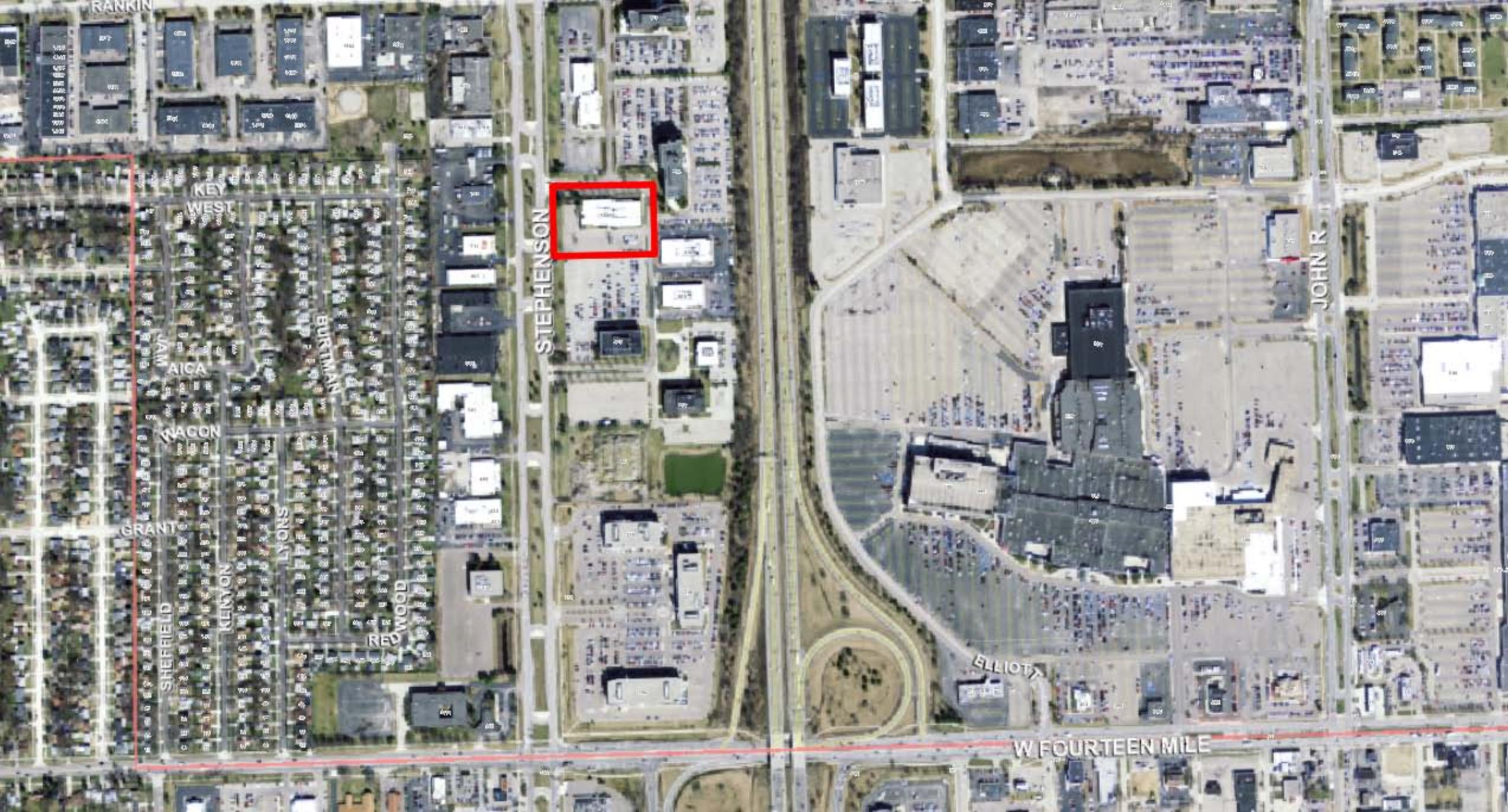


C. VARIANCE REQUEST, MIKE ROBERTS for CONTINENTAL SERVICES, 700 STEPHENSON HIGHWAY – A variance to allow parking, loading and maneuvering of trucks in the front yard.

ZONING ORDINANCE SECTION: 4.18 (D) (2)



