

**HALL COUNTY BOARD OF COMMISSIONERS
STAFF REPORT**

Applicant Premier Building Systems

Request (A) **Special Use** | Vehicle repair, minor in GCOD
(B) **Variance to Section 6.2** | GCOD standards
(C) **Variance to Section 8.1** | Parking standards

Proposed Use Vehicle repair, minor

Size 3.0± acres

Zoning Heavy Industrial (I-2)

Location **5407 Technology Parkway & 5472 Winder Highway** | Tax parcels 15028F000025 & 15028F000026

Commission District One

County Commission Date April 9, 2026

Staff Recommendation **(A) Approval**, as the proposed use is permitted within the Heavy Industrial (I-2) zoning district subject to the standards of the Gateway Corridor Overlay District (GCOD).
(B) Approval, as hardship exists pursuant to the criteria of 11.1.1.D.11.
(C) Approval, as hardship exists pursuant to the criteria of 11.1.1.D.11.

Record Number..... (A) HZCU26-0006
(B) HVAR26-0006
(C) HVAR26-0012

(A), (B) & (C) Staff recommends APPROVAL of the applicant’s request with the following conditions:

1. The property shall be developed in accordance with the site plan dated March 10, 2026, and as described in the project narrative dated February 2, 2026, modified as necessary for compliance with conditions herein and development standards enforced at the time of site plan approval.
2. All previous conditions of zoning as approved March 12, 1990, for Road Atlanta/Raceway Technology Park (Phase 1-PB 286, Page 207A) shall apply, attached as Exhibit A.

3. A combination plat shall be recorded prior to the LDP being issued for the site.
4. No variances or development exceptions are granted as part of this request that are not explicitly granted by Board approval.
5. All conditions of zoning shall be made a part of any plats or construction plans created for the property.

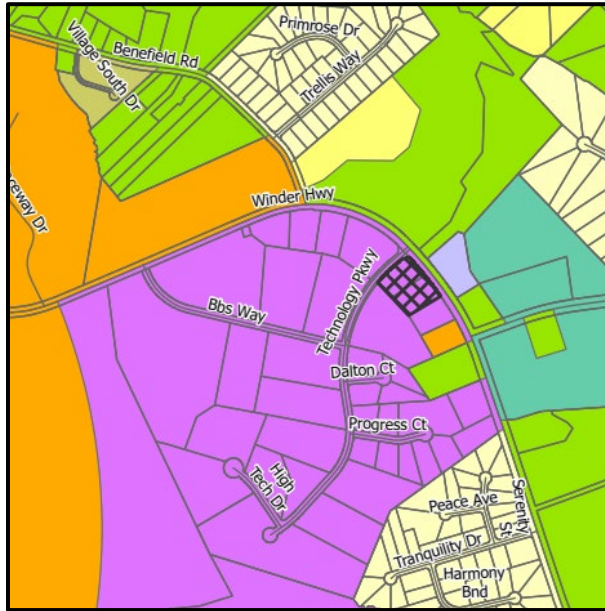
The following should be considered as exceptions to the Unified Development Code of Hall County, and shall warrant further determination by the Board should it choose to approve the submitted narrative and site plan:

- **Section 6.2.5.C.2.e – Parking Lot Design – Location** - Off-street parking must be located to the side or rear of the principal building and may not be located between the principal building and the street.
 - Parking proposed between the building and Winder Highway.
- **Section 8.1. – Parking Standards** – A total of 64 parking spaces are required.
 - 35 parking spaces proposed.

Summary Analysis

The applicant has submitted three concurrent requests: (A) Special Use to allow for vehicle repair, minor within the Gateway Corridor Overlay District (GCOD), (B) Variance to Section 6.2 to vary the parking lot design standards, and (C) Variance to Section 8.1 to vary the parking standards.

