



PLANNER'S REPORT

DATE: November 7, 2019
TO: Adrienne Senter
FROM: Michael Smith
RE: Variance Application for 0 Porsche Avenue (Parcel ID 14 0096 LL0593)

BACKGROUND

The City of Hapeville has received a variance application from Steven Ellis on behalf of PRO Building Systems, Inc. to request three variances for a new development along Porsche Avenue. The applicant is constructing a new specialty auto repair and service center for Porsche vehicles. It will be part of the greater Porsche North America corporate campus. The requested variances are:

- 1) to allow for an increase in the maximum parking limit from 110% (93 spaces) of the minimum parking requirement to 180% (132 spaces),
- 2) to expand the maximum curb cut width for driveways from 30' to 36', and
- 3) to reduce the minimum percentage of provided parking that must be compact sized from 30% (40 spaces) to 13% (18 spaces).

The property is currently zoned B-P – Business Park.

CODE

Sec. 87-3-3. - Powers and duties.

(2) Variances. To authorize, upon appeal in specific cases, those variances from the provisions of this chapter as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of this chapter will, in an individual case, result in unnecessary hardship, so that the spirit of this chapter shall be observed, public safety and welfare secured and substantial justice done. A variance may be granted in any individual cases of practical difficulty or unnecessary hardship only upon a finding by the board of appeals that:

- a. There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography;
- b. The application of this chapter to this particular piece of property would create an unnecessary hardship;
- c. Such conditions are peculiar to the particular piece of property involved; and
- d. Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of this chapter.

ARTICLE 18. - B-P ZONE (BUSINESS PARK)

Sec. 93-18-1. - Intent.

- (a) The purpose of this district is to encourage the development of a high-quality community of businesses, office services and recreation uses to promote economic development for the city by fostering the creation of significant employment centers.
- (b) In order to further the achievement of this purpose, applicants for development within the B-P (business park) district shall submit proposed site development plans for review and approval in accordance with the provisions of section 93-2-16.
- (c) To create continuity for the business park aesthetic, buildings and sites must reflect buildings immediately adjacent to the zone.

VARIANCE ONE

To allow for an increase in the maximum parking limit from 110% (93 spaces) of the minimum parking requirement to 180% (132 spaces).

Sec. 93-18-3. - Off-street parking and loading requirements.

- (i) Auto service and repair facilities shall have a minimum of three off-street parking spaces per 1,000 square feet of gross floor area. Auto service and repair facilities that include major mechanical or body repair shall have one off-street parking space per 1,000 square feet of gross floor area.

Sec. 93-23-10. - Off-street parking requirements according to district and uses.

At the time of the erection of any building or structure hereinafter listed, or at the time any such building or structure is enlarged or increased in capacity by adding dwelling units, guestrooms, floor area, seats, beds, members or employees, there shall be provided for such new construction, enlargement or increased capacity only, off-street automobile parking space and off-street loading spaces in accordance with the minimum requirements established for each zone. The maximum number of off-street automobile parking spaces shall be 110 percent of the requirement for uses proposed at the time of development approval.

RECOMMENDATION

The applicant has indicated the nature of this particular user (high end car service and intensive customer service) has a higher than normal staffing rate per thousand square feet as well as the provision of "loaner" cars to clients dropping their automobiles for service. No repair or storage of junk vehicles outside the facility will occur in the parking lot. The application of parking space maximums to the property would not inherently create an unnecessary hardship. Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of this chapter; rather, Porsche's proposed use is within the intent of the B-P district as it will contribute to the company's corporate campus concept and will attract visitors and future development to the City.

The variance is recommended for approval.

VARIANCE TWO

To expand the maximum curb cut width for driveways from 30' to 36'.

Sec. 93-23-2. - Entrance and exit points.

Except in districts zoned R-0, R-1, R-2 and R-3, curb breaks shall not be more than 30 feet in width, nor less than 25 feet in width. In no case shall there be less than 50 feet from the closest sides of any two-driveway curblines. Curb breaks shall be located at least 25 feet from the nearest intersection of two curblines as measured along one of the curblines. Business establishments on contiguous lots are encouraged to consolidate entrance and exit points. Suitable provisions, including a five-foot-wide planted buffer strip between the right-of-way and parking area shall be made to prevent entrance or exit from other than at designated entrance or exit points.

