ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	**ARB-2021-40: Scotts Ivy Exxon Final Site Plan**
Review Type	Final Site Plan and Review of Architecture
Parcel Identification	058A2-00-00-02100
Location	4260 Ivy Rd, on the north side of Rt. 250 approximately 265' east of the Rt. 250 and Ivy Depot Rd. intersection. (See Figure 1).
Zoned	Commercial (C1), Entrance Corridor (EC)
Owner/Applicant	SR&DR LLC/Collins Engineering (Scott Collins)
Magisterial District	Samuel Miller
Proposal	To construct a 3,200-sf addition to an existing service station and to complete associated site improvements on approximately 1.59 acres.
Context	The subject property is comprised of a ca. 1950s service station, a fuel pump canopy/fueling area, and a ca. 1950s residence north of the service station in the heart of the Ivy commercial area. Railroad tracks are located to the north, a residence converted to offices is to the west and commercial uses are to the southwest and west of Owensville Road. Properties zoned Village Residential are to the north and south with a Rural Area zoned property to the east. Beyond the central commercial area, the Entrance Corridor is characterized by wooded frontages. (Fig. 1.)
Visibility	The addition is proposed at the rear of the existing service station, 75' from the right-of-way and approximately 98' from the Rt. 250 edge of pavement. Three sides of the proposed addition, as well as much of the parking areas, will be clearly visible from the EC (Rt. 250).
ARB Meeting Date	May 17, 2021
Staff Contact	Khris Taggart

PROJECT HISTORY

The building, which predates the establishment of the Entrance Corridor, is representative of small-scale mid-20th century service stations. It appears to have been originally built with two overhead bays with the taller western bay added later. The ARB previously reviewed and approved the existing fuel pump canopy and the refacing of the pole-mounted sign for this site. The ARB provided comments on the preliminary architecture and recommended approval without conditions on the initial site plan on January 4, 2021.

Figure 1: Google Image (left) showing project area along the Rt. 250 Entrance Corridor and County GIS map (right) highlighting subject property.

ANALYSIS

REF	GUIDELINE	RECOMMENDATIONS 1/4/21	ISSUE 5/17/21	RECOMMENDATIONS 5/17/21
	GENERAL GUIDELINES			
	Purpose, Compatibility with significant historic sites and the character of the Entrance Corridor, Structure design			
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.	Provide samples for all materials and colors. Revise the proposal to provide a design that maintains a connection to the historic architecture of the area, that does not use trademark colors as a major design element, and that establishes a cohesive overall design with human scale and minimal blankness.	Regarding the building elevations, windows have been added to the second story of the concrete block portion of the addition and the windows on the corrugated metal portion have been shifted up to align with them. The addition of windows along the second story of the south elevation helps to relieve the blankness that was present there. Material and color samples have been provided. The material samples confirm the utilitarian nature of the materials.	Revise the proposal to provide a design that maintains a connection to the historic architecture of the area, and that does not use trademark colors as a major design element.
2	Visitors to the significant historical sites in the Charlottesville and Albemarle area experience these sites as ensembles of buildings, land, and vegetation. In order to accomplish the integration of buildings, land, and vegetation characteristic of these sites, the			

	Guidelines require attention to four primary factors: compatibility with significant historic sites in the area; the character of the Entrance Corridor; site development and layout; and landscaping.		The color samples confirm that color choices are outside the typical approvable range and that they clearly represent trademark design. The 2' reduction in height of the blue band and the shifting of the color stripes are positive changes, but the placement and extent of those colors emphasize the trademark nature of the design, and using the gray color on the whole building emphasizes the mass. Maintaining the red brick of the existing building, replacing the color stripes with architectural detailing, and choosing a more muted earth-tone color for the addition would be appropriate. These changes might allow for some minimal painted corporate color at the addition. A significant reduction in brand design elements and overall visual impacts are still needed.	
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.			
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.			
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.			
13	Any appearance of "blankness" resulting from building design			

