

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2020-108: Airport Road Sheetz Final Site Plan
Review Type	Final Site Development Plan Review
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, 4,244-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	December 7, 2020
Staff Contact	Khris Taggart

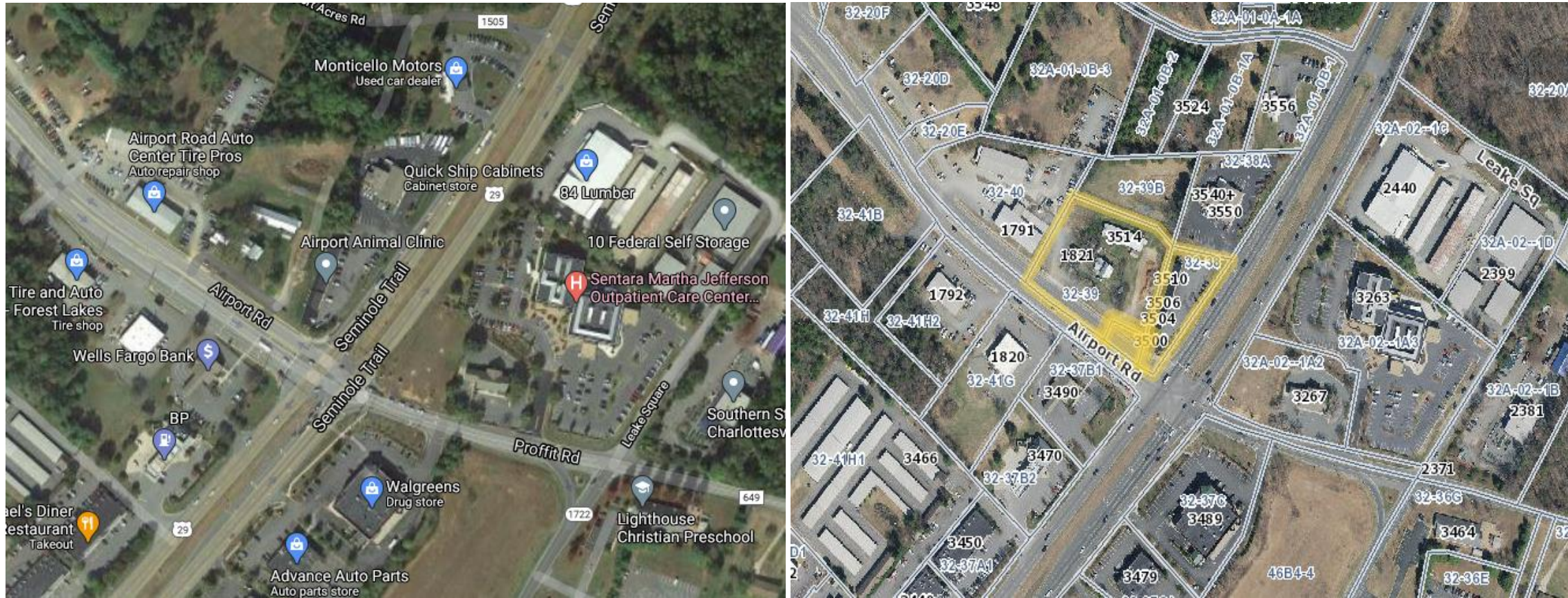


Figure 1: Google image (left) showing property along the Entrance Corridor and County GIS map (right) highlighting subject property.

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 where the ARB determined that the general site layout originally proposed was acceptable. The revised initial site plan was approved by ARB on September 21, 2020.

