

ARCHITECTURAL REVIEW BOARD STAFF REPORT

Project #/Name	ARB-2021-37: Wawa Route 29 and Greenbrier - Initial
Review Type	Initial Site Plan
Parcel Identification	061W0-02-0A-00100
Location	1215 Seminole Trail
Zoned	Commercial (C1) / Entrance Corridor (EC)
Owner/Applicant	Charlottesville Realty Corporation / Renaud Consulting (Mark Fontaine)
Magisterial District	Rio
Proposal	Construct a convenience store and service station with fuel pump canopy, underground storage tanks and associated site improvements.
Context	The development is proposed for the southeast corner of the Rt. 29/Greenbrier Dr. intersection, which is currently occupied by Charlottesville Tire. Other gas stations with convenience stores are located at the northeast and southwest corners of the intersection. Other mixed commercial development is immediately to the south and north on Rt. 29.
Visibility	The proposed development will be clearly visible from the Rt. 29 Entrance Corridor.
ARB Meeting Date	May 17, 2021
Staff Contact	Margaret Maliszewski

PROJECT HISTORY

Signs were reviewed for this property in 2007, 2013, 2016 and 2017. Preapplication meetings were held for this proposal in June and December 2020. The following comments were provided after the meetings:

1. The Entrance Corridor guidelines take context into consideration so, although Wawa designs have been approved for other locations in the County, ARB requirements may be different for this site. (6/20)
2. Landscaping will be extremely important to offset visual impacts of the proposed development. If utilities or easements conflict with required landscaping, planting areas should be increased so that landscaping can be provided without conflict. (6/20)
3. Vent stacks for underground tanks should be located away from the EC streets. (6/20)

4. Regarding the planting area on the south side: Trees and shrubs will be required. A minimum planting depth of 10' is recommended. (12/20)
5. Regarding the parking lot: The rehab center amendment will require ARB approval. The parking lots on both parcels will need to meet the EC design guidelines landscaping requirements, including perimeter and interior parking lot trees. (12/20)

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</i>		
1	The goal of the regulation of the design of development within the designated Entrance Corridors is to insure that new development within the corridors reflects the traditional architecture of the area. Therefore, it is the purpose of ARB review and of these Guidelines, that proposed development within the designated Entrance Corridors reflect elements of design characteristic of the significant historical landmarks, buildings, and structures of the Charlottesville and Albemarle area, and to promote orderly and attractive development within these corridors. Applicants should note that replication of historic structures is neither required nor desired.	Architectural plans were not included with the Initial Site Plan; however, information provided for the 2020 preapplication meetings stated that the architecture would match the Pantops Wawa development. If completed like the Pantops Wawa, this development will include some minimal references to traditional architecture and will likely contribute to orderly development along the corridor.	None at this time.
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.	Landscaping will be an important element in successfully establishing compatibility at this site.	See landscape recommendations, below.
	<i>Compatibility with significant historic sites:</i>		
3	New structures and substantial additions to existing structures should respect the traditions of the architecture of historically significant buildings in the Charlottesville and Albemarle area. Photographs of historic buildings in the area, as well as drawings of architectural features, which provide important examples of this tradition are contained in Appendix A.	The proposed development, if completed like the Pantops Wawa, will include some minimal references to traditional architecture, but will be clearly contemporary in style and character.	None at this time.