	should be relieved using design detail or vegetation, or both.			
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.			
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.			
g	The architectural elements of a building should not be altered to reflect trademark canopy design.			
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.	None.	An addition connected to the rear of the existing building is proposed, so a connecting device is not necessary.	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: *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.*	None.	Specifications on the proposed glass have been provided and meet the EC Guidelines. The window glass note has been provided on the 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.	Coordinate the appearance and location of the dumpster screen in both the site plan and color renderings. The location shown in the architectural renderings is more appropriate than the one in the site plan. Provide street level views looking east and west from Rt. 250 with and without landscaping illustrating as much of the site as possible. Reduce width of travelways as much as possible to reduce visibility of the addition from the EC. 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. If the location is inside the building, note this on the plans. If	The location of the dumpster enclosure has been coordinated in both the site plan and color renderings. However, it is noted in the site plan that the enclosure is to be painted to match the building, but the color renderings show an unpainted enclosure. The location of the mechanical equipment has been noted on the plans. The site plan notes a 6’ wooden picket fence to screen the mechanical equipment and tank storage along the western perimeter of the building. However, the screen is not continuous and it includes 4 openings along its length, which does not provide for complete screening. Sheet ARB.08 says that the existing screening will remain, and new screening will be added. The	Coordinate the appearance of the dumpster enclosure in both the site plan and color renderings. Revise the architectural plan to specify the color proposed for the vending machine enclosure. Revise the plans to show a fence design to screen mechanical equipment and vehicles awaiting repair that relates to the building and commercial context of the site and is appropriate for the EC. Chain link fencing is not appropriate fencing for 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.			

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.	located on the rooftop, provide a roof plan showing equipment locations, and show the equipment locations and heights on the elevation drawings. Coordinate the color of the vending machine enclosure with the approved building color. Consider rotating the vending machine enclosure so that the closed end faces the street.	existing picket fence looks out of place, additional picket fence would not be appropriate, and a mix of designs would also not be appropriate. A fence material and design that better relate to the commercial nature of this site would be appropriate. The opening of the existing vending machine enclosure has not been rotated so that the closed end faces the street, but the color has been revised to what appears to be a dark gray. No fencing is shown to screen the area for vehicles awaiting repair north of the building. By ordinance, no vehicles awaiting repair may be visible from the roadway. Since the fence will be visible from the street, the fence design must be consistent with the EC Guidelines. Chain link fencing is not appropriate for the EC.	
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.”	None.	The note is on both the site and architectural plans.	None.
	Lighting			
22	Light should be contained on the site and not spill over onto adjacent properties or streets;	Provide a lighting plan with the next submittal.	A lighting plan has been provided with this submission. The lighting does not exceed .5 footcandles over any public roadways or adjacent properties.	None.
23	Light should be shielded, recessed or flush-mounted to eliminate glare. All fixtures with lamps emitting 3000 lumens or more must be full cutoff fixtures.		The photometric plan shows maximum lighting levels (1.0 fc) well below the Guideline’s maximum. The luminaire schedule mentions 8 pole lights but a note on the lighting plan only mentions a single existing pole light. The existing pole light that is proposed to be relocated is not a full cutoff fixture and emits over 3000 lumens (5500). Non-conforming fixtures moved to new locations must	Coordinate the quantity of pole lights shown in the luminaire schedule and the lighting plan. Revise the lighting plan to show that all new and moved light fixtures meet all ordinance requirements. Revise the lighting plan to show that all new and moved pole-mounted fixtures
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.			

			meet all current ordinance requirements.	are full cutoff styles and have a color temperature between 2000K – 3000K.
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 plan notes the color temperature of the existing canopy lighting as 4000K. Color temperature consistency across a site is typically appropriate; however, due to the minimal lighting on-site and in the surrounding area, a warm white light (2000K – 3000K) for the building and pole-mounted lighting would be appropriate.	
26	Dark brown, dark bronze, or black are appropriate colors for free-standing pole mounted light fixtures in the Entrance Corridors.		The color of the building-mounted fixtures has been indicated as medium gray. This lighting is located on the rear of the building and is not expected to be visible from the EC.	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.			
28	In determining the appropriateness of lighting fixtures for the Entrance Corridors, the individual context of the site will be taken into consideration on a case by case basis.			
29	The following note should be included on the lighting plan: “Each outdoor luminaire equipped with a lamp that emits 3,000 or more initial lumens shall be a full cutoff luminaire and shall be arranged or shielded to reflect light away from adjoining residential districts and away from adjacent roads. The spillover of lighting from luminaires onto public roads and property in residential or rural areas zoning districts shall not exceed one half footcandle.”		The standard lighting note is on the lighting plan.	None.
30-31	*Guidelines for the Use of Decorative Landscape Lighting*	Provide a lighting plan with the next submittal.	No decorative landscape lighting is proposed.	None.

