



AGENDA

TUESDAY, MARCH 10, 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. **(P2015-01)** - Zoning Amendment Subject to the Planned Development Ordinance from "B-1(P)" Planned Community Business District to "B-1(P)" Planned Community Business District for Gateway Classic Cars to host private and public events. The property is located at 1237 Central Park Drive and the petitioner is Sal Akbani, Fairmont Venture Partners, LLC.
 - b. **(S15-02 and P2015-02)** – Zoning Amendment from St. Clair County Agricultural and "RR" Rural Residential, to O'Fallon "SR-1B" Single-Family Residence Dwelling District upon annexation for the preliminary plat of the residential subdivision Reserves of Timber Ridge. The 102+ acre property is generally located at 1309 Simmons Road and extends westward. The petitioner is Reserves of Timber Ridge LLC.
8. Reports of Standing and Special Committees – no reports
9. Reports and Communications
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

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

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DRAFT MINUTES
O'FALLON PLANNING COMMISSION
January 13, 2015

Chairman Larry Sewell called the meeting to order at 6:00 p.m. in the City Council Chambers and led the Pledge of Allegiance.

ATTENDANCE: Debbie Arell-Martinez, present; Jeffrey Baskett, present; 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 December 16, 2014. All Ayes. Motion carried.

Sewell announced to the audience that long-time and very dedicated Planning Commission member Joan Cavins recently passed away. A moment of silence was observed in her memory.

Sewell welcomed everyone and explained the role of the Planning Commission. Present were Community Development Director Ted Shekell and Senior City Planner Justin Randall. Present in the audience were City Aldermen Kevin Hagarty, David Cozad, John Drolet and Herb Roach.

UNFINISHED BUSINESS: None.

PUBLIC HEARINGS:

(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.

Public hearing was opened at 6:04 p.m. As this is a continuance of the public hearing, Shekell explained that Lee Cannon, Principal and Traffic Engineer with Crawford, Bunte, Brammeier, (CBB) a traffic consultant in Missouri, prepared a traffic study of this project and would be making a brief presentation of their findings and recommendations.

Randall gave a brief overview of the project and staff report from the previous meeting. He described the development requires preliminary plat approval and the project would be completed in phases. McKendree Metro Rec Plex would be Phase 1 on the western portion of the development and the remainder would be multiple retail, restaurant, hotel, and office uses.

Access to the uses within the development will be via a privately maintained roadway through the development, Recplex Drive. It will be constructed to meet City standards.

Randall pointed out the location of Recplex Drive and the points of access to and from Route 50 and Scott-Troy Road. Arell-Martinez asked how the access roadway lines up with Moto and Randall replied it was north of the Moto entrance, approximately 800 ft from the intersection of Rt. 50 and stated there would not be overflow parking across Hwy 50, it would remain within this development.

Randall reported to Rohr that Recplex Drive is directly across from Eastgate Drive.

A TIF Redevelopment Plan for this project is proceeding through City Council approval process at this time with a public hearing to be scheduled in March.

Randall reported future phases preliminarily propose two hotel sites, eight retail/restaurant opportunities, one large retail opportunity, and four office sites. Infrastructure, including sewer, water, sidewalks, will be installed as warranted by the phases.

Randall explained that a project of this magnitude required a traffic study. He detailed how parking requirements are calculated over the phases of the project. Staff researched similar facilities in the St. Louis area and Randall presented overviews of their uses and parking on-site and off-site. Keeler asked if there were formal agreements with the off-site properties and Randall responded that one property was a public facility.

The McKendree Metro Rec Plex facility meets the intent of the Commercial Design Handbook.

Public comments were opened at 6:25 p.m.

Cannon was sworn in and explained the purpose of a Traffic Impact Study and provided an overview of how traffic engineers assemble the analysis data and ultimately arrive at their recommendations. Cannon emphasized that they are a client of, and report to, the City. Highway 50 is an IDOT maintained roadway and Scott-Troy Road is a St. Clair County maintained roadway. Both require approval for access and improvements to the roadways by the respective agencies.

Cannon pointed out there is a significant offset on Scott-Troy Road for the entrance to Moto and to Recplex Drive.

CBB's traffic study focused on Recplex Drive and projections of build-out of the development, not so much on the access to the individual lots within the development.

CBB does not believe the proposal warrants an improvement to the traffic-lighted intersection of Hwy 50 and Scott-Troy Road at this time. However, it would be reviewed again with future phases. Baskett asked if there is a trigger or specific requirement to when the traffic-lighted intersection is improved and who pays for the improvements. Cannon responded that Phase 1 will not need to have the improvements; however, at full build-out, the improvements will be needed. Cannon indicated the improvements could be paid by leveraging money that may be available as TIF funds begin accumulate and be used as matching funds for Federal dollars from East West Gateway.

Left turn lanes and right turn lanes are recommended by CBB at both intersection points off Scott-Troy Road and Hwy 50. Recplex Drive is proposed to be 3-lane through the development per the developer.

Cannon also reported that it is highly likely during a very near time-frame that traffic signals will be needed at both ends of Recplex Drive. The distance from the major intersection to Recplex Drive on Hwy 50 is optimum at over 1,000 feet and will aid traffic onto and from Eastgate Drive. The distance from the intersection at the traffic lights now to the entrance at Recplex Drive and Scott-Troy Road is likely too close, at approximately 800 ft, for St. Clair County to entertain the idea of adding a traffic light at that location. Cannon suggested the County possibly may consider allowing a signal at 1,000 feet, and the developer could possibly work with Victory Church to move the access further north to the edge of the property.

Cannon continued that a signalized light on Scott-Troy Road would help provide the Rock Springs Townhome project with a lighted intersection and set the access point for the development.

A background traffic growth of 2% per year was used to calculate a 20-year build-out projection that both US 50 and Scott-Troy Road will each need to be five lanes resulting in significant improvements. Phase 1 improvement is projected at \$1.2M, with an overall off-site improvement cost of \$2.5M. Cannon referenced the Northeast Traffic Study which foretold of requiring additional dedicated right-of-way for future development for these roadways. This additional dedicated ROW would protect new infrastructure improvements from needing to be relocated when the time for the need of five lanes approaches.

Cannon relayed that IDOT has deed restrictions on the properties along the Scott-Troy Road Gateway Connector. CBB is awaiting confirmation from the developer that IDOT has agreed to sign-off on this development occurring.

Baskett asked if the realignment of Recplex Drive to accommodate addition parking would take away the possibility of big-box retail. Cannon replied that the mixed uses proposed will allow shared parking, so one facility will not be tied to one parking area.

CBB has recommended that day-to-day use of the McKendree Metro Rec Plex will have sufficient parking on the same side of Recplex Drive. Special events will allow overflow parking on the other side of the internal roadway. CBB has provided alternatives to the developer-provided parking plan and utilizes overflow parking areas.

Randall reviewed explained the Review and Approval Criteria for the relationship of the development to the neighborhood and conformity with other City Ordinances either fully or with conditions.

Dean Oelse, applicant, was sworn in. He has projected three, but more likely five years for the base level use of tournaments to be held. McKendree University and the Icehawks will have first use.

Oelse expressed appreciation for the traffic concerns being discussed. Oelse testified overflow parking and additional parking have been planned for in an elevated garage at the intersection at Scott-Troy Rd allowing room for loading dock for the large retail space and landscape would be brought in.

Oelse reported this is a large demand generator of teams from around the country such as Arizona, Michigan, and Wisconsin for both the ice and aquatic events.

Pat McCloud, representing the not for profit organization Southern Illinois Icehawks, was sworn in. They have worked closely with Mr. Oelse for two years since the US Ice Complex in Fairview Heights closed. At that time the organization was 250 families strong and many of them were from O'Fallon. The Icehawks also has strong OTHS ties. McCloud projected 500-1,000 families in the future. McCloud also noted many are interested in the aquatics facility. The teams travel as far as Canada, Texas and out east. McCloud said they have a partnership and agreements with McKendree.

Charles Pitts, resident, was sworn in. While he supports the endeavor, he requested clarification if the entire site plan was requested to be approved at this hearing, or if only Phase 1 as he has concerns adding traffic lights and with left turn hazards. So long as parking and traffic into the smaller shops is maintained, he reported he had no concerns.

Shekell stated water and sewer infrastructure to support future phases will need to be installed in Phase 1. The actual use and building of future phases will need to be brought before the Commission. Phase 1 will require turn lanes but not signals.

Cannon reported that consideration for access to the site will be managed very tightly. Most of the access for the whole site will come off Recplex Drive internally. Additionally, CBB would not be opposed to additional access points onto Scott-Troy Road or Hwy 50, but in a limited nature. The future entrances would need to be analyzed but would likely limit left turns out of the development and may only allow right in-right out type access points.

Public comments were closed at 7:00 p.m.

Staff Recommendation:

Randall read over the Staff Recommendation as follows:

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) There will be no parking permitted on the street.
 - (2) Private drive must meet City standards for a street.
 - (3) Private drive will be inspected by the City's Public Works Department.
 - (4) Provide a typical street section, including curb & gutter and pavement thickness.
 - (5) All entrances to Recplex Drive shall have a concrete apron with concrete sidewalk poured separately through the entrance.
 - (6) 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 supersede 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 ft wide minimum.
 - 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.
- 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 Four Points Center development.

Shekell clarified for Baskett that condition d)iii, the City is recommending the developer not hold events at the same time that would allow parking to exceed the amount of parking available. They could hold smaller events simultaneously that would not exceed parking. Shekell emphasized all parking remain on site with no parking on Recplex Drive, Scott-Troy Road, or on Hwy 50.

Baskett noted that drivers may use Recplex Drive as a shortcut to avoid Hwy 50 and Scott-Troy Road traffic light. Shekell reported the developer would need to address that situation on this private roadway but he envisions the potential for that occurring.

Motion was made by Baskett and seconded by Rohr 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 approve with Staff's Recommendation Conditions passed.

To coincide with the Rte 50/Scott-Troy Road TIF approval process, and to resolve some of the issues mentioned in the conditions, the project will proceed to Community Development on March 23, 2015, at 6 p.m. The public hearing was closed at 7:15 p.m.

REPORTS OF STANDING AND SPECIAL COMMITTEES: None.

REPORTS AND COMMUNICATION:

Randall announced that there are no petitions awaiting public hearing for neither January 27th nor February 10th, so those meetings have been cancelled.

Shekell described that there has been an increase in inquiries for commercial, office, and residential developments in O'Fallon in recent months that will require Planning Commission review.

Election of Officers:

Arell-Martinez nominated Baskett as Vice-Chairman. Rohr seconded. All Ayes. Motion to elect Baskett as Vice-Chairman passed.

Sewell nominated Rohr as Secretary. Keeler seconded. All Ayes. Motion to elect Rohr as Secretary passed.

ADJOURNMENT:

Motion was made by Keeler and seconded by Baskett to adjourn. All ayes. Motion carried. The meeting was adjourned at 7:20 p.m.

