



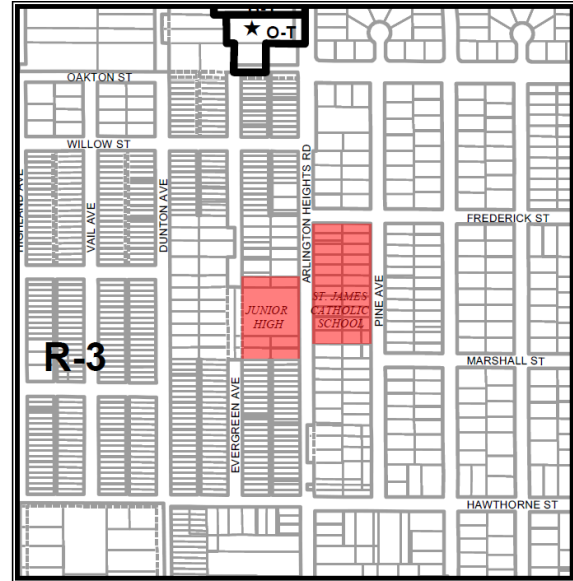
# **VILLAGE OF ARLINGTON HEIGHTS** **STAFF DEVELOPMENT** **COMMITTEE REPORT**

**Project Number:** PC 17-012  
**Project Title:** St. James Parish Church Addition  
**Address:** 831 N. Arlington Heights Rd.  
**PIN:** Multiple PIN's

**To:** Plan Commission  
**Prepared By:** Sam Hubbard, Development Planner  
**Meeting Date:** December 13, 2017  
**Date Prepared:** December 8, 2017

**Petitioner:** Matt Hichens  
**Address:** Principle, Newman Architecture  
 1730 Park Street – Suite 115  
 Naperville, IL 60563

**Existing Zoning:** R-3, One Family Dwelling District



## **SURROUNDING LAND USES**

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
South	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
East	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached
West	R-3: One Family Dwelling District	Single-Family Homes	Single-Family Detached

## **Requested Action:**

1. Amendment to Special Use Ordinances #63-078, #97-058, and #07-012 to allow to allow an addition to the Church building and modifications to the east campus parking lot.
2. Amendment to the Comprehensive Plan to change the land use classification from Single-Family Detached to Institutional for the properties located at 811 N. Arlington Heights Road and 810 N. Pine Avenue.
3. Planned Unit Development encompassing both the east and west campuses to allow multiple buildings on one zoning lot.
4. Preliminary Plat of Subdivision to consolidate all of the east campus into one lot.

## **Variations Identified:**

1. A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
2. A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.
3. A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.
4. A variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscape island with a shade tree at the end of a row of twenty parking stalls.

**Project Background:**

The St. James Parish property (subject property), which is currently zoned R-3, One Family Dwelling District, is approximately 7.47 acres and is bisected by Arlington Heights Road. The east side of the campus, which is approximately 3.39 acres, includes the existing church building, a three-story former Elementary School building (currently vacant), and a single-family home that is used as a rectory and located at the southeast corner of Arlington Heights Road and Frederick Street. The east campus also contains a parking lot with approximately 138 off-street parking spaces that are accessible via one entrance on Frederick Street, two entrances along Pine Avenue, and a one-way drive aisle off of Arlington Heights Road. The rectory on site contains an additional three off-street parking spaces within an attached garage.

The west side of the campus, which is approximately 4.09 acres, includes the St. James Parish Center, chapel, gymnasium, and the St. James Elementary and Junior High School. There are 149 parking spaces on the west campus, which are accessed by a one-way circular drive system that has a separate entrance and exit off of Arlington Heights Road. The exit is located at a signalized intersection, which contains a pedestrian crosswalk with push-button access to the crossing lights.

