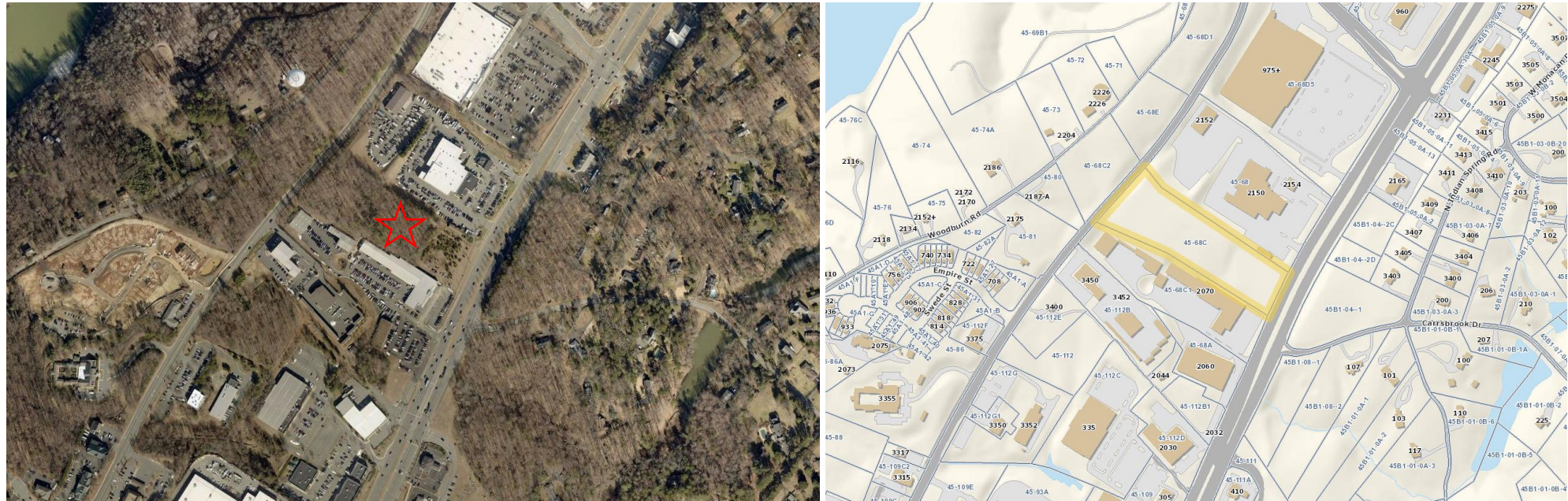


ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2023-04: Seminole Heights Initial Site Plan
Review Type	Initial Site Development Plan
Parcel Identification	04500-00-00-068C0
Location	On the west side of Rt. 29, approximately 1280’ south of the Rt. 29/Hilton Heights Rd. intersection.
Zoned	Highway Commercial (HC) / Entrance Corridor (EC) / Airport Impact Area (AIA)
Owner/Applicant	TAP Investments LLC / Shimp Engineering (Justin Shimp)
Magisterial District	Rio
Proposal	To construct a development consisting of six buildings, three with drive-through lanes, (daycare, self-storage, wholesale distribution/general retail, and drive-through carwash, oil change service, and specialty food store) and associated site improvements on approximately 5.72 acres.
Context	The property is vacant and mostly wooded. The east and west perimeters of the parcel are bounded by Rt. 29 and Berkmar Drive with automotive dealerships to the north and south of the subject property. (Fig. 1.)
Visibility	The buildings (Buildings D, E, and F) and related drive-through lanes and equipment adjacent to Rt. 29 will be readily visible from the EC. Views of the upper stories of Buildings C and B will be available above the buildings adjacent to the EC. Building A (shown at 1-story in the site plan), located adjacent to Berkmar Drive, is not expected to be visible from the Entrance Corridor. (Fig. 2.)
ARB Meeting Date	February 28, 2023
Staff Contact	Khris Taggart

PROJECT HISTORY

The ARB has not reviewed any proposals for this site. Planning Division review of this initial site plan indicates that some of the supplementary regulations of the Zoning Ordinance (Sec. 5.1.60 - Fig. 3) regarding drive-through windows have not been met. The plans will need to be revised to meet the supplementary regulations or the applicant will need to apply for a special exception. (See Guideline 39 for additional information.)



