



CITY COUNCIL AGENDA ITEM

To: Mayor Graham and City Council
From: Ted Shekell, Planning Director
Walter Denton, City Administrator
Date: August 4, 2008
Subject: Ordinance No. _____: An Ordinance Amending Ordinance 623, Zoning Districts of the City of O'Fallon, Illinois (Planned Development known as "New Life in Christ Interdenominational Church Expansion") – **First Reading**

List of committees that have reviewed: The Planning Commission held a public hearing at their July 22, 2008 meeting and unanimously recommended the project with conditions. The Community Development Committee reviewed and unanimously recommended to approve the Zoning Amendment on this development at its July 28, 2008 meeting with a vote of 3-0.

Background: The applicant, Dr. Vincient Dudley for New Life in Christ Interdenominational Church, has filed an application requesting amendment of the existing approved Planned SR-1(P) Single-Family Residence Dwelling District for approximately 11.53 acres to allow a proposed two phase expansion plan. Phase I will include the construction of an 8,500 sq. ft. community and youth center. Phase II will include an expansion of the existing sanctuary to include a 17,645 sq. ft. auditorium that will accommodate 1,000 seats. Both Phases will be done at the existing location of 689 Scott-Troy Road.

Most of the project issues are outlined in the attached minutes and project information. One key item is the reconstruction of Hilltop Drive. Hilltop is proposed for reconstruction in two phases by the church. Phase I will involve reconstructing approximately the first 240' from Scott-Troy Road to 24' in width within an access easement to a proposed entrance to the church's front parking lot. This 24' width, which is narrower than the minimum city street standard of 30', is the maximum pavement width the church believes they can provide given the tight constraints on easement width. It should be noted that there will be no right of way for the reconstruction of Hilltop – the owner to the south will only provide an access easement. Phase II will involve reconstruction of Hilltop from this first entrance west to the third and westernmost entrance. The roadway pavement would be 24' in width to the middle entrance, after which it would become 20' in width to the third and westernmost access point onto Hilltop. It should also be noted that in Phase II, a northbound turn lane would be required to serve Hilltop Drive pursuant to the recommendations by CBB in the traffic study.

One other item of note is the importance of the church's on-going and effective implementation of the Traffic Management Plan recommended by CBB. The success of the church's expansion depends heavily on their implementation of this TMP. If the church, through its Parking Ministry, manages the traffic recommendations properly, the project expansion should work well. If not, then the traffic and parking issues surrounding the church could become very problematic. The church has given the City assurance that it will properly implement all of the recommendations of the traffic study.

Consequently, the CD Committee voted unanimously to accept the project report and recommend approval with the following conditions:

1. The attached plan sheets and building elevations are adopted as an integral and continuing part of the approval of this project. Phase I and Phase II concept plans are both being approved as part of this ordinance, with the respective conditions for each.
2. A variance is granted to the City's minimum street standards to allow for a reduction in the pavement width of Hilltop Drive improvements from 30 ft to 24 ft from Scott-Troy Road west to the second entrance on Hilltop Drive. Hilltop Drive would be 20 ft from the second entrance west to the third entrance on Hilltop. Hilltop Drive will otherwise be reconstructed to meet all other minimum city street standards as approved by the City Engineer. No parking will be permitted on Hilltop Drive. Each Phase of the church's expansion plans is contingent upon both the on-site and off-site parking, site, and roadway improvements as outlined in the project report, traffic study, and Traffic Management Plan (TMP).
3. A variance is granted to allow smaller parking stalls with dimensions of 9' x 18' in the proposed new parking area. Existing parking in Phase I will remain 10' x 19'. All parking in Phase II is proposed to be 9' x 18".
4. All water and sewer utilities will be constructed during Phase I. Stormwater and drainage facilities will be constructed as shown in Phase I and II plans. The water will be public and the sewer will be private.
5. As an express condition of the zoning approval of this project, the Traffic Management Plan and Traffic Study is adopted as the guiding document for present and future site circulation management and future roadway improvements. The church agrees to abide by the recommendations of the study and the TMP, which for effective operation will require continual and effective implementation by the church's Parking Ministry.
6. Adequate on and off-site signage will be provided by the church as approved by the City and County Highway Engineers.
7. An easement plat for the property showing all required water, sanitary sewer, and road right-of-way easements must be submitted and approved prior to permitting of any construction activities. The church will provide the maximum allowable easements and access areas for making off-site roadway improvements, including, if required, temporary passage through their site for residents of Hilltop Lane.
8. Verification of adequate sound attenuation for the community center and sanctuary expansion must be provided by the architect.
9. A photometric plan in accordance with City regulations must be submitted and approved prior to issuance of any building permits.
10. A condominium plat is authorized so the church may close on their loan for the youth center.
11. Where not otherwise required, a buffer fence of approximately 3' in height will be installed around the perimeter of those parking areas where needed to mitigate the headlights of cars in the parking lot from adjacent houses.

Legal Considerations, if any: None

Budget Impact: A potential budget impact exists, depending upon the percentage, if any, which the City Council wants to contribute toward the reconstruction of Hilltop Drive.

Staff Recommendation: Staff recommends approval of the project with the conditions outlined above.