

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2026-00001 and SDP-2026-00029: Airport Industrial Complex Self-Storage Facility
Review Type	Conceptual Architectural Review and Initial Site Development Plan
Parcel Identification	03200000001700
Location	North side of Airport Road, east of Timberwood Blvd.
Zoned	Light Industry (LI), Entrance Corridor (EC)
Owner/Applicant	Six Star Associates LLC / Hunter Wood, United Land Co. & Chuck Rapp, Collins Eng.
Magisterial District	Rio
Proposal	To construct a new self-storage facility with associated site improvements.
Context	Immediately to the west of the site there are institutional and industrial properties. Across Airport Rd. to the south is a mix of industrial, institutional and residential development. The UVA Foundation's North Fork research park is located to the north and east.
Visibility	The development will be readily visible from the Entrance Corridor street.
ARB Meeting Date	April 20, 2026
Staff Contact	Margaret Maliszewski

PROJECT HISTORY

On January 5, 2026, the ARB reviewed a final site plan (ARB-2025-31) for a flex office development on the northern part of this parcel and recommended approval with conditions to be approved by staff. Revisions addressing those conditions are under review.

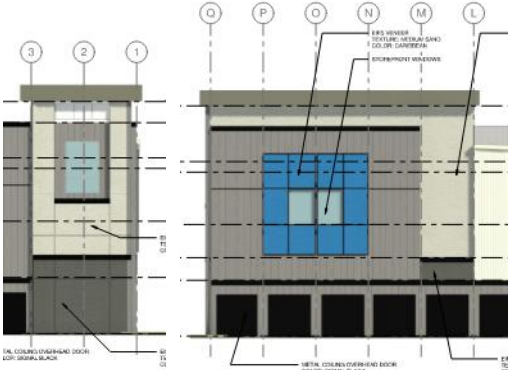
ANALYSIS

Gray highlight = means recommendations on this guideline can be provided for the benefit of the final site plan submittal, but cannot be the basis for denial of the initial site plan

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
	<i>Purpose; Compatibility with the character of the Entrance Corridor; Compatibility with significant historic sites; Structure design</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 building measures 215' long on its Entrance Corridor side and 160' along Timberwood Blvd. As viewed from the Entrance Corridor, the mass of the building is broken down into three main parts defined primarily by changes in metal panel type, siding colors, and rooflines, but this does not establish human scale in the design. The locations of panel and color changes at the lower level are not consistent with location of changes above, resulting in a disjointed appearance.	Revise the architectural design, including form, material and color changes, to establish a more overall cohesive design. Revise the architectural design to further reduce mass and increase human scale. Consider adding additional tower features to the EC elevation.
2	Visitors to the significant historical sites in the Charlottesville and Albemarle area experience these sites as ensembles of buildings, land, and vegetation. In order to accomplish the integration of buildings, land, and vegetation characteristic of these sites, the Guidelines require attention to four primary factors: compatibility with significant historic sites in the area; the character of the Entrance Corridor; site development and layout; and landscaping.	The proposed design does not have an obvious connection to the historic architecture of the County. The footprint may be similar in dimensions to that of large agricultural or industrial buildings, but the proposed colors, distribution of materials, and character of the building are not compatible with those traditions.	Revise the architectural feature at the southeast corner of the building to appear more like a traditional tower.
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 upper part of the architectural feature at the southeast corner of the building has tower-like qualities, but the proportions, distribution of materials and colors, and window treatments do not contribute to an overall cohesive design. Revising the towers to have more of a traditional appearance, and adding more vertical elements	Revise the "Caribbean" blue color for a more coordinated overall appearance. Provide updated perspective views of the

	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.	into the design, particularly on the EC-facing elevation, might help reduce the impact of the building mass and increase coordination. Some of the sides and backs of the taller elements will be visible from the EC. Additional detail is needed to confirm that backs and sides of the towers will receive the same treatments as the fronts.	building and site illustrating any proposed architectural changes. Provide the perspective views both with and without the proposed landscaping.
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.	 South and east elevations of the architectural feature at the southeast corner of the storage building.	Provide a roof plan.
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.	Proposed building materials include metal panels with varying profiles (corrugated panels in R-Loc and 7.2 profiles, insulated panels) in colors including white, "light stone", and "ash gray"; EIFS in "gray mist", "citation", and "Caribbean" (all in medium sand texture); and counter flashing in black and "burnished slate".	Add detail to the architectural drawings to show a consistent treatment on the sides and backs of the towers and the tall "Ash Gray" corrugated metal panel element on the north elevation, just west of the tower, consistent with the fronts.
10	Buildings should relate to their site and the surrounding context of buildings.		
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	The applicant has indicated that the proposed colors and materials are similar to those approved for the Microaire building renovation (ARB-2025-30) across Airport Road to the south. The Microaire building has a much smaller scale and is set much further back from the Entrance Corridor than the storage building, resulting in less visibility and less visual impact. In the	

