

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	SDP-2026-69: 600 Rio Road West Initial Site Plan
Review Type	Initial Site Plan
Parcel Identification	04500-00-00-16700, 04500-00-00-15700, 04500-00-00-15800, 04500-00-00-16600
Location	600 Rio Road West, on the north side of Rio Road West, approximately 400’ west of the intersection of Berkmar Drive and Rio Road West.
Zoned	Neighborhood Model District (NMD)/Entrance Corridor (EC)/Airport Impact Area (AIA)
Owner/Applicant	Station Lane Holdings, LLC (04500-00-00-16700) Piedmont Realty Holdings III, LLC (04500-00-00-15700, 04500-00-00-15800, 04500-00-00-16600)/Collins Engineering (Chuck Rapp)
Magisterial District	Rio
Proposal	To develop four parcels totaling 3.20 acres with a total of 148 residential units divided between apartment buildings and townhouses along with associated site improvements.
Context and Visibility	The subject properties contain two detached single-family structures (ca. 1900 and 1930), five townhouses, and a private road (Station Lane). This road passes through TMPs 45-158, 45-166, and 45-167, connecting Rio Road West and Greenfield Terrace. The two detached structures will be demolished while the townhouses will be retained and integrated into the proposed development plan. The surrounding area has a mixed character with a large vacant parcel owned by the County to the north, several single-family residences to the west, and commercial uses to the east. To the south and southwest, across Rio Road West, there are additional commercial uses as well as larger multifamily developments (Arrowwood, The Blake at Charlottesville) (Fig. 1). Visibility of Buildings #1 and #3 from Rio Road West will be clear, and the south and east elevations of Building #2 will be clearly visible along the length of Station Lane.
ARB Meeting Date	August 31, 2026
Staff Contact	Khris Taggart

PROJECT HISTORY

DATE	APPLICATON	RESULT
10/21/2002	ARB-2002-117	The Architectural Review Board (ARB) reviewed the Bartelt Office Park Site Plan and approved the site plan only with conditions.
12/02/2002	ARB-2002-143	The ARB reviewed and approved the Bartelt Office Park apartment building with one condition. The apartments resemble two-story townhouses and are located north of the single-family detached dwelling at 590 Rio Road West. They were built around 2003.

11/15/2004	ARB-2004-126	The ARB reviewed and approved, with conditions, the Bartelt Office Park office building design. The two-story office building east of the single-family house at 600 Rio Road West was constructed as an addition to the dwelling around 2005.
12/17/2018	ARB-2018-137	The ARB reviewed and had no objection to the Special Use Permit (SP-2018-19) request to build a 33-unit, 39,000-square-foot three-story apartment building. The SP was approved by the Board of Supervisors (BOS) on April 17, 2019; however, no site plan submittals followed that approval.
ZMA-2025-01		Staff advisory comments regarding the potential impacts of the current proposal on the Entrance Corridor were provided during the review of the rezoning. This rezoning was approved by the BOS at their May 6, 2026, meeting. While the approved Code of Development (COD) aligns with aspects of the Rio29 Form-Based Code (FBC), the development did not opt into the overlay and is not subject to FBC requirements.

