



STAFF APPLICATION ANALYSIS REPORT

ZONING CASE #: V26-007

LANDOWNERS: Samuel Cordos / Bright Stone Lending LLC

APPLICANT: Kelly Hiett on behalf of GBT Realty Corporation

PROPERTY ADDRESS: 530 and 540 Brand Road

MAP/PARCEL #: R5160 057 and R5160 175

PARCEL DESCRIPTION: Residential (vacant)

AREA: 3.61 acres

EXISTING ZONING: CH

PROPOSED ZONING: No Change

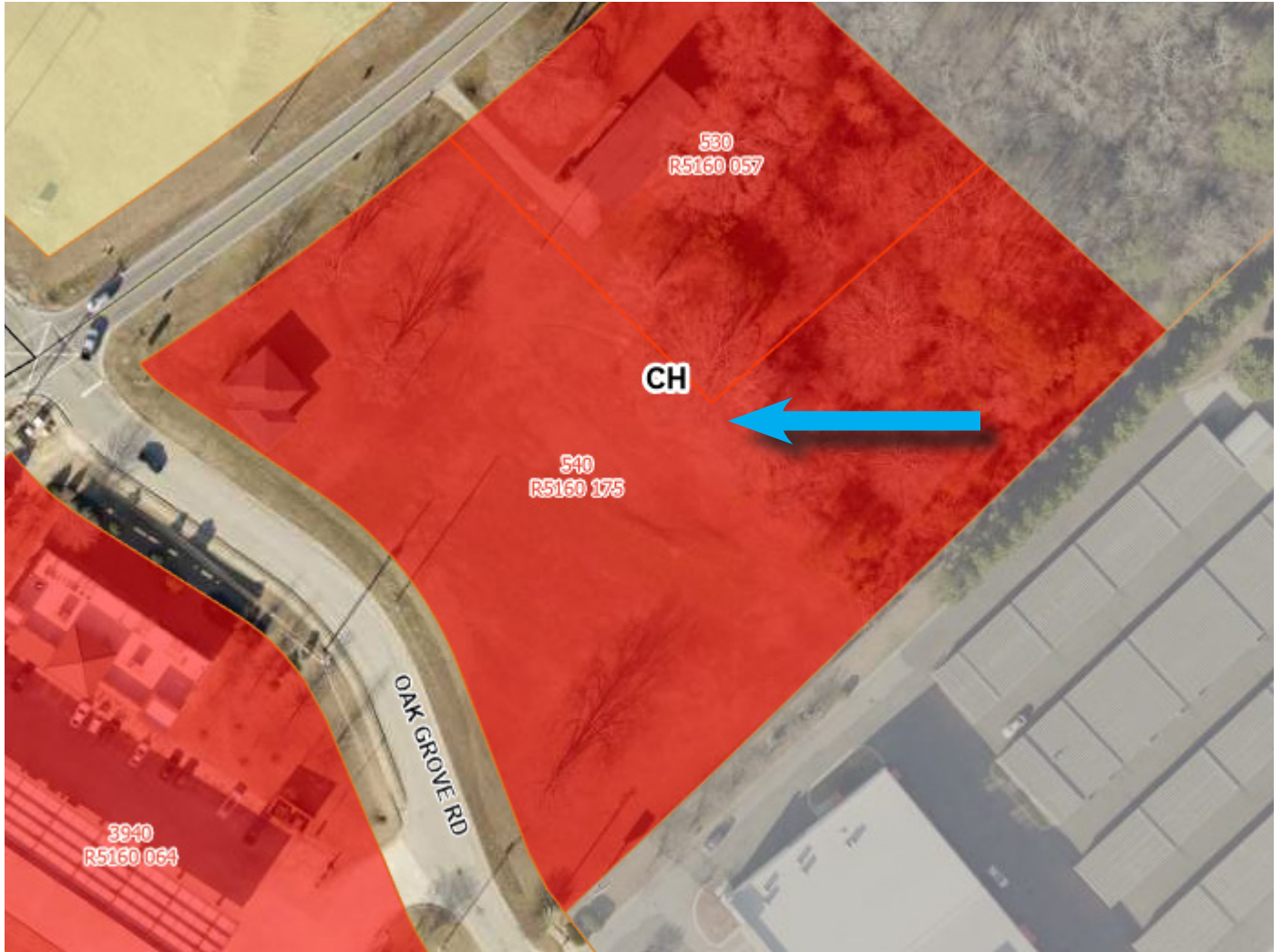
FUTURE LAND USE MAP: Commercial

REASON FOR REQUEST: Seeking relief from the City of Loganville Code of Ordinances 119-378(a)(1) Design Standards, specifically each automobile parking space shall not be less than 9 feet wide and 19 feet in length.