13	whole. Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.	Microaire elevations, the blue color is distributed among white and brown colors in thin vertical panels, resulting in blues that are tempered and a more coordinated overall appearance.  Proposed Microaire building renovation with colored vertical metal panel detailing near the entrances. In the proposed storage building, the blue “Caribbean” color is illustrated as bright and bold. It is used in large panels and across long lengths of the elevations, most at upper levels. The blue stands out from the other white, off-white and gray colors and does not appear to be coordinated with them. In the elevations and perspective views, the blue stands out as a primary feature of the building. Blankness in the design is offset primarily by the changes in materials and colors – not by windows. The east elevation is the most blank. Trees proposed along the east perimeter of the site may eventually offset some of the blankness, but not for several years after construction. Windows are proposed in four locations on the EC elevation. The largest grouping of windows is surrounded by EIFS veneer in “Caribbean” blue. A similar treatment is found on the east elevation. The windows surrounded by the blue EFIS are not aligned with the windows in the tower. Long rows of metal overhead coiling doors are proposed in white and black at the ground story of	
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		each elevation that is visible from the Entrance Corridor. These doors emphasize the utilitarian use of the building and character of the design. The berm and trees along the Airport Road frontage will eventually filter the view of these doors, but not for several years after construction.	
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	Arcades and colonnades are not proposed. A single building is proposed for this part of the property. It is not physically connected to the buildings to the north.	None.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.	The building design does not appear to be a trademark design.	None.
16	Window glass in the Entrance Corridors should not be highly tinted or highly reflective. Window glass in the Entrance Corridors should meet the following criteria: <i>Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%. Specifications on the proposed window glass should be submitted with the application for final review.</i>	Small areas on the EC (south) and east elevations are labeled as storefront windows, but glass specs were not provided.	Provide on the plans information on the proposed window glass consistent with the guidelines requirement. Indicate if the windows provide a view into the building interior.
	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.	The site plan shows HVAC units at or near each corner of the building. Shrubs (abelia and dwarf Yaupon holly) are proposed around the equipment on the EC side of the building. The height of the equipment is not provided. The shrubs might eventually screen the equipment (depending on equipment height) but won't provide complete screening upon planting.	Revise the plan to indicate the height of the ground-mounted mechanical equipment and to show immediate screening of the equipment that is visible from the street.
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.	Site note #1 on Sheet 2 of the site plan states that mechanical equipment will be located on the ground or on the rooftop behind a wall or other solid enclosure, and that the material of the wall will be harmonious with the façade of the building. The note also states that ground-mounted equipment will be screened with an S-3 screen, though no screen detail is provided, and no	Revise the mechanical equipment note (Site Note #1, Sheet 2) to indicate full screening of roof- and ground-mounted equipment. Coordinate the equipment shown on the plan with
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.		

		equipment is identified on the plan. An area of future RV parking is shown on the east side of the property. A note on the plan acknowledges that this requires a special use permit. The RV parking should not be constructed before required permits are approved. A site plan amendment can be processed in the future to add the parking. Dumpsters are located behind the building as viewed from the EC where they are not expected to have a visual impact on the EC. A fence is proposed along the eastern perimeter of the property. A detail on sheet 8 of the site plan illustrates it as a wooden privacy fence, 6' tall. A row of trees is shown on the outside of the fence.	the notes. Provide details for all proposed and noted screens and fences. If rooftop equipment is proposed, provide a roof plan with the locations identified and show how the equipment will be screened from view. Eliminate the RV parking area from the plan.
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 as note #24 under Utility Notes on Sheet 2 of the site plan. It does not appear on the architectural plans.	Add the standard equipment note to the architectural plans.
	Lighting		
	<i>General Guidelines</i>		
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	There is no excessive spillover.	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.	Proposed fixtures are full cutoff styles.	None.
24	Light levels exceeding 30 footcandles are not appropriate for display lots in the Entrance Corridors. Lower light levels will apply to most other uses in the Entrance Corridors.	The maximum light level is identified as 5.0 fc.	None.
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.	The proposed fixtures have LED lamps with a color temperature of 3000K.	None.
26	Dark brown, dark bronze, or black are appropriate colors	The proposed color of the poles and fixtures is not	Revise the lighting plan

