

FILE NO.: Z-8194-B

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NAME: First Christian Church of Little Rock Short-form PD-R

LOCATION: Located at 14411 Taylor Loop Road

DEVELOPER:

First Christian Church – Little Rock  
1500 North Mississippi  
Little Rock, AR 72207

SURVEYOR:

Global Surveying Consultants, Inc.  
6511 Heilman Court  
North Little Rock, AR 72118

ARCHITECT:

Fennell II Purifoy Architects  
c/o Phil Purifoy, AIA  
100 Morgan Keegan Drive, Suite 320  
Little Rock, AR 72202

AREA: 3.47 acres      NUMBER OF LOTS: 1      FT.NEW STREET: 0 LF

WARD: 5      PLANNING DISTRICT: 1 – River Mountain      CENSUS TRACT: 42.12

CURRENT ZONING: PD-R - Expired

ALLOWED USES: Planned Development Residential, Single-family subdivision

PROPOSED ZONING: Revised PD-R

PROPOSED USE: Church

VARIANCE/WAIVERS: None requested.

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BACKGROUND:

Ordinance No. 20,823 adopted by the Little Rock Board of Directors on December 17, 2013, rezoned this site from R-2, Single-family to PD-R to allow the development of 5.74-acres with 27 single-family residential lots. The homes were proposed containing

2,200 square feet of heated and cooled space. Each home would contain a 2-car garage. The homes were proposed with a 5-foot side yard setback and a 10-foot front yard setback. The rear yard setback was indicated at 10, 15 and 20-feet. The site plan indicated the development of the subdivision utilizing private streets. The streets were indicated with a 45-foot access easement with 25-feet of pavement, back of curb to back of curb. The average lot size proposed was 88-feet by 58-feet for a lot area of 5,104 square feet.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The applicant now proposes to revise and reinstate the previously approved PD-R, Planned Development Residential, to allow the development of the site with a new church and associated parking. The church is proposed containing 11,000 gross square feet of floor area. The site plan indicates the placement of 64 parking spaces. The site plan indicates large wooded areas to remain in their natural state. The plan indicates the placement of native plant materials, the placement of rain gardens and bio-swales. Irrigation is only proposed within selected flower beds at the building.

B. EXISTING CONDITIONS:

The former single-family home has been removed. There are a number of mature trees located on the site. The site has varying degrees of slope. Taylor Loop Road, adjacent to the site is a four (4) lane arterial street. The site abuts a single-family subdivision to the east and north. The site abuts a church to the south.

C. NEIGHBORHOOD COMMENTS:

All property owners located within 200-feet of the site along with the Westchester Property Owners Association and the Westbury Neighborhood Association were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Repair or replace any curb and gutter or sidewalk that is damaged in the public right-of-way prior to occupancy.
2. A grading permit in accordance with Section 29-186 (c) and (d) will be required prior to any land clearing or grading activities at the site. Other than residential subdivisions, site grading and drainage plans must be submitted and approved prior to the start of construction. Is an advanced grading permit being requested to grade future parking and expansion area with the construction of the new church facility?
3. Provide a Sketch Grading and Drainage Plan per Section 29-186 (e).

4. Stormwater detention ordinance applies to this property. Show the proposed location for stormwater detention facilities on the plan. Maintenance of the detention pond and all private drainage improvements is the responsibility of the developer and/or property owner.
5. If disturbed area is one (1) or more acres, obtain a NPDES stormwater permit from the Arkansas Department of Environmental Quality prior to the start of construction.
6. If Black Bear Drive is proposed to not be continued as a public street, a hammerhead turnaround must be constructed. Hammerheads should be designed to be at least 80 feet in length and the same width as the street. Additional right-of-way is required to be provided for the street turnaround improvements. *Staff has reconsidered this comment and it no longer applies. A hammer head turn-around will not be required by this applicant.*
7. Street Improvement plans shall include signage and striping. Public Works must approve completed plans prior to construction.
8. Hauling of fill material on or off site over municipal streets and roads requires approval prior to a grading permit being issued. Contact Public Works Traffic Engineering, Travis Herbner, 501.379.1805 or [therbner@littlerock.gov](mailto:therbner@littlerock.gov) for more information.
9. Provide a letter prepared by a registered engineer certifying the intersection sight distance at the intersection(s) comply with 2004 AASHTO Green Book standards.
10. Damage to public and private property due to hauling operations or operation of construction related equipment from a nearby construction site shall be repaired by the responsible party prior to issuance of a certificate of occupancy.
11. Prior to construction of retaining walls, an engineer's certification of design and plans must be submitted to Public Works for approval. After construction, an as-built certification is required for construction of the retaining wall.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

