



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE

APPLICATION NUMBER(S)	RZ 25-03 Rezoning SP 25-03 Site Plan MAJ SD 25-01 Preliminary Plat
APPLICATION NAME:	Haven Hills
APPLICANT NAME:	James Mundloch 518 Leonard Avenue St. Louis, MO 63119
PROPERTY OWNER NAME(S):	Osborn Development LLC 7700 Stonebridge Golf Drive Maryville, IL 62062
APPLICANT'S REQUEST:	A request by James Mundloch, on behalf of property owner, to rezone property from "R-3" Multi-Family to "P-R-3" Planned Multi-Family District coupled with Preliminary Plat and Site Plan approval to permit the development of Haven Hills, a four (4) building, ninety-six (96) unit multi-family development.
SITE ADDRESS(S):	Reese & Ramada Drive
PARCEL ID NUMBER(S)	13-1-21-29-12-201-006; -006.002, 13-2-21-29-12-201-002
EXISTING ZONING DISTRICT(S):	"R-3" Multi Family Residential District
PROPOSED ZONING DISTRICT(S):	"P-R-3" Planned Multi Family Residential District
TOTAL SITE AREA:	18.6 Acres
COMMISSION MEETING DATE:	July 10, 2025
CASE MANAGER:	Caitlin Rice, AICP, Senior Planner
RECOMMENDATION:	Rezoning : Approve, Site Plan: Approve, Preliminary Plat: Approve



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SITE HISTORY AND EXISTING CONDITIONS

The subject property is 18.6 acres across three (3) parcels. The acreage proposed to be developed is 9.6 acres (Lot 1). The property is historically undeveloped and currently woodland. The property is located at the top of the bluff, and has significant topographical challenges as the property drops eastward. The property is owned by Osborn Development and was previously approved for a 140 unit townhome development that received preliminary plat approval in 2011. This never developed and the plat approval expired. The Osborn Development proposed a road connection from Ramada to Notting Hill Court, however the right-of-way was never dedicated. The Notting Hill Court Subdivision that dead ends, was contingent upon this road connection. There are two (2) existing right-of-way easements. One connecting Ramada to Reese drive and one stub for the future extension of Notting Hill Court.

ZONING MAP

The site under consideration is zoned “R-3” *Multi-Family Residential District*. The underlying “R-3” *Multi-Family District provides for “planned high-density residential development and planned mixed-use developments consisting of a variety of housing types, densities and styles.”* The intent of this district is to accommodate dense, multi-family and mixed use developments within a planned setting. The new development is proposed in the middle of a multi-family area off Ramada in an existing R-3 Multi-family area.

TABLE 1: LAND USE AND ZONING CONTEXT MATRIX

DIRECTION	EXISTING LAND USE	ZONING DISTRICT	COMMENTS
North	Multi-Family Residential & Single Family Residential	R-3/R-1	Sandridge Manors Townhomes (rental), Single Family Homes
East	Multi/Single Family Residential	R-3	Summit Ridge Subdivision (Rental townhomes & owner occupied duplexes)
South	Single Family Residential	R-1	Single Family Homes
West	Multi-Family Residential (Condos)	R-3	Carol Wood Hill Condominiums





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REQUEST

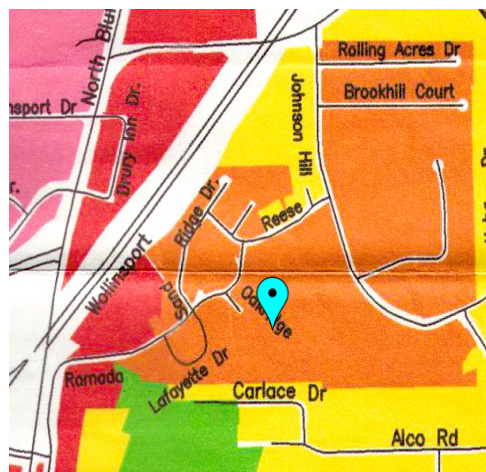
The applicant, James Mundloch, is making a request for approval of a rezoning request from “R-3” Multi-Family District to a “P-R-3” Planned Multi-Family District as new Multi-Family dwellings are Planned Uses in the “R-3” District per the City’s land use table. The request includes approval of a Site Plan and Preliminary Plat for the site development. This request includes three (3) deviations from the code, parking spaces per unit, building height and building materials. Mr. Mundloch is proposing four (4), multi-story buildings with a total of ninety-six (96), one bedroom units. Buildings 1 and 2 are proposed as 20 units and three stories. Building 3 is proposed as 24 units with three stories with a basement. Building 4 is proposed as 32 units with three stories. The site is developed as 1.5 parking spaces per unit. The building designs include a mix of brick and composite siding.

The major subdivision is proposed to re-subdivide the property from three (3) lots to two (2) lots, construct a public road connection from Ramada to Reese with sidewalks, construct a public bike/pedestrian trail through the property to connect into Notting Hill Court and vacate the existing road stub easement of Ramada and dedicate right-of-way to the City for a cul-de-sac at the end of Notting Hill Court.

COMPREHENSIVE PLAN CONSISTENCY REVIEW

A consistency review of the goals, objectives, and policies of the Comprehensive Plan, as they result to the current request, follows:

FUTURE LAND USE MAP (FLUM):



PLANNER’S COMMENTS

Satisfied: The proposed rezoning is located within the Comprehensive Plan 2020 Future Land Use category “Multi-Family Residential”. This location along Ramada is designated as suitable for Multi-Family development in the City and compatible with the Comprehensive Plan and Future Land Use Map.

The surrounding area is also designated as “Multi-Family Residential” and the majority of the area is developed as such with a variety of multi-tenant buildings, townhomes and condos. The future land use map legend designates Multi-Family Residential, and the Zoning Code permits an overall maximum density of ten (10) units per acre.

APPLICABLE GOALS, OBJECTIVES, AND POLICIES:

Comprehensive Plan 2020:

⇒ “Neighborhood Design”

Multi-family residential areas should be located to the western bluff region, near Beltline Road, and/or near Main Street District.

Strategic Plan:

Goal #1 Preserve and improve existing neighborhoods

Goal #2 Maintain existing housing and attract new high-quality housing.

PLANNER’S COMMENTS

Satisfied: The 2020 Comprehensive Plan emphasizes reduction of rental rates and strategic placement of multi-family development. Specific areas found suitable for multi-family development includes around Ramada and Reese and is a prime location for highway connectivity supporting workforce and college commuters.

The proposed development will improve the existing neighborhood along Ramada by connecting into Reese Drive, subverting the current connect though Sand Ridge, installing sidewalks, and a bike/ped trail to Notting Hill Court. The design of the housing is of high-quality materials including brick veneer and composite siding with suitable amenities based on the scale.

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ZONING ANALYSIS

When reviewing applications for changes in zoning, or amendments thereto, the Planning Commission is required to hold a hearing, review, and make recommendations and report to the City Council.

Purpose of the Planned Development District (Section 17.040.230)

A. Intent. One of the principal objectives of the Zoning Ordinance is to provide for a compatible arrangement of uses of land and buildings that is consistent with the requirements and welfare of the City. To accomplish this objective, most uses are classified as permitted or special uses in one (1) or more of the districts established by the Zoning Ordinance. However, it is recognized that there are certain uses that, because of their scope, location or specific characteristics, give raise to a need for a more comprehensive consideration of their impact, both with regard to the neighboring land and the City in general. Such uses fall within the provisions of this section and shall only be permitted if authorized as a planned development.

B. Objective. The objective of the Planned District Procedure is to enable the granting of certain allowances or modifications from the basic provisions of the Zoning Ordinance to achieve attractive and timely development in furtherance of the City of Collinsville's objectives and proposed land uses as stated in the Comprehensive Plan. Through the flexibility of the planned development process, the City seeks to achieve one (1) or more of the following specific objectives:

- 1. Creation of a more desirable environment than may be possible through the strict application of other City land use regulations.*
- 2. Promotion of a creative approach to the use of and related physical facilities resulting in better design and development implementation, including aesthetic amenities.*
- 3. Combination and coordination of the character, the form and the relationship of structures to one another.*
- 4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features.*
- 5. The beneficial use of open space.*
- 6. Encouragement of land use or combination of uses that maintain the existing character and property values of the City and promote the public health, safety, comfort, and general welfare of its residents.*
- 7. Promotion of long-term planning pursuant to a site plan that will allow harmonious and compatible land uses or combination of uses with surrounding areas.*
- 7. Promotion of economic development within the City.*

The Zoning Analysis which follows provides a discussion of staff's findings regarding the proposed development and deviation requests to the compatibility and consistency of the Comprehensive Plan, Future Land Use Map, Zoning Ordinance and other City Plans. With regard to the purpose and intent the "Planned Development District", staff's zoning analysis concludes that the proposed Planned R-3 District is reasonable for this development, consistent with the surrounding area, and generally supported by City staff.



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ZONING ANALYSIS

Matters to be Considered for Zoning District Amendments

A. Character of the neighborhood.

This neighborhood is one of the largest Multi-Family zoning districts within Collinsville and abuts the I-55/I-70 interstate with connections to Collinsville's regional commercial districts to the south and west which include restaurants, regional shopping destinations, hotels and entertainment. The proposed multi-family development is four (4) multi-story buildings with a total of ninety-six (96), one bedroom units. The site is developed with 1.5 parking spaces per unit. The buildings have a first story of brick and the second/third stories consist of composite siding. The total density is 10 units per acre. Surrounding Osborn condo development is approximately 5 units per acre and the Lafayette Court Condo development is approximately 12 units per acre. Majority of the smaller condos are predominantly brick/masonry with accents of siding. The Westview apartment building (constructed in 1980) is a comparable exterior design to what is proposed.

As the current Zoning Ordinance, Comprehensive Plan, and Future Land Use Map allow and support multi-family uses at the proposed density (10 units/acre) for this site, staff will focus this report solely on the deviations requested or those identified as necessary for the development.

Staff finds the scale and design of the development fits the character of the neighborhood.

B. Whether the proposed amendment promotes the health, safety, quality of life, comfort and general welfare of the City and its planning area.

The proposed zoning map amendment is in character with the surrounding area as it is designated as almost entirely R-3 or P-R-3 Multi-Family Residential. The site design and layout includes adequate parking needs, per the developer and ITE manual, meets the City's multi-family open space requirements and is constructed of quality and aesthetically pleasing materials. The development also includes a 50' wide Ramada Boulevard extension connecting into Reese Drive with a sidewalk, a right-of-way dedication to the City for a potential cul-de-sac along Notting Hill Court, and a bike path connecting the new Ramada extension into Notting Hill Court to further the City's Bike and Pedestrian Plan.

Open space requirements have been met with 25% of lot area (2.40 acres) designated as open space with 1.25 acres of 'Conservation Area' in native plantings along the bike path and graded slopes, 0.68 acres of 'Active' open space for the bike path/trail and 0.57 acres as 'Neighborhood' open space in common areas around the apartments. Sidewalks are planned along the development to connect into the sidewalk along the Ramada extension and into the bike path. The layout and design of the property seeks to conserve as much of the wooded areas as possible while achieving the developer's desired density. Sixty (60) sq. ft. of concrete patio is also added for private open space for ground level units, as per the code.

A traffic trip generation analysis was conducted to determine if the intensity of the proposed development would require a traffic study. TWM supplied the City with a memo (Exhibit B). With 96 units, a multi-family mid-rise (3-story) development equates to an average 411 trips per day, including inbound and outbound trips to and from the development. Per the IDOT Annual Average Daily Traffic for Beltline Road and Johnson Hill Road, the proposed development would be an increase of 2% for Beltline and 10% for Johnson Hill Road. It is not anticipated that this increase will have an adverse impact on either of these roadways. IDOT does not have background traffic information for Reese or Ramada, however it is expected that the local roads will have sufficient capacity and not have a significant adverse impact.