RANKIN

GRANT

SHEPHERD

KENYON

LYONS

REDWOOD

WAGON

AICA

KEY WEST

BURDMAN

STEPHENSON

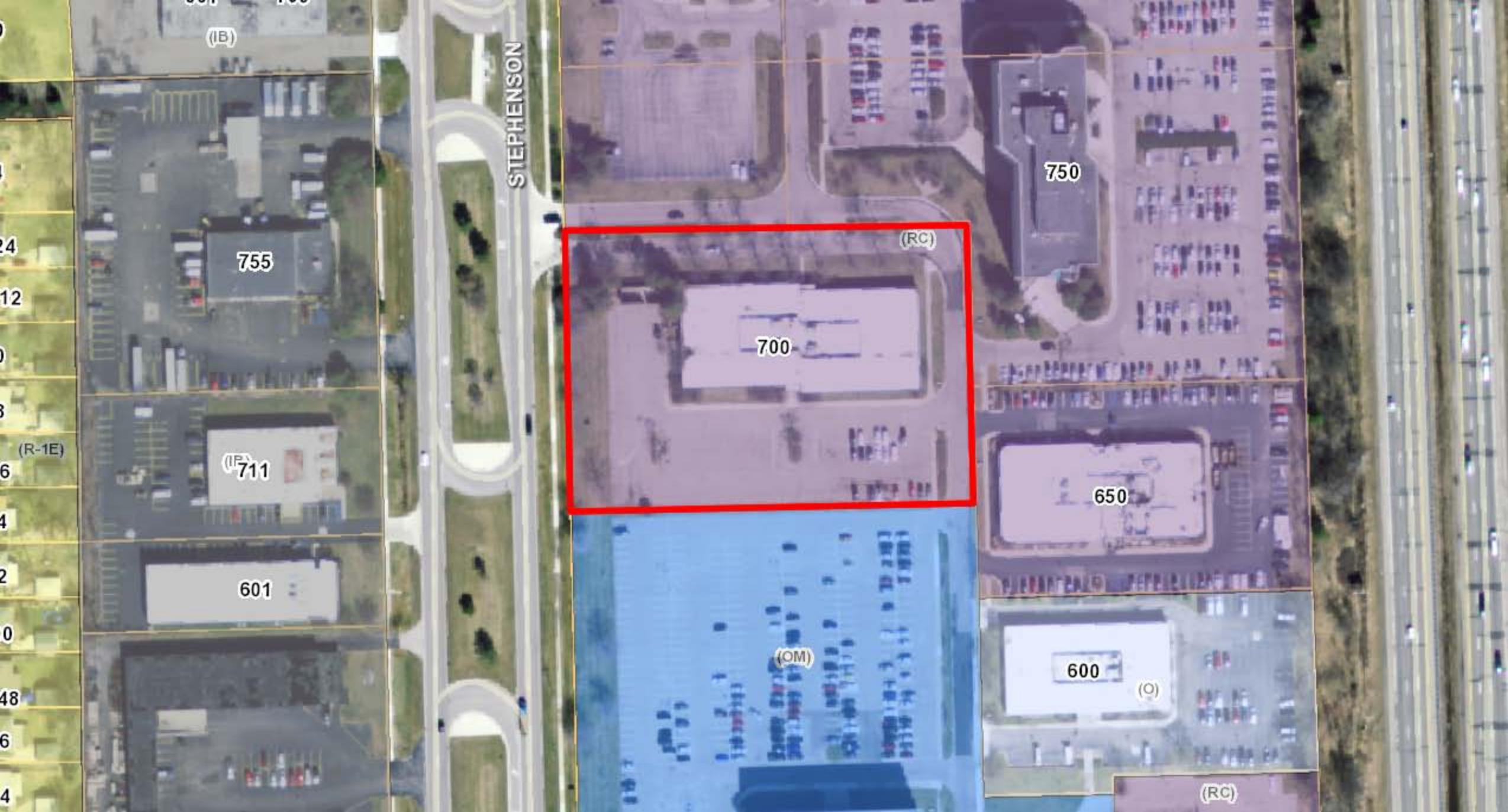
ELLIOTT

W FOURTEEN MILE

JOHN R



700



(IB)

STEPHENSON

755

(IP) 711

601

(RC)

700

750

650

600

(O)

(RC)

(OM)

ZONING BOARD OF APPEALS APPLICATION

CITY OF TROY PLANNING DEPARTMENT
500 W. BIG BEAVER ROAD
TROY, MICHIGAN 48084
PHONE: 248- 524-3364
E-MAIL: evanspm@troymi.gov
<http://www.troymi.gov/CodeEnforcement/#>



REGULAR MEETING FEE **\$150.00**
SPECIAL MEETING FEE **\$650.00**

REGULAR MEETINGS OF THE CITY BOARD OF ZONING APPEALS ARE HELD ON THE **THIRD TUESDAY OF EACH MONTH AT 7:30 P.M. AT CITY HALL.** PLEASE FILE A COMPLETE APPLICATION, WITH THE APPROPRIATE FEE, AT LEAST **27 DAYS BEFORE** THE MEETING DATE.

1. ADDRESS OF THE SUBJECT PROPERTY: 700 Stephenson Highway, Troy MI 48083

2. PROPERTY TAX IDENTIFICATION NUMBER(S): 20-35-327-019

3. ZONING ORDINANCE SECTIONS APPLICABLE TO THIS APPEAL: Section 4.18.D.2

4. REASONS FOR APPEAL: *On a separate sheet, please describe the reasons justifying the requested action. See Submittal Checklist*

5. HAVE THERE BEEN ANY PREVIOUS APPEALS INVOLVING THIS PROPERTY? If yes, provide date(s) and particulars: Jan. & Oct. 2012 (sections 4.18.D.2 & 13.03.B.3)

6. APPLICANT INFORMATION:
NAME Mike Roberts
COMPANY Continental Services
ADDRESS 700 Stephenson Hwy
CITY Troy STATE MI ZIP 48083
TELEPHONE 248 414 1749
E-MAIL m.roberts@continentalserv.com