4	<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>		
<i>Compatibility with the character of the Entrance Corridor</i>			
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>	<p>Because the Entrance Corridor Design Guidelines consider context, requirements could be different for this location as compared to the Pantops location.</p>	<p>None at this time.</p>
Structure design			
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>	<p>Architectural plans were not included with the Initial Site Plan; however, information provided for the 2020 preapplication meetings stated that the architecture would match the Pantops Wawa development.</p> <p>The Greenbrier location provides clear views of three sides of the building. At the Pantops location, retaining walls and a hillside nearly eliminate visibility of the eastern elevation from the EC street. The Greenbrier building may need alternate treatment on the corresponding side elevation based on increased visibility. Recommendations can be made when the architectural design is</p>	<p>None at this time.</p>
10	<p>Buildings should relate to their site and the surrounding context of buildings.</p>		
11	<p>The overall design of buildings should have human scale. Scale should be integral to the building and site design.</p>		
12	<p>Architecture proposed within the Entrance Corridor should use forms, shapes, scale, and materials to create a cohesive whole.</p>		

13	Any appearance of “blankness” resulting from building design should be relieved using design detail or vegetation, or both.	submitted for review.		
14	Arcades, colonnades, or other architectural connecting devices should be used to unify groups of buildings within a development.			
15	Trademark buildings and related features should be modified to meet the requirements of the Guidelines.			
16	Window glass in the Entrance Corridors should not be highly tinted or highly reflective. Window glass in the Entrance Corridors should meet the following criteria: <i>Visible light transmittance (VLT) shall not drop below 40%. Visible light reflectance (VLR) shall not exceed 30%. Specifications on the proposed window glass should be submitted with the application for final review.</i>			
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/shed structure is proposed near the southeast corner of the site. It is proposed at 9’ tall with a brick facing and “Arctic White” gates facing the EC street, as in the previous Wawa developments. The bright white color accentuates a portion of the structure that is utilitarian in nature. This is seen in the completed construction at Pantops. A recessive color would be more appropriate.	Revise the color of the dumpster gates to a recessive one.	
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.		Chain link fence is proposed from the north end of the berm at the rear of the property to a point near the northern travelway.	Replace the chain link fence with a design that is compatible with the architecture on site and suitable 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.		Vent stacks associated with the underground fuel storage tanks are located in the planting strip north of the fuel pump canopy. The vent stacks will be visible from the EC. A note indicates that they will be painted brown, and an elm tree and a serviceberry are proposed between the vent stacks and the street. Existing utilities and easements likely limit options for relocating the vent stacks.	Move the vent stacks to a less visible location and/or add landscaping to provide more complete screening. Provide evergreen landscaping along the southern perimeter of the site in the vicinity of the loading area. Move the fire hydrant and

		<p>Additional landscaping could provide better screening.</p> <p>A loading zone is proposed along the south elevation of the store building. No landscaping is provided at the site perimeter in this area, but landscaping could help offset the visual impacts of the loading area.</p> <p>A fire hydrant and water meter are proposed just north of the entrance to the site from Rt. 29; no screening is proposed. This location – adjacent to the site entrance on the EC street – is not appropriate, particularly without screening or landscaping to help integrate the equipment into the surroundings.</p>	<p>water meter to less visible locations and/or provide landscaping for screening/integration.</p>
20	<p>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.</p>	<p>Underground stormwater management features are proposed.</p>	<p>None at this time.</p>
21	<p>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.”</p>	<p>The note does not appear on the plan.</p>	<p>Add the standard equipment note to the site and architectural drawings.</p>
	<p>Lighting</p>		
	<p><i>General Guidelines</i></p>		
22	<p>Light should be contained on the site and not spill over onto adjacent properties or streets;</p>	<p>There is excessive spillover in the vicinity of the Rt. 29 entrance into the property and along the Greenbrier property line.</p>	<p>Revise the lighting plan to eliminate spillover along Rt. 29 and Greenbrier Drive in excess of .5 fc.</p>
23	<p>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.</p>	<p>The wall-mounted light fixtures are not full cutoff fixtures, but they emit less than 3000 lumens. Full cutoff fixtures would help reduce the overall impacts of lighting on the corridor.</p>	<p>Revise the S1 fixtures to full cutoff fixtures.</p>
24	<p>Light levels exceeding 30 footcandles are not appropriate for display lots in the Entrance Corridors. Lower light levels will</p>	<p>Light levels under the fuel pump canopy reach 60 footcandles. A 20 fc maximum would be</p>	<p>Reduce the illumination under the fuel pump</p>