Therefore, staff finds that the proposed zoning map amendment promotes the health, safety, quality of life, comfort and general welfare of the City and its planning area.

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ZONING ANALYSIS

C. Consistency with the Comprehensive Plan and regulations of the City of Collinsville.

The location, design and density of the proposed multi-family development is consistent with the Comprehensive Plan as this property and neighborhood is designated for multi-family residential. The proposed development meets the regulations of the City with the following exceptions to be included in the Planned District. The developer is requesting three (3) deviations from the regulations of the City of Collinsville:

1. **Parking Standards.** The City requires 2.5 spaces per unit. The proposed development is 1.5 spaces per unit based upon ITE (Institute of Transportation Engineers) Park Generation analysis for one (1) bedroom units, mid and high rise, and not close to rail transit (Exhibit A). The ITE Park Generation indicates the need for 0.68 spaces per unit for this type of development, and the proposed 1.5 per unit exceeds this standard. The developer states in the narrative that other municipalities require 1.5 spaces for one (1) bedroom units. Staff found in Edwardsville's municipal code that multiple-family dwellings require 2 spaces per unit, however that does not mean 1.5 spaces/unit is permitted through other avenues. Belleville does permit 1.5 spaces/unit for 1 bedroom or less by right.
2. **Building Height.** The top of the wall to framing is approximately 33' 4", however the addition of the sloped and gabled roof exceeds the maximum 35' tall. The building could meet the height requirement if a flat roof is installed, however, the applicant finds the sloped and gabled roof will better fit the neighborhood and more aesthetically pleasing. All unit buildings height from ground level to peak of roof is 51'6", a deviation of 16 feet. There are no other developments in this area that the extra height of these structures would take away views, block light or air flow.



3. **Building Materials.** The City's ordinances require 100% masonry for multi-family development except for accents and gables. The developer states the buildings are designed as more modern multi-family developments utilizing a mixture of brick veneer and composite siding. The building's average approximately 30% brick veneer and 70% composite siding. The 20 unit buildings (Buildings 1 & 2) are approximately 23% brick and the 24 and 32 unit buildings (Buildings 3 & 4) are 37% brick. This style of development can be seen on the existing Westview Apartment complex and the Townes at Westview townhomes were approved as 50% masonry with the rest Hardie Plank Cement boards and vinyl in 2021. All other multi-family developments in this area along Ramada, Sand Ridge, and Reese are designed similarly with a mix of stone/brick and siding. There are almost zero examples of all brick developments on the surrounding multi-family zoned properties. Examples are provided on the next page.



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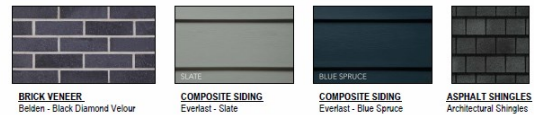
ZONING ANALYSIS



Haven Hills:

Example of proposed buildings. Material % vary, full elevations found attached to this report. Brick along entire 1st floor of each building with upper stories composite siding. Average 30% brick and 70% composite siding.

MATERIAL LEGEND



BUILDING 3 - 24 UNIT APARTMENT BUILDING				
LEVEL	BRICK	GRAY SIDING	BLUE SIDING	TOTAL
BASEMENT	5,258 SF	0	0	5,258 SF
GROUND FLOOR	6,083 SF	3,528 SF	0	9,611 SF
SECOND FLOOR	0	6,860 SF	533 SF	7,393 SF
THIRD FLOOR	0	3,993 SF	4,380 SF	8,383 SF
	37%	46.93%	16.07%	30,645 SF



FRONT ELEVATION - 24 UNIT



SIDE ELEVATION 2 - 24 UNIT

Staff finds that the proposed deviations are compatible and consistent with the surrounding area and will not cause adverse impacts to the neighborhood based on the ITE study and analysis of the existing developments.

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ZONING ANALYSIS

D. Adequacy of public utilities and other needed public services.

There is access to City water on Ramada that will be extended into the development. There is access to City sewer along the eastern property line. A 20' easement is proposed along the new sewer line to access the development.

E. Suitability of the uses to which the property has been restricted under its existing zoning.

All new multi-family dwellings in the City are permitted in the R-3 District as a Planned Use. Planned uses are intended to authorize planned uses only where the location and circumstances are appropriate to the use and a site plan is approved by the Governing Body for any use designated as a planned use. In 2019, the City placed a moratorium on new multi-family development to allow the City to evaluate existing R-3 parcels and determine if they were suitable for multi-family development. In 2020, unsuitable properties, such as those in the middle of single-family neighborhoods, were rezoned to R-1 Single Family, if vacant. This property, while identified during the analysis, remained R-3 as it was determined to be suitable in this neighborhood. Therefore, staff finds the proposed use of multi-family buildings with density of 10 units per acre suitable under the existing and proposed zoning.

F. Compatibility of the proposed district classification with nearby properties.

Proposed district classification as a "P-R-3" Planned Multi-Family District is compatible with surrounding "R-3" Multi-Family districts.

G. The extent to which the zoning amendment may detrimentally affect nearby property.

As the surrounding area is zoned "R-3" Multi-family and the proposed use and density complements the neighborhood, staff finds that the proposed zoning amendment is not anticipated to detrimentally affect nearby property.

H. Whether the proposed amendment provides a disproportionately great loss to the individual landowners nearby relative to the public gain.

Staff finds the proposed development of a vacant parcel and related public improvements are anticipated to be a relative public gain to nearby landowners and the City of Collinsville. The development also preserves the majority of the wooded area and provides recreational access for surrounding developments through the bike trail.

Planned Use Procedures

B. Criteria for approval. The Governing Body shall use the applicable zoning district regulations as a guide for review of the preliminary site plan. The Governing Body may permit modification from the underlying district regulations. Use regulations, however, shall not be modified so as to allow uses not otherwise permitted by this title in the zoning district governing the property, or to which the applicant seeks rezoning. If the Governing Body imposes conditions or restrictions on a preliminary site plan, it may designate specific requirements that must be met before an applicant may submit a final site plan application. In considering any preliminary site plan application, 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 shall also consider other factors relevant to the particular application.

- 1. Satisfaction of the conditions and requirements applicable to the requested planned use, as set forth in this title.*
- 2. The criteria governing the rezoning of the property, as set forth in the standards and requirements found*



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ZONING ANALYSIS

elsewhere in the zoning code or in other applicable law.

- 3. Development is designed, located and proposed to be operated so that the public health, safety and welfare will be protected.*
- 4. That an identified community need exists for the proposed use.*
- 5. Development will not impede the normal and orderly development and improvement of the surrounding property, nor impair the use, enjoyment, or value of neighboring properties.*
- 6. Development incorporates, as approved by the City, adequate ingress and egress and an internal street network that minimizes traffic congestion.*
- 7. The capability of the site to accommodate the building, parking, and drives with appropriate open space and safe, easy ingress and egress.*
- 8. The degree of continuity between the architectural quality of the proposed building and the surrounding neighborhood.*
- 9. The appropriateness of the minimum dimensions and areas of lots and yards set forth in the applicable zoning district regulations.*
- 10. Development reinforces and/or complies with the standards and principles of the Comprehensive Plan and all other adopted regulations.*

Per staff's Zoning Analysis, staff finds the proposed Planned Multi-Family Zoning District is compatible and consistent with the Comprehensive Plan, Future Land Use Map, Zoning Ordinance and other City Plans. With regard to the criteria for approval of a "Planned Use", staff's zoning analysis concludes that the proposed Planned R-3 District is reasonable for this development, consistent with the surrounding area, and generally supported by City staff.

REZONING RECOMMENDATION

Staff finds that the proposed rezoning request meets or exceeds the review criteria and advances the intent of the Comprehensive Plan, Future Land Use Map (FLUM), Zoning Ordinance and other City Plans. ***Based on this finding, staff recommends that the Planning Commission 'Approve' Rezoning Application RZ 25-01 Planned Multi-Family Residential Zoning District requesting to rezone properties located at PIN: 13-1-21-29-12-201-006; -006.002, 13-2-21-29-12-201-002, Pending Preliminary Plat Approval.***

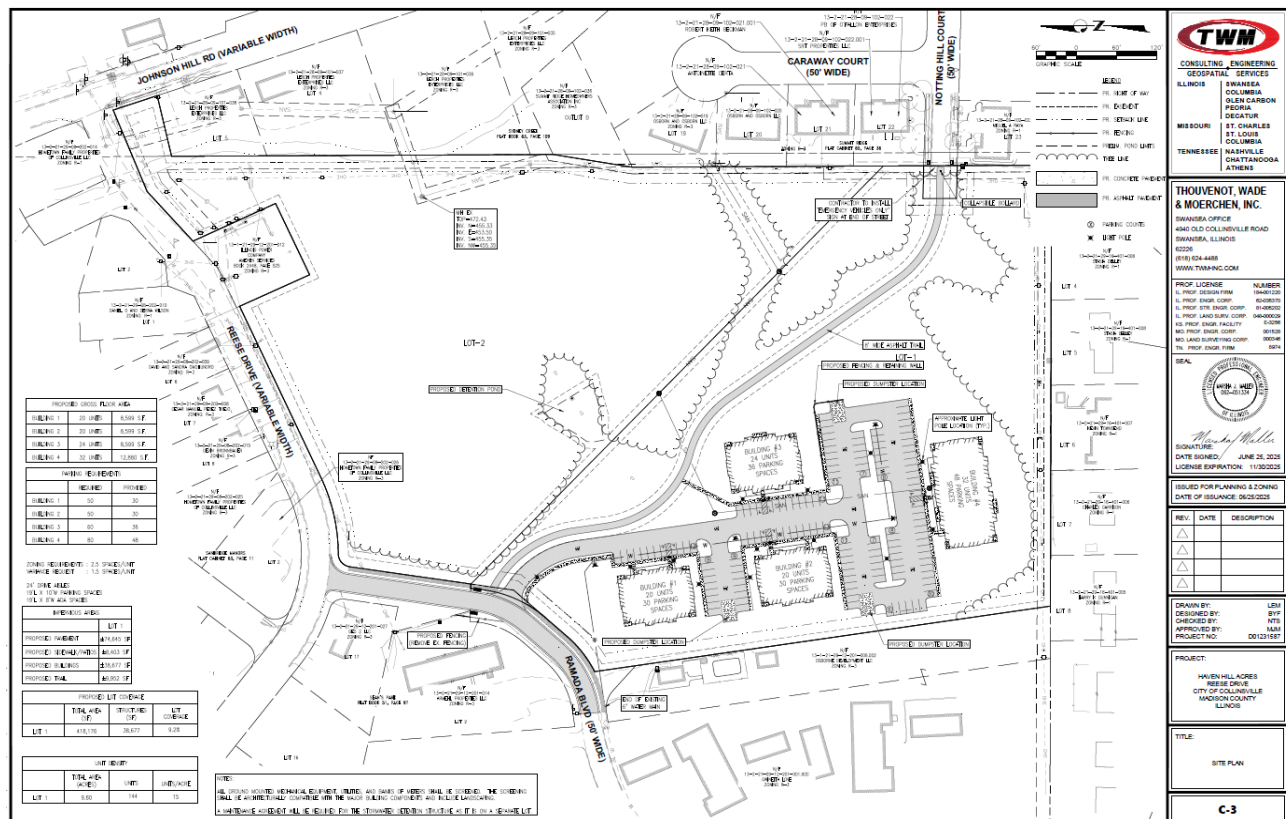
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SITE PLAN ANALYSIS

Site Plan review is required for this site per Section 17.120.030.A., which states that “a change in the principal use of a property, or a change in any accessory use of a property that results in additional parking requirements or other site requirements not reflected on any existing approved site plan” is cause for plan review. Below is the general site plan. Full site plan attached to this report.

