

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2021-007: Starbucks Initial Site Plan
Review Type	Initial Site Plan and Preliminary Review of Architecture
Parcel Identification	045B1-05-0A-01100
Location	2231 Seminole Trail
Zoned	Highway Commercial (HC), Airport Impact Area (AIA), Entrance Corridor (EC)
Owner/Applicant	Commercial Rentals LLC/Timmons Group (Craig Kotarski)
Magisterial District	Rio
Proposal	To demolish an existing office building to construct a 1,138 sq. ft. building to accommodate a drive-thru Starbucks in addition to associated site improvements on approximately .70 acres.
Context	The subject property is comprised of an existing 2½-story office building that is set back approximately 143 feet from the road. A landscaped lawn and a paved parking lot are located between the building and the Rt. 29 Entrance Corridor. This portion of Route 29 is largely characterized by commercial development with nearby developments including Walmart to the west, car dealerships to the northwest, and a gas station to the north. Residential properties are directly adjacent to the east (Fig. 1).
Visibility	The proposed development will be readily visible from the Route 29 Entrance Corridor.
ARB Meeting Date	March 1, 2021
Staff Contact	Khris Taggart

PROJECT HISTORY

The ARB approved ARB-2003-56, a proposal for alterations to the façade of the existing office building and landscaping changes to the site. A pre-application conference was held to discuss the proposed site changes on November 16, 2020.



Figure 1: Pictometry Image showing project area along the Rt. 29 Entrance Corridor.

ANALYSIS

Gray highlight = means the guideline can't be reviewed at initial site plan stage, but recommendations can be provided for final

Yellow highlight = means the guideline can only be reviewed for location/configuration at the initial plan stage

Regular text = means the guideline can be reviewed at initial plan stage, can be made a condition of initial plan approval, and can be the basis for denial

REF	GUIDELINE	ISSUE	RECOMMENDATION
GENERAL GUIDELINES			
<i>Purpose; Compatibility with significant historic sites; Compatibility with the character of the Entrance Corridor; Structure Design</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	This portion of the Rt. 29 Entrance Corridor includes a mixture of small- and large-scale commercial buildings of varying styles and forms that achieve compatibility largely through the use of brick as a primary building material. The proposed design is contemporary in nature and displays only	Revise the design to establish a base that is evident on the side elevations. Provide samples for all materials

	<p>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.</p>	<p>a basic connection to the historic architecture of the County. The connection is demonstrated in the commercial building form evident at the front of the building with storefront windows above a masonry base and below a metal canopy, and a sign band above. Also, the primary building materials, brick and wood, were used historically throughout the County. The brick is proposed in a stack bond, which is a historic pattern but is less common, and in a medium shade of gray (Velour Medium Gray). The color renderings suggest that the brick walls will have a strong texture, but they also appear somewhat utilitarian. Establishing a base for the walls that would be evident on the sides of the buildings would reinforce the historic base-middle-top wall pattern and could decrease the utilitarian appearance.</p>	<p>and colors.</p>
<p>2</p>	<p>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.</p>		
<p>3</p>	<p>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.</p>		
<p>4</p>	<p>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.</p>		

5	<p>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.</p>		
9	<p>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.</p>		
13	<p>Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.</p>	<p>A mural is shown on the south elevation. In the proposed location, east of the bump-out, the mural would have some visibility from the Rt. 29 EC. Proposed landscaping could help limit the visibility. Removal of the wooded area on the parcel to the south, if/when that site develops, would increase visibility. While the design of the mural is currently conceptual, the applicant would like to place a mural in the location that is shown. Without the mural, this portion of the south elevation would appear “blank” due to the lack of architectural detailing. Although relieving “blankness” with a mural might be acceptable for some existing buildings in some locations, the intent of the guideline is for new construction to incorporate architectural detailing to relieve “blankness”. The north elevation, which is also visible from the EC, also lacks architectural detailing east of the drive-thru window. Revising the elevations to reduce blankness on these elevations would be appropriate.</p>	<p>Revise the design of the north and south elevations to incorporate architectural detailing to relieve blankness.</p>