Respectfully submitted,

Vicki Evans, Transcriptionist

Minutes approved by Planning Commission



PROJECT REPORT

TO: Planning Commission
FROM: Justin Randall, Senior City Planner
THRU: Ted Shekell, Community Development Director
DATE: March 10, 2015
PROJECT: P2015-01: Gateway Classic Cars, Planned Use

Location: 1237 Central Park Drive
Ward: 5
Applicant/Owner: Fairmont Venture Partners, LLC, Sal Akbani
Submitted: January 26, 2015

Introduction

Fairmont Venture Partners, LLC has filed an application requesting a planned use for a parcel of land at 1237 Central Park Drive zoned B-1(P) to allow for public assembly in addition to the consignment of vehicles. The application indicates the use would use the existing structure and parking lot for Gateway Classic Cars.

History of Site

The property is rezoned in 2003 (P2003-39) from B-1 to B-1(P) for American TV and Appliance. The plan was approved to construct a 126,852 square foot building with an asphalt parking lot with 431 parking spaces. In 2014, Gateway Classic Cars relocated to the site.

Zoning & Land Use

The subject property is currently zoned B-1(P), Community Business District.

Adjacent Zoning

North: B-1 & B-1(P)
East: B-1 & B-1(P)
South: MR-2 & MR-2(P)
West: SR-1B(P) & MR-1(P)

Adjacent Land Use

North: Vacant lot and commercial uses along Central Park Drive
East: Commercial uses along Central Park Drive
South: Parkway-Lakeside & Green Mount Lakes apartments
West: Stonebridge Estates and Villas

Please see the attached maps for more detailed information on surrounding zoning and land uses.

Applicable Ordinance, Documents and Reports

O'Fallon Comprehensive Plan: The O'Fallon Comprehensive Plan Future Land Use Map depicts the subject property as Regional Commercial, which is consistent with the existing use and the proposed public assembly.

Community Development Department

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

Code of Ordinances: The existing multi-use building 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.

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.

Discussion Points/Issues

Land Use

The subject property is the location of Gateway Classic Cars, which is an automotive consignment business. The owner of the property is requesting approval for public assembly to hold automotive/motorcycle shows, trade shows, banquets, social gatherings and business meetings. The subject property is identified as *Regional Commercial* in the Comprehensive Plan. The proposed project is consistent with the Comprehensive Plan.

Site Plan

The building is already constructed and no building or site changes have been proposed.

Traffic Circulation/Parking

Ingress and Egress: The site will continue to provide access from two existing access points off Central Park Drive. While the consignment of vehicles does not tend to generate a large amount of traffic, public assembly has the potential to generate a large amount of traffic on large events. Central Park Drive has a large mixture of commercial and restaurant uses that generate a large amount of traffic, which will only be enhanced by these larger events. Staff is less concerned over the smaller events, including corporate meetings, lunches and banquets. But staff believes there could be some impact to the area during these large events and Gateway Classic Cars needs to provide a defined plan for ensuring surrounding properties are not adversely affected during these large events. Central Park Drive is a two lane road with a middle turn lane, which provides adequate access to the site, however exiting the Central Park development can be challenging and the city has identified the need for improvements on Central Park Drive at Green Mount Road.

Parking: The site has an existing parking lot associated with the previous use as an electronics and appliance store. The parking lot includes 431 parking spaces, 10 of which are designated as accessible spaces. The site plan indicates the parking spaces meet all of the dimension requirements of Chapter 158, Article 7 - Parking and Loading of the Code of Ordinances.

The site plan indicates no additional parking will be provided at this time. The Code of Ordinances requires entertainment event, major to provide 1 parking space per 3-person capacity based on ICC occupant load. The flexibility of the existing building means the area could be occupied in a multitude of alternatives. Thus, the space is calculated as an assembly without fixed seats – concentrated (chairs only – not fixed). The ICC occupant load is calculated at a rate of 7 square feet per 1 person in largest area for assembly for proposed seating. The flexibility and size of the building for holding events complicates the number of occupants the building can accommodate, but the building has other limiting factors including restrooms, emergency access and parking. Based on the ICC calculations for occupancy the building was designed to have a maximum occupant load of 1,383 people.

Staff is recommending basing the approval of the size of events based on the available parking spaces on-site. There are 431 parking spaces on the site; this would amount to an occupancy load of 1,293 people, calculated according to 1 parking space per 3-person capacity based on ICC occupant load. Because of the additional area in the building to

have more people in the building than parking, staff recommends a condition be placed on the approval that the occupancy of the public assembly use of Gateway Classic Cars shall not exceed the parking provided on the property.

Staff would recommend that any event in which the expected attendance is less than 1,200 people and the entire event is located within the confines of the building be permitted without additional approval from the City. When an event is expected to exceed 1,200 people or the event will require areas of existing parking to be used for the event, additional approval, such as a Special Event is required to ensure the event is coordinated with the surrounding businesses and the City. This will ensure adequate parking is provided at an off-site location with transportation to Gateway Classic Cars and the public safety is ensured.

Sidewalks: The site was developed with sidewalks along Central Park Drive.

Landscaping and Buffer Requirements

Under the original improvements of the site, the applicant provided the required tree at 50-foot intervals around parking lot and drive aisles, as well as the required landscaping within the parking lot islands.

Additionally, the site has provided landscaping in the southeast corner consistent with the planned use approval in 2003, to help screen the apartments. No change is proposed or required.

Lighting

Parking lot lighting will remain as constructed.

Utilities and Drainage

The existing public water and sewer will remain as previously constructed. No impervious surfaces are being added; therefore no additional drainage information is required.

Signage

At this time, the applicant has not proposed any revisions to the sign package for the site.

Hours of Operation

There are no proposed limitations of the hours of operation on the site.

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.

1. 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.
2. 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 public assembly use may have an impact on traffic for some of the larger events proposed, a detailed plan for access and additional parking for large scale events (over 1,200 expected visitors) must be coordinated with the surrounding property owners and the City to reduce the impact on surrounding property owners and businesses.
3. The relationship and compatibility of the proposed plan to adjacent properties and the surrounding neighborhood.

Allowing a public assembly type use as an extension to the existing use should not negatively affect adjacent properties, so long as large scale events (over 1,200 expected visitors) are coordinated with surrounding businesses and the City.

4. 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. The building was constructed prior to the adoption of the Commercial Design Handbook.

5. 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, so long as large scale events (over 1,200 expected visitors) are coordinated with surrounding businesses and the City. .

6. An identified community need exists for the proposed use.

Yes, a community need exists for the proposed use.

7. 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, so long as large scale events (over 1,200 expected visitors) are coordinated with surrounding businesses and the City.

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

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

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

The proposed development meets the area-bulk requirements set forth in the B-1 Community Business District.

Staff Recommendation

Staff recommends approval of the use, with the following conditions:

1. The occupancy of the building shall not exceed the City's minimum parking requirements for spaces provided on the property. Based on the current parking (431 spaces) the maximum occupancy is limited to 1,293 people.
2. Any event in which the expected attendance will exceed 1,200 people, require areas of existing parking to be used for the event or otherwise meets a requirement of a Special Event as defined in Chapter 118 of the Code of Ordinances, a Special Event Permit is required.
3. No parking shall occur off-site, without a Special Event Permit issued by the City Council and without written proof provided to the city of such offsite parking arrangements.
4. No parking shall occur on Central Park Drive.

Attachments

Attachment 1 – Project Application

Attachment 2 – Zoning Map

Attachment 3 – Surrounding Land Use Map

Attachment 4 – Site Plan



Planned Use / Re-Zoning Application

NAME OF PROJECT: Gateway Classic Cars
ADDRESS/GENERAL LOCATION: 1237 Central Park Dr
SUBDIVISION NAME & LOT NUMBER(S): Central Park Plaza Lot 24
PARCEL NUMBER(S): 03-36.0-401-017

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 (P) PROPOSED NUMBER OF BUILDINGS: 1
PROPOSED ZONING: B-1 (P) PROPOSED GROSS FLOOR AREA: 12
PROPOSED # OF LOTS: 1 AREA IN ACRES: 11.49
PROPOSED # OF DWELLING UNITS: NA PRESENT USE: Retail

APPLICANT INFORMATION:

NAME: Sal Akbani
COMPANY: Fairmont Venture Partners LLC
ADDRESS: 1237 Central Park Dr
O'Fallon, IL 62269
PHONE: 618-271-3000
FAX: 618-271-3019
EMAIL: Sal.Akbani@gmail.com

DESIGN PROFESSIONAL INFORMATION:

NAME: NA
COMPANY: _____
ADDRESS: _____
PHONE: _____
FAX: _____
EMAIL: _____


SIGNATURE OF APPLICANT

SIGNATURE OF DESIGN PROFESSIONAL

DATE RECEIVED: 1/26/15
APPLICATION RECEIVED BY: J. Randall
APPLICATION FEE: \$250.00

STAFF USE ONLY

PROJECT ID #: P2015-01
STAFF ASSIGNED: J. Randall
PLAN REVIEW FEE DEPOSIT REC'D: N/A

paid 1-26-15

NARRATIVE

GATEWAY CLASSIC CARS – EVENTS

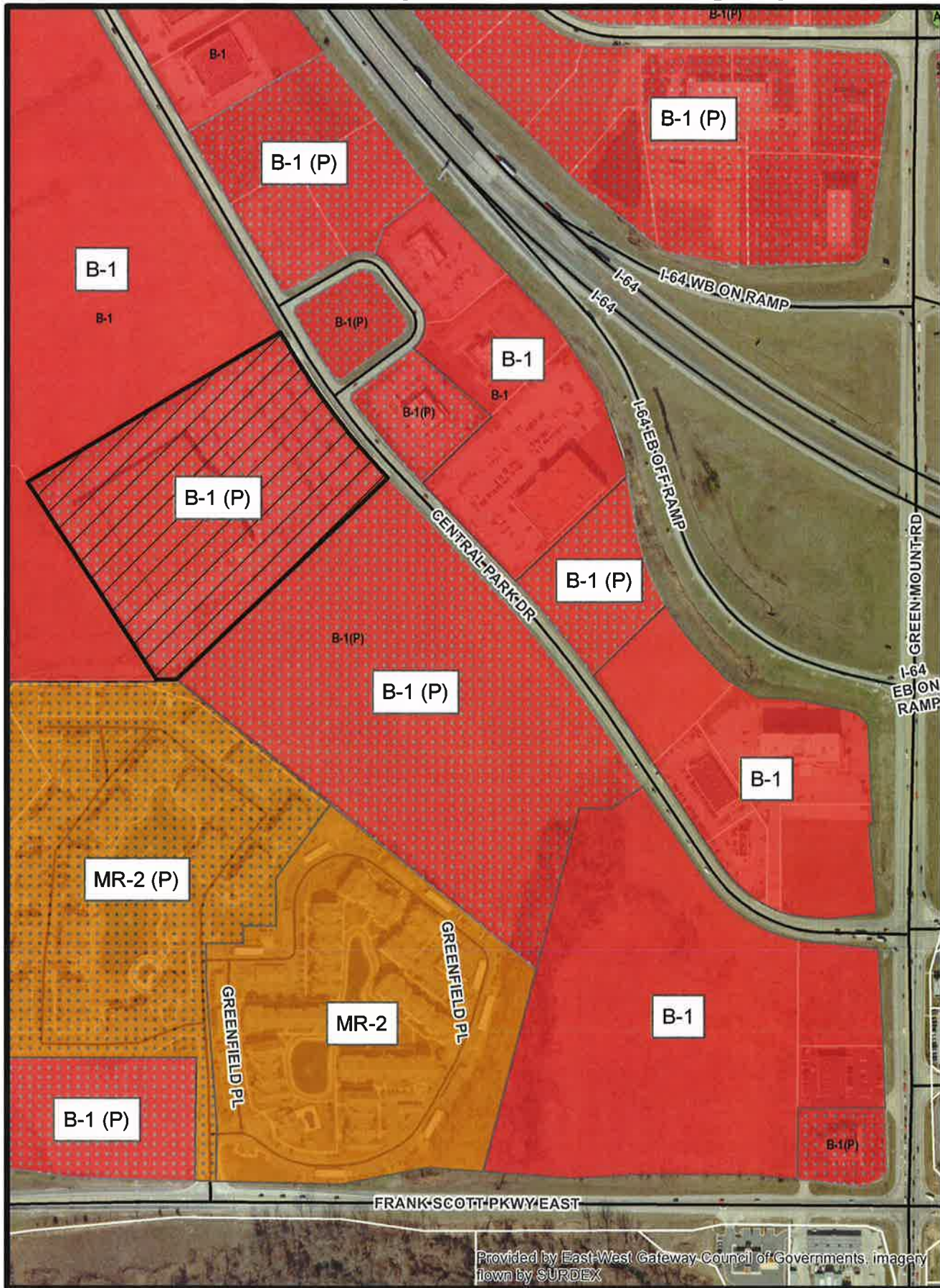
The purpose of this proposal is for an amended zoning allowance at 1237 Central Park Dr. to allow gatherings and events to take place in the existing structure, currently owned and operated by Fairmont Venture Partners, LLC. The plans for use will include, but are not limited to Automotive and Motorcycle shows, trade shows, banquets, social gatherings, and business meetings. Attendance at these events will vary between private and public, and can range from small gatherings and receptions to large shows throughout a weekend. During these times of increased attendance to the area, traffic flow will increase mainly on Central Park Dr between 1237 Central Park Dr and Greenmount Rd, but overflow from the increased traffic will also have an effect on Greenmount Rd from Highway 64 to Thouvenot Ln. On the property at 1237 Central Park, there are approximately 450 parking spaces. During some events, additional parking may be required to accommodate the attendees. As many retail businesses in the nearby area on Central Park Dr. have large parking lots, partnering with those companies to utilize the lot and providing a shuttle service to attendees, we can eliminate any potential parking issues for the events. As the structure is currently occupied by Fairmont Venture Partners, and was a retail electronic store in the past, the existing Mechanical, Electrical, and Plumbing facilities and equipment will be sufficient for the planned future events.

With additional guests attending the events at 1237 Central Park Dr, there is a great opportunity for the sales tax revenue to benefit. With two local businesses already agreeing to provide catering services for events at the proposed location, the city of O'Fallon will earn the sales tax from these events. Additionally, with guests that do not live in the local area attending the large shows, the local hotels will generate additional sales tax from room nights that potentially may never have been sold. Also, sales tax from local restaurants and filling stations will increase with the additional traffic in our community. Being such a unique facility, hosting events at Gateway Classic Cars will give O'Fallon an opportunity to capture business that otherwise might not be suited for the current meeting and convention space in the community. With a mutual respect and goal of making our community better by driving more business into it, we can partner with the existing meeting space in the community to provide more options than ever before for hosting an event in O'Fallon. As mentioned there may be events that are looking for a specific theme for their venue that cannot be provided by the current meeting space in the community. Giving a broader scope to the local event space, can and will in turn bring more guests and sales tax to the community.

In conclusion, the entire community will be benefit by allowing Events to take place at 1237 Central Park Dr. The additional sales tax revenue generated by events and attendees, for the community, will continue to keep O'Fallon at the forefront of growth in the metro east!

Received February 11, 2015

P2015-01: Gateway Classic Cars - Zoning Map

Subject
Property

A horizontal graphic scale bar with tick marks at 0, 170, 340, 680, and 1,020 feet. The bar is divided into segments by vertical lines corresponding to these values.



P2015-01: Gateway Classic Cars - Land Use Map



0 137.5 275 550 825 Feet



O'Fallon
ILLINOIS

for
American
Electronic Appliances, Furniture

A tract of land being the Plaza 3rd Addition, a Southeast Quarter of Section the Third Principal Meridian, according to the Pages 38 and 39 of the St. Clair County, Illinois, as follows:

SITE ACREAGE = 11.61 ACRES ±
 OWNER = AMERICAN TV OF MADISON, INC. (UNDER CONTRACT)
 PARCEL ID = PT. OF 03-36.0-202-001
 EXISTING ZONING = B-1
 PROPOSED ZONING = B-1P
 LAND AREA = 499,146 S.F. (11,459 Ac.)
 TOTAL FLOOR AREA = 1,852 S.F.
 LAND USE DENSITY = 25.41%
 HOURS OF OPERATION = Mon-Sat 10-9, Sun 11-6
 SITE ADDRESS = 1237 CENTRAL PARK DRIVE
 52260

COMMERCIAL REAL ESTATE IN
PARCEL 03-36 0-201-00
ZONED B-1
1242 CENTRAL PARK DR

**PROPOSED
RETAIL STORE
126,852 sq. ft.
F.F.#542.50**

OUTLOT 2
PB. 07 PGS. 38-39
206,817 sq.ft.
4.75 Ac.±

CENTRAL PARK PLAZA 3RD ADD
OWNERS ASSOCIATION
PARCEL 03-36.0-401-007

CENTRAL PARK PLAZA CONDOS LLC
BALKE BROWN ASSOCIATES
PARCEL 03-36.0-401-010
ZONED MR-2
1164 THOUVENOT LANE

COMMERCIAL REAL ESTATE INVEST
PARCEL 03-36.0-401-003
ZONED B-1
1179 CENTRAL PARK DR

AREA WITHIN 250 FEET
OF SUBJECT PROPERTY

BENCHMARK

ELEV.=548.14
BRASS TABLET (DOT) SET IN CONCRETE AT THE
CENTERLINE OF I-84 BASELINE STATION 733+40.0
PC STATION STAMPED WITH ELEVATION 548.14

SITE BENCHMARK

ELEV.=545.42
SPIKE IN POWER POLE S.W. SIDE CENTER PARK DRIVE
308'± N.W. OF PROPERTY CORNER LOT 24

GEORGE MIC
062-C
LICE
PROFE
ENG

062-0
LICE
PROFE
ENG



PROJECT REPORT

TO: Planning Commission
FROM: Justin Randall, Senior City Planner
THRU: Ted Shekell, Community Development Director
DATE: March 10, 2015
SUBJECT: S15-02 & P2015-02: Reserves of Timber Ridge - Preliminary Plat & SR-1B Zoning Amendment

Applicant: Denny Blumberg
Reserves of Timber Ridge, LLC
1306 Arbor Green Trail
O'Fallon, IL 62269

Owner: Tamarack Woods, LLC
613 West Highway 50
O'Fallon, IL 62269

Submitted: February 2, 2015

Project Summary

- Property located between Simmons Road and Pausch Road, north of Kyle Road
- Annexation of 102.65 +/- acres
- Preliminary Plat of 157 single-family residential lots
- Zoned A - Agriculture and RR3 - Rural Residential in the County
- To be zoned SR-1B in the City upon annexation
- Lot sizes ranging from 11,250 square feet to over 334,000 square feet, with an average lot size of 24,915 square feet
- The gross density is 1.88 lots per acre
- Single access point from Simmons Road, with the potential for a future connection to Pausch Road
- The developer will be tying onto the City of O'Fallon water system, however sanitary sewer services can be provided by Caseyville Township or the City of O'Fallon. The subdivision has the potential to open approximately 700 acres for future residential development.

Background & Executive Summary

The applicant, Reserves of Timber Ridge, LLC, is proposing to subdivide 102.65 acres of land currently zoned A and RR-3 in St. Clair County. The property is located approximately 0.4-mile north of the Simmons Road and Kyle Road intersection. The applicant is proposing to divide the land into 157 single-family lots. Lot sizes range from 11,250 square feet to 334,000 square feet (7.66 acres) in size. A total of 6.56 acres of open space, designated within four outlots, consisting of area near the entrance and detention and riparian areas. Additionally, there is a large lake in the southern portion of the subdivision.

Community Development Department

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

The subdivision will contain a collector street which will ultimately connect Simmons Road to the east and Pausch Road to the west. The collector street which is the access to Simmons has 60-foot right-of-way with 37 feet of pavement back of curb to back of curb. All other streets within the subdivision consist of 54-foot right-of-way with 30 feet of pavement back of curb to back of curb. Sidewalks have been incorporated into the preliminary plat on both sides of the street.

The developer will be tying onto the City of O'Fallon water system, but has the ability to have sanitary sewer provided by either the City of O'Fallon or Caseyville Township. The developer is weighing the options and costs for each system, but the development has the potential to open up approximately 700 acres of potential residential development ground with either option. Electric and gas services are available to the site and owned by Ameren IP. Telephone and internet service is available through AT&T and cable and internet is available through Charter.

Existing Conditions

Surrounding Zoning:

North: Unincorporated A
East: Unincorporated RR-3
South: Unincorporated A
West: Unincorporated A

Surrounding Land Use:

North: Rural residential and agricultural land uses
East: Rural residential uses along Simmons Road
South: Rural residential and agricultural land uses
West: Rural residential and agricultural land uses

The majority of the site is currently used for agriculture purposes. The developer also purchased a residential lot along Simmons Road to provide access to the larger agricultural ground to the west. The site is generally flat, but includes a steeper drainage area with substantial tree cover along the north and northeast corner of the property. The southeast corner of the development also has areas of steep slopes, where tributary of Ogles Creek is located. The Ogles Creek drainage area does have floodplain and has been identified as riparian area. There are no known environmental hazards on the site.

Applicable Ordinances, Documents and Reports

O'Fallon Comprehensive Plan:

The O'Fallon Comprehensive Plan Future Land Use Map depicts the subject property as Single Family Residential. In Table 3.1 of the Comprehensive Plan which identifies Future Land Uses, the Single Family Residential category indicates no more than 3 dwelling units per acre and the associated zoning district include SR-1 and SR-1B. The proposed residential development is consistent with the Comprehensive Plan.