Little Rock Wastewater: Sewer main extension required, with easements, if new sewer service is required for this project. EAD, Environmental Assessment Division, approval required if food prep to be done on site. Contact Little Rock Wastewater Utility for additional information.

Entergy: Entergy does not object to this proposal. An existing three phase, overhead power line exists along the north side of Taylor Loop Road to the north of this property. They do not appear to be in conflict with the proposed development. Contact Entergy in advance to discuss future service requirements, new facilities locations/extensions and adjustments to existing facilities (if any) as this project proceeds.

Centerpoint Energy: No comment received.

AT & T: No comment received.

Central Arkansas Water:

1. All Central Arkansas Water requirements in effect at the time of request for water service must be met.
2. The Little Rock Fire Department needs to evaluate this site to determine whether additional public and/or private fire hydrant(s) will be required. If additional fire hydrant(s) are required, they will be installed at the Developer's expense.
3. Please submit plans for water facilities and/or fire protection system to Central Arkansas Water for review. Plan revisions may be required after additional review. Contact Central Arkansas Water regarding procedures for installation of water facilities and/or fire service. Approval of plans by the Arkansas Department of Health Engineering Division and the Little Rock Fire Department is required.
4. A Capital Investment Charge based on the size of meter connection(s) will apply to this project in addition to normal charges. This fee will apply to all connections including metered connections off the private fire system.
5. Contact Central Arkansas Water regarding the size and location of the water meter.
6. The facilities on-site will be private. When meters are planned off private lines, private facilities shall be installed to Central Arkansas Water's materials and construction specifications and installation will be inspected by an engineer, licensed to practice in the State of Arkansas. Execution of a Customer Owned Line Agreement is required.
7. Due to the nature of this facility, installation of an approved reduced pressure zone backflow preventer assembly (RPZA) is required on the domestic water service. This assembly must be installed prior to the first point of use. Central Arkansas Water requires that upon installation of the RPZA, successful tests of the assembly must be completed by a Certified Assembly Tester licensed by the State of Arkansas and approved by Central Arkansas Water. The test results must be sent to Central Arkansas Water's Cross Connection Section within ten days of installation and annually thereafter. Contact the Cross Connection Section at 501.377.1226 if you would like to discuss backflow prevention requirements for this project.
8. Fire sprinkler systems which do not contain additives such as antifreeze shall be isolated with a double detector check valve assembly. If additives are used, a reduced pressure zone back flow preventer shall be required.

Fire Department:

**Fire Hydrants.** Maintain fire apparatus access roads at fire hydrant locations as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.1**

**Access road width with a hydrant.** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

**Grade.** Maintain fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.2 Grade.** Fire apparatus access roads shall not exceed 10 percent in grade except as approved by the fire chief.

**Loading.** Maintain fire apparatus access road design as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D102.1 Access and loading.** Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds.

**30' Tall Buildings - Maintain aerial fire apparatus access roads as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 Section D105.1 – D105.4**

**D105.1 Where Required.** Where the vertical distance between the grade plane and the highest roof surface exceed 30', approved aerial fire apparatus access roads shall be provided. For the purposes of this section the highest roof surfaces shall be determined by measurement to the eave of a pitched roof, the intersection of a roof to the exterior wall, or the top of the parapet walls, whichever is greater.