7. APPLICANT'S AFFILIATION TO THE PROPERTY OWNER: VP of Continental Catering Events

8. OWNER OF SUBJECT PROPERTY:

NAME Jim Bardy

COMPANY Continental Services

ADDRESS 700 Stephenson

CITY Troy STATE MI ZIP 48

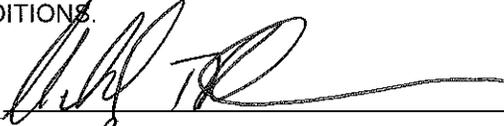
TELEPHONE 248 414 1711

E-MAIL j.bardy@continentalserv.com

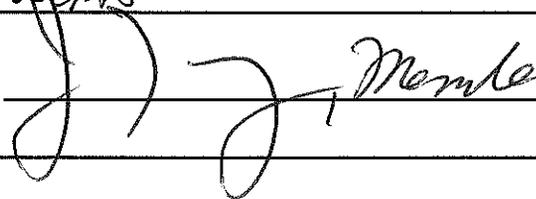
The undersigned hereby declare(s) under penalty of perjury that the contents of this application are true to the best of my (our) knowledge, information and belief.

The applicant accepts all responsibility for all of the measurements and dimensions contained within this application, attachments and/or plans, and the applicant releases the City of Troy and its employees, officers, and consultants from any responsibility or liability with respect thereto

I, Jim Bardy (PROPERTY OWNER) HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND STATEMENTS CONTAINED IN THE INFORMATION SUBMITTED ARE TRUE AND CORRECT AND GIVE PERMISSION FOR THE BOARD MEMBERS AND CITY STAFF TO CONDUCT A SITE VISIT TO ASCERTAIN PRESENT CONDITIONS.

SIGNATURE OF APPLICANT  DATE 9/30/14

PRINT NAME: MICHAEL ROBERTS

SIGNATURE OF PROPERTY OWNER  Member DATE 9-30-14

PRINT NAME: J. BARDY



May 14, 2014

700 Stephenson Zoning Appeal June 2014

700 Stephenson has only two useable yards; the yard along Stephenson and the yard at the South end of the property. While the yard along Stephenson is zoned a front yard, the natural front yard for the building is along the South portion of the property where the majority of parking is located. It was for this reason that the existing building entry location (from when the property was purchased) was maintained as what is now the current entry. The production kitchen was located on the West end of the building and the office was located toward the East end.

While it is not impossible to park trucks in the South yard to accommodate the current variance, we are requesting a variance to allow parking trucks in the front yard as indicated in the graphic presentation for several reasons.

1. Proximity to Berm/Landscaping:

Although trucks parked in the front yard are closer in proximity to Stephenson, they are closer to the berm and landscaping. Our graphic presentation shows a scenario with trucks parked in the front yard and trucks parked in the South yard. It is our opinion, trucks parked in the South yard are more visible than those parked along the berm; especially where the berm is landscaped.

Parking along the berm also allows us to further improve the situation with additional landscaping.

2. Parking Space Size:

Trucks parked along the berm do not infringe on parking lot traffic. Typical parking spaces are 18' in length while trucks are 25' in length. Although it is still possible to drive around the vehicles, they protrude into the circulation by five feet (if they park on the far South and overhand the lawn) and by seven feet parked in the center spaces.

Along the berm, there are no parking stripes and trucks are removed from the general flow of guests and employee parking.

3. Clarity of Program and Our Company Image:

We would like to consolidate trucks to one location (in proximity to loading) and guest vehicles to another (in proximity of our entry). Distributing our trucks on the South yard negatively affects the South yard (what we consider to be our front yard and entry approach). The effect of parking trucks in the South yard does not alleviate the front yard of its utilitarian image but rather extends that utilitarian image to the front of the building. We believe this effect is also perceived from Stephenson. Rather than hiding this zone with the berm, the parking extends it into full site and the impression is the entire site is utilitarian side/rear yard.

While the trucks in question are essential to our business, we are aligned with the City's desire to hide them as best as we can.

We are willing to extend the landscaping on the berm South to create essentially a landscape screen which appears to be very affective along the North end of the berm if the City is willing to allow the additional parking in the front yard.

We feel distributing our vehicle across the South yard is not in anyone's interest and that parking against the berm is the cleaner and less visible solution for both traffic along Stephenson and for our guests and employees.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Roberts", followed by a long horizontal line extending to the right.

Mike Roberts
Vice President, Continental Catering and Events



700 STEPHENSON TROY, MI ZONING APPEAL JUNE 2014
ROBBINS EXECUTIVE PARK WEST ASSOCIATION
ZONED: RC RESEARCH CENTER

CURRENT VARIANCE PERMITS TWO DELIVERY TRUCKS (25' LONG) AND ONE TRUCK ACTIVELY LOADING/UNLOADING IN THE FRONT YARD. THE DELIVERY TRUCKS ARE STORED ON SITE WHILE THE SUPPLY TRUCK IS LIMITED TO THREE HOURS PER WEEK.