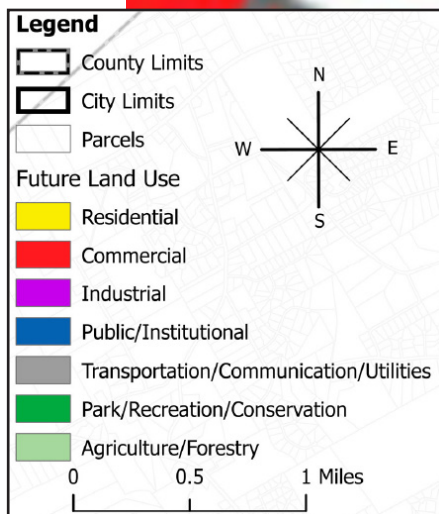
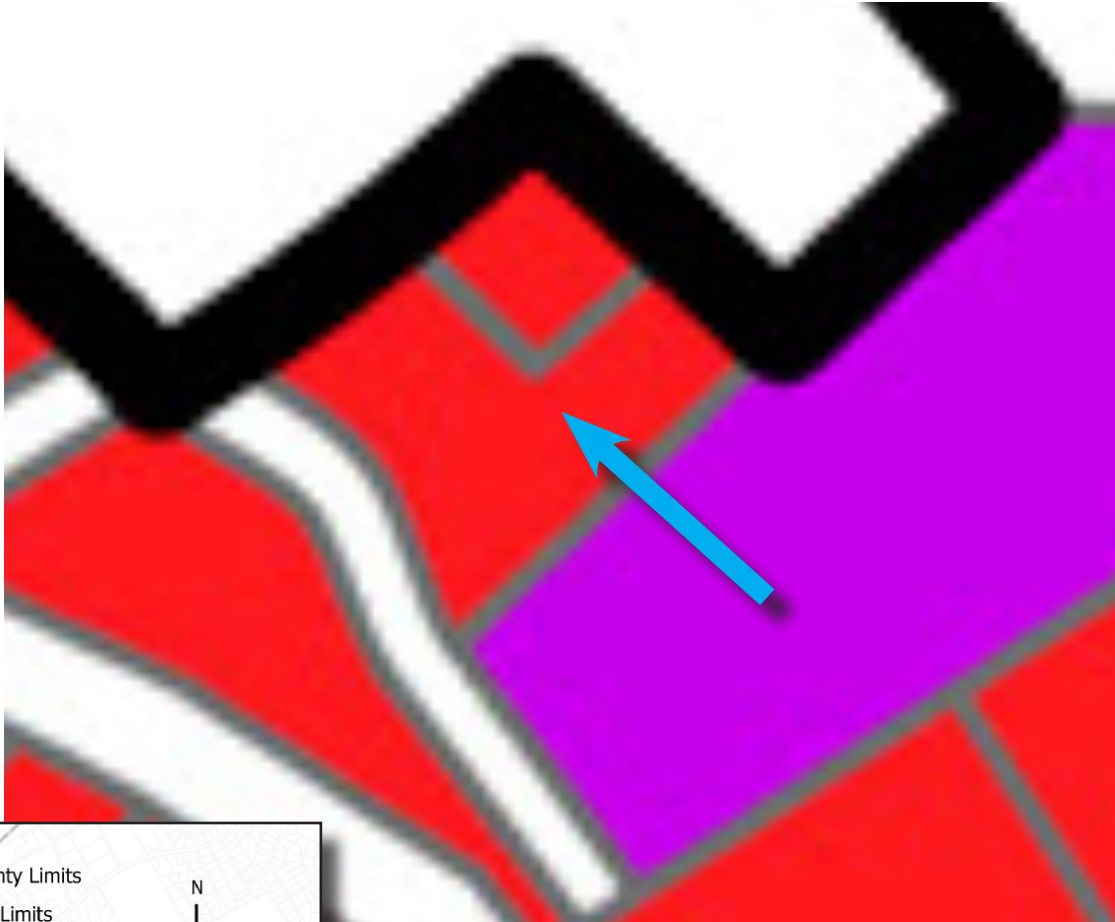
PLANNING COMMISSION HEARING: July 23, 2026

CITY COUNCIL HEARING: August 10, 2026

ZONING MAP



FUTURE LAND USE MAP



Applicant's Request

The City of Loganville requires that parking spaces be 19 feet in length while the applicant is seeking to reduce that to 18 feet, reportedly in line with standards at Walton and Gwinnett counties.

Existing Conditions

Each parcel has a residence on it, with 540 Brand Road having a 952-square-foot home that was built in 1940 and 530 Brand Road having a 2,064-square-foot home that was built in 1974, according to Gwinnett County records. The properties were annexed into the City in 2008 with the original intent of building a hotel and retail center.

Big Flat Creek runs along the northeast property line.

Impact Analysis / Recommendation

What extraordinary or exceptional conditions due to size, shape or topography are present on the property in question that support the request for relief? The parcel is irregularly shaped as a result of the intersection of Brand Road and Oak Grove Road, with future plans to turn this into a roundabout. In addition, the Big Flat Creek state waterway traverses the property along its northeastern property line, which is required to have a 75 foot buffer which impacts the amount of buildable area.

What other conditions are unique to the property and adversely affect its reasonable use or usability as currently zoned? None.

How does the application of the requirements of the applicable ordinance to the property in question create an unnecessary hardship? The applicant argues that their project is not feasible with the requirements of the length of parking spaces in addition to the buffer and state waterway setbacks. While 18 feet would accommodate the average size of an American car, an argument can be made that it would not accommodate a good percentage of the standard pickup trucks on the roadways today.

Would the requested relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the applicable ordinance? While the reduction in parking space length would in theory reduce the size of the impervious surface, the American Association of State and Highway Transportation Officials recommend a standard parking space size of 9 feet wide by 19 feet long, which is in line with City's standards.

Recommended action: The reduction in the parking dimensions would not have a large impact on the City itself except that if this is granted, it would likely equate to the City changing its parking space standards moving forward to align with this new standard. *The staff recommendation is to approve this variance.*



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Planning Commission Recommended Conditions

City Council Conditions