Sec. 5.1.60 Drive-through windows.

Each drive-through window shall be subject to the following:

- a. If the building is adjacent to a public street, any drive-through windows shall be located on the side or rear of the building, away from the public street.
- b. No drive-through lane shall be located between a building and a public street unless separated from the right of way by a landscaped area that complies with section 32.7.9.5(b), (c), (d), and (e) and is at least ten feet in depth extending the length of the drive-through lane.
- c. No portion of a drive-through lane shall be located within 50 feet of a residential district, the rural areas district, the Monticello Historic district, or any part of a planned development district allowing residential uses.
- d. If any portion of a drive-through lane that is located between 50 and 100 feet of a residential district, the rural areas district, the Monticello Historic district, or any part of a planned development allowing residential uses, the drive-through window shall be open for business no earlier than 7:00 a.m. and shall be closed no later than 10:00 p.m., daily.
- e. Each drive-through lane shall be separated from any pedestrian travelway, except where a pedestrian travelway crosses the drive-through lane as provided in subsection (f), and any vehicular travel areas, by a planting strip at least five feet in width.
- f. If a pedestrian travelway crosses a drive-through lane, the owner shall provide either a five foot wide raised pedestrian travelway or a five foot wide pedestrian travelway containing a change in texture and visual markings.
- g. Each drive-through lane shall be at least 11 feet wide.
- h. No drive-through lane shall enter directly from or exit directly to any public street.
- i. Each entrance to a drive-through lane shall be more than 50 feet from any intersection with a public or private street or travelway without parking.
- j. Each drive-through lane shall be a minimum of 100 feet in length measured from the center of the first window or service point. This length may be reduced if a study is submitted and approved by the director of community development or his designee demonstrating that a shorter length will be sufficient for a particular use.
- k. Each drive-through lane shall extend at least 20 feet beyond the drive-through window.
- l. If a drive-through lane is located adjacent to an internal travelway, the direction of travel in the drive-through lane and the travelway shall be the same unless they are separated from one another by a landscaped area that complies with section 32.7.9.5(b), (c), (d), and (e) and is at least ten feet in depth extending the length of the drive-through lane.

(Ord. 16-18(2) , 3-2-16)

Figure 3: Supplementary regulations for drive-through windows under Section 5.1 of the Zoning Ordinance.

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, and location/configuration can be made a condition of initial plan approval, and can be the basis for denial
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	RECOMMENDATION
	GENERAL GUIDELINES		
	Purpose		
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.	Architectural designs were not provided with the initial plan so the compatibility of individual buildings with local historic landmarks cannot be determined at this time. The proposed layout of the site places three drive-through uses, two of which will include equipment related to the drive-throughs and the use, adjacent to the EC. The equipment (order boards/menus, clearance bars, vacuum stations, etc.) is expected to be readily visible from Rt. 29.	See landscaping and site layout recommendations below. Provide architectural designs with the next submittal.
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.	The maximum allowable building height in this zoning district is 65’. The self-storage building (Building B) is the tallest building shown in this site plan at 50’. Building B is located approximately 638’ from Rt. 29. Building C, which lies directly east in front of Building B, is located approximately 375’ from Rt. 29. Both buildings are expected to be visible above Buildings D-F and the drive-through lanes and travelways adjacent to Rt. 29. Site sections would help pinpoint more exactly the level of visibility of the proposed buildings and equipment within this development.	Provide site sections to clarify the visibility of the proposed development from the EC street.
3-5, 9-16	Compatibility with significant historic sites; Compatibility with the character of the Entrance Corridor; Structure Design	It is anticipated that the designs proposed for most or all the buildings will be trademark designs. The trademark designs will need to be modified to meet the EC guidelines.	
	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.	Detailed information on accessory structures and equipment is not provided on the plan. Manufacturer’s information on proposed equipment is required to determine the compatibility of the equipment with the building design.	Update the plans to identify the locations of all accessory structures and equipment. Provide detailed information on all equipment, including size, design, color, illumination, etc.
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.	The parking spaces located south of the car wash are labeled for vacuum stations. Some vacuum stations include brightly colored and illuminated equipment, which would not be appropriate for the Entrance Corridor. Additional equipment (possibly menu boards and/or pay stations) are shown in the islands west of the carwash drive-through lanes. All of this equipment would be visible from the EC street. No equipment is shown at the restaurant, but clearance bars, menu boards,	
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.		See the recommendations provided with the site