St. James Parish has purchased the two single-family homes at 811 S. Arlington Heights Road and 810 S. Pine Avenue, which both abut the eastern campus along the southern side. The petitioner has proposed the demolition of the former school building located on the east campus, as well as the two recently purchased single-family homes, in order to make several improvements to the site. The demolition of the existing 3-story former school building will allow for an addition to the church and an expansion of the existing parking area; the demolition of the two single-family homes will be to accommodate a proposed detention basin that will serve the east campus. The expanded parking lot would add 49 parking spaces for a total of 185 surface parking spaces on the east campus, and an east campus grand total of 188 parking spaces when considering the three existing garage spaces within the rectory.

The proposed actions, if approved, would allow the church to consolidate all of its mass services into the modified east campus church building. Currently, Sunday mass is held at two times within the existing church building, and two times at the Parish Center (located on the western campus). Sunday mass occurs at 7:00am and 8:30am in the existing church building and at 10:00am and 11:30am within the Parish Center on the west campus. Evening mass is offered at 5:00pm on Saturdays and Sundays. The current church building contains a basement floor with two large meetings rooms, a small kitchen, bathrooms, and mechanical/storage rooms. The first floor of the building contains a small lobby and the main worship area. The expansion of this building would add additional areas to the basement, including more multi-purpose/meeting spaces, a larger kitchen, an adoration chapel, a youth room, and additional storage/mechanical spaces. The first floor would have a larger lobby area and an expanded worship area. Finally, an elevator would be added to make the entire building ADA compliant.

**Zoning and Comprehensive Plan**

In 2007, the Village Board approved Special Use Ordinance 07-012, which allowed St. James to consolidate all school operations into the west campus and to make substantial improvements to that campus. The approvals granted in 2007 also allowed parking to be shared amongst both the east and west campuses. As redevelopment was only proposed for the west campus at that time, only the west campus was brought into compliance with current code standards. It was understood that the east campus would remain as legally non-conforming until redevelopment of the east campus was proposed. Since changes to the east campus are now proposed, an amendment to the Special Use Permit is necessary.

Additionally, Planned Unit Development approval is required to establish a PUD for the entire property, which PUD would encompass both the east and west campuses since the site is under unified control and functions as one overall development with shared parking despite being bisected by Arlington Heights Road. This is consistent with how the Village has proceeded with approvals for similar church/school sites, such as Our Lady of the Wayside, which obtained PUD approval in 2002.

The petitioner has provided a written explanation (attached) that demonstrates the proposed action is consistent with the Special Use criteria as outlined in the Village's Zoning Ordinance, more specifically:

- 1. *That said special use is deemed necessary for the public convenience at this location.***
- 2. *That such case will not, under the circumstances of the particular case, be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity.***
- 3. *That the proposed use will comply with the regulations and conditions specified in this ordinance for such use, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.***

The majority of the east campus is already designated as "Institutional" within the Comprehensive Plan, however, the two recently acquired single-family homes just south of the church property are still designated as "Single-Family Detached". Because these properties are going to become part of the St. James Parish east campus, the Comprehensive Plan must be amended to change the designation of these properties to "Institutional". Additionally, the petitioner has requested Plat of Subdivision approval to consolidate the entire east campus into one lot of record.

Four variations have been requested by the petitioner. The first variation is from Chapter 29 (Subdivision regulations), and is specifically:

- A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.

A double frontage lot is defined as a lot that has frontage on two non-intersecting streets. As the proposed lot consolidation will yield one lot that has frontage on both Pine Avenue and Arlington Heights Road (two non-intersecting streets), it is a double frontage lot. The Subdivision Code restricts double frontage lots from having access onto any major arterial street, and the proposed plan includes ingress/egress to Arlington Heights Road, which is classified as a major arterial street. Therefore, the variation is necessary.