	apply to most other uses in the Entrance Corridors.	consistent with the majority of ARB-approved developments, but the ARB has allowed 30 fc under fuel pump canopies for the most recent Sheetz and Wawa proposals.	canopy to a maximum of 30 fc. Maintain a 20 fc maximum elsewhere on site.
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 pole light, canopy and wall pack catalog numbers include a 57K notation, which corresponds to a cool white light. The store downlights and decorative wall fixtures include 35K notations for a less cool light. Those fixtures are available in 27K for a warmer light.	Revise the light fixtures to include lamps that emit warm white light in the 2000-3000K range.
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 pole lights, wall packs and decorative wall fixtures has not been provided.	Revise the luminaire schedule to include the proposed colors of the light fixtures. Provide for a consistent fixture color.
27	The height and scale of freestanding, pole-mounted light fixtures should be compatible with the height and scale of the buildings and the sites they are illuminating, and with the use of the site. Typically, the height of freestanding pole-mounted light fixtures in the Entrance Corridors should not exceed 20 feet, including the base. Fixtures that exceed 20 feet in height will typically require additional screening to achieve an appropriate appearance from the Entrance Corridor.	The pole fixtures are proposed at a total height of 20'6", including a 6" concrete base.	Revise the overall pole light height to not exceed 20', including the base.
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.	Fuel pump canopies are located nearby, at the northeast and southwest corners of the intersection.	None at this time.
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 note does not appear on the plan.	Include the standard lighting note on the plan.
30-31	<i>Guidelines for the Use of Decorative Landscape Lighting</i>	No decorative landscape lighting is proposed.	None.
	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>The correct quantity of large shade trees (5 Red Oaks at 3½" caliper) is proposed along the EC based on the length of the frontage, but the trees are concentrated at the north end of the frontage and they are too closely spaced (approximately 20' apart). Only one ornamental tree (8' tall Serviceberry) is provided along the frontage. Underground utilities are nearby. Greater, more regular spacing and more interspersed ornamental trees would provide a consistent rhythm, which would contribute to an orderly and attractive appearance.</p>	<p>Eliminate a large shade tree from the Rt. 29 frontage, add more ornamental trees, and provide more consistent spacing to establish a rhythm along the street.</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>		
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. 		
33	<p>Landscaping along interior roads:</p> <ul style="list-style-type: none"> 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>The trees proposed along Greenbrier Drive do not meet the quantity or spacing requirements, and most of the trees are provided off-site. Fiber optic lines (and possibly other utilities) run underground along the street, and an existing gas easement that runs through the</p>	<p>Provide an exhibit that clearly labels and shows the extents of existing and proposed utilities and easements, and available planting area across the</p>

		<p>parcel limits tree planting area along Greenbrier beginning approximately 175' from the EC street. The extent of easements and associated utilities isn't entirely clear. More regular tree spacing with alternating ornamentals could provide a consistent appearance with the EC frontage. Taller-growing shrubs along the parking row located north of the store building could help offset the lack of trees in that location.</p>	<p>site.</p> <p>Increase planting area to accommodate required trees.</p> <p>Show required landscaping on site or show evidence of easements allowing off-site work.</p> <p>Revise the landscape plan to show large shade and ornamental trees more evenly spaced along Greenbrier Drive to establish a rhythm consistent with the planting along Rt. 29.</p>
34	<p>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.</p>	<p>A path is provided from Greenbrier Drive to the parking lot. The gas easement limits additional tree planting on the south side. There is some limited space on the north side of the path.</p>	<p>Add medium trees, 2½" caliper at planting, between the Greenbrier sidewalk and the new path connecting the sidewalk to the parking lot. Add shrubs where easements/utilities limit tree planting.</p>
35	<p>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</p>	<p>Interior parking lot trees satisfy the requirement.</p> <p>Planting area is concentrated at the site perimeter, though many planting beds are narrow and confined by utilities and easements. Trees are not provided consistently along the parking lot perimeters. Perimeter trees meeting or exceeding the</p>	<p>Consistently provide large trees, 40' on center, 2½" caliper at planting, at the perimeter of all parking areas.</p> <p>Provide landscaping along the southern property line, including</p>

