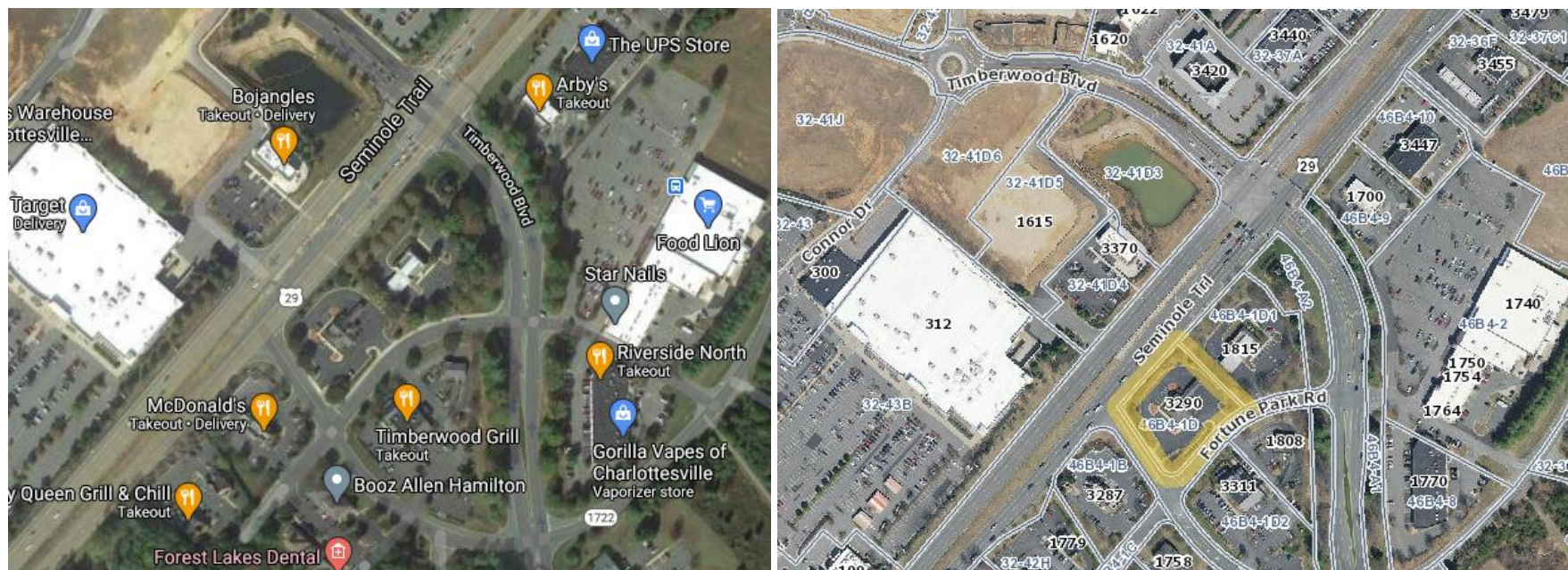


ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2020-117: Green Clean Car Wash Initial Site Plan
Review Type	Initial Site Plan and preliminary architectural review
Parcel Identification	046B4-00-00-001D0
Location	3290 Worth Crossing, at the intersection of Rt. 29 and Worth Crossing, south of First Union Bank and north of McDonald's. (see Figure 1).
Zoned	Highway Commercial (HC), Entrance Corridor (EC)
Owner/Applicant	Guaranty Bank C/O W Rod Gentry, Union Bk & Trust/Green Clean Holdings (Craig Van Bremen)
Magisterial District	Rivanna
Proposal	To construct a 3,700-sf car wash building and associated site improvements on approximately 1.08 acres.
Context	This portion of Route 29 is commercial in nature, with strip shopping centers, big box stores, Hollymead Town Center, and stand-alone fast food restaurants nearby. The majority of the commercial buildings in the vicinity are one story tall.
Visibility	Three sides of the building and site will be clearly visible from the EC (Route 29). The proposed building is 59' from the right-of-way and approximately 69' from the Route 29 edge of pavement.
ARB Meeting Date	December 07, 2020
Staff Contact	Khris Taggart

PROJECT HISTORY

The ARB reviewed the site plan for the existing bank and a number of sign applications for this property since 1999. A pre-application conference was held for this development on October 19, 2020.



