



AGENDA

TUESDAY, JANUARY 13, 2015 @ 6:00 P.M.

O'FALLON CITY HALL - 255 SOUTH LINCOLN AVENUE

1. Call to order by Chairman.
2. "Pledge of Allegiance to the Flag."
3. Roll Call and Establishment of Quorum.
4. Reading and approval of the minutes of the previous meeting.
5. Recognition of visitors and their purpose.
6. Unfinished Business
7. Public Hearings –
 - a. **(S15-01 and P2014-10)** *Continued from December 16, 2014* – Preliminary Plat and Zoning Amendment Subject to the Planned Development Ordinance from "B-1" Community Business District and "B-2" General Business District to "B-1(P)" to approve the Four Points Center development that includes ice rinks, aquatic center (The McKendree Metro Rec Plex) and various retail, hospitality and office lots. The property is located on the northwest corner of East Highway 50 and Scott Troy Road. The petitioner is Dean Oelze of SI Strategy, LLC.
8. Reports of Standing and Special Committees – no reports
9. Reports and Communications
 - a. Election of Officers
10. Adjournment

General Citizen Comments: The City of O'Fallon welcomes comments from our citizens. The Illinois Open Meetings Act provides an opportunity for citizens to speak at all committee and Board meetings. However, 5 ILCS 120/1 mandates that NO action shall be taken on matters not listed on the agenda. Please submit your name to the chairman and limit your comments so that anyone present has the opportunity to speak.

Community Development Department

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**DRAFT MINUTES
O'FALLON PLANNING COMMISSION
December 16, 2014**

Chairman Larry Sewell called the meeting to order at 6:02 p.m. in the City Council Chambers and led the Pledge of Allegiance.

ATTENDANCE: Debbie Arell-Martinez, present; Jeffrey Baskett, present; Joan Cavins, excused; Al Keeler, present; Joe Rogers, present; Ray Rohr, present; Larry Sewell, present; A quorum was declared present by Sewell.

MINUTES: Motion was made by Rohr and seconded by Keeler to approve the minutes of September 23, 2014. All Ayes. Motion carried.

Sewell welcomed everyone and explained the role of the Planning Commission. The Planning Commission members introduced themselves. Also present were Community Development Director Ted Shekell and Senior City Planner Justin Randall. Present in the audience were City Alderman John Drolet, resident Stewart Drolet, and petitioner Dean Oelze of SI Strategy, LLC. Sewell gave an overview of the process that would be followed for the evening.

UNFINISHED BUSINESS: None.

PUBLIC HEARINGS:

(P2014-10) – Zoning Amendment Subject to the Planned Development Ordinance for B-1 Community Business District and B-2 General Business District for property in the northwest corner of Highway 50 & Scott-Troy Road; the proposal is to construct “Four Points Center” - a mixed use development including a recreational center, retail, hospitality, and office lots; Petitioner is Dean Oelze of SI Strategy, LLC

Public hearing was opened at 6:06 p.m. Randall presented an overview of the project. A map of the subject and surrounding properties and their zoning was shown, along with a site plan and building elevation of the subject property. Randall highlighted main points and issues and described the various phases of the project. Phase 1 will consist of a two story, 132,400 square foot “McKendree Metro Rec Plex.” The Rec Plex will house:

- 2 National Hockey League (NHL) ice rinks
- Aquatic center with a 4-lane recreational pool, 25 meter x 25 yard competition pool, diving area with the following diving boards:
 - Two 1-meter spring boards
 - Two 3-meter spring boards
 - One 5-meter fixed platform
- Fitness facility

The future phases will include development of two hotel sites, 8 outlots for food and retail uses, one large commercial development site, and three office building sites. Randall

indicated that staff is still waiting on additional information on the project including results of the traffic study by CBB. Shekell gave additional details about the traffic flow, including curb cuts and turn lanes.

Rohr and Sewell asked about the existing business, Mississippi Excavating, on the project site. Shekell stated Mississippi Excavating would vacate the premises. Sewell inquired about a projected timeline. Shekell stated the original projected completion of Phase 1 was August 2015. Rohr asked if the site is undermined; Randall stated it is not.

Public comments were not opened.

Staff Recommendation:

Staff recommended the hearing be continued to the next regularly scheduled Planning Commission meeting on January 13, 2015.

Motion was made by Baskett and seconded by Keeler to approve the Staff's Recommendation.

ROLL CALL: Arell-Martinez, aye; Baskett, aye; Keeler, aye; Rogers, Aye; Rohr, aye; Sewell, aye. All Ayes. Motion to continue hearing of P2014-10 to January 13, 2015.

The project moves to Planning Commission on January 13, 2015, at 6:00 PM. The public hearing was closed at 6:23

(P2014-11) –Text Amendments to the Approved Street Tree List, Planned Use Validity, and Signs Authorized without Permit

Public hearing was opened at 6:23 p.m. Randall presented an overview of the proposed text amendments.

Approved Street Tree List:

Randall explained the approved street tree list needs amending because many of the trees on the list are invasive, susceptible to disease, or ill-suited for the region's climate. Randall stated staff had consulted with Parks and Recreation Department for determining which trees to remove and keep. Currently, the list contains seven approved trees, including White Ash, Green Ash, Callery Pear, Norway Maple, Gray Dogwood, Goldenraintree, and Sawtooth Oak. Both the White and Green Ash are susceptible to the Emerald Ash Borer, the Callery Pear has invasive tendencies, the Norway Maple does not thrive in the area, and the Gray Dogwood is more shrub-like than tree and inappropriate for the intended use. The proposed new list would retain the Goldenraintree and the Sawtooth Oak.

Planned Use Validity:

Randall explained Planned Use approvals are currently valid for 12 months and may receive a 12 month extension. Randall provided examples where the current duration is

inadequate and explained it is not uncommon for a Planned Use to expire before the construction commences. If the Planned Use expires the project must resubmit and seek approval again which can create additional burdens for the project. The proposed change would allow for a 24 month approval with the ability to apply for up to three 12 month extensions.

Baskett asked how applicants would be granted extensions. Randall clarified that extensions would not be granted freely. The applicant must request the extension and Community Development must recommend it to City Council where Council will vote.

Baskett asked if the new approval duration would retroactively apply to Planned Uses that have already been approved. Shekell stated it would not automatically make any previously approved Planned Use valid for two years, but those projects would be eligible to apply for up to three 12 month extensions.

Temporary Sign Regulations:

Randall explained there is a current regulation in place to allow temporary signage without a permit during the weekends. This regulation has a sunset provision and is set to expire on December 17, 2014. Randall provided justification for continuation of this regulation, stating that staff is not aware of any major issues with the provision.

Public comments were opened, no one spoke and public comments were closed.

Staff Recommendation:

Approved Street Tree List:

Staff recommends the removal of the following trees from the Approved Street Tree list:
White Ash, Green Ash, Callery Pear, Norway Maple, Gray Dogwood.

Staff recommends retaining the following trees from the Approved Street Tree list:
Goldenraintree, Sawtooth Oak

Planned Use Validity:

Staff recommends extending the current approval duration from 12 months to 24 months, and the addition of the ability for City Council to grant three additional 12 month extensions.

Temporary Sign Regulations:

Staff recommends removing the sunset provision and allowing temporary signage on weekends without a permit.

Motion was made by Rohr and seconded by Baskett to approve the Staff's Recommendation.

ROLL CALL: Arell-Martinez, aye; Baskett, aye; Keeler, aye; Rogers, Aye; Rohr, aye; Sewell, aye. All Ayes.

The text amendments move to Community Development on December 22, at 6 p.m. The public hearing was closed at 6:34 p.m.

REPORTS OF STANDING AND SPECIAL COMMITTEES: None.

REPORTS AND COMMUNICATION:

Rohr mentioned Joe's Place on Hartman Ln. and inquired where the rezoning boundaries are. Shekell described the portion that was changed and confirmed it was contained to the lot specific to Joe's Place.

Shekell briefed the Planning Commissioners on a temporary building that is planned for 631 Main St., next to Midwest Twisters. He stated the restaurant Peel is now open for business and seems to be doing very well, as is Dominos on E. Hwy 50. Shekell stated St. Elizabeth's Certificate of Need hearing has been postponed until after the first of the year. NGA is still looking to move to Scott Air Force Base which would bring over 3,000 new jobs to the area. The Downtown Plan meeting held on December 11, 2014 was successful. Sal Cincotta has purchased property on State St. and intends to create a 3 story mixed use building to include office space, loft apartments, and possibly a wine bar. Shekell reported that new construction permits numbers were near 130 for the year.

Baskett inquired about the status of the bike trail. Shekell stated that the connection to the Madison County Bike Trail should begin in spring 2015 and will connect to Madison County, IL and parts of Missouri.

ADJOURNMENT:

Motion was made by Keeler and seconded by Baskett to adjourn. All ayes. Motion carried. The meeting was adjourned at 6:48 p.m.