Code of Ordinances:

The proposed subdivision is Chapter 154 (Subdivision) Chapter 155 (Development Manual) and Chapter 158 (Zoning) of the Code of Ordinance and must meet the Area-Bulk requirements for lot dimensions. The property is also subject to the SR-3, Single Family Residence Dwelling District requirements.

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.

Rezoning Discussion Points

General Discussion:

There are two tracts of land requested to be annexed into the City. There is the large portion of land comprised of the 157 lot Reserves of Timber Ridge subdivision. This 102.65 acre tract of land has been requested to be annexed into the City of O'Fallon with a SR-1B - Single Family Residence Dwelling District designation. However the portion of

land making up the proposed subdivision is not contiguous with the city limits of O'Fallon. The developer of the subdivision has secured a tract of land 300 feet in width from the city's water tower on Pausch Road north approximately 1,300 feet to the subject property. The annexation strip of ground has been requested to be annexed into the City of O'Fallon with an A - Agricultural District designation.

SR-1B Zoning District:

The SR-1 and SR-1B districts allow for the same categories of land uses. The only difference between the two zone districts relate to the size of the side yard setback (SR-1 district requires a 10-foot side yard setback and the SR-1B district requires a 7.5-foot side yard setback). All other area and bulk regulations of the districts are identical.

Several SR-1B zoned subdivisions exist in this area of O'Fallon including, Bluffs at Ogles Creek, Springfield at Lincoln Farms, Clary's Grove, Parcs at Arbor Green and Windsor Creek.

Side Yard Setbacks:

The subdivision ordinance requires a minimum of 10 feet for side yard easements for utility and drainage purposes, however, the SR-1B zoning district allows for a minimum of 7.5 feet for a side yard setback, thereby potentially leading to a conflict between the two. If a conflict exists between the easement and setback, the easement will prevail – no permanent building or structure will be permitted within a 10-foot side yard easement.

Preliminary Plat Discussion Points/Issues

General Discussion:

The Reserves of Timber Ridge subdivision consists of 102.65 acres with 157 single family lots in a SR-1B zoning district. The project is proposed to develop in five phases with the initial phase located nearest the entrance and consisting of 32 lots. The subdivision will have a 4-acre lake in the southern portion of the subdivision, with lots extending into the lake, which will be developed in Phase 1 of the subdivision. The lot sizes range from 11,250 square feet to 334,000 square feet (7.66 acres) in size, all which meet the area/bulk requirements of the SR-1B district. A total of 6.56 acres of open space, designated within four outlots, consisting of area near the entrance and detention and riparian areas. All of the outlots will be maintained by the homeowners association.

Access and Circulation:

The current proposal will initially have only one access point for the subdivision on Simmons Road from the east. However, there will be proposed residential collector street running east and west through the subdivision with the eventual intent to connect to Pausch Road on the west. The connection to Pausch Road is a vital east-west connection in this part of O'Fallon, which would provide a secondary outlet and quick access to the OTHS - Milburn Campus for the future and existing residents. Staff has recommended the developer obtain an agreement with the adjacent property owner (Kombrink) to providing future roadway access to Pausch Road, as well as a utility easement to provide for future improvements, all prior to the final phase of the development being completed. The developer has indicated they have approached the owner of the property, but has not been able to secure such agreement at this time.

The street layout includes a collector street with local streets reaching to the north and south. Street 1 (entrance) and Street 6 (collector) are proposed at 37 feet wide within a 60-foot wide right-of-way. There are ten cul-de-sacs throughout the subdivision, following the rolling topography of the site. The remaining streets in the subdivision are proposed to consist of 54-foot right-of-way with 30 feet of pavement back of curb to back of curb. One of the cul-de-sacs (Street 9) exceeds the 800-foot block length provisions of the codes. The engineer is requesting a variance to allow the 1,532-foot dead end street, citing "If street 9 were to be connected to the adjoining street to the south, a major drainage way within development. Blocking a natural drainage way could lead to potential flooding concerns upstream." The proposal includes three stubs to adjacent property, one to the west near Pausch Road and two stubs into the property to the south.

The engineer has provided additional information on the entrance to the subdivision. Based on the calculations provided by the engineer, the existing traffic on Simmons Road plus the increased traffic from the subdivision would

not warrant any turn lane improvements to Simmons Road. According to the developer's engineer the sight distances at entrance to Simmons Road are "border line". Prior to final approval of the construction plans, the developer/engineer will need to ensure the entrance is designed to achieve adequate visibility and sight distances at the intersection with Simmons Road. Additionally, the entrance will slope up from Simmons Road. The engineer has noted the grades of the entrance will not exceed 8%, the maximum slope of a street within the city. A "No Outlet" sign is required on Street 1 at its intersection with Simmons Road to inform drivers entering the subdivision there is no through access in the subdivision, until such time a connection is made to Pausch Road.

Drainage and Detention:

The site topography shows multiple sub-basins areas for the property. Generally, the northern portion of the development will drain to the east through a wooded area into a tributary of Ogles Creek. The southern portion of the development will drain to the southeast into a proposed lake created by a dam designed in accordance with the Illinois DNR regulations. The lake will drain into a tributary of Ogles Creek. The developer's engineer is showing an Outlot D behind Lots 29-34, 49, 54 and 55, which will contain a stormwater detention area to collect stormwater before draining into a tributary of Ogles Creek. Actual detention pond sizes, grading, pipe sizes, and inlets will be engineered for the final plat phase. All drainage plans must be reviewed and approved by Public Works Department.

Lake Lots:

The subdivision will have a large lake in the southern portion of the subdivision. The lake consists of 16 lots of the subdivision. The draft covenants and restrictions indicate the lake lots will be a part of a Lake Lot Association as well as the Subdivision Association. The developer has reduced the potential for conflict over maintenance of the lake by placing the entire lake and dam in a 15-foot easement to maintain the lake.

Utilities:

The developer will be tying onto the City of O'Fallon water system with an extension of a water main from the intersection of Simmons Road and Kyle Road and a future connection north along Pausch Road, serviced from the Pausch Road Water Tower. The developer has the ability to have sanitary sewer provided by either the City of O'Fallon or Caseyville Township. The developer is weighing the options and costs for each system, but the development has the potential to open up approximately 700 acres of potential residential development ground with either option. Electric and gas services are available to the site and owned by Ameren IP. Telephone and internet service is available through AT&T and cable and internet is available through Charter.

Flood potential:

There is a portion of the site in the southeast corner where Ogles Creek has a 100-year floodplain designation. The floodplain is in the vicinity of the dam for the proposed lake, which will require IEPA and FEMA approvals, which will be forthcoming. The developer has placed the majority of the floodplain in an outlot to minimize the risk of a home flooding. Minimum finished floor elevation must be shown for all lots on the final plat, along with which lots are to be designated for walkouts, basements, or crawl-spaces to ensure that no structure will be adversely affected by any stormwater drainage and the 100-year floodplain.

Street Trees, Landscape Berms, and Buffers:

The developer will install street trees in the 7' wide lawn between the curb and sidewalk every 50' along the streets in the Reserves of Timber Ridge. The applicant is also showing the required outlots along Simmons Road for the vegetative buffer between the subdivision and Simmons Road within Outlots A and B. In this particular instance a berm does not make sense because of the steep slopes up from the entrance on Simmons Road. The elevations at the first residential lot lines are 30 feet higher than at the entrance to Simmons Road.

Open Space:

As detailed in Article 4 of Chapter 155 (Subdivisions), park lands are required to be constructed, or a fee in-lieu-of paid, whenever new residential subdivisions are constructed. Based on the average density of 2.83 persons per detached Single Family unit, the subdivision's 157 lots requires a total of 2.66 acres of Park Lands dedication. This is based on the 6 acres of park space per 1000 people. The subdivision's population estimate is 444 (157 x 2.83).

The 2005 Bicycle Facilities Plan identified the potential for an Ogles Creek Trail, running from 6.5 miles from Milburn School Road to Old Lebanon-Troy Road to the northeast. This trail was identified to provide alternative transportation, recreation and fitness opportunity in an area where significant residential growth is anticipated. Additionally, the site is near the future connection to the Metro East Parks and Recreation District, which would provide additional access to miles of trails in the area. As a part of the development of the Bluffs of Ogles Creek, the city accepted a large corridor along Ogles Creek. The proposed subdivision has a corner of the property which would be another piece in a potential Ogles Creek Trail. The Parks and Recreation Department has reviewed the property and found the grades very difficult and the majority of the outlot is located in the floodway. The Parks and Recreation Department would not recommend accepting it as park land, staff recommends accepting a park fee in lieu of the required dedicated park space. A fee of \$135,864 will be necessary for the balance of 2.66 acres of park space if so required, equaling \$865 per house permit. Staff would also recommend an easement (which has been shown on the plat) for the use of the outlot for the potential Ogles Creek Trail.

Criteria for considering General Rezoning applications:

In considering any application for rezoning, the Commission and the Governing Body may give consideration to the criteria stated below to the extent they are pertinent to the particular application. The Commission and Governing Body also may consider other factors that may be relevant to a particular application. The rezoning of the Reserves of Timber Ridge property appears to meet each of the following zoning criteria:

- a) the existing uses and zoning of nearby property;
- b) the extent to which property values are diminished by the particular zoning restrictions;
- c) the extent to which the destruction of property values of plaintiff promote the health, safety, morals or welfare of the public;
- d) the relative gain to the public as compared to the hardship imposed upon the individual property owner;
- e) the suitability of the subject property for the zoned purposes;
- f) the length of time the property has been vacant as zoned considered in the context of land development in the area in the vicinity of the subject property;
- g) the care that the community has taken to plan its land use development, and
- h) the community need for the proposed use.

Conclusion and Recommendation

Staff recommends approval of the Preliminary Plat and the Rezoning to SR-1B with the following conditions:

- 1. A variance to allow Street 9 to increase the maximum length of a dead end street from 800 feet to 1,532.
- 2. A variance to remove the requirement of a landscaped berm along Simmons Road.
- 3. The park dedication requirement is 2.66 acres with the requirement being fulfilled through a fee in lieu of land in the amount of \$135,864, \$865.00 per house permit.
- 4. Prior to final approval of the construction plans, the developer/engineer will need to ensure the entrance is designed to achieve adequate visibility and sight distances at the intersection with Simmons Road.