Staff is supportive of this variation for the following reasons: 1) Access onto Arlington Heights Road will be a benefit for the subject property as it will help to keep church traffic off of the residential streets to the north, south, and west, 2) The proposed ingress/egress onto Arlington Heights Road must be reviewed and approved by IDOT, which will review the access point relative to their safety standards, and 3) Although Section 29-307(f) is applicable to the subject lot, it is mostly meant to address situations of single-family residential double frontage lots. As the subject property is intended primarily for institutional uses, the standard is less relevant in this situation (although technically applicable).

The remaining variations relate to drive aisle widths, parking, and landscaping, and will be discussed in greater detail throughout this report.

### **Conceptual Plan Review Committee**

The Conceptual Plan Review Committee (CPRC) met on August 23, 2017, to discuss the proposed project. The CPRC was generally supportive of the project and felt that it would be beneficial for St. James Parish to provide additional on-site parking opportunities. They suggested that the petitioner hold a neighborhood meeting prior to appearing before the Plan Commission in order to understand what the nearby residents concerns may be relative to the project, and they also requested the church to analyze if street parking along Arlington Heights Road was still necessary given the proposed increase in parking within the east campus.

### **Neighborhood Meeting**

On September 24, 2017, St. James Parish hosted a neighborhood meeting for residents within 250' of the of the subject property in order to introduce the project to the neighborhood and address any concerns that may be identified by people living within close proximity to the church. A summary of the meeting, as prepared by the petitioner, is included within the packet to the Plan Commission.

### **Design Commission**

The Design Commission met on October 24, 2017, to review the proposed demolition and church addition. The project was approved with several conditions relating to landscape improvements, architectural modifications, and a requirement to construct the dumpster enclosure of masonry material. The required modifications to the landscaping and dumpster enclosure have already been incorporated into the plans. A condition of approval to comply with the October 24<sup>th</sup> motion from the Design Commission has been included within the SDC recommendation below. The meeting minutes from the Design Commission have been included within the packet to the Plan Commission.

### **Site Design and Landscaping**

With regards to building setbacks, F.A.R., height, and building lot coverage, the subject site conforms to the regulations within the R-3 Zoning District. There is no impervious surface requirement for non-residential uses within the R-3 District.

However, staff has identified the following areas for consideration by the Plan Commission:

#### *Site Circulation*

The petitioner has proposed a new right-in/right-out entrance along Arlington Heights Road, which will allow northbound ingress and egress to and from Arlington Heights Road and will require IDOT review and approval. Access to Arlington Heights Road will help to reduce travel on Frederick Street and Pine Avenue as parishioners will no longer need to use these streets to exit the site for northbound travel on Arlington Heights Road or to enter into the site from northbound Arlington Heights Road. Additional details on this access point will be outlined within the Traffic section of this report.

During staffs' analysis of the site access, it has been determined that the existing traffic signal on Arlington Heights Road adjacent to the church and school sites, which provides egress from the school site and safe pedestrian travel across Arlington Heights Road, is a private benefit signal as its only purpose is to serve the church and school. Therefore, staff has proposed that the maintenance costs for this signal be borne by St. James Parish, and if removal of this signal is required at any point in the future, that the costs for this removal be the responsibility of the church. This has been incorporated as a condition of approval, and the church has verbally acknowledged that this condition seems fair.

Relative to site circulation, the petitioner has requested the following variation:

- A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.

Specifically, the variation is needed on a portion of the eastern north/south drive aisle where the drive aisle is adjacent to the church. The petitioner originally proposed this entire drive-aisle to be 22 feet in width, however, they have agreed to increase the drive aisle width to 24 feet on the north and the south ends (see **Exhibit II**) to where the variation will only apply to that portion of the drive aisle adjacent to the church building. Staff is supportive of this variation for the following reasons: 1) the motion by the Design Commission requires the church to add a small bump out to the rear of the church, which means there is less land at the rear to accommodate for the increase in drive aisle width, 2) to extend the drive aisle to the east would reduce the size of the landscape buffer for the parking lot, and 3) to extend the drive aisle to the west would reduce the area for foundation plantings at the rear of the church.