Haven Hills: Site Plan



REVIEW CRITERIA:

CONFORMANCE TO THE ZONING ORDINANCE

A Site Plan for Haven Hills is under consideration in association with the Applicant's request to rezone the property to "P-R-3" Planned Multi-Family Residential District. The following Site Plan Analysis provides an overview of the site improvements proposed by the applicant. Three (3) deviations are requested as a part of the Planned District Ordinance including Parking Spaces, Building Height and Building Materials, as previously outlined in the Zoning Analysis.

Parking Regulations

The Site Plan proposes the development of 96 units and with 144 parking spaces, 8 of which are ADA. This calculates to 1.5 spaces per unit. The City requires 2.5 spaces per unit. All spaces meet the required 10'x19' stall size and aisle width requirements. As outlined in the narrative and rezoning analysis, the ITE Parking analysis indicates average parking ratio of 0.68 spaces per unit for this development. Other municipalities in the area offer reduced parking standards for one (1) bedroom units, such as Belleville, with 1.5 spaces per unit.

PARKING REQUIREMENTS		
	REQUIRED	PROVIDED
BUILDING 1	50	30
BUILDING 2	50	30
BUILDING 3	60	36
BUILDING 4	80	48

ZONING REQUIREMENTS : 2.5 SPACES/UNIT
VARIANCE REQUEST : 1.5 SPACES/UNIT



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SITE PLAN ANALYSIS

Design Guidelines (Section 17.050.140)

The City's design guidelines currently require a 100% brick structure. Specifically, the City's regulations read:

"Materials selected for multifamily projects shall be durable and low maintenance with one hundred (100) percent of the overall structure consisting of brick, stone or other masonry materials as may be approved by the Planning Commission. Certain exceptions may be made for unique structure designs such as gables."



20 UNIT - FRONT ELEVATION

The proposed design is mix of brick veneer and composite siding in two colors. The brick veneer is the entire first floor with second and third stories and roof gables consist of composite siding. The rest of the building design meets the requirements of the multi-family design guidelines. Full architectural sheets can be found attached with this report.

Lighting (17.060.23; 17.910)

A photometric plan has been submitted and will be revised to be in compliance with the City's lighting regulations. Not all parking spaces are meeting the minimum one (1) footcandle requirement, however all lighting fixtures proposed are downward facing and shielded and there is no light spillage onto adjacent properties.

Landscaping (17.080)

A preliminary Landscape Plan has been submitted for the development. The proposed landscaping focuses on landscaping elements along the buildings, roadways and paths. All species proposed will be native, and therefore irrigation system will not be required. Per Section 17.080.150, a transition buffer is required the periphery of a residential subdivision when the new subdivision has a lot size 30% more than the abutting subdivision. The subdivision abutting the west (Carroll Wood Hill Condominiums) is 9 acres in size. Each lot of the proposed subdivision for Haven Hills are 9.6 and 9.01 acres. Therefore a buffer on the western line is not required by code. The proposed Haven Hills Subdivision is over 30% the lot size of the Summit Ridge Subdivision to the east where lot sizes average 0.2 acres. Staff finds that the preserved wooded area serves as a sufficient buffer and meets the intent of the code. A full landscape plan will be required during civil construction plans.

The Landscape Code requires a Tree Preservation plan and emphasizes that site plans and subdivisions shall incorporate all feasible methods to preserve existing trees and wooded areas outside the minimum building and site development area. A Tree survey that identifies all trees exceeding six (6) inches caliper not within the building/site development and all trees exceeding twenty (20) inches caliper within the property that were removed as a result of the development are to be replaced. The Landscape Code also places emphasis on preserving existing vegetative cover as much as possible during and after development. Currently the plan only clears the area necessary for the development, including necessary grading areas. A Tree Survey will be required during civil construction plans.

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SITE PLAN ANALYSIS

COMPATIBILITY WITH THE SURROUNDING AREA AND DEVELOPMENT GUIDELINES

The surrounding area consists of largely of multi-family along Ramada and Reese Drive. The development and design is substantially consistent and compatible with multifamily development in the surrounding area and specifically larger apartment complexes such as the Westview Apartments. The proposed development is also in accordance with the City's Comprehensive Plan, Future Land Use Map (FLUM). *The proposed use and development furthers to the City's plans for this area and is compatible and consistent with the surrounding area and development guidelines.*

CONFORMANCE TO THE SUBDIVISION ORDINANCE

The developer has agreed to provide for easements and dedications for access and utility extensions, stormwater basin, the road extension and the bike path within this development. The applicant has a preliminary plat which substantially meets this requirement. *Staff finds the proposed site plan substantially conforms to the Subdivision Ordinance.*

CONFORMANCE TO CUSTOMARY ENGINEERING STANDARDS USED IN THE CITY

The City Engineer reviewed and found the Site Plan to substantially conform with the engineering standards used in the City at this stage and based on the preliminary drainage report. Additional review will be required during Civil Construction stage and approval of Civil Construction plans and documents will depend on final calculations and stormwater design.

SITE DESIGN TO ENHANCE SAFETY AND MINIMIZE TRAFFIC IMPACT ON THE SURROUNDING AREA

TWM provided a trip generation calculation based on the number of units and style of development, mid-rise (3-story) (Exhibit B). 411 trips are anticipated from the development which would increase traffic on Beltline 2% and Johnson Hill Road by 10%. There is no background traffic information on Ramada or Reese Drive to complete a full analysis, however, TWM anticipates no negative impact to the local roads.

ROAD CONNECTION FROM RAMADA TO NOTTING HILL COURT

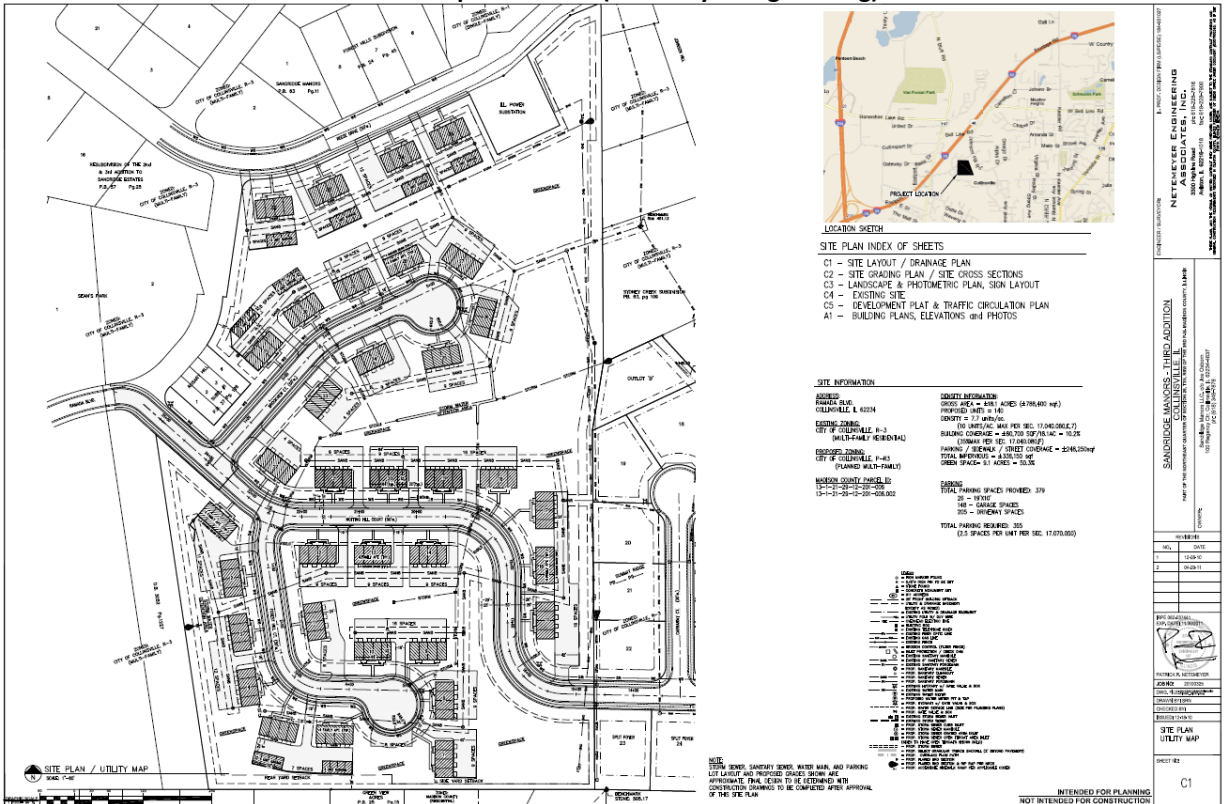
The owner, Osborn Development, LLC, had originally proposed a townhome development of 140 units with a density of 7.7 units/acre that included a public road connection from Ramada to Notting Hill Court around 2010-2011. The Notting Hill Court development was permitted to be constructed with a dead end road without a cul-de-sac (required as per City subdivision regulations) contingent upon this future road connection to be development by Osborn. On the next page is a sheet from the plans developed by Netemeyer Engineering. This plan only received Preliminary Plat approval, and the project never came to fruition. The standard process is that, after Preliminary Plat approval, developers will then move to civil construction plans to ensure the project is developable as proposed, and any necessary changes are addressed in the Final Plat. This project did not reach this stage and the preliminary plat expired.



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SITE PLAN ANALYSIS

Osborn Development Plans (Netemeyer Engineering)



ROAD CONNECTION FROM RAMADA TO NOTTING HILL COURT (CONT.)

Based on this previously approved plan and history of the site, staff worked with Mr. Mundloch and TWM to try and find a path forward over the past 12-18 months that would incorporate this road connection while meeting Mr. Mundloch's design needs for the project. Ultimately, TWM determined that the road connection was not feasible in a manner that would meet the City's standards, specifically, the road grade was over 12% and the K Values that regulate sight distance visibility were too high. After several iterations, staff then worked with the developer on a compromise with the road connection from Ramada to Reese, providing right-of-way dedication to the City for a cul-de-sac at the end of Notting Hill Court and a bike path through the site that would further the City's Bike and Pedestrian Master Plan.

At this time, staff finds the compromise by the developer acceptable. Should the Planning Commission not be satisfied with this report, per Section 17.030.100.—Submission of Technical Studies, the Commission or Governing Body can require submission of a technical study prior to taking action on the application. Should the Commission wish to explore the road connection further, Staff would recommend a third party engineer review the site and proposed plans to determine if the road connection is feasible with this development.