RECOMMENDATION

Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of this chapter. The requested variance would allow the applicant to have left and right turn exit lanes as well as an entrance lane for the property, which could alleviate congestion within the lot. As a wider curb break would potentially create a hazard for pedestrians, the applicant has indicated a willingness to implement a treatment along the driveway to protect pedestrians.

The variance is recommended for approval with the condition that a stamped concrete walkway or similar measure be included for pedestrian safety at the break in the sidewalk.

VARIANCE THREE

To reduce the minimum percentage of provided parking that must be compact sized from 30% (40 spaces) to 13% (18 spaces).

Sec. 93-23-11. - Size of off-street parking spaces, including parking spaces for compact automobiles, and parking spaces for automobiles of the physically handicapped.

- (a) Of the total number of parking spaces required for any nonresidential use having 20 or more off-street parking spaces, a maximum of 70 percent shall be "full-size" as described in the table below, and a minimum of 30 percent shall be "compact size" as described in the table below:

Minimum Full-Size Space Dimensions

Type of Space	Width of Space	Length of Space
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Parallel at curb to angle of 29 degrees	8.5 feet	22 feet
Angle of 30 degrees to 60 degrees	9 feet	18 feet
Angle of 61 degrees to 90 degrees	10 feet	18 feet

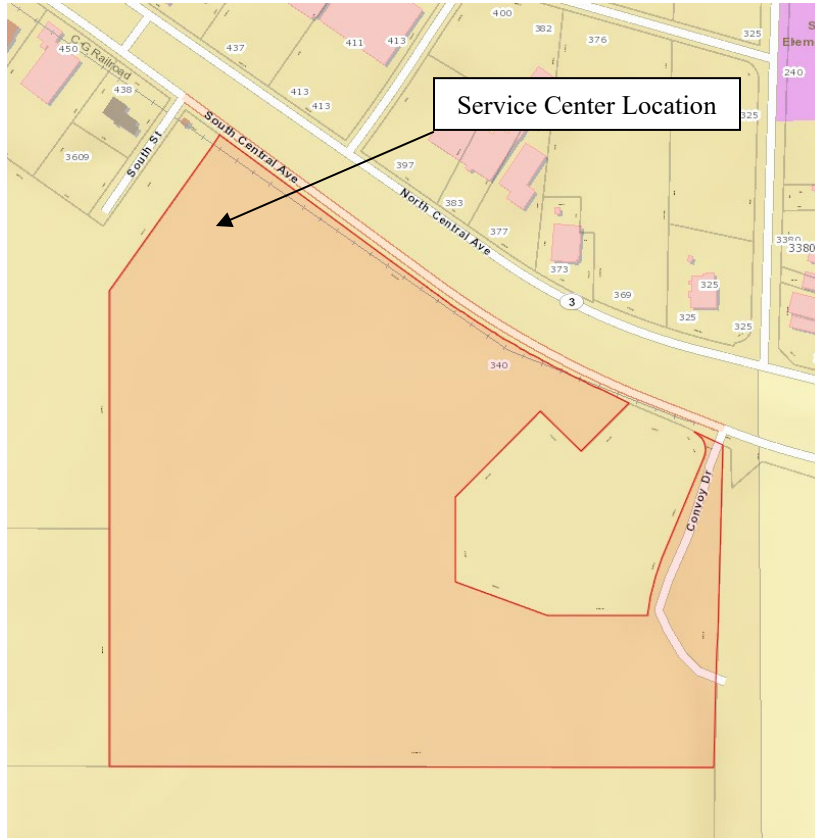
*Minimum Compact-Size Parking Space
Dimensions*

Type of Space	Width of Space (feet)	Length of Space (feet)
Parallel at curb to angle of 29 degrees	8	19
Angle of 30 degrees to 60 degrees	8.5	15
Angle of 61 degrees to 90 degrees	9	15

RECOMMENDATION

The proposed use of the property is highly specialized and tailored to a particular shape and size of vehicle. The wider parking spaces reduce the potential for damage to cars in the parking lot. As the user services high end vehicles, this is particularly important. The application of the compact parking space minimum requirement to the property would not inherently create an unnecessary hardship. Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of this chapter.

The variance is recommended for approval.



Location Map – Porsche Avenue (Parcel ID 14 0096 LL0593)