

SCOTT'S IVY EXXON – SPECIAL USE PERMIT

EXISTING AUTO SERVICE STATION
SPECIAL USE PERMIT (SP 2020-00006)
SAMUEL MILLER DISTRICT

NARRATIVE AND APPLICATION PLAN

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1. INTRODUCTION

1.1 Project Narrative

The applicant is seeking a special use permit for the proposed renovation and expansion of the Scott’s Ivy Exxon Auto Service station, located at Ivy Depot in Albemarle County. The current use of the property is a by-right use under the existing zoning, and is located within the Rural Area. The buildings and service station, which was constructed sometime between the 1965 and 1977, has been in operation for about 50 years. The applicant purchased this property and the business, and has been operating the auto service station from this location since 2012.

The existing Scott’s Ivy Exxon Auto Service station has (2) gas pumps and (3) service bays. The proposed expansion is for an increase in the service bays from the (3) existing bays to (7) bays. No changes or modifications are proposed to the number of gas pumps for the service station. The proposed increase in service bays is a modification to the auto service business to increase the efficiency of the auto service station, but it will not increase the number of gas pumps or increase the number of auto service mechanics and technicians. Currently, when a car is serviced at the station, the technician will run a diagnostic on a car to determine the issues with the car and the cost of the proposed services. In many circumstances, determining the issues with a car requires the technician to take apart certain aspects of the car or car engine. Once the technician figures out the problems, they will contact the owner to discuss the next steps and how to fix the car. Resolution or authorization to move forward on the services sometimes takes several hours from the owners of the vehicle.

Under the current scenario, the technician has put the car back together and move it out of the service bay to work on another vehicle while they wait for approval or authorization to move forward with the service repairs. This creates a loss in productivity for the service station. The (4) additional bays will allow the technicians to perform the diagnostics on a car and then move on to another car in an adjacent service bay while they wait for approval or authorization to continue with the service repairs, without having to stop, put the car back together, and remove it from its service bay. The increase in efficiency will allow the Ivy Exxon station to provide better overall service for its customers. Also, it is projected that the increase in efficiency will allow the auto shop to increase the number of cars that it can work on in a day by approximately 70%. The average number of cars that the Ivy Exxon services each day is approximately 8 cars, and it is projected that this will increase to about 13 cars a day.

The existing business currently operates with a well & septic system. The current use of the property is a non-conforming use, because the existing business, which is an auto service station, operates on a well. While sanitary sewer service is not available within this location of Albemarle County, water service is available. However, the existing water lines in the area are located on the adjacent property to the north, on the other side of the railroad tracks. Connecting to the existing waterline would require a substantial cost to bore under the existing railroad track for a waterline connection. Therefore, the applicant is seeking to continue to operate the business without a public water connection, which requires a Special Use Permit. Since the owner is making modifications to the building, they are required to obtain a special use permit to continue to operate on the existing well, bringing the property into conformance with the Zoning Ordinance.

Scott’s Ivy Exxon Auto Service station provides a much-needed public benefit to the community. It provides a dependable and trustworthy auto servicing for the Ivy, Crozet, and Charlottesville community. The service station has been operating and providing auto services for almost 50 years and is looking to upgrade the current facility to continue to meet the public needs and demands in the area.

1.2 Consistency with the Comprehensive Plan

The existing auto service station is located within the Rural Area of Albemarle County, as shown on Figure 1. The existing zoning of the property, shown on Figure 2, is C-1 commercial. The auto service station is an existing by-right use in the C-1 zoning district, and the auto service business has been in operation for approximately 50 years at this location. The existing use is a non-conforming use, because the automobile service station is not served by public water or an approved central water supply. With the modifications proposed to the service bays on the building, the applicant is seeking a special use permit in accordance with the C-1 Zoning ordinance to continue to operate the automobile service station from an existing well. The applicant is not increasing the number of gas pumps as part of this modification to the service station. The applicant is adding additional auto service bays to help with the overall efficiency of the auto service business on the property. The existing auto service station meets a need the need for car servicing for the existing rural area and adjacent development neighborhoods in this area.