ANALYSIS

REF	GUIDELINE	Comments from the 9/21/20 Action Letter	Issues 12/7/20	RECOMMENDATIONS 12/7/20
GENERAL GUIDELINES				
<i>Purpose, Compatibility with significant historic sites and the character of the Entrance Corridor, Structure design, Site Development and layout</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.	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.	Further changes have been made to the architectural design with this submittal. The storefront windows on the store elevation visible from Rt. 29 have been revised to extend down to the cast stone sill consistent with the storefront windows on the south elevation. The store elevations visible from Airport Road have been revised to extend the material change (stone veneer) to incorporate the corner of the south elevation. However, this material change still has an uncoordinated appearance as it lacks balance when the two elevations (west and south) are viewed together. Extending the stone veneer along all three sides of the southwest corner bump out and making the height of the entire bump consistent would result in a more cohesive appearance when viewing the west and south elevations together. No changes have been made to the store tower to make it appear as an actual corner tower. When the store building is viewed from both Rt. 29 northbound and Airport Road the bump out along the south elevation is more prominent than the corner tower. Revising the tower element to project out from the elevation would achieve a more traditional tower appearance. Increased height for the corner tower relative to the southwest corner could increase the tower’s prominence. Samples have been provided for the proposed brick for the paving around the building and the red metal proposed for the awnings. Both samples are color shades that are appropriate	Revise the design of the store building to establish more coordinated material transitions, less of a utilitarian appearance on the Airport Road elevation, and an entrance tower with a prominent form. Revisions must be reviewed by the ARB in a future work session prior to final approval.
2	Visitors to the significant historical sites in the Charlottesville and Albemarle area experience these sites as ensembles of buildings, land, and vegetation. In order to accomplish the integration of buildings, land, and vegetation characteristic of these sites, the Guidelines require attention to four primary factors: compatibility with significant historic sites in the area; the character of the Entrance Corridor; site development and layout; and landscaping.			
3	New structures and substantial additions to existing structures should respect the traditions of the architecture of historically significant buildings in the Charlottesville and Albemarle area. Photographs of historic buildings in the area, as well as drawings of architectural features, which provide important examples of this tradition are contained in Appendix A.			
4	The examples contained in Appendix A should be used as a guide for building design: the standard of compatibility with the area’s historic structures is not intended to impose a rigid design solution for new development. Replication of the design of the important historic sites in the area is neither intended			

	nor desired. The Guideline’s standard of compatibility can be met through building scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The Guidelines allow individuality in design to accommodate varying tastes as well as special functional requirements.		for 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.			
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.			
15	Trademark buildings and related features should be			

	modified to meet the requirements of the Guidelines.			
13	Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.	None.	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 and stone veneer is now shown to wrap around to the northeast corner of the store building. While this revision increases the utilitarian appearance of the north elevation and the material change has an uncoordinated appearance, similar to the southwest corner, 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.	Architectural connecting devices are not proposed. There are some existing examples of convenience stores in the County that are physically connected to their fuel pump canopies. One example is located a short distance south of the subject property. A physical connection is not recommended at this site, however. Aside from general coordination of colors, the forms, style and character of the proposed store and canopy aren’t similar enough to warrant physical connection, and, another major structural element would not be a positive addition to a site with multiple other structures and a significant amount of paving.	None.
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 30%. Specifications on the proposed</i>	Provide specifications on the proposed window glass. Provide samples, if tinted window glass is proposed.	Specifications and samples of the proposed window glass have been provided. The VLT is 27%, which is below the 40% minimum requirement. The VLR of the proposed glass is 12% which meets the 30% maximum requirement.	Revise the proposed glass so that the VLT does not drop below 40%. Add the standard window glass note to the architectural drawings.

	<i>window glass should be submitted with the application for final review.</i>			
6	Site development should be sensitive to the existing natural landscape and should contribute to the creation of an organized development plan. This may be accomplished, to the extent practical, by preserving the trees and rolling terrain typical of the area; planting new trees along streets and pedestrian ways and choosing species that reflect native forest elements; insuring that any grading will blend into the surrounding topography thereby creating a continuous landscape; preserving, to the extent practical, existing significant river and stream valleys which may be located on the site and integrating these features into the design of surrounding development; and limiting the building mass and height to a scale that does not overpower the natural settings of the site, or the Entrance Corridor.	See recommendations in #1. Consider reducing the drive aisle width parallel to Airport Road to help align the store building to move closer to Airport Road.	Both the width of the drive aisle and the brick paver sidewalk adjacent to the south elevation have been reduced to shift the store building approximately 2’5” to Airport Road. However, the carwash is still more prominent when viewed from the Airport Rd. EC.	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 <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.			
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.	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.	Details of the vacuums and air pumps have been added to the carwash details; however, the location of this equipment is unclear. Equipment will need to be located to eliminate visibility, and possibly screened with landscaping.	Identify all other site elements associated with the car wash (i.e., vending machines, vacuums, air pumps, etc.) on the site plan.
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.	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.	The color of the drive-through (store) structure/support elements has been revised to bronze to reduce the visual impact. The store building elevations have been revised to show the outline of the roof-mounted equipment and to show that the equipment will be screened by a parapet wall.	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.	Relocate the ice machine, store equipment and other similar items to locations with less visibility from the EC.	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.	
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 verbatim to the site and architectural plans.	A version of the note is present on the architectural plan. The note no longer remains on the site plan.	Add the standard mechanical equipment note verbatim to the site and architectural plans.
Lighting				
<i>General Guidelines</i>				
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	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	Revise the lighting to fixtures that have the	The lighting has been revised to have the	None.