	for free-standing pole mounted light fixtures in the Entrance Corridors.	indicated on the plans.	to indicate the color of the poles and fixtures. Dark brown, dark bronze, or black are recommended.
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.	The mounting height of the pole fixtures is noted as 20'. Wall fixture mounting height is noted as 15'.	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.		
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."		
30-31	<i>Guidelines for the Use of Decorative Landscape Lighting</i>	No decorative lighting is proposed.	None.
	<i>Landscaping</i>		
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 utility easement and overhead and underground utilities exist along the Airport Road frontage. Landscaping is proposed over parts of the underground telephone line. Some shrubs are located within the easement. Trees are located approximately 17' from the overhead lines.	Provide confirmation from the easement holder that the shrub planting along the Airport Road frontage is allowed.
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	Princeton Elm trees are proposed along the EC frontage at the required size. There is a 60' gap in large tree planting where a public drainage	Revise the size of the drainage easement on the Airport Rd. side of the site to allow consistent

	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.	easement is located. A storm pipe and yard drain are to be removed from within the easement; reducing the size of the easement would allow for consistent tree planting.	spacing of EC frontage trees.
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.	Autumn Brilliance Serviceberry are shown interspersed between the Elms. Groups of Abelia, Spirea and Dwarf Yaupon Holly are proposed between the trees and along the berm.	
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.	Street trees are provided along Timberwood Blvd. at approximately 35' on center and along Songbird Lane at approximately 40' on center. Both are provided at the required size.	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.	There is a sidewalk along the 5-space parking row leading to the north building entrance. Two trees related to the RV parking spaces are close to the sidewalk. Sidewalk is provided along Songbird Lane where street trees double as pedestrian way trees.	None.
35	Landscaping of parking areas: a. Large trees should align the perimeter of parking areas, located 40 feet on center. Trees should be planted in the	Two rows of standard vehicle parking spaces are provided north of the building. The 5-space row located near the building entrance has two	Consider shifting the storm pipe that crosses the 5-space parking row

	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.	ornamental trees nearby. A storm pipe and irregularly shaped planting island limit planting space. The 6-space row located adjacent to Songbird Lane has large trees at its ends, with street trees nearby and shrubs along the length of the row.	to increase planting area and consider switching the locations of the Sweetbay Magnolia and the Honeylocust nearest the northern building entrance.
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.	The proposed storage building measures 215' long and 160' at its widest. Building height is 40' to the top of the parapet and 44' to the tower eave. The landscaped berm is proposed to limit the visual impacts of the building. The perspective views suggest that the landscaping will nearly eliminate the view of the metal coiling overhead doors on the EC and side elevations, but the trees and shrubs are shown with years of growth (and the berm is not illustrated in the perspectives). A set of perspective images without the landscaping would help clarify the appearance of the building.	Provide the perspective images without landscaping.
37	Plant species: a. Plant species required should be as approved by the Staff based upon but not limited to the <i>Generic Landscape Plan Recommended Species List</i> and <i>Native Plants for Virginia Landscapes (Appendix D)</i>.	The proposed species are on the approved plant list.	None.
38	Plant health: The following note should be added to the landscape plan: "All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant."	The note 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	The layout of the development appears organized, with the building located near the center of the	Consider reorienting the building so that the

	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.	site and a travelway encircling the building. Customer and employee parking is located on the side of the building that is away from the EC. The proposed building is oriented parallel to the Airport Road Entrance Corridor, but the primary entrance to the building's interior is located on the north side of the building where it will not be visible from the EC. This layout results in rows of overhead doors, and the associated loading and unloading, on all building elevations visible from the EC. Though the north elevation is consistent with the design of the other elevations that are visible from the EC, its more central tower/canopy/entrance feature identifies it as the primary elevation. That feature, together with the stepback in the elevation, help reduce mass and improve scale. With color and material changes as described above, the design illustrated in the north elevation would present a better face to the EC. Sidewalk is provided around the site from Airport Road to Timberwood Blvd. to Songbird Lane. No open spaces are proposed. No significant natural features remain on this portion of the site. The proposed building is not expected to block any scenic views, but its mass and scale will change the character and appearance of the corridor.	current north elevation faces the EC street.
39	The relationship of buildings and other structures to the Entrance Corridor street and to other development within the corridor should be as follows: - An organized pattern of roads, service lanes, bike paths, and pedestrian walks should guide the layout of the site. - In general, buildings fronting the Entrance Corridor street should be parallel to the street. Building groupings should be arranged to parallel the Entrance Corridor street. - Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems. - Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor. - If significant natural features exist on the site (including creek valleys, steep slopes, significant trees or rock outcroppings), to the extent practical, then such natural features should be reflected in the site layout. If the provisions of Section 32.5.2.n of the <i>Albemarle County Zoning Ordinance</i> apply, then improvements required by that section should be located so as to maximize the use of existing features in screening such improvements from Entrance Corridor streets. - 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	The grading plan shows a berm proposed along the Airport Road frontage. At its highest, the berm	None.