**D105.2 Width.** Aerial fire apparatus access roads shall have a minimum unobstructed width of 26', exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

**D105.3 Proximity to building.** At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

**D105.4 Obstructions.** Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

**Gates.** Maintain fire apparatus access road gates as per Appendix D of the 2012 Arkansas Fire Prevention Code Vol. 1 **Section D103.5 Fire apparatus access road gates.** Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. Minimum gate width shall be 20 feet.
2. Gates shall be of swinging or sliding type.
3. Construction of gates shall be of material that allow manual operation by one person.

4. Gate components shall be maintained in an operable condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Manual opening gates shall not be locked with a padlock or chain and padlock unless they are capable of being opened by means of forcible entry tools or when a key box containing the keys to the lock is installed at the gate location.
7. Locking device specifications shall be submitted for approval by the fire code official
8. Electric gate operators, where provided, shall be listed in accordance with UL 325.
9. Gates, intended for automatic operation shall be designed, constructed and installed to comply with requirements of ASTM F 2200.

**Fire Hydrants. Locate Fire Hydrants as per Appendix C of the 2012 Arkansas Fire Prevention Code.** Section C101 – C105, in conjunction with Central Arkansas Water (Jason Lowder 501-377-1245) and the Little Rock Fire Marshal's Office (Capt. Tony Rhodes 501-918-3757). Number and Distribution of Fire Hydrants as per Table C105.1.

Parks and Recreation: No comment received.

County Planning: No comment.

Rock Region Metro: Location is not currently served by METRO but is in our long range plans. We recommend providing pedestrian infrastructure from the sidewalk to the facility front entrance. If a canopy is provided for the driveway drop off area that the height allow paratransit vehicle access.

F. ISSUES/TECHNICAL/DESIGN:

Building Code: Project is subject to full commercial plan review and approval prior to issuance of a building permit. For information on submittal requirements and the review process, contact a commercial plans examiner: Curtis Richey at 501.371.4724; [crichey@littlerock.gov](mailto:crichey@littlerock.gov) or Mark Alderfer at 501.371.4875; [malderfer@littlerock.gov](mailto:malderfer@littlerock.gov).

Planning Division: This request is located in River Mountain Planning District. The Land Use Plan shows Residential Low (RL) for this property. The Residential Low category provides for single family homes at densities not to exceed 6-units per acre. Such residential development is typically characterized by conventional single family homes, but may include patio or garden homes and cluster homes, provided that the density remain less than 6-units per acre. The applicant has

applied for a revision and reinstatement of the existing expired PDR (Planned Development Residential) to allow development of a new church.

Master Street Plan: To the northwest of the property is Taylor Loop Road and it is a Minor Arterial on the Master Street Plan. A Minor Arterial provides connections to and through an urban area and their primary function is to provide short distance travel within the urbanized area. Entrances and exits should be limited to minimize negative effects of traffic and pedestrians on Taylor Loop Road since it is a Minor Arterial. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: There is a Class I Bike Path shown along Taylor Loop Road. A Bike Class I Path is to be a paved path physically separate for the use of bicycles. Additional right-of-way or/and easements are recommended. Nine-foot (9') paths are recommended to allow for pedestrian use as well, replacing the sidewalk.

Landscape:

1. Site plan must comply with the City's landscape and buffer ordinance requirements.
2. A land use buffer six (6) percent of the average width/depth of the lot will be required when an adjacent property has a dissimilar use of a more restrictive nature. The minimum dimension shall be nine (9) feet. As a component of all land use buffer requirements, opaque screening, whether a fence or other device, a minimum of six (6) feet in height shall be required upon the property line side of the buffer. A minimum of seventy (70) percent of the land use buffer shall be undisturbed. Easements cannot count toward fulfilling this requirement. In addition to the required screening, plant materials are to be provided in the buffer areas at the rate of one (1) tree and three (3) shrubs for every thirty (30) linear feet. The surrounding properties are zoned R-2, Single-family buffer requirements will need to be met.
3. Screening requirements will need to be met for the vehicular use areas adjacent to street right-of-ways. Provide screening shrubs with an average linear spacing of not less at three (3) feet within the required landscape area. Provide trees with an average linear spacing of not less than thirty (30) feet.
4. A perimeter planting strip is required along any side of a vehicular use area that abuts adjoining property or the right-of-way of any street. This strip shall be at least nine (9) feet wide. One (1) tree and three (3) shrubs or vines shall be planted for every thirty (30) linear feet of perimeter planting strip.
5. Eight percent (8%) of the vehicular use area must be designated for green space; this green space needs to be evenly distributed throughout the parking area(s). The minimum size of an interior landscape area shall be one hundred fifty (150) square feet for developments with one hundred fifty (150) or fewer parking spaces. Interior islands must be a minimum of seven and one half (7 1/2) feet in width. Trees shall be included in the interior landscape areas at the rate of one (1) tree for every twelve (12) parking spaces.