	to eliminate glare. All fixtures with lamps emitting 3000 lumens or more must be full cutoff fixtures.	appearance of warm white light between 2000K and 3000K.	appearance of warm white light (3k).	
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.	Indicate the finish of the proposed freestanding and wall-mounted lighting.	The finish of the proposed freestanding and wall-mounted lighting has been indicated as dark bronze.	
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 30 fc beneath the canopy and 20 fc anywhere else on site.	The lighting plan has been revised so that the maximum fc value does not exceed 30 fc beneath the canopy and 20 fc anywhere else on site. However, the LLF of some of the proposed fixtures (canopy, building, and site lighting) is less than 1.0.	See recommendation #29.
27	The height and scale of freestanding, pole-mounted light fixtures should be compatible with the height and scale of the buildings and the sites they are illuminating, and with the use of the site. Typically, the height of freestanding pole-mounted light fixtures in the Entrance Corridors should not exceed 20 feet, including the base. Fixtures that exceed 20 feet in height will typically require additional screening to achieve an appropriate appearance from the Entrance Corridor.	None.	The lighting plan has been revised to show pole-mounted fixtures that do not exceed 20'.	None.
29	The following note should be included on the lighting plan: "Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half foot-	Revise the lighting plan to use LLFs of at least 1.0.	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. Ensure that footcandle values do not exceed 30 fc beneath the canopy and 20 fc everywhere else on site.

	candle.”			
30-31	<i>Guidelines for the Use of Decorative Landscape Lighting</i>	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.	Provide ornamental trees along the north end of the Rt. 29 frontage and along the Airport Road frontage.	The plan now shows ornamental trees interspersed along the Rt. 29 and Airport Road frontages. The landscaping that is shown on the landscape plan is not shown consistently throughout the site plan set. A large shade tree is shown at the north end of the parking area proposed along Rt. 29. The tree appears to be planted too close to a nearby pipe.	If landscaping is will be shown on multiple sheets of the site plan set, then revise the plan to show the proposed landscaping consistently throughout. Revise the landscape plan to eliminate the utility conflict near the north end of the parking area along Rt. 29 without reducing the quantity of trees.
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.	Provide additional trees along the northern portion of the carwash travelway and along the parking that is being changed on the adjacent site.	Ornamental trees have been provided along the north portion of the carwash travelway and along the parking that is being changed on the adjacent site.	None.
34	Landscaping along interior pedestrian ways: a. Medium trees should be planted parallel to all interior pedestrian ways. Such trees should be at least 2½ inches caliper (measured six inches above the ground) and should be of a species common to the area. Such trees should be located at least every 25 feet on center.			
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.	None.	The following landscaping comments were addressed during the prior review: Three additional large shade trees at 40' on center were proposed along the 15-space parking row close to Rt. 29. An additional 2 interior parking lot trees were provided on the landscape plan. The landscape plan was 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 were 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.			
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> .	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.”	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.	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.	The landscape plan has been revised to show a small wooded area near the north corner of site that is to be preserved. Tree protection fencing is shown on the landscape and the erosion and sediment control plans but not the grading plan.	Show tree protection fencing on the grading 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	None.		

	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.	The landscape plan has been revised to provide additional landscaping (ornamental trees and shrubs) to better integrate the bioretention ponds into the site.	None.
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.	Provide alternative canopy designs to reduce canopy height to be as close to the 17’6” as possible.	The design of the canopy has been revised so that the tallest side faces the store building. On the store side, the maximum canopy height is 21’ 0 5/16”. On the Rt. 29 side, the maximum canopy height is 18’ 0 3/8”, which is 6” taller than the guidelines maximum.	Reduce the canopy height overall by 6” to meet the 17’6” maximum requirement.
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.			
c	The size of the canopy fascia and canopy support columns shall be in proportion to the overall size of the canopy structure. The fascia shall not exceed 36” in total height, including any accent bands.			
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.	Reduce the illumination so that the maximum footcandle value does not exceed 30 fc beneath the canopy and 20 fc anywhere else on site.	The lighting plan has been revised so that the maximum fc value does not exceed 30 fc beneath the canopy and 20 fc anywhere else on site. However, the LLF of the proposed fixtures for the canopy is less than 1.0.	Revise the lighting plan to use LLFs of at least 1.0. Ensure that footcandle values do not exceed 30 fc beneath the canopy and 20 fc everywhere else on site.
f	Canopy related elements, including fuel dispensers, support columns, spandrels, planters, etc. shall be	See recommendations on the canopy in A.	See comments on the canopy in A.	See recommendations on the canopy in A.

	compatible with the character of the building and site and shall not be used for advertising.	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 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.	No changes have been made to the sign designs illustrated for the store in this submittal. Cabinet style signs are shown on the south and east elevations of the tower, the east elevation of the building, and on the fuel pump canopy. This is not the preferred sign type in the ECs. A sample of the Cardinal Red color proposed for the signs has been submitted. The proposed color is appropriate for the EC. The monument sign has been revised to integrate the Sheetz cabinet sign into the fuel pricing area to eliminate the “floating” appearance of the cabinet. The site plan has been revised to show the condition for the landscaping related to the Charlottesville-Albemarle Airport sign landscaping consistently throughout the plans.	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).