Attachments

- 1. Project Application & Narrative
- 2. Preliminary Traffic Analysis
- 3. Zoning Map
- 4. Surrounding Land Use Map
- 5. Preliminary Plat

CITY OF O'FALLON

FEB 11 2015

DATE PAID

**BUILDING
DEPARTMENT
ORIGINAL**

Planned Use / Re-Zoning Application

NAME OF PROJECT: Reserves of Timber Ridge

ADDRESS/GENERAL LOCATION: Simmons Road

SUBDIVISION NAME & LOT NUMBER(S): _____

New Development

PARCEL NUMBER(S): 64-18.0-100-045 Part of 03-13.0-200-003

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: County Agriculture

PROPOSED NUMBER OF BUILDINGS: _____

PROPOSED ZONING: SR1B

PROPOSED GROSS FLOOR AREA: _____

PROPOSED # OF LOTS: 151

AREA IN ACRES: 103⁺ acres

PROPOSED # OF DWELLING UNITS: 157

PRESENT USE: Agriculture

APPLICANT INFORMATION:

NAME: Reserves of Timber

COMPANY: Ridge LLC

ADDRESS: 1306 Arbor Green Trail
O'Fallon IL 62269

PHONE: 624-3250

FAX: 624-1910

EMAIL: Denny@huntingforchasehomes.com

DESIGN PROFESSIONAL INFORMATION:

NAME: Marsha J. Maller PE

COMPANY: TWM Inc

ADDRESS: 4940 Old Collinsville
Swansea IL 62226

PHONE: 624-4488

FAX: 624-6688

EMAIL: mmaller@twm-inc.com

SIGNATURE OF APPLICANT

SIGNATURE OF DESIGN PROFESSIONAL

DATE RECEIVED: _____

APPLICATION RECEIVED BY: _____

APPLICATION FEE: _____

STAFF USE ONLY

PROJECT ID#: _____

STAFF ASSIGNED: _____

PLAN REVIEW FEE DEPOSIT REC'D: _____

CITY OF O'FALLON

FEB 11 2015

DATE PAID

CITY OF O'FALLON, ILLINOIS

APPLICATION FOR APPROVAL OF PRELIMINARY SUBDIVISION PLAT

S15-02

(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: 2-2-15Name of Subdivision: Reserves of Timber RidgeName, Address, and Phone Number of Subdivider: 1306 Arbor Green TrailReserves of Timber Ridge LLC O'Fallon IL 62269Name, Address, and Phone Number of Engineer: Thouvenot Wade & Moerchen Inc4940 old collinsville IL 62226Section: 13 Township: 2N Range: 8WArea of Tract: ~100 acres Number of Proposed Lots: 159 Zoning: SR1-B

Property interest of applicant: () Owner (X) Contract Purchaser () Other _____

APPLICANT'S CHECKLIST**REQUIREMENTS FOR SUBMITTAL**PAYMENT OF FILING FEE *Please let Denny know the*PAYMENT OF ENGINEERING PLAN REVIEW FEE *amount.*

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

VARIANCES - (IF APPLICABLE) REQUESTS ATTACHED

NARRATIVE LETTER PROVIDING AN OVERVIEW OF PROJECT

COMPLETION OF PRELIMINARY PLAT CHECKLIST

COMPLETION OF PAYMENT RESPONSIBILITY FORM

PRIVATE SUBDIVISION REGULATIONS ATTACHED (IF APPLICABLE)

PHASE I DRAINAGE REPORT

.PDF COPY OF PLAT

SUBMITTAL IN CAD / GIS FORMAT (ON CD)

PROOF OF DEVELOPER'S OWNERSHIP INTEREST *contract to purchase*

(YES or NO)

1,750 *33233790⁰⁰yesyes in narr.yesyesyesyesSimilar to Parcels---to be submitted once layout is approved

***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

**RESERVES OF TIMBER RIDGE
PRELIMINARY PLAT NARRATIVE,
VARIANCE REQUEST, AND
PHASE 1 DRAINAGE REPORT**

The proposed Reserves of Timber Ridge Subdivision consists of 102.65 acres of agricultural land and woods just west of Simmons Road in unincorporated St. Clair County, Illinois. Access to the site is from Simmons Road. There will be an annexation agreement prepared and executed with the City of O'Fallon requesting that the property be zoned SR-1B.

The enclosed preliminary plat shows the development of 157 lots ranging in size from 11,250 square feet to over 334,000 square feet with an average lot size of 24,915 square feet. The proposed development will be constructed in multiple phases with the first phase of construction including 32 single family residential lots.

The proposed homes will be very similar in design and styles as the existing homes in the Parcs at Arbor Green. Homes will be a minimum of 1,800 square feet for a ranch and 2,300 square feet for a story and a half or two story models.

The existing topography is shown on the preliminary plat submitted for review and approval by the City of O'Fallon. The site topography shows that Ogles Creek flows from south to north along the south easterly corner of the site. The St. Clair Soil Maps indicate the project site is mostly Fayette silt loam and silty clay loam with some Sylvan Bold silt loam. The site has rolling hills and valleys with drainage ways to Ogles Creek. The heavily wooded areas have very steep slopes ranging from 18 to 30 percent. These wooded areas have been preserved with this layout. The rolling topography allows for many walk out lots throughout the subdivision. The proposed site design will incorporate a 4+ acre lake for storm water detention. Storm water detention will also be provided in some drainage ways as required by the storm water calculations.

The street layout includes a collector street running west from Simmons Road with local streets reaching to the north and south. The site incorporates ten cul-de-sacs and three stub streets to potential future development. The street layout follows the rolling topography. Street 9 requires a variance for the maximum length of a dead end street. This request is being sought due to the terrain of the site. If street 9 were to be connected to the adjoining street to the south a major drainage way within the project site would be blocked. Blocking a natural drainage way could lead to potential flooding concerns upstream of the street and is not recommended. For this reason the developer is requesting a variance for the cul-de-sac length.

The proposed access to Simmons Road is a 60' wide right-of-way with 37' from back of curb to back of curb. The location will be designed to achieve adequate visibility at the intersection with Simmons Road. According to the Illinois Department of Transportation the current daily traffic on Simmons Road is only 1,300 cars per day. The proposed development will add traffic; however, the projected traffic does not warrant any turn lane improvements to Simmons Road.

To meet the park space requirement the project site incorporates an outlet along Ogles Creek for a future bike trail extension. The proposed park space has 50 feet of access to street 1 and traverses along the bank of Ogles Creek for a potential connection to the park land at the Bluffs at Ogles Creek subdivision. The proposed park space is 4.35 acres. The proposed 157 lot subdivision equates to a population density of 444 persons. The requirement is 6 acres per 1000 persons. For this development the park space required is 2.66 acres. The proposed park space exceeds this requirement.

Sanitary sewer service for these lots may be achieved thru Caseyville Township Sewer District or the City of O'Fallon. The developer has either a gravity sewer option or a lift station option to Caseyville Township Sewer District. For Caseyville Township the sewer would be tributary to an existing lift station located at the Bluffs at Ogles Creek subdivision. The developer also has a lift station option to the City of O'Fallon. For the City of O'Fallon the sewer would be tributary to the city's sanitary sewer system along Simmons Road at either Kyle Road or Milburn School Road. For either the township or the city this project site opens up approximately 693 acres of potential residential development.

This development also has two options for water service, Caseyville and the City of O'Fallon. Caseyville has water along Simmons Road that can be utilized to serve the Reserves of Timber Ridge. The City of O'Fallon plans to construct a water main along Simmons Road from Kyle Road to the project site. This water main will provide water to the site. The development will have 6" – 12" water main throughout the site as required for water service.

Both electric and gas are available at the site and owned by Ameren IP. Telephone and internet service is available through AT&T and cable and internet is available through Charter Communications.

The subdivision will be designed in accordance with the City of O'Fallon requirements.

The developer, Reserves of Timber Ridge LLC, is requesting Planning Commission and City Council approval of the submitted preliminary plat.



www.twm-inc.com

TWM Preliminary Traffic Analysis
Between Simmons Road & Pausch Road
City of O'Fallon
St. Clair County
TWM Project #Q01-140588

RECEIVED MAR 02 2015

Existing Traffic

Current geometric configuration of the two mainline roadways the concept subdivision is proposed to tie into is as follows:

Simmons Road: Two Lane, Two way traffic. Each with about 10' lanes

Pausch Road: Two way traffic sharing 16' lane

The Average Daily Traffic (ADT) listed on the IDOT website near the proposed subdivision entrances per the concept provided are as follows:

Simmons Road: 1,300 ADT (2013)

Pausch Road: 175 ADT (2013)

For this preliminary review we will estimate a background growth of 1% will be added to the IDOT ADT numbers to bring them to 2015 ADT, 10% of the ADT will occur during a peak hour and approximately 60% will be traveling in the direction of the turn lane analyzed. This number will be considered our Directional Design Hourly Volume.

(Note: Peak hours typically occur Monday – Friday between 7a-9a and 4p-6p.)

The Directional Design Hourly Volume (DDHV)

Simmons Road: 80 DDHV (2015) ; 97 DDHV (2035)

Pausch Road: 11 DDHV (2015) ; 13 DDHV (2035)

Projected Trips Generated from Proposed Development

There is an estimate 157 Single Family Residential Lots per the concept plan. The Ninth Edition of the Trip Generation Manual, published by the Institute of Traffic Engineers was used to estimate the number of vehicle trips which may be reasonably expected to be generated by the proposed development.

Trip Generation Rates									
ITE Code	Land Use	Unit	Trip Generation Rate						
			AM Peak Hour			PM Peak Hour			
			Equation or Rate/Unit	% Entering/ % Exiting	Equation or Rate/Unit	% Entering/ % Exiting			
210	Single-family Detached Residential	Dwelling Units	T = 0.70(X) + 9.74	25/75	Ln(T) = 0.90 Ln(X) + 0.51	63/37			
Forecasted Traffic									
ITE Code	Land Use	Size	Unit	Forecasted Trips					
				AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
210	Single-family Detached Residential	157	Dwelling Units	30	90	120	99	58	157