- In 1990, the application of Road Atlanta Technology Park was approved to rezone a 400-acre tract from Agricultural Residential IV (AR-IV) to Heavy Industrial (I-2) for an Industrial Park. The subject property is comprised of Lots 25 and 26 of this industrial subdivision.
- In 2022, the property at 5407 Technology Park and 5472 Winder Highway received approval for a Use Subject to County Commission approval to allow outdoor storage associated with a portable storage container company (ZON2022-00061). This project has not been developed at this time.



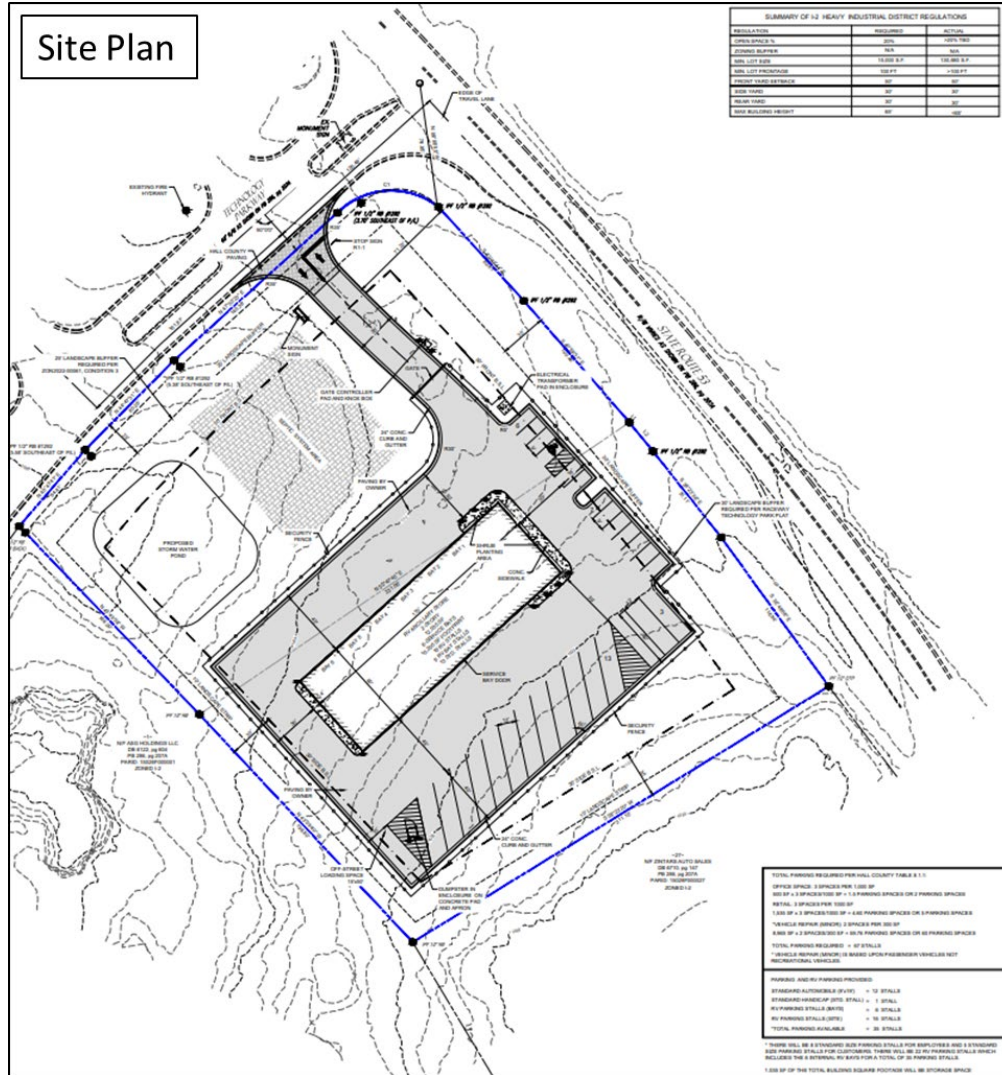
Currently, the site is undeveloped. The surrounding properties are zoned and developed as outlined below:

- North: Heavy Industrial (I-2): Raceway Technology Park, multi-tenant automotive related businesses; Agricultural Residential 1 (AR-1): Single-family residences
- East: Planned Industrial District (PID): Undeveloped (approved for truck parking lot ZON2020-10004); Agricultural Residential 1 (AR-1): Single-family residences
- South: Heavy Industrial (I-2): Raceway Technology Park, auto sales & undeveloped
- West: Heavy Industrial (I-2): Raceway Technology Park (undeveloped)

Per the submitted narrative, the applicant proposes to operate a recreational vehicle (RV) service shop that provides installation, maintenance and minor repair services for RV ancillary components and non-driving parts. Retail sales would be accessory to the repair use. A two-story, 12,035 square foot building is proposed for office, retail and repair functions. Approximately 500 square feet will be designated for office use, 1,535 square feet for retail sales, 8,965 square feet for repair and installation services, and 1,035 square feet for indoor storage space. All maintenance and installation work will be conducted within 6 enclosed service bays, with operating hours of Monday through Saturday, 8 am to 5 pm.

Per the submitted site plan, site access will be provided by a commercial driveway connecting to Technology Parkway. The development will include a paved parking lot with 13 standard parking spaces (including one handicap space) and 16 RV parking stalls. The building and parking areas will be secured by perimeter fencing with a gated entrance to restrict access outside of normal operating hours. A 30-foot landscape buffer is shown along Winder Highway and a 25-foot landscape buffer along Technology Parkway, in compliance with original conditions of zoning.

Water service will be provided by the City of Gainesville as confirmed in a letter dated January 29, 2026. Sanitary sewer service will be provided by an on-site septic system.



Concurrently, the applicant requests a variance from the GCOD standards and a variance to the parking standards as identified in the table below.

GCOD Analysis			
Standard	Proposed	Notes	Compliance
6.2.5.A.– Transitional buffers	Not applicable	Where an industrial zoning district abuts property zoned for residential or agricultural use, the width must be at least 50 feet.	Not applicable
6.2.5.B.2 – Frontage landscape strip	30-foot landscape buffer along Winder Highway and 25-foot landscape buffer	Along each street frontage there must be a landscape strip at least 10 feet in width except	Complies

	along Technology Park per 1990 rezoning.	for perpendicular crossings for driveways and utilities.	
6.2.5.C.2.d – Parking Lot Design - Surface	Paved with asphalt	All parking areas must be paved with asphalt, concrete or pervious materials approved by the Director.	Complies
6.2.5.C.2.e – Parking Lot Design - Location	Off-street parking located between the building and street.	Off-street parking must be located to the side or rear of the principal building and may not be located between the building and the street.	Deficient
6.2.6 – Architectural Standards	Information not provided.	Shall comply with GCOD architectural standards.	Shall Comply
6.2.7 – Signs	Monument style sign	Signage shall comply with UDC standards.	Shall Comply
Required Parking Analysis			
<u>Standard</u>	<u>Proposed</u>	<u>Notes</u>	<u>Compliance</u>
Table 8.1.1 – Required number of Parking Spaces	35 parking spaces	Office: 1 parking space Retail: 4 parking spaces Repair: 58 parking spaces Total required: <u>63</u> parking spaces	Deficient

Based on the future land use plan, staff finds the requested rezoning *is consistent* with the Hall County Comprehensive Plan and the future land use designation of “Industrial”. These areas include a mix of light and heavy industrial uses, as well as commercial uses that directly support the dominant business uses but are not appropriate for residential development. The proposed use is permitted within the Heavy Industrial (I-2) zoning district, subject to the standards of the Gateway Corridor Overlay District (GCOD).

(A) Zoning Analysis

When considering a zoning amendment to the zoning maps, the Commission must study the need and justification for the change based on a determination of the facts applicable to the particular case, and the following general lines of inquiry must be considered:

- a) Whether the zoning proposal will permit a use that is suitable in view of the use, development and zoning of adjacent and nearby property; **The special use is suitable in view of the use, development and zoning of adjacent and nearby properties as the use is permitted within the Heavy Industrial (I-2) zoning district subject to the standards of the Gateway Corridor Overlay District (GCOD). Surrounding development to the north and industrial zoning to the east, west and south reflect the area’s established industrial character.**

- b) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property; **The proposed use does not appear to adversely affect the existing use or usability of adjacent properties as surrounding properties are also zoned for industrial use.**
- c) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned; **The property has reasonable economic use as currently zoned, however, vehicle repair, minor requires Special Use approval by the Board of Commissioners as the property is located within the Gateway Corridor Overlay District (GCOD).**
- d) Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, schools, police protection, fire protection, public health facilities or emergency medical service; **The proposed special use is not anticipated to cause an excessive or burdensome use of the existing streets, transportation facilities, utilities, schools, police protection, fire protection, public facilities, or emergency medical service.**
- e) Whether the zoning proposal is in conformity with the policy and intent of the future land use plan for the physical development of the area; **The proposed use is consistent with the Industrial future land use designation, the Heavy Industrial zoning district and industrial nature of the surrounding properties.**
- f) The extent to which property values are diminished by the existing zoning restrictions; **Staff is unable to determine the extent to which property values are affected by the existing zoning restrictions.**
- g) The extent to which the destruction of the subject property's value under the existing zoning promotes the health, safety, morals or general welfare of the public; **Staff is unable to comment on the impact of property values without a full market analysis. Multiple factors impact property values including construction types, proposed uses, and maintenance. Often it is difficult to determine the effect of a development on adjacent properties until the development is completed.**
- h) The relative gain to the public as compared to the hardship imposed upon the individual property owner; **Staff has not identified a hardship imposed on the property owner as the property is currently zoned, however, the addition of vehicle repair, minor activity as related to the Gateway Corridor Overlay District standards must be approved by the Board of Commissioners.**
- i) The length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the property; **The property was rezoned to Heavy Industrial (I-2) in 1990 and has remained undeveloped.**
- j) Whether there are other existing or changing conditions affecting the use or development of the property which give supporting grounds for either approval or disapproval of the zoning proposal; **Staff is not aware of any changing conditions affecting the use or development of the property.**
- k) Whether the change would create an isolated district unrelated to the surrounding districts; **This question is not applicable as there are no proposed changes to the zoning classification.**

- l) Whether the present zoning district boundaries are illogically drawn in relation to existing conditions in the area; **There is no evidence that the present zoning district boundaries are illogically drawn.**
- m) Whether the change requested is out of scale with the needs of the county as a whole or the immediate neighborhood; **No, the request is not out of scale with the needs of the County as a whole.**
- n) Whether it is impossible to find adequate sites for the proposed use in districts permitting such use and already appropriately zoned; **The existing zoning of the subject site supports the proposed use; however, as the property is located within the Gateway Corridor Overlay District (GCOD), the vehicle repair, minor use requires Special Use approval by the Board of Commissioners.**
- o) Whether the need for rezoning could be handled instead by a variance request to the Planning Commission; **The request for a Special Use could not be handled alternatively as a variance.**
- p) Whether there would be an ecological or pollution impact resulting from major modifications to the land if the request is granted; **Any land disturbance activities on the property shall be required to go through the land development permitting process, and as a result are subject to local, state, and federal regulations. As a result, there are no anticipated ecological or pollution impacts resulting from any modification to the land if the request is granted.**
- q) Whether there is reasonable evidence based upon existing and anticipated land use that would indicate a mistake was made in the original zoning of the property; **There is no indication that a mistake was made in the original zoning.**

(B) Zoning Analysis – Variance to Section 6.2, Gateway Corridor Overlay District

The Commission may grant variances in individual cases of unnecessary hardship upon a finding of the board that:

1. There are extraordinary and exceptional conditions pertaining to the particular lot in question because of its size, shape, or topography (the hardship must relate to the physical character of the lot and not to a personal or economic hardship); **A 30-foot landscape buffer along Winder Highway is required as part of the Atlanta Roadway Technology Park conditions, and the applicant has agreed to meet this standard. This buffer will create a substantial visual screen, reducing the visibility of the parking area from Winder Highway. The topography of the site dictates the location of the detention pond which in turn limits how circulation and parking areas can be arranged.**
2. The application of the requirements of this UDC to this particular piece of property would create an unusual hardship; **Due to the lot size and the dimensions of recreational vehicles (RV's), the site layout is constrained in a way that necessitates locating parking between the building and Winder Highway, rather than along the side or rear of the lot.**

3. Such conditions are peculiar to the property involved and are not common to other properties in the neighborhood; **There are no conditions peculiar to the property involved that are not common to other properties in the neighborhood; however, such conditions are unique to this business because the site is being developed for RV repair, a use that requires parking and maneuvering areas far larger than those associated with standard vehicle repair.**
4. Such conditions are not the result of any actions of the property owner; **The topography of the site dictates the location of the detention pond which in turn limits how circulation, parking areas and the building can be arranged.**
5. Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC; provided, however, that no variance may be granted for a use of land or building or structure that is prohibited by this UDC or for a Conditional Use Permit which has been denied by the Planning Commission; **Relief, if granted, would not impair the purposes and intent of the Unified Development Code of Hall County as the intent for the Gateway Corridor Overlay District is being met by the provision of a substantial landscape screen along the Winder Highway frontage, effectively minimizing view of the parking area from the corridor.**

(C) Zoning Analysis – Variance to Section 8.1, Parking Standards

The Commission may grant variances in individual cases of unnecessary hardship upon a finding of the board that:

1. There are extraordinary and exceptional conditions pertaining to the particular lot in question because of its size, shape, or topography (the hardship must relate to the physical character of the lot and not to a personal or economic hardship); **A reduction in customer/employee vehicle parking is justified as the UDC does not provide a standard for RV repair uses, and RVs require parking and maneuvering areas far larger than standard vehicles. Given these space demands, the building layout and lot cannot physically accommodate the number of spaces that would apply to a standard vehicle repair use, creating a site-specific hardship tied to RV stall size.**
2. The application of the requirements of this UDC to this particular piece of property would create an unusual hardship; The UDC creates an unusual hardship for this property as **there is not a separate classification for recreational vehicle (RV) repair uses. Applying passenger-vehicle requirements to an RV-focused operation imposes parking demands the site cannot physically meet due to the larger size and maneuvering needs of RVs.**
3. Such conditions are peculiar to the property involved and are not common to other properties in the neighborhood; **Such conditions are unique to this property because the site is being developed for RV repair, a use that requires parking and maneuvering areas far larger than those associated with standards vehicle repair. Nearby properties do not share this operational characteristic.**
4. Such conditions are not the result of any actions of the property owner; **Such conditions are not the result of any actions of the property owner because the hardship arises from the lack of a dedicated parking standard for RV repair in the UDC and the significantly larger space needs of RVs and reduced need for standard-size customer/employee parking.**

5. Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC; provided, however, that no variance may be granted for a use of land or building or structure that is prohibited by this UDC or for a Conditional Use Permit which has been denied by the Planning Commission; **Relief, if granted, would not cause substantial detriment to the public good or impair the purposes and intent of this UDC. Reduced parking remains compatible with the intent of the Code because the use involves RV repair, which demands larger parking and maneuvering areas than standard vehicle repair. The operational characteristics of the site ensure adequate on-site circulation, and customer parking will still be provided without negative impacts on surrounding properties or the corridor.**

11.2.6.E - Submission requirements

1. Any person or persons requesting a change in the official zoning map or use subject to approval of the County Commission must file an application with a plat or map of the property attached thereto, together with payment of such fees set forth in this Sec 11.2. to cover administrative and advertising costs, in the Planning and Zoning Department office. Such person or persons or their authorized agent must appear in person at the public hearing held to consider the district change. **The proposal meets the requirement. The applicant has paid the appropriate fees and understands that someone must be present at the voting meeting of the Hall County Board of Commissioners.**
2. All applications for a change of zoning classification or use subject to approval of the County Commission must include:
 - a. A narrative statement identifying the existing and proposed use of the property and addressing each of the criteria set forth in this Sec. 11.2. **The proposal provides a narrative outlining the intent of the development; however, the applicant has not prepared a response to each of the criteria listed in 11.2.6.E.2.**
 - b. A site plan drawn to scale designating the area covered by the application and identifying existing and proposed buildings and uses, adjacent existing land uses, zoning on contiguous parcels, including those across an abutting public right-of-way, and any other significant site improvements proposed to accommodate the proposed use or buffer adjacent uses, etc., or a plat of the subject property where no specific land use is proposed. In cases where only a plat or map is provided and no land use is proposed, the Planning Commission and County Commission may evaluate the application based on the most intense possible land use permitted in the proposed district. **The proposal meets the requirement.**
 - c. For any application for a slow rate land treatment system as defined in 7.6.9.D.1, additional requirements apply. **This standard is not applicable to the applicant's request.**
 - d. For any application proposing the development of 100 or more residential dwelling units, a traffic impact study must be submitted prior to consideration of the application by the County Commission. At the applicant's expense, the traffic impact study must be prepared by a professional engineer in accordance with requirements established by the Hall County Engineering Department. The Engineering Department must review the traffic impact study

and forward any comments to the County Commission. **This standard is not applicable to the applicant's request.**

Development Support and Constraints

Hall County Environmental Health

In an email dated March 5, 2026, Emily McGahee stated "Must meet all Environmental Health commercial septic system permitting requirements. A detailed business plan must be submitted to Hall County Environmental Health for review. Additional items, including, but not limited to: recorded plat, soil evaluation, and septic system installation may be required after review of business plan. Please note that BOC variance approval does not imply approval from other county departments."

Georgia Department of Transportation

In an email dated March 2, 2026, Christopher Hash, P.E. D1 Traffic Operations Supervisor, stated "Applicant will need to coordinate with GDOT District 1 Traffic Operations Office for encroachment permit."

Gainesville-Hall Metropolitan Planning Organization

In an email dated March 4, 2026, Joseph Boyd, MPO Director, provided the following comment:

"This parcel is along State Route 53, which is scheduled to be widened to four lanes in the long range of the MPO's Metropolitan Transportation Plan (GH-040, PI 0013310). Pre-engineering work will begin in FY 2030, with construction not currently scheduled until 2051. Applicant should contact GDOT District 1 to discuss any possible right-of-way impacts."

Hall County Public Works and Utilities

In a memorandum dated March 11, 2026, Jorge Gomez, Director of Public Works and Utilities provided the following comments:

Engineering:

This site may require a stormwater management report should the site plan indicate the proposed development that meets stormwater thresholds for impervious surfaces and/or disturbed acreage.

Traffic:

Review from GDOT provided GDOT recommended improvements will be required.

Utilities:

No comment. Property will be on septic system.

Hall County Fire Marshal

In an email dated February 27, 2026, John Hornick, NPQ Fire Service Plans Examiner 1, stated, "If approved the site development plan may require modifications during the development review process to meet fire code."

Hall County Business License

In an email dated March 6, 2026, Brandi Smith, Business License Director, stated, "This location will need a business license."