SITE PLAN RECOMMENDATION

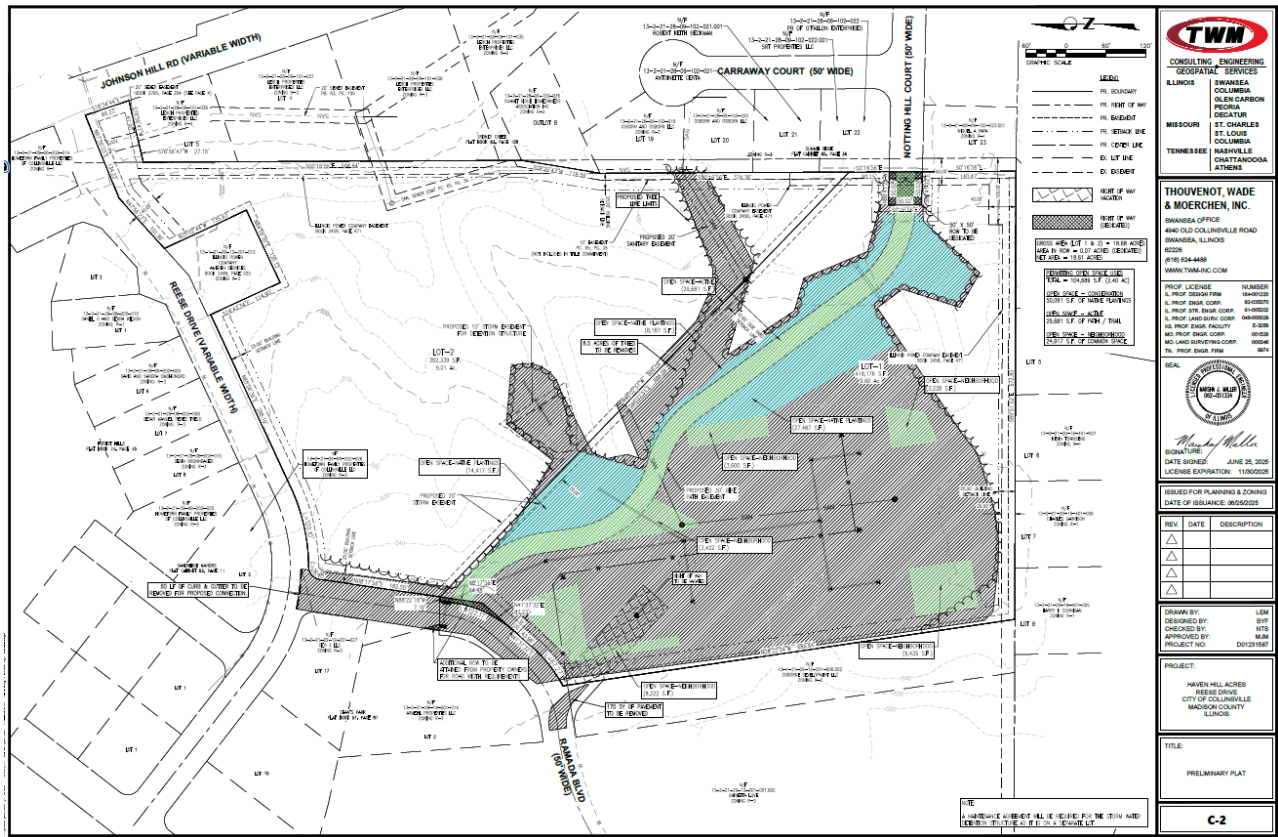
Staff finds that the Site Plan proposed for Parkside Condos substantially meets or exceeds the review criteria and advances the intent of the Zoning Ordinance. **Staff recommends that the Planning Commission 'Approve' the Site Plan Application SP 24-03 Parkside Condos, subject to rezoning and preliminary plat approval.**

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SUBDIVISION PLAT REVIEW

Haven Hills: Preliminary Plat



Matters to be Considered for Major Subdivision Approval

*When reviewing applications for Major Subdivisions, the Planning Commission is required to review the Preliminary Plat and make a recommendation to City Council. The Planning Commission has the authority to take the following actions: **recommend approval**, **recommend approval subject to certain conditions or modifications**, or **recommend disapproval**.*

In order to recommend approval or disapproval of a proposed zoning district amendment the Planning Commission shall consider the extent to which the proposed subdivision meets the minimum requirements identified within Section 16, Subdivisions.

The gross area of the site is 18.68 acres. 0.07 acres of right-of-way will be dedicated for the new road and 2.40 acres for open space. The development includes sewer and water main extensions to connect to the development. A 30' easement is provided for the bike path, a 20' easement for the sanity sewer and a 10' easement for the stormwater detention structure.

The proposed subdivision will resubdivide the three (3) lots into two (2) lots. Lot 1 is the proposed location for the new multi-family development with 9.60 acres and Lot 2 will remain primarily undeveloped at 9.01 acres. Lot 1 will hold the 30' bike path easement and Lot 2 will hold the 10' easement for the stormwater detention structure for Lot 1 with an access easement and the sewer main extension with a 20' easement.



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE

A. Conformity with zoning: All lots in the subdivision shall conform to the minimum lot area and dimension requirements of the zoning district in which said subdivision is located.

The property is already zoned "R-3" Multi-family district and both lots conform to the minimum width and length requirements prior to and after the proposed right-of-way dedications.

B. Multiple-frontage lot: Generally, the creation of through lots shall be avoided where possible. Every lot having multiple frontages (e.g., corner lots, through lots) shall be large enough to permit compliance with the zoning district's front setback requirement on every side of the lot abutting the street

The proposed development provides right-of-way access for each lot. Lot one has access off of the new Ramada extension. Lot 2 will have access off of the new Ramada extension and Reese Drive. The lots are large enough to permit compliance with all setback requirements.

C. Length/Width ratio: Generally in the intent of "good planning," the length of any lot should not be greater than three (3) times the width of said lot, unless topography or other conditions dictate otherwise.

The new lots created clean up irregular lots. The topography of the site limits the width and length dimensions, with the property generally being longer than it is wide.

D. Lot remnants: All lot remnants shall be added to adjacent lots to avoid the creation of nonconforming lots.

The applicant has not proposed any lot remnants within this subdivision.

E. Relationship of side lot lines to street lines: All side lot lines should be approximately at right angles to straight street right-of-way lines and radial to curved street right-of-way lines except where a deviation from this rule will result in a better street/lot design.

There are curved lines along the new Ramada road extensions. The new lot line between Lot 1 and Lot 2 is straight.

F. Access: Land shall be subdivided in such a way that each lot has direct access to a public street.

All lots have direct access to a public street.

G. Satisfactory building sites: The design and arrangement of lots should be such that each lot will provide a satisfactory building site.

The applicant has outlined on the plat the required setbacks and buildable area per lot. The proposed subdivision and site plan meet the building area requirements.

REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE



H. Natural/historical features: Whenever any tract is to subdivide, the most restrictive measures consistent with the anticipated development of the tract should be taken to protect such natural features as tree growth, wetlands, steep slopes, watercourses, etc., such as any historically or archaeologically significant structures/sites.

The property is a heavily wooded area. The development has made efforts to only clear and grade as required for the building area, necessary utilities and the bike path. A tree survey will be required for Civil Construction plans.

I. Lot Numbering: Lots shall be numbered consecutively throughout all phases or additions of the subdivision, and the same basic subdivision name shall be given to all parts thereof.

Staff finds that the proposed lot numbering and subdivision naming meets this requirement.

J: Flag lots: The use of flag lots is prohibited everywhere in the City.

The applicant has not proposed any lot configuration which would qualify as a “flag lot.”

SUBDIVISION PLAT RECOMMENDATION

It is staff’s opinion that the proposed subdivision meets all requirements outlined by the City Subdivision and Zoning Regulations, as outlined in the proposed Planned District Ordinance. Therefore, it is City Staff’s and the Planning Commission’s responsibility to honor the property rights of the applicant and recommend approval of the proposed subdivision.

Based on this finding, staff requests favorable consideration of the application for Preliminary Plat Approval.



EXHIBITS

- A. PLANNED DISTRICT NARRATIVE**
- B. TWM TRAFFIC MEMO**
- C. IDHA FUNDING INFORMATION**

ATTACHMENTS

- A. SITE PLAN**
- B. PRELIMINARY PLAT**
- C. ARCHITECTURAL ELEVATIONS**
- D. PRELIMINARY DRAINAGE REPORT**

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT A: PLANNED DISTRICT NARRATIVE

Haven Hill Acres

Planned Development Narrative

Haven Hill Acres is a proposed apartment development in Collinsville, Illinois. The development consists of two lots totaling approximately 18.6 acres. Phase 1 will consist of 96 one-bedroom dwelling units in 4 proposed buildings with associated drives and parking spaces. Phase 2 will be developed in the future.

The intent of Haven Hill Acres is to provide a design that relates to the neighboring architecture vocabulary. A mixture of brick and composite siding, along with slope roof system. The brick at the first-floor level provides a base in appearance and maintenance. The upper levels (second and third) will consist of composite siding to provide a residential feel. The roof system will be architectural shingles over pre-engineered roof trusses. Gutters and Downspouts will collect the rainwater and direct it to the civil works systems.

Structural System:

Foundation: The building foundation system includes concrete footings set on compacted soil with foundation stem walls. The top of the foundation wall includes a brick ledge. Foundation wall contains rebar both horizontal and vertical. Inside of foundation wall includes 2" x 24" rigid insulation around the perimeter of foundation. Superstructure: Includes 2x6 exterior load-bearing wood studs to support pre-engineered wood truss flooring system at the second and third floor levels. Exterior walls of units are assumed to be load-bearing to support floor loads above. Shear walls are provided at unit demising walls from the third floor down to first floor level.

Elevators:

3,500 lbs. passenger elevator to provide access to all floors. P. Lam panels with stainless steel trim and stainless-steel elevator door.

Plumbing System:

Each unit includes Kitchen sink, Bathroom sink, Toilet, Shower/Bath, and associated piping. Unit water heaters are located within the units. Sanitary lines are connected and drained to City sewer system. Plumbing, venting and exhaust will be provided in each unit. All units and common areas be metered separately. All units and common areas to comply with Illinois Plumbing code, Illinois Accessibility Code, Energy Star Rating fixtures.

HVAC System:

All units are heated, and air conditioned by means of decentralized system like a Magic-Pack system (VTAC) or Split AHU system where each unit has an indoor unit connected to one outdoor unit. The system is designed to maintain a consistent temperature in occupied spaces. HVAC to be designed and installed according to local building codes IMC including ASHRAE 90.1. COMcheck will be provided during permit submittal phase to verify code compliance. Each unit, the bathroom and kitchen to include a mechanical exhaust system in compliance with ASHRAE 62.2.

Electrical System:

All units and common area are metered separately. Electrical system to follow the National Electrical Code. Units are considered all electric and will have energy star appliances. Common area will follow traditional office electrical distribution. Washer / Dryers will be electric.

Fire Protection System:

The building is considered fully sprinklered. Units will have an R13 wet pipe system. The outdoor area consists of a dry-type piping system to provide full coverage.

Interior Finishes – Units:

Flooring is luxury vinyl plank flooring (Armstrong Flooring Biome – Earthen Caspin). Walls are level 4 finish with paint (SW 6147 – Panda White). Doors and Frames to be painted white (SW 7005 – Pure White). Carpeting will be in the bedrooms and closets (Patcraft Tile I0635 – Running Stitch). Kitchen casework will be Plastic Laminate casework and countertops (PL-1 Cabinets – Formica 912-58 Storm) and (PL-2 Countertops – Formica 7408-58 Ice Onyx). Owner provided items include mini blinds (Bali Essentials 1" vinyl), electric stove (Whirlpool 30" 5.3 cu. Ft. with bottom drawer), microwave (Whirlpool 1.7 cu. Ft.), refrigerator (Whirlpool 33" 21.4 cu. Ft. side by



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT A: PLANNED DISTRICT NARRATIVE

side). The common area includes 3 washers, and 3 dryers provided and maintained by CSC Laundry management company.

Haven Hill Acres Phase 1 will be constructed on approximately 9.6 acres on Lot 1, meeting current density requirements of 10 units per acre. The property is currently zoned R-3 Multi-Family Residential and is currently undeveloped. The developer is seeking approval of a planned residential development for the development. The site is wooded and has significant underbrush. The topography is relatively steep with several drainage ditches conveying water from the south of the property to the northeast.

The drive aisles and parking areas within the development will be privately owned and maintained. The development will incorporate a public roadway to connect Ramada Boulevard and Reese Drive. This roadway will be designed and constructed per the City of Collinsville's requirements. In addition, the development is proposing a bike path/emergency connection from Nottingham Road to Ramada Boulevard. The proposed development will include the dedication of right-of-way for the extension of Ramada Boulevard and a turnaround for Nottingham Road.

City water and sewer are adjacent to the site and are of adequate size to serve the proposed development. The city sanitary sewer lies along the easterly property line. A proposed connection at the existing manhole will allow for an 8" sanitary sewer extension through the site to serve the proposed buildings. An existing water main is along the south side of Ramada Boulevard. A proposed 6" water main extension will serve the buildings. Both the water and sanitary sewer extensions will be located within easements dedicated with the final plat. Ameren will provide electric and gas services as necessary for this development. Private storm sewer structures and piping will convey the water to onsite stormwater detention areas.

