

CASE NO. 792-V-14 REACTIVATED

SUPPLEMENTAL MEMORANDUM

March 22, 2016

Petitioner: **Robert Frazier**

Request: **Authorize the following Variance from the Champaign County Zoning Ordinance in the I-1 Light Industry Zoning District on the subject property described below:**

Part A. Variance for 28 on-site parking spaces in lieu of the minimum required 58 parking spaces as required by Section 7.4 of the Zoning Ordinance.

Part B. Variance for a setback of 50 feet and a front yard of 20 feet between the principal building and Tiffany Drive in lieu of the minimum required setback of 55 feet and the minimum required front yard of 25 feet as required by Section 5.3 of the Zoning Ordinance.

Part C. Variance for parking 0 feet from the front property line in lieu of the minimum required 10 feet from the front property line as required by section 7.4.1 of the Zoning Ordinance.

Part D. Variance for allowing at least 19 off-street parking spaces on an adjacent lot in lieu of requiring all off-street parking spaces to be located on the same lot or tract of land as the use served, as required by Section 7.4.1 of the Zoning Ordinance.

Subject Property: **Lot 4 of the Stahly Subdivision in the Southeast Quarter of Section 8 of Champaign Township and commonly known as the former LEX building located at 310 Tiffany Court, Champaign.**

Site Area: **51,625 square feet (1.19 acres)**

Time Schedule for Development: **Already in use**

Prepared by: **John Hall**
Zoning Administrator

STATUS

A revised site plan has been received from Andrew Fell Architecture. See attached. This memorandum reviews new evidence to be added to the Summary of Evidence.

Revise item of evidence 5.I.(8) to read as follows:

- (8) A revised site plan titled “310 Tiffany Court Addition” was received from Andrew Fell Architecture on March 7, 2016, and a later revision was received on March 21, 2016. ~~Because of the deficiencies with the revised Site Plan received March 7, 2016, staff cannot determine how many parking spaces the subject property can feasibly contain, and thus cannot determine if 34 additional parking spaces in the proposed north lot will be sufficient to comply with minimum parking requirements.~~ The revised site plan received on 3/21/16 is reviewed in greater detail elsewhere in this Summary of Evidence but some of the most significant problems revealed in that plan were the following:

- the number of self-storage warehouse units is much greater than was previously understood due mainly to unauthorized second floor areas and therefore the minimum required number of parking spaces is much greater than previously estimated; and
- the unauthorized or unpermitted second floor areas are not in compliance with the Illinois Accessibility Code which would normally require elevators to make the second floor areas accessible; and
- the existing clearance on the west side of the west building is not adequate to allow parallel parking and a traffic aisle on this side of the building and the ramp on the northwest corner of the west building will also conflict with parallel parking and a traffic aisle.

Add new item of evidence 5.J. as follows:

- J. A revised site plan titled “310 Tiffany Court Addition” was received from Andrew Fell Architecture on 3/21/16 that indicated the following:
- a. The building area on the subject property is not a single building as was required by Zoning Use Permit #166-96-01 on 6/17/96 and had been shown on all other plans received to date. The plan received on 3/21/16 indicates that the eastern portion of the building area is actually a separate building and is not connected to the remainder of the building area. The eastern building is all self-storage warehouse space and does not constitute a second principal building on the property.
- b. The number of existing self-storage warehouse units is much greater than was previously understood due mainly to unauthorized second floor areas and therefore the minimum required number of parking spaces is much greater than previously estimated:
- (a) The south end of the eastern building is divided into eight small self-storage units rather than two units and **therefore requires an additional two parking spaces.**
- (b) Previously, the second floor self-storage area in the middle of the property was thought to contain no more than 12 self-storage units which would have required a total of 4 parking spaces. However, the plan received on 3/21/16 indicates there are 44 existing self-storage units on the second floor but one unit is proposed to be replaced by a proposed interior stair. The resulting 43 self-storage units on the second floor self-storage area in the middle of the complex **require a total of 15 additional parking spaces rather than the previous estimate of 4 parking spaces.**
- (c) The second floor in the western portion of the main building is indicated as having 14 self-storage units which **require a total of 5 additional parking spaces.**