	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.	None.	The proposed planting island along the frontage helps to provide space for frontage landscaping to soften the appearance of the existing fuel pump canopy/fueling area and integrate the site into the surrounding area. Portions of the existing paved area along the frontage (south and east of the existing fuel pump canopy) are being removed to provide planting islands. Shade trees with interspersed ornamentals and a row of shrubs are shown along the frontage in these planting islands. While the spacing exceeds 35' where the existing entrances are located, the required number of large trees are proposed.	None.
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.			
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.			
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.	None.	There are no interior roads in this site plan.	None.

34	Landscaping along interior pedestrian ways: a. Medium trees should be planted parallel to all interior pedestrian ways. Such trees should be at least 2½ inches caliper (measured six inches above the ground) and should be of a species common to the area. Such trees should be located at least every 25 feet on center.	None.	Other than the walkway shown along the rear and eastern side of the building, no interior pedestrian pathways are proposed.	None.
35	Landscaping of parking areas: a. Large trees should align the perimeter of parking areas, located 40 feet on center. Trees should be planted in the 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.	Revise the landscape plan to add one additional interior tree. Revise the landscape plan to show all interior trees at 2.5" caliper at time of planting. Revise the landscape plan to provide additional trees and shrubs consistent with the rest of the proposal at the southwest corner of the site.	The plan has been revised to show 33 parking spaces. This requires three interior trees. The landscape plan has been revised to show an additional tree, but only two of the interior trees satisfy the planting size requirement. These trees are not evenly spaced throughout the parking areas, but are acceptable given the constraints of the site. Along the eastern perimeter of the site, the landscape plan shows a combination of large deciduous and evergreen trees and shrubs. Four large trees have been provided along parking perimeters, but two more are required. Two of those that are proposed – London Plane trees located north and south of the stormwater facility – may conflict with pipes and hardscaping. Shifting them east of the facility may allow for better spacing. Additional trees and shrubs consistent with the rest of the proposal have been provided at the southwest corner of the site.	Revise the landscape plan to add two large shade trees at 2½" caliper along the eastern side of the parking area. Revise the landscape plan to shift the two London Plane trees to the east of the stormwater facility.
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	None.	No planting areas are provided along the front elevation of the existing building, but the length of the elevation does not require "softening". A dogwood is shown in a planting island near the northeast corner of the building.	None.

	least 24 inches in height.			
37	Plant species: a. Plant species required should be as approved by the Staff based upon but not limited to the *Generic Landscape Plan Recommended Species List* and *Native Plants for Virginia Landscapes (Appendix D)*.	None.	The proposed plants are on the recommended species list.	None.
38	Plant health: The following note should be added to the landscape plan: "All site plantings of trees and shrubs shall be allowed to reach, and be maintained at, mature height; the topping of trees is prohibited. Shrubs and trees shall be pruned minimally and only to support the overall health of the plant."	None.	The note is present on the plan.	None.
	Development pattern			
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.	None.	The site is accessed from Rt. 250. The travelway and parking have an organized pattern. The existing building is set back from the road parallel to the EC street. The proposed addition maintains the layout/form of the existing building. There are no existing pedestrian ways along this portion of Route 250. A portion of the site where the addition	None.

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 *Albemarle County Zoning Ordinance* 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.		and expanded paved area is proposed is wooded and will be removed to accommodate the development. Views around the site are not expected to be negatively impacted.	
	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.	None.	The existing site grading is not being significantly altered.	None.
41	No grading, trenching, or tunneling should occur within the drip line of any trees or other existing features designated for preservation in the final Certificate of Appropriateness. Adequate tree protection fencing should be shown on, and coordinated throughout, the grading, landscaping and erosion and sediment control plans.	Show the tree protection fencing consistently throughout the landscaping, grading, and E&S plans.	The site plan set has been revised to show tree protection fencing consistently throughout.	None.