10	Buildings should relate to their site and the surrounding context of buildings.	The building has a simple form like many of the buildings in the surrounding area. As viewed from the EC, human scale is enhanced by the metal canopy/column/screen structure which adds interest at the west end of the building, and by the outdoor seating area with benches on the EC-facing side. However, the focus on human scale does not transition to the eastern end of the building where the architectural detail is reduced. Defining the base of the building could balance out the stucco band at the top of the wall and reinforce scale and a coordinated whole.	Revise the proposed design to create a better sense of human scale and coordination.
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.		
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	A single building is proposed, so a connecting device is not necessary.	None.
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.	The canopy is proposed in the standard Starbucks dark green color, and the wood cladding seems to be part of Starbucks' current materials palette but the overall building design does not have a trademark feel.	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>	The window glass note is present on the architectural drawings.	None.
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.	A dumpster enclosure and pad are proposed along the south end of the parking area. A drive-thru window structure is proposed on the north elevation and a walk-up window structure is proposed along the south elevation. The design and the materials proposed in both windows are minimalistic and compatible with the rest of the building design. Several drive-through related items are also proposed. The pre-order and order board/digital order screen are located on the east side of the site and are not expected to have significant visual impacts. The clearance bar for the drive-thru and the order point canopy, depending on design, could have a negative visual impact. Height, color, and illumination should be minimal and coordinate with the building design to reduce impacts.	Provide details regarding the drive-thru related items. Revise the plan to indicate the color of the drive-thru related items. Colors that are compatible with the building design and that minimize the visibility of these elements from the EC would be appropriate.

18	The following should be located to eliminate visibility from the Entrance Corridor street. If, after appropriate siting, these features will still have a negative visual impact on the Entrance Corridor street, screening should be provided to eliminate visibility. a. Loading areas, b. Service areas, c. Refuse areas, d. Storage areas, e. Mechanical equipment, f. Above-ground utilities, and g. Chain link fence, barbed wire, razor wire, and similar security fencing devices.	The location(s) of mechanical equipment is not labeled on the plan. Roof-mounted equipment is shown on the architectural drawings; however, it is elevated only slightly above the parapet, so it is unclear whether it will be visible from the EC. The site plan shows a dumpster pad and enclosure that will be visible from the EC. The dumpster enclosure detail on sheet C1.3 notes an 8' concrete block wall. Concrete block is not typically an appropriate finish material for the EC. This enclosure is oriented at an angle to the street, so that only the north side would be visible from the street, but the 8' height makes it a prominent structure. A brick enclosure matching the material of the main building would provide a more coordinated appearance.	Show the location of mechanical equipment (building and ground mounted) on the site and architectural plans and show how it will be screened from the EC. Revise the dumpster enclosure detail to specify materials that are compatible with the building and appropriate for 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.		
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 standard mechanical equipment note is present on the site plan but not the architectural drawings.	Add the standard mechanical equipment note to the architectural drawings.
22-31	Lighting	A lighting plan has not been provided with this submittal but the bollard details on sheet C1.3 of the site plan notes an illuminated bollard.	Provide a lighting plan with the next submittal.
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.	An 18' access easement runs along the western perimeter of the site. Beyond the easement is the Rt. 29 right-of-way, occupied in part by a wide grass strip. Consequently, the parcel's frontage landscaping is set back approximately 70' from the Rt. 29 pavement. The landscape plan shows three London Plane trees and interspersed ornamentals along the western perimeter of the site. However, the spacing exceeds 40' near the travelways at the north and south ends and one additional tree is needed to meet the requirements. Consistent spacing will be difficult due to the width of the travelway at the south end of the site limiting the available planting area along the frontage; however, there appears to be space for a large tree near the southwest corner of the site.	Revise the landscape plan to add an additional tree along the frontage to achieve more consistent spacing and meet the minimum planting requirement.
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.	Given the limited planting area provided, the location of any freestanding sign that may be wanted, and its associated	

