

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2024-50: Hyundai Final Site Plan
Review Type	First Review of a Final Site Plan and Third Review of Architecture
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 / Design Develop LLC (Kevin Schafer)
Magisterial District	Rio
Proposal	To establish a Hyundai auto dealership consisting of one showroom with service bays; a carwash; storage, display, customer and employee parking; 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 auto dealership building (Building A) and related parking and travelways adjacent to Rt. 29 will be readily visible from the EC. The carwash (Building B), located in the middle of the site, is not expected to be visible from the Entrance Corridor. (Fig. 2.)
ARB Meeting Date	November 18, 2024
Staff Contact	Khris Taggart

PROJECT HISTORY

- The ARB reviewed the initial site plan and preliminary architecture (ARB2023-101) on December 18, 2023. A revised initial site plan that addressed the site plan issues was reviewed and approved by Design staff in February 2024.
- On February 19, 2024, the ARB reviewed the special use permit (SP) application (SP2023-21) and forwarded a recommendation of approval to the Planning Commission. The SP was approved by the Board of Supervisors on August 7, 2024.
- On August 19, 2024, the ARB reviewed and provided feedback on updated architectural drawings submitted by the applicant to address comments on the top-heavy appearance and lack of traditional architectural elements and proportions in the showroom design. The updated showroom building design included decreasing the depth of the overhang of the fascia from 8' to 3', adding steel columns inside the building near the front of the showroom, and adding ACM-clad piers outside the building near the rear of the showroom.