The anticipated traffic generated by the proposed development indicates a minimal number of vehicles per hour because of the number of one-bedroom apartments. A memo regarding the expected traffic generation is included for staff review. The proposed parking spaces provided are 136 spaces with 8 accessible spaces. This is a parking ratio of 1.5 spaces per unit and is a variance from the code requirement of 2.5 spaces per unit. The ITE ParkGen analysis indicates an average parking ratio for this type of development at 0.68 spaces per unit. The ITE data for mid-rise and high-rise apartments are included with the submittal. The proposed design exceeds the statistical average parking ratio. Additionally, 1.5 parking spaces per 1 bedroom unit is consistent with other neighboring zoning codes, specifically Edwardsville and Belleville.

Requested Variances

Parking of 1.5 spaces per 1 bedroom unit versus 2.5 spaces based on ITE ParkGen analysis and neighboring municipality zoning codes

Building Height – Building only exceeds Collinsville code because the constructed buildings will have gabled slope roofed system. The developer could keep the height requirement by constructing flat roof structures, however this would not be as aesthetically pleasing and consistent with neighboring architecture.

100% masonry exterior – the buildings will be like all new multi-family developments utilizing a mixture of materials including brick veneer and composite siding. Specific percentages for each building can be found on the architectural drawings, but in general consist 30% of brick veneer and 70% composite siding.

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT A: PLANNED DISTRICT NARRATIVE

Multifamily Housing - 1 BR (Mid-Rise) - Not Close to Rail Transit (218)

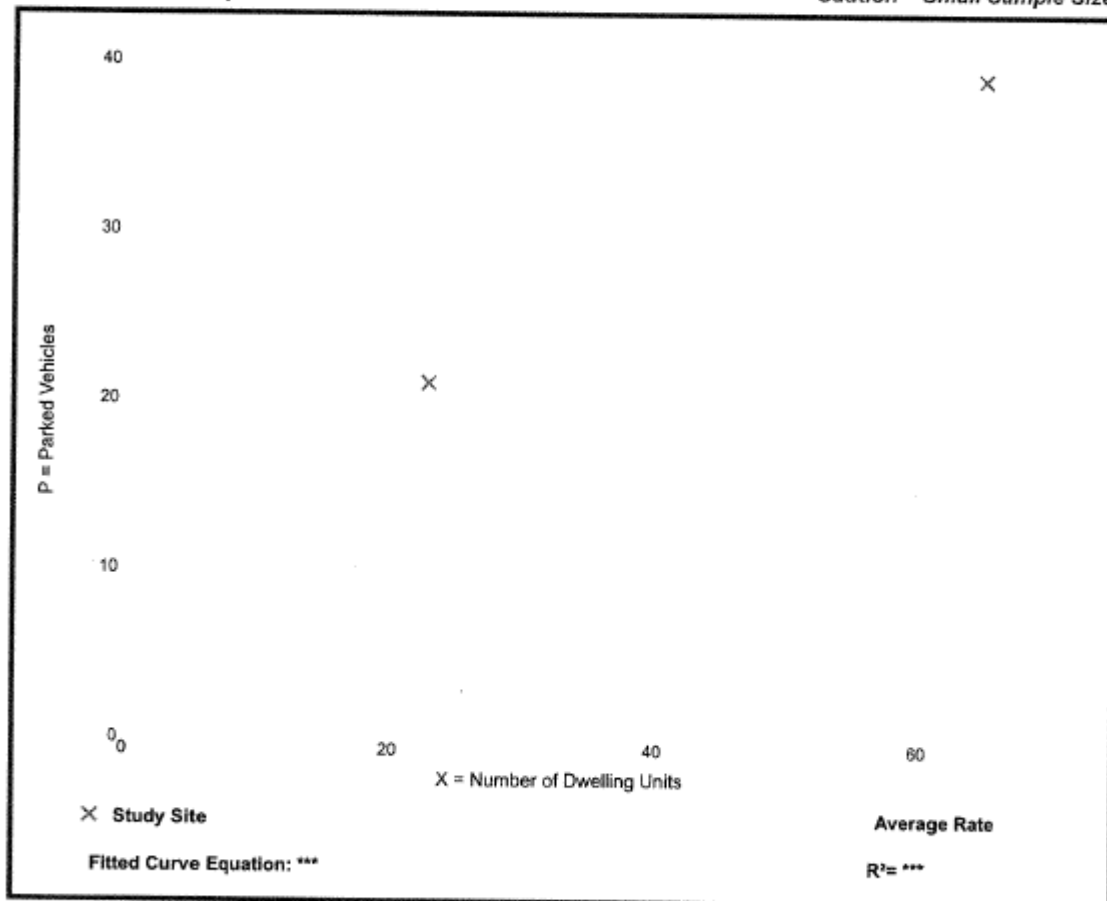
Peak Period Parking Demand vs: Dwelling Units
 On a: Weekday (Monday - Friday)
 Setting/Location: General Urban/Suburban
 Number of Studies: 2
 Avg. Num. of Dwelling Units: 44

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.60 - 0.91	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE

EXHIBIT A: PLANNED DISTRICT NARRATIVE

Multifamily Housing - 1 BR (High-Rise) - Not Close to Rail Transit (219)

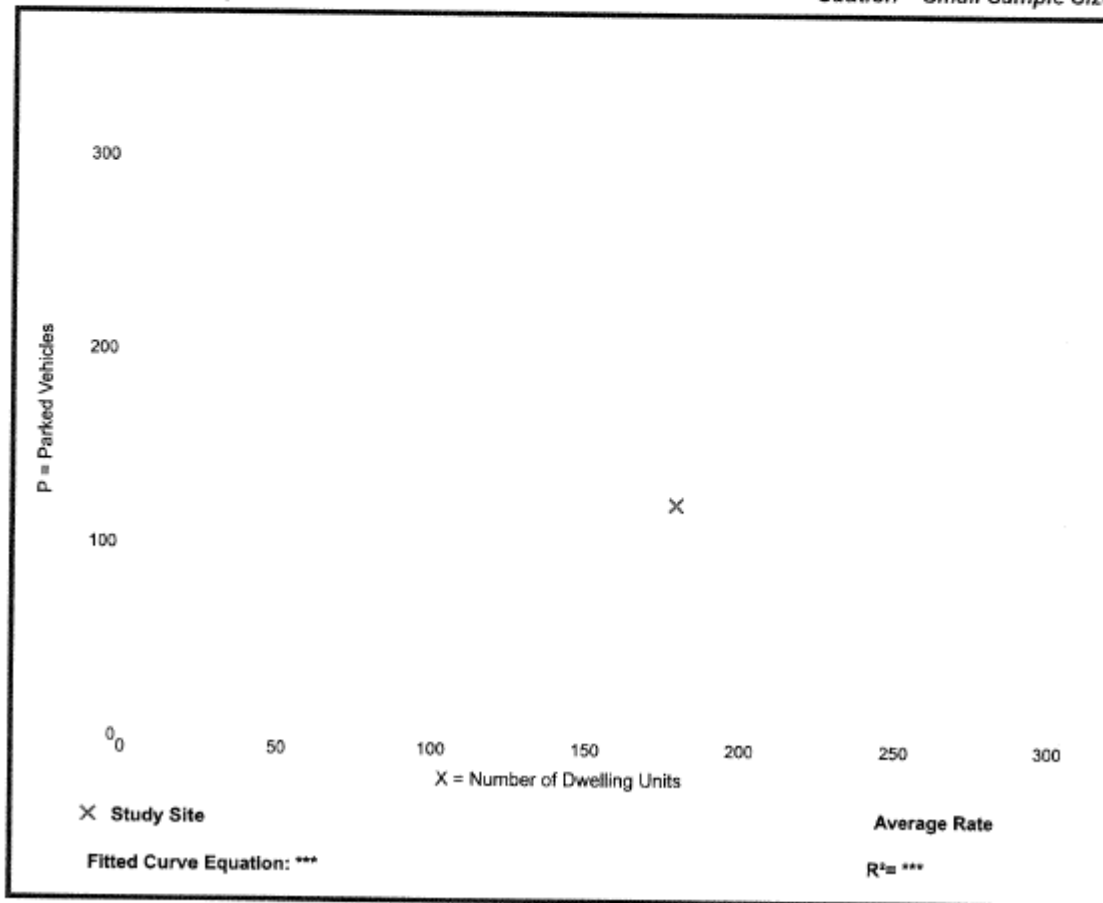
Peak Period Parking Demand vs: Dwelling Units
 On a: Weekday (Monday - Friday)
 Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. Num. of Dwelling Units: 179

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.68 - 0.68	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT B: TWM TRAFFIC MEMO



CONSULTING ENGINEERING
GEOSPATIAL SERVICES

THOUVENOT, WADE & MOERCHEN, INC.

CORPORATE OFFICE
4940 OLD COLLINSVILLE ROAD
SPRINGFIELD, IL 62226
618 624 4488
TWM-INC COL

April 29, 2025

Mr. Travis Taylor, AICP
Community Development Director
City of Collinsville, IL

RE: MEMORANDUM OF TRAFFIC TRIP GENERATION FOR HAVEN HILLS PUD

Dear Mr. Taylor,

TWM reviewed the proposed development with respect to addition trips generated by the proposed Haven Hills PUD. The current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) was consulted. The development proposes 96 units in a multi-family mid-rise (3-story) development, which equates to an average of an additional 411 trips per day (see attached diagram). The 411 trips include both the inbound and outbound trips to and from the development.

The IDOT Annual Average Daily Traffic (AADT) map was also consulted (see attached). The AADT for Belt Line Road and Johnson Hill Road were listed as 17,700 and 4,250 AADT, respectively. The AADT is also defined as both inbound and outbound traffic. The addition of 411 additional trips to these roadways would be an increase of 2% for Belt Line Road and an increase of 10% for Johnson Hill Road. It is not anticipated that there would be a significant adverse impact on Johnson Hill Road or Belt Line Road. IDOT does not have background traffic information on Reese Drive or Ramada Boulevard. It is expected that these local roads have sufficient capacity to handle the additional traffic and will not see a significant adverse impact due to the development.

Respectfully,

Thouvenot, Wade & Moerchen, Inc.