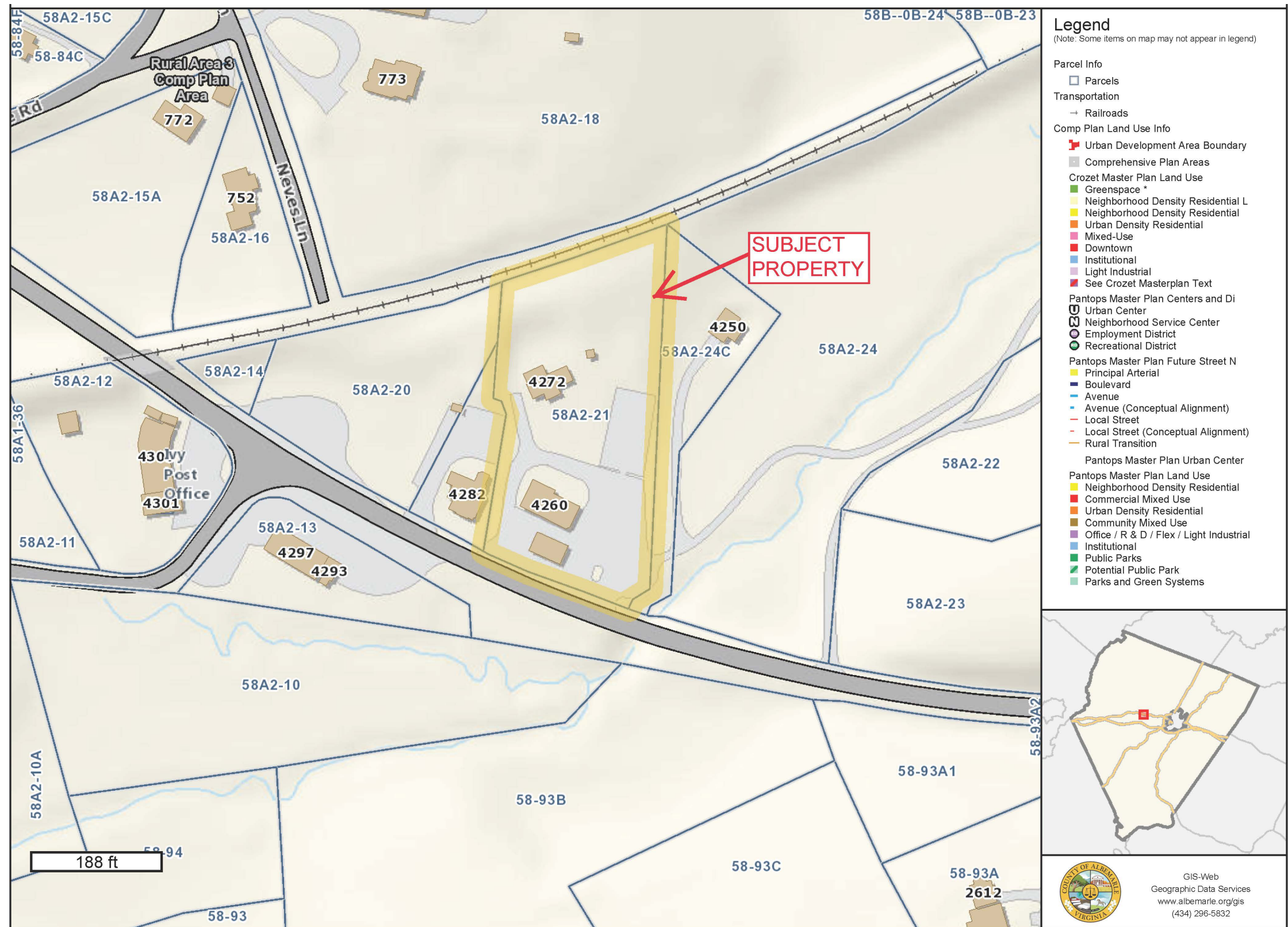