Finally, the Engineering Department has requested an additional fire truck turning exhibit showing the path of travel of a fire truck throughout the site. This exhibit shall be required prior to Village Board consideration of this project, for review and approval by the Engineering Department and Fire Department.

#### *Detention Basin*

The existing site accommodates its stormwater detention capacity within an underground storage vault located beneath one of the parking areas, as well as within a small above ground detention area at the south of the site. The proposed improvements will cause the removal of the existing above ground stormwater detention area and will increase the amount of required stormwater capacity. As such, a new above ground stormwater detention area has been proposed along the southern boundary of the site. This new detention basin will be a dry bottom basin and will not include native plantings, but will instead be seeded with a grass turf that can accommodate heavy water levels. At the request of staff, the petitioner has agreed to provide both a 6-foot tall board on board fence and 17 trees along the southern border of the detention area to provide a screen for the existing homes on the south. Staff is recommending that three of the 17 trees, which are currently proposed as crabapple trees and located on the southwestern side of the detention area, be changed to evergreen trees to provide for a better year-round screen, and a condition requiring this has been included.

#### *Landscaping*

As is required by code, the petitioner has incorporated the required parking lot perimeter landscaping and landscape islands within both the proposed parking lot and the existing parking lot. This represents an extensive improvement over the existing condition of the site, which currently has no perimeter landscaping and no landscape islands. However, there is one row of parking that does not terminate in a landscape island with a shade tree, which row is located on the eastern side of the site and which landscape island is missing at the northern terminus of this parking row. The petitioner has proposed the relocation of a landscape island within the middle of this parking row to the end of the parking row, which would satisfy the code requirement, but create the need for a variation within the parking row since the parking row would include 29 parking stalls with no landscape island separating the parking stalls (code requires any parking row of greater than 20 spaces to include a landscape island within the parking row). Therefore, the following variation is required:

- A variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscape island with a shade tree at the end of a row of twenty parking stalls.

Staff is supportive of this variation for the following reasons: 1) Given the desire to keep cars off of residential streets, the elimination of an additional parking space to accommodate for the code required landscape island would be detrimental to the on-site parking, 2) the parkway includes a shade tree in close proximity to where the landscape island would be constructed, and 3) both the northern terminus and southern terminus of this parking row will include a landscape island with a shade tree, which will help to buffer the appearance of the parking row.

#### *Tree Preservation*

The petitioner has proposed the removal of 24 trees within the east campus area to accommodate for the proposed building and parking lot addition. Of these 24 trees, seven are in poor condition. There are two mature Black Walnut trees that are rather large and in good condition but proposed for removal, one mature 40-inch caliper Silver Maple in fair condition proposed for removal, and one mature Norway Maple proposed for removal. Staff has reviewed all trees proposed for removal and verified that they are within the path of development and must be removed to accommodate for the proposed parking area and detention area. The preservation of these trees would reduce the ability to provide 49 on-site parking spaces and cause more parking overflow onto the neighboring residential streets. Staff notes that the petitioner has proposed 59 new trees in conjunction with the proposed project.

#### *Site Lighting*

Staff has analyzed the site photometric plan and verified that lighting will conform with code requirements. The Staff Development Committee has recommended that the Parish install timers on all site lighting so that they automatically turn off no later than 12:00am, with the exception of Christmas Eve and Christmas services.

#### **Building**

The proposed addition received Design Commission approval on October 24, 2017, as outlined above. The architecture and materials of the addition have been designed to blend with the existing building, and the height of the addition will continue the existing roofline of the church. It should be noted that the R-3 regulations allow church buildings to be built up to a height of 45 feet, and the proposed addition is approximately 40.5 feet in height. Compliance with all Design Commission conditions of approval will be required.