Respectfully submitted,

Jessica Warden, Transcriptionist

Minutes approved by Planning Commission



PROJECT REPORT

TO: Planning Commission
FROM: Justin Randall, Senior City Planner
Ted Shekell, Director of Community Development
DATE: January 13, 2015
PROJECT: P2014-10 & S15-01: Four Points Center – Planned Use and Preliminary Plat

Location: Northwest corner of Highway 50 and Scott-Troy Road
Ward: 4
Applicant: Dean Oelze of SI Strategy, LLC
Owner: Westmore Development Corp and Robert G. Schwarz Trust
Submitted: November 21, 2014

Introduction

The applicant, Dean Oelze of SI Strategy, LLC has filed an application requesting approval of a planned use and preliminary plat for parcels of land generally located in the northwest corner of Highway 50 and Scott-Troy Road, currently zoned B-1, Community Business District and B-2 General Business, for a 45 acre mixed use development, including a 132,400 square foot recreational center, various retail, hospitality and office lots. Phase 1 of the Four Points Center is the construction of the 132,400 square foot recreation complex on approximately 8.8 acres. The recreational facility, to be named the "The McKendree Metro Rec Plex", includes 2 NHL sized ice rinks, 4-lane recreational pool, a 25 meter x 25 yard competition pool, dive area with two – 1 meter spring boards, two – 3 meter spring boards and one – 5 meter fixed platform. The facility will have fitness areas, batting cages and a half court gymnasium. The McKendree Metro Rec Plex, will be located in the northwest corner of the 45 acre site.

1. Existing Conditions

a. Subject Property

The subject property for the proposed McKendree Metro Rec Plex and business center is a 45-acre multi-parcel property. The property is generally bound by Route 50 to the south and Scott-Troy Road to the east. The property adjoins a single-family residence to the west, in which a pond is jointly owned. The northern boundary adjoins the Victory Church property.

The property is primarily used for agricultural purposes, and is zoned B-1 – Community Business District. The site encompasses land which is currently occupied by Mississippi River Construction Company along Scott-Troy Road, north of Highway 50, zoned B-2 – General Commercial District. The construction company has a 15,000 square foot office and storage building and a large outdoor storage area. As previously mentioned, the western portion of the property has a 3.66 acre pond. The pond is split between the development property and a single-family residential property.

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While the majority of the site is not in the floodplain, according to the Flood Insurance Rate Map 17163C0210D, the subject property appears to have approximately 0.68-acre located in the floodplain in the very northwest corner of the property. This area is located in Zone A, in which no base flood elevations have been determined. The site does not appear to be undermined, therefore no additional site stabilization is necessary.

b. Surrounding Properties

The property surrounding the proposed Four Points Center development is a mixture of uses, including commercial, office, and residential.

Surrounding Zoning:

Surrounding Land Use:

North: A(P), A

North: Victory Church and Rock Springs Park

East: MR-2, B-1, B-1(P)

East: MotoMart with Subway, Sweetwater carwash, Vacant Rock Springs Estates

South: A, I

South: Agricultural land and the Eastgate development with Super 8 motel and Amore restaurant

West: B-1, B-1(PUD), MR-2 (PUD)

West: Residence, Lakepointe Center Professional Park and Lakepointe Estates

2. Applicable Ordinances, Documents and Reports

a. O'Fallon Comprehensive Plan:

The O'Fallon Comprehensive Plan Future Land Use Map depicts the subject property as *Regional Commercial*. The Four Points Center development proposes a large recreational facility, with regional retail, restaurant and hotel opportunities, which is consistent with the proposed uses of the Comprehensive Plan recommended uses.

b. Code of Ordinances:

The proposed 132,400 square foot recreation complex is subject to Article 6 Planned Uses of Chapter 158: Zoning of the Code of Ordinance and requires a development plan. The property is also subject to the B-1, Community Business District requirements.

c. Public Notice:

Public Notice of this project has been fulfilled in accordance with Section 158.255 and 158.256 of the City of O'Fallon Zoning Regulations. More specifically, the applicant has notified property owners within 250 feet of the subject property via certified mail of the filing of the zoning amendment. Additionally, the City has notified property owners within 250 feet of the subject parcel of the public hearing at least 15 days prior to the hearing and published notice of the public hearing in a local newspaper at least 15 days in advance. Proof of notification is on file with the City's Community Development Department.

d. Traffic Study:

As required by the Planned Use provisions of Article 6, Chapter 158 of the Code of Ordinance, a traffic study was required for the Four Points Center development. The Traffic Impact Study shall become a part of the approval of Planned Use for the Four Points Center.

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3. Discussion Points/Issues

a. Land Use

The O'Fallon Comprehensive Plan Future Land Use Map depicts the subject property as *Regional Commercial*, which is consistent with the proposed project.

i. McKendree Metro Rec Plex (Phase 1):

The rec plex building is projected as Phase 1 of the Four Points Center. The McKendree Metro Rec Plex is a 132,400 square foot recreation complex on approximately 8.8 acres in the northwest portion of the overall development. The recreational facility includes 2 NHL sized ice rinks; one of which will be used as a Junior Rink and the other as a Pro Rink. The Junior Rink would have seating for 218 and the Pro Rink designed to provide a seating capacity of 2,252 at full buildout. However, initial construction will only install the west bleacher system, limiting the seating capacity to approximately 1,000. The design of the ice rink space will allow for the Pro Rink area to be a multipurpose event space with the long-term ability to seat 3,748 people.

The McKendree Metro Rec Plex will also include a 4-lane recreational pool, a 25 meter x 25 yard competition pool, dive area with two – 1 meter spring boards, two – 3 meter spring boards and one – 5 meter fixed platform and a seating area to accommodate just over 800, including participants. Finally, the facility will have a large fitness area totaling approximately 26,000 square feet, including batting cages and a half court gymnasium.

ii. Four Points Center Development (Phase 2 – 7):

The remaining 36 acres of ground of the subject property consists of a number of outlots for future development, including retail, restaurant, office and hotel type land uses known as Four Points Center. Currently the remainder of the project is purely speculative and there are no projects pending, except for the McKendree Metro Rec Plex. However, the developer projected out the future development to ensure some of the initial construction requirements would meet the demands of the future growth (streets, water, sanitary sewer) and for evaluating the TIF requested for the site. The future development of the Four Points Center conceptually includes the following:

- 8 lots for restaurant and retail opportunities
- 2 lots for hotels
- 1 lot for a large box retail opportunity
- 4 lots for office building opportunities

b. Preliminary Plat

The Four Points Center development also has a subdivision component to the project. At this time the developer is proposing a preliminary plat that would create three lots. The west tract is a 12.5 acre area in the northwest area of the overall tract of land, which will contain the rec plex facility. The 12.5 acre West Tract will also have a small outlot in the very northwest corner to carve out the portion of the property that is located in the floodplain. The remainder of the tract has been identified as a 32.2 acre site, shown as the East Tract.

c. Traffic Circulation/Parking

The Four Points Center is proposing access to the site via a privately maintained Recplex Drive, which has an access point on Highway 50 and Scott-Troy Road. The access point of Highway 50 is aligned with Eastgate Drive and the access point of Scott-Troy Road is approximately 800 feet north of the intersection of Highway 50. Based on the magnitude of this particular development, a traffic impact study was required. Staff has provided portions of the Traffic Impact Study prepared by CBB Transportation Engineers and Planners to provide analysis on the existing road network, ingress and egress to the site, on-site circulation and parking.

i. *Existing Infrastructure:*

The following information is taken from a Traffic Impact Study for the proposed Four Points Center completed by CBB Transportation Engineers and Planners:

Scott-Troy Road (CHH 61) is a north-south roadway maintained by St. Clair County consisting of two lanes (one in each direction) with a 45 mile per hour (mph) posted speed limit. Scott-Troy Road has 10-foot paved shoulders on each side. South of US 50, Scott-Troy Road becomes IL 158 (Air Mobility Drive) which provides access to I-64 and eventually Scott Air Force Base to the south. To the north, several minor roadways and commercial/private entrances connect to Scott-Troy Road before it crosses Old Vincennes Trail/Borchers Lane, a two-way (east-west) stop.

US 50 is an east-west State owned roadway maintained by the Illinois Department of Transportation (IDOT) consisting generally of two lanes (one in each direction) with a 45 mph posted speed limit. Eastbound US 50 has 3 foot paved shoulders with an adjacent 3 foot aggregate shoulder. Westbound US 50 has very little existing shoulder width. To the west, a few minor roadways provides access to US 50 before it intersects Shiloh Cut Off (CH 44) at a signalized, three-legged intersection.

The intersection of US 50 and Scott-Troy Road is controlled by a traffic signal constructed in the late 1990s. Westbound US 50 provides a separate auxiliary left-turn lane with two thru lanes. Northbound Air Mobility Drive and westbound US 50 have separate left, thru and right lanes. Southbound Scott-Troy Road provides separate auxiliary left and right turn lane with two thru lanes. All left-turns at the intersection are protected only concurrent paired movements.

The Traffic Impact Study also provided analysis on the existing traffic issues based on traffic count calculations. Generally, an intersection that function at a "D" Level of Service or above at peak hours is acceptable. The following is analysis of current traffic flows adjacent to the site:

Table 2 – Existing Operating Conditions

<i>Intersection/Approach</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>	<i>SAT MD Peak Hour</i>
<i>US 50 & Scott Troy Road – Signalized</i>			
Northbound Approach	C (27.8)	D (48.9)	C (22.0)
Southbound Approach	D (41.8)	C (27.8)	C (28.7)
Eastbound Approach	C (32.1)	E (64.2)	C (32.1)
Westbound Approach	F (180.4)	F (88.8)	D (37.0)
Overall	F (81.6)	E (56.2)	C (29.6)
<i>US 50 & Shiloh Cut Off – Signalized</i>			
Northbound Approach	C (19.4)	B (15.8)	B (14.6)
Eastbound Approach	B (19.3)	C (20.0)	B (14.3)
Westbound Approach	A (6.6)	A (6.4)	A (5.1)
Overall	B (14.1)	B (13.5)	B (10.5)
<i>Scott Troy Road & Old Vincennes Trail/Borchers Lane – Side Street Stop</i>			
Northbound Left	B (11.0)	A (8.8)	A (8.2)
Southbound Left	A (7.7)	A (9.7)	A (0.0)
Eastbound Approach	F (55.5)	F (118.9)	C (16.4)
Westbound Approach	F (118.3)	F (87.1)	C (21.0)
<i>US 50 & Eastgate Drive – Side Street Stop</i>			
Northbound Approach	B (10.9)	B (13.9)	D (27.9)
Westbound Left	A (0.1)	A (0.2)	B (11.5)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

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The signalized intersection of US 50 and Scott-Troy Road currently functions poorly during both the a.m. and p.m. weekday peak hours with a Level of Service (LOS) of E overall, respectively. That congestion is primarily due to the large amount of traffic in the southbound through and westbound left with vehicles going to the I-64 interstate interchange and Scott Air Force Base.