		and other similar items are typical and would likely be located south and east of the building, where it would be visible from various points along the EC frontage. The proposed site layout does not take advantage of buildings to screen equipment and does not provide sufficient planting area to screen equipment. Shifting the building locations so that a long elevation of Building D fronts the EC could help screen equipment. (See below for additional information on landscaping.)	layout Guidelines 6 and 39.
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 appears on the cover sheet of the site plan set. Architectural drawings have not been submitted at this time. More information is needed to accurately assess this Guideline.	Include the standard mechanical equipment note on the architectural plans. Show the outlines of roof-mounted equipment on the architectural elevations and show the footprints on the roof plan. Revise the site plan to note the locations of ground-mounted equipment. Show how this equipment will be screened from the EC.
22-31	Lighting	A lighting plan has not been provided with the initial plan. Note that some vacuum stations include lighting along the length of the “vacuum booms”. This type of lighting is not appropriate for the EC. Limiting all fixtures to full cutoff styles will help minimize visual impacts.	Provide a lighting plan with the next submittal. Limit all fixtures to full cutoff styles to minimize visual impacts of the development on the EC street.
	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.	A landscape plan has not been provided with the initial site plan. The site has approximately 251’ of frontage along the EC and utilities – both underground and overhead – are in place along the frontage. The depth of the planting area proposed along the frontage is inconsistent, ranging from approximately 25’ near the southern end of the site to 8’ near the northern end. County Transportation staff have recommended a 10’ shared-use path (SUP) along the Rt. 29 and Berkmar Drive frontages. With the current site layout and a SUP, frontage trees will conflict	Provide a complete landscaping plan with the next submittal.
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		Increase the depth of the planting area along the EC frontage to accommodate the required large shade

	features will help to harmonize the appearance of development as seen from the street upon which the Corridor is centered.	with the existing utilities. A deeper planting area will be needed to avoid these conflicts.	trees free of utility/easement conflicts.
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.	The site plan shows a carwash and an oil change facility with multiple drive-through lanes adjacent to the EC, and a restaurant with a drive-through lane west of the oil change facility. The placement and layout of the drive-throughs will result in paved areas and equipment being the dominant features visible from the EC. If the site layout remains unchanged, increased planting areas and landscaping above the minimum requirements will be needed to integrate the drive-throughs and related features into the EC and to provide adequate screening.	
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.	The site plan shows an interior travelway that leads from the entrance along Rt. 29 to Building B. Placing large trees in the planting area south of the travelway near Rt. 29 would help mitigate some of the impacts of the paved areas on the EC. A stormwater pipe is currently proposed in this area so coordination between the plantings and this utility will be needed.	Shift the stormwater pipe currently shown along the southern perimeter of the site to accommodate trees in that area. Revise the site plan to show large trees, 40’ on center and 2½” caliper at time of planting, along the travelway that runs along the southern perimeter of the site.
34	Landscaping along interior pedestrian ways: a. Medium trees should be planted parallel to all interior pedestrian ways. Such trees should be at least 2½ inches caliper (measured six inches above the ground) and should be of a species common to the area. Such trees should be located at least every 25 feet on center.	The site plan shows a pedestrian way that connects to the existing sidewalk along Rt. 29 and leads to a parking area behind building C. Medium trees along this pedestrian way would shade the path and help to mitigate the negative visual impact associated with the paved areas at the eastern end of the site.	Confirm on the plans that the planting area along the sidewalk south of Buildings E, F, and C can accommodate medium trees, 25’ on center. Revise the site plan to show medium trees, 25’ on center and 2½” caliper