6. Building landscape areas shall be provided between the vehicular use area used for public parking and the general vicinity of the building. These shall be provided at the rate equivalent to planter strip three (3) feet wide along the vehicular use area. One (1) tree and four (4) shrubs shall be planted in the building landscape areas for each forty (40) linear feet of vehicular use area abutting the building
7. An automatic irrigation system to water landscaped areas shall be required for developments of one (1) acre or larger.
8. The development of two (2) acres or more requires an approved landscape plan stamped with the seal of a registered landscape architect prior to the issuance of a building permit.
9. The City Beautiful Commission recommends preserving as many existing trees as feasible on this site. Credit toward fulfilling Landscape Ordinance requirements can be given when preserving trees of six (6) inch caliper or larger.

G. SUBDIVISION COMMITTEE COMMENT: (January 11, 2017)

The applicant was present representing the request. Staff presented an overview of the item stating there were additional items necessary to complete the review process. Staff requested additional information concerning the church activities and the future plans for the areas indicated for future development. Staff questioned the hours of worship service and the hours of church activities.

Public Works comments were addressed. Staff stated a grading and drainage plan was required prior to any land clearing or grading activities on the site. Staff requested the applicant provide a sketch grading and drainage plan. Staff stated prior to construction of retaining walls an engineer's certification was required for the design of the retaining walls. Staff stated upon completion an as-built certification of the retaining wall was required. Staff requested the applicant provide a sight distance certification for the driveway location along Taylor Loop Road.

Rock Region Metro comments were addressed. Staff stated the site was not currently served by Rock Region Metro but was a part of the long range plans. Staff stated pedestrian infrastructure in the form of sidewalks to the facility front entrance was important. Staff stated if a canopy was proposed for the drop off entry the canopy should provide a height sufficient to allow paratransit vehicle access.

Landscaping comments were addressed. Staff requested the site plan indicate any areas proposed to remain with natural vegetation. Staff also stated landscaping was required adjacent to the paved areas and the property lines. Staff stated land use buffers were required where adjacent to single-family residences. Staff stated easements could not count in computing the depth of the land use buffer. Staff stated building landscaping was required adjacent to the proposed



new building construction. Staff stated a minimum of eight (8) percent of the parking lot areas were to be landscaped.

Staff noted the comments from the various other departments and agencies. Staff suggested the applicant contact the departments or agencies directly with any questions or concerns. There were no more issues for discussion. The Committee then forwarded the item to the full Commission for final action.

H. ANALYSIS:

The applicant submitted a revised site plan to staff addressing most of the technical issues associated with the request. The applicant has provided the activities of the church as well as the future plans for the expansion areas. The applicant has also provided the days and hours of activities taking place at the church. The site plan indicates the placement of two (2) areas for future expansion. The applicant notes the areas would be used for either a sanctuary/fellowship hall and/or additional education space. All site lighting is to be low level, directional, and directed down into the site.

The applicant is not proposing access to Black Bear. The applicant has indicated this access will be limited to emergency access and will be gated with a Knox Box located at the end of Black Bear. The applicant is not proposing the placement of a turn-around at the end of Black Bear. Based on the level of grading which would be required to install the turn-around staff no longer feels the turn-around is required by this development.