**CONTINENTAL DELIVERY TRUCKS
TRUCK LENGTH: 25'**



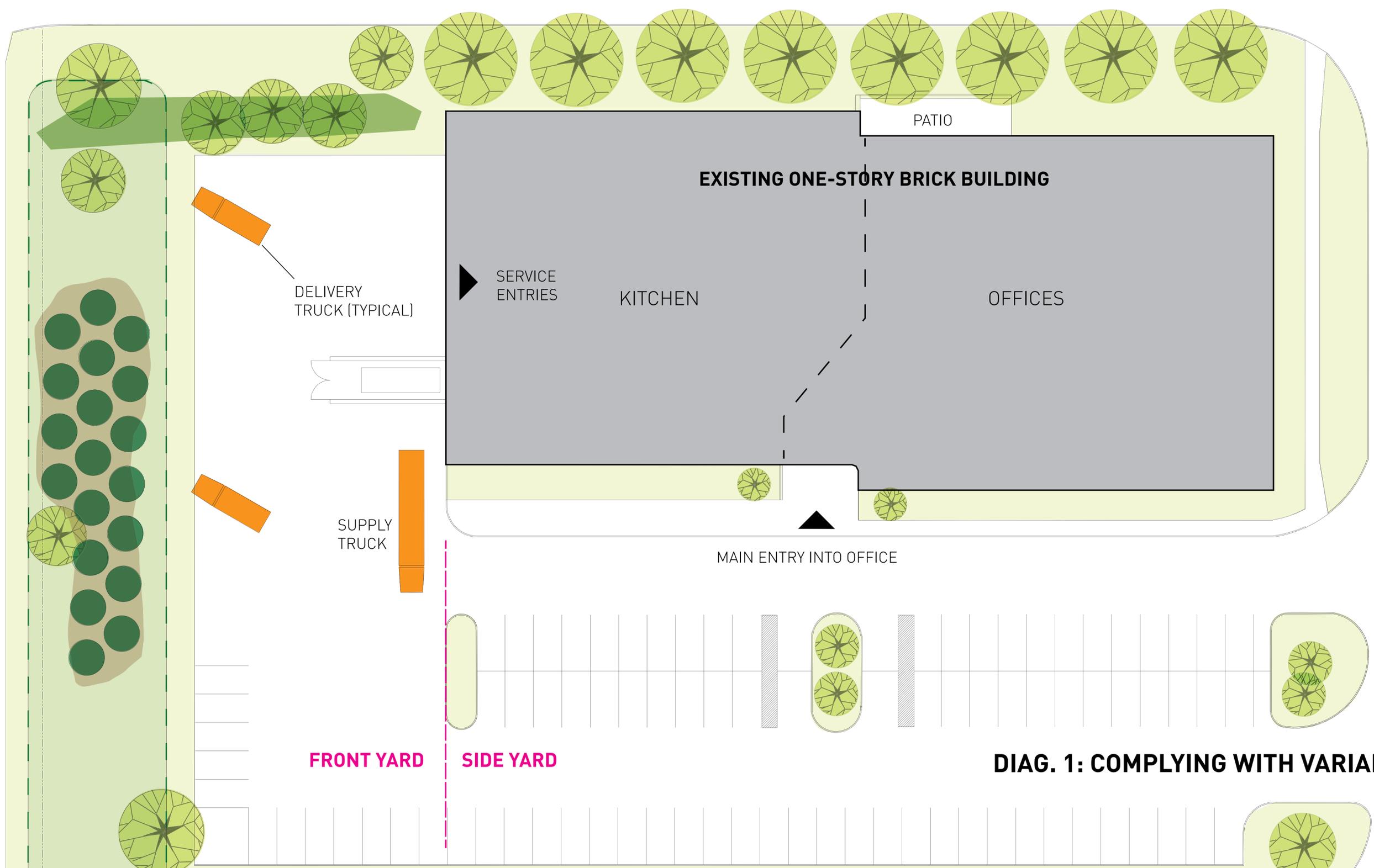
**SUPPLY TRUCKS
TRAILER AND CAB LENGTH: 45' (60' SHOWN)**





STEPHENSON HWY NORTH BOUND

ROBBINS EXECUTIVE PARK DRIVE



DELIVERY TRUCK (TYPICAL)