- (d) The western portion of the main building also has a small mezzanine that appears to be less than 1,000 square feet in area and has two self-storage spaces and **requires a total of one additional parking space.**
- (e) In total, the additional self-storage units that appear on the revised plan received 3/21/16 require an additional 23 parking spaces in addition to the 58 required parking spaces that were previously identified in a letter sent by staff to the petitioner on September 17, 2015, **for a total of 81 required parking spaces.**
- (f) The number of feasible parking spaces on the subject property appears to be less than previously thought. However, even if there are at least 32 feasible parking spaces on the subject property as previously thought, when combined with the 34 parking spaces proposed to be constructed on the additional land proposed to be purchased to the north, **the resulting total number of parking spaces will only be 66 parking spaces which is 15 spaces less than required.**
- c. Both the existing and the proposed site plan are very much out of compliance with the Illinois Accessibility Code for the following reasons:
- (a) The second floor self-storage area in the middle of the complex exceeds 1,000 square feet in area and **appears to require an elevator to be compliant with the Illinois Accessibility Code.** This portion of the building area was authorized as only a single story in Zoning Use Permit #166-96-01 on 6/17/96 and the exterior stairway does not appear in aerial photographs of the property from 2002 and 2005.
- (b) The western portion of the building complex also has a second floor that is much larger than previously indicated in this public hearing and the second floor exceeds 1,000 square feet in area and **appears to require an elevator to be compliant with the Illinois Accessibility Code.** The western portion of the building area was authorized in Zoning Use Permit #351-02-03 on 1/10/03 and was authorized to be only a single story.
- (c) **The subject property has no accessible parking spaces and no accessible pathway and no accessible entrance.**
- (d) **Note that the Illinois Accessibility Code requires 4 of the 81 parking spaces to be accessible.**
- (e) **One restroom in the western portion of the building complex is proposed to be enlarged so as to be accessible however it is not clear that only one accessible restroom is all that is required.**

- d. On the Proposed Site Plan there is no mention of replacement of the street curb that was removed without authorization from the Champaign Township Highway Commissioner.
- e. On the Proposed Site Plan there is no mention of the proposed adjacent parking to the north.
- f. Regarding the feasibility of the parking areas indicated on both the existing and proposed site plan received 3/21/16 (Note: This analysis is meant to assist or supplement the work by Andrew Fell Architecture.):
- (a) Regarding parking on the west side of the building:
- The proposed site plan indicates a clearance of 17 feet between the west property line and steps on the west side of the building. A minimum clearance of 19 feet would be required to accommodate the minimum required 9 feet width for a parking space and the generally accepted best practice minimum width of 10 feet for a one way traffic aisle. These steps were not yet constructed when the Zoning Administrator visited the property in June 2014. Removal of the steps would result in an overall clearance of 20 feet.
 - The ramp on the northwest corner of the west building aligns with an existing curb cut but would conflict a traffic aisle. The ramp appears to be a feature leftover from the previous use of the property for LEX transportation and the ramp does not appear to be necessary at this time.
 - **Removal of both the ramp and the steps on the west side of the building would allow up to seven parking spaces on the west side of the building.**
 - At the 2/12/15 public hearing the petitioner testified that since the building was built the parking was as indicated in the photographs (perpendicular to the building) and not as in the plan (parallel with a traffic aisle). However, aerial photos from 2005 and 2008 clearly show parallel parking on the west side of the building.
- (b) Regarding the courtyard space between the east building and the middle building:
- This space is 56 feet wide and the proposed site plan includes only one row of perpendicular parking with a total of 13 parking spaces and a walkway along the east building.
 - However, if the east walkway were reduced to no more than 3 feet wide a row of parallel parking spaces could be include that would allow up to a total of 5 additional parking spaces with a 21 feet wide traffic aisle.
 - Six of the perpendicular parking spaces could be converted and improved into three accessible parking spaces.
 - **The above revisions could provide a possible total of 15 parking spaces in this courtyard.**

(c) It may be possible to create at least one accessible parking space in the vicinity of the bus garage.

(d) The above changes in addition to the 8 parking spaces indicated on the east and south of the east building on the proposed site plan would result in a total of 31 parking spaces.

(e) It may be possible to add up to six additional parking spaces at the east edge of the subject property with the addition of required paving and a variance to allow parking next to the lot line.

g. Regarding the bus garage:

(a) The petitioner stated in an email dated 3/8/16 to Senior Planner Susan Chavarria that he wanted to keep the bus garage and move the arborist's vehicles into the garage which is big enough to hold the arborist's vehicles.

(b) 2 to 3 of the former LEX buses still remain in the bus garage even though the petitioner testified at the 2/12/15 public hearing that the buses will be sold and that he could remove the buses on 2/13/15 if need be.

(c) The arborist's vehicles consisting of a bucket truck, a stake truck with trailer mounted chipper, and a pickup with trailer currently occupy the courtyard space between the east building and the middle building. This space could otherwise accommodate up to 15 parking spaces.

h. Regarding access to the dumpster and emergency vehicle access to the subject property:

(a) Garbage truck access to the subject property has been discussed in the public hearing and was mentioned in the 9/17/15 letter by Senior Planner Susan Chavarria.

(b) The dumpster is located in the southeast corner of the property.

(c) The site plan received on 3/7/16 indicates that the south wall of the middle portion of the building is 13 feet 9 inches from the south lot line. Note that the exterior stair encroaches into that separation.

(d) The National Fire Protection Association recommends a minimum width of 20 feet for fire lanes to provide fire truck access and fire lanes are to be marked and kept clear of parked vehicles at all times.

(e) A fire lane that is adequate for fire truck access should also provide adequate access for a garbage truck.

- (f) The subject property does not appear to provide adequate access for either a garbage truck or a fire truck.
- (g) Removal of the exterior stairway on the south side of the middle building will improve access but not provide the minimum recommended width of 20 feet. No parking signs may also help reduce obstructions by other vehicles.

ATTACHMENTS

A Revised Site Plan Sheets A1 and A2 by Andrew Fell Architecture received 3/21/16

MAR 21 2016

RECEIVED

310 TIFFANY COURT
CHRYSTAL CITY, NC 27822

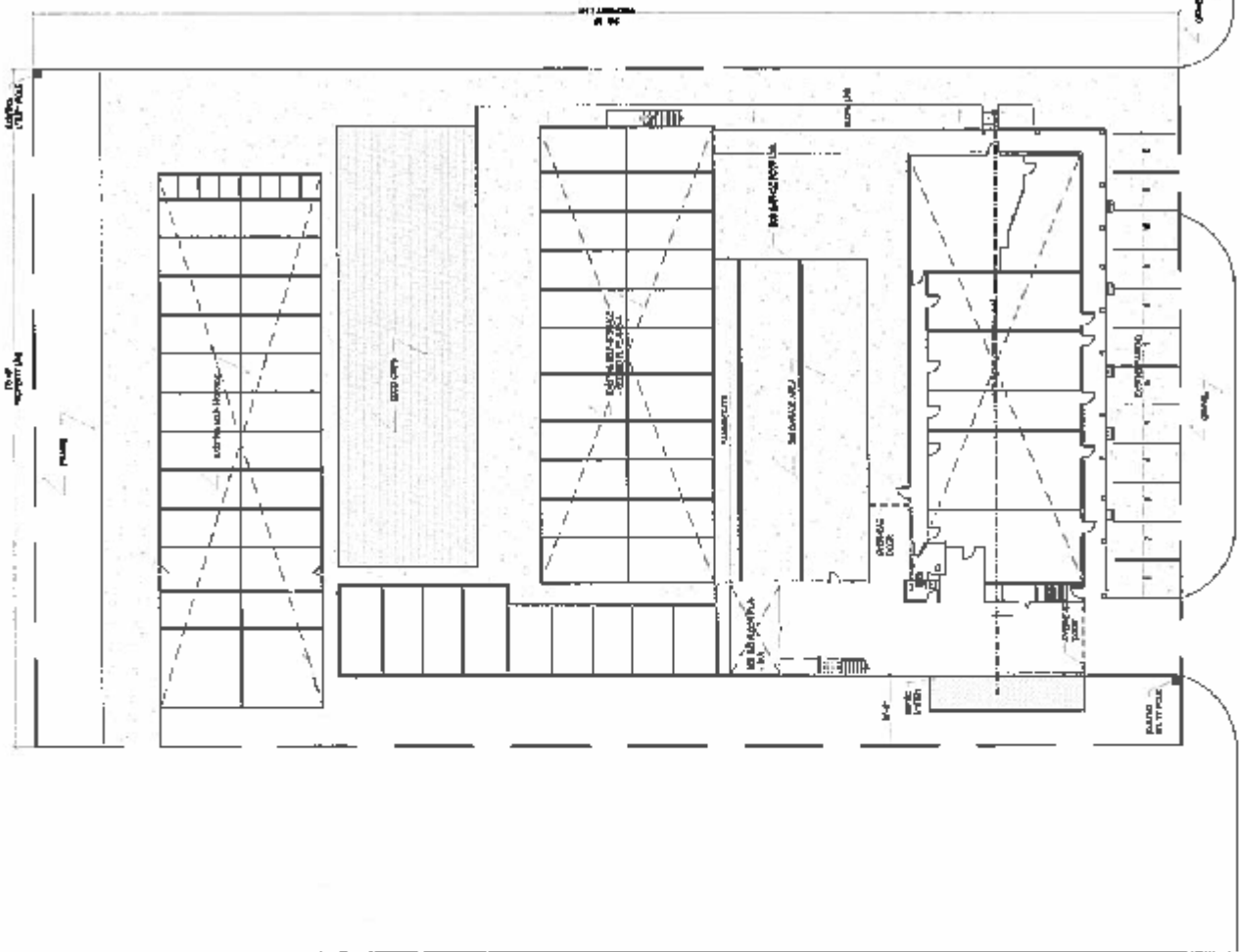
ADDITION

310 TIFFANY COURT

A1

THIS PROJECT AND ALL WORK ON IT IS THE PROPERTY OF ANDREW FELL ARCHITECTURE AND DESIGN. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED. ANY REUSE OR MODIFICATION OF THIS PROJECT WITHOUT THE WRITTEN PERMISSION OF ANDREW FELL ARCHITECTURE AND DESIGN IS STRICTLY PROHIBITED. ANDREW FELL ARCHITECTURE AND DESIGN, 215 HERRN ROAD, SUITE 201, RENO, NV 89509, (775) 785-1111, WWW.AFWELL.COM

PROJECT # 1001
DATE: 03/15/16
DESIGNER: ANDREW FELL ARCHITECTURE AND DESIGN



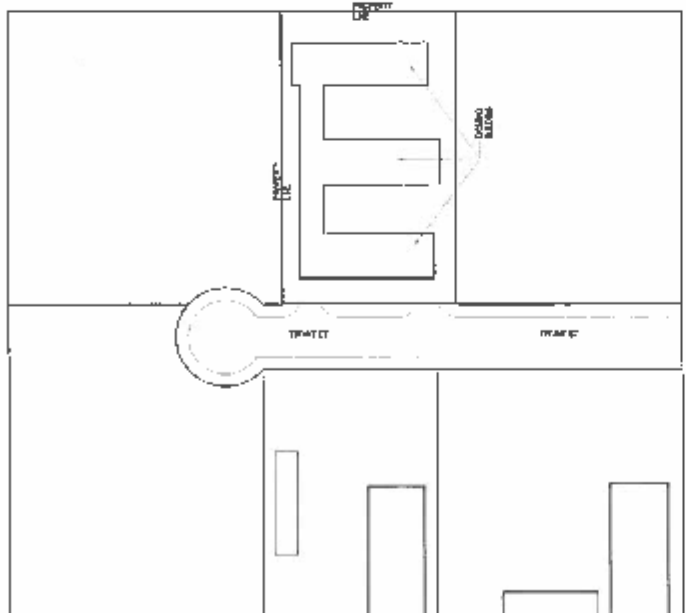
THREAT COURT DRIVE

1 EXISTING SITE PLAN
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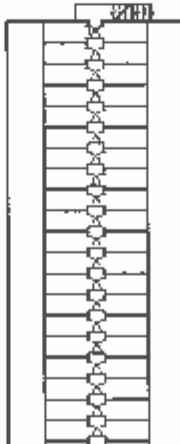
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SCALE: 1/8" = 1'-0"

3 EXISTING MEZANINE FLOOR PLAN
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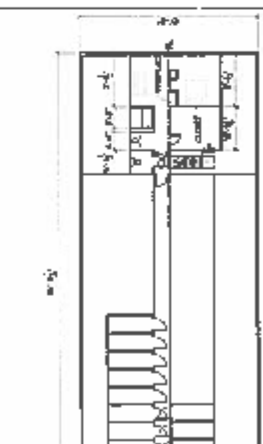
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SCALE: 1/8" = 1'-0"



5 EXISTING MEZANINE FLOOR PLAN
SCALE: 1/8" = 1'-0"



6 EXISTING MEZANINE FLOOR PLAN
SCALE: 1/8" = 1'-0"



7 EXISTING MEZANINE FLOOR PLAN
SCALE: 1/8" = 1'-0"

A2

310 TIFFANY COURT
ADDITION
CITY OF TAMPA, FLORIDA

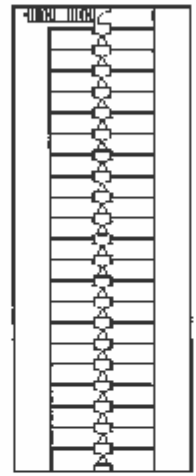
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MAR 21 2016