	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.	is at an elevation of 598'. Most of the rest of the site is at an elevation of approximately 592-594' and the elevation of the Entrance Corridor in the vicinity is approximately 592'. A berm will contribute to the screening of the lower portion of the building.	
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.	There are no trees proposed to remain on this site.	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 stormwater facility for the development to the north was sized to include this property.	None.
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.		
	SIGNS	Signs require separate permits and are not approved with the site plan or architectural drawings. The current submittal shows two wall signs and a ground-mounted sign. The wall signs do not appear to be aligned with architectural features; alternate alignment could establish better overall coordination.	Note that sign designs and locations are not approved with the site or architectural drawings. Aligning the wall signs with architectural features is recommended.

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. The orientation of the building
2. The distribution of materials and colors in the architectural design, the proposed massing, the cohesiveness of the design
3. The design of the tower elements
4. The use of the “Caribbean” blue color
5. The berm and landscaping along the EC street
6. The fence and landscaping along the east side of the site

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:
 - Eliminate the RV parking area from the plan.
- Regarding recommendations on the plan as it relates to the guidelines:
 - Consider shifting the storm pipe that crosses the 5-space parking row to increase planting area.
 - Consider switching the locations of the Sweetbay Magnolia and the Honeylocust nearest the northern building entrance.
 - Consider reorienting the building so that the current north elevation, revised to meet other recommendations, faces the EC street.
- 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. Revise the architectural design of the building, including form, material and color changes, to establish a more overall cohesive design.
 2. Revise the architectural design of the building to further reduce mass and increase human scale. Consider adding additional tower features to the EC elevation.
 3. Revise the architectural feature at the southeast corner of the building to appear more like a traditional tower.
 4. Revise the “Caribbean” blue color for a more coordinated overall appearance.
 5. Provide updated perspective views of the building and site illustrating any proposed architectural changes. Provide the perspective views both with and without the proposed landscaping.
 6. Provide a roof plan.
 7. Add detail to the architectural drawings to show a consistent treatment of the sides and backs of the towers and the tall “Ash Gray” corrugated metal panel element on the north elevation, located just west of the tower, consistent with fronts.

8. Provide on the plans information on the proposed window glass consistent with the guidelines requirements. (*Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%.*) Indicate if the windows provide a view into the building interior
9. Revise the plan to indicate the height of the ground-mounted mechanical equipment and to show immediate screening of the equipment that is visible from the street.
10. Revise the mechanical equipment note (Site Note #1, Sheet 2) to indicate full screening of roof- and ground-mounted equipment. Coordinate the equipment shown on the plan with the notes. Provide details for all proposed and noted screens and fences.
11. If rooftop equipment is proposed, provide a roof plan with the locations identified and show how the equipment will be screened from view.
12. Eliminate the RV parking area from the plan.
13. Add the standard equipment note to the architectural plans. "Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated."
14. Revise the lighting plan to indicate the color of the poles and fixtures. Dark brown, dark bronze, or black are recommended.
15. Provide confirmation from the easement holder that the shrub planting along the Airport Road frontage is allowed.
16. Revise the size of the drainage easement on the Airport Rd. side of the site to allow consistent spacing of EC frontage trees.
17. Consider shifting the storm pipe that crosses the 5-space parking row to increase planting area. Consider switching the locations of the Sweetbay Magnolia and the Honeylocust nearest the northern building entrance.
18. Consider reorienting the building so that the current north elevation, revised to meet other recommendations, faces the EC street.
19. Note that sign designs and locations are not approved with the site plan or architectural drawings. Aligning the wall signs with architectural features is recommended.

ATTACHMENTS

Attach. 1: [ARB-2026-00001 and SDP-2026-00029: Airport Industrial Complex Self-Storage Facility Architectural Drawings](#)

Attach. 2: [ARB-2026-00001 and SDP-2026-00029: Airport Industrial Complex Self-Storage Facility Initial Site Plan](#)