#### **Construction and Staging**

Per the construction and staging plan submitted by the petitioner, the first phase of construction will involve the demolition of the existing church building, which would occur in February of 2018. However, site work cannot begin until the Final Plat of Subdivision has been approved, which requires sign-off from all applicable Village Departments, utility companies, and IDOT. Final Plat of Subdivision approval will likely occur sometime in April or May of 2018, and construction of the site improvements and building addition will begin shortly thereafter. Final completion of the project is expected to occur in March of 2019. Construction traffic will enter from Arlington Heights Road, Frederick Street, and Pine Avenue, and all construction traffic will be contained within the site.

During construction, all services will occur within the Parish Center on the west side of campus. If parking becomes a problem during construction, the Parish must provide, to the satisfaction of the Village, a parking plan that addresses this issue, which may include alternative off-site parking options provided by the Parish.

## **Parking**

Based on the traffic and parking study, peak attendance occurs at the 10:00am service that currently takes place within the Parish Center located on the west campus, where peak parking demand on a typical Sunday has been estimated at 359 parking spaces. The petitioner has stated that they believe attendance will become more evenly distributed as a result of the proposed addition with less people attending the 10:00am mass due to the upgrades that will make the church building fully accessible for individuals in wheel chairs and individuals who have difficulty using stairs. The church believes that there may be members of their congregation that wish to attend services in the early or late morning, but because of the relative inaccessibility of the existing church building on the east campus, these parishioners opt for the 10:00am service on the west campus since the building there is fully accessible. Finally, it is important to note that the church has agreed to the removal of the parking allowance along the east side of Arlington Heights Road that permits parking along Arlington Heights Road during Sunday service times. The Parish has proposed that parking along the western side of Arlington Heights Road remain as currently allowed, which is permitted during Sunday service times.

Staff has evaluated the proposed parking and determined that the following variation is required:

- A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.

The variation is based on the sum of the overall uses occurring on both the east and west campuses as required by code. A summary of the parking requirements per campus is included below, and the full parking calculations are included at the end of this report in **Exhibit I**:

### Summary of Parking Requirements per Campus

Location	Parking Required
East Campus	301
West Campus	673
	<b>TOTAL</b>
Total Parking Required	<b>974</b>
Total Parking Provided (East Campus)*	<b>188</b>
Total Parking Provided (West Campus)	<b>149</b>
<b>TOTAL PARKING PROVIDED</b>	<b>337</b>
<b>Surplus/(Deficit)</b>	<b>-637</b>

\*Includes 3 interior garage spaces in the rectory.

As indicated above, the majority of the required parking and extent of the variation is generated by the school uses taking place on the west campus. The parking impacts of the west campus were considered and approved during the 2007 addition to the west campus; there is no proposed change to the west campus other than the discontinuance of mass, which will decrease the parking overflow around the west campus that occurs on Sundays. Therefore, analysis of parking and traffic focused on the east campus, which will experience the most change as a result of the proposed development. When viewed on an individual basis, the east campus is required to provide 301 parking spaces and will provide a total of 188 parking spaces if

the proposed improvements are approved. While the overall parking variations takes into account both the east and west campuses, it is important to note that St. James does not use both of these locations concurrently and they have confirmed that no activities will be held on the west campus when Sunday mass is in session.

As indicated above, peak parking demand on a typical Sunday was estimated at 359 spaces based on two days of survey, which peak occurred during the 10:00am mass. While the increase in seating capacity provided within the expanded church building will allow for additional occupants within the church, overall attendance is expected to remain similar to existing levels. The increase in seating capacity is primarily intended to accommodate the typical attendance observed during the 10:00am worship time (around 750 parishioners) occurring in west campus since the existing church can only accommodate around 550 people. As such, no large increase in overall attendance is expected to occur as a result of the proposed addition, and it is anticipated that the 359-space peak parking demand will remain unchanged despite the increase in capacity of the church.