42	Areas designated for preservation in the final Certificate of Appropriateness should be clearly delineated and protected on the site prior to any grading activity on the site. This protection should remain in place until completion of the development of the site.			
43	Preservation areas should be protected from storage or movement of heavy equipment within this area.			
20	Surface runoff structures and detention ponds should be designed to fit into the natural topography to avoid the need for screening. When visible from the Entrance Corridor street, these features must be fully integrated into the landscape. They should not have the appearance of engineered features.	None.	A stormwater feature is proposed adjacent to the parking on the eastern side of the site. A mixture of trees and shrubs is proposed between the facility and the parking spaces. Off-site wooded area limits some of the visibility of this portion of the site.	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	Sign applications are required for all proposed signs. Limit wall signs to individual letter signs.	Signage is reviewed and approved by separate submission. However, the following comment is provided. The color renderings appear to show either a long panel sign or cabinet style sign added to the south elevation of the existing building. A smaller panel style sign is existing and, dependent on design, a larger panel sign may be appropriate. However, a cabinet style sign is not appropriate for a wall sign in the Entrance Corridors and a channel letter sign would not be appropriate given the context.	Sign applications are required for all proposed signs. Note that cabinet and channel letter style signs would not be appropriate for this location.

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. Painting the red brick of the existing building.
2. Adding trademark colors to the existing building and addition.
3. The landscaping of the exterior parking area.

Staff offers the following comments on the proposal:

1. Revise the proposal to provide a design that maintains a connection to the historic architecture of the area, and that does not use trademark colors as a major design element.
2. Coordinate the appearance of the dumpster enclosure in both the site plan and color renderings.
3. Revise the architectural plan to specify the color proposed for the vending machine enclosure.
4. Revise the plans to show a fence design to screen mechanical equipment and vehicles awaiting repair that relates to the building and commercial context of the site and is appropriate for the EC. Chain link fencing is not appropriate fencing for the EC.
5. Coordinate the quantity of pole lights shown in the luminaire schedule and the lighting plan.
6. Revise the lighting plan to show that all new and moved light fixtures meet all ordinance requirements.
7. Revise the lighting plan to show that all new and moved pole-mounted fixtures are full cutoff styles and have a color temperature between 2000K – 3000K.
8. Revise the landscape plan to add two large shade trees at 2½" caliper along the eastern side of the parking area.
9. Revise the landscape plan to shift the two London Plane trees to the east of the stormwater facility.
10. Sign applications are required for all proposed signs. Note that cabinet and channel letter style signs would not be appropriate for this location.

ATTACHMENTS

- **Attach. 1: ARB2021-40: Scotts Ivy Exxon Final Site Plan**
- **Attach. 2: ARB2021-40: Scotts Ivy Exxon Architectural Drawings**

TABLE A

This report is based on the following submittal items:

Site Plan		
1	Cover	4/5/21
2	Existing Conditions & Demolition Plan	
3	Site Plan	
4	Grading & Drainage Plan	
5	Landscaping Plan	
6	Notes & Details	
7	Lighting Plan	
8	Sight Distance Profiles	
Architectural Drawings		
ARB.01	Cover Sheet	4/5/21
ARB.02	Existing Site Views	

ARB.03	First Floor Plan	
ARB.04	Screening/Mechanical Plan	
ARB.05	Second Floor Plan	
ARB.06	Roof Plan	
ARB.07	Front (Route 250) Elevation	
ARB.08	Left (West) Side Elevation	
ARB.09	Right (East) Side Elevation	
ARB.10	Rear Elevation	
ARB.11	Proposed Materials	
ARB.12	Elevated Entrance from across Rt. 250	
ARB.13	Right Rear View of Building	
ARB.14	Aerial View of Bay Entrances and Vehicle Storage	
ARB.15	New Entrance from across Rt. 250	
ARB.16	Side Parking Lot (Facing West)	
ARB.17	Entrance Approach from Rt. 250 East	
ARB.18	Entrance Approach from Rt. 250 East – No Landscaping	
ARB.19	Entrance Approach from Rt. 250 West Top of Hill	
ARB.20	Entrance Approach from Rt. 250 West Top of Hill – No Landscaping	