

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2021-110: Wawa Route 29 and Greenbrier – Final Site Plan
Review Type	Final Site Plan
Parcel Identification	061W0-02-0A-00100
Location	1215 Seminole Trail
Zoned	Commercial (C1) / Entrance Corridor (EC)
Owner/Applicant	Charlottesville Realty Corporation / Renaud Consulting (Mark Fontaine)
Magisterial District	Rio
Proposal	Construct a convenience store and service station with fuel pump canopy, underground storage tanks and associated site improvements.
Context	The development is proposed for the southeast corner of the Rt. 29/Greenbrier Dr. intersection, which is currently occupied by Charlottesville Tire. Other gas stations with convenience stores are located at the northeast and southwest corners of the intersection. Other mixed commercial development is immediately to the south and north on Rt. 29.
Visibility	The proposed development will be clearly visible from the Rt. 29 Entrance Corridor.
ARB Meeting Date	November 15, 2021
Staff Contact	Margaret Maliszewski

PROJECT HISTORY

The ARB reviewed an Initial Site Plan for this project on May 17, 2021. Comments from that meeting are included in the Analysis section of this report.

ANALYSIS

REF	GUIDELINE	ARB COMMENT 5/17/21	ISSUE 10/18/21	RECOMMENDATION 10/18/21
	GENERAL GUIDELINES			
	<i>Purpose</i>			
1	The goal of the regulation of the design of development within the designated Entrance Corridors is to insure that new development within the corridors reflects the traditional architecture of the area. Therefore, it is the purpose of ARB review and of these Guidelines, that proposed development within the designated Entrance Corridors reflect elements of design characteristic of the significant historical landmarks, buildings, and structures of the Charlottesville and Albemarle area, and to promote orderly and attractive development within these corridors. Applicants should note that replication of historic structures is neither required nor desired.	-	The proposed architectural design matches the designs approved for both the store and canopy structures at the Pantops Wawa location. The design includes some minimal references to traditional architecture and is expected to contribute to orderly development along the corridor.	None.
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.	-	Landscaping will be an important element in successfully establishing compatibility at this site.	See landscape recommendations, below.
	<i>Compatibility with significant historic sites:</i>			
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	-	The proposed building has minimal references to traditional architecture and maintains a contemporary character.	None.

	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.			
	<i>Compatibility with the character of the Entrance Corridor</i>			
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.	-	The proposed building is expected to have a compatible appearance along the corridor. The single-story height, brick materials and pitched roofs, together with robust landscaping, will help achieve unity and coherence along the corridor.	None.
	Structure design			
9	Building forms and features, including roofs, windows, doors, materials, colors and textures should be compatible with the forms and features of the significant historic buildings in the area, exemplified by (but not limited to) the buildings described in Appendix A [of the design guidelines]. The standard of compatibility can be met through scale, materials, and forms which may be embodied in architecture which is contemporary	Correct the street names referenced in the architectural elevation drawing titles.	The street names have been corrected on the elevation drawings. The brick walls and details, pilasters, metal hipped roofs, and balustrade are compatible with the forms and features of the area's significant historic buildings.	None.

	as well as traditional. The replication of important historic sites in Albemarle County is not the objective of these guidelines.			
10	Buildings should relate to their site and the surrounding context of buildings.		Three other fuel pump canopies are in the immediate vicinity. The brick material proposed for the building is also found in the surrounding area.	None.
11	The overall design of buildings should have human scale. Scale should be integral to the building and site design.		Overall, the fuel pump canopy has a monumental scale and will tend to overshadow the convenience store building, although the brick pedestals of the canopy's columns provide a more human-scaled element that also ties to the building. The building incorporates an entrance "tower", a porch, and architectural detailing (pilasters, brick courses, etc.) that help establish human scale.	None.
12	Architecture proposed within the Entrance Corridor should use forms, shapes, scale, and materials to create a cohesive whole.		The use of brick, grey metal roof, and white detailing in both the fuel pump canopy and store building helps establish a cohesive whole.	None.
13	Any appearance of "blankness" resulting from building design should be relieved using design detail or vegetation, or both.		The right side elevation has no windows, but architectural detailing relieves the blankness, and planting along the southern property line will filter the view from the street.	None.
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.		The canopy and store are not physically connected, but using the same materials and colors helps unify the development.	None.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.		The trademark design has been tweaked to better meet the guidelines.	None.
16	Window glass in the Entrance Corridors should not be highly tinted or highly reflective. Window glass		The window glass note is on the drawings.	None.