ANALYSIS

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

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

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

REF	GUIDELINE	ISSUE	RECOMMENDATIONS
	GENERAL GUIDELINES		
	<i>Purpose</i>		
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.	Minimal ties to the historic architecture of the area are seen in the brick material and brick detailing of the proposed building. While the use of white brick is similar in color to the existing bank building on the site it is not found in other nearby buildings along the corridor. Revising the proposed brick to a more traditional color would better integrate the site into the surrounding area. 	Provide material and color samples for all materials. Add architectural details such as height variation and greater variation in the material changes along the EC-facing elevation to help better establish the elevation as the front of the building and add human scale to the building. Revise the proposed white brick to a more muted earth tone. See recommendations #17 and #35 regarding landscaping.
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.	As viewed from the EC street, the building length is divided into bays with regularly spaced windows topped by awnings, and downspouts between the windows. The windows are an important element for the EC elevation. However, the regularity of the design, the lack of an entrance or other hierarchical feature on the EC elevation, minimal detailing, and the available view into the backs of the false tower elements on the parking lot elevation highlight the appearance of the EC-facing side of the	

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.	proposed building as a rear elevation. Clear vision glass in the windows on this elevation will help establish an appropriate appearance. Incorporating a different material or different brick color at the base of the building would help reduce the regularity and emphasize the base/middle/top wall divisions. Varying the depth and height of some of the EC-facing bays could further reduce regularity and establish the EC elevation as more of a “front”. Revising the towers to incorporate a finished appearance from all sides and reconsidering the placement of the towers to coordinate with the design of the EC elevation would also establish that side as more of a “front”.	
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.	Proposed landscaping is included in the site development plan. The building provides significant screening of the parking area and equipment, and the landscaping shown helps to integrate the car wash into the surroundings. However, it is unclear how visible the carwash pay stations will be from the EC.	
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.	The proposed design has human scale. The repetitive bays established by the windows and downspouts breaks up the length of the building and the brick courses at window head and sill height help establish human scale. However, greater variation in materials or brick colors and height/depth changes along the elevation would further enhance an appropriate sense of scale.	

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.		
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.		
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	There are no connecting devices proposed. A single building is proposed, so a connecting device is not necessary.	None.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.	The building does not appear to be a trademark design.	None.
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: <i>Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed</i>	Specifications on the glass have not been provided. Clear vision glass will be important for establishing an appropriate appearance along the EC. The window glass note will be needed on the	Submit a window glass sample and specs with the next submission. Add the standard window glass note to the drawings with the next submission.

	30%. Specifications on the proposed window glass should be submitted with the application for final review.	drawings.	
	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.	Equipment is a significant part of this proposal. A total of 19 vacuum stations are proposed, one at each parking space. There are also two pay stations on concrete islands with overhead canopies. The color renderings illustrate the vacuum equipment in grey and black and pay station equipment as white. Color specs and samples of all the equipment are required. The location of the building and the frontage landscaping will help to screen the vacuum stations from view. However, it appears that the pay stations will be visible from the EC through landscaping gaps along the north end of the site. One large tree is required in the gap near the pay station. Additional landscaping such as shrubs along the north end of the site may also help to mitigate the visibility of the pay stations from the EC.	Provide detail drawings and color samples for the vacuum and auto sentry equipment. Provide in the plan all pay station and vacuum station-related elements (canopies, trash cans, lighting, pay stations, etc.). Provide a perspective view looking south into the site, with and without landscaping.
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.	Detail drawings of the vacuum stations and auto sentry stations, including canopies, sizes, colors, materials, illumination, and related accessories, are required to confirm the visual impacts. A dumpster is located near the site entrance from Worth Crossing, southeast of the building. It will	Provide a dumpster screen detail in the site plan. Provide preliminary information on vacuum and pay station-related signage for review. Revise the drawings to show where building- and car wash-related equipment is located. If the location is inside the building, note this on the plans. If located on the rooftop, provide a roof plan showing the