Warrant Analysis

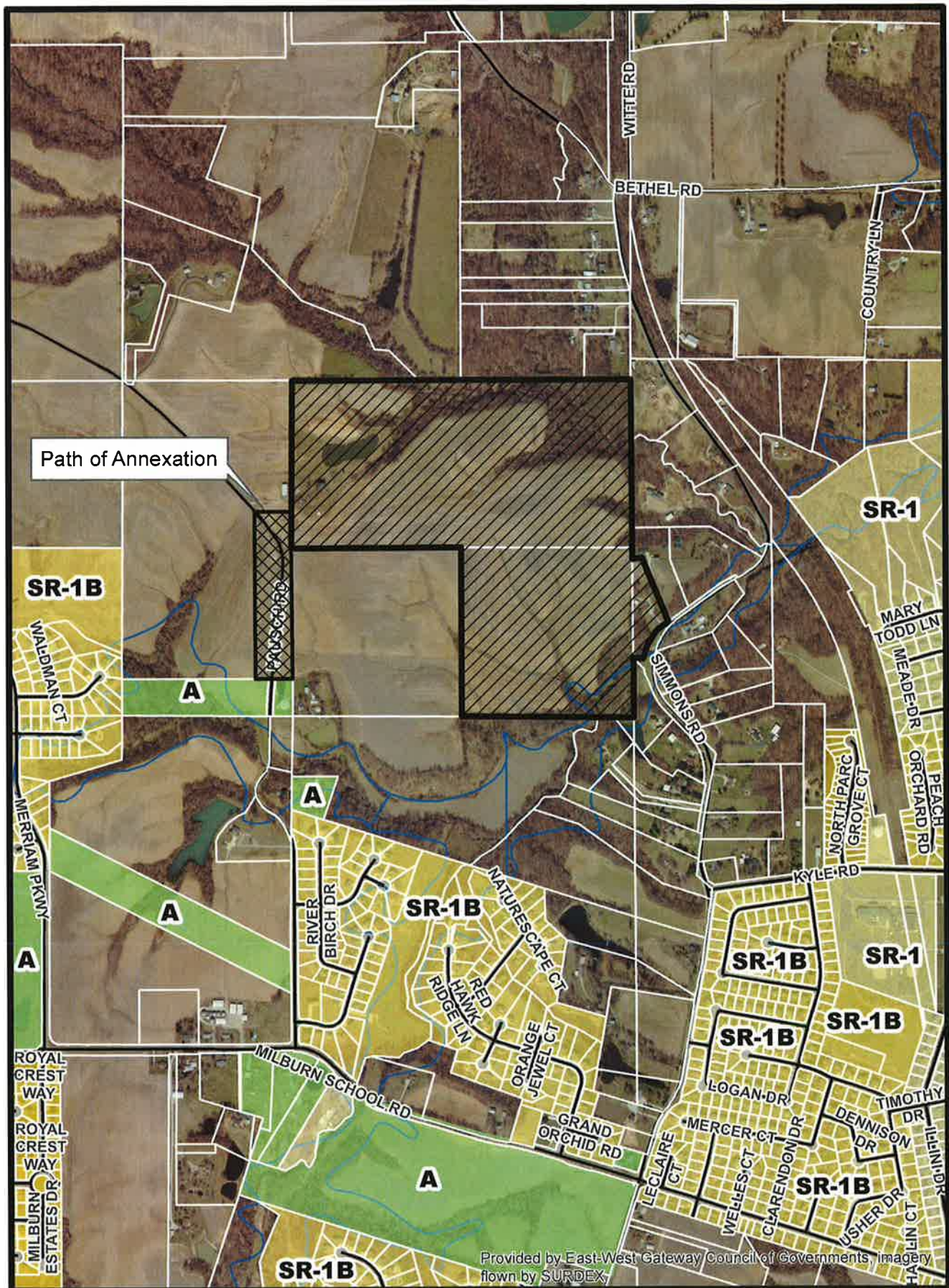
A brief cursory review of the traffic as indicated above was investigated against the warrant guidelines contained in the *Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD)* and the *Bureau of Design and Environment Manual (BDE)*. The results indicate that in 20 years, no warrants are met for the proposed entrances along Simmons Road and Pausch Road. These results could be altered should any additional development be anticipated in the area in the near future or any roadway connections be revised or added. Do note, special consideration should be made as to the lane widths of the existing roadways.

The area was also reviewed as if the entrance located at Pausch Road was not constructed. The results indicate that in 20 years, no warrants are met for the proposed entrance along Simmons Road.

Sight Distance

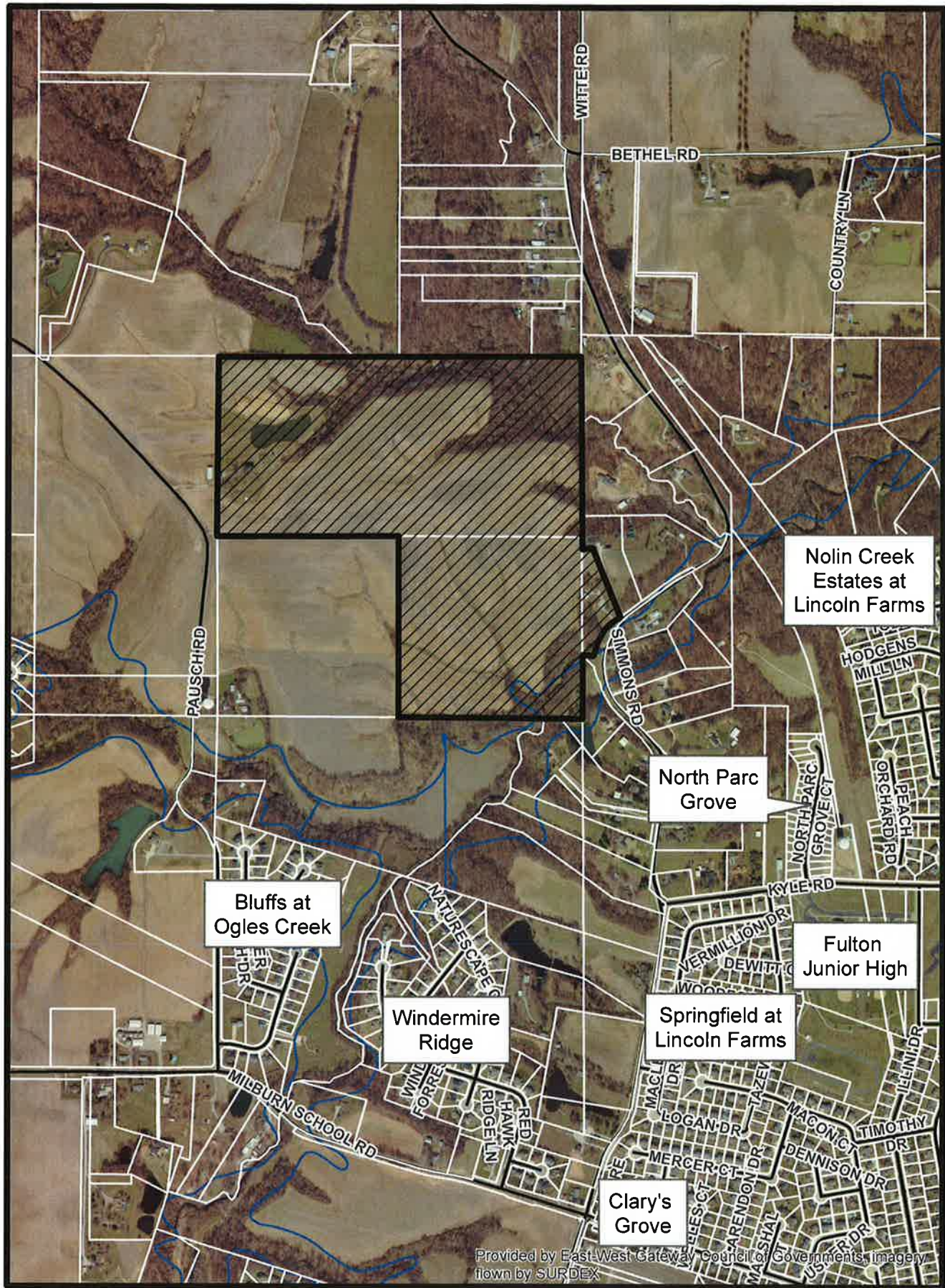
A brief cursory review of the sight distance was investigated against the guidelines contained in the *Bureau of Local Roads and Streets (BLRS)* and a site visit. While on a site visit, the approximate locations of sight were determined from the entrance near the anticipated location of the proposed entrance. This distance was verified against the BLRS. Using a design speed of 35 mph, the intersection sight distance is on the border line. The trees will need to remain cut and no structures be constructed within the line of sight.

S15-02 & P2015-02: Reserves of Timber Ridge - Land Use Map

Subject
Property

O'Fallon
ILLINOIS

S15-02 & P2015-02: Reserves of Timber Ridge - Land Use Map



0 450 900 1,800 2,700 Feet



THE RESERVES OF TIMBER RIDGE

ALL EASEMENTS SHOWN HEREON ARE TO BE DEDICATED TO THE PUBLIC FOR PUBLIC AND PRIVATE UTILITIES AND DRAINAGE.

ALL BUILDING SET-BACK LINES OFF SUBDIVISION ROADS ARE TWENTY FIVE (25) FEET AS MEASURED FROM THE RIGHT-OF-WAY LINE.

- [illegible]

TELEPHONE	- FAX 1-800-244-4444	WATER	- CITY OF OTTAWA (613) 624-6500
ELECTRIC	- AMEREN IP 1-800-775-5000	GAS	- AMEREN IP 1-800-775-5000
CABLE T.V.	- CHARTER COMMUNICATION (613) 545-8121	SANITARY SEWER	- CITY OF OTTAWA (613) 624-6500
			- OTTAWA WASTEWATER TREATMENT PLANT (613) 357-2414

1-500-892-0123

1. COVER SHEET AND NOTES
2. OVERALL LAYOUT
3.-6. SITE PLAN WITH TOPOGRAPHY
7.-10. LOT LAYOUT

OWNER/DEVELOPER
PRESERVES OF TIMBER RIDGE, LLC.
1306 ARBOR GREEN TRAIL
O'FALLON, ILLINOIS 62269
(618) 624-1750

ENGINEER/SURVEYOR
THOUVENOT, WAGE & MOERCHEN, INC.
4940 OLD COLLINSVILLE ROAD
SWANSEA, ILLINOIS 62226
(618) 624-4488

54' ROW LINE (UNLESS OTHERWISE NOTED)

75' BUILDING SET BACK LINE (UNLESS OTHERWISE NOTED)


 DRAINAGE AND UTILITY EASEMENT LINE
 SHALL BE 15' WIDE ADJACENT TO
 STREETS (UNLESS OTHERWISE NOTED)
 DRAINAGE AND UTILITY EASEMENT LINE
 SHALL BE 10' WIDE ADJACENT TO ROAD
 SIDE LOT LINES (UNLESS OTHERWISE
 NOTED)

