

January 18, 2011

7:00 p.m.

Planning Division  
Council Chambers

**MEMBERS PRESENT:** Vice Chair Kurt Karst, Commissioners Natalie Black, Jake Cordova, Brent Dixon, Michelle Mallard, George Morrison, Leslie Polson, George Swaney and Margaret Wimborne.

**MEMBERS ABSENT:** Commissioners Donna Cosgrove, Gary Mills and Paul Savidis.

**ALSO PRESENT:** Planning Director Renée Magee, Assistant Planning Director Brad Cramer, Recording Secretary Donna Carlson and approximately five interested citizens.

**CALL TO ORDER:** Vice Chair Karst called the meeting to order at 7:00 p.m. and reviewed the hearing procedures for the public.

**MINUTES: December 7, 2010.** Margaret Wimborne should be listed as present in the minutes. **Commissioner Cordova moved to approve the minutes of December 7, 2010, as amended. Motion seconded by Commissioner Polson. Motion passed.**

**Public Hearings:**

**Conditional use permit to allow the use of the existing parking lot at Calvary Chapel for an INL park and ride: Lot 1, Block 1, Calvary Chapel, Division No. 1 and Lot 2, Block 1, Calvary Chapel, Division No. 2.**

Commissioner Dixon is an INL employee and recused himself from discussion and voting. Cramer reviewed the staff report, a part of the record. As noted in the staff report, the property was rezoned R-3A recently. The park and ride being considered will be located on the south end of the Calvary Chapel property. An e-mail from City Engineer Chris Fredericksen dated January 11, 2011, included in the staff report, expresses concern about sight distance due to the existing trees on the private property to the south. There are three accesses on the church property. The southernmost access will be the primary access for the park and ride.

The count for the traffic study was taken during the a.m. peak hours between 5 and 7 a.m. The count estimate increases by close to 200 vehicles with a park and ride in full use. The study finds a northbound left-hand turn lane and a southbound right-hand turn lane are warranted entering the church property. According to the study, the Sunday traffic may already meet the warrants for the turn lanes. Projected traffic to the site in 2021 does not change significantly but traffic on the

adjacent roadway changes. The p.m. peak hour traffic was not studied. There is some concern because it is possible that by 2021 the traffic generated by the park and ride will also necessitate improvements to the intersection of Hitt Road and Township Road. The planning department (based on comments of Battelle Energy Alliance) and the city engineer recommend the p.m. peak hour traffic be analyzed to see if improvements are needed in addition to the right and left turn lanes.

In addition to recommending either approval or denial, Cramer stated another option is to condition approval and require the right and left turn lanes be built at the south access. This option will not consider any impact to Township Road. A fourth option is to recess until a p.m. peak hour traffic study is submitted to determine if other improvements are warranted.

Cordova asked if the trees to the south are located in a right-of-way. Cramer indicated there is no dedicated right-of-way south of Calvary Chapel. Polson asked why a p.m. traffic study was not done in conjunction with the a.m. study. Cramer answered the traffic engineer and Calvary Chapel representative, Gordon Boyle, agreed the a.m. peak is the highest traffic generator.

The hearing was opened to the public.

**Rick Brown – 2513 Eagle Drive.** Mr. Brown is the pastor of Calvary Chapel. The INL approached Calvary Chapel about utilizing the parking area and there is currently an agreement with the INL to use 100 spaces. The INL is interested in 300 parking spaces, seven days a week for 24 hours a day. The Calvary Chapel parking lot sees heavy usage Sunday mornings, but the church is open to working with the INL on a limited hours basis. The lease agreement can be beneficial to both parties. Calvary Chapel is proceeding to work out details and will back away if the requirements become cost prohibitive. There is talk of expanding Hitt Road in the near future and Mr. Brown is not interested in paying for improvements now to discover improvements are needed again with the expansion of Hitt Road. H-K estimates \$75-100,000 to build turnouts and \$45-50,000 for improvements on Township Road. Mr. Brown is interested in pursuing this conditional use permit but is not committed if costs accelerate. He is willing to make improvements to assist with safety. The church runs a daycare and school with 400 children Monday through Friday. The turnouts will assist with safety.