	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 window glass should be submitted with the application for final review.</i>			
	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 color of the dumpster gates to a recessive one.	On the color renderings, the dumpster gate is now shown in a brick color that will help it recede visually.	Move the fire hydrant and water meter to a less visible location and add landscaping to provide more complete screening/integration.
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.	Replace the chain link fence with a design that is compatible with the architecture on site and suitable for the EC.	The chain link fence has been revised to an ornamental fence produced by Merchants Metals. It is a black aluminum fence with pointed pickets. It is expected to have an appropriate appearance.	
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.	Move the vent stacks to a less visible location and/or add landscaping to provide more complete screening. Move the fire hydrant and water meter to less visible locations and/or provide landscaping for screening/integration.	The vent stacks have not been moved. Landscaping in the area has been revised. Close-by are two Crepe Myrtles and a double row of dwarf Burford Holly. The holly is an evergreen plant specified to be planted at 24" high; it can eventually grow to 6' tall. This will not completely screen the vent stacks, but it will help filter the view. Emerald Green Arborvitae added along the southern property line will help mitigate views of the loading area on the south side of the building.	

			The applicant's memo states that the fire hydrant and water meter have been moved to the south side of the Rt. 29 entrance into the site, but the plan still shows them on the north side. Ground cover proposed around the equipment won't provide screening. This location – adjacent to the site entrance on the EC street – is not appropriate, particularly without screening or landscaping to help integrate the equipment into the surroundings.	
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.	-	Underground stormwater management features are proposed.	None.
21	The following note should be added to the site plan and the architectural plan: "Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated."	Add the standard equipment note to the site and architectural drawings.	The note has been added to the site plan.	None.
	Lighting			
	<i>General Guidelines</i>			
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	Revise the lighting plan to eliminate spillover along Rt. 29 and Greenbrier Drive in excess of .5 fc.	Illumination at Rt. 29 and Greenbrier Dr. does not exceed .5 fc.	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 S1 fixtures to full cutoff fixtures.	The S1 fixtures have not been revised to full cutoff fixtures, but they emit less than 3,000 lumens.	None.
24	Light levels exceeding 30 footcandles are not appropriate for display lots in the Entrance	Reduce the illumination under	Maximum illumination under the canopy is shown as 29 fc. Outside	Revise the photometric plan using an LLF of 1.0

	Corridors. Lower light levels will apply to most other uses in the Entrance Corridors.	the fuel pump canopy to a maximum of 30 fc. Maintain a 20 fc maximum elsewhere on site.	of the canopy the maximum is shown as 10.4 fc. However, an LLF of 1.0 was not used consistently for all proposed fixtures, including those under the canopy. Photometrics calculated using an LLF of at least 1.0 is needed to meet County requirements.	for all fixtures.
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.	Revise the light fixtures to include lamps that emit warm white light in the 2000-3000K range.	All fixtures are specified with a color temperature of 3000K.	None.
26	Dark brown, dark bronze, or black are appropriate colors for free-standing pole mounted light fixtures in the Entrance Corridors.	Revise the luminaire schedule to include the proposed colors of the light fixtures. Provide for a consistent fixture color.	The luminaire schedule specifies aluminum as the finish for the decorative wall fixtures and white for the other light fixtures. White is not recommended for the parking lot fixtures or poles. Bronze is more typical in the ECs and will have a more appropriate appearance.	Revise the finish for the parking lot lights (poles and fixtures) to bronze.
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.	Revise the overall pole light height to not exceed 20', including the base.	Pole light fixture height has been reduced to 17' poles on 6" bases.	None.

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.	-	Fuel pump canopies are located nearby, at the northeast and southwest corners of the intersection.	None.
29	The following note should be included on the lighting plan: “Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half footcandle.”	Include the standard lighting note on the plan.	The note has been added to the lighting plan.	None.
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.	Eliminate a large shade tree from the Rt. 29 frontage, add more ornamental trees, and provide more consistent spacing to establish a rhythm along the street.	All large shade trees were eliminated from the Rt. 29 frontage; ornamentals were added. The proposed frontage planting now includes 2 medium shade trees (Regal Prince Oaks at 2½” caliper – not the required 3½”), one crape myrtle and 3 Yoshino Cherry trees. These trees are spaced more closely than the 35’ requirement. The Regal Prince Oaks are better suited to the closer spacing. However, there is a 35’ gap in planting from the Rt. 29 entrance into the site northward to the first tree. Overall, the current landscape proposal begins to establish a more consistent rhythm along the streets.	See other landscape recommendations.
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 an exhibit that clearly labels and shows the extents of existing and proposed utilities and easements, and available planting area across the site. Revise the landscape plan to show large shade and ornamental trees more evenly spaced along Greenbrier Drive to establish a rhythm consistent with the planting along Rt.	A separate exhibit clearly showing the extent of existing and proposed utilities and easements and available planting area was not provided. The easement associated with the gas line crossing the northeast portion of the parcel is labeled on the landscape plan, and an easement is shown around the underground stormwater management system near the Greenbrier entrance. No easements are shown to be associated with the utilities along the street frontages. Medium shade trees and ornamentals are shown along a portion of Greenbrier Drive; no large shade trees are provided. The layout does provide more of a	Add a street tree along Greenbrier west of the monument sign and add shrubs between Greenbrier and the 8-space parking row.