BOUNDARY LINE
LOT LINE
FLOOD PLAIN



PRELIMINARY PLAT SUBMITTAL: FEBRUARY 2, 2015

**THOUVENOT,
WADE &
MORPHEEN, INC.**
1000 W. 10TH AVE., SUITE 200
DENVER, CO 80202



♦ CORPORATE OFFICE
4940 200 COLUMBIAN RD
DENVER, CO 80231
TEL (303) 752-6228
FAX (303) 752-6268

♦ WATERLOO OFFICE
1000 W. 10TH AVE., SUITE 200
WATERLOO, ONTARIO, CANADA N2L 2G8
TEL (519) 535-5550
FAX (519) 535-5556

♦ ST. LOUIS OFFICE
860 CENTRAL CLUB VIEW, SUITE 100
EMERSONVILLE, OHIO 43025
TEL (614) 856-4343
FAX (614) 856-4343

♦ ST. LOUIS OFFICE
720 WEST ST. SUITE 200A
ST. LOUIS, MO 63101
TEL (314) 241-8300
FAX (314) 241-1291

♦ ST. CHARLES OFFICE
1000 W. 10TH AVE., SUITE 200
DENVER, CO 80202
TEL (303) 752-6228
FAX (303) 752-6268

♦ ST. CHARLES OFFICE
517 CHARGES, MISSOURI 63301
TEL (636) 724-8300
FAX (636) 724-8300

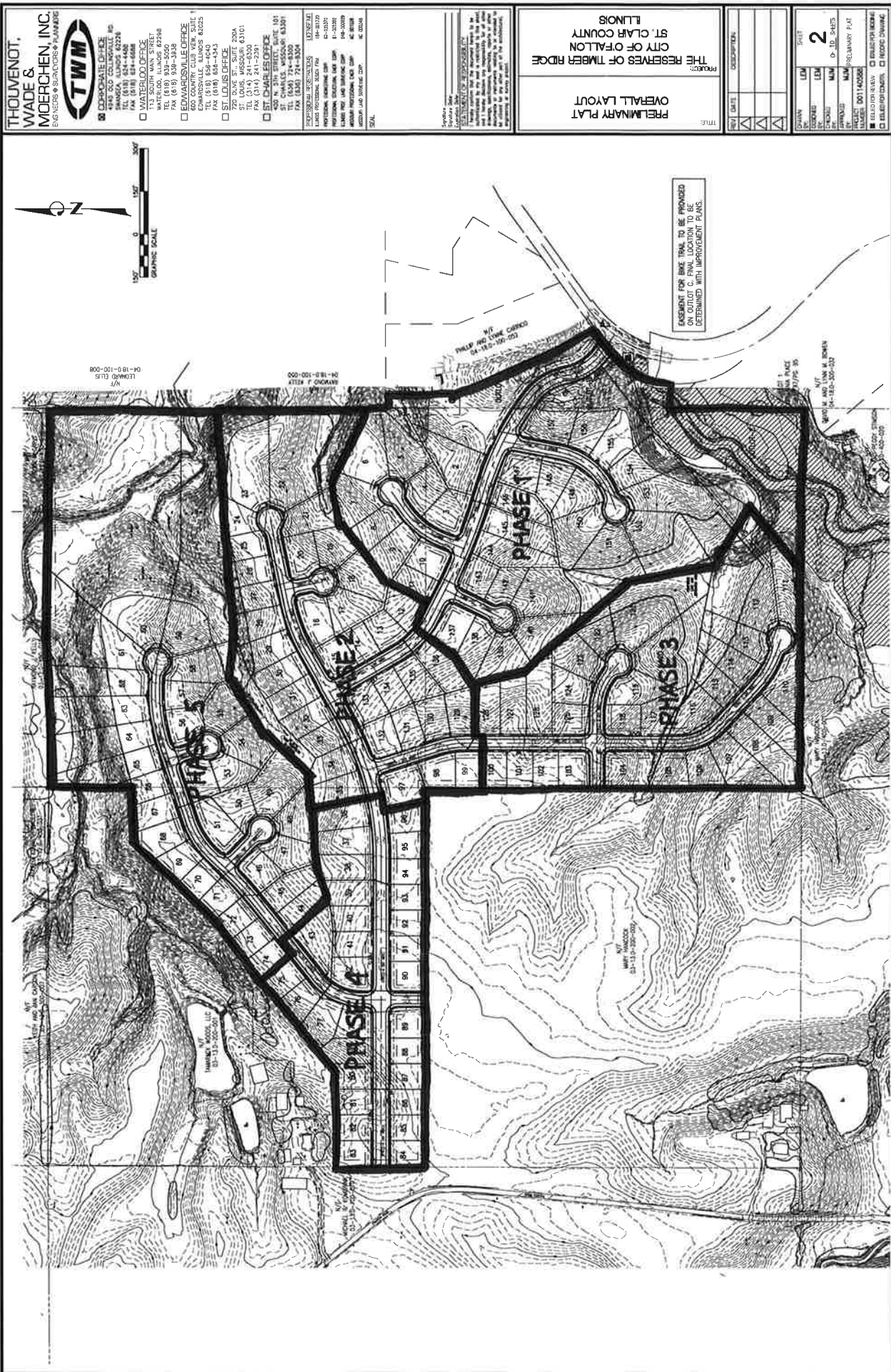
[illegible][illegible]

PRELIMINARY PLAT
COVER SHEET

PROJECT:
THE RESERVES OF TIMBER RIDGE
CITY OF OFALLON
ST. CLAIR COUNTY
ILLINOIS

REV.	DATE	DESCRIPTION
1	3/2/15	REMOVED PER CITY REVIEW
2		
3		

FORMAN BY	LEW	SWIFT
STANDARD BY	LEW	1
CHOLD BY	MJM	0 10 SLATS
SURENCO BY	MJM	PRELIMINARY PLAN
PROJECT NO.	D01140558	



THOUVENOT,
WADE &
MOERCHEN, INC.
ENGINEERS & SURVEYORS & PLANNERS



CHICAGO OFFICE
4440 S. COLLEGE AVE.
CHICAGO, ILL. 60607
TEL. (312) 624-4420
FAX (312) 624-4420

WATERLOO OFFICE
1000 E. MAIN ST.
WATERLOO, ILL. 62298
TEL. (815) 939-5500
FAX (815) 939-5500

EDWARDSVILLE OFFICE
600 COUNTRY CLUB VIEW, SUITE 100
EDWARDSVILLE, ILL. 62025
TEL. (618) 658-1543
FAX (618) 658-1543

ST. LOUIS OFFICE
720 ONE STATE ST.
ST. LOUIS, MO. 63101
TEL. (314) 241-2397
FAX (314) 241-2397

ST. CHARLES OFFICE
101 N. MAIN ST.
ST. CHARLES, MISSOURI 63301
TEL. (636) 724-1500
FAX (636) 724-1500

ST. LOUIS OFFICE
1000 E. MAIN ST.
ST. LOUIS, MO. 63101
TEL. (314) 241-2397
FAX (314) 241-2397

ST. CHARLES OFFICE
101 N. MAIN ST.
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ST. CHARLES, MISSOURI 63301
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FAX (636) 724-1500

PROJECT:
THE RESERVES OF TIMBER RIDGE
ST. CLAIR COUNTY
ILLINOIS

TITLE:
OVERALL LAYOUT
PRELIMINARY PLAT

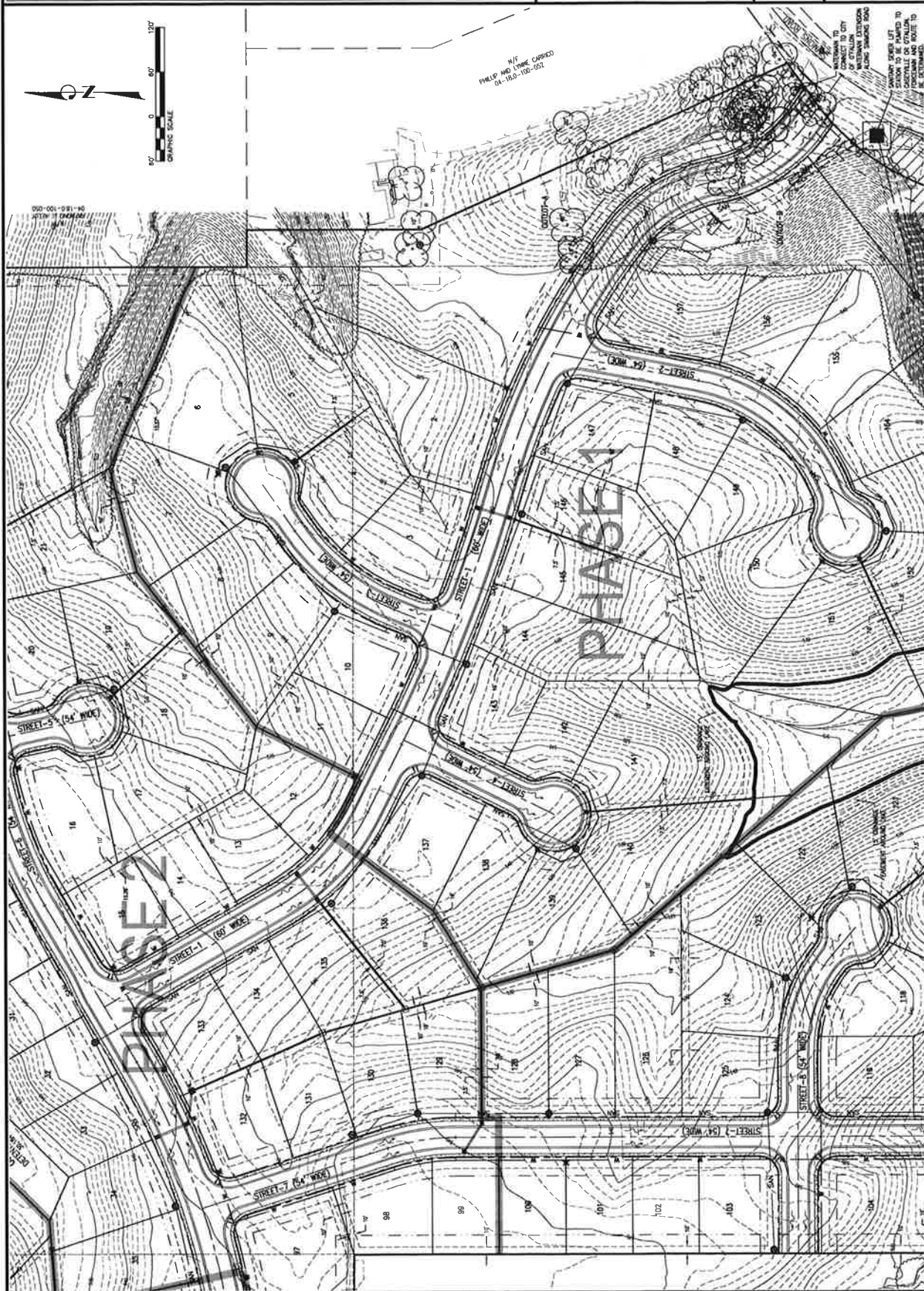
DATE	DESCRIPTION

DATE	DESCRIPTION



ISSUED FOR REVIEW	<input type="checkbox"/> ISSUED FOR BIDDING
ISSUED FOR CONSTR.	<input type="checkbox"/> RECORD DRAWING

NAME	LEV	SHEET
DRAWN	LEV	3
CHECKED	MUN	OF 10 SHEETS
PROJECT	MUN	PRELIMINARY PLAT
SUBJECT NUMBER	D01140588	<input type="checkbox"/> ISSUED FOR BIDDING <input checked="" type="checkbox"/> REBID FOR REVIEW <input type="checkbox"/> REBID FOR CONSTR. <input type="checkbox"/> REVISED DRAWING



PROFESSIONAL REGISTRATIONS	LENS M
ALLIUM PROFESSIONAL DESIGN FIRM	14-00720
PROFESSIONAL DRAINAGE CORP	02-02370
PROFESSIONAL ENGINEERING, INC. CORP	01-00000
LAND, INC. AND SURVING CORP	04-00000
PROFESSIONAL ENGINEERING, CIVIL CORP	02-00130
WOODLAND SURVING CORP.	02-00140