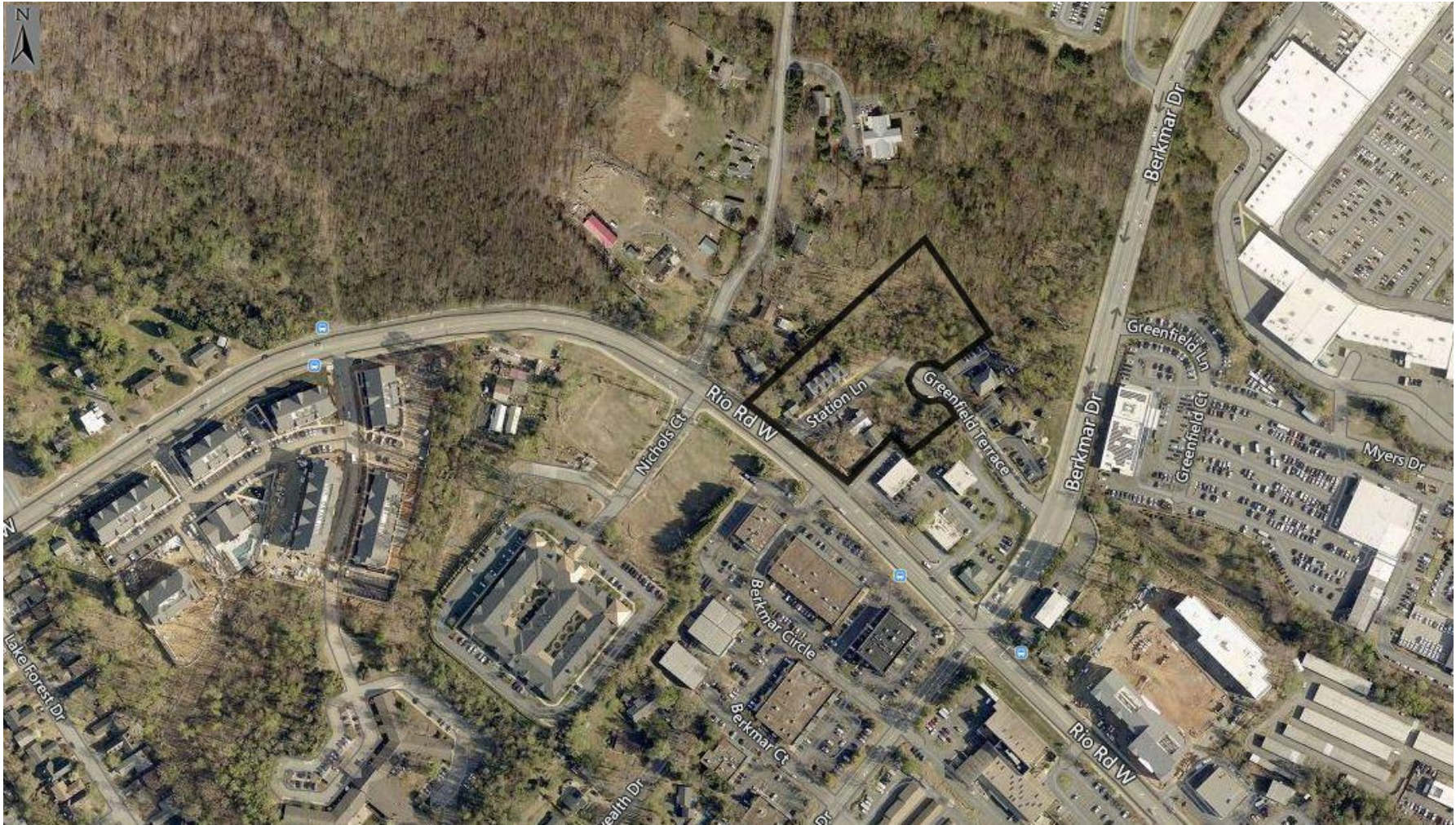


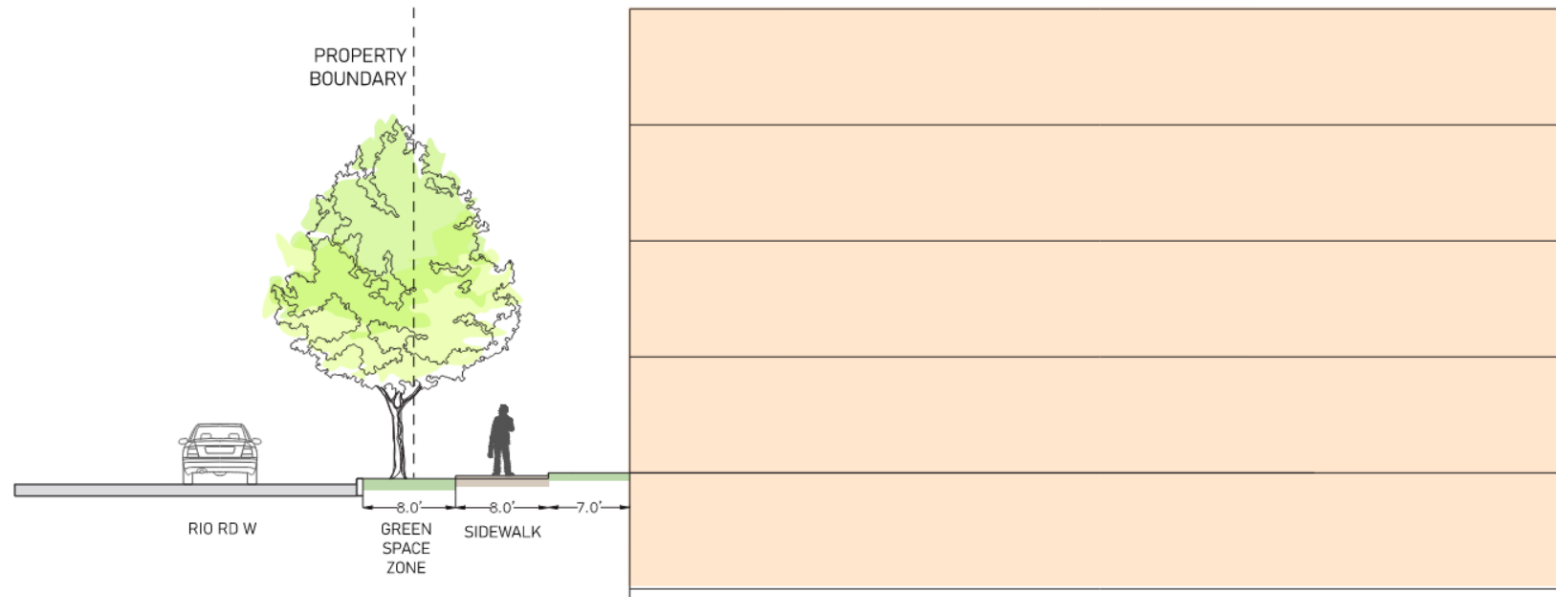
Fig 1: Pictometry image with the approximate boundaries of the site highlighted.

Architectural Standards (Sections 20A.5g)