Also, the eastbound and westbound approaches of the side road stop-controlled intersection of Scott-Troy Road and Old Vincennes Trail/Borches Lane function poorly with LOS F due to the single lane approaches and heavy mainline traffic.

ii. *Gateway Connector:*

The following information is taken from a Traffic Impact Study for the proposed Four Points Center completed by CBB Transportation Engineers and Planners:

IDOT has proposed and studied the Gateway Connector as an outer belt transportation corridor around the southwestern Illinois area of the St. Louis Metropolitan region. The Gateway connector Corridor Preservation Report has identified a preferred 400 foot wide corridor. Based on our recent contacts with IDOT representatives, no further studies have been conducted, and their (IDOT) construction timeline is uncertain.

iii. *Ingress and Egress:*

Access to Phase 1 of the development will be by means of two points of access. The development proposes a loop road (Recplex Drive) to have access to Route 50 directly across from Eastgate Drive and access to Scott-Troy Road south of Victory Church. Recplex Drive is proposed as a private drive within a cross access easement. The following is analysis provided from CBB in the Traffic Impact Study:

The two proposed Recplex Drive intersections should be acceptable as a side-street stopped-controlled intersections in the 2015 Phase One Build condition (McKendree Metro Rec Plex) assuming the following off-site improvements are implemented:

- a. *Each entrance should have separate left or left/thru and right turn exit lanes.*
- b. *A southbound right turn-lane and northbound left-turn lane should be constructed at the intersection of Scott-Troy Road and Recplex Drive.*
- c. *The intersection of US 50 and Recplex Drive/Eastgate Drive should be constructed with separate eastbound left and right-turn lanes. Separate west bound left and right-turn lanes should also be constructed (on US 50). The intersection should be constructed with the assumption that it will be signalized in a later phase.*
- d. *Given that the expected delay for the eastbound approach of Recplex Drive at Scott-Troy Road could create a safety hazard, the following are suggested revision to the site plan:*
 - a. *The intersection of Scott-Troy Road and Recplex Drive could be converted to ¾ access, restricting left-turn movements out of the site. The left-out traffic will need to be reallocated to the intersection of US 50 and Recplex Drive and dual southbound left lanes created. These additional trips will then need to be redirected to the eastbound dual left turns at US 50 and Scott-Troy Road.*
 - b. *If a signalized intersection is wanted, Recplex Drive should be redesigned so that it intersects Scott-Troy Road as far north as the available property allows so that the required spacing (1000' minimum and 0.25 miles preferred) is met. This may require that the northern side of Recplex Drive cannot be developed. This signalized intersection could also become the primary signalized access to future use of the property currently occupied by Rock Spring Estate mobile Home Park.*

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The development proposes two additional points of access on Route 50 and Scott-Troy Road as the Four Points Center continues to develop. Based on the conceptual nature of the future development, the additional points of access were not analyzed in the Traffic Impact Study, but an update to the study would be necessary as the development builds out and as additional access points are requested.

iv. On-site circulation:

While all of the internal traffic circulation is not known at this time, staff believes there is sufficient traffic circulation that can be obtained within the Four Points Center to maintain an efficient flow of traffic onto and throughout the site. Recplex Drive is designed as essentially a loop road around the development for interior access to the commercial development.

v. Parking-McKendree Metro Rec Plex:

Based on the unique use of the McKendree Metro Rec Plex, under the city parking codes staff broke down the building into three different areas; the ice rink area, aquatic center area and the fitness area. Under city codes, auditoriums, churches, theaters, stadiums and other places of assembly are required to provide 1 parking space per 2.5 seats, or 1 parking space per 3-person capacity based on ICC occupant load, whatever combination is greater. Additionally, health club or fitness centers are required to provide 4.5 parking spaces per 1,000 square feet of gross floor area.

The following parking calculations are based on information provided by the developer:

Initial Development of McKendree Metro Rec Plex:

Junior Rink: 218 seating capacity = 87.2 parking spaces
Pro Rink: 1,000 seating capacity = 400 parking spaces
Aquatic Center: 819 seating capacity = 327.6 parking spaces
Fitness Area: 26,286 square feet = 118.3 parking spaces
TOTAL PARKING REQUIRED = 934 parking spaces

In the future, the developer would like to expand the seating available in the Pro Rink area to include additional space on the east side of the ice rink and have events that utilize additional seating on the floor.

Overall Development of McKendree Metro Rec Plex:

Junior Rink: 218 seating capacity = 87.2 parking spaces
Pro Rink (floor event): 3,748 seating capacity = 1,499.2 parking spaces
Aquatic Center: 819 seating capacity = 327.6 parking spaces
Fitness Area: 26,286 square feet = 118.3 parking spaces
TOTAL PARKING REQUIRED = 2,033 parking spaces

Based on the calculations above 934 parking spaces would be required with the development of the initial phase or a calculation of 7.07 spaces per 1,000 square feet of building. The preliminary plan provides for 355 parking spaces (38% of the required parking). The reduction of 579 parking spaces (or 62% of the required parking) is being requested as a variance. City staff has investigated the use of an alternate parking plan which allows the City to reduce parking based on a professional engineer and other reliable data. The developer has indicated they have provided the necessary parking for the McKendree Metro Rec Plex.

Staff researched the Hardee's Ice Plex in Chesterfield, MO and the St. Peter's Rec-Plex to provide some basis of parking demand for a facility of this nature. The Hardee's Ice Plex is an approximate 115,000 square foot facility with two regular rinks with limited seating and one Olympic rink that can seat up to 2,200 people for an event. The site

has 560 parking spaces for the facility, equaling 4.9 parking spaces per 1,000 square feet of facility. A conversation with the general manager indicated that the majority of the time the facility does not have a parking issue, except on a large high school hockey game that fills the large arena. The facility uses the Taubman Prestige Outlets for overflow parking and prior to the construction of the outlet mall, patrons parked along North Outer Road Forty Road during those peak use times.

The St. Peter's Rec Plex is an approximate 200,000 square foot facility (two different buildings) with three ice rinks (300, 600 and 1,200 seat venues), multiple gymnasiums, an aquatic area and fitness areas. The overall site has 660 parking spaces, equaling 3.3 parking spaces per 1,000 square feet of facility. However, in the case of the St. Peter's Rec Plex there are other large parking opportunities within a safe walking distance of the facility. Lutheran High School of St. Charles County with 291 parking spaces adjoins the facility to the east and the St. Peter's Government Center with 91 parking spaces is just off to the west. With the two supplemental lots added into the equation, the site has 1,042 parking spaces available (5.21 spaces per 1,000 square feet).

Based on conversations with the City's traffic consultant, the 355 parking spaces provided with the initial construction would not meet the demands if there was an ice hockey event and aquatic event taking place at the same time and feels additional parking would need to be added to accommodate even one event. Based on the size of the building and the type of use of the building at a minimum, staff would recommend providing the necessary parking spaces for the Pro and Junior Rinks (largest assembly area in the building) and the Fitness Area, totaling a minimum of 606 parking spaces (4.5 spaces / 1000 square feet of facility or 64.9% of the required parking) recommended for the initial development.

CBB provided the developer and the city with a quick redesign off the onsite parking to balance out the site and add parking spaces (attached to staff report as Alternative Parking 1). The design would provide an additional 141 parking spaces (496 total parking spaces) and greatly enhance the on-site parking for the facility, essentially providing the necessary parking spaces for the Pro Rink (largest rink) and the Fitness Area on site (518 parking spaces required). Staff would be open to allowing the remaining 110 parking spaces to be constructed as overflow, with the potential for grass pavers or other alternative pavement methods.

With this reduction of overall parking, staff would recommend limitations placed on the developer to ensure there would not be an ice hockey event and an aquatic event held at the same time and limiting the maximum occupancy of the building based on parking spaces provide. Staff would recommend based on the 606 parking spaces provided, the occupancy of the building to limited to 1,515 people at one time (calculated at 606 parking spaces x 2.5 persons).

vi. Parking space size:

Code requires 10' x 19' parking spaces with 24' aisles (62' modules). The parking modules comply with the regulations. The site also meets the requirements for accessible parking.

vii. Parking lot lighting:

The plans do not account for parking lot lighting, which will have to meet the standards of Section 158.143.

d. Utilities and Drainage

i. Public Utilities

The site is adjacent to two water mains, including a 10-inch water main on the north side of Route 50 and a 12-inch water main on the east side of Scott-Troy Road. Preliminary plans indicate a 10-inch water line will be installed along the east/south side of Rec Plex Drive, tying into the existing city infrastructure on Route 50 and Scott-Troy Road. Additionally, a water line will be looped around the McKendree Rec Plex to ensure adequate water flow is available to the facility. All water line sizing and locations on the site will need to be verified by the developer with fire flow calculations.