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.	have visibility from the EC. The color renderings suggest that its appearance will be coordinated with that of the building, but a detail is not provided in the plan. It is not clear from the drawings where the building- and car wash-associated equipment is located. If it is located inside the building, this should be noted on the plan. If located on the rooftop, a roof plan that shows equipment locations is needed, the equipment locations and heights are needed on the elevation drawings, and methods for eliminating visibility of the equipment must be detailed.	equipment locations, show the equipment locations and heights on the elevation drawings, and illustrate methods for eliminating visibility of the equipment.
21	The following note should be added to the site plan and the architectural plan: "Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated."	The note does not yet appear on the plan.	Add the standard mechanical equipment visibility note to the drawings with the next submission.
	Lighting		
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	The lighting does not exceed .5 foot-candles over any public roadways or adjacent properties.	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.	The proposed pole-mounted lights are full cutoff fixtures. The wall-mounted light shown in the site plan is different than the one shown in the architectural elevations and renderings. Based on the cutsheets the proposed lamps emitting 3000 lumens or more are full cutoff.	Coordinate the light fixtures shown on the building elevations with the light fixtures listed in the lighting schedule in the site plan.
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.	The maximum proposed illumination at the ground is 14.2 fc, which is expected to have an appropriate appearance. However, the LLF of the proposed fixtures (building and site lighting) is less than 1.0 to meet County requirements.	See recommendation #29.
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	The proposed fixtures have a color temperature approximating neutral white (4k).	Revise the proposed lighting to soft, warm white (3k).

	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.	The color of wall and pole-mounted fixtures have not been indicated on the plans.	Indicate the color of the proposed fixtures on the plans.
27	The height and scale of freestanding, pole-mounted light fixtures should be compatible with the height and scale of the buildings and the sites they are illuminating, and with the use of the site. Typically, the height of freestanding pole-mounted light fixtures in the Entrance Corridors should not exceed 20 feet, including the base. Fixtures that exceed 20 feet in height will typically require additional screening to achieve an appropriate appearance from the Entrance Corridor.	Height is included in the luminaire schedule, but there is no info on whether or not the site lights are to be mounted on bases.	Include a note on the lighting plan indicating that the 20' maximum height of the pole-mounted light fixtures includes any base.
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.		
29	The following note should be included on the lighting plan: "Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half footcandle."	The note is not present on the lighting plan. The photometric plan includes proposed lights with an LLF (maintenance factor) of less than 1.0 (0.9). The photometric plan must be calculated using an LLF of 1.0 to meet County requirements.	Add the standard lighting note to the lighting plan. Revise the photometric plan using an LLF of 1.0 for all fixtures.
30-31	<i>Guidelines for the Use of Decorative Landscape Lighting</i>	No decorative landscape lighting is proposed.	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.	Shade trees with ornamentals interspersed are shown along the Rt. 29 frontage with a small lawn between the frontage landscaping and the building. This is consistent with the layout of the First Citizens Bank which is adjacent to the north. However, the large shade trees are spaced closer than 35' and a large gap is left at the southwest corner of the site, presumably to make a freestanding sign more visible. Along this section of the corridor, regular spacing is appropriate and trees should extend along the full frontage. Ornamental trees are shown interspersed along the frontage with a small lawn located between the frontage landscaping and the building. There are no utilities or easements shown along Rt. 29, but electrical service for the site is not indicated on the plans.	Revise the landscape plan to show the large shade trees extending along the full frontage of Rt. 29. Confirm the location of electrical service on the plans.
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.	There are two interior roads that run along the perimeter of this site: Worth Crossing and Fortune Park Road. The frontage along Worth Crossing requires 4 large trees. Currently there are two existing large trees north of the existing site entrance along Worth Crossing that are to remain. One large tree that meets the planting requirement is proposed between these existing trees. An additional large tree is needed along this frontage to meet the planting requirement. Along the Fortune Park Road frontage 5 large trees are required. Currently there is one existing large tree near the intersection of Worth Crossing and Fortune Park Road that is to remain. Three additional large trees are proposed between this existing tree and the site entrance along this frontage. An additional large tree is needed along this frontage to meet the planting requirement.	Provide two large trees, one parallel to Worth Crossing and one parallel to Fortune Park Road, 2½” caliper at planting.
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.	A sidewalk extends approximately 132’ along the east elevation of the building. Two trees are planted along its length. A short pedestrian way runs from Fortune Park Road to the parking area interior to the site. A large tree is shown along this pedestrian way.	None.
35	Landscaping of parking areas: a. Large trees should align the perimeter of parking areas, located 40 feet on center. Trees should be planted in the interior of parking areas at the rate of one tree for every 10 parking spaces provided and should be evenly distributed throughout the interior of the	There are 19 parking spaces proposed for the site. This requires two interior trees; this requirement has been satisfied with 3 interior trees. The building screens the parking area from view from the EC and existing and proposed trees	Revise the landscape plan to show one large tree in the gap along the north side of the site near the pay stations to meet the perimeter parking area landscaping requirements. Provide additional shrubs near the pay