Christopher Davis
Transportation Project Manager

CC: None
Encl: None

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ILLINOIS | MISSOURI | TENNESSEE



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE

EXHIBIT B: TWM TRAFFIC MEMO

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

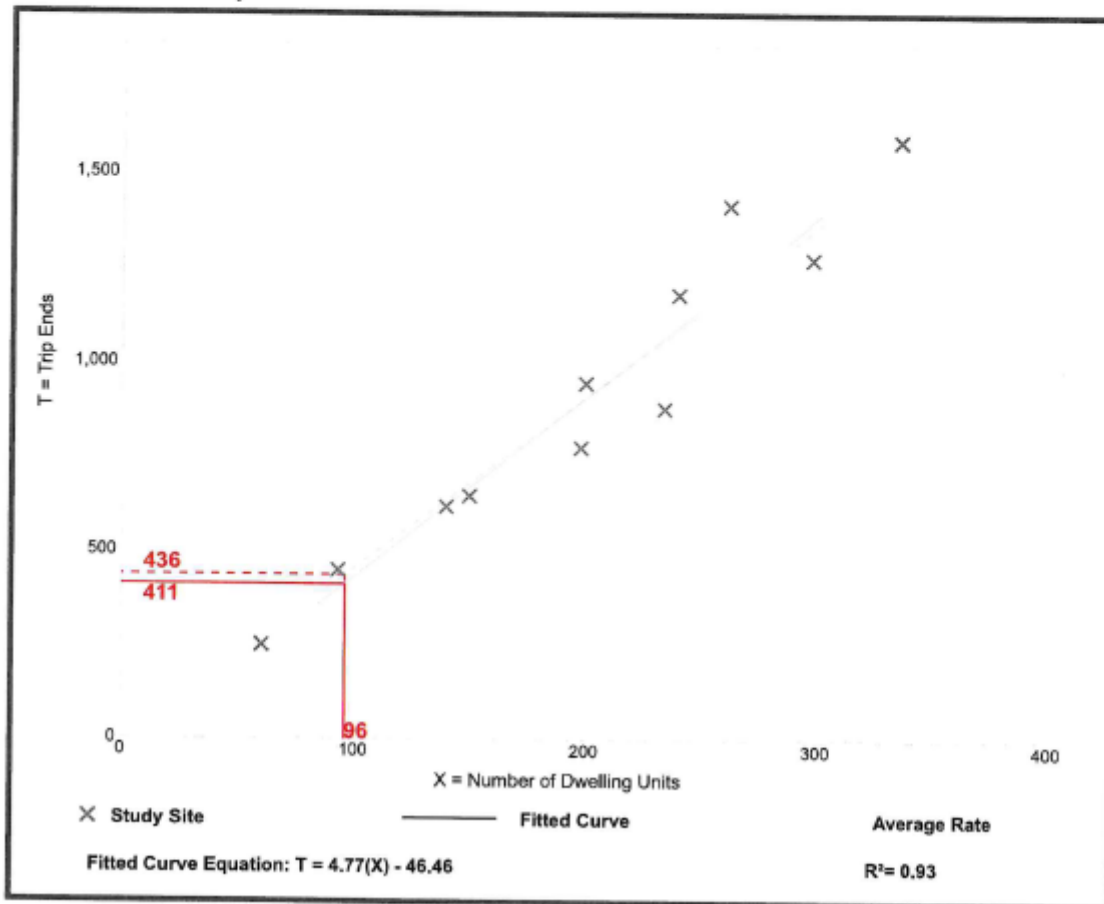
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Trip Gen Manual, 11th Edition

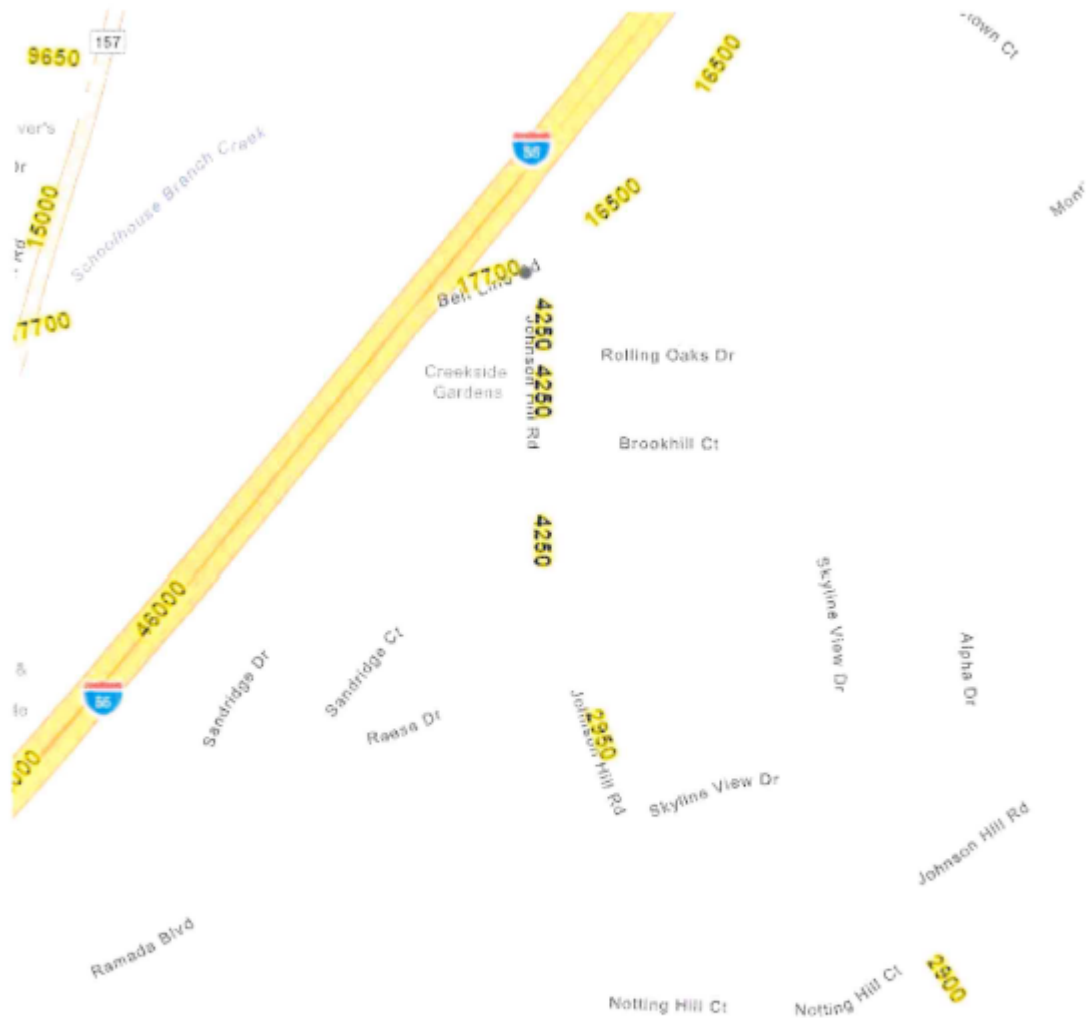
• Institute of Transportation Engineers

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT B: TWM TRAFFIC MEMO



Average Annual Daily Traffic (AADT)
IDOT



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT C: IDHA FUNDING INFORMATION



111 E. Wacker Drive
Suite 1000
Chicago, IL 60601
312.836.5200

February 24, 2025

Collinsville City Council Members
125 S Center St
Collinsville, IL 62234

RE: Haven Hill Acres – Phase I
IHDA Multifamily PID 12400

Dear Collinsville City Council Members:

The Illinois Housing Development Authority ("IHDA") is currently reviewing an application for the financing of a 20-unit multifamily development located in Collinsville, IL. The proposed financing will ensure that the property is available for low to moderate-income residents. This notification is made in accordance with the rules governing IHDA's multifamily financing programs.

Development details:

Project Name: Haven Hill Acres – Phase I - IHDA Multifamily PID 12400
Address: Reese & Ramada Drive
Collinsville, IL 62234
Madison County
Units/Pop Served/Type: 20 Units / NON-ELDERLY / NEW

The owner has applied for financing under the following IHDA program(s):

**\$7,482,830 Permanent Support. Housing Develop.
Program**

The proposed financing for this development will include tenant income restrictions. If applicable, current tenants with incomes above these limits may be subject to displacement. Please refer to www.ihda.org for complete income restriction information.

Public comments are an important part of our review process. If you have not already provided your comments to the developer to be included as part of their application submission and you wish to do so now, please feel free to submit your comments in writing to me within 30 days of the date of this letter. Please note your comments may be forwarded to the developer for direct response.

Project specific information may be obtained directly from the developer. The contact information is provided below for your convenience.

ATTN: James W. Mundloch
JRG Holding's - Belleville, LLC
518 Leonard Avenue
St. Louis, MO 63119
(314) 503-6564

Please do not hesitate to contact me should you have any additional questions.

Sincerely,

Christine H. Moran
Managing Director of Multifamily Programs
(312) 836-5273
cmoran@ihda.org

Financing the creation and preservation of affordable housing

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT C: IDHA FUNDING INFORMATION

Outlook

[External Sender] Population Overview

From Jimmy Mundloch <jmundloch@gmail.com>

Date Tue 7/1/2025 8:55 AM

To Caitlin Rice <cerice@collinsvilleil.org>

Caitlin, as it relates to the article about the state's funding, we are receiving approximately \$7.5MM of the \$50MM total awarded from the state. This will assist in funding the infrastructure, ground development, and a portion of the first building. This funding requires us to have 10% (2 Units) of one building's units be handicap accessible and 5% (1 Unit) to be sensory disability accessible. Additionally 50% of building 1's units (10 Units) must be reserved for PERMANENT supportive housing for individuals with physical and mental disabilities and no units in the first building may exceed a 60% AMI designation (\$46,800 for a single person / \$53,520 for two people) unless a non-Authority resource is used to fund such units, which we are. This is just for one of the four buildings.

The development as a whole will be a mixed-income, mixed population all inclusive universal design development consisting of conventional renters, elderly, renters with disabilities and mixed incomes. Ultimately, as you know, no matter what the restrictions or lack thereof, I am beholden to the Illinois Human Rights Act and Federal Fair Housing Law and I cannot discriminate based on race, religion, gender, sexual orientation, disabilities, or source of income. What I can say with certainty though is that this is not a halfway house nor a homeless shelter but is permanent housing and ALL tenants will be on year to year leases.

All units will have city occupancy inspections for new tenants per housing code. I know you know this, but I am just putting it in writing for you as well.

So in summary as of right now:

- 10 of the 96 units are reserved for permanent supportive housing for individuals with disabilities
- 20 of the 96 units are restricted to those who earn a maximum \$46,800 for a single person or \$53,520 for a couple.
- There are zero units being used as a homeless shelter or a halfway house as this isn't allowed in Collinsville R-3 zoning.
- All tenants will be on year to year leases.