Total parking provided in both the east and west campus is 334 parking spaces (this total does not include the three attached garage spaces within the rectory). Given that peak parking demand is forecast to remain consistent to levels as observed during the parking survey (359 space demand), a deficit of 25 parking spaces exists. This overflow can be accommodated along the western side of Pine Avenue south of Frederick Street and north of Hawthorne Street (capacity for 40 cars), and along the south side of Frederick Street between Arlington Heights Road and Pine Avenue (capacity for 5 cars). Additional parking overflow may occur on Pine Avenue north of Frederick Street, along Marshall Street, and along the north side of Frederick Street east of Pine Avenue (parking is prohibited along the south side of Frederick Street east of Pine Avenue during Sunday worship times). This information is summarized in the below table:

Sunday Peak Parking Demand	359 Spaces
Total Proposed Parking (east +west campus)	334 Spaces
<b>Surplus/(Deficit)</b>	<b>25 Spaces</b>
<b>Overflow Street Parking</b>	
Parking Along N. Side of Frederick	5 Spaces
Parking Along W. Side of Pine	40 Spaces

Staff notes that the petitioner would like to keep the parking allowance for Sunday parking along the western side of Arlington Heights Road in case anticipated parking demand falls short of actual demand. They have discussed a one year monitoring period with staff to where, if this parking is determined unnecessary after one year of occupancy of the building addition, this parking can be removed. Staff notes that if all street parking along Arlington Heights Road is eliminated, there is the potential for more parking overflow into the surrounding east campus residential neighborhood.

Staff has reached out to the Police Department and found record of several accidents along Arlington Heights Road in proximity to St. James Parish over the last five years, which can be attributed to the allowance for



Sunday parking on Arlington Heights Road. The Staff Development Committee weighed the known safety ramifications of keeping this parking versus the potential inconvenience that the elimination of this parking would have on the surrounding residential community. With consideration to the fact that overflow parking exists along Pine, Frederick, and even Marshall Street, the existing street parking adjacent to the church should be able to accommodate for the potential parking overflow even with the elimination of the street parking along both side of Arlington Heights Road. Therefore, the SDC recommends the elimination of all Arlington Heights Road parking.

Given that every mass is now proposed to occur on the east campus, the amount of cars parked adjacent to the west campus will decrease, and the amount of cars parked adjacent to the east campus will extend for longer throughout Sunday as mass will now be occurring at the east campus from 7:30am to 1:00pm as opposed to from 7:30am to 10:00am. In order to prevent parking overflow from becoming a nuisance to the surrounding residential communities, parking within both the east and west parking lots must be used to capacity prior to parishioners utilizing available on-street parking spaces. If parishioners opt for street parking around the east campus as opposed to parking within the west campus parking lot, additional restrictions on street parking may be needed. The petitioner has stated that they will implement a program to encourage parishioner parking within the east and west parking lots, which program will involve notifications in their weekly printed bulletin, notifications via Facebook, and announcements during services.

In sum, staff has reviewed the expected parking generation and proposed parking variation and found that the additional 49 off-street parking spaces proposed will help to mitigate the parking impact to the neighborhood adjacent to the east campus, and the elimination of street parking along the east side of Arlington Heights Road will improve the safety of travel along this major arterial street. As the expected parking overflow onto the streets is anticipated at 25 cars, street parking along either side of Arlington Heights Road is not warranted. If it is determined that parking overflow outside of the east campus is problematic, additional restrictions for street parking on the surrounding residential streets may be recommended by the Village. St. James Parish shall continue to monitor parking and if parking becomes a problem, the church shall develop and implement a plan for Village review that would provide additional parking either at alternative locations outside of the subject property, or locations within the subject property. One such option within the subject property would be to convert the proposed above-ground stormwater detention area to an underground detention vault, which would allow approximately 40-50 additional onsite parking spaces. The Staff Development Committee is supportive of the proposed parking variation.

