

**Zoning Board of Appeals
December 3, 2025 Regular Meeting**

STAFF REPORT

Subject: ZBA25-0033; 495 Earhart Road

Summary:

Sydney Kanan, representing the property owner, is seeking a variance from Section 5.19.1(A) Parking Standards Applicability. St. Paul's School is proposing to construct a 2,582 square foot addition for a new library and reconfiguring the parking lot and expanding it 59 spaces, from 112 to 171. The applicant requests relief from the ZBA for required electric vehicle parking. Section 5.19.2.C requires 10% EV-Installed (18 spaces) and 40% EV-Capable (69 spaces). The applicant is proposing to provide eight EV-Installed spaces and four EV-Ready spaces. This is a variance request of 75 EV spaces. The property is zoned R1-B.

EV-I Parking Spaces are parking spaces with an operational electric vehicle charging station.

EV-R Parking Spaces are ready for installation of an electric vehicle charging station except for the EVCS itself. EV-R parking spaces shall have a junction box, terminated in an approved method, for a direct-buried cable or raceway to an electrical panel with a dedicated branch circuit(s) to power a charging station. The junction box shall be clearly marked and labeled with the following text: EV Ready Circuit.

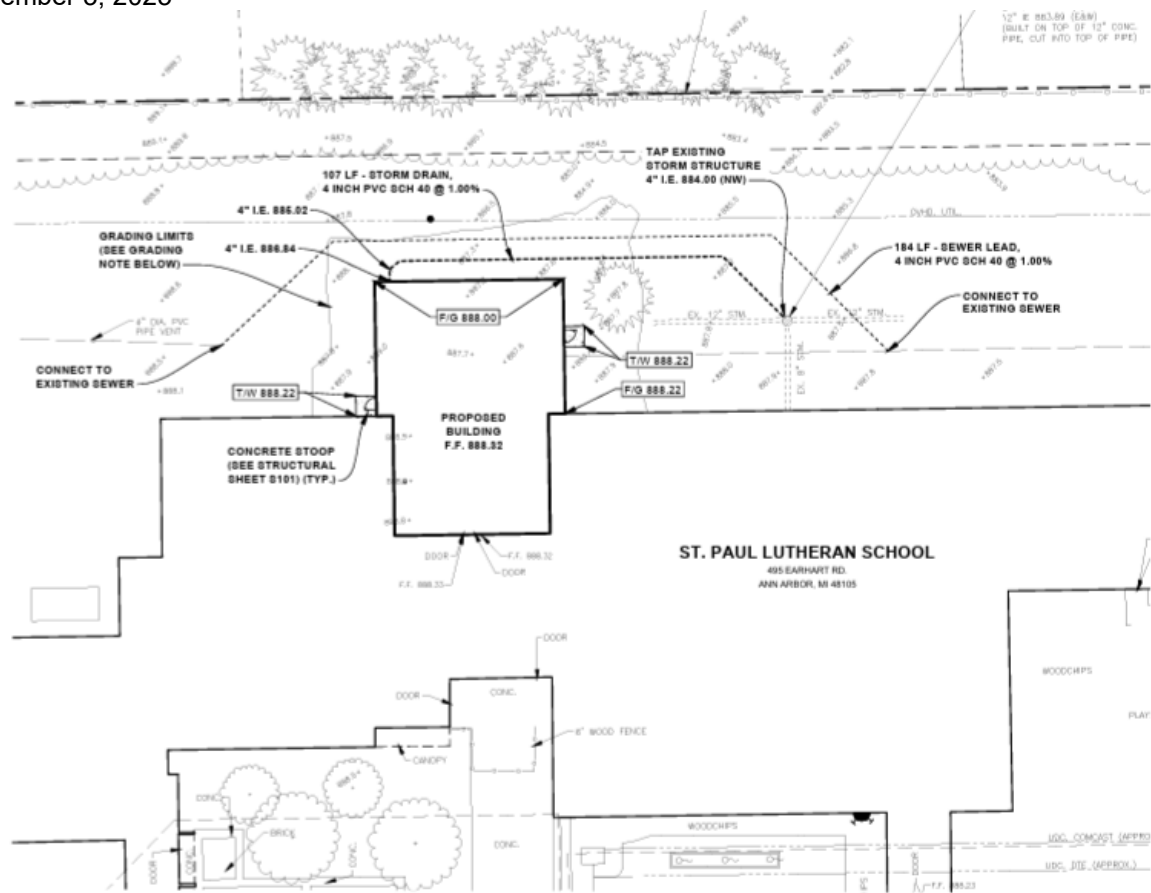
EV-C Parking Spaces are parking spaces having a capped cable/raceway connecting the parking space to an installed electric panel with a dedicated branch circuit(s) to easily install the infrastructure and equipment needed for a future electric vehicle charging station. The dedicated branch circuit panel space shall be stenciled or marked legibly with the following text: Future Electric Vehicle Charging Circuit.