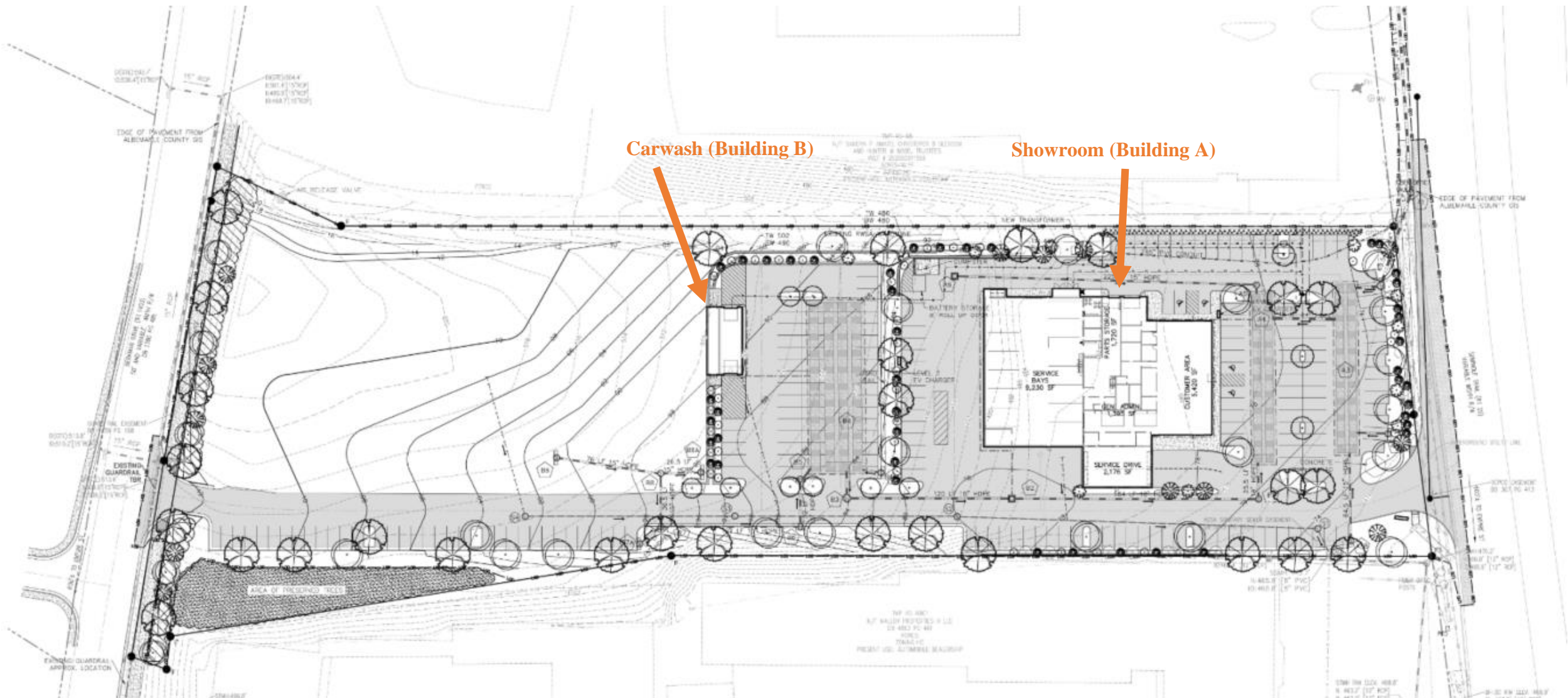


Figure 2: Proposed site plan showing the layout of buildings, travelways, vehicle storage and display areas, and parking.

ANALYSIS

REF	GUIDELINE	ISSUE 12/18/2023 & 8/19/2024	RECOMMENDATION 12/18/2023 & 8/19/2024	ISSUE 11/18/2024	RECOMMENDATION 11/18/2024
	GENERAL GUIDELINES				
	Purpose, <i>Compatibility with significant historic sites, Compatibility with the Character of the Entrance Corridor</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.	This portion of the Rt. 29 Entrance Corridor includes a mixture of small- and large-scale commercial buildings of varying styles and forms. The proposed showroom building does not reflect the traditional architecture of the area. The design is clearly contemporary in scale, materials, and form, and it exhibits the expansive use of glass typical of current-day automobile dealerships. However, the proposed materials and colors are consistent with the surrounding context which includes automobile dealerships directly adjacent to the north and south. The plan also shows outdoor display and storage that is expected to be readily visible from Rt. 29. Given the nontraditional architectural design and the extent of paved areas that are proposed, landscaping will play a significant role in achieving unity and coherence and promoting orderly and attractive development along the corridor.	See architecture and landscaping recommendations, below.	The building design remains contemporary. However, this is consistent with the surrounding context which includes automobile dealerships directly adjacent to the north and south. The layout of the outdoor display and storage remains unchanged from the initial site plan. The landscape plan has been updated to provide information on the proposed species for the site. The proposed landscaping along the frontage is generally consistent with the Guidelines.	See architecture and landscaping recommendations, below.
2	Visitors to the significant historical sites in the Charlottesville and Albemarle area experience these sites as ensembles of buildings, land, and vegetation. In order to accomplish the integration of buildings, land, and vegetation characteristic of these sites, the Guidelines require attention to four primary factors: compatibility with significant historic sites in the area; the character of the Entrance Corridor; site development and layout; and landscaping.				
3	New structures and substantial additions to existing structures should respect the traditions of the architecture of historically significant buildings in the Charlottesville and Albemarle area. Photographs of historic buildings in the area, as well as drawings of architectural features, which provide important examples of this tradition are contained in Appendix A.				
4	The examples contained in Appendix A should be used as a guide for building design: the standard of				

	compatibility with the area’s historic structures is not intended to impose a rigid design solution for new development. Replication of the design of the important historic sites in the area is neither intended nor desired. The Guideline’s standard of compatibility can be met through building scale, materials, and forms which may be embodied in architecture which is contemporary as well as traditional. The Guidelines allow individuality in design to accommodate varying tastes as well as special functional requirements.				
5	It is also an important objective of the Guidelines to establish a pattern of compatible architectural characteristics throughout the Entrance Corridor in order to achieve unity and coherence. Building designs should demonstrate sensitivity to other nearby structures within the Entrance Corridor. Where a designated corridor is substantially developed, these Guidelines require striking a careful balance between harmonizing new development with the existing character of the corridor and achieving compatibility with the significant historic sites in the area.				
10	Buildings should relate to their site and the surrounding context of buildings.				
	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.	The primary forms of the proposed building are a tall fascia with a deep overhang floating above a glass box. The proportions of the fascia result in a top-heavy appearance and non-traditional proportions. The deep overhang has no visible supports from below, emphasizing the non-traditional form. The fascia is faced with ACM panels, which are not reflective of historic building materials but are consistent with nearby buildings. The pattern shown on the panels has a contemporary appearance, may give the band some texture, and may help break up potential reflectivity. The elevations note bronze as the color for the fascia panels. Bronze would be compatible with the traditional red brick used historically throughout the County and in many nearby buildings. The proposal also identifies tan as	Revise the architectural design to reduce the top-heavy appearance of the fascia and incorporate more traditional elements and proportions. Revise the architectural drawings to note where the Pueblo Tan ACM panels are proposed. Provide material samples with the next submittal.	The architectural drawings provided with this submittal maintain the reduced fascia depth and the placement of the steel columns and ACM-clad piers presented in August. Since then, the step down of the fascia has been eliminated to provide a consistent height. A note has also been included with the drawings that states the overall height of the fascia has been reduced by 1’ but a scale has not been provided with the drawings to confirm this reduction. The removal of	Revise the architectural drawings to move the steel columns at the corners of the building to the exterior of the building.