32	<p>Landscaping along the frontage of Entrance Corridor streets should include the following:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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>	<p>landscaping, should be considered now to ensure an appropriate appearance along the EC. (Note that sign locations are approved with sign permit applications.)</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>		
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>The proposal includes sidewalks along both the eastern and western perimeters of the parking lot. The proposed frontage landscaping doubles as interior pedestrian way landscaping along the western sidewalk. In the planting area east of the parking lot (which is bordered by another sidewalk on the east), a row of shrubs is proposed. Providing trees in this planting area would help integrate the walkway, the drive-thru lane, and the related features into the site.</p>	<p>Revise the landscape plan to show large trees, at 40' on center and 2½" caliper at time of planting, in the planting area east of the parking lot.</p> <p>Revise the landscape plan to provide a row of shrubs along the full length of the proposed</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>Shrubs are shown along the eastern perimeter of the travelway/queuing lane for the drive-thru, but they abruptly end at the entrance to the drive-thru lane near the dumpster. An existing telephone easement and a portion of the proposed retaining wall for the site runs through the planting area along the southern perimeter of the site, so trees may not be possible, but shrubs can typically be planted in these easements without conflict, and they would be appropriate to offset the impacts of the drive-thru lane and retaining wall.</p> <p>Between the northern perimeter of the site and the drive-thru travelway, the row of shrubs continues, ending approximately 38' from the western property line. A row of trees is on the adjacent property, but off-site landscaping is not typically relied on to meet landscaping requirements. Trees along this end of the site would help to mitigate the appearance of drive-thru travelway, stacked cars, and related features, independent of off-site landscaping.</p>	<p>retaining wall along the southern perimeter of the site.</p> <p>Revise the landscape plan to provide trees along the northern perimeter of the site that does not conflict with existing off-site landscaping.</p>
36	<p>Landscaping of buildings and other structures:</p> <p>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.</p> <p>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.</p>		
37	<p>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>.</p>	<p>The proposed plants are on the recommended species lists. But, a single species is proposed for the total quantity (172) of shrubs. This lack of diversity does not support a healthy landscape.</p>	<p>Revise the landscape plan to increase plant diversity such that no single species of tree or shrub exceeds 25% of the total proposed for that plant type.</p>
38	<p>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."</p>	<p>The note is present on the landscape plan.</p>	<p>None.</p>

<i>Development pattern, Site Development and layout</i>			
6	<p>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.</p>	<p>The site is accessed from Seminole Lane. The travelway and parking area have an organized pattern.</p> <p>The proposed commercial building is situated parallel to the EC and the front elevation is approximately 45' closer to the Rt. 29 frontage than the existing building. An outdoor seating area is proposed between the building and the frontage that helps to add interest and engage the EC street.</p> <p>A striped crosswalk and pedestrian way are proposed to connect to the existing pedestrian way along Rt. 29.</p> <p>The site has been previously developed. Existing landscaping is proposed to be removed to accommodate the building, drive-thru travelway/parking area, and outdoor dining area.</p>	None.
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> <ol style="list-style-type: none"> 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 	<p>Views around the site are not expected to be negatively impacted.</p>	

	Corridor streets. f. The placement of structures on the site should respect existing views and vistas on and around the site.		
	Site Grading		
40	Site grading should maintain the basic relationship of the site to surrounding conditions by limiting the use of retaining walls and by shaping the terrain through the use of smooth, rounded 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.	The site has been previously developed. While much of the existing grading is not being significantly altered, retaining walls are proposed to establish the drive-thru travelway. The building and other site elements are expected to screen portions of these walls from view of the EC, but the walls will be visible from the EC across the entrance into the parking area/drive-thru lane. Wall heights do not exceed 6' and materials have not been identified. With the exception of a portion of the proposed retaining wall along the southern perimeter of the site, shrubs are shown at the base of the walls. Continuing the row of shrubs to include the full extent of the retaining wall along the southern perimeter of the site may help integrate the walls into the site. The proposed plant is too large for the planting area, the majority of which is 3' to 4' deep. An alternate plant, preferably with an upright habit, or an increase in planting area will be needed.	Increase the depth of the planting bed along the retaining walls or revise the shrub to one with an upright habit and mature size suited to the available planting area. Revise the landscape plan to provide a row of shrubs along the full length of the proposed retaining wall along the southern perimeter of the site. Revise the plan to indicate retaining wall material, color, manufacturer. A block in a muted, earth-tone color would be appropriate.
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 plans show a 20' landscape buffer/parking setback that includes an existing tree line along the eastern perimeter of the site, but no tree protection fencing is shown on the plans.	Show areas designated for preservation and tree protection fencing coordinated throughout the plans.
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	There are no above-ground stormwater features proposed.	None.