**Ryan Peterson – 450 S. Deon Lane.** Mr. Peterson is the traffic engineer who completed the traffic impact study. The p.m. peak hour was not completed due to the understanding that a.m. traffic arrives and departs within an hour. Mr. Peterson operated on information the evening busses are more sporadic and arrive from 3 p.m. to 6 p.m. Upon completion of the traffic study, staff noted this information differed from information provided by BEA. Mr. Peterson has verified with BEA the p.m. peak hour traffic is more concentrated than assumed. The recommendation for turn lanes will not change with a p.m. peak hour traffic study. The intersection of Township and Hitt Road does not warrant turn lanes in the a.m. peak hour. Turn lanes at the intersection may be warranted in the p.m. peak hour. Mr. Peterson believes turn lanes

may currently be warranted at the intersection under the existing traffic. The warrants for recommending turn lanes at intersections are fairly easy to meet. Mr. Peterson said adding the park and ride traffic will have a small effect to the delay experienced by vehicles at the intersection. The park and ride will generate more traffic in the p.m. but the delay experienced by drivers during the p.m. peak hour is not likely to worsen. Polson asked the peak p.m. hours and Mr. Peterson answered 4 to 6 p.m. with four peak 15 minutes within those two hours.

Morrison pointed out some traffic could be seasonal due to golf course usage. Swaney said he is not an INL employee but does ride a bus. The majority of busses leave the INL at approximately 5:30. The busses do not arrive any earlier than 6:30. Swaney asked the name of the person providing bus information. Mr. Peterson replied Joanne Hanners, BEA, stated busses arrive between 5:30 and 6:30. The typical p.m. peak hour will probably be adjusted to a little later than the typical 4 to 6 p.m. Black asked about the route used by the busses to travel to the site. Mr. Peterson said a general trip distribution is assumed for the purposes of the traffic study. The number of busses is a small percentage of the traffic and it will not make a difference to consider the busses separately. The park and ride traffic generates more traffic than the busses. The park and ride is currently voluntary usage and traffic is expected to rise. The study assumes mandatory usage of the park and ride for anyone riding a bus. This is consistent with information received from Calvary Chapel.

**Rick Brown – 2513 Eagle Drive.** Mr. Brown said it is rare to see over 40 cars using the park and ride although usage is expected to increase. Mr. Brown asked about the time line for compliance with turn lanes. Polson noted the staff recommendation the conditional use permit expire and the park and ride be discontinued if improvements to Hitt Road are not completed within one year of City Council approval.

**Brent Dixon – 2654 Glenwood.** Mr. Dixon does not ride the bus but he understands the direction being considered by the INL is to have fewer busses going through neighborhoods and more people gathering at park and rides. Departures go in bursts but arrivals are more scattered. A bus arrival creates a lot of riders who get in cars, generally one person per car.

**Rick Brown – 2513 Eagle Drive.** Black asked about church expansion. Mr. Brown referred to the master site plan and replied expansion is anticipated. There are currently 565 parking spaces with a sanctuary seating 1,000 people. The plan shows 1,000 parking spaces and a sanctuary seating 2,100 people. A gymnasium will also be built with multiple classrooms. Approximately 250 people attend Saturday night services and approximately 650 people attend each of the two Sunday morning services. There are 400 children in the school and daycare program during the week. The high school is adding a grade per year and will have 10<sup>th</sup> grade by next year. Black noted the high school will require additional parking. Mr. Brown said a church building on 12<sup>th</sup> Street is currently being rented for 56 middle school students, but all students will be on site when new facilities are built.

There were no further comments and the hearing was closed to the public.

Cordova stated a new church and several residential areas west of the intersection at Township and Hitt Roads will create a lot of traffic. Given their impact on this intersection, he asked why the new church and residential areas are not expected to participate in improvements at the intersection. Cramer responded, if a new subdivision generates 200 peak hour trips, a traffic study is required. Participation will be based on the traffic created. Calvary Chapel is unique in the community due to having so many activities outside of Sundays. Magee said, if turn lanes are currently warranted at the Hitt and Township intersection, it is due to background traffic or general growth. It will be the responsibility of the City to cover the costs. Arterial street and bridge fees, which are theoretically supposed to cover the cost of off-site improvements, may be used. Magee clarified Calvary Chapel will pay for the turn lanes at the southern church access. If improvements are needed at the intersection of Township and Hitt Roads, participation will depend upon whether the improvements are warranted by the background traffic alone. Background traffic is not the responsibility of the developer.