	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.	align the north, east, and south perimeters of the parking area. In addition, existing shrubs aligning the perimeter of the parking area are to remain on site. However, along the north side of the site near the pay stations there is a 65' gap in the trees and some of the shrubs shown are off site. One large tree is required in the gap near the pay station. Additional landscaping such as shrubs along the north end of the site may also help to mitigate the visibility of the paved area and the pay stations from the EC.	stations along the north end of the site to help mitigate the visibility of the paved area and pay stations/queuing line from Rt. 29.
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.	There are no trees or other vegetation proposed along the 123' EC-facing elevation to soften the appearance of the walls. Existing shrubs at the perimeter of the site are proposed to remain and will to help integrate the development into the EC.	Provide shrubs or other vegetation along the EC-facing elevation of the building.
37	Plant species: a. Plant species required should be as approved by the Staff based upon but not limited to the <i>Generic Landscape Plan Recommended Species List</i> and <i>Native Plants for Virginia Landscapes (Appendix D)</i>.	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."	The note is present on the plan.	None.

	Development pattern		
6	Site development should be sensitive to the existing natural landscape and should contribute to the creation of an organized development plan. This may be accomplished, to the extent practical, by preserving the trees and rolling terrain typical of the area; planting new trees along streets and pedestrian ways and choosing species that reflect native forest elements; insuring that any grading will blend into the surrounding topography thereby creating a continuous landscape; preserving, to the extent practical, existing significant river and stream valleys which may be located on the site and integrating these features into the design of surrounding development; and limiting the building mass and height to a scale that does not overpower the natural settings of the site, or the Entrance Corridor.	The proposed building appears to maintain the same distance from the right-of-way as most other structures in the immediate vicinity. There is no pedestrian way along this portion of Route 29. The proposed building is parallel to the EC street. The plan and perspective views show an enclosure around the dumpster, but no detail is provided in the plan.	See #1. Provide details on the proposed dumpster enclosure.
39	The relationship of buildings and other structures to the Entrance Corridor street and to other development within the corridor should be as follows: An organized pattern of roads, service lanes, bike paths, and		
	pedestrian walks should guide the layout of the site. - 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. - Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems. - Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor. - 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 <i>Albemarle County Zoning Ordinance</i> apply, then improvements required by that section should be located so as to maximize the use of existing features in screening such improvements from Entrance Corridor streets. f. The placement of structures on the site should respect existing views and vistas on and around the site.		
	Site Grading		
40	Site grading should maintain the basic relationship of the site to surrounding conditions by limiting the use of retaining walls and by shaping the terrain through the use of smooth, rounded landforms that blend with the existing terrain. Steep cut or fill sections are generally unacceptable. Proposed contours on the grading plan shall be rounded with a ten-foot minimum radius where they meet the adjacent condition. Final grading should achieve a natural, rather than engineered, appearance. Retaining walls 6 feet in height and taller, when necessary, shall be terraced and planted to blend with the landscape.	The site has already been graded and developed. Proposed grading is not significant.	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.	If any of the existing trees are being utilized to meet minimum requirements, they must be preserved, a conservation checklist and tree protection detail provided, and the requirements of the preservation checklist incorporated into the site plan. A conservation checklist has not yet been included in the site plan.	Provide the conservation checklist and associated checklist items in the site plan.
42	Areas designated for preservation in the final Certificate of Appropriateness should be clearly delineated and protected on the site prior to any grading activity on the site. This		

	protection should remain in place until completion of the development of the site.		
43	Preservation areas should be protected from storage or movement of heavy equipment within this area.		
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.	The site was previously developed. No new above-ground stormwater facilities are proposed.	None.
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.		
	Signs	Signage is reviewed and approved by separate submission. However, the following preliminary comments are provided. The ARB can require changes to the color and scale of standard templates for trademarks, service marks, corporate logos and graphics. The car logo shown on the Rt. 29 monument sign shown along appears over-scaled in the overall sign. A reduction in size and better integration with the lettering would be appropriate. The signage shown on the building elevation that faces interior to the site is not visible from the EC and not subject to ARB review. The yellow-green color shown for the letters and graphic appear very intense and may not be appropriate for the EC. Color samples will be needed for review.	Sign applications are required for all proposed signs. Provide with the sign applications a sample of the color proposed for the signs. Reduce the scale of the car logo shown on the monument signage to create a more proportional sign design.