### **Traffic**

The petitioner has submitted a traffic analysis in conjunction with their Plan Commission application. This analysis has found that the neighboring roadway network has the capacity to handle the projected increase in traffic associated with the proposed improvements. As previously mentioned, the new right-in/right-out entrance along Arlington Heights Road will help to keep the increase in traffic associated with services being conducted on the east campus from utilizing Frederick Street and Pine Avenue for access to the east campus parking lot. Although traffic on these streets is expected to increase, the extent of this increase will be

reduced due to this new access point on Arlington Heights Road. However, traffic leaving the west campus for southbound Arlington Heights Road will still need to either utilize the Frederick Street intersection, or travel south along Pine Avenue to either Hawthorne Street or Euclid Avenue (which is a signalized intersection) for this southbound movement. The traffic study has found that the non-signalized intersection of Frederick Street with Arlington Heights Road has sufficient gaps during peak conditions to allow for a southbound left turn.

Staff notes that travel along Pine Avenue can become tight when cars are parked along the west side of the street and there are two cars travelling in both directions on the street (parking is prohibited along the east side of Pine Avenue). However, the street is approximately 24 feet in width, which is sufficient to permit two-way travel when there is one parked car.

Finally, in review of the projected traffic and site circulation, the Engineering Department considered the possibility of the entrance/exit to the east campus being aligned with the existing traffic signal at the exit to the west campus, as opposed to the proposed location of the right-in/right-out at the south side of the site. This alignment would potentially allow a full access intersection that would permit southbound ingress/egress to and from the east campus at this signalized intersection, which would further reduce the traffic impact to the residential streets adjacent to the east campus. The petitioner has explained that they considered this approach and determined it to be cost prohibitive as it would require substantial improvements to the signal system in this location (which the Parish does not have funding for), and would cause undesirable alterations to the proposed site layout. The Engineering Department has asked for details on how these cost estimates were generated, but to-date the Village has not received detailed information as to why this alignment is not feasible. In order to evaluate if this alignment is a viable option, the petitioner shall provide a written narrative of the various design options that were considered and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to the proposed alignment. Staff does not believe that this option has been fully vetted and notes that this alignment would help to reduce traffic on the surrounding residential streets as automobiles would be able to exit and potentially enter the site without driving on Frederick Street or Pine Avenue.

### **RECOMMENDATION**

The Staff Development Committee is supportive of the proposed addition to the Church, but in light of the unresolved issue of the alignment of the drive aisle with the existing signal on Arlington Heights Road, staff is unable to support the project as proposed. Therefore, staff recommends a continuance of PC 17-012, an application for an amendment to Special Use Ordinances #63-078, #97-078, and #07-012 to allow the proposed changes to the east campus, Planned Unit Development encompassing both the east and west campuses, amendment to the Comprehensive Plan, Preliminary Plat of Subdivision, and the proposed variations as identified below:

- A variation from Chapter 29, Section 29-307(f), to allow a double frontage lot with vehicular access from an abutting arterial street.
- A variation from Chapter 28, Section 11.4, Schedule of Required Parking, to allow a reduction to the minimum number of required parking stalls from 974 to 337.

- A variation from Chapter 28, Section 11.2-8, to allow a reduction in the required width of a parking row from 24' to 22'.
- A variation from Chapter 28, Section 6.15-1.2(b) to waive the requirement for one landscape island with a shade tree at the end of a row of twenty parking stalls.

This continuance will allow the petitioner additional time to address the aforementioned issue of the alignment of the proposed ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road.

Should the Plan Commission determine that approval of this application is warranted, staff recommends the following conditions:

*Prior to Village Board Consideration*

1. The petitioner shall provide a written narrative of the various design options that were considered relative to aligning the ingress/egress to and from the site with the existing traffic signal on Arlington Heights Road, and the reasons for not pursuing those options. This narrative must include details on the geometric, traffic operation, and traffic signal considerations relative to this alignment. Upon receipt of this information, the Village, the petitioner, and IDOT shall meet to discuss the proposed access on Arlington Heights Road.
2. The petitioner shall revise the site plan to relocate the middle parking lot landscape island in the northeast parking row to the northeast terminus of that parking row in the northeast most corner of the site.
3. The petitioner shall revise the site plan to change the two 22-foot wide drive aisles to 24' wide drive aisles as indicated in **Exhibit II**.
4. The petitioner shall substitute the three crabapple trees in the southwest portion of the detention area with evergreen trees for review and approval by the Village.
5. The petitioner shall provide a new fire truck turning radius exhibit, for review and approval by the Village.