Sewer service will also be provided to the facility via city infrastructure. The city has an 8-inch line along the west side of Scott-Troy Road, which the development will tie into with an 8-inch sewer line to provide service to the rec plex. Additional information will be necessary to ensure how the whole site is proposed to be services.

ii. Drainage

Storm water will be accommodated by utilizing the existing retention (wet) basin on the western edge of the site and the construction of three additional detention ponds. Phase 1 (McKendree Metro Rec Plex) will utilize the existing pond area and an additional 7,000 square feet on the northern edge of the development. An expansion of the northern detention pond and two additional ponds will be constructed as a part of the future development of the Four Points Center. All final drainage and detention facilities must meet all local, state and federal regulations.

e. Building and Site Improvements

The proposed 132,400 square foot rec plex which has four-side visibility, meets many of the recommendations of the Commercial Design Handbook, including use of varying building materials, incorporation of architectural components including 360 degree architecture and varying roof lines, and visually breaking up the façade of the walls with changes in building height and depth. The dumpster is enclosed within a section of the building.

f. Sidewalk

Per City requirements, a sidewalk is required to be installed in front of all new developments. The plan is showing a sidewalk along both sides of Recplex Drive and along Route 50. There will be a requirement for sidewalks along Scott-Troy Road and for sidewalks through the entrances need to be shown to be constructed separately from the entrance. Some of the sidewalks along Route 50 and Scott-Troy Road can be constructed as the future phases of the Four Points Center develop.

g. Landscaping and Buffer Requirements

i. Parking Lot Landscaping

At this time, a landscaping plan has not been completed and submitted for the site. A landscape plan will have to meet the City's requirements for landscaping the parking lot, street landscaping along Route 50, Scott-Troy Road and Recplex Drive, provide a 7-foot buffer around the perimeter of parking lot and landscaping in the parking lot islands, the city code requires two trees and two shrubs within each of the landscape islands.

ii. Buffers

City regulations state that a structural buffer is required when B-1 zoning abuts agricultural zoning. This occurs along the northern property line were in 2010 a Planned Use was approved for Victory Church. Additionally, the property to the west is zoned B-1 and will not require additional buffering.

h. Signage

The plan does provide a location for a monument sign along Route 50 and Scott-Troy Road, but there has not been a design provided and the signage will have to meet the sign requirements of Article 8 of Chapter 158: Zoning of the Code of Ordinances. All freestanding and wall signage will need to be submitted and review to ensure compliance with the City's requirements.

i. Variances

Parking: Per the square footage allotments outlined by the Four Points Center proposal, 933 parking spaces are required by code and 355 are being proposed. Based on analysis of other locations similar to this project in the Metro St. Louis area and an alternative parking design provided by CBB, staff would recommend providing the necessary parking spaces for the Pro and Junior Rink (largest assembly area in the building) and the Fitness Area, total a minimum of 606 parking spaces (4.5 spaces / 1000 square feet of facility or 64.9% of the required parking)

recommended for the initial development. Staff would recommend the parking layout provided by CBB for the on-site parking (496 spaces), while allowing 110 spaces to be constructed as overflow. In addition, staff would recommend limitations placed on the developer to ensure there would not be an ice hockey event and an aquatic event held at the same time and limiting the maximum occupancy of the building based on parking spaces provide. Staff would recommend based on the 606 parking spaces provided, staff calculated the occupancy of the building to limited to 1,515 people at one time (606 parking spaces x 2.5 persons).

4. Review and Approval Criteria

Section 158.119 of Article 6 "Planned Uses" lists several criteria for evaluating planned uses. Evaluation of the project based on these factors is included under each criterion.

- a. The criteria governing the rezoning of the property and approval of site plans, as set forth in the standards and requirements found elsewhere in the zoning code or in other applicable law,

The project meets all applicable zoning standards except for the variances identified above.

- b. The physical design of the proposed plan and the manner in which said design makes adequate provisions for public services, provides adequate control over vehicular traffic, provides for and protects designated common open space and park dedication, and furthers the amenities of light, air, recreation and visual enjoyment.

The proposed development provides adequate provisions for public services, provides the necessary improvements to the control the increased traffic. The project greatly enhances pedestrian traffic opportunities on Route 50 and Scott-Troy Road. Overall, staff believes the site furthers the amenities of light, air, recreation and visual enjoyment.

- c. The relationship and compatibility of the proposed plan to adjacent properties and the surrounding neighborhood.

The Four Points Center development has been situated in a manner that attempts to reduce the impacts of the residential areas located in the vicinity of the development. Some enhancements have done to reduce the visibility of the loading dock area and mechanical units

- d. The conformity with the standards and principles of the Comprehensive Plan and all other adopted regulations, including the Commercial Design Handbook dated July 6, 2009 and on file with the City Clerk. (Ord 3665; passed 5-3-10)

The proposal is consistent with the Comprehensive Plan and the design of the buildings meets the intent of the Commercial Design Handbook.

- e. The use(s) are designed, located and proposed to be operated so that the public health, safety and welfare will be protected.

The proposed development is designed to be operated to protect the public health, safety and welfare, with the additional parking recommended.

- f. An identified community need exists for the proposed use.

Yes, a community need exists for the proposed use.

- g. The proposed use(s) will not impede the normal and orderly development and improvement of the surrounding property, nor impair the use, enjoyment, or value of neighboring properties.

The development will not impede the normal and orderly development and use of the surrounding property, nor will it impair the use, enjoyment, or value of neighboring properties.

- h. The degree of harmony between the architectural quality of the proposed building and the surrounding neighborhood.

The proposed building will not detract from many of the structures surrounding the property.

- i. The appropriateness of the minimum dimensions and areas of lots and yards set forth in the applicable zoning district regulations.

The proposed development will be required to meet the area-bulk requirements set forth in the B-1 Community Business District.

Community Development Department

255 South Lincoln Avenue, O'Fallon, IL 62269 ♦ P: 618.624.4500 x 4 ♦ F:618.624.4534

5. Staff Recommendation

Staff recommends approval of the project with the following conditions:

- a. Items needed for submittal:
 - i. Complete Phase I Drainage Report.
 - ii. Full proposed grading for Phase 1, including the building, parking lot and detention areas.
 - iii. Landscaping plan
 - iv. Lighting plan
 - v. Fire flow calculations
 - vi. Auto turn analysis for access around the building for the following:
 - (1) A 47-foot straight fire truck, and
 - (2) A semi-tractor trailer.
- b. Floodplain:
 - i. According to the FEMA flood maps the floodplain line comes onto the property. Adjust the placement of the floodplain line appropriately.
 - ii. Amend the proposed outlot to encompass all of the area within the FEMA floodplain.
- c. Access:
 - i. Recplex Drive:
 - (1) Private drive must meet City standards for a street.
 - (2) Private drive will be inspected by the City's Public Works Department.
 - (3) Provide a typical street section, including curb & gutter and pavement thickness.
 - (4) All entrances to Recplex Drive shall have a concrete apron with concrete sidewalk poured separately through the entrance.
 - (5) All entrances to the site must incorporate the recommendations from the Traffic Impact Study.
- d. Parking:
 - i. Provide 496 permanent parking spaces for the Phase 1 of the McKendree Metro Rec Plex, as shown in the CBB Parking Alternative 1 and provide 110 parking spaces off-site as overflow, with pavement type to be finalized prior to Council approval.
 - ii. The occupancy of the facility shall not exceed the City's minimum parking requirements for spaces provided on the property. Based on the staff recommended parking (606 spaces) the maximum occupancy is limited to 1,515 people. If at any time the rec plex were to construct additional parking on-site, the city would reevaluate the maximum capacity.
 - iii. Until all required parking is constructed, ice hockey and aquatic events will not be held simultaneously so as to supercede the amount of parking provided with the project.
 - iv. No expansion of parking or the building is permitted with this planned use
 - v. All landscape islands must be curbed and planted to meet Section 158.142.
 - vi. The drive aisle along the north side of the building must be 20 feet wide.
 - vii. Parking lot lighting and photometric plan will be required to meet the standards of Section 158.143.
- e. Detention:
 - i. Provide additional analysis on the offsite impacts from the Phase 1 drainage between Lot 11 and Lot 14. Concern over flooding impacts to the church directly downhill from the proposed outfall.
 - ii. Provide the agreement for the use of the existing pond for detention and additional detail on the method proposed for detention of that area.
- f. Utilities:
 - i. Relocate the water line located along the west side of the building to the outside of the curb of the access road to the rear of the drive.
 - ii. Provide preliminary sanitary sewer locations for Lots 4, 5, 6, 7 and 15.

Community Development Department

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- iii. Water lines must be in fittings.
- iv. Minimum water line for a commercial project is 8". Sizing will be verified with fire flow calculations.
- v. Provide a FDC with a dedicated hydrant within 100 feet.
- vi. A separate fire line to be sized by the fire flow calculations.
- vii. Fire hydrants along Recplex Drive spaced at 400 feet.
- viii. Fire hydrants onsite must provide full coverage of the building according to IBC 2006 Section 508.5 and 2006 IFC Appendix C.
- g. Sidewalks:
 - i. A sidewalk will be required along Scott-Troy Road. The sidewalk can be constructed as the future phases develop.
 - ii. Illinois accessibility code requires an accessible route from the building to the public right-of-way.
- h. Easements & Dimensions
 - i. Extend 15' utility easement on west side of Recplex Drive down to Highway 50.
 - ii. Provide a cross access easement on Recplex Drive for all lots in the Four Points development.
 - iii. Extend the ingress/egress easement on the northwest corner of the development to the property line.
 - iv. Provide dimensions to property lines.
- i. Any future development beyond the McKendree Metro Rec Plex (Phase 1 of the Four Points Center development) will require future planned use approval.
- j. All recommendations from the Traffic Impact Study shall be incorporated into the design and construction of the Four Points Center.