		29.	consistent rhythm along the street frontages, although size requirements are not met and there appears to be space for a street tree along Greenbrier and shrubs between Greenbrier and the 8-space parking row.	
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.	Add medium trees, 2½” caliper at planting, between the Greenbrier sidewalk and the new path connecting the sidewalk to the parking lot. Add shrubs where easements/utilities limit tree planting.	An ornamental tree and a medium shade tree are shown between the path and the Greenbrier entrance drive. No trees are provided along Greenbrier in this area. Shrubs are only shown circling the monument sign. Ground cover is proposed on the slope. Although the gas line easement passes through this area, there appears to be space available for trees and shrubs.	Add landscaping between the Greenbrier sidewalk and the new path connecting the sidewalk to the parking lot to compensate for the lack of trees in other required locations.
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.	Consistently provide large trees, 40’ on center, 2½” caliper at planting, at the perimeter of all parking areas. Provide landscaping along the southern property line, including evergreen landscaping in the vicinity of the loading area. Increase planting area where possible.	Perimeter trees are provided where there are no utility/easement conflicts. Landscaping is provided along most of the southern property line. This includes Emerald Green Arborvitae, an evergreen, in the vicinity of the loading area. Shrubs have been rearranged along the street frontages. The previous plan had groups of shrubs in semicircular beds. The current plan shows an undulating row of shrubs with breaks in the row near tree trunks. The shrub row is doubled in two groups near the fuel canopy vent stacks. Along both frontages,	Provide additional low-level planting along the Rt. 29 and Greenbrier frontages to offset visual impacts, compensate for smaller trees and help establish an overall coordinated landscape.
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 low- level planting along the Rt. 29 and the Greenbrier frontages to offset visual impacts.	space is available for additional low-level planting. Additional planting is warranted given the smaller trees and tree planting sizes that are proposed.	
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 Regal Prince Oak is not found on the lists, but its size is appropriate for the proposed spacing.	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 appears on the plan.	None.
	Site Development and layout			
	Development pattern			
6	Site development should be sensitive to the existing natural landscape and should contribute to the creation of an organized development plan. This may be accomplished, to the extent practical, by preserving the trees and rolling terrain typical of the area; planting new trees along streets and pedestrian ways and choosing species that reflect native forest elements; insuring that any grading will blend into the surrounding topography thereby creating a continuous landscape; preserving, to the extent practical, existing significant river and stream valleys which may be located on the site and integrating these features into the design of surrounding development; and limiting the building	See landscape recommendations, above. Replace the berm with grading that has a more natural appearance.	This site has already been developed, so little natural landscape remains, though some wooded area is present at the east end of the property. The wooded area would be removed with this proposal. Trees are proposed along the streets (see landscape discussion, above). The amount of grading proposed at the rear of the property has been reduced and the berm mostly eliminated.	None.

	mass and height to a scale that does not overpower the natural settings of the site, or the Entrance Corridor.			
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.			
	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 land forms that blend	Show on the plan proposed easements or other methods for	The applicant states that the developer plans to record a Reciprocal Easement Agreement at the time of land closing.	None.

	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.	accomplishing off-site work. Replace the berm with grading that has a more natural appearance.	Grading has been revised to mostly eliminate the berm.	
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 there are trees at the southeast corner of the parcel that are to remain, show tree protection fencing throughout the plan.	Tree protection is shown on the landscape plan.	None.
42	Areas designated for preservation in the final Certificate of Appropriateness should be clearly delineated and protected on the site prior to any grading activity on the site. This protection should remain in place until completion of the development of the site.			
43	Preservation areas should be protected from storage or movement of heavy equipment within this area.			
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.	-	Underground stormwater management features are proposed.	None.
45	Fuel Pump Canopies			
a	Fuel pump canopies may be required to provide customers with protection from the elements and to provide lighting levels required for dispensing fuel. Such fuel pump canopies are functional elements of present-day gas/convenience stores and their character and appearance shall reflect a minimalist design consistent with that function.	-	The design of the fuel pump canopy matches that approved for the Pantops location.	None.
b	Fuel pump canopies shall be the smallest size possible to offer protection from the elements. Canopies shall not exceed the sizes identified in	Reduce the footprint of the fuel pump canopy to	The proposed canopy measures 96' x 81' which is a reduction of 4' on the shorter side. The canopy now	Revise the Luminaire Location Summary to correspond to the 22' 11"