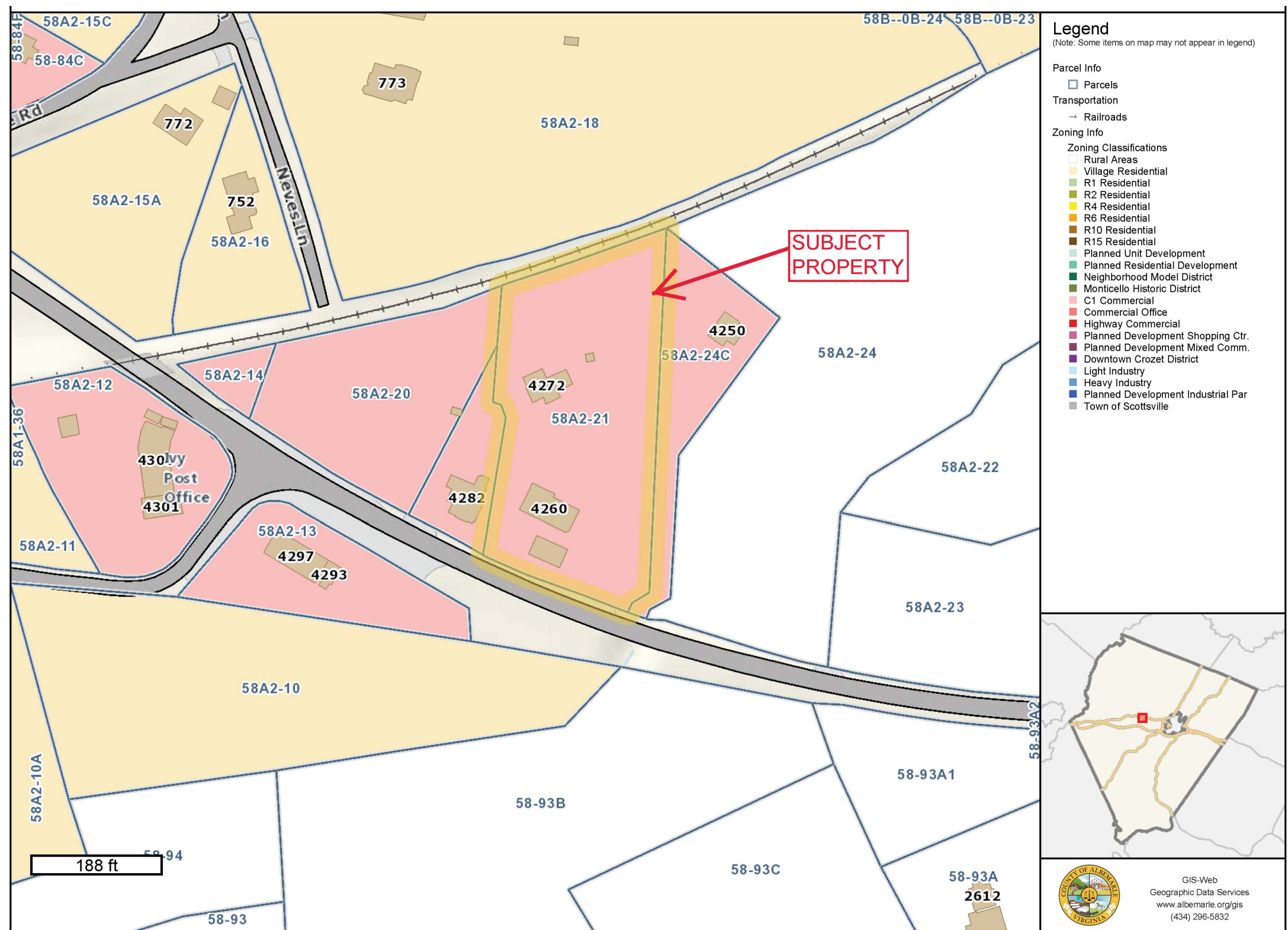