		<p>an ACM color, but the submittal does not indicate where it would be located.</p> <p>On August 19, 2024, the ARB reviewed the updated drawings and identified issues with the design of the fascia and the location of the steel columns. The Board also commented on the relationship between the rear interior wall of the showroom and the façade of the building.</p>	<p>8/19/2024: Revise the step down of the fascia to a consistent height.</p> <p>8/19/2024: Move the steel columns to the exterior of the building.</p> <p>8/19/2024: Reduce the fascia height.</p> <p>8/19/2024: Consider the rear wall of the showroom as part of the composition visible from the EC if the fully glazed pavilion porch concept is pursued.</p>	<p>the step down on the fascia creates a height that better corresponds with the scale established by the entrance surround and window grids. However, the fascia still has a floating appearance. The steel columns have not been moved to the exterior of the building. They remain on the inside, where their ability to help ground the fascia reduces their impact. Revising the design to shift the columns to the exterior would enhance their visual impact and offer elements, while modern in appearance, that are better aligned with historic architecture.</p> <p>The drawings have been revised to remove mention of the Pueblo Tan ACM panels.</p> <p>Material samples have not been provided with this submittal. In correspondence with the applicant, it has been confirmed the ACM panels remain the same as what was approved with the review of ARB2018-01. The proposed paint colors are earth tones that are expected to coordinate with the overall building design.</p>	
11	The overall design of buildings should have human scale. Scale should be integral to the building and site design.	The building is broken down into three parts, with smaller rectangular forms on the north and south sides of the main showroom mass, but the size and		The reduced fascia height creates an element that better corresponds with the scale	None.

