design of surrounding development; and limiting the building mass and height to a scale that does not overpower the natural settings of the site, or the Entrance Corridor.	Revise the overall site layout to locate the convenience store and its tower at the corner closest to the Rt. 29/Airport Rd. intersection. Explore opportunities to combine bypass and drive-thru lanes and other travelways to reduce paved area. Provide versions of the perspectives without proposed trees. Provide a perspective view from Airport Road at the west end of the site. Reorient the car wash building so that the “front” faces Airport Road and the	See comments in #1.	After the applicant presented layout options and outlined the tradeoffs associated with each at the July work session, the ARB agreed with the general locations that were originally proposed. Perspective views without the proposed landscaping and from Airport Rd. have been provided. The view of the site and the building from Airport Rd. highlights the fact that half of the elevation visible from Airport Rd. has a utilitarian character. In addition, it emphasizes the odd juncture of different materials/colors that meet at the southwest corner, which has an awkward appearance.	See recommendations in #1.
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.	building screens the biofilter.			
Accessory structures and equipment					
17	Accessory structures and equipment should be integrated into the overall plan of development and shall, to the extent possible, be compatible with the building designs used on the site.	Revise the proposal to locate the store building and its tower at the Rt. 29/Airport Rd. corner of the greater presence on the ECs. Confirm that the equipment associated with the carwash is internal to the building.	See comments in #1.	The carwash signage and related items, and the store's drive-thru related elements have been identified on the plan. It is unclear if all equipment associated with the carwash has been identified on the plan. Equipment that is not located inside the building (including vending machines, vacuums, air pumps, etc.) will need to be located to eliminate visibility, and possibly screened with landscaping. The color of the carwash structure/support elements have been revised to bronze to reduce the visual impact. However, no updated	Confirm that the equipment associated with the carwash is internal to the building. Identify all other site elements associated with the car wash (i.e., vending machines, vacuums, air pumps, etc.) on the site plan and provide details on appearance for review.
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.	Identify on the plans where the carwash signage and related items, and the store's drive-thru related elements, will be located. Revise the color of drive-through (store and car wash) structure/support elements to bronze to reduce visual impacts. Relocate the vent stacks away from the ECs and eliminate visibility with screening. Relocate the dumpster enclosure to significantly reduce visibility from the EC. Coordinate the dumpster enclosure notes on the site plan to coordinate with the brick-faced architectural design. Eliminate the fence at the top of the wall. Provide elevations that show roof-mounted equipment and how the building will screen it from view. Relocate the store equipment to a location with less visibility from		information has been provided on the store's drive-through signage. The vent stacks have not been relocated away from the EC, but the additional landscaping provided is expected to reduce visibility. After the applicant presented layout options and outlined the tradeoffs associated with each at the July work session, the ARB agreed that the originally proposed location for the dumpster enclosure was the most appropriate for the site. The dumpster enclosure notes on the site plan have been updated to reflect brick facing for the enclosure. The perspective views from Rt. 29 appear to show no fencing at the top of the retaining wall surrounding the dumpster enclosure. No elevations have been provided that show roof-mounted equipment or how the building will screen equipment from view. Ice machines, store equipment (unspecified), and other items are still proposed to be located along the east and south elevations of the building, where they will be clearly visible from the ECs. Alternate, screened locations away from the ECs would be appropriate.	Revise the color of drive-through (store) structure/support elements to bronze to reduce visual impacts. Provide elevations that show roof-mounted equipment and how the building will screen it from view. Relocate the ice machine, store equipment and other similar items to locations with less visibility from the EC.
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.				

		the EC.			
21	The following note should be added to the site plan and the architectural plan: "Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated."	Add the standard mechanical equipment note to the site and architectural plans.	None.	The note is not present on the architectural plan. A version of the note is on the site plan.	Add the standard mechanical equipment note verbatim to the site and architectural plans.
Lighting					
General Guidelines					
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	Revise the lighting plan to show that no footcandle values above 0.5 spill over into the public right-of-way.	None.	The lighting plan has been revised to show no footcandle values above .5 spill over into the public right-of-way.	None.
23	Light should be shielded, recessed or flush-mounted to eliminate glare. All fixtures with lamps emitting 3000 lumens or more must be full cutoff fixtures.	Revise the site plan to include manufacturer's specifications for all proposed fixtures, including wall-mounted lights. Provide information to confirm that illumination from the fuel pump canopy does not create glare and does not emit light above the horizontal plane.		The site plan has been revised to include the manufacture's specifications for all proposed lighting. The schedule shows that one fixture is tilted. Tilt must be 0 for all fixtures emitting 3000 lumens or more, and preferably for all fixtures. The color temperature proposed has the appearance of cool white (4000k) and daylight (5700k). The proposal does not indicate the colors of the proposed freestanding and wall-mounted lighting. The roof form of the fuel pump canopy has been revised to a flat roof. The perspective views from Airport Rd. suggest that there will be clear views of the underside of the canopy, which could result in glare.	Revise the lighting to fixtures that have the appearance of warm white light between 2000K and 3000K. Indicate the finish of the proposed freestanding and wall-mounted lighting.
25	Light should have the appearance of white light with a warm soft glow; however, a consistent appearance throughout a site or development is required. Consequently, if existing lamps that emit non-white light are to remain, new lamps may be required to match them.				
26	Dark brown, dark bronze, or black are appropriate colors for free-standing pole mounted light fixtures in the Entrance Corridors.				
28	In determining the appropriateness of lighting fixtures for the Entrance Corridors, the individual context of the site will be taken into consideration on a case by case basis.				
24	Light levels exceeding 30 foot-candles are not appropriate for display lots in the Entrance Corridors. Lower light levels will apply to most other uses in the Entrance Corridors.	Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.	None	The lighting plan has been revised to show a maximum of 36 fc which still exceeds the maximum of 20 fc for sites that are not vehicular display lots.	Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.
27	The height and scale of freestanding, pole-	Reduce the height of	None.	The lighting plan has been revised to show pole-mounted fixtures that	None.

	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.	proposed lighting to 20' maximum, including the base. Adjust the note on the lighting plan accordingly.		do not exceed 20'.	
29	The following note should be included on the lighting plan: "Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half foot-candle."	Add the standard lighting note to the lighting plan. Revise the lighting plan (C9.0) to use LLFs of at least 1. 0.	None.	The standard lighting note has been added to the lighting plan. To meet county requirements, the photometric plan must be calculated using an LLF of at least 1.0; however, there are values under 1.0 on the revised lighting plan.	Revise the lighting plan to use LLFs of at least 1. 0.
30-31	*Guidelines for the Use of Decorative Landscape Lighting*	None.	None.	No decorative lighting is proposed for the site.	None.
Landscaping					
7	The requirements of the Guidelines regarding landscaping are intended to reflect the landscaping characteristic of many of the area's significant historic sites which is characterized by large shade trees and lawns. Landscaping should promote visual order within the Entrance Corridor and help to integrate buildings into the existing environment of the corridor.	Revise the landscape plan to show interspersed ornamentals trees along the ECs.	None.	The landscape plan has been revised to show interspersed ornamentals along a portion of the Rt. 29 frontage, but not along the north end of the Rt. 29 frontage, and not along the Airport Road frontage. Given the level of development proposed for this site, the extensive paving, and the visual impacts of the fuel pump canopy, more ornamental trees should be added along the frontages.	Provide ornamental trees along the north end of the Rt. 29 frontage and along the Airport Road frontage.
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.	Add trees 40’ on center, 2½” caliper at planting, along the northern and western travelway perimeters.	None.	Two additional trees have been added along the travelway along the west side of the western biofilter. One additional tree has been added to the north side of the travelway that runs along the north side of the site. A proposed sewer easement runs along a portion of the north side of the site, but there appears to be space for additional trees to further offset the visual impacts of the paving. Possible locations include along the northern portion of the carwash travelway and along the parking that is being changed on the adjacent site.	Provide additional trees along the northern portion of the carwash travelway and along the parking that is being changed on the adjacent site.
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.				
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 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.	Add large perimeter trees along the 15-space parking row close to Rt. 29, 40' on center, 2½" caliper at planting. Provide 2 additional interior parking lot trees. Increase shrub planting height to 24" minimum.	None.	The landscape plan has been revised to show three additional large shade trees at 40' on center proposed along the 15-space parking row close to Rt. 29. An additional 2 interior parking lot trees have been provided on the landscape plan. The landscape plan has been revised to show large shade and ornamental trees as well as shrubs in the planting area near the carwash and related travelways to better integrate them into the overall site. Large shade trees have been added to the islands at the corners of the store building.	None.
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.	Provide additional landscaping to better integrate the carwash and related travelways into the overall site. Add trees in the islands at the corners of the store building.			

37	Plant species: a. Plant species required should be as approved by the Staff based upon but not limited to the *Generic Landscape Plan Recommended Species List* and *Native Plants for Virginia Landscapes (Appendix D)*.	None.	None.	The proposed plants are on the recommended species list.	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."	Add the standard landscaping note to the landscape plan.	None.	The note has been added to the landscape plan.	None.
40	Site grading should maintain the basic relationship of the site to surrounding conditions by limiting the use of retaining walls and by shaping the terrain through the use of smooth, rounded landforms that blend with the existing terrain. Steep cut or fill sections are generally unacceptable. Proposed contours on the grading plan shall be rounded with a ten-foot minimum radius where they meet the adjacent condition. Final grading should achieve a natural, rather than engineered, appearance. Retaining walls 6 feet in height and taller, when necessary, shall be terraced and planted to blend with the landscape.	None.	None.	The existing grading is not being significantly altered.	None.
41	No grading, trenching, or tunneling should occur within the drip line of any trees or other existing features designated for preservation in the final Certificate of Appropriateness. Adequate tree protection fencing should be shown on, and coordinated throughout, the grading, landscaping and erosion and sediment control plans.	None.	None.	There are no trees on the site that are designated for preservation.	None.
42	Areas designated for preservation in the final Certificate of Appropriateness should be clearly delineated and protected on the	None.	None.	There are no areas on the site plan that are designated for preservation.	None.

	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.				
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.	Revise the design of the bioretention ponds to establish them as fully integrated landscape features.	None.	Although some trees and shrubs have been added, the forms of the bioretention ponds remain generally the same and retain an engineered appearance. The stormwater feature adjacent to Rt. 29 limits the area available for planting trees. The design of the bioretention should be revised to establish them as fully integrated landscape features.	Revise the design of the bioretention ponds to establish them as fully integrated landscape features.
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.				
45	**Fuel Pump Canopies**				
a	Fuel pump canopies may be required to provide customers with protection from the elements and to provide lighting levels required for dispensing fuel. Such fuel pump canopies are functional elements of present-day gas/convenience stores and their character and appearance shall reflect a minimalist design consistent with that function.	Reduce the overall size of the fuel-pump canopy to be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and along the corridor.	Consider reducing the canopy to 6 double-stacked dispensers or find another way to reduce the canopy length. Reverse the slope of the canopy or consider a flat canopy.	The fuel canopy design still incorporates 8 double-stacked dispensers; however, the canopy length has been reduced from 136’2” to 127’2”. The canopy height has been reduced from 21’7 3/8” to 19’3”, but the height still exceeds the guidelines maximum. The canopy consists of a fascia supported by trusswork. The lowest portion of the truss meets the 14’6” requirement, but the truss height combined with the fascia height puts the total canopy height over the guideline’s maximum. The canopy roof has been revised from a single slope to a flat roof.	Revise the canopy design so that the lowest edge of the trusswork (or fascia if there is not trusswork) does not exceed 14’6” and the top of the canopy fascia does not exceed 17’6”.
b	Fuel pump canopies shall be the smallest size possible to offer protection from the elements. Canopies shall not exceed the sizes identified in Standards for Fuel Pump Canopies as outlined in Appendix B.	Reduce the canopy length to help reduce visual impacts. Revise the canopy design so that the lowest edge of the canopy does not exceed 14’6” and the top of the canopy does not exceed 17’6”.			
c	The size of the canopy fascia and canopy support columns shall be in proportion to	Reduce the overall size of the fuel-pump canopy to			

	the overall size of the canopy structure. The fascia shall not exceed 36" in total height, including any accent bands.	be consistent with the size of the convenience store. Revise the canopy design to reduce its scale and visual impact on the ECs. Revise the canopy design to increase coordination on site and along the corridor.			
d	Canopy fascias shall not be illuminated.				
e	Lighting of fuel pump canopies shall be of the lowest level that will provide safe dispensing of fuel. All canopy lighting shall be flush-mounted and shielded, downward directed, and shall not emit light above the horizontal plane. All canopy lighting shall meet the .5 foot-candle spillover requirement in compliance with zoning ordinance regulations.	Provide manufacturer's specifications for all proposed fixtures. Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.	None.	The lighting plan has been revised to show a maximum of 36 fc which still exceeds the maximum of 20 fc for sites that are not vehicular display lots. The lighting plan has been revised to show no footcandle values above .5 spill over into the public right-of-way.	Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.
f	Canopy related elements, including fuel dispensers, support columns, spandrels, planters, etc. shall be compatible with the character of the building and site and shall not be used for advertising.	Revise the canopy design to increase coordination on site and along the corridor. Submit a sample of the red canopy material for review. Revise the design of the canopy to coordinate with the store building and site.	See comments on the canopy in A.	See comments on the canopy in A. The proposed canopy fascia uses one color, 'Regal red' (PMS 201C). Given the prominence of the proposed canopy design, review of a physical sample of the red canopy material is appropriate.	See recommendations on the canopy in A. Submit a sample of the red canopy material for review.
g	The architectural elements of a building should not be altered to reflect trademark canopy design.				
h	Canopy fascias shall be limited to the use of one principal color, with ARB review.				
i	Colors, materials, forms, and detailing may be used to coordinate canopies with a site, its building(s), and structures.				
j	Fuel pump canopy applicants should refer to ARB Standards for Fuel Pump Canopies. (Appendix B)				
	SIGNS	Sign applications are required for all proposed signs. Eliminate cabinet style signs or limit them to secondary signs. All	None.	No changes have been made to the sign designs illustrated in this submittal. Cabinet style signs are shown on the south and east elevations of the tower, the north elevation of the building, and on the canopy. This is not the preferred sign type in the ECs. The signs appear to propose four colors. The use of three colors or fewer is appropriate for signs in the Entrance Corridor.	Sign applications are required for all proposed signs. Eliminate cabinet style signs or limit them to secondary signs. All

		cabinet type signs must have opaque backgrounds. Reduce the number of colors used in the sign to a maximum of three (including white). Provide a sample of the Cardinal Red color proposed for the signs. Revise the monument sign to better integrate the Sheetz cabinet sign and base, and to eliminate the "floating" appearance of the Sheetz cabinet. Provide landscaping at the base of the sign to integrate it into the landscape. If the monument sign location is shown on the site plan, include a note acknowledging that the sign location is shown only for information and will not be approved with the site plan. Indicate if the landscaping associated with the Charlottesville-Albemarle Airport sign will remain. Show the condition consistently throughout the site plan.		The Pantone equivalents for the proposed sign colors are not indicated in the architectural drawings but they appear to be similar to the ones used for building details and the fuel pump canopy, Pantone red 201C and 187C, which are both appropriate for signs. A material sample will be needed for the proposed 'Cardinal Red' identified in the architectural drawings. A monument sign is proposed along Route 29. The architectural drawings show a cabinet style sign on top of a brick base that incorporates the fuel price display. This design has an uncoordinated appearance due to the disproportionate scale of the "Sheetz" cabinet compared to the brick base. The "Sheetz" cabinet has a disjointed "floating" appearance. A revised design that better integrates the "Sheetz" signage with the base and gas pricing would be appropriate. Landscaping will be needed at the base of the sign to integrate it into the landscape. A note acknowledging that the freestanding sign location is shown only for information and will not be approved with the site plan has been provided. A note indicating that the landscaping associated with the Charlottesville-Albemarle Airport sign is to remain has been provided on the site plan. However, the landscaping is not shown consistently between the updated plans provided.	cabinet type signs must have opaque backgrounds. Reduce the number of colors used in the signs to a maximum of three (including white). Provide with the sign applications a sample of the Cardinal Red color proposed for the signs. Revise the monument sign to better integrate the Sheetz cabinet sign and base, and to eliminate the "floating" appearance of the Sheetz cabinet. Provide landscaping at the base of the sign to integrate it into the landscape. Show the condition for the landscaping related to the Charlottesville-Albemarle Airport sign consistently throughout the site plan.

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. The position of buildings/structures on site; the length of the canopy.
2. The height of the canopy.
3. The design of the store building and the utilitarian appearance of some of the elevations.
4. Landscaping that is inconsistent with the Guidelines.
5. Cabinet style signs.

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

- Regarding requirements to satisfy the design guidelines as per § 18-30.6.4c(2), (3) and (5) and recommended conditions of initial plan approval:

  - Prior to Initial Plan approval the following items shall be resolved to the satisfaction of the ARB: None.