			at time of planting, along the sidewalk that leads into the site south of Buildings E, F, and C.
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.	As currently proposed, paved areas including parking and travel lanes associated with the proposed drive-through uses will be the dominant features of the site as viewed from the EC. Trees and shrubs in the planting areas along the parking rows and travel lanes would help break up the paving adjacent to the EC and reduce its visual impact on the EC. To accommodate these plantings, the depth of landscaping strips will need to be increased, particularly the area north and east of the drive-through lane for Building F and the area between the bypass lane for Building E and the drive-through lane for Building D. The 145 parking spaces shown on the site plan require 15 large trees interior to the parking area. There appears to be adequate spacing to evenly distribute the required quantity of trees throughout the site. However, providing interior trees above the required quantity near the paved areas closest to the Rt. 29 EC could help to soften the impacts of the drive-through travel lanes and the appearance of any long building elevations.	Increase the 6' landscape median along the drive-through for Building F to accommodate large trees and shrubs. Increase the planting area between the Building E bypass lane and the Building D drive-through lane to accommodate large trees and shrubs. Consider providing interior parking trees above the requirements to help mitigate the anticipated impacts of the drive-through and travel lanes on the EC.
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.	Architectural designs have not been submitted for review, but the site plan shows long elevations on the north and east elevations of Buildings C and the north elevation of Building D. Landscaping may be necessary along these elevations, but no planting area is currently proposed along the east side of Building C. Revisions to the parking area and travel lanes between Buildings C and F would be needed to accommodate a planting area with sufficient depth.	Revise the site plan to show a planting area along the east side of Building C with sufficient depth to accommodate trees.
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>.	A landscape plan has not been provided with the initial site plan. This guideline will be reviewed when a landscape plan is submitted.	Provide a complete landscape plan for review in the next submittal.

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 standard plan health note does not appear on the site plan set.	Include the standard plan health note on the landscape plan in the next submittal.
	Development pattern		
	Site development and layout		
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 buildings served by the drive-through lanes have been relegated from the EC, and the travel lanes and associated drive-through equipment are shown adjacent to Rt. 29, establishing them as the dominant features that will be visible from the EC. Furthermore, none of the buildings adjacent to the frontage are oriented parallel to the EC street. This layout contributes to a disorganized appearance from the EC. Buildings could be rearranged and located closer to the EC to allow the architecture to be the focus of the development and to use the buildings as screening for the equipment, drive-through lanes, and paving. The length of Building D, in particular, could be used to mitigate the negative impacts associated with the drive-throughs and car wash.	Revise the layout of the site to use the buildings to help mitigate visual impacts; shift the car wash so that its long elevation fronts Rt. 29. See the recommendations provided with the frontage landscaping Guidelines 7, 8, and 32.
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.	Pedestrian and vehicular connections are provided. County Transportation staff have recommended a 10’ shared-use path (SUP) along the Rt. 29 and Berkmar Drive frontages. A SUP along Rt. 29 would further restrict the planting area as currently shown on the plans. Drive-throughs are required to meet the supplementary regulations of Sec. 5.1.60 of the Zoning Ordinance. The proposed plan does not meet some of these requirements. Specifically, 5.1.60(a), (b), (f), and (g) have not been met. The entrances of Buildings E and F are too close to the travelway (5.1.60f); the landscape area that separates the buildings from Rt. 29 does not meet the minimum depth (10’) and doesn’t show the required landscaping (5.1.60b); the bypass and pickup lanes for Building F are too narrow (5.1.60g); and the locations of the drive-through windows have not been identified (5.1.60a). Revisions to the layout of the site will be needed to meet 5.1.60(b), (f), and (g). Although the Ordinance provides for a Special Exception to these regulations, staff does not support an exception to any of these requirements due to the potential for negative visual impacts on the EC.	Revise the site plan to meet the applicable regulations from Sec. 5.1.60 of the Zoning Ordinance, while also meeting the EC Design Guidelines. Staff does not support an exception to any of these requirements due to the potential for negative visual impacts on the EC.

	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 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.	There is a gentle change in topography in the eastern portion of the parcel adjacent to the EC. The existing topography becomes much steeper in the middle and western portions of the parcel. Significant grading is required to establish portions of the development, as evidenced by the proposed retaining walls on the northern and southern sides of the sites. (See Sheet C4.) However, due to their orientation and location, the walls are not expected to have a visual impact on the EC street.	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.	No existing vegetation has been designated to remain.	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.		
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 plan shows below-ground stormwater facilities throughout the proposed development.	None.
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.		