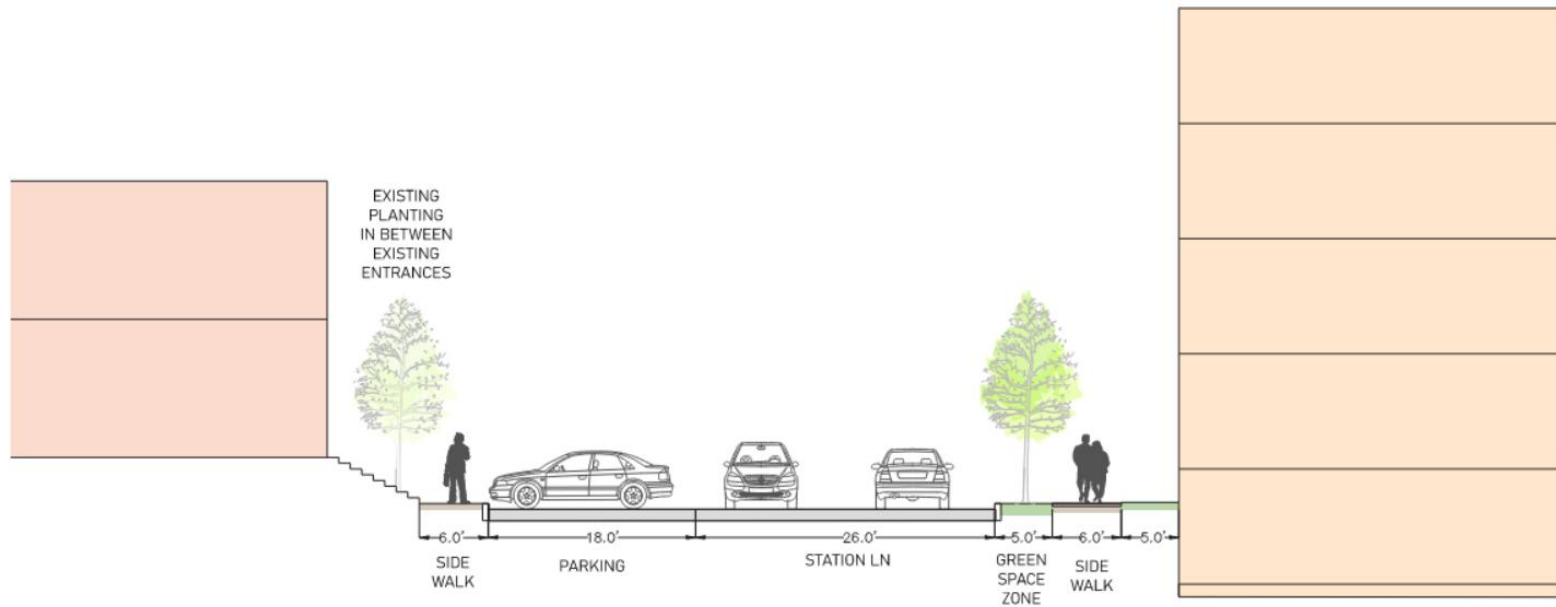
ZMA2025-00001

Form, Massing, and Proportion of Structures	Maximum Facade Segment Length	No building facade adjacent to a primary or side street, or amenity area may extend for more than twice the height of the building, measured horizontally, without a physical break or visual break in the plane of the facade
	Permitted Options for Articulating a Facade	Physical breaks in the plane of the facade (such as wall recesses and vertical and horizontal projections)
		Visual breaks in the plane of the facade, including material changes, texture changes, and detailing
		Roofline breaks, balconies, arcades, awnings, and canopies
Facade Treatments	Visibly discernible stories shall be achieved through the use of windows and/or building entries on each story, using varied building materials, special ground-floor design treatments, and other facade elements or other architectural details	
Building Facades in Block 1	Building facades facing Rio Rd shall be designed as front building facades with a street facing entry features unless a landscape screening buffer is provided in accordance with §18-32.7.9.7. A street-facing entry must provide ingress and egress pedestrian access to the ground story.	
Prohibited Building Facade Materials	Aluminum siding, vinyl siding, unfinished/untreated wood siding, prefabricated panel brick and tilt-up brick textured paneling, plywood siding, scored stucco that imitates brick or stone.	
Notes to Architectural Standards: 1. 'Building facade' pertains to a series of attached structures or one singular structure.		

Fig 2: Architectural standards table from the approved Code of Development (COD).



Conceptual Section across Rio Rd.



Conceptual Section across Station Ln.

Fig 3: Conceptual Sections of Rio Rd. and Station Ln. from the approved application plan.

ANALYSIS

Gray highlight = means the guideline can't be reviewed at the 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, 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 the initial plan stage, can be made a condition of initial plan approval, and can be the basis for denial