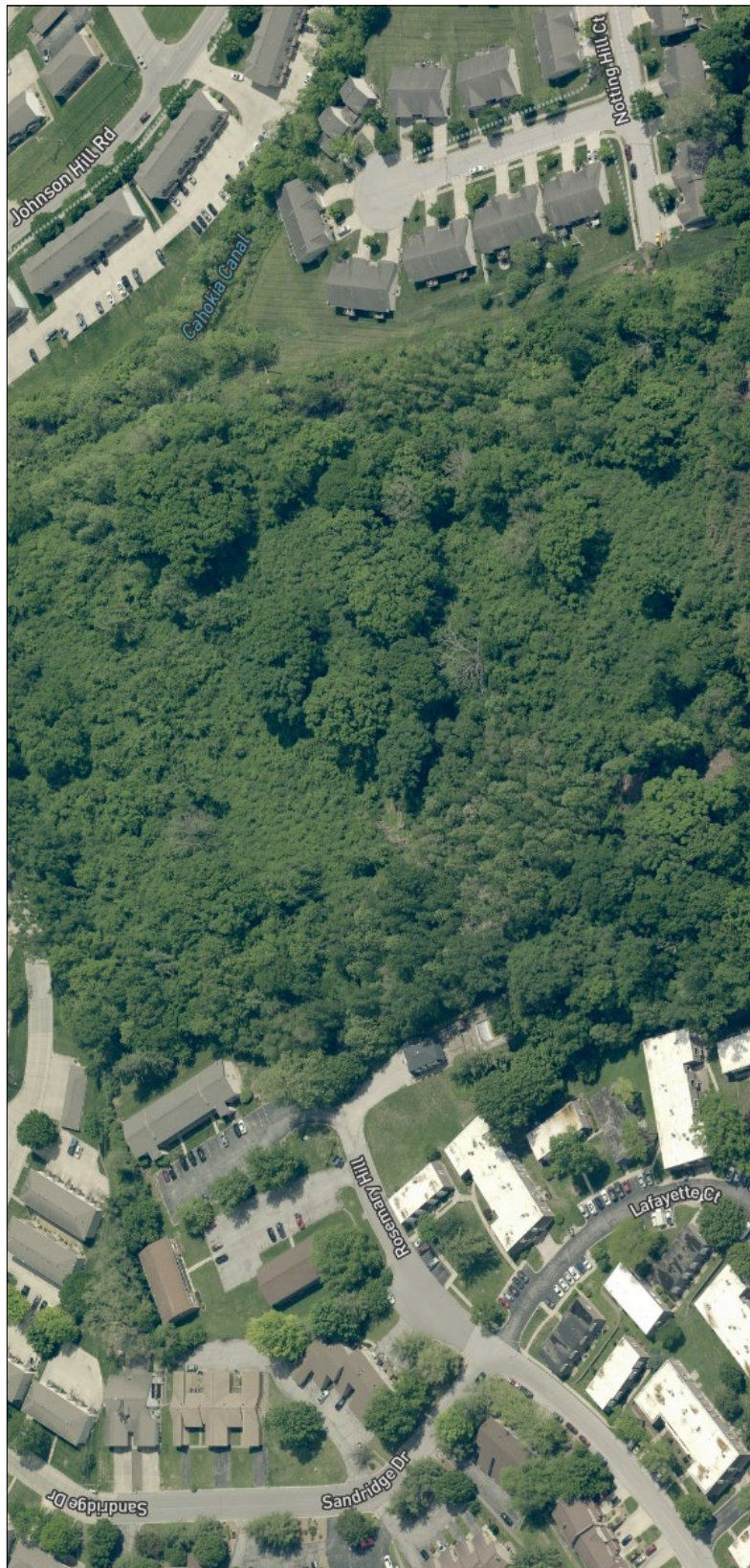
Hope this helps

Jimmy Mundloch
jmundloch@gmail.com
cell: 314-503-6564



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT D: PROPERTY PHOTOS



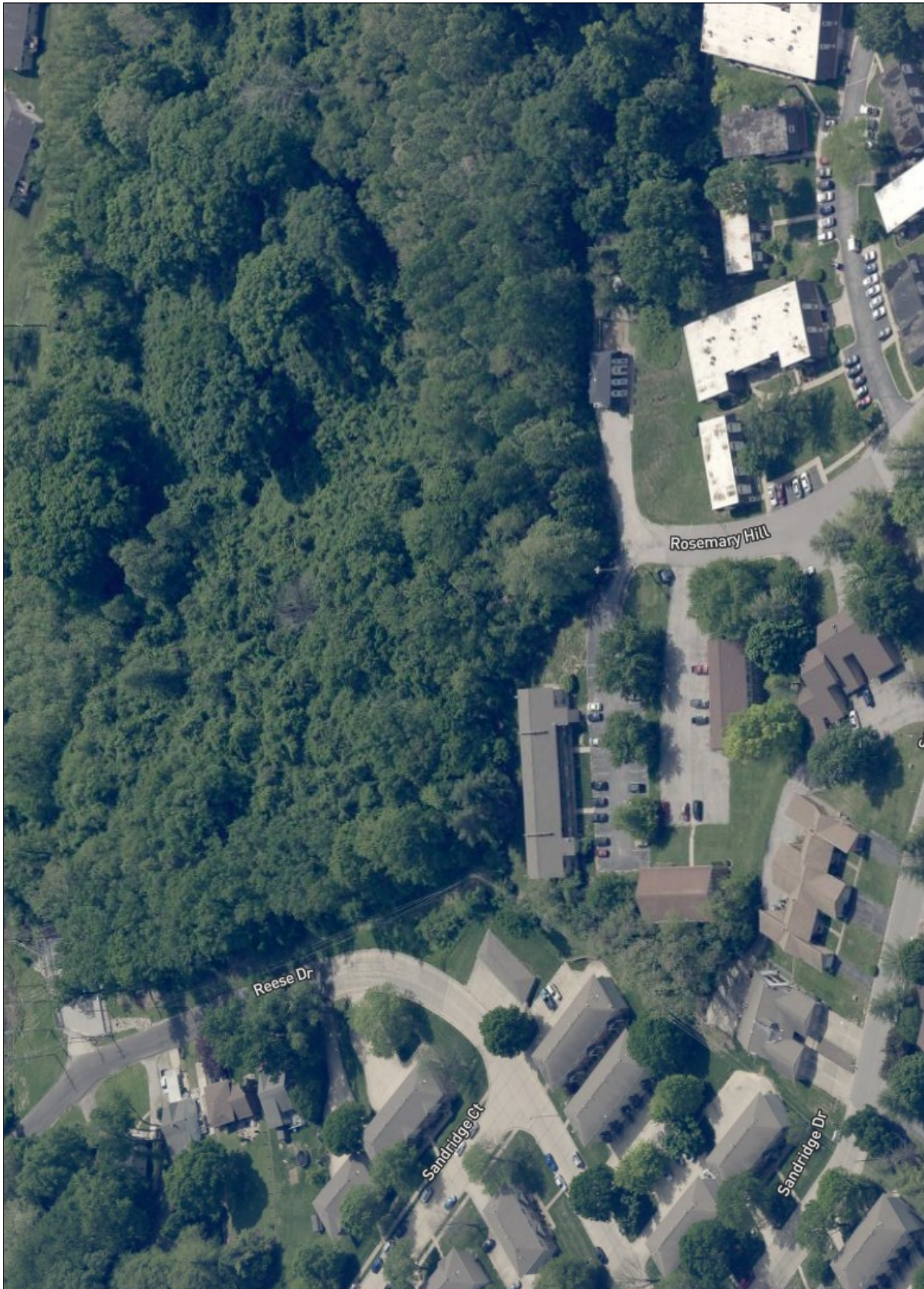
**Aerial view
from the South**

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT D: PROPERTY PHOTOS

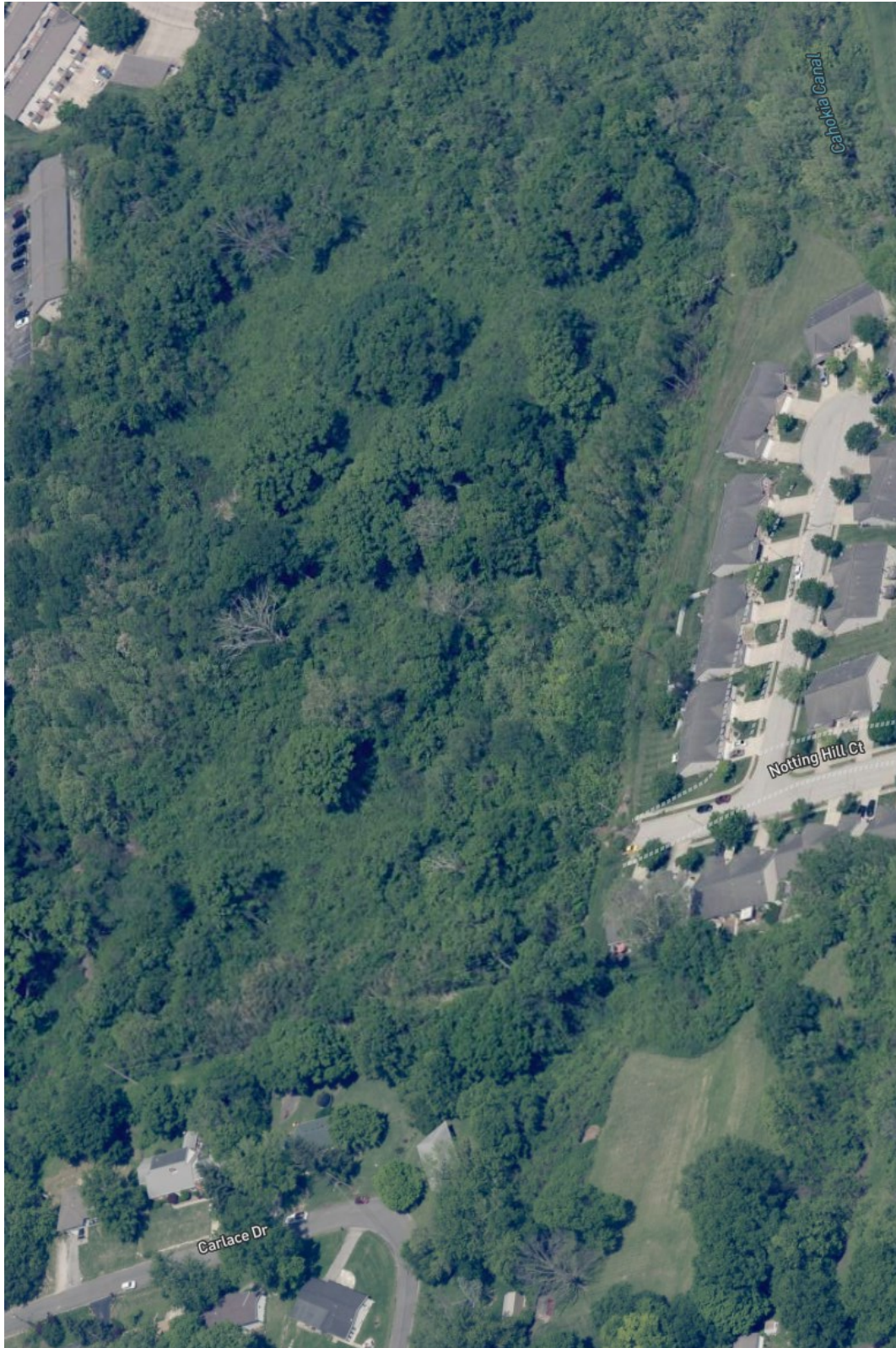


**Aerial
view
from the
West**



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT D: PROPERTY PHOTOS



**Aerial view
from the
East**

Street View from Ramada



Street View from Notting Hill Court





REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT D: PROPERTY PHOTOS

Street View from Reese General Location for Road Connection



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT C: DRAFT PLANNED DISTRICT ORDINANCE

ORDINANCE NO. _____

**AN ORDINANCE REZONING CERTAIN PROPERTY
OWNED BY OSBORN DEVELOPMENT LLC FROM "R-3" MULTI-FAMILY
RESIDENTIAL DISTRICT TO "P-R-3" PLANNED MULTI-FAMILY RESIDENTIAL
DISTRICT
(PIN: 13-1-21-29-12-201-006; 13-1-21-29-12-201-006.002; 13-2-21-29-12-201-002)
(Haven Hills)**

WHEREAS, has filed with the City of Collinsville, Illinois (hereinafter "the City") an application for rezoning of real estate located at PIN: 13-1-21-29-12-201-006; 13-1-21-29-12-201-006.002; 13-2-21-29-12-201-002 from "R-3" Multi-Family Residential District to "P-R-3" Planned Multi-Family Residential District; and

WHEREAS, prior to the presentation of this ordinance to the City Council, all hearings required to be held before agencies of the city took place pursuant to proper legal notice and all petitions, documents and other necessary legal requirements were fulfilled in compliance with the law in such cases made and provided, including Title 17 of the Collinsville Municipal Code and Section 5/11-13-14 of the Illinois Municipal Code (65 ILCS 5/11-13-14).