SUPPLY TRUCK

SERVICE ENTRIES

KITCHEN

PATIO

EXISTING ONE-STORY BRICK BUILDING

OFFICES

MAIN ENTRY INTO OFFICE

FRONT YARD

SIDE YARD

DIAG. 1: COMPLYING WITH VARIANCE

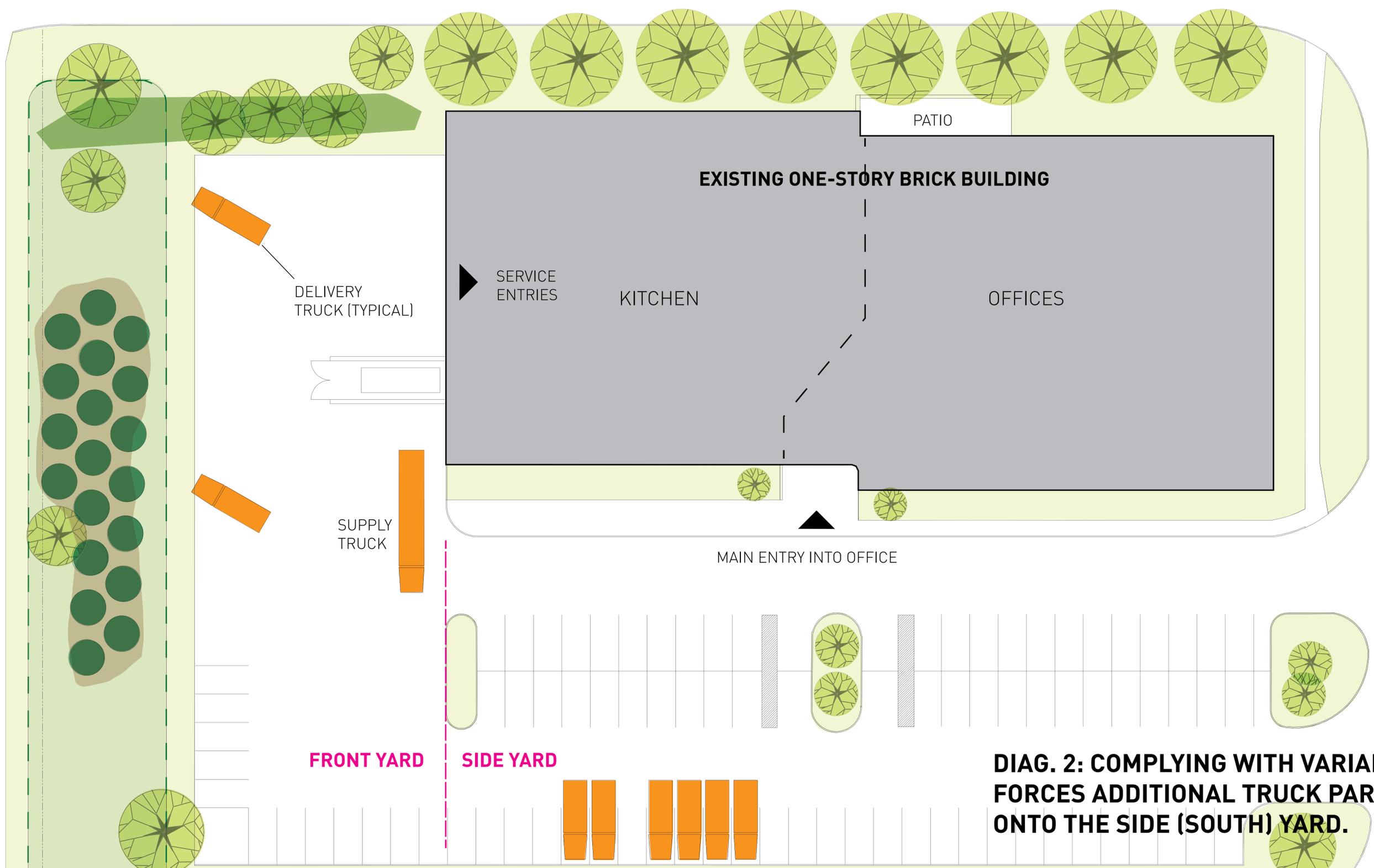
DASHED LINE:
EXISTING BERM
ALONG STEPHENSON

PROPERTY LINE



STEPHENSON HWY NORTH BOUND

ROBBINS EXECUTIVE PARK DRIVE



DELIVERY TRUCK (TYPICAL)

SUPPLY TRUCK

SERVICE ENTRIES

KITCHEN

PATIO

EXISTING ONE-STORY BRICK BUILDING

OFFICES

MAIN ENTRY INTO OFFICE

FRONT YARD

SIDE YARD

DIAG. 2: COMPLYING WITH VARIANCE FORCES ADDITIONAL TRUCK PARKING ONTO THE SIDE (SOUTH) YARD.

DASHED LINE:
EXISTING BERM
ALONG STEPHENSON

PROPERTY LINE



INTERNAL

DELIVERY TRUCKS IN THE SIDE YARD HAVE AN IMPACT ON THE EXPECTATION OF GUESTS. WE WOULD LIKE THE EMPLOYEE AND GUEST PARKING TO BE FREE OF DELIVERY TRUCKS. DELIVERY TRUCKS IN THE SIDE YARD ARE ALSO MORE CENTRAL AND VISIBLE TO THE BUSINESS PARK (ALONG ROBBINS EXECUTIVE PARK DRIVE).

VISUAL IMPACT OF TRUCKS IN SIDE YARD



IT IS OUR OPINION THAT TRUCKS PARKED IN THE SOUTH LOT ARE ACTUALLY MORE VISIBLE ALONG STEPHENSON. THE TRUCKS TO THE RIGHT IN THIS PHOTO ARE PARKED IN THE SIDE/SOUTH YARD. RATHER THAN ELEVATE THE IMPACT IN THE FRONT YARD, THEY EXTEND THE PERCEPTION OF THE LOADING AREA TO THE CENTER OF THE SITE.

EXTERNAL



STEPHENSON HWY NORTH BOUND

30' 50'+/-

ROBBINS EXECUTIVE PARK DRIVE

PATIO

EXISTING ONE-STORY BRICK BUILDING

SERVICE ENTRIES

KITCHEN

OFFICES

PROPOSED TRUCK PARKING ZONE

PROPOSED TRUCK LOADING & TEMPORARY PARKING ZONE (1 HOUR.)

MAIN ENTRY INTO OFFICE

ALIGN EDGE OF ZONE WITH SOUTH EDGE OF EXISTING CURB

FRONT YARD

SIDE YARD

DIAG. 3: PROPOSED LOADING AND PARKING ZONES

(NOTE: AREA OF EXISTING PAVING IS UNCHANGED)

DASHED LINE: EXISTING BERM ALONG STEPHENSON

PROPERTY LINE

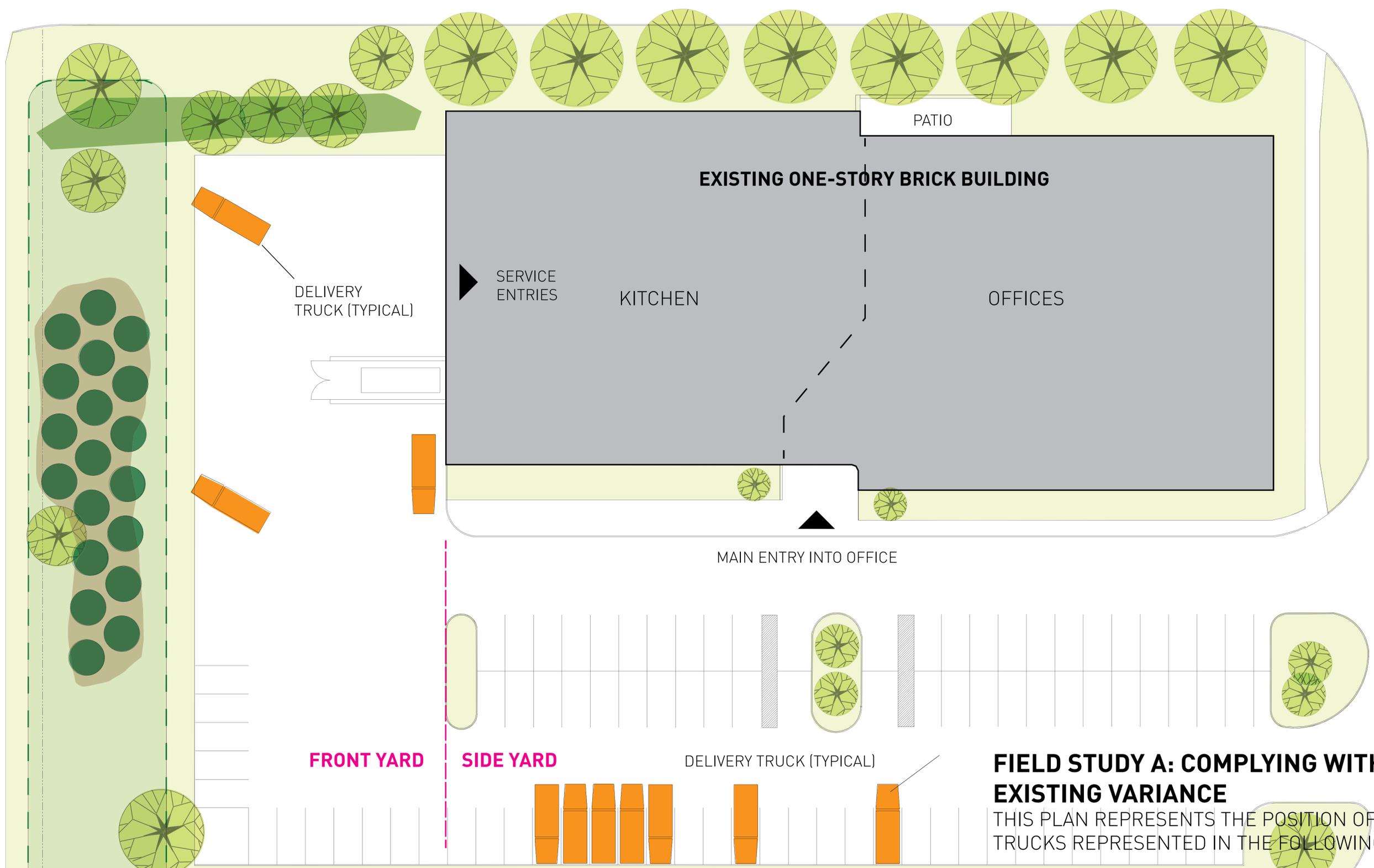
FIELD COMPARISON

DELIVERY TRUCKS WERE ARRANGED ON THE SITE INTO TWO CONFIGURATIONS. IN THE FIRST CONFIGURATION, "FIELD STUDY A", TRUCKS WERE ARRANGED TO COMPLY WITH THE EXISTING VARIANCE. IN THE SECOND CONFIGURATION, "FIELD STUDY B", TRUCKS WERE ARRANGED TO COMPLY WITH THE PROPOSED VARIANCE. PHOTOGRAPHS FROM NORTHBOUND STEVENSON WERE TAKEN OF EACH CONFIGURATION TO COMPARE THE VISUAL IMPACTS.



STEPHENSON HWY NORTH BOUND

ROBBINS EXECUTIVE PARK DRIVE



DELIVERY TRUCK (TYPICAL)

SERVICE ENTRIES

KITCHEN

PATIO

EXISTING ONE-STORY BRICK BUILDING

OFFICES

MAIN ENTRY INTO OFFICE

FRONT YARD

SIDE YARD

DELIVERY TRUCK (TYPICAL)

FIELD STUDY A: COMPLYING WITH EXISTING VARIANCE

THIS PLAN REPRESENTS THE POSITION OF TRUCKS REPRESENTED IN THE FOLLOWING PHOTOS.