REF	GUIDELINES	ISSUES	RECOMMENDATIONS
	GENERAL GUIDELINES		
	<i>Purpose</i>		
1	The goal of the regulation of the design of development within the designated Entrance Corridors is to ensure that new development within the corridors reflects the traditional architecture of the area. Therefore, it is the purpose of ARB review and of these Guidelines, that proposed development within the designated Entrance Corridors reflect elements of design characteristic of the significant historical landmarks, buildings, and structures of the Charlottesville and Albemarle area, and to promote orderly and attractive development within these corridors. Applicants should note that replication of historic structures is neither required nor desired.	The site plan shows the addition of three new building footprints, consisting of two apartment buildings and a row of four townhouses, in addition to the five existing townhouses. The maximum allowable height for these new structures is capped at five stories, not to exceed 60 feet. The apartment buildings, when compared to the scale of the existing and proposed townhouses and the existing buildings to the east, will have a significant visual impact. Architectural designs were not provided with the initial plan, but the approved COD (Fig. 2) requires building facades facing Rio Rd. to be designed as front building facades with a street-facing entry that provides pedestrian ingress and egress at the ground story. The COD also stipulates that no building facades adjacent to a street or amenity area may extend for more than twice the height of the building, measured horizontally, without a physical or visual break in the plane of the façade. These requirements are expected to help reduce the visual impact of the apartment buildings, but architectural drawings are needed to assess consistency with the Guidelines. Additionally, providing perspectives, with and without landscaping, from both directions on Rio Rd. would help to clarify the level of visual impact the development will have on the EC.	Provide architectural drawings with the next submittal. It is strongly recommended that the drawings be submitted as a conceptual or preliminary ARB submittal prior to the final site plan. Elevations visible from Rio Rd. must be fully designed with forms, features, and treatments that establish a front to the EC, human scale, and a tie to the historic architecture of the area. Provide perspectives, with and without landscaping, from both directions on Rio Rd. to clarify the visibility of all proposed buildings.
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.		
	<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 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>		

REF	GUIDELINES	ISSUES	RECOMMENDATIONS
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.		
	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 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.		
11	The overall design of buildings should have human scale. Scale should be integral to the building and site design.		
12	Architecture proposed within the Entrance Corridor should use forms, shapes, scale, and materials to create a cohesive whole.		
13	Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.		
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	Architectural drawings have not been provided with the initial plan, so consistency with the Guidelines cannot be determined at this time.	Provide specs and a sample for the proposed window glass. Include the standard window glass note on the architectural drawings.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.		
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>		
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 approved application plan shows the parking area beneath Building #1 situated below grade along Rio Road but slightly above grade along Station Lane (Fig. 3). In other developments within the County not reviewed by the ARB, comparable parking areas (Figs. 4 and 5) have openings that allow for views into the space. Perspectives from the intersection of Rio Rd. and Station Ln. would help clarify how this structure will relate to both the building and the site.	Provide perspectives, with and without landscaping, from the intersection of Rio Rd. and Station Ln. to clarify the visibility and relationship of the parking structure with the building above and the site.
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		

REF	GUIDELINES	ISSUES	RECOMMENDATIONS
	eliminate visibility. a. Loading areas, b. Service areas, c. Refuse areas, d. Storage areas, e. Mechanical equipment, f. Above-ground utilities, and g. Chain link fence, barbed wire, razor wire, and similar security fencing devices.		Revise the site plan to show the locations of the ground-mounted equipment. Show how the equipment will be screened from the view of the EC. Provide a detail for screening devices that will be visible from the EC.
19	Screening devices should be compatible with the design of the buildings and surrounding natural vegetation and may consist of: a. Walls, b. Plantings, and c. Fencing.	 Fig 4: Treesdale Apartments (1720 Treesdale Way).  Fig 5: The Lofts at Meadowcreek (615 Rio Rd. E). The refuse area is proposed to be located near the southwest corner of Building #2. The site plan notes that the enclosure will be a 7' tall wooden fence. In this location, the dumpster and dumpster enclosure are not expected to be visible from the EC. The site plan notes that roof-mounted mechanical equipment will be screened from the EC by a parapet or other solid enclosure; however, architectural	Provide architectural drawings showing the locations of the roof-mounted mechanical equipment. Show how the equipment will be screened from the view of the EC. Provide a detail for screening devices that will be visible from the EC.