Polson asked what will have to take place to improve the intersection if the improvements are not required from this conditional use permit. Magee answered more development or delays in traffic. Polson referred to the concern expressed by Mr. Brown about paying for improvements now and paying again later if improvements are made to Hitt Road. Polson asked if improvements are expected for Hitt Road in the near future. Magee said she does not know.

Based upon his experience over a period of time, Swaney said the busses leave the site at approximately 5:30 p.m. A small number of busses may arrive at the park and ride during the hours of 4 to 6 p.m., but the majority of riders do not arrive until 6:30 or later. The bus riders get in their own vehicles and use the roadways after 6:30 p.m. Magee said her information was received from Ms. Hanner, BEA. Swaney suggested it may be prudent for Calvary Chapel to confirm bus arrival times. Karst clarified it is possible the load generated by the park and ride is outside the peak p.m. load with current background traffic. It may be worthwhile for the applicant to investigate bus arrival times because the p.m. load may not impact the study as far as required improvements.

Cramer said the Commission has the option to recommend approval with the condition the p.m. peak be reviewed prior to the Council meeting. Swaney suggested reopening the public hearing to know how the applicant views this option.

The hearing was reopened to the public.

**Rick Brown – 2513 Eagle Drive.** Mr. Brown said Calvary Chapel is proceeding step by step based upon approvals and costs incurred. It is helpful for the process to be expedited. Calvary Chapel continues to maintain its option of ending the process at any point.

Cramer said it is possible the study can be required prior to proceeding to City Council for a final decision.

The hearing was closed to the public.

Polson asked about utility relocation as mentioned by the City engineer in his memo dated January 11. Karst asked if the power lines are outside the right-of-way. Cramer said the engineer is concerned because the power lines on the east side of the road are not in a right-of-way. An acquisition of right-of-way on the east side of Hitt Road is necessary for utilities relocation if Hitt Road is improved.

Black expressed concern about Hitt Road improvements now and redoing the improvements when Hitt Road is expanded. Karst believes Hitt Road will ultimately be improved to the south. It is not uncommon to put in improvements that are subsequently replaced by the ultimate design of a road. It is possible the applicant can be required to pay for improvements now as well as later. Depending upon how much work has been done on the alignment and grade of Hitt Road, it is possible the improvements can be salvaged and made part of the ultimate improvement. Polson stated left and right turn lanes are needed for approval and it is up to the applicant whether to take the risk. Karst said the task of the Commission is to determine what is correct rather than what is cost effective.

Polson is concerned about the Township and Hitt Road intersection. It is small and busy with a four-way stop. She is interested in having a p.m. peak hour traffic study completed. Karst clarified the peak hour of the study may be shifted based upon the load from the busses, but a study can determine the effect on the peak hour.

Polson indicated this proposal meets the zoning ordinance criteria. R-3A is a residential zone and this property is in harmony with the area and separated from residential properties.

**Commissioner Polson moved to approve the conditional use permit to allow the use of the existing parking lot at Calvary Chapel as an INL park and ride with 300 parking spaces with the stipulations right and left turn lanes be established on Hitt Road at the southern access of Calvary Chapel, a p.m. peak hour traffic study be completed, and any recommendations be completed within one year of City Council approval or the conditional use permit will expire and park and ride discontinued. Motion seconded by Commissioner Cordova. Motion passed unanimously.**

### **Miscellaneous.**

**Election of Officers for 2011.** The nominating committee will consist of George Morrison, Margaret Wimborne and Jake Cordova.

**Commission Member Training.** The Commission agreed on a training session from 7 to 9 a.m. on a Thursday. Topics were suggested.

The meeting adjourned at 8:30 p.m.

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Donna Carlson, Recording Secretary