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. The design of the store building elevations visible from Airport Road.
2. The height of the canopy.
3. Cabinet style signs.

Staff recommends approval of the final site plan with the following revisions:

1. Revise the design of the store building to establish more coordinated material transitions, less of a utilitarian appearance on the Airport Road elevation, and an entrance tower with a prominent form. Revisions must be reviewed by the ARB in a future work session prior to final approval.
2. Revise the proposed glass so that the VLT does not drop below 40%.
3. Add the standard window glass note to the architectural drawings.
4. Identify all other site elements associated with the car wash (i.e., vending machines, vacuums, air pumps, etc.) on the site plan.
5. Relocate the ice machine, store equipment and other similar items to locations with less visibility from the EC.
6. Add the standard mechanical equipment note verbatim to the site and architectural plans.
7. Show tree protection fencing on the grading plan.
8. Reduce the canopy height overall by 6” to meet the 17’6” maximum requirement.
9. Revise the lighting plan to use LLFs of at least 1.0. Ensure that footcandle values do not exceed 30 fc beneath the canopy and 20 fc everywhere else on site.
10. If landscaping is will be shown on multiple sheets of the site plan set, then revise the plan to show the proposed landscaping consistently throughout.
11. Revise the landscape plan to eliminate the utility conflict near the north end of the parking area along Rt. 29 without reducing the quantity of trees.
12. Sign applications are required for all proposed signs.
13. Eliminate cabinet style signs or limit them to secondary signs. All cabinet type signs must have opaque backgrounds.
14. Reduce the number of colors used in the signs to a maximum of three (including white).



Figure 2: West and South Elevation reviewed by the ARB on September 21, 2020.



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

ATTACHMENTS (Below)

- 1. [Sheetz Final Site Plan](#)
- 2. [Sheetz Architectural Drawings](#)
- 3. [Sheetz Perspectives](#)

TABLE A

This report is based on the following submittal items:

Sheet #	Drawing Name	Drawing Date/Revision Date
Sheetz Site Plan		
C0.0	Title Sheet – FSP	11/23/20
C0.1	General Construction Notes	11/23/20
C0.2	Zoning, Parcel, and Site Calculations	11/23/20
C1.0	Existing Conditions, Soil Maps, and Demolition Plan	11/23/20
C3.0	Traffic Plan	11/23/20
C3.0	Traffic Plan	11/23/20
C3.1	Sight Distance	11/23/20
C3.2	Temporary Traffic Control Details	11/23/20
C3.3	Temporary Traffic Control Details	11/23/20
C4.0	Site Plan	11/23/20
C4.1	Site Details	11/23/20
C4.2	Site Details	11/23/20
C4.3	Site Details	11/23/20
C4.4	Carwash Details	11/23/20
C5.0	Grading and Drainage Plan	11/23/20
C6.0	Utility Plan	11/23/20
C6.1	Utility Profiles	11/23/20
C6.2	Utility Profiles	11/23/20
C6.3	Utility Details	11/23/20
C6.4	Utility Details	11/23/20
C8.0	Landscape Layout and Materials Plan	11/23/20

C8.1	Landscape Plan	11/23/20
C8.2	Landscape Details	11/23/20
C9.0	Photometry	11/23/20
C9.1	Photometric Renderings	11/23/20
C9.2	Luminaire Details	11/23/20
A1.0	Architectural Elevations	11/23/20
A1.1	Architectural Elevations	11/23/20
X1.0	Survey	11/23/20
Sheetz Architectural Drawings		
A200	Exterior Elevations	10/03/2020
A201	Exterior Elevations	10/03/2020
	Floor Plan	08/03/2020
	Gas Canopy Details	10/01/2020
	Car Wash Exterior Elevations	10/02/2020
	Car Wash Signage Details	10/02/2020
	Monument Sign Details	10/02/2020
DT-1	Drive-thru Details	10/01/2020
DT-2	Drive-thru Details	10/01/2020
	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	