12	Architecture proposed within the Entrance Corridor should use forms, shapes, scale, and materials to create a cohesive whole.	character of the showroom are expected to overshadow the smaller wings. The entrance surround and service bay doors on the east elevation are elements of human scale in the building design. The expansive use of glass, though common in this building type, does not contribute to human scale as viewed from the EC.		established by the entrance surround and glass. The height also allows more of the rear wall of the showroom to be visible through the glass, increasing the visual tie between the façade and the interior of the showroom.	
13	Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.	The north elevation of Building A is long, with little detailing to break up the elevation and relieve blankness. The existing building on the Jim Price dealership parcel to the north is expected to filter views of the western portion of the north elevation. Adding the required perimeter parking lot trees would further soften the view of this elevation from the EC.	See landscape recommendations.	There is an RWSA waterline easement along the northern perimeter of the site that restricts the types of landscaping that can be planted along the north elevation of the building.	See the recommendation provided with Guideline 36, below.
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	The proposed use and site layout do not lend themselves to the use of physical connecting devices. The showroom building has three parts that are unified in material and color.	None.	No connecting devices are proposed.	None.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.	The proposed design for the showroom building adapts the standard Hyundai design to the site. It incorporates no modifications to reflect the traditional architecture of Albemarle, but the trademark materials are consistent with other showroom buildings in the immediate area.	See recommendations at #9-12.	The proposed design for the showroom building generally remains an adaptation of the standard Hyundai design to the site. The changes do not reflect Albemarle's traditional architecture, but they help integrate the proposed forms into the surrounding context.	See the recommendation provided with Guideline 9, above.
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>	The criteria for the window glass is mentioned in the applicant’s narrative, but it is not included in the architectural drawings.	Revise the architectural drawings to include the standard window glass note.	The standard window glass note has not been added to the architectural drawings. Additionally, the narrative provided with the preliminary drawings mentioned that the proposed window glass would not be highly tinted or highly reflective. However, this note is not included in the architectural drawings.	Revise the architectural drawings to include the standard window glass note. Revise the architectural drawings to include a note confirming that the window glass will not be heavily tinted.
	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 perspectives show roof-mounted mechanical equipment on the rear portion of the showroom building and suggest that the parapet will provide sufficient screening; however, more information on the relative heights of the equipment and parapet is needed to confirm conformity with this Guideline. The perspective views show electric vehicle charging stations located at the parking row in front of the showroom building. As illustrated, they are not expected to have a significant visual impact on the EC.	Show the outlines of roof-mounted equipment on the architectural elevations and show the footprints on the roof plan.	The outlines of the roof-mounted equipment have been added to the architectural elevations. The equipment rises above the parapet wall, but it is unclear if the top portion of the equipment will be visible from the EC.	Revise the architectural drawings to provide heights for the equipment and parapet wall. Show how the equipment will be screened from the EC.
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.			A dumpster enclosure and battery storage building have been added to the site plan near the northwest corner of the showroom building. In this location, both structures will have limited visibility from the EC. No details have been provided on the appearance of these features. However, drawings reviewed during the work August session suggested that the materials will be similar to those proposed for the showroom. Materials that match those approved for the showroom would provide an appropriate coordinated appearance.	Revise the site plan to provide a dumpster enclosure detail. Revise the architectural drawings to provide elevations of the battery storage building.
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.				
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 but not the architectural drawings.	Include the standard mechanical equipment note on the architectural plans.	The standard mechanical equipment has not been added to the architectural drawings.	Revise the architectural drawings to include the standard mechanical equipment note.
	Lighting				
	<i>General Guidelines</i>				
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	A lighting plan has not been provided with the initial plan.	Provide a lighting plan with the next submittal. Limit all fixtures to full cutoff styles to minimize visual impacts of the	A lighting plan has been provided with the final site plan. Lighting spills over to adjacent properties but spillover does not exceed ordinance requirements.	Revise the lighting plan to provide cutsheet information for the building-mounted lighting.

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.		development on the EC street.	The proposed pole-mounted fixtures are full cut off; however, no cutsheet information has been provided for the building-mounted lighting.	
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 site lighting slightly exceeds 20 fc (21.2 fc) which is within the appropriate levels for display lots in the EC.	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 lighting schedule notes that the proposed site lighting will have a warm white appearance (3000K).	None.
26	Dark brown, dark bronze, or black are appropriate colors for free-standing pole mounted light fixtures in the Entrance Corridors.			A note on the lighting plan indicates that the finish of the pole- and building-mounted fixtures will be black.	None.
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.			Notes on the plan indicate that the height of the pole-mounted fixtures will not exceed 20' including the base.	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			The standard lighting note has been included with the lighting plan.	None.

	lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half footcandle.”				
	<i>Guidelines for the Use of Decorative Landscape Lighting</i>				
30	Light used for decorative effect shall: a. be compatible with the character of the Entrance Corridor. Compatibility of exterior lighting and lighting fixtures is assessed in terms of design, use, size, scale, color, and brightness. b. impact only the immediate site. The effect of the illumination should not be discernible from distances along the Entrance Corridor.	A lighting plan has not been provided with the initial plan.	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.	No decorative lighting is shown on the plan.	Revise the photometric plan to show all decorative lighting or include a note that no decorative lighting is proposed.
31	Where used for decorative effect, outdoor light fixtures shall: a. be equipped with automatic timing devices and shall be extinguished between the hours of 11:00 p.m. and dawn. b. be shielded and focused to eliminate glare. Glare control shall be achieved primarily through the use of such means as cutoff fixtures, shields and baffles, and appropriate application of mounting height, wattage, aiming angle, fixture placement, etc. c. be cutoff luminaires, aimed so as not to project their output beyond the objects intended to be illuminated; or non-cutoff luminaires, equipped with glare shields, visors, barn doors, and/or other similar shielding accessories as required to meet the following criteria: Light distribution from all lighting installations shall be cut-off at all angles beyond those required to restrict direct illumination to within the perimeter of the landscape feature being illuminated. d. never exceed 3,000 lumens. Further restrictions on lumens may be imposed by the ARB. e. not be modified to reflect seasonal colors. f. be of a number that is compatible with the scale of the object and the development to be illuminated, such that the light emitted will not over-illuminate or overpower the site, as determined by the ARB.				
	Landscaping				

7	<p>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.</p>	<p>A complete 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 ranges from approximately 43’ near the southern end of the site to 13’ near the northern end. County Transportation staff have recommended a 10’ shared-use path (SUP) along the Rt. 29 and Berkmar Drive frontages. The current site layout does not provide sufficient planting area to avoid frontage trees conflicting with existing utilities while accommodating the recommended SUP. A wider planting area will be needed to avoid conflicts.</p>	<p>Provide a complete landscaping plan with the next submittal.</p>	<p>A complete landscape plan has been provided with this submittal. Since the initial site plan, three small bumpouts have been added to the frontage planting area. Additional changes include reconfiguring the Rt. 29 site entrance and replacing a large frontage tree with increased ornamentals and shrubs. The addition of the bumpouts helps better accommodate the required frontage landscaping free of utility/easement conflicts.</p>	<p>None.</p>
8	<p>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.</p>	<p>The site plan shows vehicle display and customer parking spaces between the planting area adjacent to the EC and the showroom building. The placement and shallow depth of the planting areas along the frontage and perimeters of the site will result in parking spaces and travelways (approximately 31,980 sq. feet of paved area) being dominant features visible from the EC. Increasing the depth of the planting areas and increasing landscaping will be needed to offset visual impacts and integrate the development into the EC.</p>	<p>Increase the depth of the planting area along the EC frontage to accommodate the required large shade trees free of utility/easement conflicts.</p>	<p>The landscape plan has been updated to provide species for the proposed landscaping. Along the frontage, the plan shows large shade trees with ornamental trees and evergreen shrubs interspersed north of the site entrance. However, there is little landscaping south of the site entrance. Revising the plan to show increased landscape in this area would further integrate the development into the EC and provide a consistent appearance along the frontage.</p>	<p>Revise the landscape plan to show increased landscaping south of the site entrance along Rt. 29.</p>
32	<p>Landscaping along the frontage of Entrance Corridor streets should include the following:</p> <ul style="list-style-type: none"> 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. 	<p>The site plan shows vehicle display and customer parking spaces between the planting area adjacent to the EC and the showroom building. The placement and shallow depth of the planting areas along the frontage and perimeters of the site will result in parking spaces and travelways (approximately 31,980 sq. feet of paved area) being dominant features visible from the EC. Increasing the depth of the planting areas and increasing landscaping will be needed to offset visual impacts and integrate the development into the EC.</p>			

33	<p>Landscaping along interior roads:</p> <p>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.</p>	<p>The site plan shows an interior travelway that leads from the site entrance at Rt. 29 to the entrance on Berkmar Drive. Perspective views show a clear view along the length of the travelway. Trees are provided along the travelway at the middle of the site, and at the perimeter of adjacent parking rows at the west end of the site. However, at the east end of the site, only a narrow planting strip with shrubs is shown.</p>	<p>See the recommendation provided with the parking area landscaping Guideline 35.</p>	<p>Since the initial site plan, several large shade trees and evergreen and deciduous shrubs have been added to the narrow planting strip along the southern perimeter of the site. However, the depth of the planting area between the Malloy Ford building to the south and the perimeter display parking appears too narrow to accommodate large trees. The parking schedule indicates that there are two more parking spaces than are required. Revising the site plan to replace two of the parking spaces along the southern perimeter of the site with tree islands would provide more appropriate growing area.</p> <p>The two trees shown just northeast of the Malloy Ford building appear to conflict with a nearby storm sewer line. Revising the landscape plan to shift these trees into the planting area south of the site entrance would avoid the utility conflict and provide a consistent appearance along the frontage.</p>	<p>Revise the site plan to remove two parking spaces along the southern perimeter of the site and shift the nearby trees into interior parking islands.</p>
34	<p>Landscaping along interior pedestrian ways:</p> <p>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.</p>	<p>Sidewalks are proposed between parking rows and Buildings A and C. Trees are shown between the south end of Building C and the nearby sidewalk. There is an existing sidewalk along Rt. 29. Proposed frontage trees are nearby.</p>	<p>None.</p>	<p>No changes have been made to the layout or landscaping of the proposed sidewalks.</p>	<p>None.</p>