REF	GUIDELINES	ISSUES	RECOMMENDATIONS
		drawings have not been provided with this submittal to confirm this. The note also states that ground-mounted equipment will be screened from view along all public rights-of-way by a screening device. However, the locations of the mechanical equipment and details on the appearance of the screening devices have not been provided with the initial site 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 is on the site plan; architectural drawings have not been provided with this submittal.	Include the standard mechanical equipment note on the architectural drawings.
22-31	Lighting	A note on Sheet 2 indicates that a lighting plan will be provided if any lighting exceeding 3000 lumens is proposed. A lighting plan that details all proposed lighting, including fixtures under 3000 lumens, is needed to assess impact and consistency with the Guidelines.	Provide a complete lighting plan with the next submittal. Include all building- and pole-mounted fixtures and related details in the plan.
	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 been provided with the initial plan, but it does not include a plant schedule. The plan shows what appears to be large trees in the 8’ planting strip between the proposed sidewalk and Rio Rd. North of these trees, in the area between Buildings #1 and #3 and the sidewalk, ornamental trees appear to be shown. Not counting the Station Lane travelway, the development has approximately 235’ of frontage along Rio Rd., which requires 7 large trees. The plan shows 7 large trees; however, some are positioned within the right-of-way and on or near an existing underground utility and a water and sewer easement. The scale indicated on the landscape plan seems to be incorrect. It is noted as 1” = 30’, but based on measurements of site elements on the site plan sheet, it appears that the correct scale is 1” = 20’.	Include a complete landscape plan with a plant schedule in 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 features will help to harmonize the appearance of development as seen from the street upon which the Corridor is centered.		Revise the landscape plan to clearly show the boundaries of the existing water and sewer easement along Rio Rd. that is to remain. For trees that are within the easement, confirm that the easement holder approves the proposed plantings or provide an alternate planting arrangement.
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.		Revise the landscape plan to correct the scale.

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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> .		
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.”		
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.	Along the west side of Station Lane in the planting area between the existing townhouses and the 13-space parking row are existing trees and shrubs. However, the existing conditions sheet does not show this landscaping. On the landscape plan, trees are shown only near the northern and southern ends of Station Ln.; however, there appear to be opportunities for trees in other locations along the road.	Revise the existing conditions sheet to show the existing trees and shrubs along the 13-space parking row. Revise the landscape plan to show trees that meet the interior road tree requirements (2½ caliper, 40’ on center).
34	Landscaping along interior pedestrian ways: a. Medium trees should be planted parallel to all interior pedestrian ways. Such trees should be at least 2½ inches caliper (measured six inches above the ground) and should be of a species common to the area. Such trees should be located at least every 25 feet on center.		
35	Landscaping of parking areas: a. Large trees should align the perimeter of parking areas, located 40 feet on center. Trees should be planted in the interior of parking areas at the rate of one tree for every 10 parking spaces provided and should be evenly distributed throughout the interior of the parking area. b. Trees required by the preceding paragraph should measure 2½ inches caliper (measured six inches above the ground); should be evenly spaced; and should be of a species common to the area. Such trees should be planted in planters or medians sufficiently large to maintain the health of the tree and shall be protected by curbing. c. Shrubs should be provided as necessary to minimize the parking area’s impact on Entrance Corridor streets. Shrubs should measure 24 inches in height.	The proposed surface parking lot located near the northwest corner of the site includes 42 spaces, which requires 4 large trees within the parking area and large trees placed at 40’ on center along the perimeter. The landscape plan shows two interior trees and two at the southern end of the lot. Along the northern and western sides of the parking area, trees are shown in a tightly spaced planting arrangement. At the southwest corner of this parking area, the spacing is less tight and exceeds 40’ in two places. With the number of trees proposed along the perimeter and the limited visibility of this parking lot from the EC, this distribution of trees is expected to be appropriate. Along Station Ln. there is an existing 13-space parking row that is being shifted approximately 40’ north to accommodate improvements to the entrance at Rio Rd. Based on the number of spaces, one large tree interior to the parking row is required; however, none have been provided.	Revise the landscape plan to provide one tree interior to the 13-space parking row.
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.	No architectural drawings have been provided with the initial plan, so the extent of landscaping required for “softening” cannot be determined at this time. However, the plan shows that planting areas along the west side of Building #1 and the east side of Building #2 are not wide enough to accommodate planting that would provide sufficient softening of the building elevations, if required.	Note that if landscaping is required to soften the appearance of the buildings, the site layout will need to be revised to provide sufficient planting area.