Experimenting in Twenty Years

DATE	DESCRIPTION
△	
△	

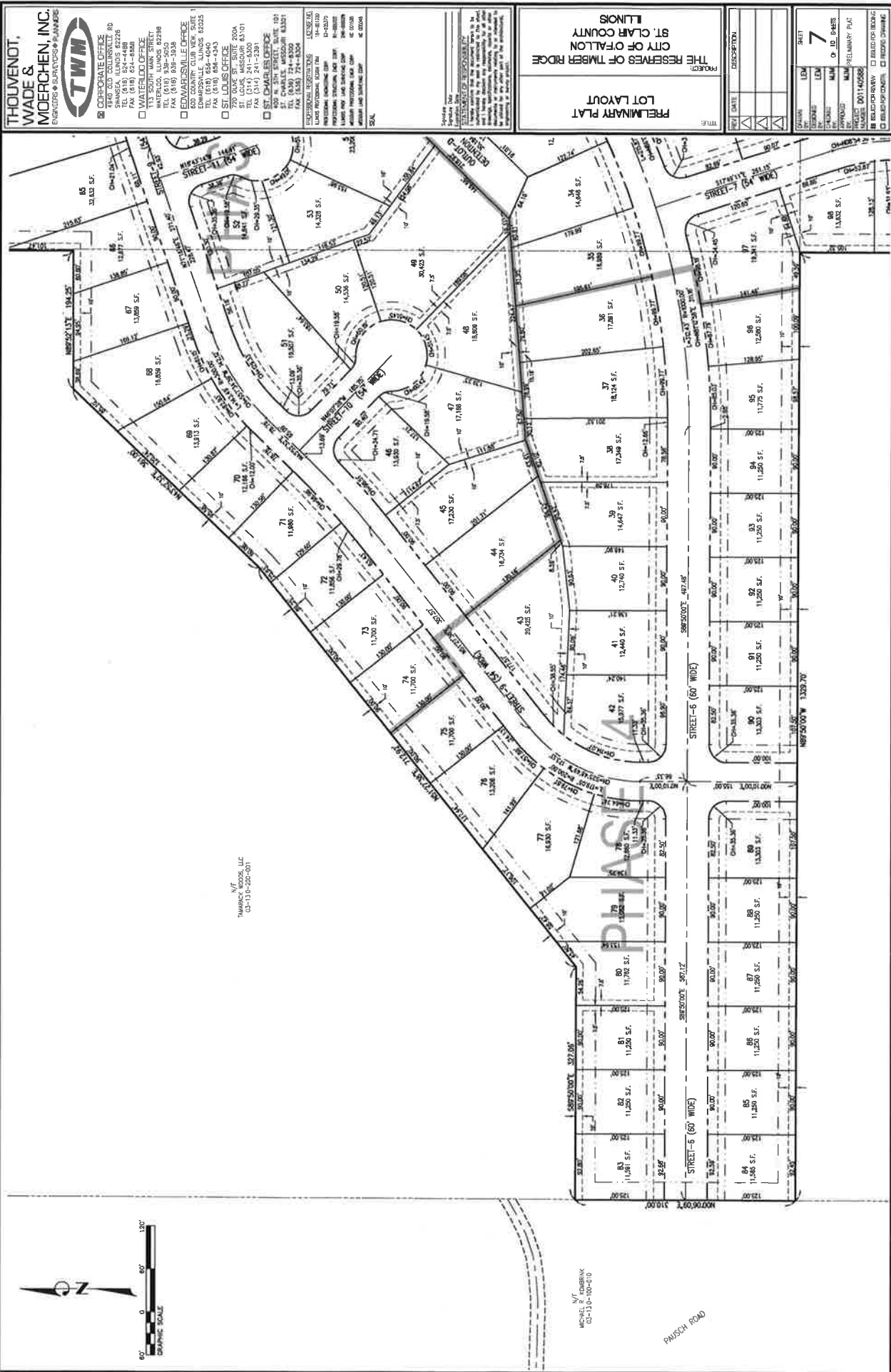
DESIGN	LEW	SHEET <div style="font-size: 2em; font-weight: bold; text-align: center;">5</div> OF 10 SHEETS PRELIMINARY PLAT
DESIGNED	LEW	
CHECKED	M.W.	
APPROVED	M.W.	
PROJECT NUMBER		001140588
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<input checked="" type="checkbox"/> ISSUED FOR CONSTR.		<input type="checkbox"/> RECORD DRAWING



REV	DATE	DESCRIPTION
△		
△		
△		

DESIGN BY	LEW	ISLET 6 0 10 SHEETS
DESIGN BY	LEW	
DESIGN BY	MM	
APPROVED PROJECT	MM	PRELIMINARY PLAT
NUMBER	DOIT 425-588	<input type="checkbox"/> BUILT FOR RECORD <input type="checkbox"/> BUILT FOR COPIES <input type="checkbox"/> RECORD DRAWING

[illegible]



THOUVENOT, WADE & MOERCHEN, INC.
ENGINEERS • SURVEYORS • PLANNERS



CORPORATE OFFICE
4840 OLD COLLINSVILLE RD
ST. LOUIS, MO 63112
TEL (618) 524-4400
FAX (618) 524-4499

WATERLOO OFFICE
1000 WATERLOO ST
WATERLOO, ILLINOIS 62298
TEL (618) 938-5050
FAX (618) 938-5050

EDWARDSVILLE OFFICE
620 GENTRY CLUB NEW SUITE 1
EDWARDSVILLE, ILLINOIS 62225
TEL (618) 938-5050
FAX (618) 938-5050

ST. LOUIS OFFICE
2700 OLIVE ST. SUITE 200A
ST. LOUIS, MO 63103
TEL (314) 241-8300
FAX (314) 241-2391

ST. CHARLES OFFICE
1000 N. 1ST ST. SUITE 101
ST. CHARLES, MISSOURI 63301
TEL (636) 744-1800
FAX (636) 744-1800

STATE OF MISSOURI
SPECIAL REGISTRATION
LICENSE NO. 104-80102
EXPIRATION DATE 12-31-2010
REGISTERED SURVEYOR
THOUVENOT, WADE & MOERCHEN, INC.
1000 WATERLOO ST
WATERLOO, ILLINOIS 62298
TEL (618) 938-5050
FAX (618) 938-5050

PRELIMINARY PLAT
LOT LAYOUT
ST. CLAIR COUNTY
ILLINOIS
THE RESERVES OF TIMBER RIDGE

NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

7
SHEET
OF 10 SHEETS
PRELIMINARY PLAT
NO. 00140588
REVISIONS
BY DATE DESCRIPTION
1 11/10/10 11/10/10 11/10/10 11/10/10 11/10/10 11/10/10 11/10/10 11/10/10 11/10/10 11/10/10



THE RESERVES OF TIMBER RIDGE
ST. CLAIR COUNTY
ILLINOIS

PRELIMINARY PLAT LOT LAYOUT

THE RESERVES OF TIMBER RIDGE
ST. CLAIR COUNTY
ILLINOIS

LOT AREA TABLE

LOT	DESCRIPTION	AREA (S.F.)
1	37,285 S.F.	37,285
2	26,590 S.F.	26,590
3	18,200 S.F.	18,200
4	14,775 S.F.	14,775
5	28,550 S.F.	28,550
6	31,115 S.F.	31,115
7	21,554 S.F.	21,554
8	18,444 S.F.	18,444
9	17,254 S.F.	17,254
10	13,378 S.F.	13,378
11	14,817 S.F.	14,817
12	12,885 S.F.	12,885
13	12,885 S.F.	12,885
14	11,608 S.F.	11,608
15	19,469 S.F.	19,469
16	16,260 S.F.	16,260
17	16,260 S.F.	16,260
18	20,175 S.F.	20,175
19	18,158 S.F.	18,158
20	18,158 S.F.	18,158
21	23,181 S.F.	23,181
22	14,725 S.F.	14,725
23	12,887 S.F.	12,887
24	14,648 S.F.	14,648
25	18,890 S.F.	18,890
26	12,887 S.F.	12,887
27	12,887 S.F.	12,887
28	12,887 S.F.	12,887
29	12,887 S.F.	12,887
30	12,887 S.F.	12,887
31	12,887 S.F.	12,887
32	12,887 S.F.	12,887
33	12,887 S.F.	12,887
34	12,887 S.F.	12,887
35	12,887 S.F.	12,887
36	12,887 S.F.	12,887
37	12,887 S.F.	12,887
38	12,887 S.F.	12,887
39	12,887 S.F.	12,887
40	12,887 S.F.	12,887
41	12,887 S.F.	12,887
42	12,887 S.F.	12,887
43	12,887 S.F.	12,887
44	12,887 S.F.	12,887
45	12,887 S.F.	12,887
46	12,887 S.F.	12,887
47	12,887 S.F.	12,887
48	12,887 S.F.	12,887
49	12,887 S.F.	12,887
50	12,887 S.F.	12,887
51	12,887 S.F.	12,887
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56	12,887 S.F.	12,887
57	12,887 S.F.	12,887
58	12,887 S.F.	12,887
59	12,887 S.F.	12,887
60	12,887 S.F.	12,887
61	12,887 S.F.	12,887
62	12,887 S.F.	12,887
63	12,887 S.F.	12,887
64	12,887 S.F.	12,887
65	12,887 S.F.	12,887
66	12,887 S.F.	12,887
67	12,887 S.F.	12,887
68	12,887 S.F.	12,887
69	12,887 S.F.	12,887
70	12,887 S.F.	12,887
71	12,887 S.F.	12,887
72	12,887 S.F.	12,887
73	12,887 S.F.	12,887
74	12,887 S.F.	12,887
75	12,887 S.F.	12,887
76	12,887 S.F.	12,887
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79	12,887 S.F.	12,887
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81	12,887 S.F.	12,887
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83	12,887 S.F.	12,887
84	12,887 S.F.	12,887
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86	12,887 S.F.	12,887
87	12,887 S.F.	12,887
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89	12,887 S.F.	12,887
90	12,887 S.F.	12,887
91	12,887 S.F.	12,887
92	12,887 S.F.	12,887
93	12,887 S.F.	12,887
94	12,887 S.F.	12,887
95	12,887 S.F.	12,887
96	12,887 S.F.	12,887
97	12,887 S.F.	12,887
98	12,887 S.F.	12,887
99	12,887 S.F.	12,887
100	12,887 S.F.	12,887
101	12,887 S.F.	12,887
102	12,887 S.F.	12,887
103	12,887 S.F.	12,887
104	12,887 S.F.	12,887
105	12,887 S.F.	12,887
106	12,887 S.F.	12,887
107	12,887 S.F.	12,887
108	12,887 S.F.	12,887
109</		