Background:

The subject property is located on the west side of Earhart Road, north of Geddes. The school was built in 1964 as a four-classroom building and has expanded several times to become today's building serving students in preschool through eighth grade. A site plan and special exception use to allow a maximum of 540 students were approved in 1999.

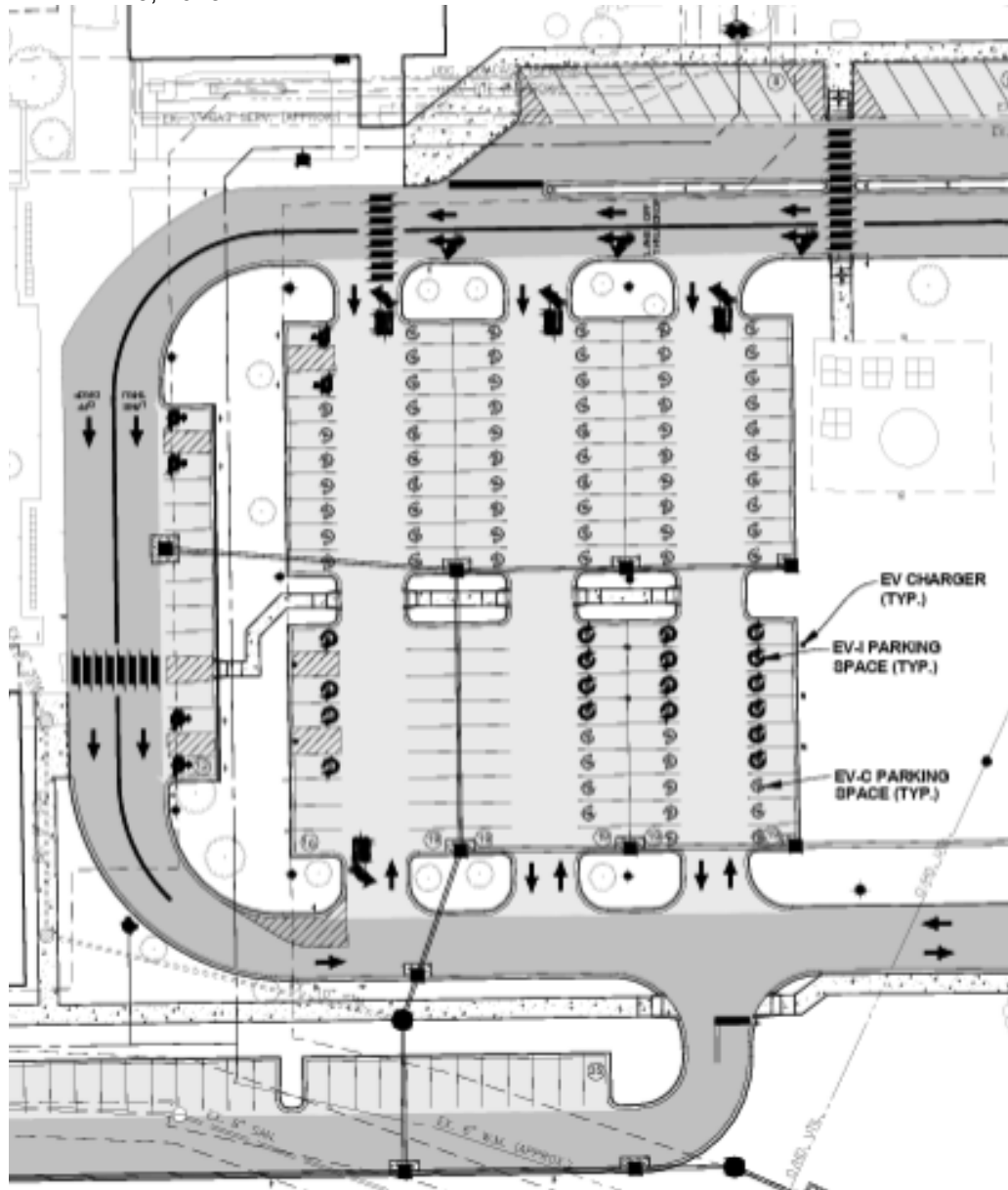
Description:

The subject site plan involves a building addition of 2,582 square feet for a new library on the north side of the building.



The project also proposes to redesign the current parking lot and add spaces for 59 more cars, bringing the total number of parking spaces provided on the site to 171. There is no minimum or maximum number of required parking spaces for private school use. Electric vehicle parking is required with the construction of any new parking spaces in a parking lot. (Section 5.19.1.D) Since the parking lot is being redesigned and completely rebuilt, not simply remilled/restriped, EV parking requirements apply to the entire lot.