	<p>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>minimum requirements could help offset the visual impacts of the fuel pump canopy and the loading zone adjacent to the south building elevation. Increased planting area would be needed in some locations to accomplish this.</p>	<p>evergreen landscaping in the vicinity of the loading area. Increase planting area where possible.</p> <p>Provide additional low-level planting along the Rt. 29 and the Greenbrier frontages to offset visual impacts.</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>	<p>A row of shrubs is proposed along the 10-space parking row located north of the store building. Shrubs are also proposed in 3 groups of staggered plants along the EC frontage and in 4 groups of staggered plants along the western portion of the Greenbrier frontage. Continuous rows of staggered shrubs and more fully planted landscape beds could provide additional visual relief and offset some of the deficiencies resulting from existing utilities and easements.</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 plants are found on the various lists.</p>	<p>None.</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 appears on the plan.</p>	<p>None.</p>
	<p>Site Development and layout</p>		
	<p>Development pattern</p>		
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</p>	<p>This site has already been developed, so little natural landscape remains, though some wooded area is present at the east end of the property. The wooded area would be removed with this proposal. Trees are proposed along the streets (see landscape discussion, above). Extensive grading is proposed to create the Greenbrier entrance and a berm at the east end of the property. The berm does not support a</p>	<p>See landscape recommendations, above.</p> <p>Replace the berm with grading that has a more natural appearance.</p>

	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.	continuous landscape.	
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> <ul 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 Corridor streets. f. The placement of structures on the site should respect existing views and vistas on and around the site. 	<p>The layout of travelways and structures appears organized. The fuel pump canopy and convenience store are situated parallel to the Rt. 29 EC. The store has a central entrance on the EC-facing elevation, but the canopy, which has a larger footprint than the store, will tend to visually overwhelm the store. A sidewalk is provided from the parking area to the sidewalk on Greenbrier; a berm would be created between the easternmost parking area and the adjacent property to the east. Views around the site are not expected to change.</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 land forms that blend with the existing terrain. Steep cut or fill sections are generally unacceptable. Proposed contours on the grading plan shall be rounded with a ten foot minimum radius where they meet the adjacent condition. Final grading should achieve a natural, rather than engineered, appearance. Retaining walls 6 feet in height and taller, when necessary, shall be terraced and planted to blend with the landscape.</p>	<p>Significant grading is proposed to create the new entrance into the site from Greenbrier Drive, and to create the berm at the east end of the site. Neither of these areas will have a natural appearance, though the visual impacts of the fuel pump canopy and store building will likely overshadow the berm. Landscaping that meets the guidelines along Greenbrier would help mitigate the grading there. This area is not included in the subject parcel;</p>	<p>Show on the plan proposed easements or other methods for accomplishing off-site work.</p> <p>Replace the berm with grading that has a more natural appearance.</p>