DASHED LINE:
EXISTING BERM
ALONG STEPHENSON

PROPERTY LINE



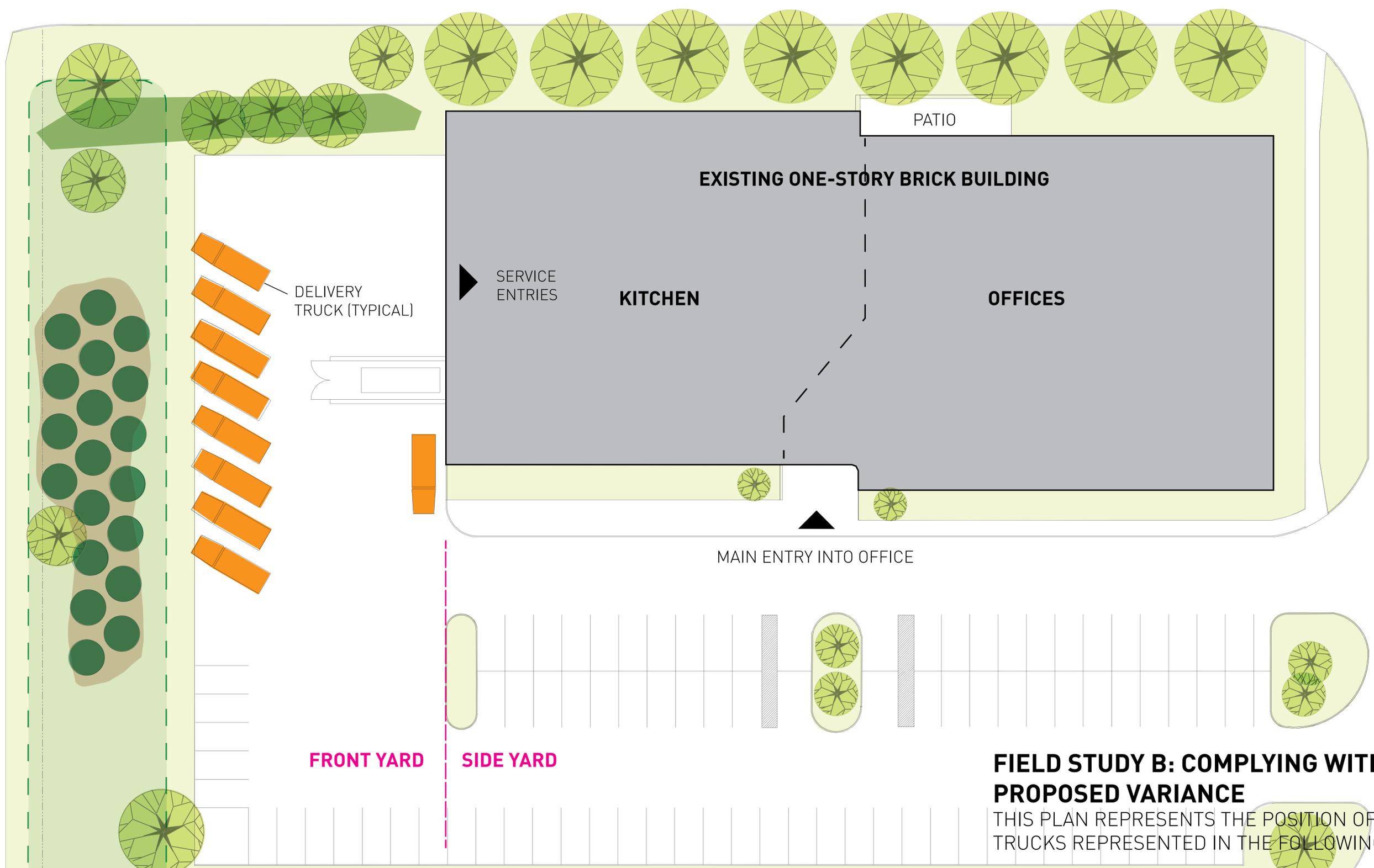
**FIELD STUDY A: COMPLYING WITH
EXISTING VARIANCE**

REFER TO PLAN ON PREVIOUS SHEET FOR LOCATON
OF TRUCKS.



STEPHENSON HWY NORTH BOUND

ROBBINS EXECUTIVE PARK DRIVE



PATIO

EXISTING ONE-STORY BRICK BUILDING

SERVICE ENTRIES

KITCHEN

OFFICES

DELIVERY TRUCK (TYPICAL)

MAIN ENTRY INTO OFFICE

FRONT YARD

SIDE YARD

FIELD STUDY B: COMPLYING WITH PROPOSED VARIANCE

THIS PLAN REPRESENTS THE POSITION OF TRUCKS REPRESENTED IN THE FOLLOWING PHOTOS.