The plan below shows the 87 EV parking spaces required by code in the 171 space lot. EV parking is calculated based on the number of provided spaces. The petitioner is seeking a variance of 75 EV spaces and is proposing to install a total of 12 EV spaces: Eight EV-Installed and four EV-Ready. EV-R(eady) is considered to be a higher class of parking than EV-Capable because it is more easily converted to a full EV-Installed space.



Standards for Approval- Variance

The Zoning Board of Appeals has all the power granted by State law and by Section 5.29.12, Application of the Variance Power from the UDC. The following criteria shall apply:

In the case of an application for a variance from the parking requirements of Section 5.19 , a variance may be granted if the variance is in harmony with the general purpose and intent of the requirements.

- (a) The alleged practical difficulties are exceptional and peculiar to the property of the Person requesting the variance, and result from conditions that do not exist generally throughout the City.**

The practical difficulties are exceptional and peculiar to this property, as the number of parking spaces proposed/provided are not directly proportional to the daily use of the site. The frequency in which most of the parking lot will be utilized is not all-day parking but is limited to student drop-off and pickup during the week. Occasional higher volume uses include Sunday Worship services (1-hr) or special events. The use of the site experiences occasional high volumes, minimally throughout the week, as opposed to high volumes regularly throughout the week.

- (b) The alleged practical difficulties that will result from a failure to grant the variance, include substantially more than mere inconvenience, inability to attain a higher financial return, or both.**

St. Paul is concerned that providing EV charger stations could attract the public to use the parking spaces/EV chargers, when they otherwise would not have a reason to be on the site. Introducing an opportunity for the public to enter the site is more than mere inconvenience, it is a safety issue for our children. The intent of this project is to provide a more efficient and safe traffic pattern, along with additional parking, that promotes safer drop off and pick up of the students and provides sufficient parking for St. Paul so that all vehicles have a safe designated place to park. Limiting the available parking by designating more spaces as restricted EV, coupled with the desire of the public to occupy these spaces does not align with St. Paul's intent, nor the safety of the intended users.

Staff Response: Staff has never heard a report of an electric vehicle user entering private property in order to recharge their car. Installed EV chargers can require a chip card, passcode, or other safeguards that restrict access only to those that are granted access.

- (c) Allowing the variance will result in substantial justice being done, considering the public benefits intended to be secured by this chapter, the practical difficulties that will be suffered by a failure of the Board to grant a variance, and the rights of others whose property would be affected by the allowance of the variance.**

St. Paul is not a public space, and therefore its demand and supply of EV charging spaces will not have any impact, positive or negative, on the public. Our purpose is to serve our school families and church members. If the parents, staff, and parishioners demonstrate a need to supply EV charging stations in the future, St. Paul will be equipped to do so through this action. Granting this variance will not affect other property owners, and it does not limit St. Paul from providing more EV spaces to meet demand in the future, as needed.

- (d) The conditions and circumstances on which the variance request is based shall not be a self-imposed practical difficulty.**

St. Paul has not designed this parking lot with 171 parking spaces for full time use. Rather it is for the occasional imperative for orderly pickup/drop off of

children on weekdays, Sunday worship services for our members, and special events. The demand is driven by the users, and this variance request is also driven by the demand of the users. The use of the site is not changing, St. Paul is merely trying to improve the efficiency of traffic flow for existing users, and provide sufficient parking for the occasional imperatives.

(e) A variance approved shall be the minimum variance that will make possible a reasonable use of the land or structure.

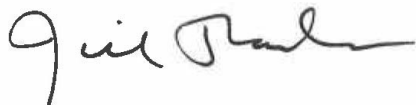
Our request, which we believe to be reasonable for the use of the land, is to provide EV spaces based on a ratio of Full Time Employees (FTE). St. Paul currently has 38 equivalent FTE. St. Paul is comparable to St. Francis in use of the site, and the variance they obtained did in fact make possible a reasonable use of the land. Based on the comparable site, St. Paul is proposing 21% EV-I parking spaces, and 11% EV-R parking spaces. Based on the FTE, this proposed 8 EV-I spaces, and 4 EV-R spaces.

Staff Response:

Staff discussed with the applicants whether it made sense to base the number of parking spaces requested in the variance on meeting the EV requirements for the new parking spaces only (which works out to EV-I of 10% of 59 new spaces, or 6 spaces, and EV-C of 40% of 59 new spaces, or 24 spaces). The applicants thought it would be more logical to base the variance request on a percentage of the number of full-time employees (28) at the school and provide 8 EV-I spaces (21% of full time employees) and 4 EV-R spaces (11% of full time employees). It should be noted that the library project will not result in an increase in students or employees at the school.

The purpose and intent of the EV parking ordinance is to ensure parking lots are preparing for the future (EV Capable), while also providing for immediate support of electric vehicles (EV Installed and EV Ready). The best time to achieve this, as stipulated in the ordinance, is at the time of a significant development project on a site.

Respectfully submitted,



**Jill Thacher
City Planner**