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

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

- Regarding the final site plan submittal:
  A Certificate of Appropriateness is required prior to final site plan approval. The following items and all items on the ARB Final Site Plan Checklist must be addressed:
  1. Provide a sample of the brick proposed for the paving around the building and the red metal proposed for the awnings.
  2. Revise the design of the store elevations visible from Airport Road to achieve a more coordinated appearance.
  3. Revise the store tower (height, storefront design) to better reflect traditional architecture and to appear as an actual corner tower.
  4. Revise the trademark design to better reflect local historic precedents.
  5. Provide specifications on the proposed window glass. Provide samples, if tinted window glass is proposed.
  6. Confirm that the equipment associated with the carwash is internal to the building. Identify all other site elements associated with the car wash (i.e., vending machines, vacuums, air pumps, etc.) on the site plan and provide details on appearance for review.
  7. Revise the color of drive-through (store) structure/support elements to bronze to reduce visual impacts.
  8. Provide elevations that show roof-mounted equipment and how the building will screen it from view.
  9. Relocate the ice machine, store equipment and other similar items to locations with less visibility from the EC.
  10. Add the standard mechanical equipment note verbatim to the site and architectural plans.
  11. Revise the lighting to fixtures that have the appearance of warm white light between 2000K and 3000K.
  12. Indicate the finish of the proposed freestanding and wall-mounted lighting.
  13. Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.
  14. Revise the lighting plan to use LLFs of at least 1. 0.
  15. Provide ornamental trees along the north end of the Rt. 29 frontage and along the Airport Road frontage.
  16. Provide additional trees along the northern portion of the carwash travelway and along the parking that is being changed on the adjacent site.
  17. Revise the design of the bioretention ponds to establish them as fully integrated landscape features.

18. Revise the canopy design so that the lowest edge of the trusswork (or fascia if there is not trusswork) does not exceed 14’6” and the top of the canopy fascia does not exceed 17’6”.
19. Reduce the illumination so that the maximum footcandle value does not exceed 20 fc anywhere on site.
20. Submit a sample of the red canopy material for review.
21. Sign applications are required for all proposed signs. Eliminate cabinet style signs or limit them to secondary signs. All cabinet type signs must have opaque backgrounds. Reduce the number of colors used in the signs to a maximum of three (including white).
22. Provide with the sign applications a sample of the Cardinal Red color proposed for the signs.
23. Revise the monument sign to better integrate the Sheetz cabinet sign and base, and to eliminate the “floating” appearance of the Sheetz cabinet. Provide landscaping at the base of the sign to integrate it into the landscape.
24. Show the condition for the landscaping related to the Charlottesville-Albemarle Airport sign consistently throughout the site plan.



Figure 2: Original Proposed West and South Elevation. March 3, 2020.



Figure 3: Current Proposed West and South Elevation. August 3, 2020.

ATTACHMENTS (Below)

1. Sheetz Site Plan
2. Sheetz Architectural Drawings
3. Sheetz Perspectives
4. Sheetz ARB Work Session Alternative Site Layouts

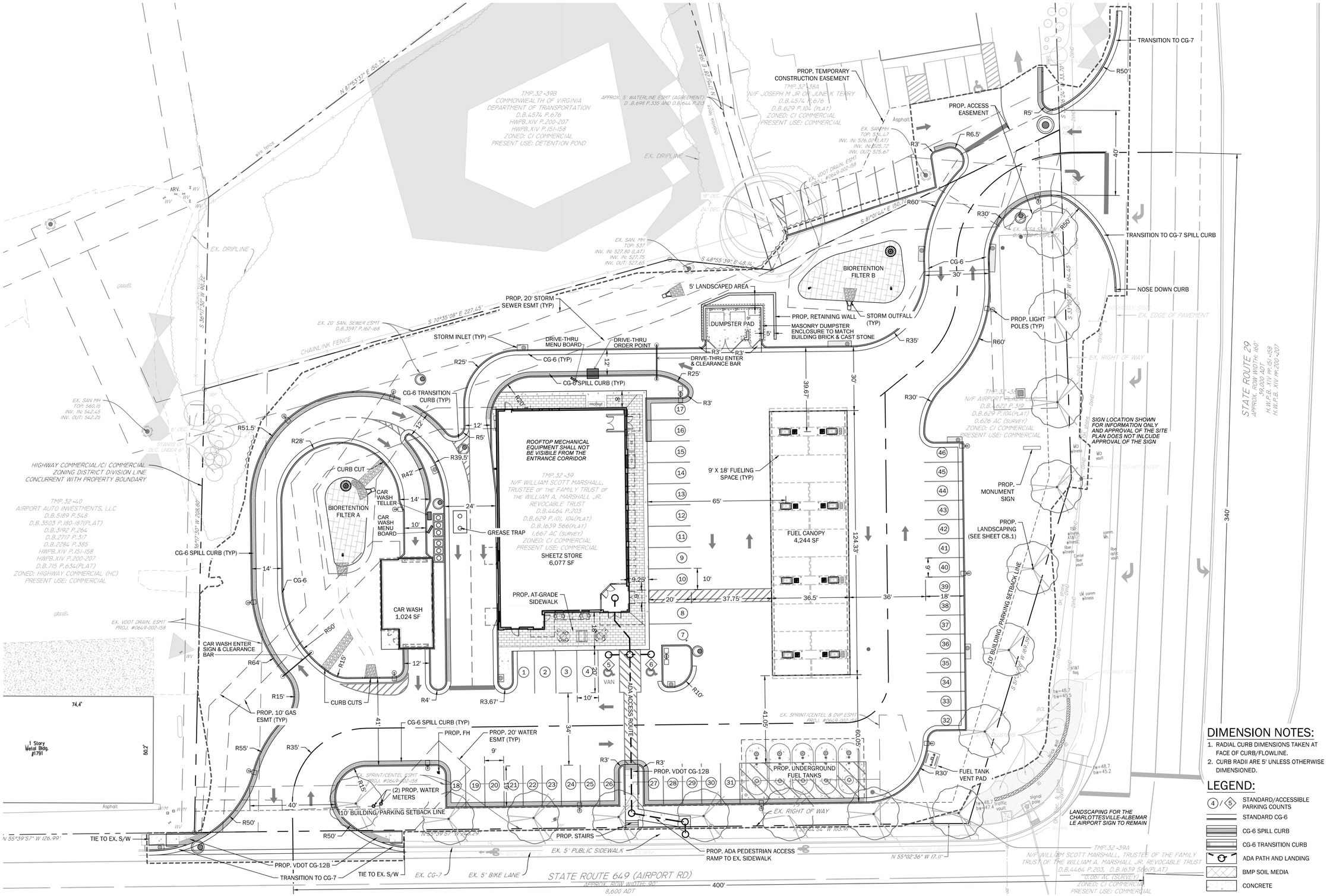
TABLE A

This report is based on the following submittal items:

Sheet #	Drawing Name	Drawing Date/Revision Date
Sheetz Site Plan		
C4.0	Site Plan	6/30/2020
C-500	Landscape Plan	8/17/2020
	Lighting Plan	8/10/2020
	Lighting Cutsheets	8/10/2020
	Plan Illumination	8/10/2020
	Plan Illumination	8/10/2020
	Isometric Illumination Airport Rd. and Rt. 29	8/10/2020
	Isometric Illumination Airport Rd. and Rt. 29	8/10/2020
Sheetz Architectural Drawings		
A200	Exterior Elevations	
A201	Exterior Elevations	
	Floor Plan	08/03/2020
	Gas Canopy Details	07/30/2020
	Car Wash Exterior Elevations	
	Car Wash Signage Details	08/07/2020
	Current View Route 29 Southbound	
	Prospective View Route 29 Southbound without Landscaping	
	Prospective View Route 29 Southbound with Landscaping	
	Current View Route 29 Northbound	
	Prospective View Route 29 Northbound without Landscaping	
	Prospective View Route 29 Northbound with Landscaping	
	Current View Airport Road	

	Prospective View Airport Road without Landscaping	
	Prospective View Airport Road with Landscaping	
Sheetz ARB Work Session Alternative Site Layouts		
	Sketch 1	
	Sketch 2	
	Revisions to Original (Updated 6/9/2020)	

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DIMENSION NOTES:

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

LEGEND:

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

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

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
FINAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

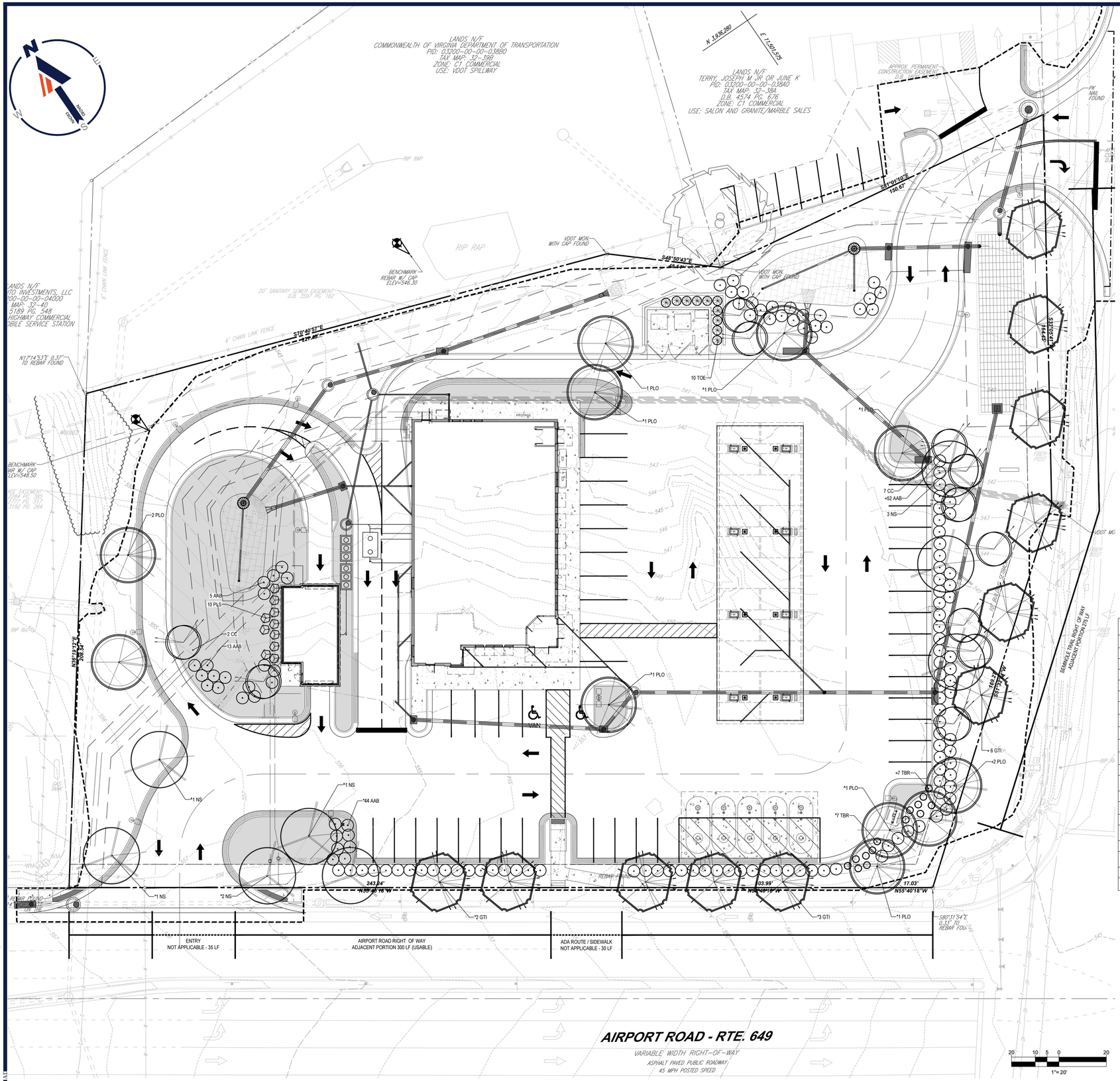
SITE PLAN

COMMONWEALTH OF VIRGINIA
06/30/2020
DANIEL C. HYER
Lic. No. 45596
PROFESSIONAL ENGINEER

APPROVED	DCH
SUBMISSION NO.	1A
PROJECT	1903600

THE WORK OF LINE + GRADE

C4.0



LANDSCAPE COMPLIANCE CHART

SECTION	REQUIREMENTS	CALCULATIONS	COMPLIANCE
ZONING 32.7.9.5 LANDSCAPING ALONG STREETS ARCH. REVIEW BOARD DESIGN GUIDELINES #32. A) LANDSCAPING	ONE (1) LARGE STREET TREE SHALL BE REQUIRED FOR EVERY FIFTY (50) FEET OF STREET FRONTAGE. SHRUBS ALONG PUBLIC STREETS . WHEN A PARKING AREA IS LOCATED SO THAT THE PARKED CARS WILL BE VISIBLE FROM AN OFF-SITE STREET,...SHRUBS SHALL BE IN A SINGLE ROW PLANTED FIVE FEET ON CENTER. LANDSCAPING ALONG THE FRONTAGE OF ENTRANCE CORRIDOR STREETS SHOULD INCLUDE THE FOLLOWING: LARGE SHADE TREES SHOULD BE PLANTED PARALLEL TO THE ENTRANCE CORRIDOR STREET. SUCH TREES SHOULD BE AT LEAST 3½ INCHES CALIPER (MEASURED 6 INCHES ABOVE THE GROUND) AND SHOULD BE OF A PLANT SPECIES COMMON TO THE AREA. SUCH TREES SHOULD BE LOCATED AT LEAST EVERY 35 FEET ON CENTER.	SEMINOLE TRAIL U.S RTE 29 275 LF STREET FRONTAGE 1/50 X 275 =5.5 LARGE TREES REQUIRED (PER ZONING) 1/35 X 275 =7.8 LARGE TREES REQUIRED (PER ARB) 8 LARGE TREES PROVIDED ADJACENT TO PARKING = 59 SHRUBS PROVIDED "+" INDICATED PLANT MATERIAL UTILIZED TO FULFIL THE REQUIREMENT AIRPORT ROAD U.S RTE 649 300 LF STREET FRONTAGE (USABLE) 1/50 X 300 =6 LARGE TREES REQUIRED (PER ZONING) 1/35 X 300 =8.6 LARGE TREES REQUIRED (PER ARB) 9 LARGE TREES PROVIDED ADJACENT TO PARKING = 51 SHRUBS PROVIDED "*" INDICATED PLANT MATERIAL UTILIZED TO FULFIL THE REQUIREMENT	COMPLIES
ZONING 32.7.9.6 LANDSCAPING WITHIN A PARKING AREA	AN AREA OF AT LEAST (5) PERCENT OF THE PAVED PARKING AND VEHICULAR CIRCULATION AREA SHALL BE LANDSCAPED WITH TREES OR SHRUBS. PLANT MATERIALS MAY BE A MIXTURE OF SHADE TEES AND SHRUBS AND SHALL INCLUDE ONE (1) LARGE SHADE TREE PER TEN (10) PARKING SPACES.	INTERIOR PARKING LOT LANDSCAPING PARKING LOT AREA: 51,763 SF INTERIOR LANDSCAPING (5%): 2,589 SF REQUIRED 7,973 SF PROPOSED PARKING LOT LANDSCAPING PROPOSED NUMBER OF PARKING SPACES: 47 (1 CANOPY TREE / 10 PARKING SPACES) REQUIRED CANOPY TREES: 5 PROPOSED CANOPY TREES: 7 "^" INDICATES PLANT MATERIAL UTILIZED TO FULFILL REQUIREMENT	COMPLIES
ZONING 32.7.9.7 SCREENING	FEATURES THAT MAY HAVE NEGATIVE VISUAL IMPACTS . FEATURES THAT MAY HAVE NEGATIVE VISUAL IMPACTS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING SHALL BE SCREENED FROM ADJACENT RESIDENTIAL AND RURAL AREAS DISTRICTS AND PUBLIC STREETS: (I) LOADING AREAS; (II) REFUSE AREAS	NORTH AND WEST PROPERTY LINE NO SCREENING REQUIRED. SIMILARLY ZONED COMMERCIAL SITES EXIST ADJACENT TO SITE. SITE FEATURES EVERGREEN SCREENING PROPOSED ADJACENT TO REFUSE AREA	COMPLIES
ZONING 32.7.9.8 TREE CANOPY	COMMERCIAL AND INDUSTRIAL USES: IF THE SITE IS TO BE DEVELOPED FOR COMMERCIAL OR INDUSTRIAL USES, THE MINIMUM TREE CANOPY IS TEN (10) PERCENT.	TREE CANOPY CALCULATION GROSS SITE AREA: 67,665 SF TREE CANOPY COVER REQUIRED (10%): 6,766 SF REQUIRED (34%) 23,614 SF PROVIDED TREES IN OFFSITE PLANTING EASEMENTS ARE NOT INCLUDED IN THIS CALCULATION.	COMPLIES

NOTE:

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

INTERIOR PLANTING AREA

LANDSCAPE SCHEDULE

KEY	QTY.	BOTANICAL NAME	COMMON NAME	CAL. / HT.	CONT.	CANOPY	TOTAL
SHADE TREES							
GTI	11	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEYLOCUST	3 1/2" CAL. / 14-16'	B+B	541 EACH	5941
NS	8	NYSSA SYLVATICA	SOURGUM OR TUPELO	3 1/2" CAL. / 14-16'	B+B	181 EACH	1448
PLO	11	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	3 1/2" CAL. / 14-16'	B+B	1475 EACH	16225
SUBTOTAL:	30					TOTAL	23,614
ORNAMENTAL TREES							
CC	11	CERCIS CANADENSIS	REDBUD	2 1/2" CAL. / 8-10'	B+B		
SUBTOTAL:	11						
DECIDUOUS SHRUBS							
AAB	138	ARONIA ARBUTIFOLIA 'BRILLIANTISSIMA'	RED CHOKEBERRY	3-4' HT, & SPREAD	#5 CAN		
SUBTOTAL:	138						
EVERGREEN TREES AND SHRUBS							
PLS	10	PRUNUS LAUROCERASUS 'SCHIPKAENSIS'	COMMON CHERRY LAUREL	3-4' HT, & SPREAD	#5 CAN		
TBR	14	TAXUS BACCATA 'REPANDENS'	SPREADING ENGLISH YEW	24" HT, & SPREAD	#5 CAN		
TOE	10	THUJA OCCIDENTALIS 'EMERALD GREEN'	EMERALD GREEN ARBORVITAE	5-6' HT	B+B		
SUBTOTAL:	34						

GENERAL NOTES:

1. THIS PLAN IS TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY.
2. ALL DISTURBED UNPAVED AREAS, EXCLUDING PLANTING BEDS, ARE TO BE INSTALLED AS SODDED LAWN IN ACCORDANCE WITH LANDSCAPE SPECIFICATION #2.C., UNLESS OTHERWISE STATED ON THIS PLAN.
3. CONTRACTOR TO PROVIDE AN IRRIGATION DESIGN FOR BOTH LAWN AND BED AREAS. DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL. CONTRACTOR IS ALSO RESPONSIBLE FOR ANY PRESSURE REDUCING DEVICES REQUIRED TO MEET MAXIMUM PRESSURE REQUIREMENT.
4. ALL LANDSCAPE BEDS THAT ARE NOT ASSOCIATED WITH A STORMWATER FACILITY ARE TO BE INSTALLED WITH WEED BARRIER FABRIC (SEE DETAIL).
5. WITHOUT EXCEPTION, WEED BARRIER FABRIC SHALL NOT BE USED AT THE BOTTOM OR SIDE SLOPES OF STORMWATER BMP FACILITIES.
6. SHRUBS PLANTED ALONG HEAD-IN PARKING STALLS SHALL BE INSTALLED TO ALLOW A CLEARANCE OF FIVE FEET FROM FACE OF CURB TO ALLOW FOR BUMPER OVERHANG.
7. WHEN APPLICABLE, CENTER OF PROPOSED ORNAMENTAL OR EVERGREEN TREE SHALL BE OFFSET 6' FROM THE BACK OF RETAINING WALLS (11' FOR SHADE TREES) TO PREVENT WALL FAILURE. FINAL PLANTING LOCATIONS SHALL BE COORDINATED WITH THE WALL DESIGNER.
8. 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

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

REV	DATE	COMMENT	DRAWN BY / CHECKED BY
			AR
1	8/17/2020	COUNTY COMMENTS	RY

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

PROJECT:

INITIAL SITE PLAN

FOR

FRESH FOOD SHEETZ MADE TO ORDER

PROPOSED DEVELOPMENT

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

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

COMMONWEALTH OF VIRGINIA
ADAM T. ROGERS
Lic. No. 0406003810
08-17-2020
LANDSCAPE ARCHITECT

SHEET TITLE:

LANDSCAPE PLAN

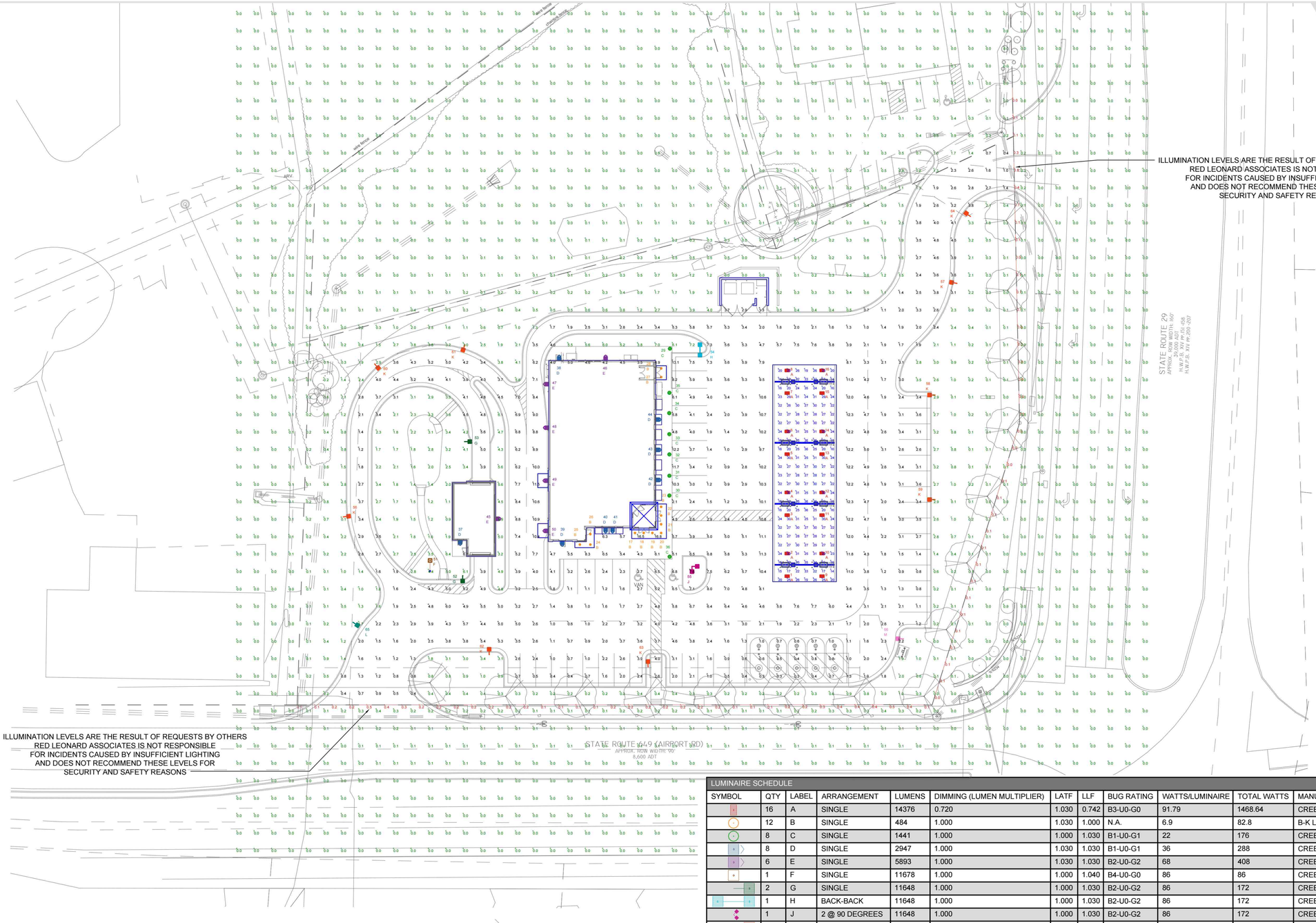
SHEET NUMBER:

C-500

REVISION 1 - 08/17/2020

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



ILLUMINATION LEVELS ARE THE RESULT OF REQUESTS BY OTHERS
RED LEONARD ASSOCIATES IS NOT RESPONSIBLE
FOR INCIDENTS CAUSED BY INSUFFICIENT LIGHTING
AND DOES NOT RECOMMEND THESE LEVELS FOR
SECURITY AND SAFETY REASONS

LUMINAIRE LOCATION SUMMARY			
LUM NO.	LABEL	MTG. HT.	TILT
1 - 16	A	17.42	0
17 - 28	B	11.33	0
29 - 36	C	3	0
37 - 39	D	9.33	0
40 - 44	D	12	0
45 - 48	E	12	0
49, 50	E	10	0
51	F	1	170
52, 53	G	20	0
54	H	20	0
55	J	20	0
56 - 64	K	20	0
65	L	20	0
66	M	20	0

NOTE:
- ALL AREA LIGHTS ON NEW 17 FT. POLE MOUNTED ON 3 FT. CONCRETE BASE

NOTE REQUIRED BY ARCITECTURAL REVIEW BOARD:
- EACH OUTDOOR LUMINAIRE EQUIPPED WITH A LAMP THAT EXCEEDS 3,000 OR MORE INITIAL LUMENS SHALL BE A FULL CUT-OFF 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 OF ZONING DISTRICTS SHALL NOT EXCEED ONE-HALF FOOTCANDLE.

NORTH

GRAPHIC SCALE
0 30 60 90 120

FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
RIGHT OF WAY LINES	0.16	0.5	0.0	N.A.	N.A.
SITE PAVED AREA	3.95	16.8	0.3	13.17	56.00
UNDEFINED	0.29	7.2	0.0	N.A.	N.A.
UNDER CANOPY	24.91	36	14	1.78	2.57

OWNER/OWNER'S REPRESENTATIVE TO ADJUST DRIVE CURRENT ON FIXTURES A, L, & M VIA DIAL ACCESSED IN DRIVER ENCLOSURE TO SWITCH POSITION NOTED IN DESCRIPTION COLUMN OF LUMINAIRE SCHEDULE

LUMINAIRE SCHEDULE												
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	DIMMING (LUMEN MULTIPLIER)	LATF	LLF	BUG RATING	WATTS/LUMINAIRE	TOTAL WATTS	MANUFACTURER	CATALOG LOGIC
	16	A	SINGLE	14376	0.720	1.030	0.742	B3-U0-G0	91.79	1468.64	CREE, INC.	CAN-228-PS-RS-06-E-UL-XX-700 (SET TO SWITCH POSITION 3 IN FIELD)
	12	B	SINGLE	484	1.000	1.030	1.000	N.A.	6.9	82.8	B-K LIGHTING, INC.	BKLT CH-LED-e69-FL-BZP-12 (BY OTHERS)
	8	C	SINGLE	1441	1.000	1.000	1.030	B1-U0-G1	22	176	CREE, INC.	PWY-EDG-3M-P3-02-E-UL-XX-350-57K
	8	D	SINGLE	2947	1.000	1.030	1.030	B1-U0-G1	36	288	CREE, INC.	SEC-EDG-3M-WM-02-E-UL-XX-525
	6	E	SINGLE	5893	1.000	1.030	1.030	B2-U0-G2	68	408	CREE, INC.	SEC-EDG-3M-WM-04-E-UL-XX-525
	1	F	SINGLE	11678	1.000	1.000	1.040	B4-U0-G0	86	86	CREE, INC.	OSQ-AAXX w/PGM-1 + OSQ-A-NM-15D-B-57K-UL-XX
	2	G	SINGLE	11648	1.000	1.000	1.030	B2-U0-G2	86	172	CREE, INC.	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX
	1	H	BACK-BACK	11648	1.000	1.000	1.030	B2-U0-G2	86	172	CREE, INC.	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX
	1	J	2 @ 90 DEGREES	11648	1.000	1.000	1.030	B2-U0-G2	86	172	CREE, INC.	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX
	9	K	SINGLE	8950	1.000	1.000	1.030	B1-U0-G2	86	774	CREE, INC.	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX w_OSQ-BLSMF
	1	L	SINGLE	8950	0.510	1.030	0.525	B1-U0-G2	45	45	CREE, INC.	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX-Q2 w_OSQ-BLSMF
	1	M	SINGLE	8950	0.720	1.030	0.742	B1-U0-G2	62	62	CREE, INC.	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX-Q4 w_OSQ-BLSMF

REV.	BY	DATE	DESCRIPTION
R1	DAR	8/10/20	REVISED PER REVIEW COMMENTS AND UPDATED SITE BASE PLAN

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

PROJECT NAME:
SHEETZ
ALBEMARLE, VA
DRAWING NUMBER:
RL-6591-S1-R1

rla

PRODUCT	QTY	LABEL	DESCRIPTION
CANOPY 	16	A	CAN-228-PS-RS-06-E-UL-XX-700 (SET TO SWITCH POSITION 3 IN FIELD)

PRODUCT	QTY	LABEL	DESCRIPTION
PATHWAY	8	C	PWY-EDG-3M-P3-02-E-UL-XX-350-57K

PRODUCT	QTY	LABEL	DESCRIPTION
WALL MOUNTED 	8	D	SEC-EDG-3M-WM-02-E-UL-XX-525
	6	E	SEC-EDG-3M-WM-04-E-UL-XX-525

PRODUCT	QTY	LABEL	DESCRIPTION
AREA	1	F	OSQ-AAXX W/PGM-1 + OSQ-A-NM-15D-B-57K-UL-XX
	2	G	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX
	1	H	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX
	1	J	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX
	9	K	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX W_OSQ-BLSMF
	1	L	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX-Q2 W_OSQ-BLSMF
	1	M	OSQ-DAXX + OSQ-A-NM-4ME-B-57K-UL-XX-Q2 W_OSQ-BLSMF

228 Series™

LED Recessed Canopy Luminaire

Product Description

Slim, low profile, easy mounting from below or above the deck. Luminaire sides are rugged cast aluminum with high performance extruded aluminum heat sinks specifically designed for LED. Luminaire mounts directly to the canopy deck and is secured in place with compression molded trim frame. Luminaire housing is provided with factory applied foam gasket and provides for a weathertight seal between luminaire housing and canopy deck. Suitable for use in single or double skin canopies with 12" (305mm) or 16" (406mm) wide panels. Designed for canopies of 16-22 gauge (maximum 0.065" [1.65mm] thickness).
Applications: Petroleum stations, convenience stores, drive-thru banks and restaurants, retail and grocery

Performance Summary

- Patented NanoOptic® Product Technology
- Assembled in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI
- **CCT:** 4000K (+/- 300K), 5700K (+/- 500K) standard
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

† See http://lighting.cree.com/warranty for warranty terms



LED Count (x10)	Drive Current	Dim. "A"	Dim. "B"	Weight
03	525/700mA	13.1" (333mm)	12.5" (317mm)	18.7 lbs. (8.5kg)
06	525/700mA	17.8" (451mm)	17.2" (437mm)	23.9 lbs. (10.8kg)
09	350mA	22.5" (572mm)	21.9" (557mm)	32.0 lbs. (14.5kg)
09	525/700mA	22.5" (572mm)	21.9" (557mm)	31.9 lbs. (14.5kg)

Accessories

Field-Installed	
Upgrade Plate Kit 12.0" x 21.0" (305mm x 533mm) steel face plate used when replacing recessed HID luminaires in existing open canopies • Includes mounting channels and hardware XA-CT30F021W – 30 LED XA-CT60F021W – 60 LED XA-CT90F021W – 90 LED • For use with canopies that are greater than 2.5" (64mm) in height XA-CT30F021WS – 30 LED XA-CT60F021WS – 60 LED XA-CT90F021WS – 90 LED • For use with shallow canopies that are less than 2.5" (64mm) in height **Upgrade Plate Kit – Metal** Metal plate used when replacing surface mounted HID luminaires. Painted Colorfast DeltaGuard® white. Must be field cut to match luminaire XA-CTP26X24WT • 26" x 24" (660mm x 610mm) steel plate spans two 12" (305mm) deck panels XA-CTP26X32WT • 26" x 32" (660mm x 813mm) steel plate spans two 16" (406mm) deck panels	**Upgrade Plate Kit – Plastic** 24.3" x 26.0" (617mm x 660mm) plastic canopy trim plates with and without backer plates. For use when replacing existing surface mounted or recessed HID luminaires XA-CT30B047W – 30 LED XA-CT60B047W – 60 LED XA-CT90B047W – 90 LED • Kits without backer plates for use with canopies that have a maximum of 7" (178mm) diameter cut hole XA-CT30C241W – 30 LED XA-CT60C241W – 60 LED XA-CT90C241W – 90 LED • Kits with backer plates for use with 12" (305mm) or 16" (406mm) canopies that have a maximum of 10" (254mm) diameter or 10" x 10" (254mm x 254mm) cut hole XA-CT30C642W – 30 LED XA-CT60C642W – 60 LED XA-CT90C642W – 90 LED • Kits with backer plates for use with 16" (406mm) canopies that have a maximum of 12" (305mm) diameter or 12" x 12" (305mm x 305mm) cut hole **Hand-Held Remote** XA-SENSREM • For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

Ordering Information

Example: CAN-228-SL-RM-03-E-UL-WH-525

CAN-228				E				
Product	**Optic**	**Mounting**	**LED Count (x10)**	**Series**	**Voltage**	**Color Options**	**Drive Current**	**Options**
CAN-228	**5M** Type V Medium **SL** Sparkle Petroleum **PS** Petroleum Symmetric	**RM** Recessed	**03** • Available with SL optic only **06** **09**	E	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA • Available with 90 LEDs only **525** 525mA **700*** 700mA	**DIM 0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current **PML Programmable Multi-Level** - Refer to PML spec sheet for details **40K 4000K Color Temperature** - Color temperature per luminaire - Minimum 70 CRI