		easements are required.	
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.	A tree line to remain is shown approximately 12' off the eastern end of the southern property line. Individual trees are not shown, so it isn't clear if the tree trunks are located on this parcel. Although grading does not extend into the tree line, proposed grading is very close to the tree line and trees here could easily be lost during construction.	If there are trees at the southeast corner of the parcel that are to remain, show tree protection fencing throughout the plan.
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.		
44	Natural drainage patterns (or to the extent required, new drainage patterns) should be incorporated into the finished site to the extent possible.	Underground stormwater management features are proposed.	None.
45	Fuel Pump Canopies		
a	Fuel pump canopies may be required to provide customers with protection from the elements and to provide lighting levels required for dispensing fuel. Such fuel pump canopies are functional elements of present-day gas/convenience stores and their character and appearance shall reflect a minimalist design consistent with that function.	Architectural drawings have not been included with the Initial Site Plan, but information provided for the 2020 preapplication meetings stated that the architecture would match the Pantops development.	None at this time.
b	Fuel pump canopies shall be the smallest size possible to offer protection from the elements. Canopies shall not exceed the sizes identified in Standards for Fuel Pump Canopies as outlined in Appendix B.	The proposed fuel pump canopy measures 96' x 85'. The approved canopy for the Pantops location measured 96' x 81'. Overall canopy height for the Greenbrier site is not noted. Approved maximum overall height for the Pantops location was 22' 11". Based on light fixture mounting heights, the proposed canopy is over 27' tall. A smaller canopy would allow for increased perimeter planting areas; increased perimeter planting areas would allow for landscaping that meets the guidelines and landscaping that helps minimize the visual impacts of the development.	Reduce the footprint of the fuel pump canopy to allow for increased planting area and to not exceed previous approvals. Reduce the height of the fuel pump canopy to minimize visual impacts and to meet the 14'6" maximum to the bottom of the fascia/eave.

c	The size of the canopy fascia and canopy support columns shall be in proportion to the overall size of the canopy structure. The fascia shall not exceed 36" in total height, including any accent bands.	Architectural drawings have not been included with the Initial Site Plan, but information provided for the 2020 preapplication meetings stated that the architecture would match the Pantops development.	None at this time.
d	Canopy fascias shall not be illuminated.		
e	Lighting of fuel pump canopies shall be of the lowest level that will provide safe dispensing of fuel. All canopy lighting shall be flush-mounted and shielded, downward directed, and shall not emit light above the horizontal plane. All canopy lighting shall meet the .5 foot-candle spillover requirement in compliance with zoning ordinance regulations.		
f	Canopy related elements, including fuel dispensers, support columns, spandrels, planters, etc. shall be compatible with the character of the building and site and shall not be used for advertising.		
g	The architectural elements of a building should not be altered to reflect trademark canopy design.		
h	Canopy fascias shall be limited to the use of one principal color, with ARB review.		
i	Colors, materials, forms, and detailing may be used to coordinate canopies with a site, its building(s), and structures.	Canopy dimensions greatly exceed the length and width of the Standards. The Standards were established in 1998 and do not provide for the varying orientations and extreme sizes of fuel pump canopies that are typical today.	See recommendations, above.
j	Fuel pump canopy applicants should refer to ARB Standards for Fuel Pump Canopies. (Appendix B)		
	SIGNS	Monument signs are shown at the Rt. and Greenbrier Drive entrances, in locations that provide for maximum visibility from the streets. The sign shown at the Rt. 29 entrance contributes to the close spacing of the EC frontage trees. Moving the sign to an alternate location that is more integrated with the landscape would be appropriate. The monument signs are shown as isolated features surrounded by a ring of shrubs. Alternate/additional landscaping that is more fully integrated with the frontage planting	Note that sign locations are not approved with the site plan. Sign locations can only be approved with sign permit applications. Choose alternate monument sign locations and provide planting that fully integrates the signs into the landscape.

		<p>would be appropriate.</p> <p>Although it is helpful to show sign locations to allow for greater coordination of landscaping, note that sign locations are not approved with the site plan. Sign locations can only be approved with sign permit applications.</p>	
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ATTACHMENTS

Attach. 1: ARB2021-37: [Greenbrier Wawa Initial Site Plan](#)

SUMMARY OF RECOMMENDATIONS

Staff recommends the following as the primary points of discussion:

1. Site layout
2. Landscaping: along Rt. 29, along Greenbrier Drive, along the south side of the site
3. Equipment – visibility/screening
4. Canopy size, illumination, height
5. Monument sign locations
6. Utilities and easements
7. The berm at the back of the site

Staff recommends that the ARB forward the following recommendations to the Agent for the Site Review Committee:

- Regarding requirements to satisfy the design guidelines as per § 18-30.6.4c(2), (3) and (5) and recommended conditions of initial plan approval:
 - 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:
 1. Maintain grading outside the driplines of trees to remain. Show tree protection fencing on, and coordinated throughout, the grading, landscaping, and erosion and sediment control plans.