Figure 1: Current Comprehensive Plan



1.3 Existing Conditions

The subjection property, as shown in Figure 3 on this page, is located along Route 250 (Ivy Road), just east of the intersection of Ivy Depot Road and Ivy Road in the western part of Albemarle County. The parcel is 1.613 acres in size and is located adjacent to Little Ivy Creek. The property is bordered to the east by parcel owned and maintained by the Rivanna Water and Sewer Authority and by an existing residence. Both properties have an existing access easement through the subject property for a connection to Route 250. Little Ivy Creek also is adjacent to the property on the east. The site is bounded to the north by the existing railroad. On the other side of the tracks north of the property is St. Pauls Episcopal Church. The property to the west of the Ivy Exxon station is an existing commercial business, and the property to the south is an existing auto service station and convenience store.

There are (2) buildings on the existing property, which were constructed between the mid 1960’s and late 1970’s. Aerial maps and images show these (2) buildings as existing in 1968 (but not in 1963), and the Albemarle County records show the front buildings being constructed for a service garage in 1977, but also indicates the improvements as existing before 1977. The front building is currently an auto service station and the building in the rear is an existing residential house.

The topography of the subject property is primarily sloped terrain from the back of the property down to Route 250 and to Little Ivy Creek. There is approximately 24 feet of elevation change from the back of the site to Route 250 and Little Ivy Creek. The front half of the property is primarily asphalt and gravel, and is being utilized for the service station gas pumps and parking for the auto service shop. The back half of the site is partially wooded with trees and vegetation surrounding the existing residential house and providing a vegetative buffer between the subject property and the railroad. The current plan for the existing residential house on the property is to remain. The existing house is not part of this application.

The applicant is proposing to renovate and expand the existing auto service station with this application, while still operating the existing auto service station (with no expansion to the gas pumps on the property).



Figure 3: Overall Context Map

1.4 Development Impacts

As stated above, this property is located within the Albemarle County Rural area is currently operating from an existing well and septic system. The existing well and septic are adequate for the existing business and the proposed service bay expansion will have a minimal effect on the overall water consumption and water usage for the property. No additional gas pumps are being added to the site with the current proposal for the expansion of the facility. Because the subject property is proposing to maintain the existing well and septic system, there is no impact on the public utilities with this proposal.

The existing auto service station is located within 5 miles of an existing fire department station. No additional fire/rescue services are needed to this proposal.

There are no proposed additional residential units proposed with this application. As a result, there will be no impacts to the Albemarle County Public Schools with the proposed special use permit application.

The parcel is located along Route 250 (Ivy Road). The proposed application plan shows improvements along the frontage of the site to maintain traffic flow in and out of the property. See the transportation narrative for additional information on the proposed traffic improvements for the property.

1.5 Environmental Impacts

Figure 4 illustrates the existing environmental features on the property. There is an existing floodplain on the property; however, it is currently not mapped in accordance with the existing topography on the property. The mapping on Figure 4 illustrates the floodplain incorporating about 1/3 of the property, including a portion of the existing building and service station gas pumps. Using the existing topography of the site from the recent survey and mapping the FEMA floodplain elevation on the existing topography, the floodplain only overlays a very small portion of the site. This is illustrated on the existing conditions sheet in this application plan. A letter of map revision (LOMR) will need to be processed with the site plan for the proposed auto service station expansion. This LOMR will allow the building expansion and the existing portion of the property where the cars are currently parked for auto service work to remain in this location. Without the LOMR, the cars could not be parked in this area overnight, and the existing building could not be expanded. With the approval of the LOMR, there will be no improvements proposed with this application plan in the limits of the FEMA floodplain.

There is a small area of critical slopes on the property to the north of the existing residential building. This area of the property will not be disturbed with the expansion of the auto service station. There are no proposed impacts to the critical slopes on the property with this proposal.

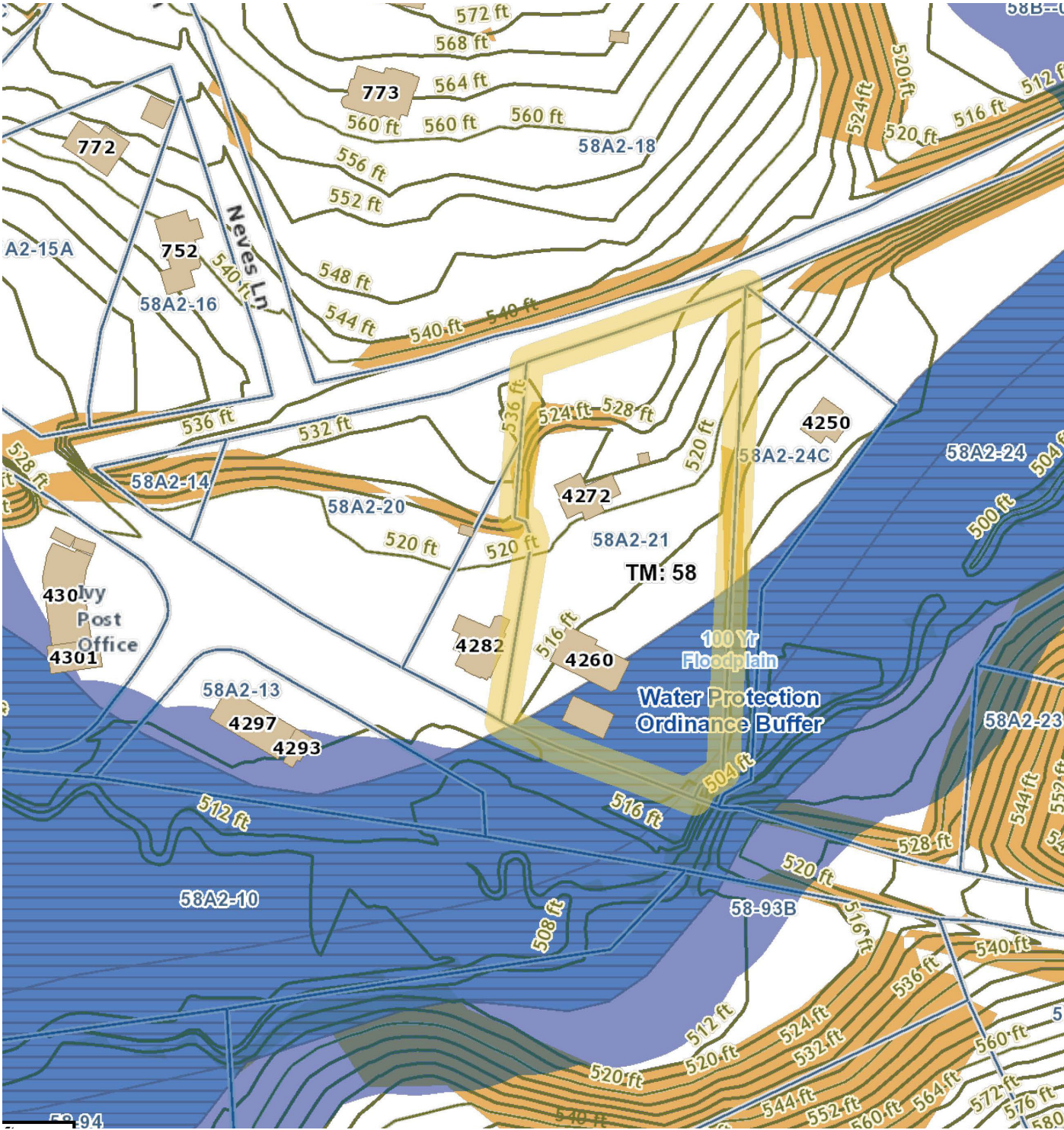


Figure 4: Critical Resource Map

2. DESIGN ELEMENTS & FACTORS FOR THE SPECIAL USE PERMIT

2.1 Traffic and Transportation Improvements

The property is located along Route 250 (Ivy Road) which is a minor arterial roadway in Albemarle County. The current AADT volume of traffic on this portion of the roadway is approximately 13,000 VPD. The subject parcel is located along a 2200ft stretch of the roadway where the posted speed limit is 35 mph. There are no left turn lanes for any of the existing businesses along this portion of Ivy road, mainly due to the fact that there is an existing 2 lane bridge crossing over Little Ivy Creek and an existing 2 lane railroad underpass within the 2200 linear feet of roadway. The existing bridge underpass is located approximately 650 feet from the existing bridge, and the intersection for Ivy Depot Road is located between these (2) restrictions.

The current traffic trips per day with the existing auto service station, per the 10th Editions of the ITE Trip Generation Manual, is as follows:

Section 944 – Gasoline/Service Station

Daily Trips: 2 existing gas stations (4 pumps total) x 172 VPD = 688 VPD

Peak Hour (AM): 10.28 trips/hr x 4 pumps = 41 VPH (21 trips in & 20 trips out)

Peak Hour (PM): 14.03 trips/hr x 4 pumps = 56 VPH (28 trips in & 28 trips out)

The ITE manual lists the total trips per day for an automobile care center (Section 942) is not applicable.

As noted in this application plan, the proposed expansion of the Ivy Exxon auto service station is only for the auto service garage portion of the business. The number of gas pumps is not increasing with this application. The total number of service bays is increasing from 3 bays to 7 service bays. No increase in the number of mechanics or technicians are proposed with this expansion. The increase of the service bays is to increase the productivity of the auto service station when working on cars. The additional services bays will allow a service mechanic/technician to work on another car in the adjacent service bay while authorization to proceed with the service work is confirmed with the customers on a car in the current service bay. Currently, the technician has to put the car back together after the diagnostics is complete and the car moved out of the service bay while they await authorization from the customer to proceed with the services.

The auto station services approximately 8 cars a day. It is estimated that this will increase by 70% with the additional (4) service bays, increasing the total number of cars serviced from 8 cars to 13 cars, for a total net increase of 5 cars a day (10 trips/day). Based on the ITE Trip Generation Manual (10th Edition), the total trips per day for the auto service station is 344 VPD. This is a much higher number than the actual trips per day that the service station has been averaging over the past 50 years. In addition, there is an existing auto service and convenience store across the street from this gas station which also services this area, reducing the total amount of trips per day for the subject property.

The AADT volumes on this portion of the roadway require most of the existing businesses, the intersection of Ivy Depot Road & Ivy Road, and the intersection of Owensville Road & Ivy Road to warrant a left turn lane. Due to the existing conditions of this portion of the road, left turn lanes can not be achieved with the railroad underpass and existing bridge over Little Ivy Creek. In addition, the increase of efficiency of the service station does not substantially increase the traffic to the property where a left turn would be warranted for the proposed auto service expansion. With the reduced speed along this portion of the

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roadway, and the existing traffic patterns of vehicles turning left on Owensville Road and Ivy Depot Lane, gaps are created in the traffic pattern allowing for the left turn into the subject property.

The application plan is proposing traffic and transportation improvements along the frontage of the property that will control the vehicles entering and existing the site. Currently, the front of the property allows access from Route 250 along the entire frontage of the property. The proposed application plan will create a specific entrance and exit on the property, closing the remaining portions of the property from direct access to Route 250. This will help control the number of conflict points with vehicles currently entering and exiting the site. With the proposed frontage improvements, a right turn taper will also be added from the end of the guardrail at the bridge abutment to the proposed entrance to the property. This taper will allow the vehicles to reduce speed and make the right turn into the site.

2.2 Lighting

The existing canopy over the (2) gas pump stations has (8) LED lights that will remain. There is also an existing street light along the western property line at Route 250 and an existing street light in the rear of the property where cars are currently parked for service. Additional lighting may be added to the building expansion to provide more lighting at the rear of the property for the auto service station. No additional lighting is proposed at the front of the site, at the canopy, or along the front of the existing building to remain. All new lighting shall conform with the Albemarle County ordinance and shall be full-cutoff lighting, screened to the extent possible, and limited to 0.5 footcandles at the property lines. The final site plan will include a lighting plan for any additional lighting at the rear of the property. The existing lighting on the site shall remain on during the evenings for the operation of the gas pumps. Any new lighting proposed with the project will have an overnight automatic cut-off or motion-censored cut-off added to the light to mitigate the impact of the new light fixtures.