* 90 LED luminaires with 700mA require marked spacing: 48" x 24" x 6" (1,219mm x 610mm x 152mm); 48" (1,219mm) center-to-center of adjacent luminaires, 24" (610mm) luminaire center to side building member, 6" (152mm) top of luminaire to overhead building member

Cree Edge™ Series

LED Pathway Luminaire

Product Description

Durable die-cast aluminum luminaire housing mounts directly to 4" (102mm) diameter pole (included) without visible mounting hardware for clean appearance. Pole mounts to rugged die cast aluminum internal flange secured by three 3/8" - 16x6" anchor bolts with 1-1/4" hook (provided). **Note:** T45 Torx 3/8" socket required for head installation. Top mounted LEDs for superior optical performance and light control.
Applications: Landscape, walk-ways and general site lighting

Performance Summary

- Patented NanoOptic® Product Technology
- Assembled in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI
- **CCT:** 4000K (+/- 300K), 5700K (+/- 500K) standard
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

†See http://lighting.cree.com/warranty for warranty terms



Model	Dim. "A"	Weight*
Landscape (P0)	13" (330mm)	12.7 lbs. (5.8kg)
Landscape (P1)	18" (457mm)	13.3 lbs. (6.0kg)
Pathway (P3)	36" (914mm)	17.9 lbs. (8.1kg)
Pathway (P4)	42" (1068mm)	18.6 lbs. (8.4kg)
Pedestrian (P8)	96" (2438mm)	28.4 lbs (12.9kg)

* Add 4.5 lbs. (2.0kg) for 347-480V

Accessories

Field-Installed
Upgrade Kit • Used for replacement of existing bollards with a bolt hole circle of 5.75" (146mm) XA-XBP8RSV XA-XBP8RWH XA-XBP8RBK XA-XBP8RBZ

Ordering Information

Example: PWY-EDG-2M-P0-02-E-UL-SV-350

PWY-EDG			02	E				
Product	**Optic**	**Mounting**	**LED Count (x9)**	**Series**	**Voltage**	**Color Options**	**Drive Current**	**Options**
PWY-EDG	**2M** Type II Medium **3M** Type III Medium **5M** Type V Medium **5S** Type V Short	**P0** 13" (330mm) landscape **P1** 18" (457mm) landscape **P3** 36" (914mm) pathway **P4** 42" (1067mm) pathway **P8** 96" (2438mm) pedestrian	02	E	**UL** Universal 120-277V **UH*** Universal 347-480V • Available with P3, P4, and P8 mounts only **12** 120V • Available only with TL option **27** 277V • Available only with TL option	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA • Available with P1, P3, P4, and P8 mounts only	**F Fuse** - When code dictates fusing, use time delay fuse - Available for U.S. applications only **TL Two-Level (175/525 w/integrated sensor control)** - Available with 12 or 27 voltages only - Refer to TL spec sheet for details **WB Welded Base Plate** - Standard on P8 mount option, available with P3 and P4 mount - Includes welded base cover **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire

* 347-480V utilizes magnetic step-down transformer. For input power for 347-480V, refer to the Electrical Data table

Cree Edge® Series

LED Security Wall Pack Luminaire

Rev. Date: V6 08/29/2019

Product Description

The Cree Edge® wall mount luminaire has a slim, low profile design. The luminaire end caps are made from rugged die cast aluminum with integral, weathertight LED driver compartments and high performance aluminum heat sinks specifically designed for LED applications. Housing is rugged aluminum. Includes a lightweight mounting box for installation over standard and mud ring single gang J-Boxes. Secures to wall with four 3/16" (5mm) screws (by others). Conduit entry from top, bottom, sides and rear. Allows mounting for uplight or downlight. Designed and approved for easy through-wiring. Includes leaf/debris guard.
Applications: General area and security lighting

Performance Summary

- Patented NanoOptic® Product Technology
- Assembled in the U.S.A. of U.S. and imported parts
- **CRI:** Minimum 70 CRI
- **CCT:** 4000K (+/- 300K), 5700K (+/- 500K) standard
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish

† See http://creelighting.com/warranty for warranty terms



LED Count (x10)	Dim. "A"	Weight
02	9.9" (251mm)	20 lbs. (9.1kg)
04	11.9" (303mm)	22 lbs. (10.0kg)
06	13.9" (353mm)	25 lbs. (11.3kg)
08	15.9" (404mm)	27 lbs. (12.2kg)
10	17.9" (455mm)	31 lbs. (14.1kg)
12	19.9" (505mm)	32 lbs. (14.5kg)

Accessories

Field-Installed		
Bird Spikes XA-BRDSPK	**Beauty Plate** WM-PLT12** - 12" (305mm) Square WM-PLT14** - 14" (356mm) Square • Covers holes left by incumbent wall packs	**Hand-Held Remote** XA-SENSREM • For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

** Must specify color

Ordering Information

Example: SEC-EDG-2M-WM-06-E-UL-SV-700

SEC-EDG		WM		E				
Product	**Optic**	**Mounting**	**LED Count (x10)**	**Series**	**Voltage**	**Color Options**	**Drive Current**	**Options**
SEC-EDG	**2M** Type II Medium **2MB** Type II Medium w/BLS **2S** Type II Short **2SB** Type II Short w/BLS **3M** Type III Medium **3MB** Type III Medium w/BLS **4M** Type IV Medium **4MB** Type IV Medium w/BLS	**WM** Wall Mount	**02** **04** **06** **08** **10** **12**	E	**UL** Universal 120-277V **UH** Universal 347-480V **34** 347V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA -Available with 20-80 LEDs **700** 700mA -Available with 20-60 LEDs	**DIM 0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified drive current - Not available with PML option **P Photocell** - Must specify UL or 34 voltage **PML Programmable Multi-Level** - Refer to PML spec sheet for details - Intended for downlight applications with 0° tilt **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire

OSQ Series

OSQ™ LED Area/Flood Luminaire – Medium

Rev. Date: V21 10/23/2019

Product Description

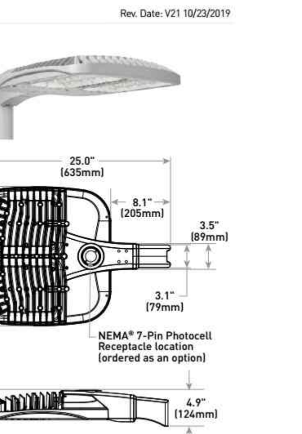
The OSQ™ Area/Flood luminaire blends extreme optical control, advanced thermal management and modern, clean aesthetics. Built to last, the housing is rugged cast aluminum with an integral, weathertight LED driver compartment. Versatile mounting configurations offer simple installation. Its slim, low-profile design minimizes wind load requirements and blends seamlessly into the site providing even, quality illumination. The 'B' Input power designator is a suitable upgrade for HID applications up to 250 Watt, and the 'K' Input power designator is a suitable upgrade for HID applications up to 400 Watt.
Applications: Parking lots, walkways, campuses, car dealerships, office complexes, tunnels, underpasses, and internal roadways

Performance Summary

- NanoOptic® Precision Delivery Grid™ optic
- Assembled in the U.S.A. of U.S. and imported parts
- **Initial Delivered Lumens:** Up to 17,291
- **Efficacy:** Up to 136 LPW
- **CRI:** Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)
- **CCT:** 3000K, 4000K, 5000K, 5700K
- **Limited Warranty†:** 10 years on luminaire/10 years on Colorfast DeltaGuard® finish/5 years on Synapse wireless control accessories/1 year on luminaire accessories

†See http://creelighting.com/warranty for warranty terms

DA Mount



Weight
28.9 lbs. (13.1kg)

Ordering Information

Fully assembled luminaire is composed of two components that must be ordered separately:
Example: **Mount:** OSQ-B-AASV + **Luminaire:** OSQ-A-NM-2ME-B-40K-UL-SV

Mount (Luminaire must be ordered separately)*	
OSQ-	
OSQ-B-AA Adjustable Arm **OSQ-DA** Direct Arm **OSQ-M-TSP** Transportation Mount (stainless steel; do not specify color) **OSQ-TM** Trunnion Mount	**Color Options:** **SV** Silver **BZ** Bronze **BK** Black **WH** White

* Reference EPA and pole configuration suitability data beginning on page 9

Luminaire (Mount must be ordered separately)

OSQ	A	NM						
Product	**Version**	**Mounting**	**Optic**	**Input Power Designator**	**CCT**	**Voltage**	**Color Options**	**Options**
OSQ	A	**NM** No Mount	**Asymmetric** **2ME*** Type II Medium **3ME*** Type III Medium **4ME*** Type IV Medium **Symmetric** **5ME** Type V Medium **5SH** Type V Short **WSN** Wide Sign **15D** 15° Flood **25D** 25° Flood **40D** 40° Flood **60D** 60° Flood	**B** 86W **K** 130W **Z** 53W	**30K** 3000K, 70 CRI **40K** 4000K, 70 CRI **50K** 5000K, 90 CRI **57K** 5700K, 70 CRI	**UL** Universal 120-277V **UH** Universal 347-480V - Available with B & K Input Power Designators only	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**PML Programmable Multi-Level, up to 40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2 Programmable Multi-Level, 10-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **Q9/Q6/Q5/Q4/Q3/Q2/Q1 Field Adjustable Output** - Must select Q9, Q6, Q5, Q4, Q3, Q2, or Q1 - Offers full range adjustability - Refer to pages 11-12 for power and lumen values - Available with B & K Input Power Designators only - Not available with PML or PML2 options **R NEMA® 7-Pin Photocell Receptacle** - 7-pin receptacle per ANSI C136.41 - Intended for downlight applications with maximum 45° tilt - Factory connected 0-10V dim leads - 18" (457mm) seven-conductor cord exits luminaire - Photocell or shorting cap by others **RL Rotate Left** - LED and optic are rotated to the left - Refer to RR/RL configuration diagram on page 13 for optic directionality **RR Rotate Right** - LED and optic are rotated to the right - Refer to RR/RL configuration diagram on page 13 for optic directionality

* Available with Backlight Shield when ordered with field-installed accessory (see table above)

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile, easy mounting from below or above the deck
- Luminaire sides are rugged cast aluminum with high performance extruded aluminum heat sink specifically designed for LED
- Luminaire mounts directly to the canopy deck and is secured in place with compression molded trim frame
- Luminaire is provided with factory applied foam gasket and provides for a weathertight seal between luminaire housing and canopy deck
- Suitable for single or double skin canopies with 12" (305mm) or 16" (406mm) wide panels. Designed for canopies of 16-22 gauge (maximum 0.065" [1.65mm] thickness)
- Weathertight driver compartment is constructed of anodized extruded aluminum for exceptional corrosion resistance and thermal performance
- Integral weathertight junction box with 4.5" (114mm) IP threaded connection points. Rated for feed through 8 (4 in, 4 out) #12 AWG conductors
- Below ceiling serviceable driver tray for ease of upgrade or replacement
- Field adjustable drive current. Can't exceed drive current specified in part number. Exception is 90 LEDs at 350mA which can be adjusted to 525mA
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver, and white are available
- **Weight:** See Dimensions and Weight chart on page 1

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- **Maximum 10V Source Current:** 30-60 LED: 0.15mA; 90 LED: 0.30mA
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Meets FCC Part 15, Subpart B, Class A standards for conducted and radiated emissions
- 10kV surge suppression protection tested in accordance with IEEE/ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- DLC qualified when ordered with PS or SL optics with 60 LEDs and 525 or 700mA drive current. Please refer to www.designlights.org/QPL for most current information
- CA RESIDENTS WARNING: Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*

LED Count (x10)	System Watts 120-480V	Total Current (A) 120V	208V	240V	277V	347V	480V
350mA							
09	99	0.83	0.48	0.42	0.38	0.29	0.22
525mA							
03	54	0.45	0.28	0.25	0.23	0.16	0.12
06	99	0.83	0.48	0.42	0.38	0.29	0.22
09	155	1.32	0.76	0.68	0.61	0.45	0.34
700mA							
03	70	0.58	0.35	0.31	0.28	0.21	0.16
06	132	1.11	0.66	0.57	0.50	0.39	0.28
09	201	1.64	0.96	0.84	0.75	0.59	0.44

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/-10%

228 Series™ Ambient Adjusted Lumen Maintenance[1]

Ambient	Initial LMF	25K hr Projected[2] LMF	50K hr Projected[2] LMF	75K hr Calculated[3] LMF	100K hr Calculated[3] LMF
5°C (41°F)	1.04	1.01	0.99	0.98	0.96
10°C (50°F)	1.03	1.00	0.98	0.97	0.95
15°C (59°F)	1.02	0.99	0.97	0.96	0.94
20°C (68°F)	1.01	0.98	0.96	0.95	0.93
25°C (77°F)	1.00	0.97	0.95	0.94	0.92

[1] Lumen maintenance values at 25°C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip)
[3] In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip)

Product Specifications

CONSTRUCTION & MATERIALS

- Durable die-cast aluminum luminaire housing mounts directly to 4" (102mm) diameter pole (included) without visible mounting hardware for clean appearance
- Pole mounts to rugged die cast aluminum internal flange secured by three 3/8"-16x6" anchor bolts with 1-1/4" hook(provided). **Note:** T45 Torx 3/8" socket required for head installation
- Top mounted LEDs for superior optical performance and light control
- Open design, passive thermal management for superior lumen maintenance
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultradurable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver and white are available
- **Weight:** See Dimension and Weight Chart on pages 1 and 4

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load at 120V
- **Total Harmonic Distortion:** < 20% at full load at 120V
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- 10kV surge suppression protection tested in accordance with IEEE/ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- RoHS compliant. Consult factory for additional details
- CA RESIDENTS WARNING: Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*

LED Count (x9)	System Watts 120-277V	System Watts 347-480V	Total Current (A) 120V	208V	240V	277V	347V	480V
350mA								
02	22	28	0.18	0.12	0.10	0.10	0.09	0.13
525mA								
02	34	40	0.29	0.19	0.17	0.15	0.12	0.13

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-480V +/- 10%

Cree Edge™ Series Ambient Adjusted Lumen Maintenance[1]

Ambient	Initial LMF	25K hr Projected[2] LMF	50K hr Projected[2] LMF	75K hr Calculated[3] LMF	100K hr Calculated[3] LMF
5°C (41°F)	1.04	1.01	0.99	0.98	0.96
10°C (50°F)	1.03	1.00	0.98	0.97	0.95
15°C (59°F)	1.02	0.99	0.97	0.96	0.94
20°C (68°F)	1.01	0.98	0.96	0.95	0.93
25°C (77°F)	1.00	0.97	0.95	0.94	0.92

[1] Lumen maintenance values at 25°C (77°F) are calculated per TM-21 based on LM-80 data and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip)
[3] In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip)

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile design
- Luminaire sides are rugged die cast aluminum with integral, weathertight LED driver compartment and high performance aluminum heat sinks specifically designed for LED applications
- Housing is rugged aluminum
- Furnished with low copper, light weight mounting box designed for installation over standard and mud ring single gang J-Boxes
- Luminaire can also be direct mounted to a wall and surface wired
- Secures to wall with four 3/16" (5mm) screws (by others)
- Conduit entry from top, bottom, sides, and rear
- Allows mounting for uplight or downlight
- Designed and approved for easy through-wiring
- Includes leaf/debris guard
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultradurable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver and white are available
- **Weight:** See Dimensions and Weight Chart on page 1

ELECTRICAL SYSTEM

- **Input Voltage:** 120–277V or 347–480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral weathertight J-Box with leads (wire nuts) for easy power hook up
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Consult factory if in-luminaire fusing is required
- **Maximum 10V Source Current:** 20 LED (350mA): 10mA; 20LED (525 & 700 mA) and 40-120 LED: 0.15mA

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Enclosure rated IP66 per IEC 60529 when ordered without P or PML options
- ANSI C136.2 10kV surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- DLC qualified with select SKUs. Refer to https://www.designlights.org/search/ for most current information
- Meets Buy American requirements within ARRA
- CA RESIDENTS WARNING: Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*

LED Count (x10)	System Watts 120-480V	Total Current (A) 120V	208V	240V	277V	347V	480V
350mA							
02	25	0.21	0.13	0.11	0.10	0.08	0.07
04	46	0.36	0.23	0.21	0.20	0.15	0.12
06	66	0.52	0.31	0.28	0.26	0.20	0.15
08	90	0.75	0.44	0.38	0.34	0.26	0.20
10	110	0.92	0.53	0.47	0.41	0.32	0.24
12	130	1.10	0.63	0.55	0.48	0.38	0.28
525mA							
02	37	0.30	0.19	0.17	0.16	0.12	0.10
04	70	0.58	0.34	0.31	0.28	0.21	0.16
06	101	0.84	0.49	0.43	0.38	0.30	0.22
08	133	1.13	0.66	0.58	0.51	0.39	0.28
700mA							
02	50	0.41	0.25	0.22	0.20	0.15	0.12
04	93	0.78	0.46	0.40	0.36	0.27	0.20
06	134	1.14	0.65	0.57	0.50	0.39	0.29