The request is to revise and reinstate the previously approved PD-R, Planned Development Residential, to allow the development of the site with a new church and associated parking. The church is proposed containing 11,000 gross square feet of floor area. The site plan indicates the placement of 64 parking spaces. The maximum building height proposed is 26-feet. The zoning ordinance allows the placement of steeples, chimneys or similar ornamental structures to exceed the height of the zoning district provided the structure not exceed twice the height permitted. In this case the underlying zoning is R-2, Single-family which allows a maximum building height of 35-feet. Staff recommends if constructed the steeple not exceed twice the building height for a maximum height of 52-feet in height.

The revised cover letter indicates the construction is anticipated to begin in April/May of 2107 and be completed by January 2018. The plan indicates a maximum seating capacity for the worship space of 250 seats. The current church membership is 100. Parking for churches (and other places of worship), is calculated at 1.0 space for every four (4) seats in new principal assembly areas or additions to currently existing structures. Choir seating and areas for folding chairs shall be counted. Twenty (20) inches on a pew shall be considered one (1) seat. Stacked parking may be authorized by the Planning Commission at the time of site plan reviews. The site plan indicates the placement of 64 parking spaces. Based

on the typical parking required based on the seating capacity 62 parking spaces would be required. The parking as indicated appears to be adequate.

The site plan indicates the placement of a single dumpster near the church facility. The applicant has indicated the dumpster will be screened per typical ordinance requirements. The applicant has indicated the hours of dumpster service will be limited to 7 am to 6 pm Monday through Friday.

The site plan indicates the placement of a new ground mounted sign. The sign is indicated four (4) feet high and eight (8) feet long on a two (2) inch high base. The sign area excluding the base is proposed at 32 square feet. The applicant proposes the placement of building signage to comply with the typical standards of the office and institutional zoning district (Section 36-553). A maximum of ten (10) percent of the façade area abutting a public street.

The site plan indicates large wooded areas to remain in their natural state. This includes bio swales and rain gardens. The plan indicates the placement of native plant materials. Irrigation is only proposed within selected flower beds at the building.

Land use buffers are required when an adjacent property has a dissimilar use of a more restrictive nature. The ordinance typically requires the land use buffer be calculated at six (6) percent of the average depth of the lot. The minimum dimension allowed is nine (9) feet. All land use buffers require opaque screening, whether a fence or other device, a minimum of six (6) feet in height located on the property line. A minimum of seventy (70) percent of the land use buffer is to remain undisturbed. The ordinance states easements cannot count toward fulfilling the buffer requirements. In addition to the required screening, plant materials are required in the buffer areas at the rate of one (1) tree and three (3) shrubs for every thirty (30) linear feet. All the surrounding properties are zoned R-2, Single-family which will require the buffer requirements to be met.

With the exception of the northeastern portion of the site, adjacent to the entrance drive, the land use buffer requirements are being met. The landscape strip in this area is indicated nine (9) feet from the property line. The site plan notes the area will be graded to the property line. A note on the site plan indicates plantings will be installed at the new driveway bank. Staff recommends either the plant materials installed provide the required screening or the applicant construct a wood fence or wall along the property line in the areas which the land use buffer and screening requirements are not being met.

The applicant has indicated the church will not offer a mother's day out program. No school or daycare center is proposed with the current application request. The applicant has indicated the church is staffed on a daily basis. Staff members are on site from 8 am to 5 pm Monday through Friday. Occasionally the church has activities occurring each night of the week. In these cases the activities begin at 5 pm and end by 9 pm. The worship services on Sunday are 8 am and 6 pm.

Staff is supportive of the applicant's request. The site contains approximately three and one-half (3 ½) acres and only a small percentage of the site is proposed for development. Although there are a number of residential homes located in this area there are also non-residential uses including two (2) churches and a City of Little Rock Fire Station. The site is located on Taylor Loop Road which classified on the Master Street Plan as a minor arterial which is the typical location desired for non-residential uses. To staff's knowledge there are no remaining outstanding technical issues associated with the request. Staff feels the development as proposed is appropriate for the site.

I. STAFF RECOMMENDATION:

Staff recommends approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report.