Attachments

Attachment 1 – Project Application
 Attachment 2 – Zoning Map
 Attachment 3 – Surrounding Land Use Map
 Attachment 4 – Site Plan
 Attachment 5 – Building Elevation
 Attachment 6 – CBB Parking Alternative 1
 Attachment 7 – Traffic Impact Study Summary

Robert G. Schwarz
1818 Carington Way
Swansea, IL 62226

owners: Westmore Development Corp
1415 Elbridge Payne Rd Ste 285
Chesterfield, MO 63017

**BUILDING
DEPARTMENT
ORIGINAL**

CITY OF O'FALLON
OCT 20 2014
DATE PAID



Planned Use / Re-Zoning Application

NAME OF PROJECT: Four Points Center
ADDRESS/GENERAL LOCATION: NW corner of Highway 50 and Scott Troy Road
SUBDIVISION NAME & LOT NUMBER(S): Four Points Center - Phase 1

PARCEL NUMBER(S): 04330200033, 04280400032, 04330200025, 04280400028, 04330200026

PLEASE CHECK THE TYPE OF APPLICATION (PLEASE CHECK ONE):

- ☒ PLANNED USE
☐ RE-ZONING (STANDARD MAP AMENDMENT)

SUMMARY DATA (RESPOND TO ALL THAT APPLY):

PRESENT ZONING: B-1 + B-2

PROPOSED NUMBER OF BUILDINGS: 1

PROPOSED ZONING: B-1 (P)

PROPOSED GROSS FLOOR AREA: 132,400 SF

PROPOSED # OF LOTS: 1

AREA IN ACRES: project- 44 3/4 phase I- 8.82032

PROPOSED # OF DWELLING UNITS: 0

PRESENT USE: Farmland

APPLICANT INFORMATION:

NAME: Dean Oelze

COMPANY: SI Strategy, LLC

ADDRESS: P.O. Box 312
Nashville, IL 62263

PHONE: 618-980-3807

FAX: _____

EMAIL: genchaos1@aol.com

DESIGN PROFESSIONAL INFORMATION:

NAME: Louis R. Curl

COMPANY: Curl and Associates, Inc.

ADDRESS: 226 East Broadway
Centralia, Illinois 62801

PHONE: 618-533-4149

FAX: 618-533-3732

EMAIL: _____

Dean Oelze
SIGNATURE OF APPLICANT

Louis R. Curl
SIGNATURE OF DESIGN PROFESSIONAL

RECEIVED OCT 20 2014		STAFF USE ONLY	
DATE RECEIVED:	<u>OCT 20 2014</u>	PROJECT ID #:	<u>P2014-10</u>
APPLICATION RECEIVED BY:	<u>V. Evans</u>	STAFF ASSIGNED:	
APPLICATION FEE:	<u>\$500.00</u>	PLAN REVIEW FEE DEPOSIT REC'D:	<u>yes \$900-</u>

narrative

RECEIVED OCT 20 2014

Four Points Center

S.I. Strategies is proud to present "Four Points Center". Four Points Center encompasses a total of 45 acres which will be utilized for various sized businesses in retail, hospitality, professional, and recreational. The development will be built in phases and be located north of Interstate 64 at Exit 18 at the corner of Scott Troy road and Highway 50.

The Four Points Center is being presented as a phased development with a total of 7 phases. At this time SI Strategy is applying for approval of Phase I. Phase I and the anchor of Four Points Center is the planned public sports complex that is to be known as "The McKendree Metro Rec Plex". This facility will boast 2 NHL sized ice rinks, recreational pool with 4 swimming lanes, an additional 25 meter by 25 yard competition pool, a dive area incorporated into the competition pool which includes 2- 1 meter spring boards, 2- 3 meter spring boards and 1- 5 meter fixed platform, a half court gymnasium, indoor batting cages, elevated walking track and a fitness area that includes free weights and cardio equipment. The facility will also offer group and individual fitness classes as well as a day care facility for use by members. The facility will be available to host birthday parties, reunions, trade shows and be a venue for corporate retreats.

The McKendree Metro Rec Plex will be a public facility offering daily admission as well as single and family memberships. The facility will serve as home for McKendree University's ice and aquatic programs. The facility will also serve as the home ice for The Southern Illinois IceHawks. It is anticipated the facility will be open as soon as the fall of 2015.

815-01
fee waived
per TKS
via JR
ve
1915

CITY OF O'FALLON, ILLINOIS
APPLICATION FOR APPROVAL OF PRELIMINARY SUBDIVISION PLAT

(To be submitted with Filing Fee (\$150.00 plus \$10.00 per lot) payable to "City of O'Fallon" and a separate check for Engineering Plan Review Fee payable to "Rhutasel and Associates, Inc.")

Date: 1-9-15

Name of Subdivision: Four Points Center

Name, Address, and Phone Number of Subdivider: Dean Oelze of SI Strategy
PO Box 312, Nashville, IL 62263

Name, Address, and Phone Number of Engineer: Louis Curl of Curl and Associated
226 E. Broadway Centralia, IL 62801

Section: 28 & 33 Township: 2N Range: 7W

Area of Tract: 44.7 AC Number of Proposed Lots: 3 Zoning: B-1(P)

Property interest of applicant: () Owner () Contract Purchaser ☒ Other Option Purchaser

APPLICANT'S CHECKLIST

REQUIREMENTS FOR SUBMITTAL

PAYMENT OF FILING FEE

(YES or NO)

NO - PLANNED USE

PAYMENT OF ENGINEERING PLAN REVIEW FEE

NO - PLANNED USE

6 PRINTS OF SUBDIVISION PLAT & ONE (1) 11" x 17" COPY

YES - PLANNED USE

VARIANCES - (IF APPLICABLE) REQUESTS ATTACHED

NO

NARRATIVE LETTER PROVIDING AN OVERVIEW OF PROJECT

YES - PLANNED USE

COMPLETION OF PRELIMINARY PLAT CHECKLIST

YES

COMPLETION OF PAYMENT RESPONSIBILITY FORM

NO - PLANNED USE

PRIVATE SUBDIVISION REGULATIONS ATTACHED (IF APPLICABLE)

NO

PHASE I DRAINAGE REPORT

NO

.PDF COPY OF PLAT

YES

SUBMITTAL IN CAD / GIS FORMAT (ON CD)

~~NO~~ NO

PROOF OF DEVELOPER'S OWNERSHIP INTEREST

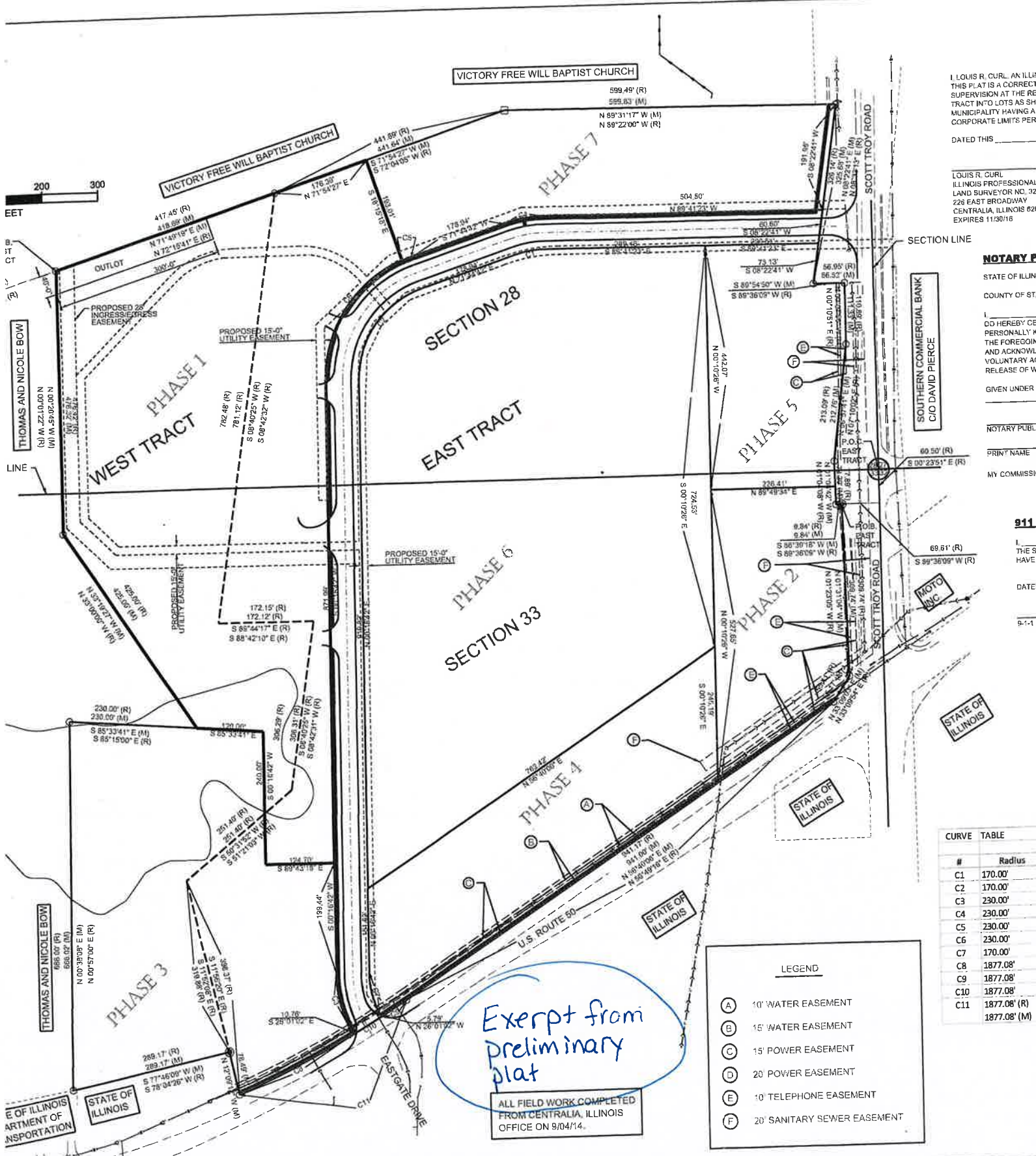
YES

***SUBMISSION PACKETS MUST BE COMPLETED IN FULL OR THEY WILL NOT BE RECEIVED BY THE CITY.**

I HEREBY affirm that I am authorized by the Developer to complete this **Application for Preliminary Plat** and that this request is in compliance with Chapter 154: Subdivisions stated in the Code of Ordinances of the City of O'Fallon, as indicated.