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/- 10%

Cree Edge® Series Ambient Adjusted Lumen Maintenance[1]

Ambient	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Estimated[3] LMF	100K hr Estimated[3] LMF
5°C (41°F)	1.04	1.01	0.99	0.98	0.96
10°C (50°F)	1.03	1.00	0.98	0.97	0.95
15°C (59°F)	1.02	0.99	0.97	0.96	0.94
20°C (68°F)	1.01	0.98	0.96	0.95	0.93
25°C (77°F)	1.00	0.97	0.95	0.94	0.92

[1] Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED

Product Specifications

CONSTRUCTION & MATERIALS

- Slim, low profile design minimizes wind load requirements
- Luminaire housing is rugged die cast aluminum with an integral, weathertight LED driver compartment and high-performance heat sink
- Convenient interlocking mounting method on direct arm mount. Mounting adaptor is rugged die cast aluminum and mounts to 3-6" (76-152mm) square or round pole, secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers
- Mounting for the adjustable arm mount adaptor is rugged die cast aluminum and mounts to 2" (51mm) IP, 2.375" (60mm) O.D. tenon
- Adjustable arm mount can be adjusted 180° in 2.5° increments
- Transportation mount is constructed of 316 stainless steel and mounts to surface with (4) 3/8" fasteners by others
- Trunnion mount is constructed of A500 and A1011 steel and is adjustable from 0-180° in 15° degree increments. Trunnion mount secures to surface with (1) 3/4" bolt or (2) 1/2" or 3/8" bolts
- Includes 18" (340mm) 18/5 or 16/5 cord exiting the luminaire. When ordered with R option, 18" (340mm) 18/7 or 16/7 cord is provided
- Designed for uplight and downlight applications
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Silver, bronze, black, and white are available
- **Weight:** OSQ-DA: 28.9 lbs. (13.1kg); OSQ-B-AA: 28.4 lbs. (12.9kg); OSQ-M-TSP: 42 lbs. (19.1kg); OSQ-TM: 32.6 lbs. (14.8kg)

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Consult factory if in-luminaire fusing is required
- Designed with 0-10V dimming capabilities. Controls by others
- Refer to Dimming spec sheet for details
- **Maximum 10V Source Current:** 1.0mA

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without R option
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards with AA, DA, TM, and TSP mounts
- ANSI C136.2 10kV surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- DLC and DLC Premium qualified versions available with 70 CRI. Some exceptions apply. Please refer to https://www.designlights.org/search/ for most current information
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT and direct or transportation mounts only. Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- CA RESIDENTS WARNING: Cancer and Reproductive Harm – www.p65warnings.ca.gov

Product Specifications

SYNAPSE® SIMPLYSNAP INTELLIGENT CONTROL

The Synapse SimplySNAP platform is a highly intuitive connected lighting solution featuring zone dimming, motion sensing, and daylight harvesting with utility-grade power monitoring and support of up to 1000 nodes per gateway. The system features a reliable and robust self-healing mesh network with a browser-based interface that runs on smartphones, tablets, and PCs. The Twist-Lock Lighting Controller (TL7-B2) and Site Controller (SS450-002) take the OSQ Series to a new performance plateau, providing extreme energy productivity, code compliance and a better light experience.

Electrical Data*

Input Power Designator	System Watts 120-480V	Total Current (A) 120V	208V	240V	277V	347V	480V
B	86	0.73	0.43	0.37	0.32	0.25	0.19
K	130	1.09	0.65	0.56	0.49	0.38	0.28
Z	53**	0.46	0.26	0.22	0.19	N/A	N/A

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/-10%
** Available with UL voltage only

OSQ Series Ambient Adjusted Lumen Maintenance[1]

Ambient	Optic	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Reported[2]/ Estimated[3] LMF	100K hr Reported[2]/ Estimated[3] LMF
5°C (41°F)	Asymmetric	1.04	1.02	1.01	1.00[3]	0.99[3]
	Symmetric	1.05	1.04	1.03	1.03[2]	1.02[2]
10°C (50°F)	Asymmetric	1.03	1.01	1.00	0.99[3]	0.98[3]
	Symmetric	1.04	1.03	1.02	1.01[2]	1.00[2]
15°C (59°F)	Asymmetric	1.02	1.00	0.99	0.98[3]	0.97[3]
	Symmetric	1.02	1.02	1.01	1.00[2]	0.99[2]
20°C (68°F)	Asymmetric	1.01	0.99	0.98	0.97[3]	0.96[3]
	Symmetric	1.01	1.01	1.00	0.99[2]	0.98[2]
25°C (77°F)	Asymmetric	1.00	0.98	0.97	0.96[3]	0.95[3]
	Symmetric	1.00	0.99	0.98	0.98[2]	0.97[2]

[1] Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

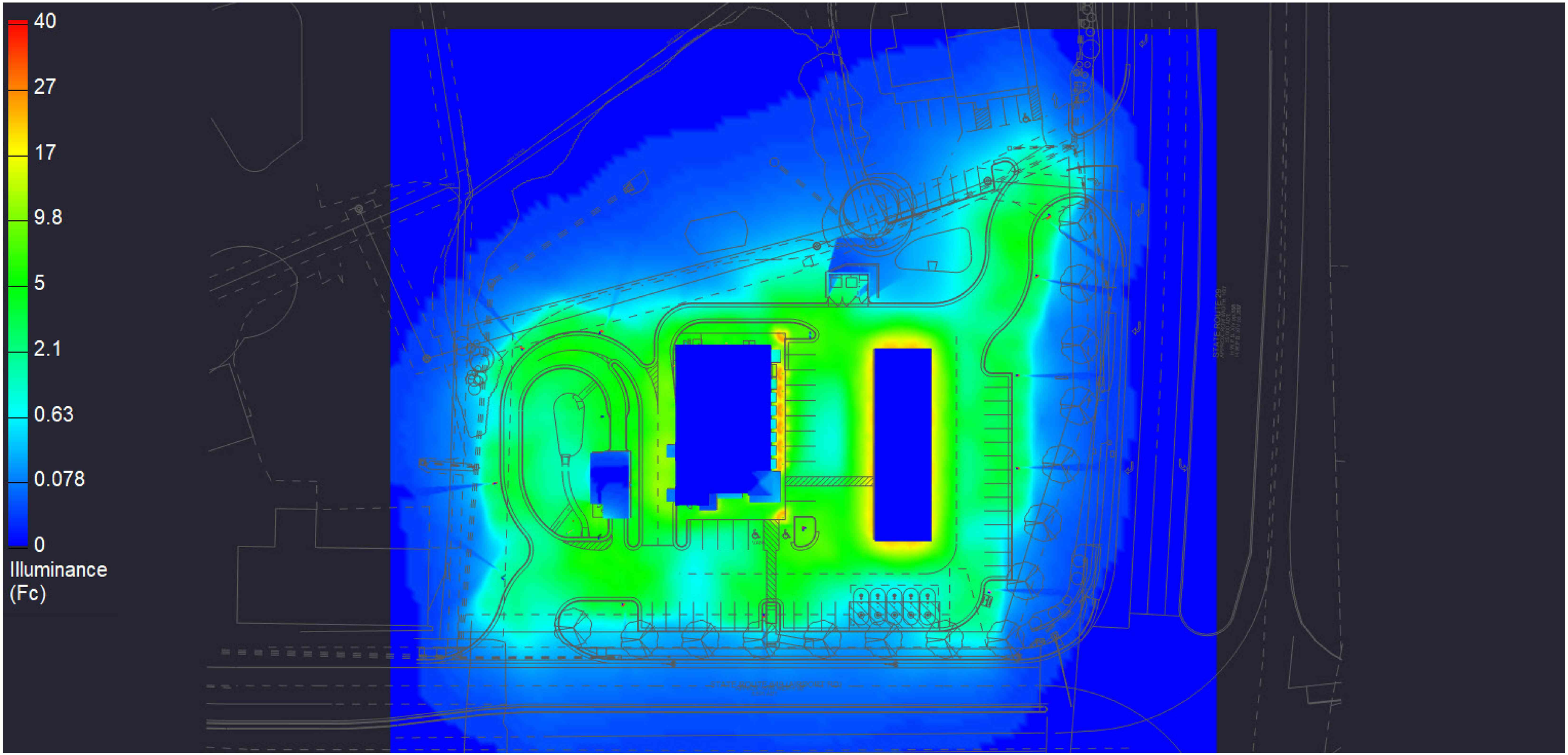
Accessories

Field-Installed		
Backlight Shield OSQ-BLSMF – Front facing optics OSQ-BLSMR – Rotated optics	**Hand-Held Remote** XA-SENSREM • For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required	**Bird Spikes** OSQ-MED-BRDSPK

Synapse Wireless Control Accessories	
Twist-Lock Lighting Controller TL7-B2 • Suitable for 120-277V (UL) voltage only • Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle • Not for use with PML or Q options • Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaires	**SimplySNAP On-Site Controller** SS450-002 • Verizon® LTE-enabled • Designed for indoor applications **Building Management System (BMS) Gateway** BMS-GW • Required for BACNET integration **Outdoor Antennas (Optional, for increased range, 8dB gain)** KIT-ANT420SM • Kit includes antenna, 20' cable and bracket KIT-ANT360 • Kit includes antenna, 30' cable and bracket KIT-ANT600 • Kit includes antenna, 50' cable and bracket

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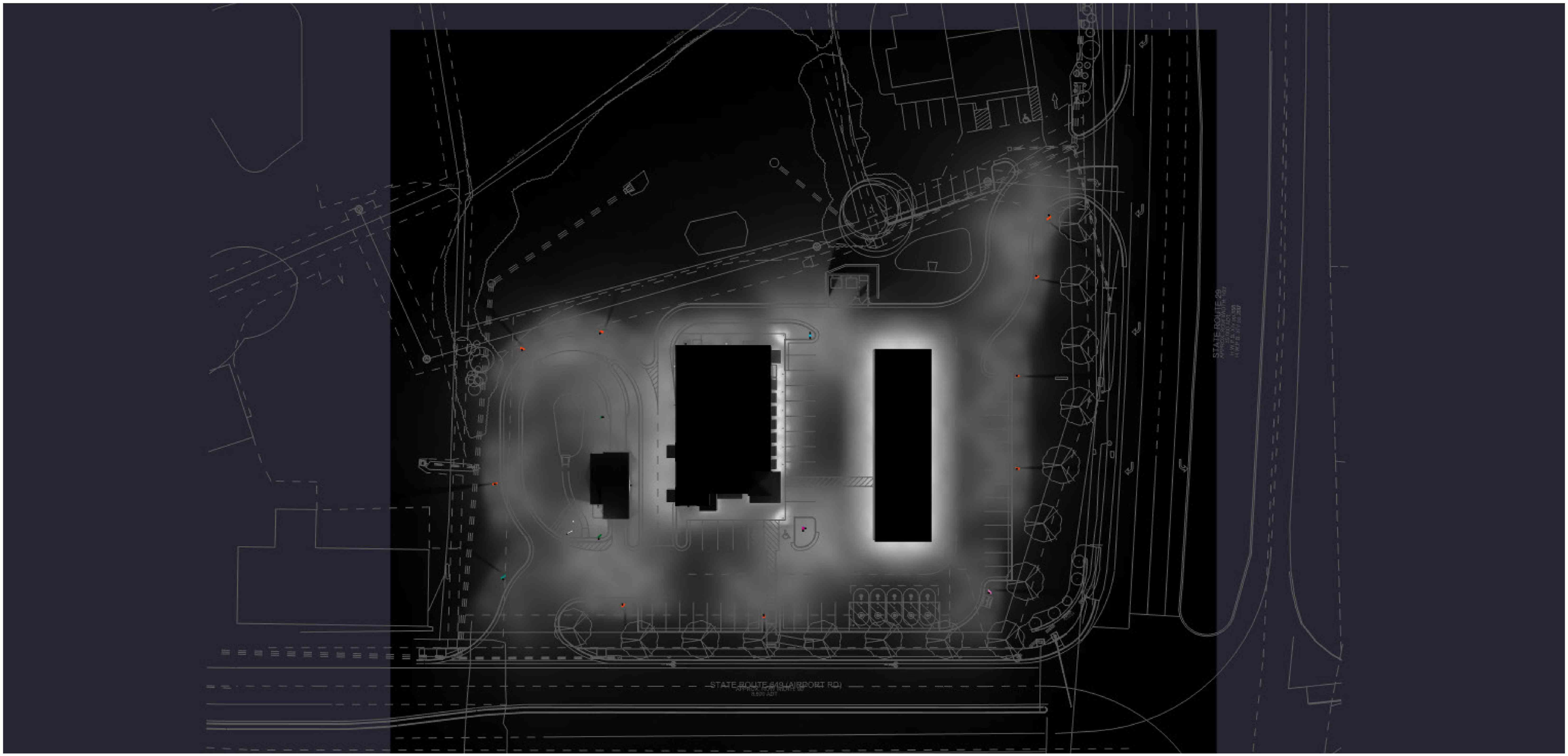
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RL-6591-S1-R1



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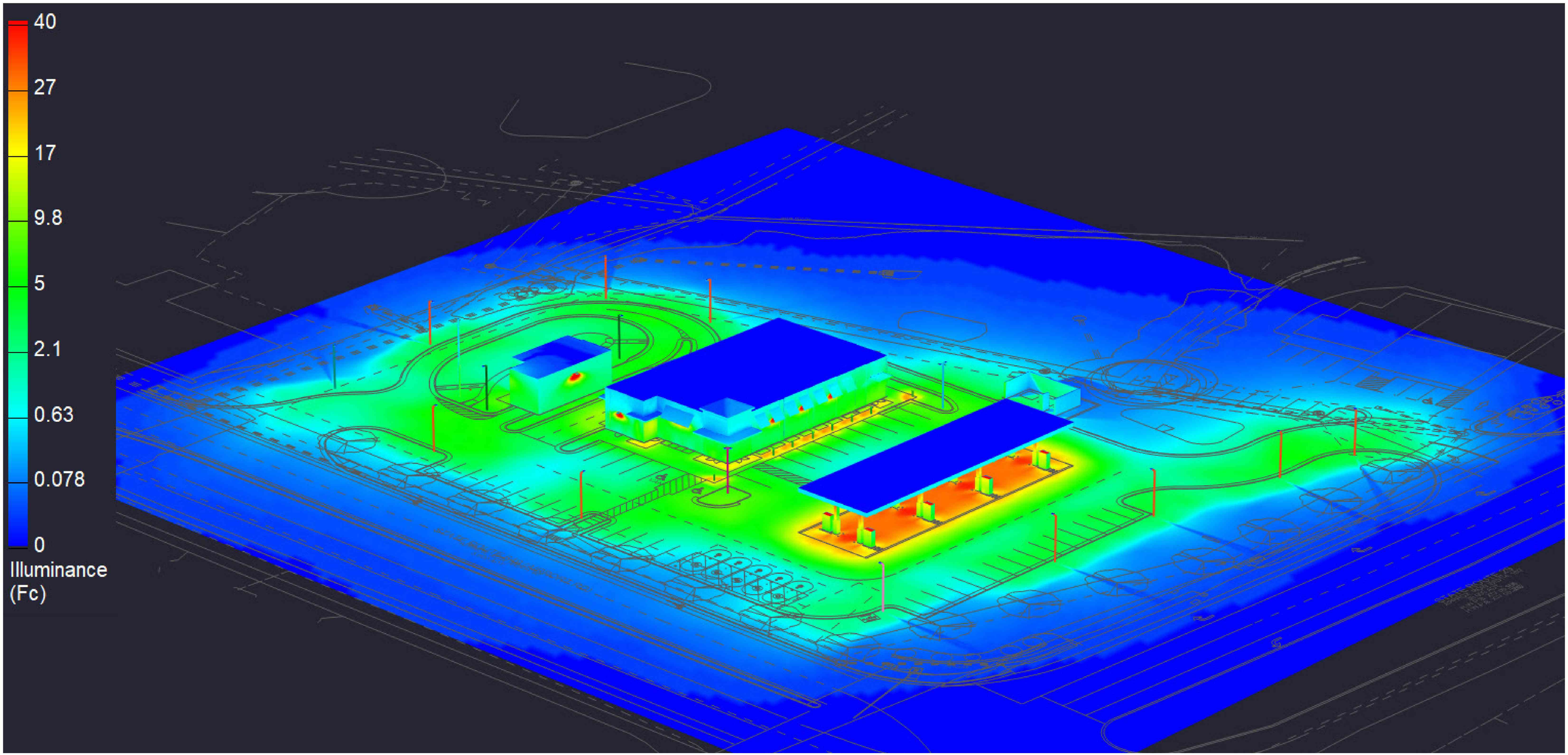
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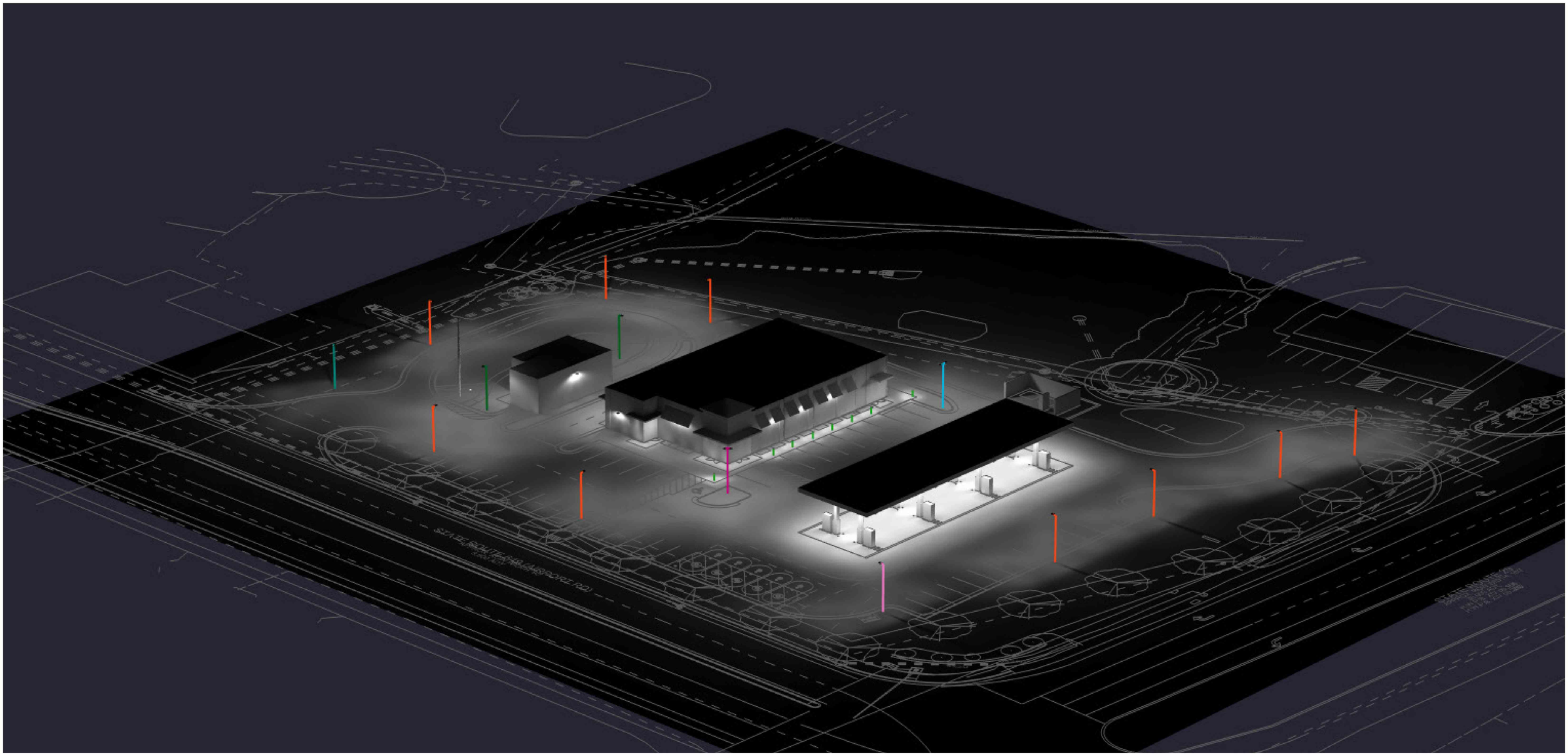
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1 FRONT ELEVATION
1/4" = 1'-0"



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



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

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

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

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

PROJECT NAME:
NEW SHEETZ STORE

ABLEMARLE COUNTY

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

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

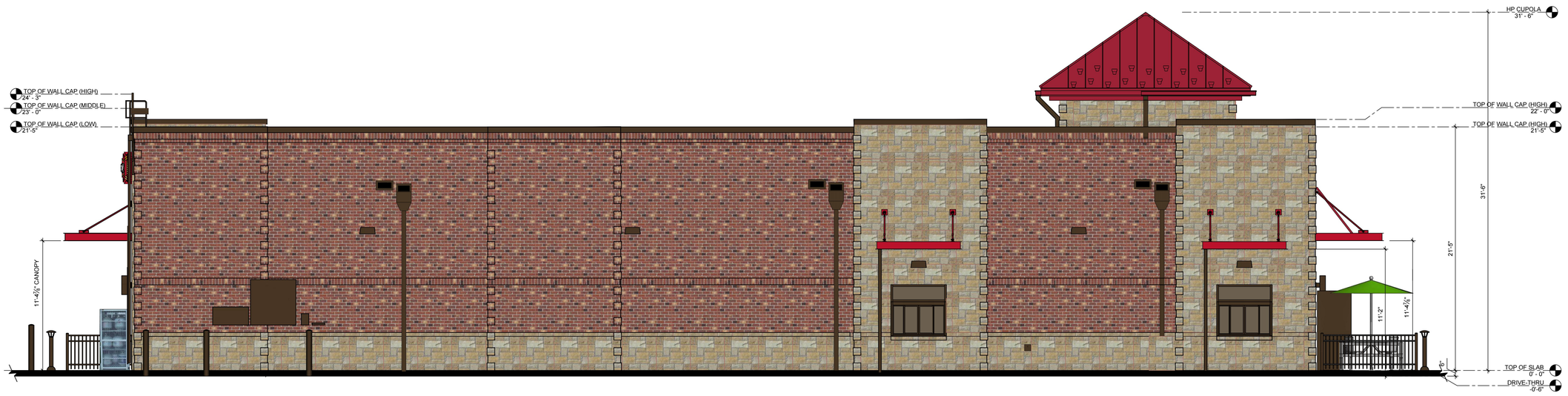
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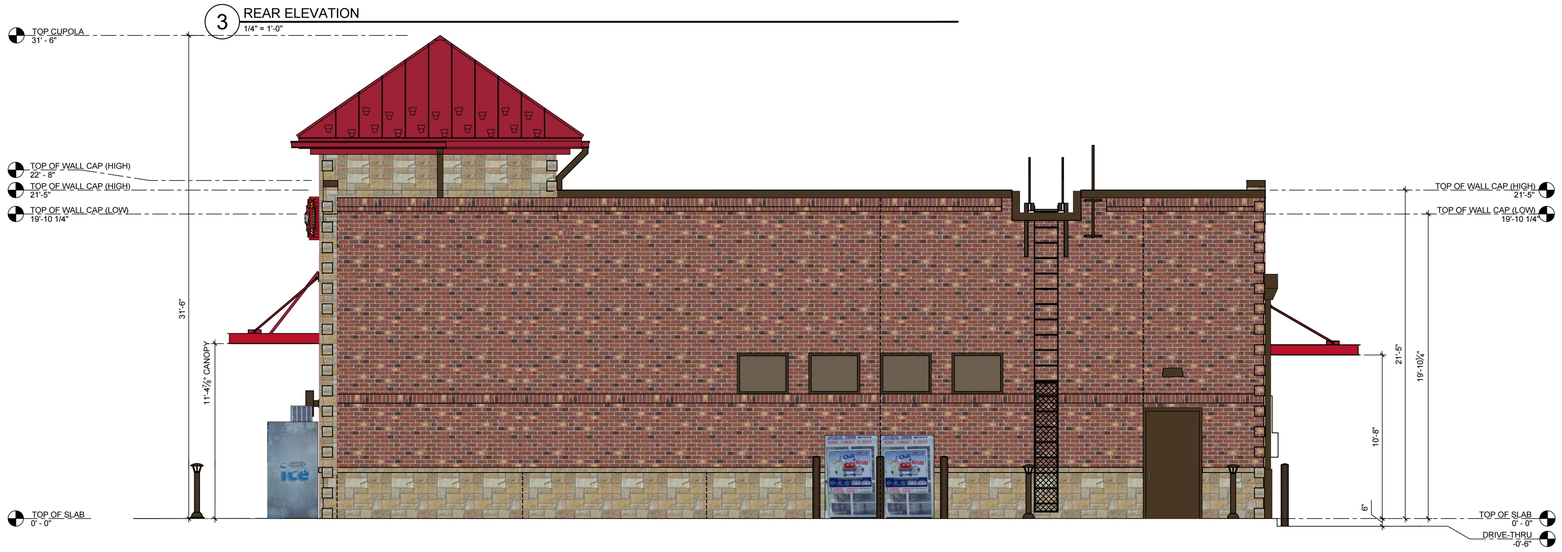
ISSUE:	
PROJECT NO:	172556
AUTHOR BY:	JEB, RJK
REVIEW BY:	TMC
SHEET TITLE	

EXTERIOR
ELEVATIONS

A200



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



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

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

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

PROJECT NAME:
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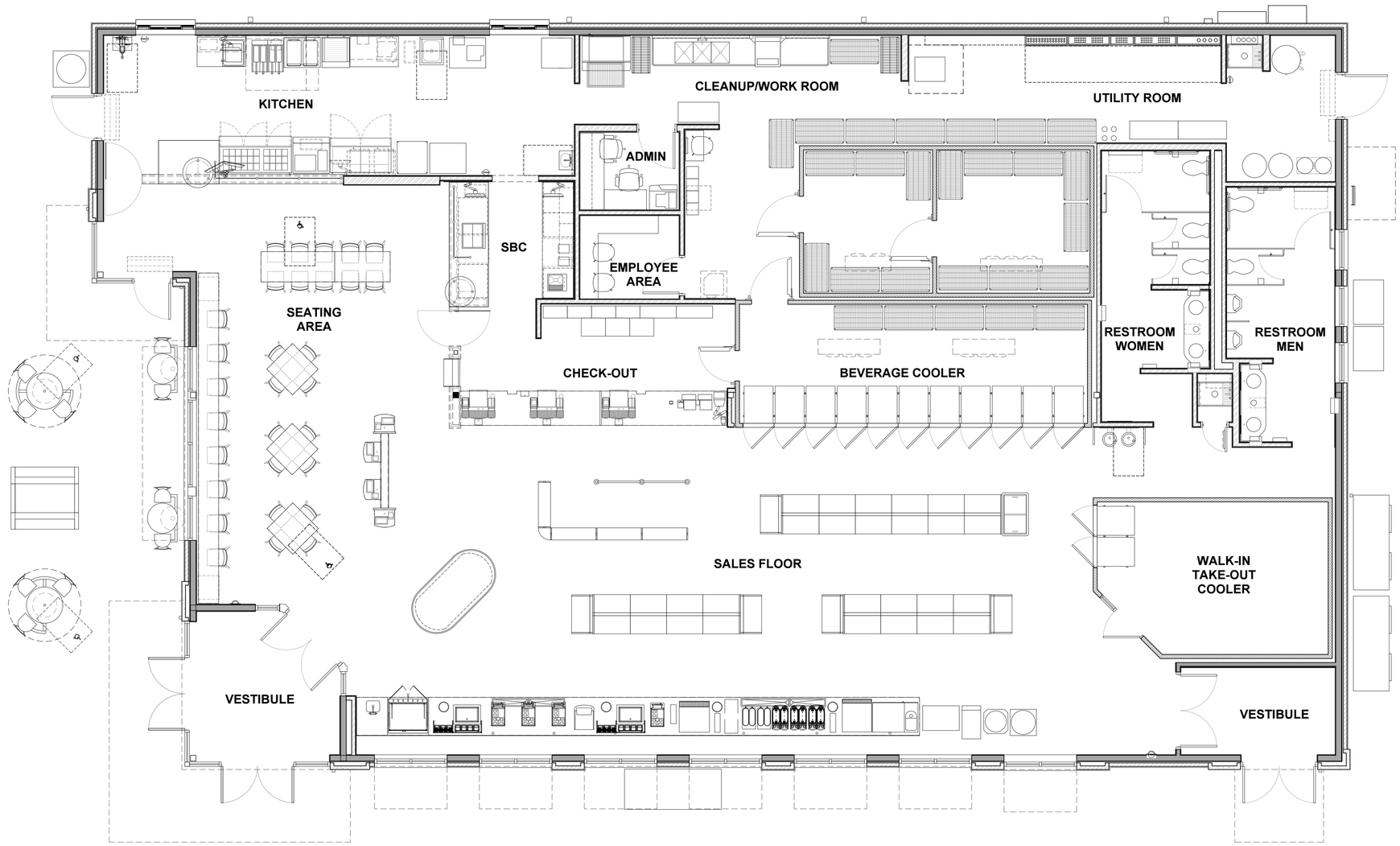
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ISSUE:	
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AUTHOR BY:	JEB, RJK
REVIEW BY:	TMC
SHEET TITLE	

EXTERIOR
ELEVATIONS

A201



Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625

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email tcolumbu@sheetz.com
web site www.sheetz.com

PROJECT NAME:
NEW SHEETZ STORE

ABLEMARLE COUNTY

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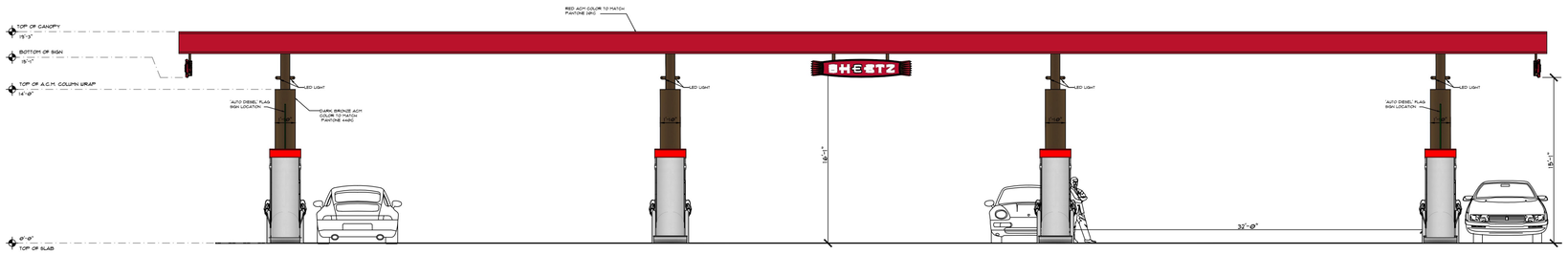
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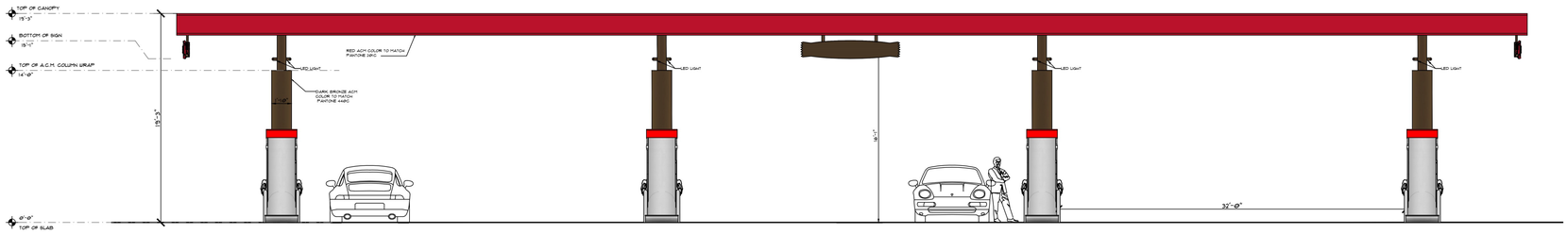
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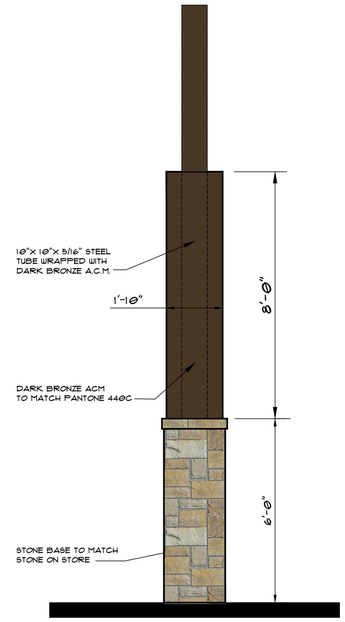
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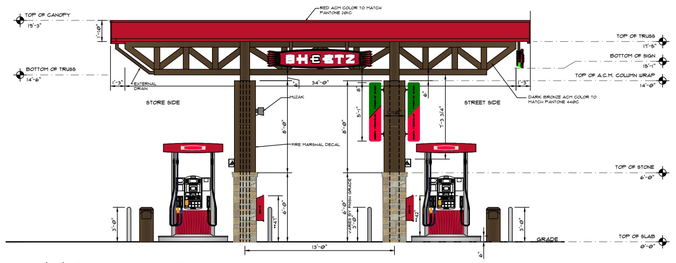


SIDE 'A' STREET SIDE ELEVATION
SCALE: 3/16" =1'-0"

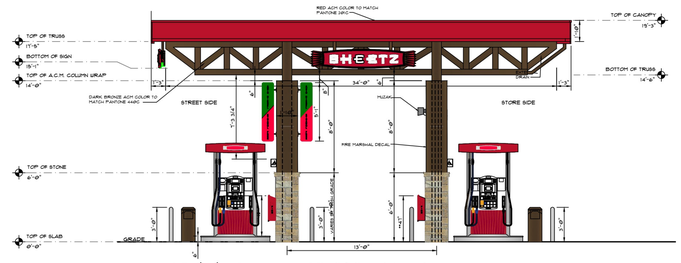


SIDE 'D' STORE SIDE ELEVATION
SCALE: 3/16" =1'-0"

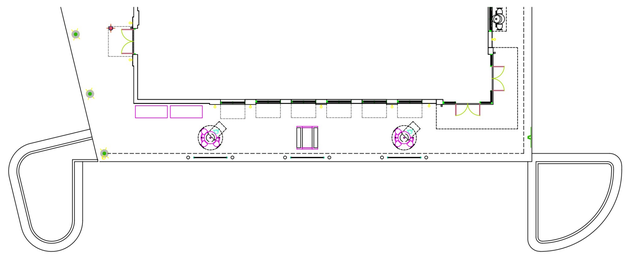


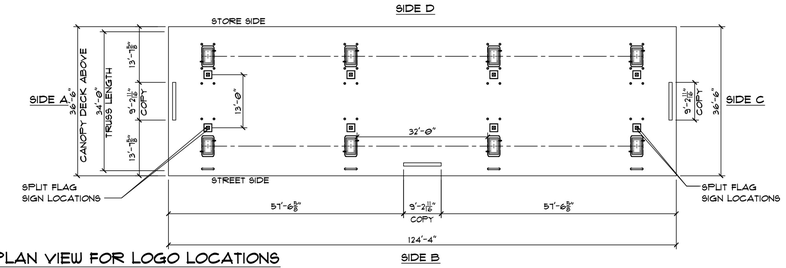


SIDE 'A' LEFT SIDE ELEVATION
SCALE: 3/16" =1'-0"

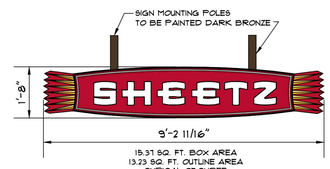


SIDE 'C' RIGHT SIDE ELEVATION
SCALE: 3/16" =1'-0"

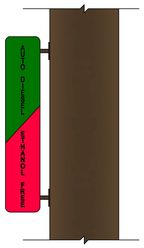




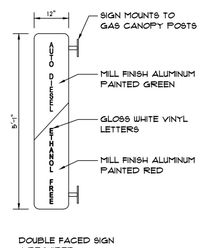
PLAN VIEW FOR LOGO LOCATIONS



CANOPY MOUNTED SHEETZ SIGN DETAIL
SCALE: 1/2" =1'-0"



AUTO DIESEL/ETHANOL FREE FLAG SIGN ELEVATION
SCALE = NO SCALE

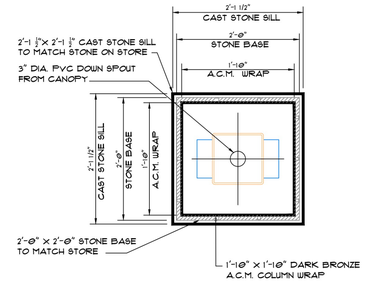


AUTO DIESEL/ETHANOL FREE FLAG SIGN DETAIL
SCALE = NO SCALE

FLAG SIGN AREA = 5.08 SQ. FT.

"AUTO DIESEL" FLAG SIGN ELEVATION AND DETAIL
SCALE: 1/4" =1'-0"

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



STONE COLUMN BASE DETAIL
SCALE: 1/4" =1'-0"

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

PROJECT NAME:
NEW SHEETZ STORE

ABLEMARLE COUNTY

Int. of State Route 29
and Airport Road
Ablemarle County
Virginia

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

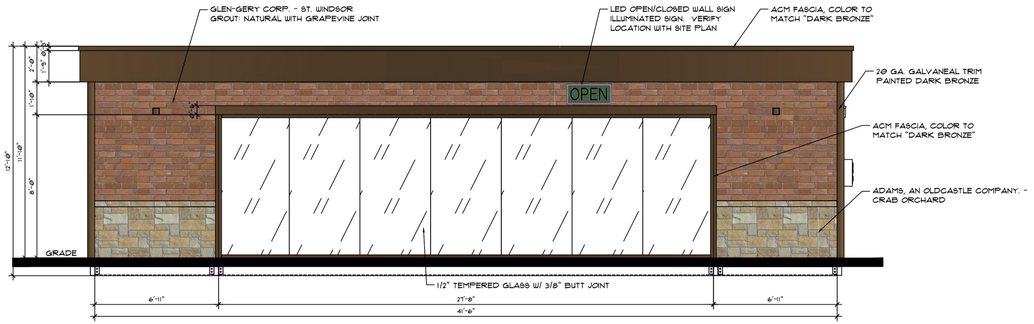
MARK	DATE	DESCRIPTION
E		
A		

ISSUE: 07-30-20
PROJECT NO:
AUTHOR BY: NMI
REVIEW BY:
SHEET TITLE

GAS AWNING DETAILS

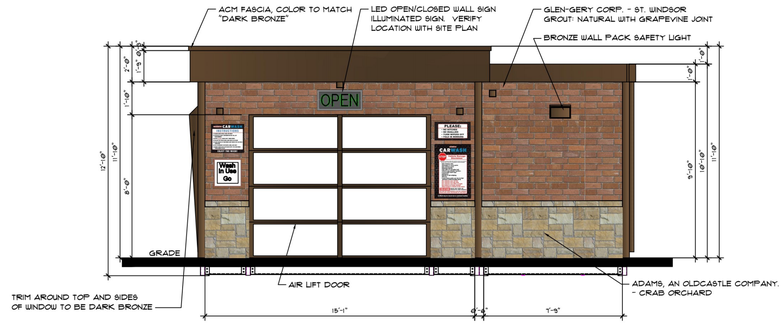
AWNING

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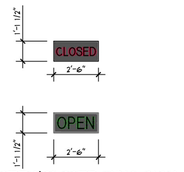
FRONT ELEVATION

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



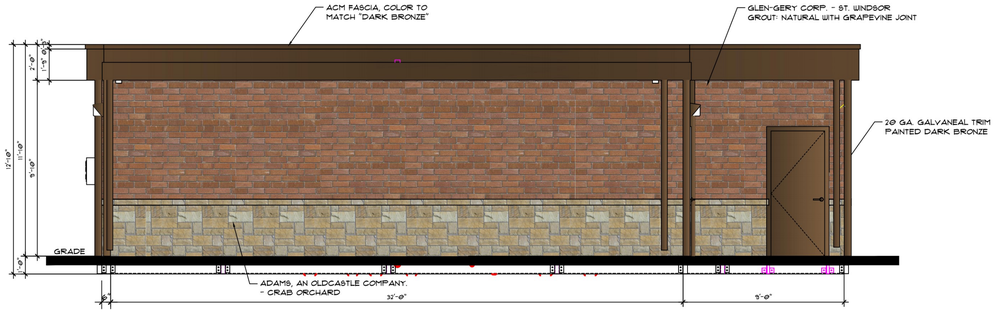
RIGHT ELEVATION (ENTRANCE)

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



LED OPEN/CLOSED WALL SIGN

AREA = 2.81 SQ. FT.
TYPICAL OF 2



REAR ELEVATION

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



LEFT ELEVATION (EXIT)

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

DATE	BY	DESCRIPTION
		REVISIONS

Convenience Architecture and Design P.C.
351 Sheetz Way, Claysburg, PA 16625 (814)239-6013

CAR WASH EXTERIOR ELEVATIONS

NEW SHEETZ STORE

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

DATE:

DRAWN BY:

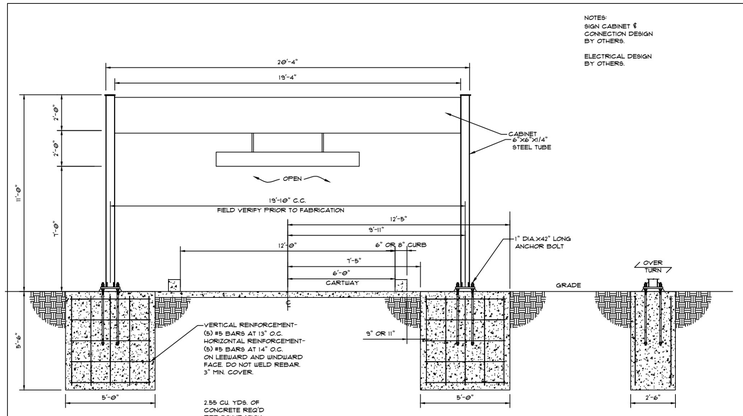
FILENAME:

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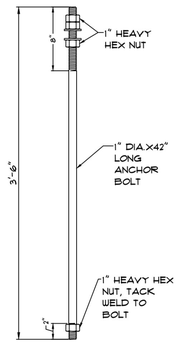
NOTES:
SIGN CABINET & CONNECTION DESIGN BY OTHERS.

ELECTRICAL DESIGN BY OTHERS.

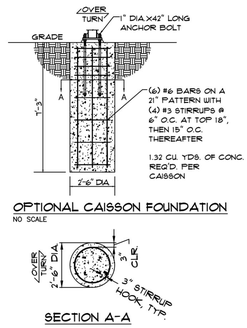
NOTES:
1. DESIGN IS BASED ON 90 TO 120 MPH 3 SECOND GUST DESIGN WIND SPEED MAX. PER IBC 2006. EXPOSURE C.
2. FOUNDATIONS ARE BASED ON A SAFE LATERAL SOIL BEARING PRESSURE MINIMUM OF 3400 PSF PER FOOT OF DEPTH. SOIL REPORT WAS NOT FURNISHED. ALLOWABLE BEARING PRESSURE SHOULD BE VERIFIED PRIOR TO PLACEMENT OF CONCRETE. DO NOT PLACE FOUNDATION IN FILL.
3. CONCRETE SHALL BE MIXED TO ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI IN 28 DAYS.
4. SUPPORT MEMBER SHALL BE FREE FROM DEFECTS AND SHALL MEET ASTM A500 GRADE B WITH A MINIMUM YIELD STRENGTH OF 46000 PSI FOR TUBE. PLATE AND ANGLE SHALL MEET ASTM A36.
5. STRUCTURAL BOLTS SHALL BE ZINC COATED A325 UNLESS OTHERWISE NOTED.
6. ANCHOR BOLTS SHALL BE CUT FROM A36 ROUND STOCK. EXPOSED SURFACES SHALL BE GALVANIZED OR COATED TO PREVENT CORROSION.
7. ALL VOIDS BETWEEN COLUMN BASE PLATE AND FOUNDATION SURFACE SHALL BE COMPLETELY FILLED WITH HIGH STRENGTH, NON-SHRINK GROUT.
8. WELDS SHALL BE MADE WITH E70XX ELECTRODES BY PERSONS QUALIFIED IN ACCORDANCE WITH AWS STANDARDS WITHIN THE PAST TWO YEARS.
9. STEEL REINFORCING BARS SHALL CONFORM TO ASTM A615 GRADE 60 WITH DEFORMATIONS IN ACCORDANCE WITH ASTM A-305. WELDING OF REINFORCING BARS IS PROHIBITED.
10. THIS DESIGN IS PROTOTYPICAL AND SHOULD NOT BE USED FOR SITE SPECIFIC APPLICATIONS UNLESS DEEMED SUITABLE BY A COMPETENT PROFESSIONAL ENGINEER.



CLEARANCE BAR DETAILS
NO SCALE

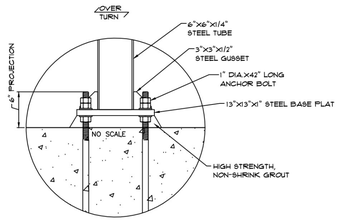


ANCHOR BOLT DETAIL
NO SCALE

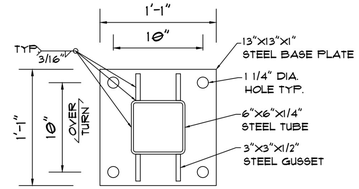


OPTIONAL CAISSON FOUNDATION
NO SCALE

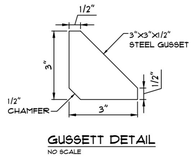
SECTION A-A



ANCHOR BOLT PROJECTION DETAIL
NO SCALE



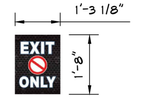
BASE PLATE DETAIL
NO SCALE



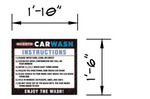
GUSSETT DETAIL
NO SCALE

PROJECT:	SHEETZ CLEARANCE BAR DESIGN INTENT UP TO 120MPH MAX.
CLIENT:	BLAIR SIGN COMPANY 5107 KISSELL AVENUE, ALTOONA, PENNSYLVANIA 16601 PHONE: (814) 949-8287 FAX: (814) 949-8293

SHT. 1	BY: HMA	Project Number: 12-0282
OF	DATE: 04/25/12	Drawing Number: B107360



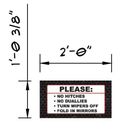
CARWASH EXIT ONLY WALL SIGN
SCALE: 1"=1'-0" AREA = 2.09 SQ. FT.
TYPICAL OF TWO



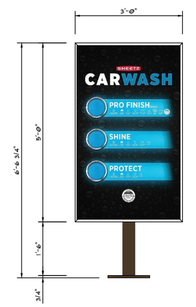
CARWASH INSTRUCTIONS WALL SIGN
SCALE: 1"=1'-0" AREA = 2.75 SQ. FT.



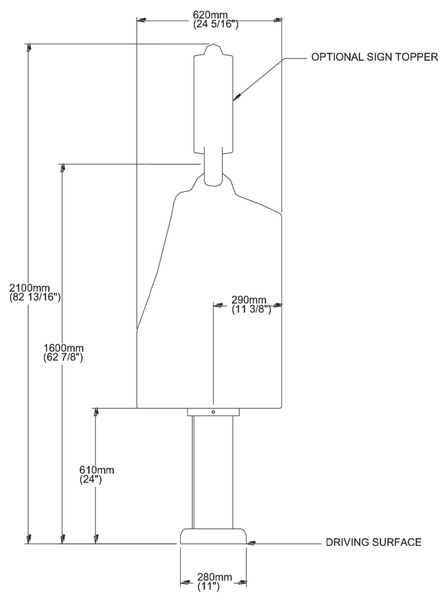
CARWASH DISCLAIMER WALL SIGN
SCALE: 1"=1'-0" AREA = 6.00 SQ. FT.



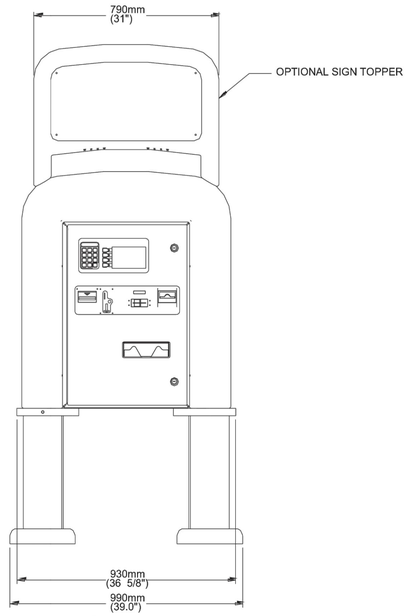
CARWASH WARNINGS WALL SIGN
SCALE: 1"=1'-0" AREA = 2.06 SQ. FT.



CARWASH REGULAR 3 CHOICE MENU BOARD
SCALE: 1"=1'-0" AREA = 15 SQ. FT.
SIGN TO BE BACK LIT

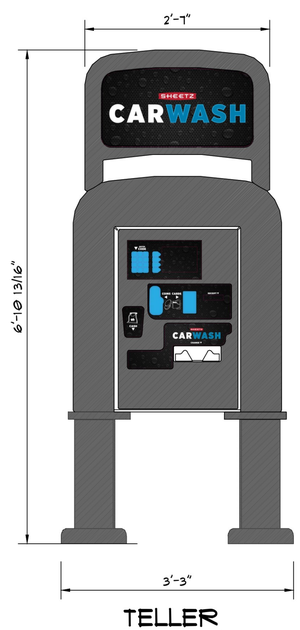


SIDE VIEW

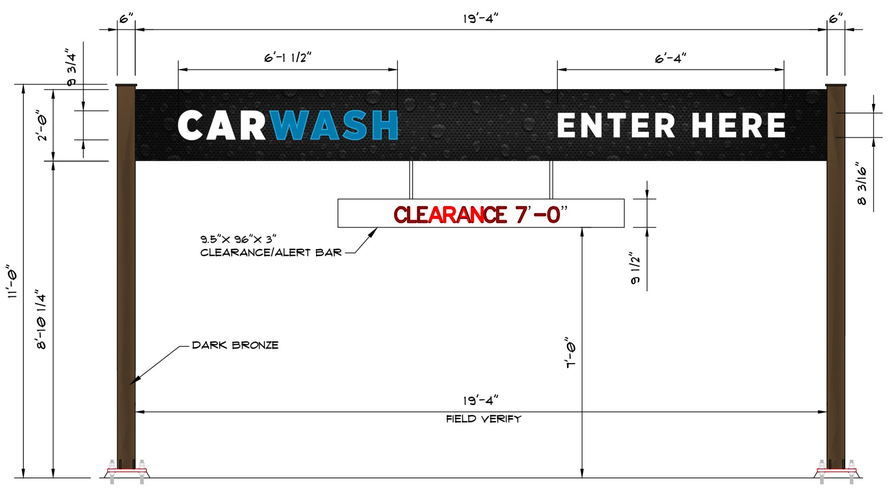


FRONT VIEW

TELLER DETAILS
SCALE: NO SCALE



TELLER
SCALE: 1"=1'-0"



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

CARWASH TEXT AREA: 4.98 SQ.FT.
ENTER HERE TEXT AREA: 4.32 SQ.FT.
TOTAL SIGN TEXT AREA: 9.30 SQ.FT.

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

PROJECT NAME:

OWNER:
SHEETZ, INC.

5700 SIXTH AVE.
ALTOONA, PA 16602

CONSULTANT

PROFESSIONAL

KEYPLAN

MARK	DATE	DESCRIPTION

ISSUE: 08-07-20
PROJECT NO:
AUTHOR BY:
REVIEW BY:
SHEET TITLE

CARWASH
SIGN DETAILS

SIGN

G:\Sites\under-contract\VA-214215 Salem-#333 Rebuild\Signage\Carwash\Salem-CW-goalpost.dwg, 8/7/2020 3:42:51 PM

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



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

PROPOSED SHEETZ

Albemarle, Virginia

SHEETZ FRESH FOOD MADE TO ORDER | BOHLER

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

PROPOSED SHEETZ

Albemarle, Virginia

FRESH FOOD SHEETZ MADE TO ORDER | BOHLER

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

PROPOSED SHEETZ

Albemarle, Virginia

BOHLER

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

PROPOSED SHEETZ
Charlottesville, Virginia

BOHLER

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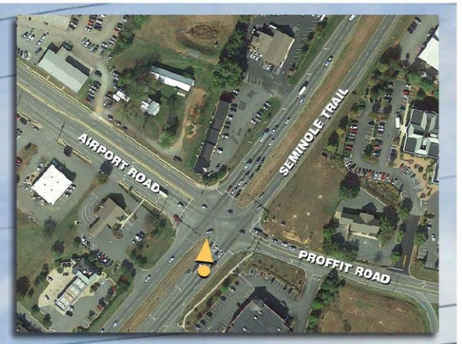


FACING NORTH, APPROACHING THE INTERSECTION OF SEMINOLE TRAIL AND AIRPORT ROAD.

PROPOSED SHEETZ
Charlottesville, Virginia

FRESH FOOD SHEETZ MADE TO ORDER | BOHLER

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

PROPOSED SHEETZ
Charlottesville, Virginia

BOHLER

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



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

PROPOSED SHEETZ
Charlottesville, Virginia

BOHLER

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



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

PROPOSED SHEETZ
Charlottesville, Virginia

FRESH FOOD SHEETZ MADE TO ORDER | BOHLER

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



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

PROPOSED SHEETZ
Charlottesville, Virginia

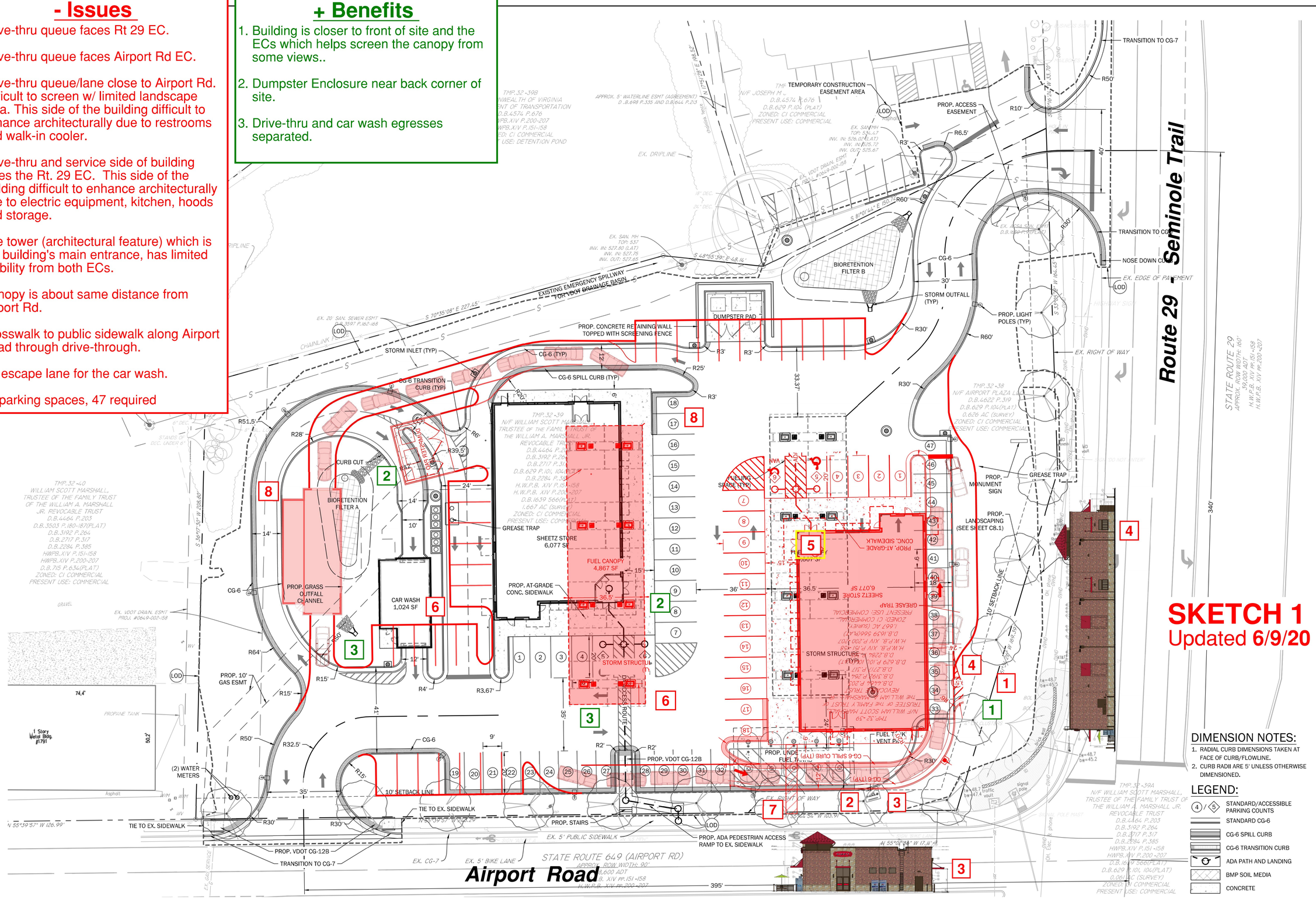
FRESH FOOD SHEETZ MADE TO ORDER | BOHLER

- Issues

1. Drive-thru queue faces Rt 29 EC.
2. Drive-thru queue faces Airport Rd EC.
3. Drive-thru queue/lane close to Airport Rd. Difficult to screen w/ limited landscape area. This side of the building difficult to enhance architecturally due to restrooms and walk-in cooler.
4. Drive-thru and service side of building faces the Rt. 29 EC. This side of the building difficult to enhance architecturally due to electric equipment, kitchen, hoods and storage.
5. The tower (architectural feature) which is the building's main entrance, has limited visibility from both ECs.
6. Canopy is about same distance from Airport Rd.
7. Crosswalk to public sidewalk along Airport Road through drive-through.
8. No escape lane for the car wash.
9. 47 parking spaces, 47 required

+ Benefits

1. Building is closer to front of site and the ECs which helps screen the canopy from some views..
2. Dumpster Enclosure near back corner of site.
3. Drive-thru and car wash egresses separated.



SKETCH 1
Updated **6/9/20**

DIMENSION NOTES:

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

LEGEND:

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

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

© 2018 - LINE+GRADE, LLC

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

SITE PLAN

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

APPROVED	DCH
SUBMISSION NO.	1
PROJECT	1903600

THE WORK OF LINE + GRADE

C4.0

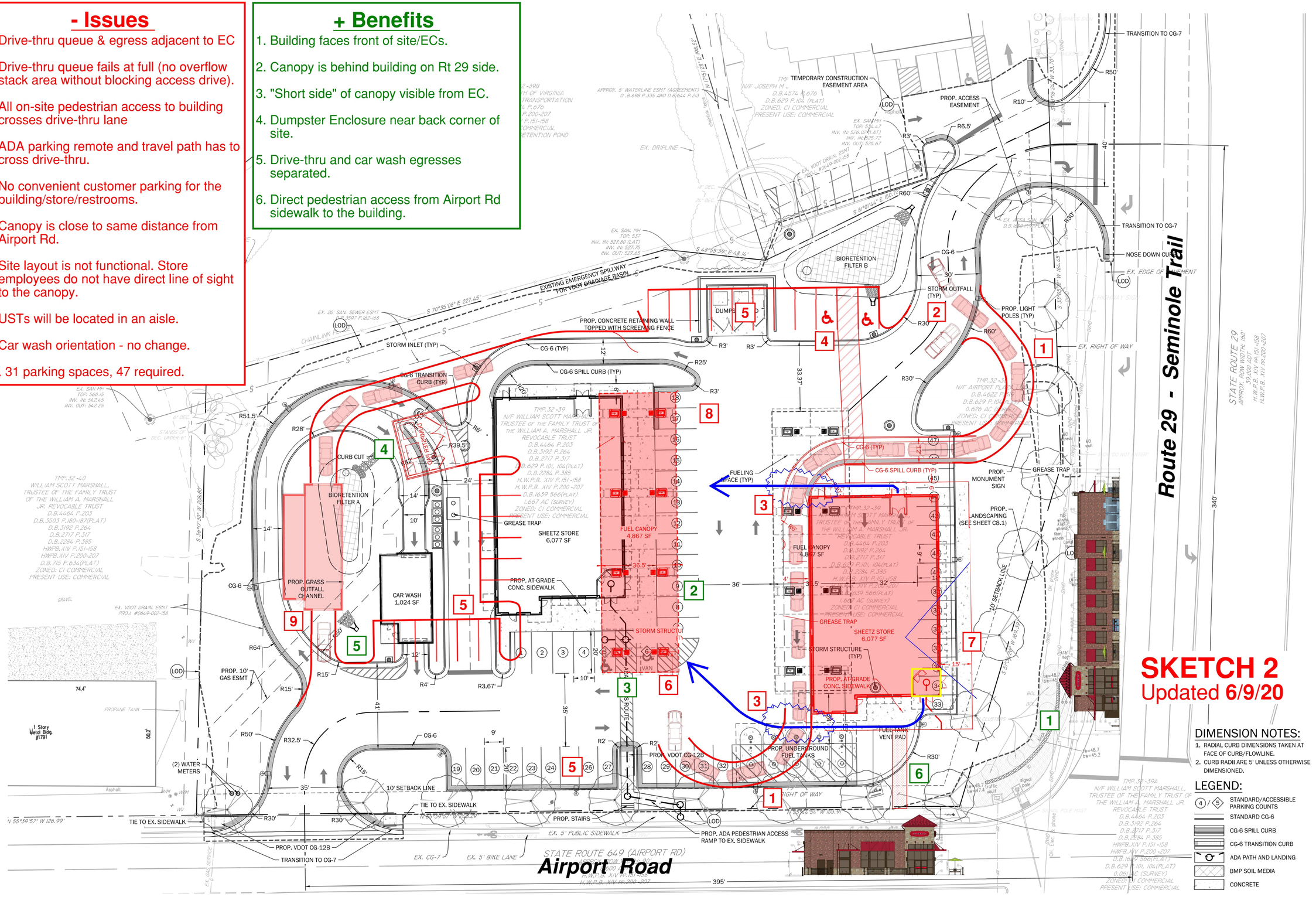
© 2018 - LINE+GRADE, LLC

- Issues

1. Drive-thru queue & egress adjacent to EC
2. Drive-thru queue fails at full (no overflow stack area without blocking access drive).
3. All on-site pedestrian access to building crosses drive-thru lane
4. ADA parking remote and travel path has to cross drive-thru.
5. No convenient customer parking for the building/store/restrooms.
6. Canopy is close to same distance from Airport Rd.
7. Site layout is not functional. Store employees do not have direct line of sight to the canopy.
8. USTs will be located in an aisle.
9. Car wash orientation - no change.
10. 31 parking spaces, 47 required.

+ Benefits

1. Building faces front of site/ECs.
2. Canopy is behind building on Rt 29 side.
3. "Short side" of canopy visible from EC.
4. Dumpster Enclosure near back corner of site.
5. Drive-thru and car wash egresses separated.
6. Direct pedestrian access from Airport Rd sidewalk to the building.



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

LINE + GRADE
CIVIL ENGINEERING

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

SITE PLAN

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

APPROVED	DCH
SUBMISSION NO.	1
PROJECT	1903600

THE WORK OF LINE + GRADE

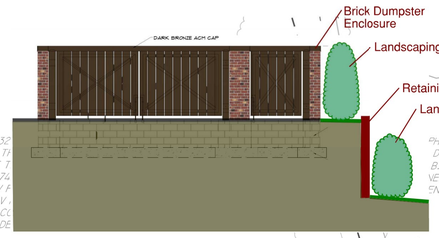
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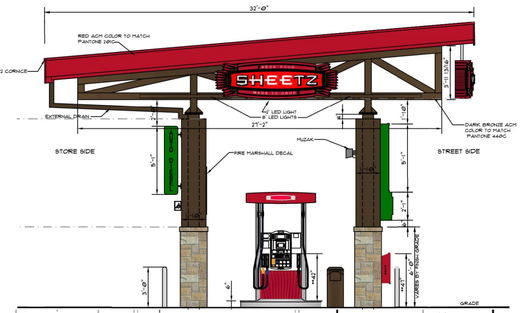
- Issues

1. Canopy in front of building from Rt 29 perspective. *Reduced square footage of gas canopy by 400 s.f.. Reduced number of fueling dispensers from 8 to 6 to further reduce the scale of the gas canopy.*
2. Dumpster enclosure along interior lot line but still in view from EC. *Added retaining wall to reduce the overall height and allow for some terraced landscaping for screening and to break up the mass.*
3. Canopy is close to same distance from Airport Rd.
4. No practical option to rotate car wash. (Option for site-built shown.) *The west elevation will be screened with landscaping. Windows facing east creates more of an attractive view from the site.*
5. USTs remain along Airport Rd side. (Vents can be screened w/ landscaping)
6. 47 parking spaces, 47 required.

+ Benefits

1. "Customer oriented" building elevations oriented to both ECs. Entrance feature (tower) is functional and face the corner.
2. Drive-thru queue generally behind the building, not adjacent to ECs.
3. "Short side" of canopy closest to and faces the more sensitive EC/Airport Rd.
4. Dumpster Enclosure can be screened with landscaping.
5. Drive-thru and car wash can share escape lanes reducing impervious areas.
6. Large landscape area at Rt 29 frontage preserved.
7. ADA parking at building.
8. Canopy mass and number of pumps reduced.





View from Airport Rd.

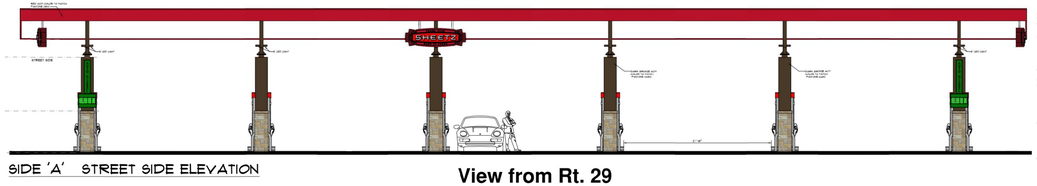
Flip and shift dumpster enclosure to provide more landscape screening area

Car wash may be changed from modular to site-built for more options to customize the elevations

Can't screen the dumpster enclosure from the EC here & harder to control circulation

21' reduced island spacing

Pumps reduced from 8 to 6



SIDE 'A' STREET SIDE ELEVATION

View from Rt. 29

Revisions to Original
Updated 6/9/20

DIMENSION NOTES:

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

LEGEND:

(4) / (5) STANDARD/ACCESSIBLE PARKING COUNTS

STANDARD CG-6

	Wawa	Sheetz Submittal	Sheetz Alternate
Acreage	1.52	2.35	2.35
Store SF	6,049	6,077	6,077
Gas Pumps	6	8	6
Gas Canopy (Square Feet)	4,290	4,867	4,464
Gas Canopy Width (Feet)	55.00	36.50	31.83
Gas Canopy Length (Feet)	78.00	133.33	140.25
Gas Canopy Max Height (Feet)		21' 7 3/8"	21' 3 1/4"
Parking Spaces	47	47	45-47
Gas Canopy to US29 r/w (Feet)	38-52	66-103	68-105

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

AIRPORT ROAD SHEETZ
INITIAL SITE PLAN
ALBEMARLE COUNTY, VIRGINIA

SITE PLAN

APPROVED	DCH
SUBMISSION NO.	1
PROJECT	1903600

THE WORK OF LINE + GRADE

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