- 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 color of the dumpster gates to a recessive one.
 2. Replace the chain link fence with a design that is compatible with the architecture on site and suitable for the EC.
 3. Move the vent stacks to a less visible location and/or add landscaping to provide more complete screening.
 4. Move the fire hydrant and water meter to less visible locations and/or provide landscaping for screening/integration.
 5. Add the standard equipment note to the site and architectural drawings: “Visibility of all mechanical equipment from the Entrance Corridor shall be eliminated.”
 6. Revise the lighting plan to eliminate spillover along Rt. 29 and Greenbrier Drive in excess of .5 fc.
 7. Revise the S1 fixtures to full cutoff fixtures.
 8. Reduce the illumination under the fuel pump canopy to a maximum of 30 fc. Maintain a 20 fc maximum elsewhere on site.
 9. Revise the light fixtures to include lamps that emit warm white light in the 2000-3000K range.
 10. Revise the luminaire schedule to include the proposed colors of the light fixtures. Provide for a consistent fixture color.
 11. Revise the overall pole light height to not exceed 20’, including the base.
 12. Include the standard lighting note on the 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.”
 13. Eliminate a large shade tree from the Rt. 29 frontage, add more ornamental trees, and provide more consistent spacing to establish a rhythm along the street.
 14. Provide an exhibit that clearly labels and shows the extents of existing and proposed utilities and easements, and available planting area across the site.
 15. Revise the landscape plan to show large shade and ornamental trees more evenly spaced along Greenbrier Drive to establish a rhythm consistent with the planting along Rt. 29.
 16. Add medium trees, 2½” caliper at planting, between the Greenbrier sidewalk and the new path connecting the sidewalk to the parking lot. Add shrubs where easements/utilities limit tree planting.
 17. Consistently provide large trees, 40’ on center, 2½” caliper at planting, at the perimeter of all parking areas.
 18. Provide landscaping along the southern property line, including evergreen landscaping in the vicinity of the loading area.
 19. Increase planting area wherever possible.
 20. Provide additional low-level planting along the Rt. 29 and the Greenbrier frontages to offset visual impacts.
 21. Replace the berm with grading that has a more natural appearance.
 22. Show on the plan proposed easements or other methods for accomplishing off-site work.
 23. If there are trees at the southeast corner of the parcel that are to remain, show tree protection fencing throughout the plan.
 24. Reduce the footprint of the fuel pump canopy to allow for increased planting area and to not exceed previous approvals.
 25. Reduce the height of the fuel pump canopy to minimize visual impacts and to meet the 14’6” maximum to the bottom of the fascia/eave.
 26. Note that sign locations are not approved with the site plan. Sign locations can only be approved with sign permit applications.
 27. Choose alternate monument sign locations and provide planting that fully integrates the signs into the landscape.

TABLE A This report is based on the following submittal items:

SHEET NUMBER	SHEET TITLE
CA-100	COVER SHEET
CV-101	EXISTING CONDITIONS
CS-101	SITE PLAN
CS-501	SITE DETAILS
CS-502	SITE DETAILS
CS-503	SITE DETAILS
CG-101	GRADING PLAN
CU-101	UTILITY PLAN
CL-101	LIGHTING PLAN
CL-501	LIGHTING DETAILS
CL-502	LIGHTING DETAILS
CP-101	PLANTING PLAN
CP-501	PLANTING DETAILS