DASHED LINE:
EXISTING BERM
ALONG STEPHENSON

PROPERTY LINE



**FIELD STUDY B: COMPLYING WITH
PROPOSED VARIANCE**
REFER TO PLAN ON PREVIOUS SHEET FOR LOCATON
OF TRUCKS.



FIELD STUDY A: COMPLYING WITH CURRENT VARIANCE



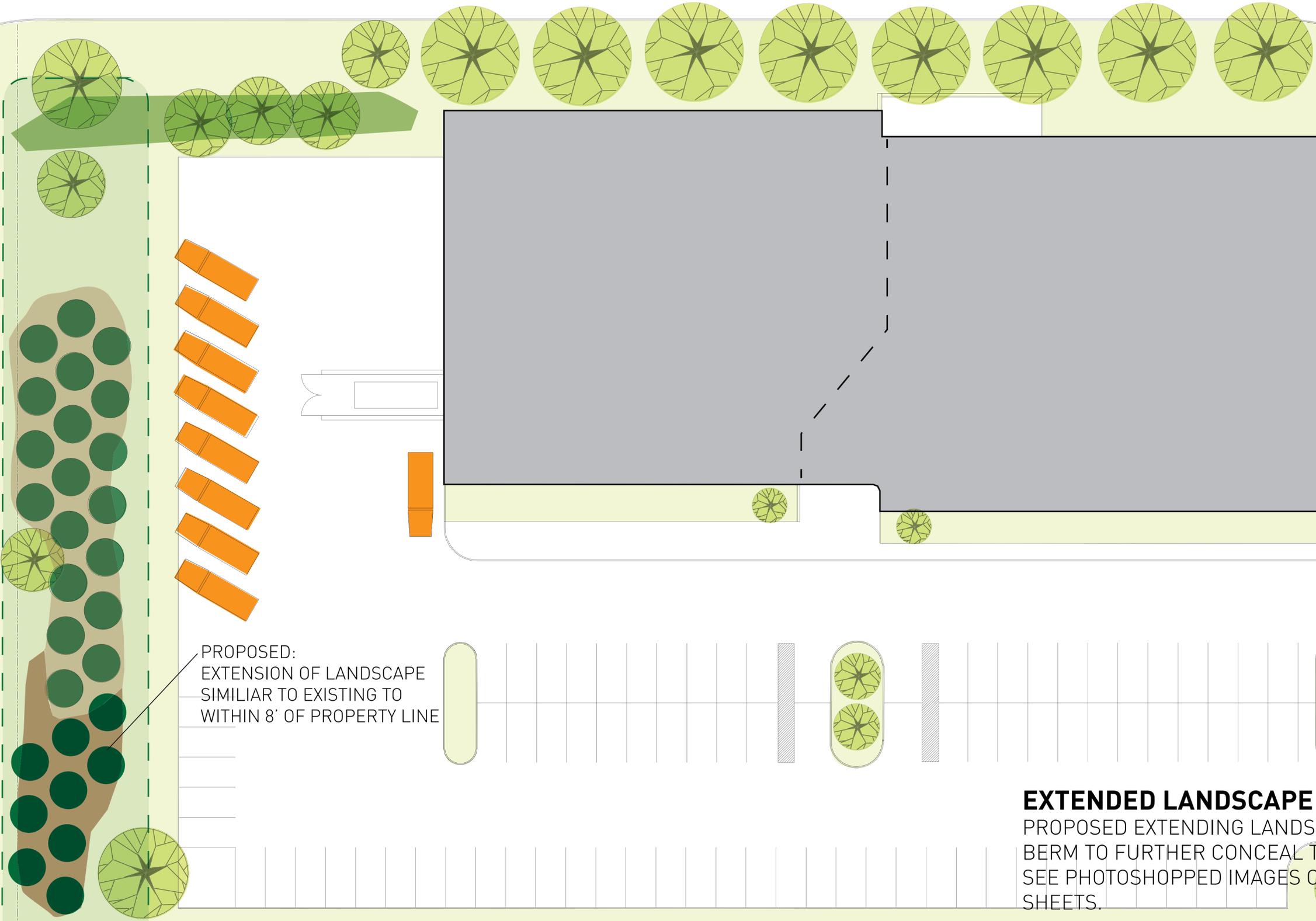
FIELD STUDY B: COMPLYING WITH PROPOSED VARIANCE

FIELD STUDY A & B COMPARISON



STEPHENSON HWY NORTH BOUND

ROBBINS EXECUTIVE PARK DRIVE



PROPOSED:
EXTENSION OF LANDSCAPE
SIMILIAR TO EXISTING TO
WITHIN 8' OF PROPERTY LINE

EXTENDED LANDSCAPE SCREEN

PROPOSED EXTENDING LANDSCAPE ON
BERM TO FURTHER CONCEAL TRUCKS.
SEE PHOTOSHOPPED IMAGES ON FOLLOWING
SHEETS.

PROPERTY LINE



EXTENDED LANDSCAPE SCREEN

PROPOSED EXTENDING LANDSCAPE ON BERM TO FURTHER CONCEAL TRUCKS.
(note: additional trees photoshopped into image)



FIELD STUDY B: PROPOSED VARIANCE



FIELD STUDY B: PROPOSED VARIANCE WITH LANDSCAPE ADDED

FIELD STUDY B LANDSCAPE COMPARISON



THANK YOU