2.3 Water Usage

The subject property (Scott’s Ivy Exxon) is part of an on-going DEQ investigation (Tier III investigation) with existing monitoring wells and updated yearly inspections on the water table and quality of water on the property. The ongoing monitoring and investigation is due to an open review of an existing leaking underground storage tank on the gas station 100 feet west of the subject property. The monitoring wells have been checked and verified yearly by DEQ on the subject property and the surrounding properties in this area. Groundwater testing and monitoring was part of this overall analysis.

The auto service bay expansion proposed for the property will have a minimal effect on the current overall water usage for the business. The auto service station is not increasing in size or the number of gas pumps, so this will not create an increase of water usage. The total number of employees and technicians is not proposed to increase, based on the analysis provided in the application. Based on the VA code 12VAC5-590-690, the estimated water usage for a service station is 10 gallons per day per vehicle serviced. With the servicing of (5) additional cars a day, this will create an approximate increase of water usage by 50 gallons per day, which is a nominal increase in the water usage on the property. Renovations to the existing restrooms are proposed with modifications to the building. Overall, based on the environmental report and Tier III Water analysis on the property, the current well can accommodate the existing business and the expansion of the auto service station.

2.4 Sounds & Smell

The existing auto service station is proposing to function as it currently does and has over the past 50 years. The service station has become an essential part of the neighborhood, providing a much-needed service the community. The station is located on a 1.6 acre property that is bounded by other commercial businesses that are similar in nature, and the service station does not have an adverse effect on the noise and smells in the area.

2.5 Visual Impacts and Building Design

The existing buildings on the property will be maintained with the proposed auto service expansion. The building expansion will be added to the rear of the existing service station building, and will be taller than the existing building. The specific design of the building addition will go through the Architectural Review Process.

The existing canopy at the front of the property will remain; however, a small portion of the canopy overhang will be removed, as it currently extends approximately 6 inches into the VDOT right of way.

2.6 Landscaping

All landscaping shall conform to the landscaping standards as specified in the Albemarle County Zoning Ordinance Section 32.7.9. Street trees and landscaping shall be provided along Route 250 with the proposed transportation improvements. Grass planting areas will be created in the location where the existing pavement is removed within the VDOT right of way and along the frontage of the property to restrict access points into the site. These planting areas are shown on the application plan. The street trees shall be planted in the landscaping areas within the Right of way in accordance with the approved VDOT street trees as outlined in the VDOT design manual and regulations. Spacing of street trees shall be planted in accordance with Section 32.7.9 of the Albemarle County Code for Landscaping and Screening requirements. Street trees along the public streets shall be subject to the approval of the Albemarle County Architectural Review Board and shall meet the requirements outlined in the Architectural Review Board Design Guidelines. All other landscaping shall be subject to Section 32.7.9 of the Albemarle County Code for landscaping and screening requirements.

Screening and interior landscaping will also be part of the final site plan to provide a visual barrier and site landscaping as required the Albemarle County Ordinance along Route 250, within the parking lot areas for the service station, and along the perimeter of the parking areas. Landscaping islands shall be incorporated into the parking lot envelopes as noted on the application plan.

2.7 Grading

Grading of the site shall adhere to the existing topography on the property. Some grading will need to be performed between the existing residential house and the back of the service station to accommodate the building expansion, site circulation, and service station parking area, but the majority of the site will remain at the current grades and elevation.

2.8 Stormwater Management

All designs and engineering for the expansion of the auto service station on the property shall adhere to the State Stormwater Management regulations and Albemarle County Water Protection Ordinance. The site will accommodate the stormwater management with a combination of rain gardens, water quality swales, grass retention areas, nutrient credits, and/or other stormwater management features treat water quality and water quantity from the runoff from the site before it reaches Little Ivy Creek. The final stormwater management design will be part of the site plan and water protection ordinance plan for the development. Landscape plantings will also be incorporated into the stormwater management facility.

Protective measures for erosion and sediment control shall be installed to limit any sediment run-off from reaching Route 250 and Little Ivy Creek during the construction phases. Additional measures may include, but not be limited to, installation of silt fence with wiring backing, usage of filter socks and floc logs for protection measures, providing additional wet and dry storage area in basins below the disturbed areas, or installation of erosion control matting for all slopes with the use of tackifiers in seeding and soil stabilization applications.