Staff recommends, if constructed, the steeple not exceed 52-feet in height.

Staff recommends the land use buffer and screening requirements along the northeastern portion of the drive which will be disturbed be replanted with plant material to provide the proper screening of the adjacent residentially zoned property.

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PLANNING COMMISSION ACTION:

(FEBRUARY 2, 2017)

The applicant was present. There were registered objectors present. Staff presented the item with a recommendation of approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report. Staff presented a recommendation that if constructed the steeple not exceed 52-feet in height. Staff presented a recommendation the land use buffer and screening requirements along the northeastern portion of the drive which would be disturbed be replanted with plant material to provide the proper screening of the adjacent residentially zoned property.

Mr. Tom Fennell addressed the Commission on the merits of the request. He stated his architectural firm was designing the building for First Christian Church. He stated the grading plan included benching the site which would then allow for the maintenance of greens spaces and buffers around the site perimeters. He stated the Church held a neighborhood meeting to gain comments from area residents. He stated there were a number of residents concerned with the extension of Black Bear Drive. He stated working with staff the site plan had been revised to remove any connection to Black Bear and provided a turn-around on the Church site for emergence vehicles. He stated the site was being designed to allow the predominance of the church and visibility from Taylor Loop Road.

Mr. Steve Teague addressed the Commission stating based on the elimination of access to Black Bear Drive he was no longer opposed to the request. He stated he and his neighbors now welcomed the church as their new neighbor.

Mr. Trip Vogel addressed the Commission in opposition of the request. He stated the Church leadership did meet with area residents and listened to their concerns. He stated after the meeting he met with members of the church to address his primary concerns. He stated one of his primary concerns was the safety and security of his family. He stated when the Jehovah Witness Church was building their church adjacent to his property he was also building his new home. He stated the church worked with him to address his concerns. He stated when the church was first built there was not a gate on Hinson Road. He stated this allowed persons to loiter in the parking lot. He stated persons also loitered in the cul de sac adjacent to his home. He stated once the church put up a gate on Hinson Road this eliminated persons loitering in the church parking lot. He stated working with the Little Rock Police Department persons loitering in the cul de sac was being addressed. He stated with regard to his family's safety he was requesting the church place a physical barrier between their property and his. He stated he had signatures of all the neighbors which abutted the church desiring the church put up a fence between the two uses. He stated once the church was built persons walking on Taylor Loop Road would cut through the church property and his yard as a short cut. He stated the church had addressed garbage collection and gating the parking lot. He stated lighting was also a concern. He requested the church turn off all site lighting at 9 PM. He stated currently when he went outside there were stars. He stated once the church was built this would no longer be the case. He stated also noise was a concern. He stated he had requested the church consider sound proofing their building. He stated the site plan indicated future expansion areas. He stated a daycare or school would not be a good fit for the area. He stated he was also concerned with vehicles exiting the site. He stated based on speeds this was a very dangerous area. He stated the curve in the road and as persons were leaving the stop light at Hinson Road they were gaining speed as they passed this site. He stated it would be a challenge to get out of the site.

Mr. Fennell addressed the Commission stating the Church had committed to no daycare or mother's day out program. He stated the plan indicated a gate on Taylor Loop Road which would be closed at all times except when church personnel were present. He stated the lighting would be shielded and would not overspill the site. He stated the lighting of the cross would be in such a manner the neighbors would not see any light spill over based on placement as well as the elevation of the site. He stated the church did not want to place fences on the adjacent properties. He stated the church was providing the proper buffers and screening as required by City ordinances.

Commissioner May questioned the current location of the church. Mr. Fennell stated their current location was on Mississippi. Mr. May stated he had been their neighbor for 40 years and they had been nothing but a good neighbor.

Commissioner Laha stated he questioned a neighbor of an undeveloped site one time and the person stated if the lighting was not bright enough for him to go outdoors and read the newspaper in his back yard then it was not bright enough. He stated proper lighting reduced crime in areas.

There was a motion to approve the request as presented by staff. The motion carried by a vote of 10 ayes, 0 noes and 1 absent.