Applicant's Signature



I, LOUIS R. CURL, AN ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 32, 228 EAST BROADWAY, CENTRALIA, ILLINOIS 62501, HAVE SUPERVISED THE RE-TRACT INTO LOTS AS SHOWN ON THIS PLAT HAVING A CORPORATE LIMITS PER DATED THIS _____

LOUIS R. CURL, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 32, 228 EAST BROADWAY, CENTRALIA, ILLINOIS 62501, EXPIRES 11/30/18

NOTARY P
STATE OF ILLINOIS
COUNTY OF ST. LOUIS
I DO HEREBY CEASE PERSONALLY TO BE THE FOREGOING AND ACKNOWLEDGE VOLUNTARILY MY RELEASE OF W
GIVEN UNDER MY COMMISSION
NOTARY PUBLIC
PRINT NAME
MY COMMISSION

911
I, THE S, HAVE
DATE
9-1-1

Excerpt from preliminary plat

ALL FIELD WORK COMPLETED FROM CENTRALIA, ILLINOIS OFFICE ON 9/04/14.

IP OF DOCUMENTS
AND THE IDEAS AND DESIGNS HEREIN AS AN INSTRUMENT OF SERVICE TO THE PROPERTY OF THE CLIENT AND IS NOT TO BE USED IN PART, FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN AUTHORIZATION OF CUR & ASSOCIATES, INC.

REVISIONS		DRAWN	DESIGNED
NEW PROPERTY FOR PHASE 1		LGS	LRC
		SURVEYED	CHECKED
		LGS	LRC



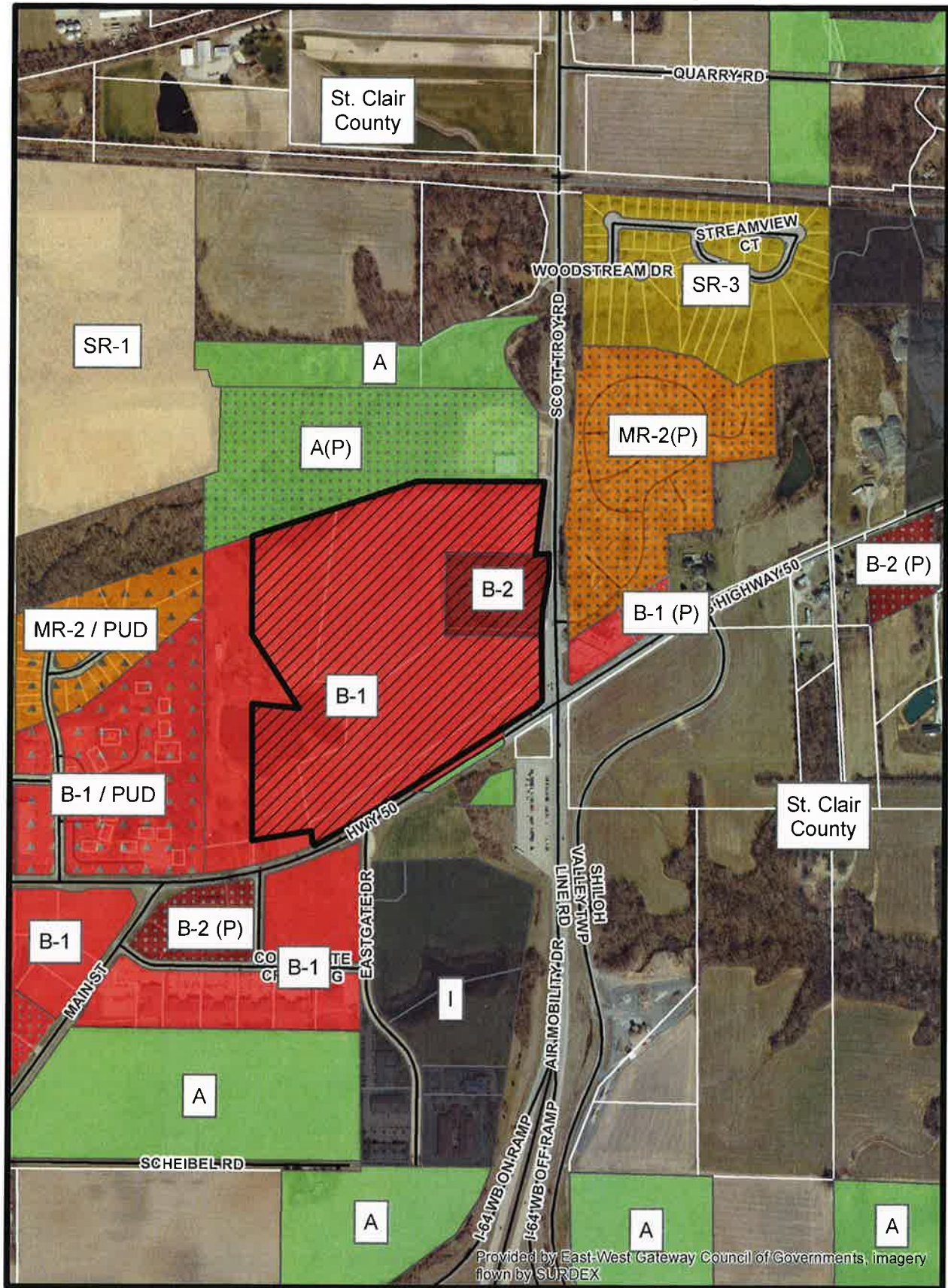
CURL & ASSOCIATES, INC.