*General Conditions*

6. Final Plat of Subdivision approval shall be required.
7. The allowance for Sunday parking along both the east and west sides of Arlington Heights Road adjacent to St. James Parish shall be eliminated.
8. The Parish will continually encourage parishioners to utilize both the east and west parking lots prior to parking along the street for typical Sunday and Saturday services.
9. The Village and St. James Parish shall continue to monitor parking to determine if parking overflow onto neighboring residential streets is problematic. If parking overflow is determined to be problematic, the Parish shall develop and implement a plan, for Village review and approval, that would provide additional parking either on the subject property or at alternative off-site location(s).
10. If parishioner parking during the course of construction overflows and becomes a problem in the surrounding residential neighborhood, St. James Parish shall provide, to the satisfaction of the Village, a plan for satellite parking at other agreeable locations.
11. Any future costs associated with the operation, maintenance, modification, relocation, replacement, removal or restoration of the traffic signal along Arlington Heights Road at the exit to the west campus will be borne by St. James Catholic Church. The electrical energy and maintenance costs that are currently paid by the Village will be billed by the Village to the church.
12. IDOT review and approval of the proposed curb cut onto Arlington Heights Road and the Final Plat of Subdivision shall be required.

13. Compliance with the Design Commission motion from October 24, 2017, shall be required.
14. The Parish shall install timers on all site lighting within the east campus so that they automatically turn off no later than 12:00am, with the exception of Christmas Eve and Christmas services
15. The Petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

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December 8, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager  
All Department Heads

**EXHIBIT I: PARKING CALCULATIONS**

Use	Parking requirement	Number of Dwelling Units	Number of Seats	Number of Employees	Number of Classrooms	Size of Space	Required parking spaces
<b>East Campus</b>							
Sanctuary	One space per five seats	N/A	Sanctuary - 861	N/A	N/A	N/A	183.20
			Mezzanine - 55				
Multi-purpose and meeting rooms	Per Table 1004.1.1 for assembly areas w/o fixed seats and concentrated (tables and chairs) occupancy ratio is 1/15 sf. Community centers requires parking spaces equal to 30% of capacity	N/A	N/A	N/A	N/A	5,813	116.26
Rectory	2 spaces per dwelling unit	1	N/A	N/A	N/A	N/A	2.00
<b>West Campus</b>							
School	One space per classroom + two spaces per employee	N/A	N/A	53	33	N/A	139.00
Office-Administrative	One space per 300 sq. ft.	N/A	N/A	N/A	N/A	6,162	20.54
Multi-purpose Rooms	Per Table 1004.1.1 for assembly areas w/o fixed seats and concentrated (tables and chairs) occupancy ratio is 1/15 sf. Community centers requires parking spaces equal to 30% of capacity	N/A	N/A	N/A	N/A	25,641	512.82
							<b>TOTAL</b>
Parking	Total Parking Required						<b>974</b>
	Total Parking Provided (East Campus)*						<b>188</b>
	Total Parking Provided (West Campus)						<b>149</b>
	TOTAL PARKING PROVIDED						<b>337</b>
	Surplus/(Deficit)						<b>-637</b>

**Multi-purpose and Meeting Rooms on the East Campus include:** L02, L14, L15, L16, L27, L28, L32, 102

\*Parking provided includes 3 interior garage spaces in the rectory.

## EXHIBIT II – DRIVE AISLE WIDENING