	Standards for Fuel Pump Canopies as outlined in Appendix B.	allow for increased planting area and to not exceed previous approvals. Reduce the height of the fuel pump canopy to minimize visual impacts and to meet the 14'6" maximum to the bottom of the fascia/eave.	matches the size approved at Pantops. The drawing of the proposed canopy shows a height of 14' 6" to the bottom of the eave and an overall height of 22' 11". This height matches the Pantops canopy height. However, some of the light fixture mounting heights noted in the Luminaire Location Summary exceed that height.	maximum canopy height and make other corresponding corrections as necessary, while maintaining a maximum of 30 fc under the canopy.
c	The size of the canopy fascia and canopy support columns shall be in proportion to the overall size of the canopy structure. The fascia shall not exceed 36" in total height, including any accent bands.	-	The proposed canopy has a gabled roof with eaves; it is not the traditional design with a flat roof and sign band/fascia.	None.
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.		Maximum illumination under the canopy is shown as 29 fc. However, an LLF of 1.0 was not used for the canopy fixtures, so those levels are higher than shown.	Revise the photometric plan using an LLF of 1.0 for all fixtures. Reduce the illumination under the fuel pump canopy to a maximum of 30 fc.
f	Canopy related elements, including fuel dispensers, support columns, spandrels, planters, etc. shall be compatible with the character of the building and site and shall not be used for advertising.		The canopy uses materials and colors that are consistent with those of the store building.	None.
g	The architectural elements of a building should not be altered to reflect trademark canopy design.		The trademark store design has been tweaked to more closely meet the guidelines.	None.
h	Canopy fascias shall be limited to the use of one principal color, with ARB review.		The canopy does not have a traditional fascia.	None.
i	Colors, materials, forms, and detailing may be used to coordinate canopies with a site, its building(s), and structures.		The canopy uses materials and colors that are consistent with those of the store building.	None.

j	Fuel pump canopy applicants should refer to ARB Standards for Fuel Pump Canopies. (Appendix B)	See recommendations, above.	Canopy dimensions greatly exceed the length and width of the Standards. The Standards were established in 1998 and do not provide for the varying orientations and extreme sizes of fuel pump canopies that are typical today.	None.
	SIGNS	Note that sign locations are not approved with the site plan. Sign locations can only be approved with sign permit applications. Choose alternate monument sign locations and provide planting that fully integrates the signs into the landscape.	The monument sign locations are much the same as they were previously shown. At the Rt. 29 entrance, a group of shrubs runs up to the shrubs that encircle the sign. At the Greenbrier entrance, shrubs encircle the sign, which sits in a bed of ground cover. Shrubs and trees added along Greenbrier Drive in this area could further integrate the sign.	Revise the landscape plan to more fully integrate the monument signs into the landscape.

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. Landscaping: along Rt. 29, along Greenbrier Drive, along the south side of the site.

Staff recommends approval with the following revisions:

1. Move the fire hydrant and water meter to a less visible location and add landscaping to provide more complete screening/integration.
2. Revise the photometric plan using an LLF of 1.0 for all fixtures.
3. Revise the finish for the parking lot lights (poles and fixtures) to bronze.
4. Add a street tree along Greenbrier west of the monument sign and add shrubs between Greenbrier and the 8-space parking row.
5. Add landscaping between the Greenbrier sidewalk and the new path connecting the sidewalk to the parking lot to compensate for the lack of trees in other required locations.
6. Provide additional low- level planting along the Rt. 29 and Greenbrier frontages to offset visual impacts, compensate for smaller trees and help establish an overall coordinated landscape.
7. Revise the Luminaire Location Summary to correspond to the 22' 11" maximum canopy height and make other corresponding corrections as necessary, while maintaining a maximum of 30 fc under the canopy.
8. Revise the photometric plan using an LLF of 1.0 for all fixtures. Reduce the illumination under the fuel pump canopy to a maximum of 30 fc.
9. Revise the landscape plan to integrate the monument signs more fully into the landscape.

ATTACHMENTS

Attach. 1: [ARB2021-110: Greenbrier Wawa site and architectural drawings](#)