



CITY COUNCIL AGENDA ITEM

To: Mayor Graham and City Council

From: Ted Shekell, Planning Director
Walter Denton, City Administrator

Date: August 2, 2010

Subject: **Rasp Farm Council Items for FIRST READING (Annexation Agreement Resolution, Annexation Ordinance, Planned Use Zoning Ordinance, Preliminary/Minor Subdivision Plat Resolution, and Three TIF Ordinances)**

List of committees that have reviewed: The Community Development Committee recommended 4-1 at its meeting on July 28, 2010 to approve the Annexation Agreement and Ordinance, Planned Use Zoning, Preliminary Plat and minor subdivision, and all three TIF Ordinances. The Committee recommended two changes be explored by the developer. First, a question was raised as to whether District 90 would be willing to work with the city and developer to create a bus turnaround on the proposed open space/detention property. Second, the committee recommended the connection of two minor internal roads within the development be looked at (no connection to any external street except for emergency access), and the developer stated he would get with his engineer to review it.

It should also be noted that the Planning Commission, after conducting a public hearing on July 13, 2010, unanimously recommended the project for approval.

Background: The developer, Porter Road LLC, proposes developing a 51.09 acre site adjacent to and north of I-64, east of Lincoln, West of Edgewood, and south of Dartmouth and Laverna Evans Elementary School as an office park. The property will be rezoned from unincorporated Ag to O-1(P) and Ag(P), with a portion of the property remaining open space for the purpose of water detention. There are 29 lots, with 26 lots being for small offices, 1 lot is a 15.92 acre open space with regional detention, 1 lot will be for larger multi-story office buildings that will require additional zoning and subdivision approvals as projects are proposed, and 1 lot is for replacement of an existing retail center. In addition, the rear 50' of the four residential lots located at 1037, 1041, 1045, and 1049 Edgewood, are also approved for minor subdivision. These four separate parcels are to be treated similar to outlots not for any development purpose, and will be retained by the individual property owners. The developer is responsible for ensuring these minor subdivisions are completed and recorded with the County.

There are several items of note in summarizing the project. First, the project is proposed to be located in an expansion of an existing Tax increment Finance (TIF) district on the east side of the City. This financing mechanism is needed in order to help construct a large storm water detention basin to be dedicated to the City which is intended to alleviate much of the flooding currently occurring in the Southview residential neighborhood. Second, the property, which has been located in the Village of Shiloh, has been agreed to by the Village for de-annexation to O'Fallon. Third, the internal street layout within the development is not proposed for connection

to either Dartmouth or Edgewood, based on recommendations by a professional traffic consultant. Fourth, both north and southbound turn lanes are recommended on Lincoln and on the main internal street.

After the CD meeting on July 26, 2010, and as a follow-up to a request for additional information from various aldermen, City staff met with officials from District 90 on-site at Laverna Evans Elementary School on July 29, 2010, to evaluate the potential for a bus turn-around or drop off area and an access road between the office park cul-de-sac and the school. According to school officials, there are 4 buses and 3 small van-type vehicles currently serving Laverna Evans, and the vehicles travel down Dartmouth to and from the school. A bus turn-around with a connection from the south side of the school to the office park cul-de-sac would require significant grading and removal of the existing berm behind the school, as well as behind the home located on the corner of Dartmouth and Desoto (701 Dartmouth). This access road, once constructed, would essentially lead to the near total surrounding of 701 Dartmouth by either city streets or this asphalt bus access. Building a functional access road suitable for regular bus usage would lead to the removal of a significant portion of the existing berm and dense landscaping from both the school and developer's property. School officials told staff that they do not believe this access road would provide any advantage to the school and its bus circulation patterns, nor did they want to see the removal of a significant portion of the existing landscaped berm behind the school. They also believed that the current bus and vehicle circulation patterns on and around the school property were very safe. After meeting with school officials, walking the site, and evaluating the potential positive and negative impacts of a bus access and/or turn-around, City staff believes a bus turn-around or access road is not warranted at this time and we do not recommend it be approved as part of this project. It is recommended the location of the emergency access as originally proposed on Desoto be approved.

Legal Considerations, if any: None

Budget Impact: See TIF Plan for details on financial implications of the project.

Staff Recommendation

Staff recommends approval of the Office/Open Space Land Uses and Planned Zoning with the terms of the PC Report and the following conditions:

1. A variance is granted allowing the main street within the development, which is approximately 2,300 feet in length, to exceed the maximum length of a cul-de-sac street of 800 feet. This street is required to have a gated emergency access at Desoto.
2. The preliminary plat for the office park and open space is recommended for approval, as provided. Also, approval of the minor subdivision of the rear 50' from the back of 1037, 1041, 1045, and 1049 Edgewood is hereby granted.
3. The planned use rezoning from Ag unincorporated to City O-1(P) and Ag(P) is recommended for approval as provided.
4. The parcel is recommended for annexation to the City with the development plan as provided.
5. The detention basin and all related drainage systems are constructed to meet all City requirements.
6. The building elevations of all offices will be constructed primarily of masonry and glass and be consistent with the City's commercial design handbook.
7. The office buildings proposed along I-64 on the proposed large single lot will require future subdivision and planned use approval, as applicable.
8. The proposed retail center on Lincoln will require future planned use approval since there are no conceptual plans at this time for size, building elevations, or use.

9. Roadway improvements shall be made as recommended in this report, consistent with the recommendations of CBB in their traffic report, and as otherwise approved by the City and County Engineers.
10. Utility connections and services shall be provided as identified in this report.

Staff recommends approval of the Annexation Agreement, Annexation, Planned Use Zoning, Preliminary Plat, and Three TIF Ordinances, which are detailed below. Given the complex nature of the project and the legal requirements on sequencing of the items, the votes on the items should be taken in the following sequence:

- a) Annexation Agreement Resolution
- b) Annexation Ordinance
- c) Planned Use Zoning Ordinance
- d) Preliminary/Minor Subdivision Plat Resolution
- e) TIF Ordinance Approving the TIF #1 Plan and Amended Redevelopment Project Area
- f) TIF Ordinance Designating the Rasp Farm TIF #1 Amended Project Area
- g) TIF Ordinance Adopting Tax Increment Financing for the Rasp Farm TIF #1 Amended Redevelopment Project Area