CONSULTING ENGINEERS & LAND SURVEYORS

228 E. BROADWAY
P.O. BOX 1000
CENTRALIA, IL 62501
PH. 618-435-0100

ALL DIMENSIONS ARE IN FEET - UNLESS NOTED OTHERWISE

P2014-10: Four Point Center - Zoning Map



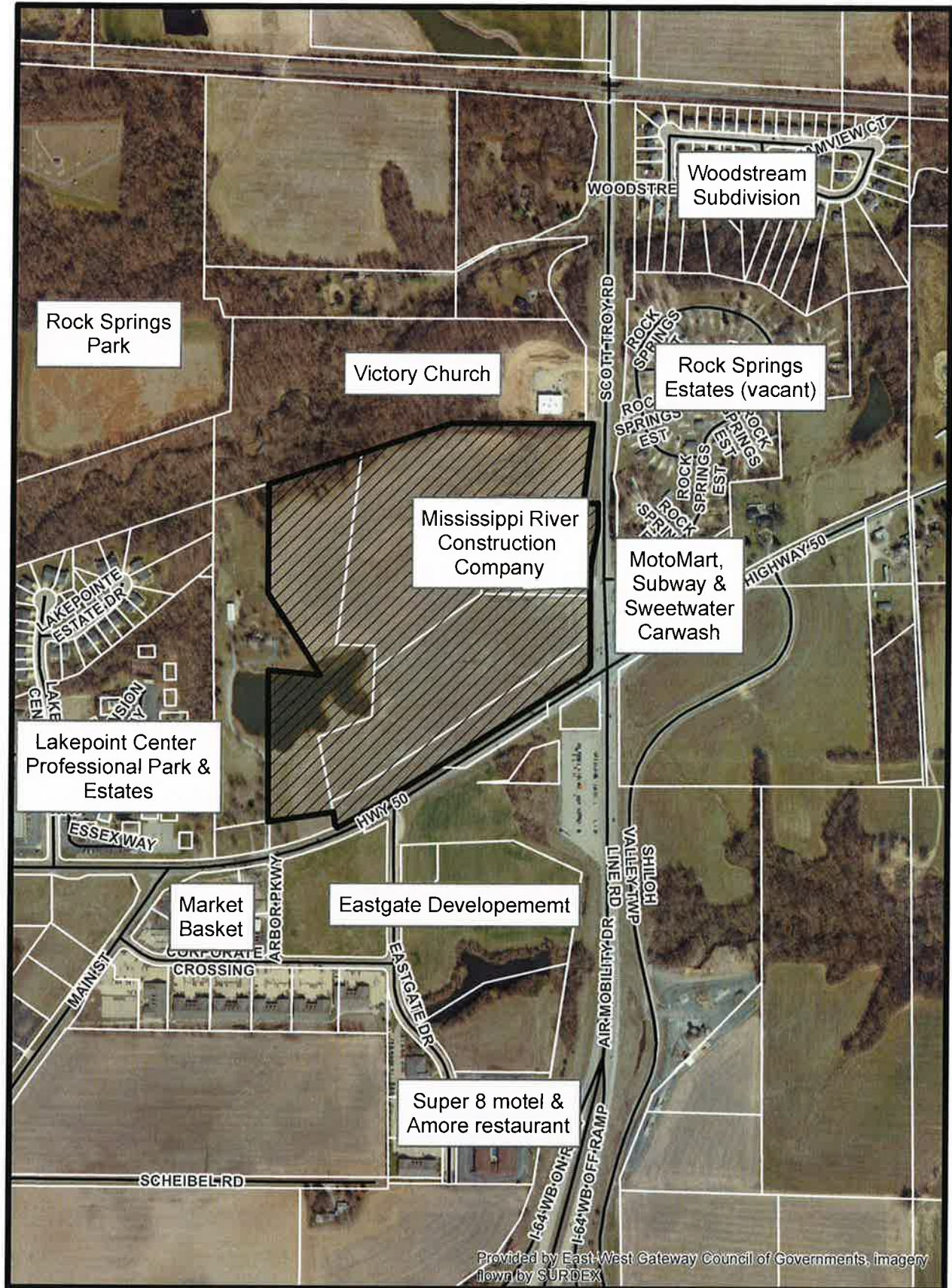
 Subject Property

0 295 590 1,180 1,770 Feet



O'Fallon
ILLINOIS

P2014-10: Four Point Center - Surrounding Land Use Map

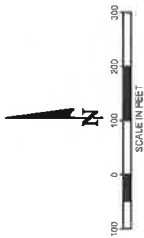


 Subject Property

0 270 540 1,080 1,620 Feet

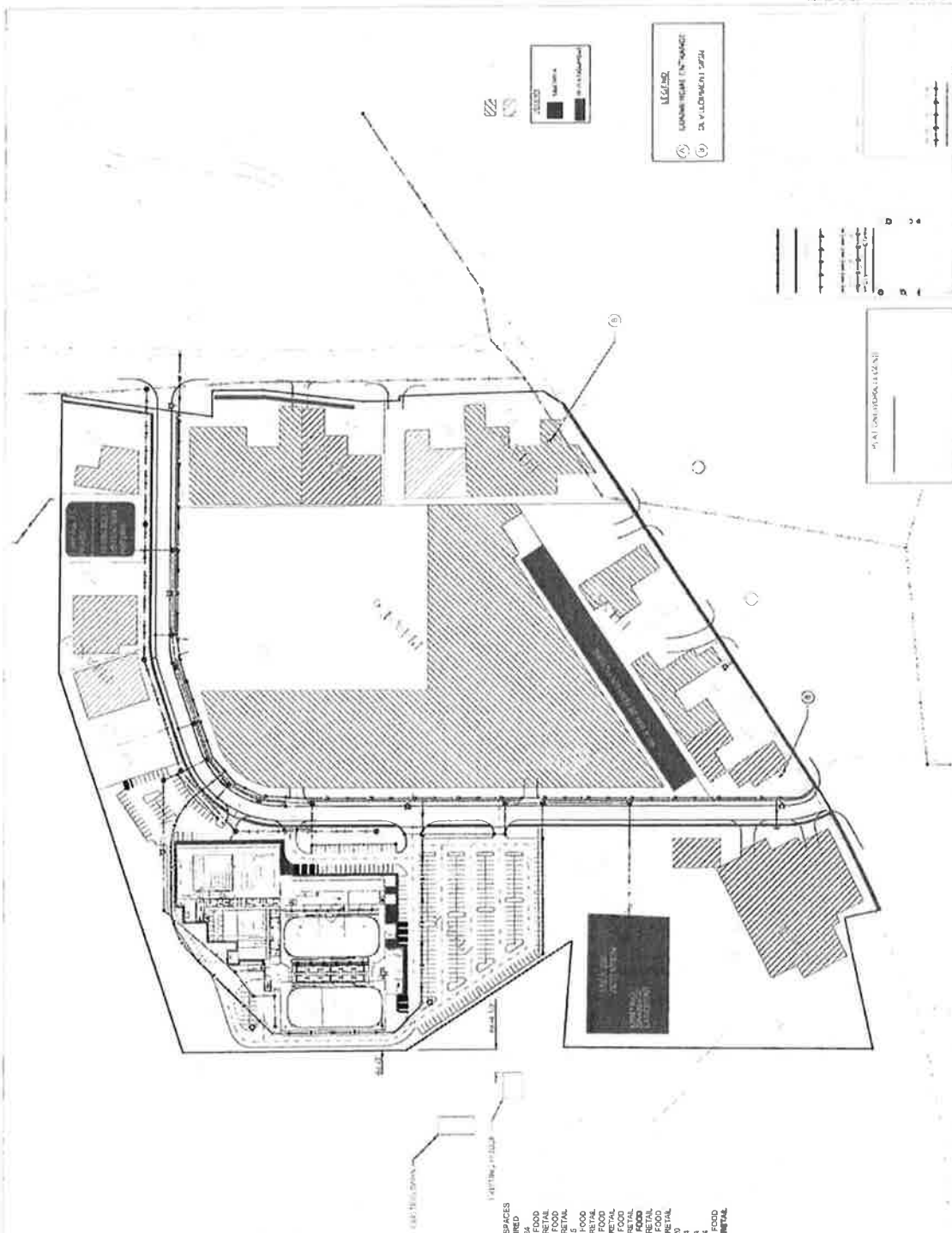


O'Fallon
ILLINOIS



NUMBER ON PLAT	AREA OF PHASE
PHASE 1	144,979 SQ. FT. (3.30 ACRES)
PHASE 2	103,232 SQ. FT. (2.36 ACRES)
PHASE 3	333,347 SQ. FT. (7.63 ACRES)
PHASE 4	188,877 SQ. FT. (4.30 ACRES)
PHASE 5	177,890 SQ. FT. (4.05 ACRES)
PHASE 6	177,890 SQ. FT. (4.05 ACRES)
PHASE 7	177,890 SQ. FT. (4.05 ACRES)
TOTAL AREA OF ALL PARCELS: 1,819,224 SQ. FT. (41.78 ACRES)	

NUMBER ON PLAT	PHASE	BUILDING USE	SIZE (SQ. FT.)	PARKING SPACES PROVIDED	PARKING SPACES REQUIRED
1	1	ICE RINK	132,400 SQ. FT.	381	1324
2	2	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
3	3	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
4	4	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
5	5	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
6	6	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
7	7	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
8	8	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
9	9	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD
10	10	RETAIL	180,000 SQ. FT.	371	371
11	11	OFFICE	6,000 SQ. FT.	24	24
12	12	OFFICE	6,000 SQ. FT.	24	24
13	13	OFFICE	6,000 SQ. FT.	24	24
14	14	FOOD/RETAIL	6,800 SQ. FT.	19	79 FOR FOOD

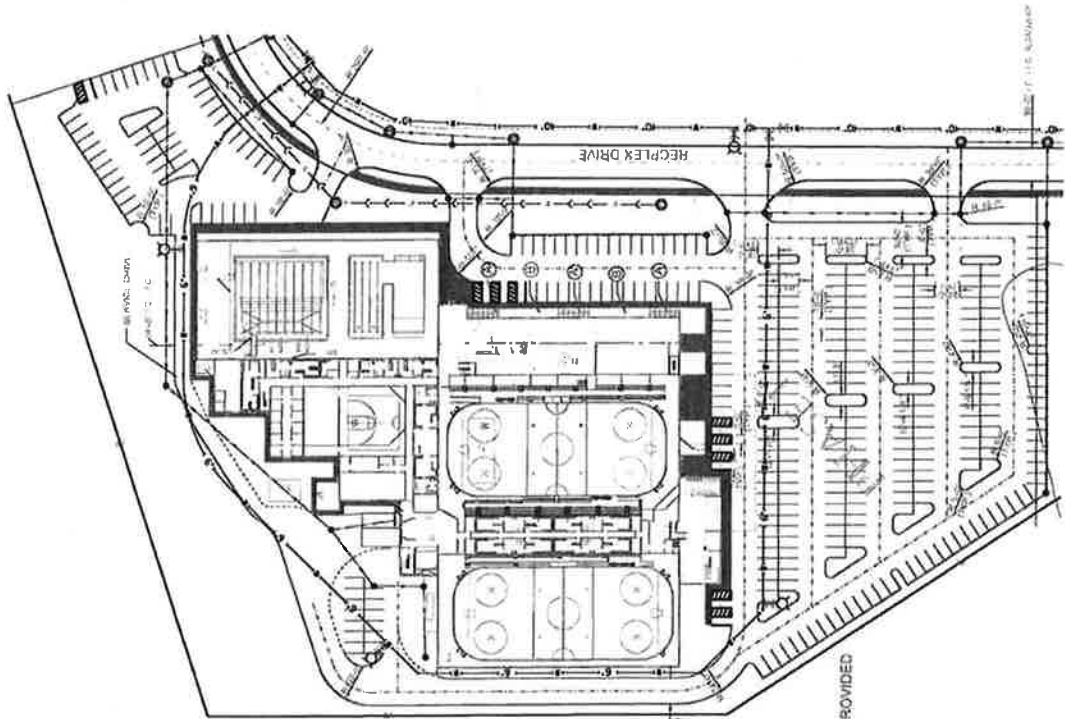
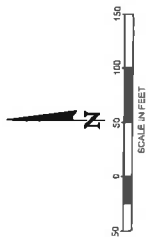