	into the landscape. They should not have the appearance of engineered features.		
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.		
	Signs	<p>Signage is reviewed and approved by separate submission. However, the following preliminary comments are provided.</p> <p>The ARB may require that the color and scale of standard templates for trademarks, service marks, corporate logos and graphics be modified.</p> <p>The color renderings appear to show a channel letter “Starbucks” wall sign and a cabinet style “Siren” graphic sign on the west elevation and a “Starbucks” wall sign on the south elevation. It is unclear if the signs are to be illuminated but the appearance of the signs is minimal in nature. The Siren sign will be required to have an opaque background (the green portion of the sign) if internally illuminated.</p>	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: the gray color of the brick, the “blankness” of the side elevations, and the appropriateness of a mural.
2. Visibility of rooftop equipment; appropriate screening.
3. Landscaping along the western side of the property: quantity and spacing.
4. Landscaping between the proposed parking area and the drive-thru travelway.

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.
- 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. Revise the design to establish a base that is evident on the side elevations.
2. Provide samples for all materials and colors.
3. Revise the design of the north and south elevations to incorporate architectural detailing to relieve blankness.
4. Revise the proposed design to create a better sense of human scale and coordination.
5. Provide details regarding the drive-thru related items. Revise the plan to indicate the color of the drive-thru related items. Colors that are compatible with the building design and that minimize the visibility of these elements from the EC would be appropriate.
6. Show the location of mechanical equipment (building and ground mounted) on the site and architectural plans and show how it will be screened from the EC.
7. Revise the dumpster enclosure detail to specify materials that are compatible with the building and appropriate for the EC.
8. Add the standard mechanical equipment note to the architectural drawings.
9. Provide a lighting plan with the next submittal.
10. Revise the landscape plan to add an additional tree along the frontage to achieve more consistent spacing and meet the minimum planting requirement.
11. Revise the landscape plan to show large trees, at 40' on center and 2½" caliper at time of planting, in the planting area east of the parking lot.
12. Revise the landscape plan to provide a row of shrubs along the full length of the proposed retaining wall along the southern perimeter of the site.
13. Revise the landscape plan to provide trees along the northern perimeter of the site that does not conflict with existing off-site landscaping.
14. Revise the landscape plan to increase plant diversity such that no single species of tree or shrub exceeds 25% of the total proposed for that plant type.
15. Increase the depth of the planting bed along the retaining walls or revise the shrub to one with an upright habit and mature size suited to the available planting area. Revise the landscape plan to provide a row of shrubs along the full length of the proposed retaining wall along the southern perimeter of the site.
16. Revise the plan to indicate retaining wall material, color, manufacturer. A block in a muted, earth-tone color would be appropriate.
17. Show areas designated for preservation and tree protection fencing coordinated throughout the plans.
18. Sign applications are required for all proposed signs.

ATTACHMENTS

- **Attach. 1:** ARB2021-07: [Starbucks Initial Site Plan](#)
- **Attach. 2:** ARB2021-07: [Starbucks Architectural Drawings](#)

TABLE A

This report is based on the following submittal items:

Sheet #	Drawing Name	Drawing Date/Revision Date
C0.0	Cover Sheet	1/19/2021
C1.0	Notes & Details 1	
C1.1	Notes & Details 2	
C1.2	Notes & Details 3	
C1.3	Starbucks Details & Proffers	
C2.0	Existing Conditions	
C2.1	Demolition Plan	
C4.0	Layout & Utilities Plan	
C5.0	Grading and Drainage Plan	
C6.1	Inlet Drainage Area Plan	
C7.0	Utility Profiles	
L1.0	Landscape Plan	
L2.0	Landscape Details	
ARB-1.1	Elevations	