PLANNING DEPARTMENT

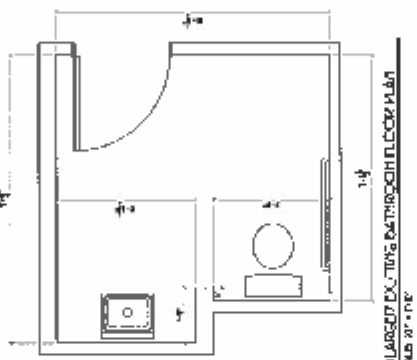
These drawings and specifications are a contract and shall govern the construction of the work. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable codes and regulations. The contractor shall also be responsible for obtaining all necessary approvals from the City of Tampa. The contractor shall also be responsible for obtaining all necessary approvals from the City of Tampa. The contractor shall also be responsible for obtaining all necessary approvals from the City of Tampa.

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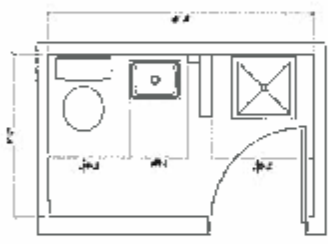
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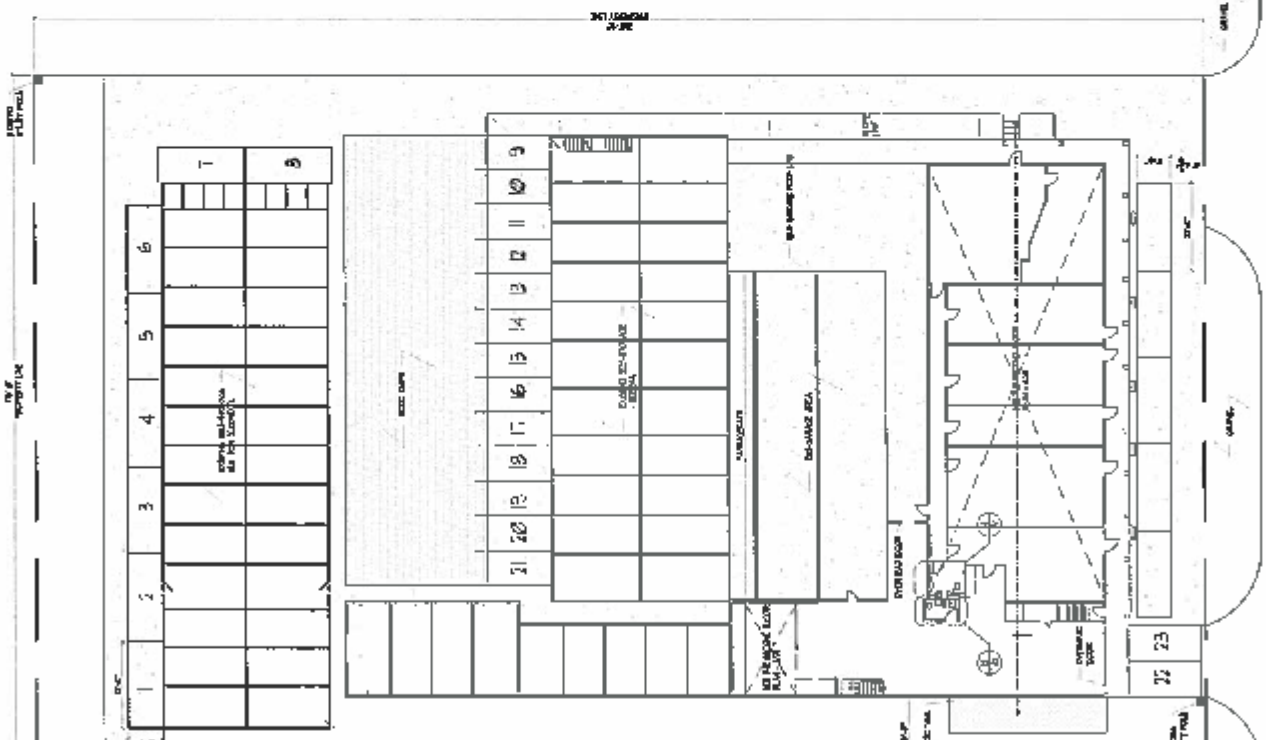
1. PROPOSED FULL-STORAGE 2ND FLOOR PLAN
SCALE: 1/4" = 1'-0"



2. ENLARGED EXISTING BATHROOM FLOOR PLAN
SCALE: 3/4" = 1'-0"



3. ENLARGED EXISTING BATHROOM FLOOR PLAN
SCALE: 3/4" = 1'-0"



TIFANY COURT DRIVE

23