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. The layout of the buildings, drive-throughs, and related equipment, and the resulting visual impact on the EC street.
2. The depth of the planting area along Rt. 29.
3. Landscaping of the interior pedestrian and travelways.
4. Landscaping along the east side of Building C.

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:
 - Staff does not recommend approval of the site plan at this time. Prior to initial plan approval, the following items shall be resolved to the satisfaction of the ARB:
 1. Increase the depth of the planting area along the EC frontage to accommodate the required large shade trees free of utility/easement conflicts.
 2. Shift the stormwater pipe currently shown along the southern perimeter of the site to accommodate trees in that area.
 3. Confirm on the plans that the planting area along the sidewalk south of Buildings E, F, and C can accommodate medium trees, 25' on center.
 4. Increase the 6' landscape median along the drive-through for Building F to accommodate large trees and shrubs.
 5. Increase the planting area between the Building E bypass lane and the Building D drive-through lane to accommodate large trees and shrubs.
 6. Revise the site plan to show a planting area along the east side of Building C with sufficient depth to accommodate trees.
 7. Revise the layout of the site so that the long elevation of the carwash building fronts Rt. 29.
 8. Revise the site plan to meet the applicable regulations from Sec. 5.1.60 of the Zoning Ordinance, while also meeting the EC Design Guidelines.
- Regarding any potential request for a Special Exception to the supplemental regulations in Sec. 5.1.60 of the Zoning Ordinance:
 - Staff does not recommend approval of an exception to any of these requirements due to the potential for negative visual impacts on the EC.
- Regarding recommendations on the plan as it relates to the guidelines: None.
- Regarding conditions to be satisfied prior to issuance of a grading permit: None
- Regarding the final site plan submittal:

A Certificate of Appropriateness is required prior to final site plan approval. The following items and all items on the ARB Final Site Plan Checklist must be addressed:

 1. Provide architectural designs with the next submittal.
 2. Provide site sections to clarify the visibility of the proposed development from the EC street.
 3. Update the plans to identify the locations of all accessory structures and equipment. Provide detailed information on all equipment, including size, design, color, illumination, etc.
 4. Include the standard mechanical equipment note on the architectural plans.
 5. Show the outlines of roof-mounted equipment on the architectural elevations and show the footprints on the roof plan.
 6. Revise the site plan to note the locations of ground-mounted equipment. Show how this equipment will be screened from the EC.
 7. Provide a lighting plan with the next submittal. Limit all fixtures to full cutoff styles to minimize visual impacts of the development on the EC street.
 8. Provide a complete landscaping plan with the next submittal.
 9. Increase the depth of the planting area along the EC frontage to accommodate the required large shade trees free of utility/easement conflicts.
 10. Shift the stormwater pipe currently shown along the southern perimeter of the site to accommodate trees in that area.

11. Revise the site plan to show large trees, 40' on center and 2½" caliper at time of planting, along the travelway near the southern perimeter of the site.
12. Confirm on the plans that the planting area along the sidewalk south of Buildings E, F, and C can accommodate medium trees, 25' on center.
13. Revise the site plan to show medium trees, 25' on center and 2½" caliper at time of planting, along the sidewalk that leads into the site south of Buildings E, F, and C.
14. Increase the 6' landscape median along the drive-through for Building F to accommodate large trees and shrubs.
15. Increase the planting area between the Building E bypass lane and the Building D drive-through lane to accommodate large trees and shrubs.
16. Consider providing interior parking trees above the requirements to help mitigate the anticipated impacts of the drive-through and travel lanes on the EC.
17. Revise the site plan to show a planting area along the east side of Building C with sufficient depth to accommodate trees.
18. Include the standard plan health note on the landscape plan in the next submittal.
19. Revise the layout of the site so that the long elevation of the carwash building fronts Rt. 29.
20. Revise the site plan to meet the applicable regulations from Sec. 5.1.60 of the Zoning Ordinance, while also meeting the EC Design Guidelines.

ATTACHMENTS

- Attach. 1: [ARB2023-04: Seminole Heights Initial Site Plan](#)