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SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. The building design: the proposed materials and colors, the appearance of the EC-facing elevation, the visibility of the back side of the tower elements.
2. The proposed landscaping: along the building and interior roads, the gaps in planting along the EC and northern sides of the site.

Regarding the Initial Site Plan:

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:
 1. Prior to Initial Plan approval the following items shall be resolved to the satisfaction of the ARB: None. The ARB recommends approval of the Initial Plan without conditions.
- Regarding recommendations on the plan as it relates to the guidelines: None.
- Regarding conditions to be satisfied prior to issuance of a grading permit:
 1. Provide the conservation checklist in the site plan.

- 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 material and color samples for all materials.
2. Add architectural details such as height variation and greater variation in the material changes along the EC-facing elevation to help better establish the elevation as the front of the building and add human scale to the building.
3. Consider revising the proposed white brick to a more traditional color.
4. Submit a window glass sample and specs with the next submission.
5. Add the standard window glass note to the drawings with the next submission: *Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%.*
6. Provide detail drawings and color samples for the vacuum and auto sentry equipment.
7. Provide in the plan all pay station and vacuum station-related elements (canopies, trash cans, lighting, pay stations, etc.).
8. Provide a perspective view looking south into the site, with and without landscaping.
9. Provide a dumpster screen detail in the site plan.
10. Provide preliminary information on vacuum and pay station-related signage for review.

11. Revise the drawings to show where building- and car wash-related equipment is located. If the location is inside the building, note this on the plans. If located on the rooftop, provide a roof plan showing the equipment locations, show the equipment locations and heights on the elevation drawings, and illustrate methods for eliminating visibility of the equipment.
12. Add the standard mechanical equipment visibility note to the drawings with the next submission: "Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated."
13. Coordinate the light fixtures shown on the building elevations with the light fixtures listed in the lighting schedule in the site plan.
14. Revise the proposed lighting to soft, warm white (3k).
15. Indicate the color of the proposed fixtures on the plans.
16. Include a note on the lighting plan indicating that the 20' maximum height of the pole-mounted light fixtures includes any base.
17. Revise the photometric plan using an LLF of 1.0 for all fixtures.
18. Add the standard lighting note to the lighting plan: "Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half footcandle."
19. Revise the landscape plan to show the large shade trees extending along the full frontage of Rt. 29.
20. Confirm the location of electrical service on the plans.
21. Provide two large trees, one parallel to Worth Crossing and one parallel to Fortune Park Road, 2½" caliper at planting.
22. Revise the landscape plan to show one large tree in the gap along the north side of the site near the pay stations to meet the perimeter parking area landscaping requirements.
23. Provide additional shrubs near the pay stations along the north end of the site to help mitigate the visibility of the paved area and pay stations/queuing line from Rt. 29.
24. Provide shrubs or other vegetation along the EC-facing elevation of the building.
25. Provide details on the proposed dumpster enclosure.
26. Provide the conservation checklist and associated checklist items in the site plan.
27. Sign applications are required for all proposed signs. Provide with the sign applications a sample of the color proposed for the signs.
Reduce the scale of the car logo shown on the monument signage to create a more proportional sign design.

ATTACHMENTS

1. [Site Plan](#)
2. [Architectural Drawings](#)
3. [Green Clean Building Concept – Site Views](#)

TABLE A

This report is based on the following submittal items:

Site Plan		
CA-100	Cover Sheet	10/23/20
CV-101	Existing Conditions	10/23/20
CS-101	Site Plan	10/23/20
CS-501	Site Details	10/23/20
CG-101	Grading Plan	10/23/20
CU-101	Utility Plan	10/23/20
CL-101	Lighting Plan	10/23/20
CL-501	Lighting Details	10/23/20
CP-101	Landscape Plan	10/23/20
CP-501	Planting Notes and Details	10/23/20
Architectural Drawings		
A2-1	Exterior Elevations	08/20/20
	Exterior Elevations - Color	10/16/20
Green Clean Building Concept – Site Views		
	Site Plan One	10/25/20
	Site Plan Two	10/25/20
	Elv. One	10/25/20
	Elv. Two	10/25/20

	Elv. Four	10/25/20
	Elv. Five	10/25/20
	Elv. Six	10/25/20