35	<p>Landscaping of parking areas:</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>The site plan shows narrow planting strips along the parking rows at the perimeters of the site near Rt. 29. These narrow strips are planted with shrubs; this does not meet the minimum requirements. Large trees are required to mitigate the impacts of the paved areas.</p> <p>The proposal does not appear to meet the requirement for interior parking trees. 194 parking spaces are noted in the parking schedule, but the total number of spaces shown on the site plan far exceeds that amount, and details have not been provided on tree species and planting size. Also, the interior trees are mostly distributed throughout the western portion of the site, which provides less benefit to the EC.</p> <p>The plan designates some of the parking spaces for outdoor storage, display and sales. That use requires a Special Use Permit in the Entrance Corridor overlay. Historically, landscaping beyond the minimum requirements has been one effective method of offsetting impacts from the storage/display/sales use. The current plan does not meet minimum landscape requirements and does not appear to offer opportunities for establishing other mitigation measures in the areas of the site closest to the EC. For these reasons, staff cannot recommend approval of the initial site plan.</p>	<p>Increase the depth of the planting area along the perimeters of the parking areas to allow for large trees, 40’ on center and 2½” caliper at time of planting.</p> <p>Revise the parking schedule to match the number of spaces shown on the site plan.</p> <p>Increase the number of interior trees in the parking areas near Building A.</p> <p>It is strongly recommended that the Special Use Permit application for outdoor storage, display, and sales be submitted prior to resubmitting the initial plan, and that the SP concept plan include additional measures for mitigating the visual impacts of the storage, display, and sales. If not, remove all labels associated with the outdoor storage, sales, and display use.</p>	<p>During the advisory review of the Special Use Permit (SP), the ARB determined that the interior tree islands and planting areas along the northern and southern perimeters of the site, as shown in the concept plan, were sufficient. However, the narrow planting area along the southern perimeter of the site is immediately adjacent to the Malloy Ford building and is unlikely to allow for healthy growth of large shade trees.</p> <p>Changes to the layout include the shifting of the interior planting island on the northern perimeter of the site closer to the EC, and the addition of a concrete display pad in the planting strip just north of the site entrance. This additional display space does not align with the SP approval and would require an amendment to that application. The position of the pad within the frontage planting area close to the entrance is designed to attract additional attention to display vehicles. The ARB has consistently not approved this type of display because it decreases the organized parking layout, it impinges on landscape area, and it reduces the orderly and attractive appearance of the corridor.</p>	<p>The vehicle display pad shown in the site plan is not approved. Revise the submittal documents to remove the vehicle display pad from the plan.</p> <p>Refer to the recommendation at guideline 33.</p>
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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 north elevation of Building A is long, with little detailing to break up the elevation and relieve blankness. The existing building on the Jim Price dealership parcel to the north limits some visibility of the elevation. Revising the site plan to show a planting area with sufficient depth to accommodate the required large trees along the northern perimeter of the site could also help soften the appearance of this elevation as viewed from the EC.		There is an RWSA waterline easement along the northern perimeter of the site. This easement restricts the types of landscaping that can be planted within it. The landscape plan specifies that groundcover will be planted in this area but does not indicate the specific species.	Revise the landscape plan to indicate the specific groundcover species proposed to be planted within the RWSA waterline easement. Ensure that the species chosen is included in the County's recommended species list.
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.	A complete landscape plan has been provided with this submittal. The proposed plants are on the recommended species lists.	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 standard plan health note does not appear on the site plan set.	Include the standard plant health note on the landscape plan in the next submittal.	The standard plant health note has been included with the landscape plan.	None.
	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; ensuring 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 showroom building has been relegated from the EC with parking and travel lanes shown adjacent to Rt. 29, increasing the impact of those paved areas on the EC. Vehicular connections are provided but no pedestrian connections are shown in the site plan. 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.	See the recommendations provided with the frontage landscaping Guidelines 7, 8, and 32.	The layout of the showroom building and parking and travel lanes adjacent to Rt. 29 remain unchanged from what was shown in the initial site plan. The site plan has been updated to show the required improvements to the sidewalk along Rt. 29 and land dedication for the shared-use path (SUP) along Berkmar Dr. that is to be constructed by the County.	See the recommendation provided with frontage landscaping Guideline 32, above.

39	<p>The relationship of buildings and other structures to the Entrance Corridor street and to other development within the corridor should be as follows:</p> <p>a. An organized pattern of roads, service lanes, bike paths, and pedestrian walks should guide the layout of the site.</p> <p>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.</p> <p>c. Provisions should be made for connections to adjacent pedestrian and vehicular circulation systems.</p> <p>d. Open spaces should be tied into surrounding areas to provide continuity within the Entrance Corridor.</p> <p>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.</p> <p>f. The placement of structures on the site should respect existing views and vistas on and around the site.</p>				
	Site Grading				
40	<p>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.</p>	<p>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 east and west of the carwash building. (See Sheet C3.) However, due to their location, the walls are not expected to have a visual impact on the EC street.</p>	None.	<p>The initial site plan showed an additional building and related parking west of the carwash building. The final site plan only shows the Hyundai showroom building, carwash and battery storage buildings, and associated parking and site improvements in the central and eastern portions of this site. The grading in these areas remains largely the same as</p>	None.

				what was shown in the initial site plan. The grading shown in the northwest portion of the site is largely to establish the travelway connection to Berkmar Dr. and clear the area for future development.	
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.	The plan indicates an area of trees to remain near the southwest corner of the site; however, the specific trees in this area have not been identified. Additionally, no tree protection fencing has been shown on the plans.	Revise the landscape plan to specify the individual trees that will remain in the designated “area of preserved trees” located near the southwest corner of the site. Revise the site plan to show tree protection fencing coordinated throughout the site plan set.
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.	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.				
	Signs	Signage is reviewed and approved by separate submission.	Sign applications are required for all proposed signs.	Signage is reviewed and approved by separate submission.	Please note separate sign applications are required for all proposed signs.

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. The architectural design of the showroom building.
2. The depth of the planting area along the southern perimeter of the site near the Rt. 29 site entrance.
3. Frontage landscape south of the site entrance along Rt. 29.
4. The concrete display pad.

Staff recommends approval with the following changes:

1. Revise the architectural drawings to move the steel columns at the corners of the building to the exterior of the building.
2. Revise the architectural drawings to include the standard window glass note: Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%.
3. Revise the architectural drawings to include a note confirming that the window glass will not be heavily tinted.
4. Revise the architectural drawings to provide heights for the equipment and parapet wall. Show how the equipment will be screened from the EC.
5. Revise the site plan to provide a dumpster enclosure detail.
6. Revise the architectural drawings to provide elevations of the battery storage building.
7. Revise the architectural drawings to include the standard mechanical equipment note: Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated.
8. Revise the lighting plans to include all information on proposed building-mounted fixtures.
9. Revise the lighting plan to provide cutsheet information for the building-mounted lighting.
10. Revise the photometric plan to show all decorative lighting or include a note that no decorative lighting is proposed.
11. Revise the landscape plan to show increased landscaping south of the site entrance along Rt. 29.
12. Revise the site plan to remove two parking spaces along the southern perimeter of the site and shift the nearby trees into interior parking islands.
13. The vehicle display pad shown in the site plan is not approved. Revise the submittal documents to remove the vehicle display pad from the plan.
14. Revise the landscape plan to indicate the specific groundcover species proposed to be planted within the RWSA waterline easement. Ensure that the species chosen is included in the County's recommended species list.
15. Revise the landscape plan to specify the individual trees that will remain in the designated "area of preserved trees" located near the southwest corner of the site.
16. Revise the site plan to show tree protection fencing coordinated throughout the site plan set.
17. Please note separate sign applications are required for all proposed signs.

ATTACHMENTS

- Attach. 1: [ARB2024-50: Hyundai Final Site Plan](#)
- Attach. 2: [ARB2024-50: Hyundai Architectural Drawings](#)