REF	GUIDELINES	ISSUES	RECOMMENDATIONS
	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.		
	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 project includes four parcels. The two parcels that front Rio Rd. (TMP 45-166 and 45-167) have been previously developed with single-family detached houses and townhouses. The two rear parcels (TMP 45-157 and 45-158) are largely wooded. The single-family detached houses and wooded areas will be removed to accommodate the proposed development. The proposed townhouses are arranged mostly parallel to the EC. The apartment buildings are not arranged parallel to the EC, but their orientation, with the short sides of the buildings facing the EC and the long elevations further away and/or perpendicular to the EC, may help reduce the visual impact of the buildings’ mass and scale on the EC. The plan shows connections between the EC elevations of the frontage buildings and the sidewalk along Rio Rd., indicating there will be entrances facing Rio Rd. However, architectural drawings, particularly for Building #1, are needed to assess whether the entrance and the elevation provide an appropriate front to the EC. The EC elevations, and all other elevations visible from the EC, will need to incorporate forms, details, hierarchy, and distribution of materials to result in the appearance of fully designed elevations.	Provide with the next submittal details on the appearance of Amenity Areas #1 and #3. Forms, materials, and landscaping should be used to integrate these areas into the development and surrounding context.
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.	The site plan identifies three amenity areas, with two designated for Building #1 (Amenity Areas #1 and #2) and one for Building #3 (Amenity Area #3). The plan provides some information on the contents of the amenity areas, but no details on their appearance (hardscape, fencing, railings, lighting, etc.). Amenity Area #1, which features a lap pool and seating area, is located adjacent to the EC, within the "L" shape of Building #1. This area is expected to be highly visible from the EC. Along the eastern side, there is a row of trees; however, the landscaping on the southern side is less consistent. Given the expected visibility of this area from the EC, it will be important to use materials and forms that establish a cohesive appearance with the building. Additionally, adding trees and shrubs along the southern and eastern sides of the area to better integrate it into the development and surrounding context would be appropriate. Amenity Area #3, located to the east of Building #2 at the base of the retaining wall adjacent to the building, is expected to have some visibility from the intersection of Rio Road and Station Lane. The plan shows the area will include a seating area covered by a pergola at the northern end, what appear to be four benches along the eastern side, a grass strip along the western side, and a paver patio, that doubles as an access point for	

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		fire and rescue services, running through the middle of the area from near the northern parcel boundary to Station Ln. Shrubs along the base of the nearby retaining wall would be appropriate to better integrate this area into the development. The existing intersection of Rio Rd. and Station Lane will be improved and used to access the site. The layout of the site is generally organized with proposed parking areas positioned below the buildings or situated away from the frontage. Vehicular connections are being maintained and new pedestrian connections are being established within the site and along Rio Rd., Station Lane, and certain sections of Greenfield Terrace. No views are expected to be impacted by the proposed development.	
	Site Grading		
40	Site grading should maintain the basic relationship of the site to surrounding conditions by limiting the use of retaining walls and by shaping the terrain through the use of smooth, rounded landforms that blend with the existing terrain. Steep-cut or fill sections are generally unacceptable. Proposed contours on the grading plan shall be rounded with a ten-foot minimum radius where they meet the adjacent condition. Final grading should achieve a natural, rather than engineered, appearance. Retaining walls 6 feet in height and taller, when necessary, shall be terraced and planted to blend with the landscape.	A significant amount of grading is proposed across the site to accommodate the buildings, travelways, and parking areas for the development. Retaining walls are shown along the west side of Building #3 and the existing townhouses, as well as east and west of Building #2. The wall directly west of the existing townhouses is minimal and is not expected to be visible from the EC. West of Building #2, one wall exceeds 6 feet in height (max. height of 7 feet); however, these walls are not anticipated to have a significant visual impact on the EC once the apartment buildings are constructed. The views from the EC of the wall near the northwest corner of Building #3 (max. height 8') and the east side of Building #2 (max. height 6') will be angled. However, due to their height and the lack of landscaping at their bases, these walls are expected to have a significant visual impact on the EC. The plan notes that the retaining walls will be segmented, but no information on the proposed color and appearance has been provided. Shrubs at the base of these walls and a muted earth-tone block color would be appropriate.	Revise the landscape plan to provide shrubs at the base of the retaining walls east of Building #2 and west of Building #3. Indicate retaining wall material(s) and color(s) on the plan. A physical sample may be necessary for review.
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.	The site contains two prominent large, mature shade trees between Rio Rd. and the existing single-family building at 600 Rio Rd. The trees will be removed as part of the proposed development.	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.		

REF	GUIDELINES	ISSUES	RECOMMENDATIONS
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.	There are no above-ground stormwater facilities shown on the site plan.	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. Planting area and landscaping along:
 - Rio Rd.
 - Station Lane
 - Long building elevations
 - Retaining walls exceeding 6’
 - Treatment of amenity areas

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:
 - Prior to Initial Plan approval the following items shall be resolved to the satisfaction of the ARB: None. The ARB recommends approval of the Initial Plan without conditions. However, it is strongly recommended that architectural drawings be submitted as a conceptual or preliminary ARB submittal prior to the final site plan. Elevations visible from Rio Rd. must be fully designed with forms, features, and treatments that establish a front to the EC, human scale, and a tie to the historic architecture of the area.
 - 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 drawings with the next submittal. It is strongly recommended that the drawings be submitted as a conceptual or preliminary ARB submittal prior to the final site plan. Elevations visible from Rio Rd. must be fully designed with forms, features, and treatments that establish a front to the EC, human scale, and a tie to the historic architecture of the area.
 - 2. Provide perspectives, with and without landscaping, from both directions on Rio Rd. to clarify the visibility of all proposed buildings.
 - 3. Provide specs and a sample for the proposed window glass. Include the standard window glass note on the architectural drawings: Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%.
 - 4. Provide perspectives, with and without landscaping, from the intersection of Rio Rd. and Station Ln. to clarify the visibility and relationship of the parking structure with the building above and the site.
 - 5. Revise the site plan to show the locations of the ground-mounted equipment. Show how the equipment will be screened from the view of the EC. Provide a detail for screening devices that will be visible from the EC.

6. Provide architectural drawings showing the locations of the roof-mounted mechanical equipment. Show how the equipment will be screened from the view of the EC. Provide a detail for screening devices that will be visible from the EC.
7. Include the standard mechanical equipment note on the architectural drawings: Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated.
8. Provide a complete lighting plan with the next submittal. Include all building- and pole-mounted fixtures and related details in the plan.
9. Include a complete landscape plan with a plant schedule in the next submittal.
10. Revise the landscape plan to clearly show the boundaries of the existing water and sewer easement along Rio Rd. that is to remain. For trees that are within the easement, confirm that the easement holder approves the proposed plantings or provide an alternate planting arrangement.
11. Revise the landscape plan to correct the scale.
12. Revise the existing conditions sheet to show the existing trees and shrubs along the 13-space parking row.
13. Revise the landscape plan to show trees that meet the interior road tree requirements (2½ caliper, 40' on center).
14. Revise the landscape plan to provide one tree interior to the 13-space parking row.
15. Note that if landscaping is required to soften the appearance of the buildings, the site layout will need to be revised to provide sufficient planting area.
16. Provide with the next submittal details on the appearance of Amenity Areas #1 and #3. Forms, materials, and landscaping should be used to integrate these areas into the development and surrounding context.
17. Revise the landscape plan to provide shrubs at the base of the retaining walls east of Building #2 and west of Building #3.
18. Indicate retaining wall material(s) and color(s) on the plan. A physical sample may be necessary for review.

ATTACHMENTS

- Attach. 1: [SDP2026-69: 600 Rio Road West Initial Site Plan](#)