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF COLLINSVILLE AS FOLLOWS:

SECTION 1: That the following legally described land located in the City of Collinsville, Illinois will be zoned "P-R-3" Planned Multi-Family Residential District, to wit:

**Parcel ID# 13-1-21-29-12-201-006; 13-1-21-29-12-201-006.002; 13-2-21-29-12-201-002
Current Owner: Osborn Development, LLC**

PART OF THE NORTHWEST QUARTER OF SECTION 28, THE NORTHEAST QUARTER OF SECTION 29, AND LOTS 1-4 OF "ROSARY HILL", REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE MADISON COUNTY RECORDER'S OFFICE IN PLAT BOOK 37, ON PAGE 126, ALL IN TOWNSHIP 3 NORTH, RANGE 8 WEST OF THE THIRD PRINCIPAL MERIDIAN, COUNTY OF MADISON, CITY OF COLLINSVILLE, STATE OF ILLINOIS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND STONE AT THE SOUTHEAST CORNER OF THE SAID NORTHEAST QUARTER OF SECTION 29; THENCE NORTH 89 DEGREES 51 MINUTES 52 SECONDS WEST, ON THE SOUTH LINE OF SAID NORTHEAST QUARTER OF SECTION 29, A DISTANCE OF 20.00 FEET TO THE SOUTHWEST CORNER OF LOT 23 OF "SUMMIT RIDGE", REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE MADISON COUNTY RECORDER'S OFFICE IN PLAT CABINET 65, ON PAGE 36 AND THE POINT OF BEGINNING. FROM SAID POINT OF BEGINNING; THENCE CONTINUING NORTH 89 DEGREES 51



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT C: DRAFT PLANNED DISTRICT ORDINANCE

MINUTES 52 SECONDS WEST, ON SAID SOUTH LINE OF THE NORTHEAST QUARTER OF SECTION 29, A DISTANCE OF 672.85 FEET TO THE SOUTHWEST CORNER OF "PARCEL 2" OF A TRACT OF LAND DESCRIBED IN THE MADISON COUNTY RECORDER'S OFFICE IN DOCUMENT NUMBER 2018R36160; THENCE NORTH 08 DEGREES 22 MINUTES 04 SECONDS WEST, ON THE WESTERLY LINE OF SAID "PARCEL 2" OF THE TRACT OF LAND DESCRIBED IN DOCUMENT NUMBER 2018R36160, A DISTANCE OF 625.04 FEET TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF "ROSARY HILL" DRIVE, REFERENCE BEING HAD TO SAID "ROSARY HILL" SUBDIVISION; THEN CONTINUING ON THE SOUTHWESTERLY, SOUTHEASTERLY, AND NORTHEASTERLY RIGHT OF WAY LINE OF SAID ROSARY HILL DRIVE THE FOLLOWING FOUR (4) COURSES AND DISTANCE; 1.) SOUTH 48 DEGREES 22 MINUTES 28 SECONDS EAST, 146.20 FEET; 2.) NORTH 41 DEGREES 37 MINUTES 32 SECONDS EAST, 50.00 FEET; 3.) NORTH 48 DEGREES 22 MINUTES 28 SECONDS WEST, 158.07; 4.) 34.91 FEET ON A TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET, THE CHORD OF SAID CURVE BEARS NORTH 00 DEGREES 57 MINUTES 43 SECONDS EAST, 37.94 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF RAMADA BOULEVARD, REFERENCE BEING HAD TO SAID "ROSARY HILL" SUBDIVISION; THENCE ON CONTINUING ON SAID SOUTHEASTERLY RIGHT OF WAY LINE OF RAMADA BOULEVARD THE FOLLOWING THREE (3) COURSES AND DISTANCES; 1.) 26.66 FEET ON CURVE TO THE LEFT HAVING A RADIUS OF 175.00 FEET, THE CHORD OF SAID CURVE BEARS NORTH 45 DEGREES 59 MINUTES 32 SECONDS EAST, 26.64 FEET; 2.) NORTH 41 DEGREES 37 MINUTES 32 SECONDS EAST, 44.00 FEET; 3.) 122.17 FEET ON A TANGENTIAL CURVE TO LEFT HAVING A RADIUS OF 175.00, THE CHORD OF SAID CURVE BEARS NORTH 21 DEGREES 37 MINUTES 39 SECONDS EAST, 119.70 FEET TO THE MOST NORTHERLY LINE OF SAID "PARCEL 2" OF THE TRACT OF LAND DESCRIBED IN DOCUMENT NUMBER 2018R36160; THENCE SOUTH 88 DEGREES 22 MINUTES 18 SECONDS EAST, ON THE MOST NORTHERLY LINE OF SAID "PARCEL 2" OF THE TRACT OF LAND DESCRIBED IN DOCUMENT NUMBER 2018R36160, A DISTANCE OF 7.19 FEET TO A WESTERLY LINE OF "PARCEL 1" OF SAID TRACT OF LAND DESCRIBED IN DOCUMENT NUMBER 2018R36160 AND THE SOUTHEASTERLY RIGHT OF WAY LINE OF RAMADA BOULEVARD PER "THIRD ADDITION TO SANDRIDGE ESTATES", REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE MADISON COUNTY RECORDER'S OFFICE IN PLAT CABINET 54, ON PAGE 121; THENCE NORTH 08 DEGREES 17 MINUTES 56 SECONDS EAST, ON SAID WEST LINE OF "PARCEL 1" OF THE TRACT OF LAND DESCRIBED IN DOCUMENT NUMBER 2018R36160 AND SAID SOUTHEASTERLY RIGHT OF WAY LINE OF RAMADA BOULEVARD PER "THIRD ADDITION TO SANDRIDGE ESTATES", 182.50 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF REESE DRIVE, REFERENCE BEING HAD TO SAID "THIRD ADDITION TO SANDRIDGE ESTATES"; THENCE CONTINUING ON SAID SOUTHEASTERLY RIGHT OF WAY LINE OF REESE DRIVE, REFERENCE BEING HAD TO SAID THIRD ADDITION TO SANDRIDGE ESTATES THE FOLLOWING THREE (3) COURSES AND DISTANCES; 1.) 28.48 FEET ON A TANGENTIAL CURVE TO THE RIGHT HAVING A RADIUS OF 20

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT C: DRAFT PLANNED DISTRICT ORDINANCE

FEET, THE CHORD OF SAID CURVE BEARS NORTH 49 DEGREES 05 MINUTES 29 SECONDS EAST, 26.13 FEET; 2.) 120.10 ON A CURVE TO THE LEFT HAVING RADIUS OF 277.76 FEET; THE CHORD OF SAID CURVE BEARS NORTH 77 DEGREES 29 MINUTES 49 SECONDS EAST, 119.17 FEET; 3.) NORTH 65 DEGREES 06 MINUTES 36 SECONDS EAST, 288.19 FEET TO THE SOUTHWESTERLY LINE OF A TRACT OF LAND DESCRIBED IN THE MADISON COUNTY RECORDERS OFFICE IN DEED BOOK 2448, PAGE 525; THENCE ON THE SOUTHWESTERLY, SOUTHEASTERLY, AND NORTHEASTERLY LINE OF SAID TRACT OF LAND DESCRIBED IN DEED BOOK 2448, PAGE 525 THE FOLLOWING THREE (3) COURSES AND DISTANCES; 1.) SOUTH 24 DEGREES 43 MINUTES 34 EAST, 114.90 FEET; 2.) NORTH 64 DEGREES 59 MINUTES 30 SECONDS EAST, 120.12 FEET; 3.) NORTH 25 DEGREES 02 MINUTES 44 SECONDS WEST, 135.93 FEET TO THE SOUTHEASTERLY RIGHT OF WAY LINE OF REESE DRIVE PER "FOREST HILLS", REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE MADISON COUNTY RECORDERS OFFICE IN PLAT BOOK 24, PAGE 45; THENCE ON SAID SOUTHEASTERLY RIGHT OF WAY LINE OF REESE DRIVE THE FOLLOWING TWO (2) COURSES AND DISTANCES; 1.) NORTH 47 DEGREES 56 MINUTES 23 SECONDS EAST, 101.96 FEET; NORTH 67 DEGREES 50 MINUTES 03 SECONDS EAST 134.22 FEET TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF JOHNSON HILL ROAD (S.A.R. 35); THENCE SOUTH 18 DEGREES 34 MINUTES 44 SECONDS EAST, ON SAID SOUTHWESTERLY LINE OF JOHNSON HILL ROAD (S.A.R. 35), A DISTANCE OF 69.23 FEET TO THE NORTHEASTERLY CORNER OF LOT 5 OF "SYDNEY CREEK", REFERENCE BEING HAD TO THE PLAT THEREOF RECORDED IN THE MADISON COUNTY RECORDER'S OFFICE IN PLAT BOOK 63, ON PAGE 109; THENCE SOUTH 76 DEGREES 56 MINUTES 47 SECONDS WEST, ON THE NORTHERLY LINE OF SAID LOT 5 OF "SYDNEY CREEK", 95.05 FEET TO THE EAST LINE OF SAID NORTHEAST QUARTER OF SECTION 29; THENCE SOUTH 00 DEGREES 16 MINUTES 55 SECONDS EAST, ON SAID EAST LINE OF THE NORTHEAST QUARTER OF SECTION 29, A DISTANCE OF 568.84 FEET TO THE NORTHWESTERLY CORNER OF OUTLOT B OF SAID "SUMMIT RIDGE"; THENCE SOUTH 09 DEGREES 20 MINUTES 43 SECONDS WEST, ON THE WESTERLY LINE OF SAID OUTLOT B, 119.59 FEET TO THE NORTHWEST CORNER OF LOT 19 OF SAID "SUMMIT RIDGE"; THENCE SOUTH 00 DEGREES 16 MINUTES 56 SECONDS EAST, ON THE WESTERLY LINE OF SAID "SUMMIT RIDGE", 625.02 FEET TO THE POINT OF BEGINNING.

SECTION 2: THAT the authority and approval provided in this Ordinance is granted subject to all ordinances, rules, and regulations of the city of Collinsville and the following conditions:

A. PERMITTED USES

This Planned "P-R-3" Planned Multi-Family Residential District shall authorize the following use(s):

1. Multi-family dwelling (Condominium, Townhome or Twin Home).



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

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B. SPECIAL USES

Special Uses for this planned development district shall be in accordance with the corresponding use permissibility of the R-3 Zoning District per Section 17.050, Use Regulations and 17.100, Special Uses of the City of Collinsville Zoning Ordinance.

C. ACCESSORY USES

Accessory uses clearly associated with and supplementary to the principal use of the lot or tract of land shall be permitted in accordance with Section 17.050, Use Regulations, and per the requirements contained in Section 17.060, Supplementary District Regulations, with the following exceptions:

D. PLANNED USES

This planned development district shall comply with the planned development district requirements in Section 17.040.230, Planned Development Districts, as well as the requirements of Section 17.120, Site Plan Review.

E. INTENSITY OF USE REGULATIONS

Intensity of Use for this planned district shall comply with the corresponding Intensity of Use Regulations in the R-3 Zoning District per Section 17.040.080.

F. YARD REGULATIONS

Yard Regulations for this planned district shall be in accordance with the approved Site Plan and the "R-3" Zoning District per Section 17.040.080.

G. HEIGHT REGULATIONS

Height Regulations for this planned district shall be in accordance with the approved Site Plan with a maximum height from ground level of fifty-two (52) feet.

H. SITE PLAN REVIEW

All development plans shall be in accordance with Section 17.120, *Site Plan Review*.

I. PARKING REGULATIONS

Parking shall be in accordance with Section 17.070, *Off-street Parking and Loading Requirements*, and Section 17.050.010, *Use Table* of the City of Collinsville Zoning Ordinance with the following exception(s):

1. Parking requirements for one (1) bedroom units shall be 1.5 spaces per unit.

J. LANDSCAPE REGULATIONS

Landscaping shall be in accordance with Section 17.080, *Landscaping, Screening and Buffering*.

REPORT TO PLANNING COMMISSION

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K. STREET AND ROADWAY STANDARDS

All streets and roads shall comply with the City's Subdivision Control Ordinance except where established roads are provided, any road improvements or right-of-way widths shall be approved by the City's Public Works Director or their designee.

L. DESIGN GUIDELINES

Design shall be in accordance with Section 17.050.140. – Multifamily design guidelines and as per the approved Site Plan with the following exception(s):

1. Multi-family structure design shall incorporate a variety of materials with masonry permitted as a secondary material of design (minimum 22.5% and less than 40% of the building) with composite siding as the primary material (over 60% of the building) as approved by the Planning Commission.

SECTION 3: That the City Clerk is hereby authorized to note the zoning grant made by this Ordinance upon the official map of the City.

SECTION 4: That this ordinance shall take effect upon its passage, approval, and publication in pamphlet form, as provided by law.

PASSED by the Council and Approved by the Mayor on __, 2025.

Ayes:

Nays:

Absent:

Approved: _____, 2025.

Jeff Stehman, Mayor

ATTEST:

Kimberly Wasser, City Clerk