PROJECT NO. C1442.1
 DATE 11/14/14
 SHEET NO. 2
 OF 6 SHEETS

**OVERALL CONCEPT
 PUD DEVELOPMENT OF
 THE FOUR POINTS CENTER
 O'FALLON, ILLINOIS
 SI STRATEGY**



CURL & ASSOCIATES, INC.
 1400 N. 1ST ST., SUITE 200
 O'FALLON, IL 62456-1200
 TEL: 618.261.1200
 FAX: 618.261.1201
 WWW.CURLANDASSOCIATES.COM



351 STANDARD SPACES
 351 SPACES FOR 351 SPACES PROVIDED
 TOTAL OF 351 SPACES PROVIDED
 351 SPACES REQUIRED

LEGEND
 (A) MEMORIAL SPONSOR BRICK PAVERS
 (B) LANDSCAPE AREA

LEGEND
 SIDEWALK

PHASE ONE PLAN
 PUB DEVELOPMENT OF
 THE FOUR POINTS CENTER
 O'FALLON, ILLINOIS
 SI STRATEGY

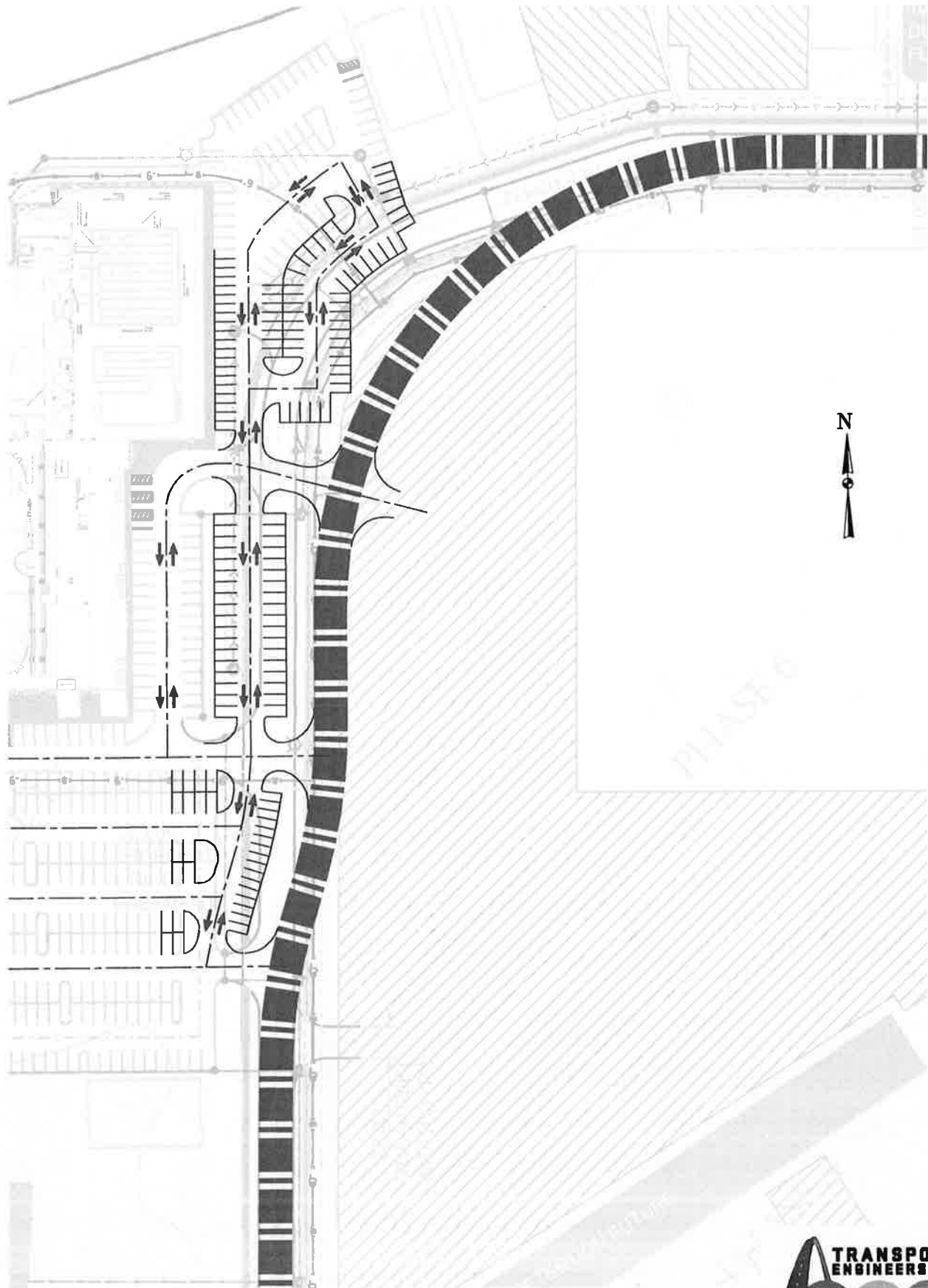
PROJECT NO.	014821
DATE	11/14/14
SHEET NO.	4
OF	5

CURL & ASSOCIATES, INC.



CURL & ASSOCIATES, INC.
 1000 N. GOLF COURSE RD.
 O'FALLON, IL 60456







Summary of Findings and Conclusions

Based upon the preceding discussion, the following may be concluded regarding the traffic impacts of the proposed Four Points Center.

1. The existing signalized intersection at US 50 and Scott Troy Road currently functions at a poor level of service mainly due to the very high traffic volumes on westbound approach turning left to I-64 and the southbound through traffic to I-64.
2. Per the Major Thoroughfare Plan Upgrade for Northeast Quadrant of The City of O'Fallon, Illinois publication, sidewalk should be constructed along both frontages of the site. Pedestrian accommodations should be provided properly across the two Recplex Drive intersections. The sidewalk should connect to the existing sidewalk on the Victory Church site to the north. Any improvements to the US 50 and Scott Troy Road intersection should provide appropriate pedestrian accommodations from the site to the existing park-and-ride lot to the south and the existing gas station to the east. Pedestrian accommodations crossing US 50 at the Recplex Drive/Eastgate Drive intersection should also be considered.
3. No access points to site, besides Recplex Drive, were analyzed with this report. It is suggested to minimize access to Scott Troy Road and US 50 by providing access to Recplex Drive for the proposed internal lots. If additional access points are wanted, additional analysis would be required.
4. The two proposed Recplex Drive intersections should be acceptable as side-street stopped-controlled intersections in the 2015 Phase One Build condition assuming the following off-site improvements are implemented:
 - a. Each entrance should have separate left or left/thru and right turn exit lanes.
 - b. A southbound right turn-lane and northbound left-turn lane should be constructed at the intersection of Scott Troy Road and Recplex Drive.
 - c. The intersection of US 50 and Recplex Drive/Eastgate Drive should be constructed with separate eastbound left and right-turn lanes. Separate westbound left and right-turn lanes should also be constructed. The intersection should be constructed with the assumption that it will be signalized in a later phase.
 - d. No physical improvements are proposed to US 50 and Scott Troy Road for Phase One. The existing signal shall be retimed to mitigate the traffic generated by Phase One.



5. Given the above, the following improvements should be considered before the permitting of Phase Four as shown in the conceptual site plan included in this report:
 - a. The intersection of US 50 and Recplex Drive/Eastgate Drive should be signalized.
 - b. Interconnect should be provided between the three signalized intersections along US 50.
 - c. Excessive delay for the eastbound approach of Recplex Drive exiting onto Scott Troy Road should be expected. One solution would be to move this access to 1,000 feet or further from US 50 and signalize. The intersection will meet signal warrants. We acknowledge that this location may be off of the site.
 - d. The intersection of US 50 and Scott Troy Road should be reconstructed to accommodate the following which represent the maximum amount of capacity this at-grade intersection can reasonably be expected to provide:
 - i. The northbound approach should be reconstructed with dual left, two through lanes and a separate right-turn lane.
 - ii. The eastbound approach should be reconstructed with dual left, two through lanes and a separate right turn-lane.
 - iii. The southbound approach should be sufficient with the existing dual through lanes and separate single left and right-turn lanes.
 - iv. The westbound approach should be sufficient with the existing dual left-turn lanes; however, two through lanes and a separate right-turn lane should be provided.
6. When designing and constructing the off-site improvements in phases such as suggested, care should be taken to minimize the future impacts to items constructed in previous phases.
7. Given that the expected excessive delay for the eastbound approach of Recplex Drive at Scott Troy Road could create a safety hazard, the following are suggested revisions to the site plan which should be addressed before permitting of the development:
 - a. The intersection of Scott Troy Road and Recplex Drive could be converted to $\frac{3}{4}$ access restricting left-turn movements out of the site.

The left-out traffic will need to be reallocated to the intersection of US 50 and Recplex Drive and dual southbound left lanes created. These additional trips will then need to be redirected to the eastbound dual lefts turns at US 50 and Scott Troy Road.



- b. If a signalized intersection is wanted, Recplex Drive should be redesigned so that it intersects Scott Troy Road as far north as the available property allows so that the required spacing (1000' minimum and 0.25 miles preferred) is met. This may require that the northern side of Recplex Drive cannot be developed. This signalized intersection could also become the primary signalized access to future use of the property currently occupied by Rock Spring Estate Mobile Home Park.
8. Given the conceptual nature of the current site plan and the results of the above suggestions, it is recommended that this traffic study be updated prior to the permitting of Phase Four. By that time, the anticipated land uses and possible tenants should be better known, and the site generated traffic can be refined to better estimate the impacts of the ultimate development and recommend required mitigation requirements.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed Four Points Center in O'Fallon, Illinois. Please contact our St. Louis office should you have any questions or comments concerning this material.

Sincerely,

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer