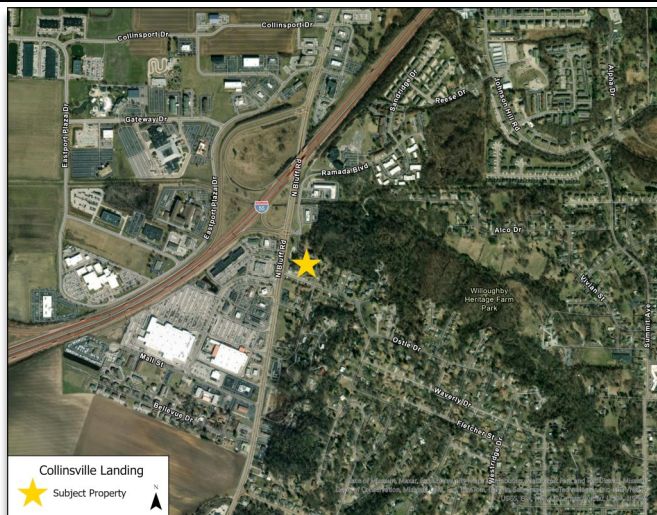




REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE

APPLICATION NUMBER(S)	RZ 25-05 Rezoning SP 25-05 Site Plan MAJ SD 25-02 Preliminary Plat
APPLICATION NAME:	Collinsville Landing
APPLICANT NAME:	AKG Development (Bijou Creek Capital, LLC) 34 N Brentwood Blvd. Suite 201 St. Louis, MO, 63105
PROPERTY OWNER NAME(S):	Bijou Creek Capital, LLC 34 N Brentwood Blvd. Suite 201 St. Louis, MO, 63105
APPLICANT'S REQUEST:	A request by Bijou Creek Capital, LLC, property owner, to rezone fifteen (15) parcels located along N Bluff Road, Beverly Lane and Ostle Drive from "R-1", "B-2" and "B-3" Districts to "P-CP-1" Planned Commercial Park District coupled with Preliminary Plat and Site Plan approval to permit development of Collinsville Landing, five (5) building commercial development of restaurants and personal services.
SITE ADDRESS(S):	North Bluff Road, Beverly Lane & Ostle Drive
PARCEL ID NUMBER(S)	13-1-21-29-15-401-003; -019; -020, 13-2-21-29-15-401-004; -005; -005.001; -006; -007; -008; 009; 010; -011; -012; -013; -030
EXISTING ZONING DISTRICT(S):	"R-1" Single Family Residential and "B-2" Limited Commercial & "B-3" Expressway Commercial District
PROPOSED ZONING DISTRICT(S):	"P-CP-1" Planned Commercial Park District
TOTAL SITE AREA:	11.076 Acres (area to be developed ~5.5 acres)
COMMISSION MEETING DATE:	September 11, 2025
CASE MANAGER:	Caitlin Rice, AICP, Senior Planner
RECOMMENDATION:	Rezoning : Approve, Site Plan: Approve, Preliminary Plat: Approve



REPORT TO PLANNING COMMISSION

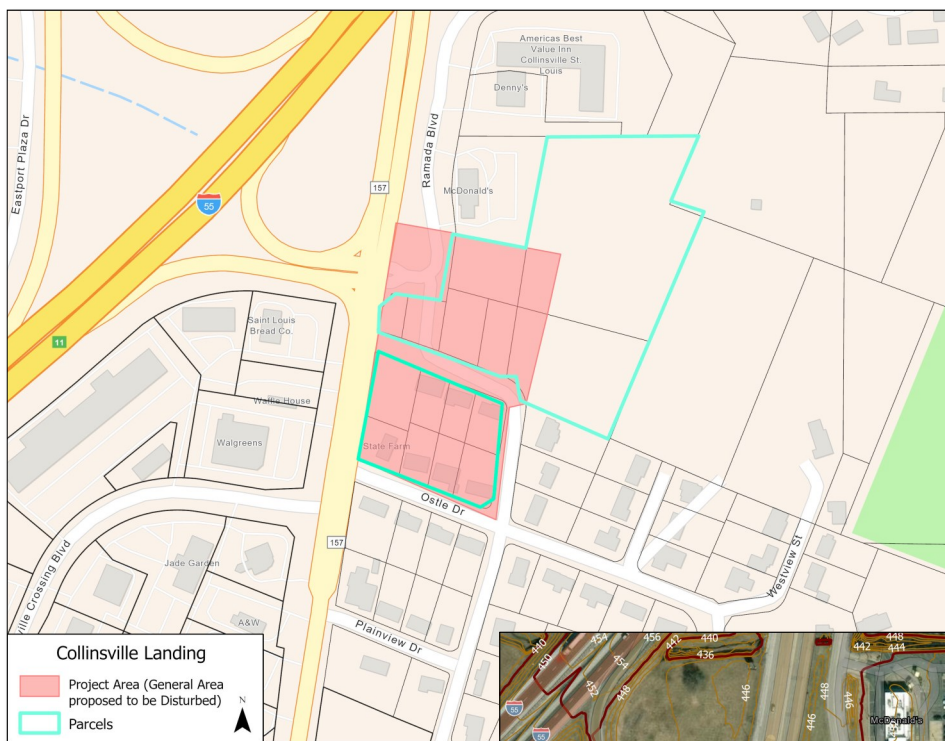
CITY OF COLLINSVILLE



SITE HISTORY AND EXISTING CONDITIONS

The subject property is total 11.076 acres across fifteen (15) parcels. Eight (8) parcels are zoned R-1 single family a part of the Westview Subdivision developed in the 1960s. The two (2) parcels of the eight (8) parcels, closest to N Bluff Road are zoned R-1 but are legally nonconforming commercial uses, with the previous State Farm Insurance agency at 1108 Ostle and a previous an ATM site for Busey Bank at 214 Beverly. The additional seven (7) parcels are zoned a mix of B-2 and B-3 Commercial district and undeveloped except for a portion of the public road, Beverly Lane.

The majority of the area proposed to be developed is between approximately 442 to 480 feet increasing height to the east towards the peak of the bluff. The highest point of the property is approximately 542 feet, about a 100 foot increase over an approximate 330 feet linear distance. The topography of this area makes development challenging, and therefore the developed is restricted primarily around the 440-470 foot elevation. Below is a map showing the contour lines and topography of the area and another showing the approximate proposed developed area.





REPORT TO PLANNING COMMISSION

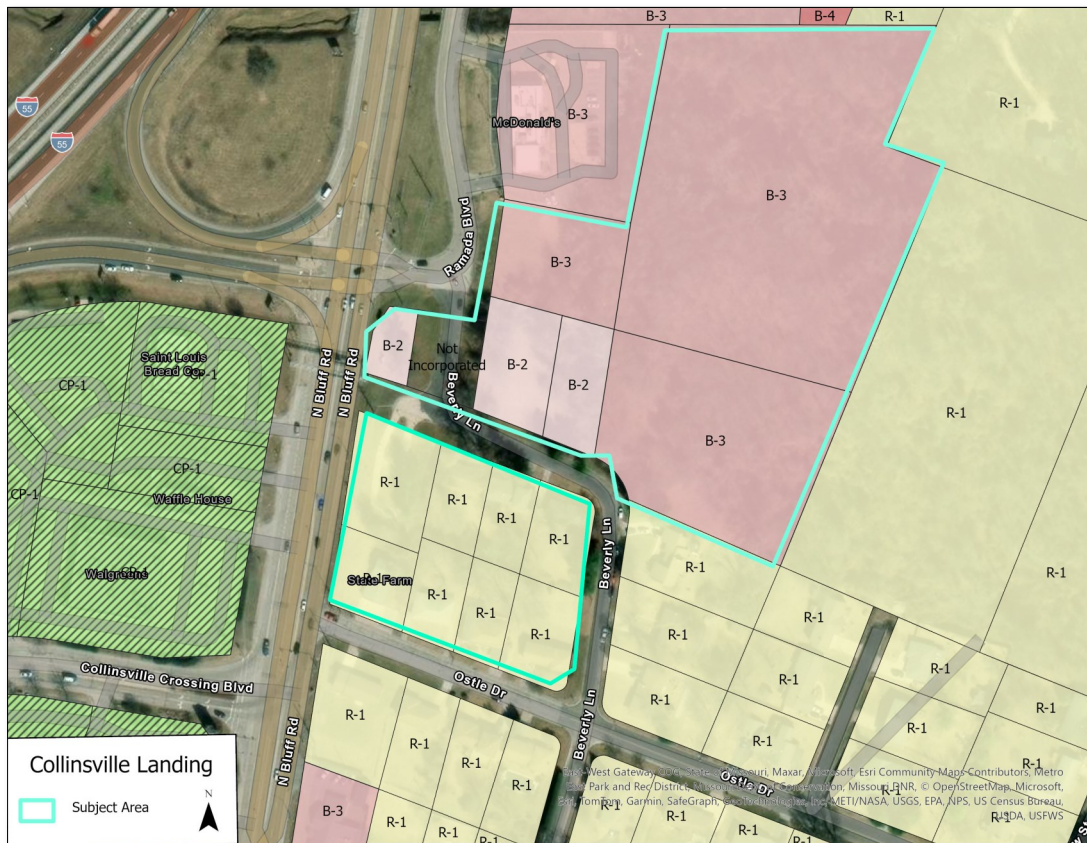
CITY OF COLLINSVILLE

ZONING MAP

The site under consideration is zoned “R-1” Single Family Residential District, “B-2” Limited Commercial District, and “B-3” Expressway Service District. The proposed underlying “CP-1” Commercial Park District provides for “development of large retail stores, discount houses, power centers, outlet malls, and related businesses in a planned setting. The intent of this district is to accommodate a variety of regional retail stores and related commercial businesses and their related activities at a scale and intensity of use that is compatible with high quality development. The location factors of the formation of this district relate to present and past land use and development trends and the proximity to the major highway and interstate highway systems.” The proposed “P-CP-1” district complements the Collinsville Crossing commercial complex to the west of North Bluff and capitalizes on the proximity to the interstate and state route transportation networks.

TABLE 1: LAND USE AND ZONING CONTEXT MATRIX

DIRECTION	EXISTING LAND USE	ZONING DISTRICT	COMMENTS
North	Commercial & Undeveloped Woods	B-3, B-4, R-1	McDonalds, Dennys, Americas Best Value Inn, undeveloped
East	Single Family Residential , Undeveloped Woods	R-1	Single Family Homes
South	Single Family Residential	R-1	Single Family Homes
West	Commercial	P-CP-1	Collinsville Crossing



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



REQUEST

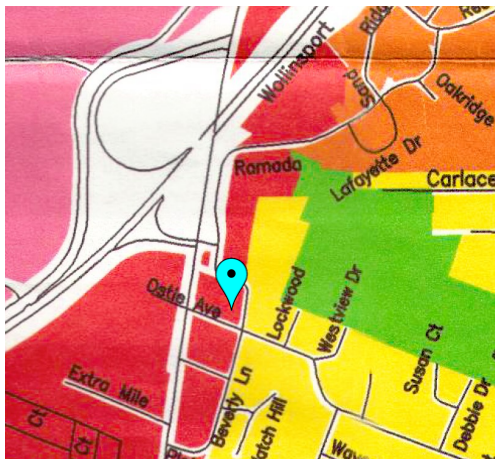
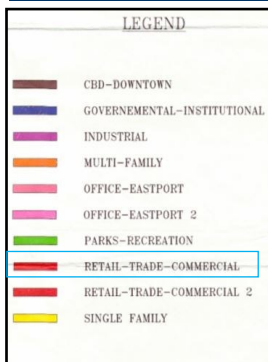
The applicant and property owner, AKG Development LLC, is making a request for approval of a rezoning request from “R-1” Single Family, “B-2” Limited Commercial District and “B-3” Expressway Service District to “P-CP-1” Planned Commercial Park District to create a cohesive multi-tenant commercial development. The request includes approval of a Site Plan and Preliminary Plat for the site development. This request includes several variance requests under five (5) categories from the code as detailed in the Zoning Analysis and Planned District Narrative. AKG is proposing five (5) stand alone commercial tenants, four (4) as restaurants and fast food and one (1) personal service as a dental office.

The major subdivision is proposed to re-subdivide the property from fifteen (15) lots to five (5) lots and one (1) outlot and realign Beverly Lane to straighten the connection at Ramada and improve the Ramada and North Bluff intersection per IDOT standards. The redesign of the intersection will include widening of Ramada and the intersection with N Bluff.

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 “Retail-Trade-Commercial”. This location along N Bluff is designated as suitable for retail and service oriented development in the City and compatible with the Comprehensive Plan and Future Land Use Map.

The surrounding area along N Bluff corridor is also designated as “Retail-Trade-Commercial” and the majority of the area is developed as such with a variety of restaurants, personal care services and shopping centers. The area north of Beverly Lane is designated to remain Single-Family Residential, with commercial uses focused along the major roadway.

APPLICABLE GOALS, OBJECTIVES, AND POLICIES:

Comprehensive Plan 2020:

⇒ “Bluff Road Commercial District”

Bluff Road is the western entryway into Collinsville, and the first image of Collinsville by residents, customers, or tourists. This district is in proximity to the Eastport Plaza Development Park and Hospitality Area. The development scheme in this area should be related to the tourism industry and supportive businesses. All fast food establishments could be located in this corridor. Improved streetscape amenities, walkability and sign control should be prioritized.

Strategic Plan:

Goal #3 Encourage Tourism and Economic Development

Goal #4 Invest in Public Infrastructure

PLANNER'S COMMENTS

Satisfied: The 2020 Comprehensive Plan emphasizes the importance of this area of North bluff Road as a prime entryway and first impression of Collinsville. This area is prime for commercial development, specifically services that will cater to the office and hospitality industry located in Eastport Plaza, Collinsport, and Horseshoe Lake Road, while capitalizing on the Interstate system.

The proposed development will improve the surrounding area with public infrastructure investment in the realignment of Beverly Lane into Ramada, and an improved intersection at Ramada/ & North Bluff Road.



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

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 CP-1 District is reasonable for this development, consistent with the surrounding area, and generally supported by City staff.

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



ZONING ANALYSIS

Matters to be Considered for Zoning District Amendments

A. Character of the neighborhood.

This neighborhood is a primary entryway of Collinsville and along the North Bluff Commercial Corridor. The immediate area has along history of commercial uses with a mix of agriculture, retail, food service, and hotels. The area underwent major redevelopment with Collinsville Crossing in 2005-2006. Since Collinsville Crossing, new commercial development as slowed and the east side of N Bluff has remained largely residential. The proposed development ties into the existing Collinsville Crossing Development and further connects the commercial nature of N Bluff from the Interstate and Main Street. The proposed development will contribute to an attractive entryway to the community and provide a range of services that appeals to regional visitors and residents.

As the Comprehensive Plan and Future Land Use Map, allow and support commercial uses at the proposed location, and encourages capitalization of the robust transportation network that attracts regional commercial users.

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 six (6) of the existing parcels are zoned commercial, one (1) a previously legal non conforming commercial use, and the surrounding area to the west and north is commercial and located along a major transportation route through N Bluff (State Route 157) and Interstate 55. The proposed development includes major public infrastructure investment to serve the proposed development and alleviate increased traffic in the area. Oates Associates developed a full Traffic Impact Study (attached to this report). The findings per this study recommended the Intersection of 157 & Ramada to develop two westbound turn lanes, one straight lane, and one westbound right turn lane to maintain required minimum level of service. The proposed realignment of Beverly Lane includes a left turn only lane to enter the stand-alone Chipotle site to the north of the development. This lane is designed to ease congestion of through traffic that will continue onto Beverly past the development and enter the neighborhood. The design of the commercial sites permits access from the realigned Ramada/Beverly Lane, N Bluff Road, and Ostle Drive. No access to the sites will be from Beverly Lane east of the development borders, mitigating traffic near the northern residential properties.

The entire development has 209 parking spaces and exceeds the Zoning Ordinances required minimum of 173 spaces total. However, due to the site and subdivision layout, Lot 2, First Watch, will have 25 spaces less than required per code. Parking counts for each site as shown in Table 1 below. A cross accesses and shared parking agreement will be in place for Lots 2, 3 and 4.

Table 1: Parking Requirements

Building Size	Parking Requirements	Spaces Required	Spaces Provided
LOT 1 Limited-Service Restaurant 5,024SF (Seats: 90)	1 space/2 persons max capacity	45	74
LOT 2 Restaurant 3,870SF (Seats: 154)	1 space/2 persons max capacity SF	77	52
LOT 3 Personal Services 3530SF	4 spaces/1000 SF	26	37
LOT 4 Limited-Service Restaurant 1025SF (Occupancy: 10)	1 space/2 persons max capacity	5	26
LOT 5 Limited-Service Restaurant 2370SF (Seats: 40 indoor, 20 patio)	1 space/2 persons max capacity	20	20

Based on the submitted Traffic Impact Study public improvements and site design, 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.



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

ZONING ANALYSIS

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

The location, use and design of the new commercial development is consistent with the Comprehensive Plan as this area and parcels are designated for Retail-Trade Commercial. The proposed development meets the regulations of the City with the following exceptions to be included in the Planned District. These deviations are primary due to the restrictions of the buildable area and the scale of the underlying CP-1 District as the CP-1 District provides for large retail stores, outlet malls, and regional power centers. A P-CP-1 District was recommended by staff due to the zoning context of the surrounding area, primarily Collinsville Crossing and the fact that smaller commercial districts that may have been more suitable to this scale, such as the B-3 Expressway District and B-4 Commercial District are defunct, and no new property can be rezoned to those districts. Staff finds the proposed P-CP-1 is the most suitable district based on the surrounding area and existing zoning districts. The developer is requesting the following deviations from the regulations of the City of Collinsville:

1. Intensity of Use:

A. Minimum Lot Sizes: The CP-1 District requires a minimum lot size of three (3) acres. The proposed lots are much smaller in order to allow individual ownership of each commercial building. The lot sizes are proposed as follows:

- *Lot 1: 1.51 acres
- *Lot 2: 0.652 acres
- *Lot 3: 0.5333 acres
- *Lot 4: 1.129 acres
- *Lot 5: 0.758 acres
- *Outlot A: 5.74 acres

B. Minimum Lot Width: The CP-1 District requires a minimum lot width of 250 feet at the building line. The minimum proposed lot widths measured at the building setback line are as follows:

- *Lot 1: one-hundred and ninety-two (192) feet
- *Lot 2: eighty (80) feet
- *Lot 3: sixty-five (65) feet.
- *Lot 4: one-hundred and one (101) feet
- *Lot 5: one-hundred and eight (180) feet

C. Lot coverage: The CP-1 District sets the maximum total lot coverage of buildings and parking to eighty-five (85%) percent. All lots proposed are under eighty-five (85%) percent except for Lot 1, proposed at eighty-eighty (88.7%) percent coverage. A table showing the breakdown of lot coverage for each lot is shown to the right.

- The applicant states the reason for the request is due to maximize overall parking for the development and ensure adequate parking for the restaurants. The applicant also notes that the 3.7% increase in impervious area from Lot 1 is more than offset than the other lots as shown in the table provided and summarized as:
- Lot 1 = 88.73%, Lot 2= 73.77%, Lot 3=75.68%, Lot 4= 53.79% & Lot 5=58.49%.

D. Minimum Floor Area: The CP-1 District requires a minimum floor area of 15,000 sq. ft. for each principal structure. The minimum proposed building size is 1,000 sq. ft. The proposed building sizes are:

- Lot 1=5,215 sq. ft., Lot 2=3,870 sq. ft., Lot 3= 3,530 sq. ft., Lot 4=1,025 sq. ft. and Lot 5= 2,375 sq. ft.

Staff finds the proposed variances from the Intensity of Use regulations for CP-1 District reasonable accommodation based upon the scale of the development and character off the surrounding area.

LOT COVERAGE

Lot 1		
Area	%	Description
65,783	100.00%	+/- Site Area (excluding ROW)
5,215	7.93%	+/- Building
53,153	80.80%	+/- Parking Lot/ Walkways
7,415	11.27%	+/- Landscape Areas

Lot 2		
Area	%	Description
28,419	100.00%	+/- Site Area (excluding ROW)
3,870	13.62%	+/- Building
18,514	65.15%	+/- Parking Lot/ Walkways
6,035	21.24%	+/- Landscape Areas

Lot 3		
Area	%	Description
23,238	100.00%	+/- Site Area (excluding ROW)
3,530	15.19%	+/- Building
14,057	60.49%	+/- Parking Lot/ Walkways
5,651	24.32%	+/- Landscape Areas

Lot 4		
Area	%	Description
49,195	100.00%	+/- Site Area (excluding ROW)
1,025	2.08%	+/- Building
25,438	51.71%	+/- Parking Lot/ Walkways
22,732	46.21%	+/- Landscape Areas

Lot 5		
Area	%	Description
33,037	100.00%	+/- Site Area (excluding ROW)
2,375	7.19%	+/- Building
16,947	51.30%	+/- Parking Lot/ Walkways
13,715	41.51%	+/- Landscape Areas

Landscape Area Totals		
Area	%	Description
199,672	100.00%	+/- Site Area (excluding ROW)
16,015	8.02%	+/- Building
128,109	64.16%	+/- Parking Lot/ Walkways
55,548	27.82%	+/- Landscape Areas

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



2. Yard Regulations:

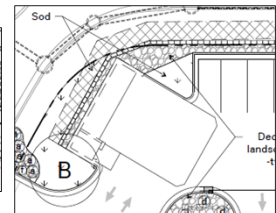
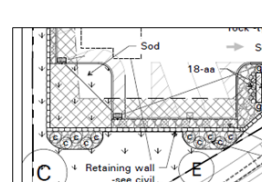
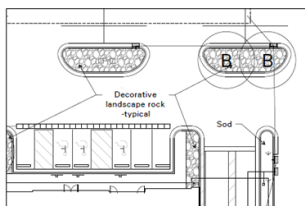
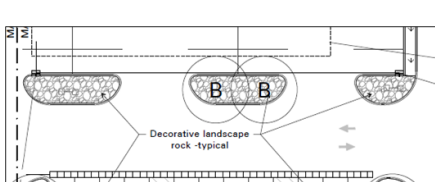
- **Minimum Yard Regulations (Setbacks):** The CP-1 District requires a minimum 50 foot setback for each yard. The proposal is developed is a 25 foot setback from all yards with the exception of the side yard setback of thirteen (13) feet for Lot 2 and six (6) feet for Lot 3. Originally, the site was proposed to be developed as three (3) lots with the buildings of current lots 2, 3, and 4 as one parcel. The new lot lines allow the properties to be separately owned increasing value without compromising safety or aesthetics. The reduction of this setback allows for the buildings to be the front center piece along this major corridor and keep parking to the rear and reduction of side yard setbacks allow the development to reduce the overall development footprint of the area and maximize greenspace. This design is conducive to a more inviting and aesthetically pleasing entrance to the community and mimics the design of Collinsville Crossing to the west.

3. Parking:

- **Parking Lot Dimensions**
- **Required Spaces** The developer is requesting deviations from minimum parking stall standards. The Zoning Ordinance requires 10'x19' spaces for 90 degree parking with 24' wide access aisles. All 90 degree parking stalls are requested as 9'x18' and all angled stalls at 9'x19' stall to curb. Staff finds the proposed stall dimensions are reasonable, allow maximum parking spaces for high traffic uses and is similar to other deviations approved at other commercial properties.

4. Landscaping:

- **Landscape Buffer Requirements:** The Zoning Ordinance requires a transition buffer to be constructed for residential properties adjacent to commercial districts. The proposed developed has residential properties adjacent to the east and south. The development has an elevation change to the eastern side of about 10 feet, from 460' from the proposed parking lot to 470' at Beverly Lane. The applicant finds the elevation change and retaining wall makes a traditional transition buffer not feasible without concerns of tree roots potentially compromising the wall. Staff finds the grade change itself provides a significant barrier from vehicles parking and traffic for the development to the residential properties above. The residential properties to the south are separated by Ostle Drive, making a traditionally opaque screen difficult without causing sight visibility issues for vehicles entering and existing the development. Staff has worked with the applicants to add more landscaping along the southern property line to help screen the residential properties while keeping the site safe. The applicant has proposed a landscaping buffer of four (4) shade trees, ten (10) flowering trees and eight(8) evergreen trees to buffer these properties. Staff finds the proposal sufficient.
- **Parking Lot Tree Requirements:** The Zoning Ordinance requires trees in parking lot islands and at end of parking rows. The applicant is requesting a deviation to remove tree requirement in islands with light poles, conflicts with sidewalks or with the retaining walls. The landscape plan shows six (6) islands throughout the development without trees. The developer has agreed to provide a mixture of different landscaping material other than trees in these areas. Staff prefers trees in the landscaping islands in the parking lot to increase shade cover along large expanses of pavement, however, finds the applicant's compromise sufficient should the Planning Commission approve the variance. Landscape plan would be changed to reflect the approval.





REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

ZONING ANALYSIS

5. Building Design

- **Design Deviations:** The developer is requesting minor deviations from the City's Commercial Design regulations as proposed building design are the most up to date standards for each company. The specific design deviations are outline below.

Chipotle:

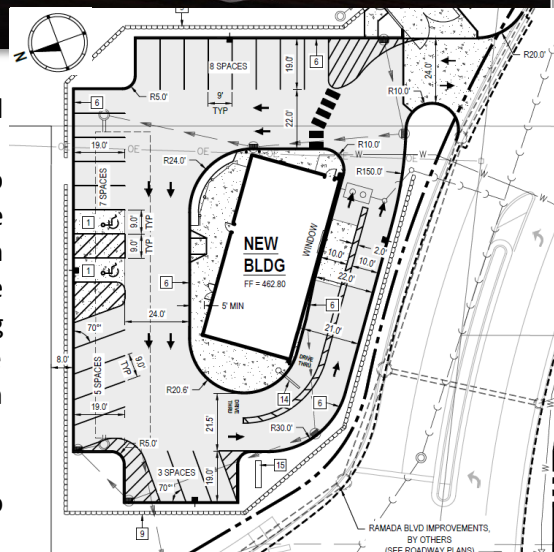
Chipotle is proposing a building primarily EIFS with a brick veneer feature wall (~70' long) that will front the realigned Ramada/Beverly Road (labeled west elevation). Staff finds the labelled elevations orientations to



contradict the north arrow proposed on the plans, however will reference the facades based upon their labels.

With the proposed layout and design, Chipotle is missing two (2) massing elements on the main street facing brick façade (labeled west elevation) and all façades need three (3) design features. Currently the south façade meets the design feature requirements. The code requires these features and massing elements at every 100 feet and within the first 100'. The building will be elevated approximately fifteen (15) feet from the intersection of Ramada and N Bluff Road.

The applicant is requesting to approve the designs as is due to the tenant's design preferences.



REPORT TO PLANNING COMMISSION

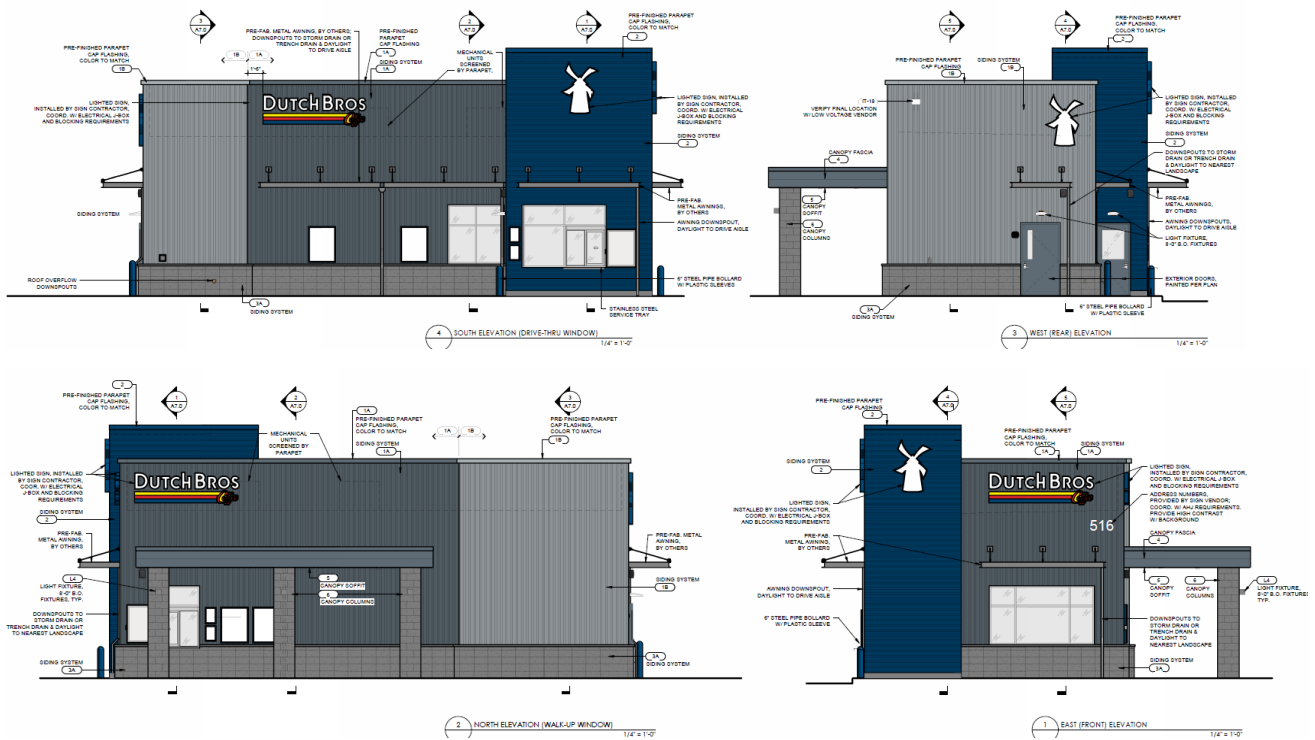
CITY OF COLLINSVILLE



ZONING ANALYSIS

Dutch Bros:

The applicant is requesting a material deviation for the Dutch Bros building which utilizes metal panels as a primary material. In the below elevations, the dark grey, light grey, and blue are all vertical metal panels with a split face CMU veneer base. Below are proposed elevations for the building. The metal panels are a 24 gauge vertical ribbed panel with 4" distance between ribs. The panels are finished in a PVDF resin. The intended design per the manufacturer is appear as an 'ocean wave' and appear smoother than traditional box rib panels. Full architectural sheet can be found in the Planned Narrative attached to this report.



The first Illinois Dutch Bros opened up on September 17th in Edwardsville. The Edwardsville building (shown below) is similar to many locations found in a brief search around the county. This design is with what appears to be an EIFS panel as the primary material and flat panels for the tower. A location in Dallas, TX also shown above, is more similar to what is proposed at the Collinsville location, with metal panel siding as primary material.

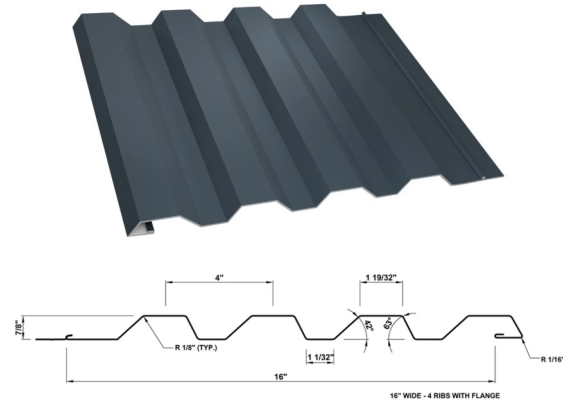




REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

ZONING ANALYSIS

Below is another example of the metal style building from Dutch Bro's Website (unknown location) and spec sheet from the manufacturer's website.



Panel cut sheet from manufacturer's website

The surrounding area does not utilize metal for facades of any commercial structures, however, many designs reflect the character and corporate standard of the company as a regional commercial district. Per the developer, the proposed design is the ideal brand and design of new structures. Staff finds that the proposed design meets all other requirements of the City's ordinances. The material exemption is not anticipated to negatively impact the character of the surrounding area due to the size and scale of the building and the choice of material is a durable, high quality product that creates a more unique sense of place that reflects the character of the company.

The applicant is requesting to approve the designs as is due to the tenant's design preferences.

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

There is access to City water and sewer services along existing Beverly Lane, which will be removed with the relocation of the road. Water and sewer is also available off North Bluff Road and Ostle Drive. All water meters and lines connecting to the existing homes will be removed. New water and sewer connections for the commercial buildings will be derived off of the existing lines of Ostle, Bluff, and relocated lines with the new Beverly Road connection.

There is a existing over head electric lines along N Bluff Road, Ostle Drive and through the rear of the residential properties through an easement. The overhead electric lines running through the property will be removed and easement vacated.

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

The subject property is a mix of commercial and residentially zoned districts. Eight (8) parcels are R-1 Residential and seven (7) are B-2 and B-3 Commercial Districts. The R-1 District permits only single family uses and institutional uses such as schools or churches, however there were two (2) legally nonconforming uses at the parcels abutting North Bluff. The B-2 Limited Commercial district is intended for high density, compact pedestrian oriented shopping facilities, restaurants and hospitality services. The B-2 District is seen more in the Uptown Area and St. Louis Road or Vandalia corridors. B-3 Expressway Commercial District was the

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



ZONING ANALYSIS

dominant commercial zoning district along the North Bluff Corridor prior to redevelopments. This district is intended for limited retail, service, hospitality and office that support a regional market or require regional transportation system access. The B-3 District is now defunct, and no new property can be rezoned to this district.

The proposed underlying CP-1 Commercial Park District took over the regional commercial district and focuses on larger scale developments, such as Collinsville Crossing to the west of North Bluff and Lakeside Plaza and Kohls shopping centers on Belt Line Road. This district is intended for large retail stores, outlet malls, and discount centers. The uses of restaurants are permitted in the CP-1 district as a Planned Use and will be accommodated in the planned district ordinance for Collinsville Landing, mirroring the Planned District utilized by Collinsville Crossing.

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

Proposed district classification as a P-CP-1 is compatible and complimentary to the surrounding development of Collinsville Crossing to the west, the Quatto property (300 N Bluff) further south and the hospitality and restaurant services to the north of I-55 bridge. The adjacent residential properties will be buffered by existing roads and landscaping buffer to the south and 20' elevation change and retaining wall to the east.

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

The surrounding area along the North Bluff Corridor is primarily commercial. East of Beverly the area transitions to established single family residential subdivisions. The developer has worked with staff and IDOT to minimize negative impacts to the surrounding residences through landscaping and road improvements to limit traffic congestion with the new uses. The main parking lot will be at lower elevation and buffered by a retaining wall to the eastern residences. The southern property line requires a buffer between the residences and development which has been provided by the developer. The roadway improvements include realigning and widening Beverly Lane into Ramada, creating a more straight and safer road with marked stops, and widening the intersection to Ramada and North Bluff to ease traffic increase from the development.

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 furthers the City's Comprehensive Plan and Future Land Use Map (FLUM) designations. The intent of this corridor is to increase economic development and provide regional services that increase the sales tax base of the community. The entire corridor is set to transition from residential to commercial per the FLUM. This redevelopment will also achieve goals to beautify main entryways to the City and improve the image of the community. There are no anticipated losses to nearby individual landowners. Property values trend to increase with planned, high quality redevelopment.



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

ZONING ANALYSIS

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 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.*

Staff finds that the proposed development meets the additional considerations for a Planned Use. The proposed development provides a variety of businesses' that are not active in the City, increasing the economic diversity and also reducing the need for residents to travel outside the community to patronize those businesses. The development minimizes traffic congestion with significant roadway improvements to Beverly Lane and Ramada Boulevard to bring level of service in line with current standards. The overall site design is intended to minimize negative impacts to the adjacent properties with high quality building designs, public infrastructure improvements and adequate parking.

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 25-05 Collinsville Landing requesting to rezone properties located at PIN:13-1-21-29-15-401-003; -019; -020, 13-2-21-29-15-401-004; -005; -005.001; -006; -007; -008; 009; 010; -011; -012; -013; -030 to P-CP-1 Planned Commercial Park District, Pending Site Plan and Preliminary Plat Approval.***

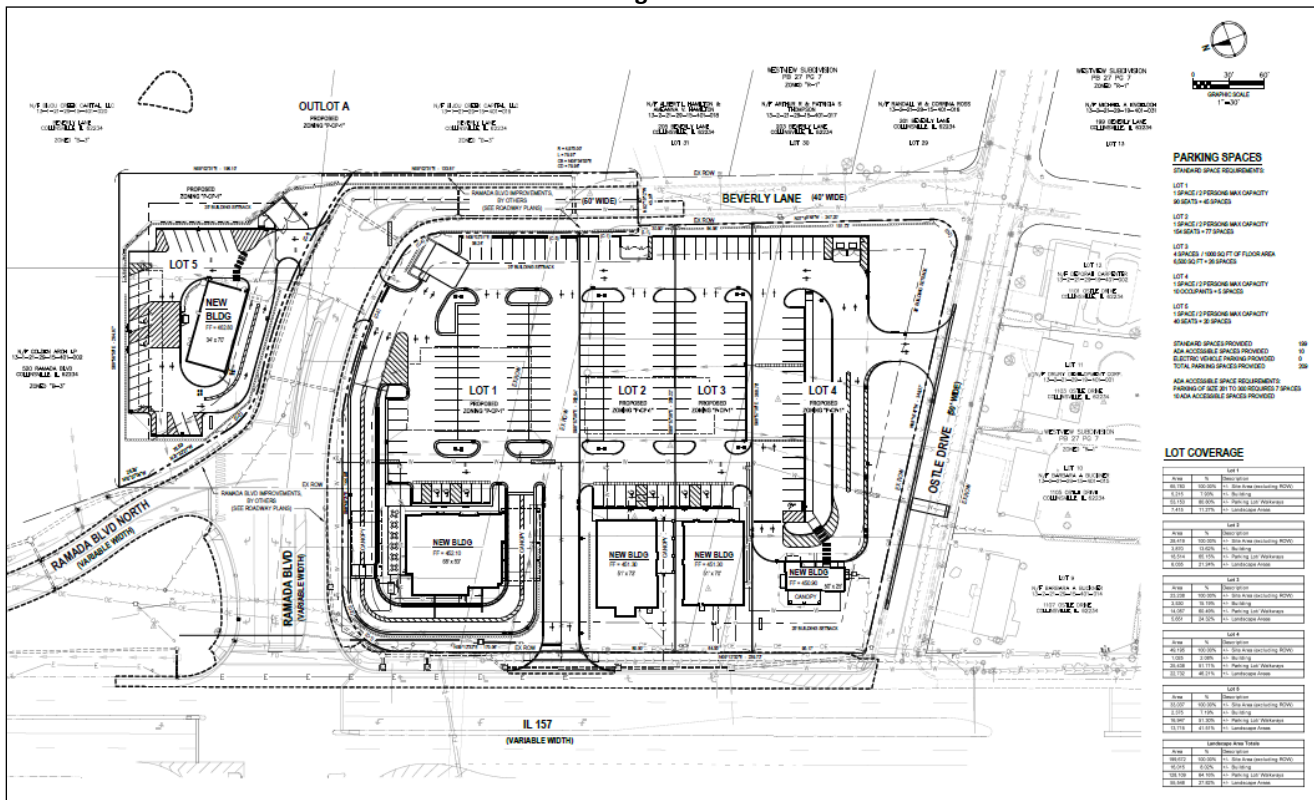
REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE



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.

Collinsville Landing: Overall Site Plan



REVIEW CRITERIA:

CONFORMANCE TO THE ZONING ORDINANCE

A Site Plan for Collinsville Landing is under consideration in association with the Applicant's request to rezone the property to "P-CP-1" Planned Commercial Park District. The following Site Plan Analysis provides an overview of the site improvements proposed by the applicant. Several deviations from the underlying code are requested as a part of the Planned District Ordinance as described earlier in this report. **The proposed site plan will be in conformance to the zoning ordinance upon approval of the Planned District rezoning request.**

COMPATIBILITY WITH THE SURROUNDING AREA AND DEVELOPMENT GUIDELINES

The surrounding area consists of largely of regional commercial uses along North Bluff and single family residential, primarily east of Beverly Lane. The development and design is substantially consistent and compatible with commercial development in the surrounding area, specifically Collinsville Crossing to the west and the variety of restaurants and hospitality uses to the north. The proposed development is also in accordance with the City's Comprehensive Plan and 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.**



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

SITE PLAN ANALYSIS

CONFORMANCE TO THE SUBDIVISION ORDINANCE

The developer has agreed to provide for easements and dedications for access and utility extensions. The realignment of Beverly Lane includes vacation of the existing right-of-way and dedication of the right-of-way for the new road. The applicant has submitted 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

Developer has submitted a site plan with a stormwater report showing pre and post development conditions, detention basin design and water quality calculations. The proposed development consist of 6.36 acres of impervious area and 10.03 acres of green space. One underground detention basin is proposed under each lot. The overall increase in impervious area is approximately 3.1 acres. The majority of the increase in runoff will be controlled by the proposed detention basin outlets and reduce to approximately pre-development flow rates. The Ostle Lane storm system will receive an additional 1.81 acres of drainage with a net increase of 1.40 acres of imperious area. The system on Ramada will receive a decrease of 0.05 acres with a net increase of 1.91 acres of impervious area. 2.43 acres will drain directly to the IDOT right-of-way storm systems, an overall reduction of 1.87 acres. The amount of impervious area directly draining on to IDOT right-of-way is being reduce by 0.23 acres, meaning the proposed improvements will direct more runoff directly to the system.

The City Engineer reviewed and found the Site Plan and Stormwater Report 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 dependent on final calculations and stormwater design.

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

A **Traffic Impact Study (TIS)** was performed by Oates Associates for the development analyzing existing conditions, future no-building conditions and future build conditions. The TIS concluded that the existing intersection at IL-157 (Bluff) and Ramada will not be able to maintain minimum required level of service for eastern travel. The recommendations for improvements of this study include:

1. Convert existing westbound left turn lane and shared through/right turn lane into two westbound left turn lanes, one through lane and one westbound right turn lane. To maintain level of service and queue lengths.
2. Add a northbound right turn lane to improve access to the development. The proposed exclusive right turn lane could be converted to a through/right turn lane if IL-157 is ever widened.
3. Signal optimization will be required on projected background traffic growth.

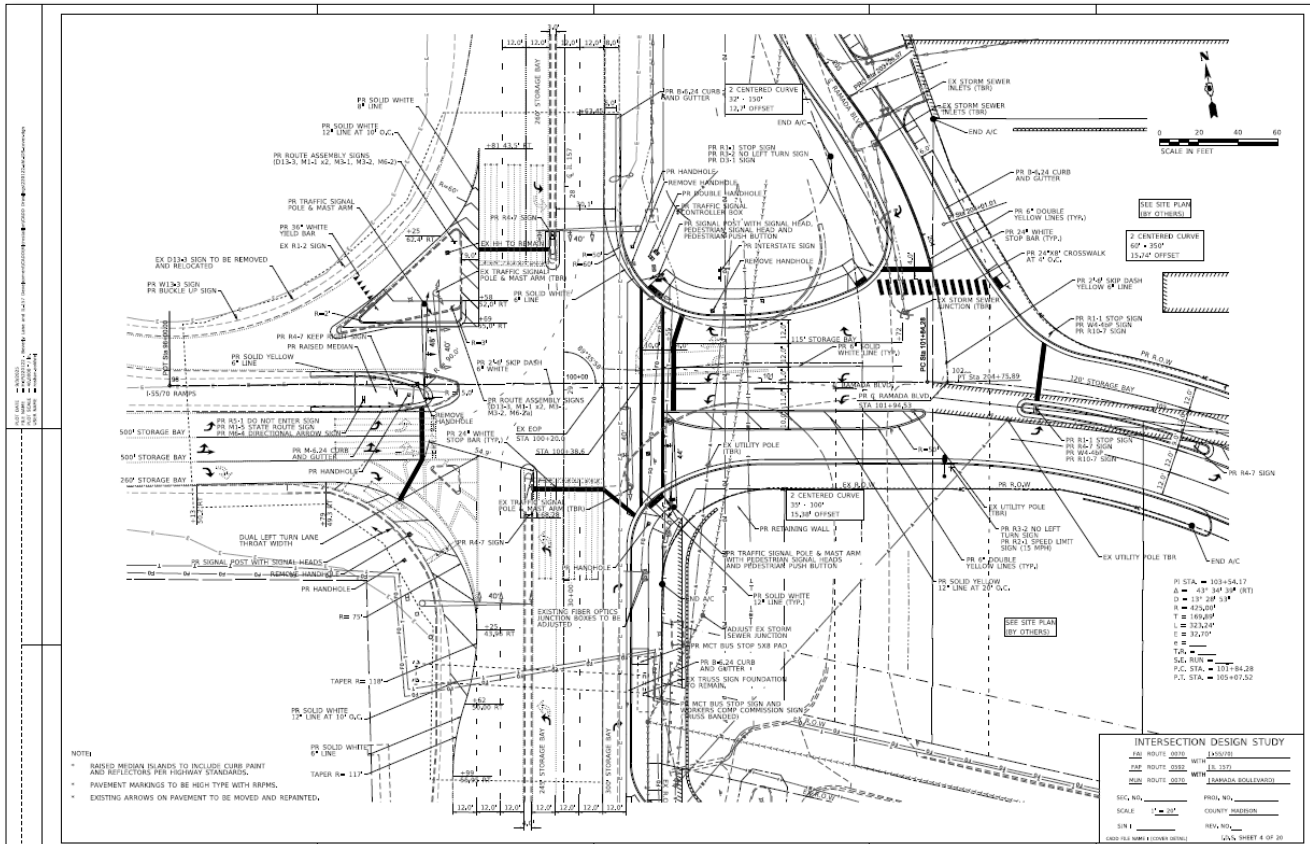
An **Intersection Design Study (IDS)** was performed by Oates Associates for the intersection of North Bluff Road and Ramada Boulevard to accommodate the anticipated traffic generation of the development based upon the recommendations from the TIS and shows turning movements from various vehicle standards.

Below is sheet from the Intersection Design Study showing the proposed improvements to the IL-157 (Bluff) and Ramada Blvd. The proposed intersection design reflects the recommendations from the Traffic Impact Study. The proposed IDS has been approved by IDOT. Full copies of these reports are attached in this packet.

Beverly Realignment:

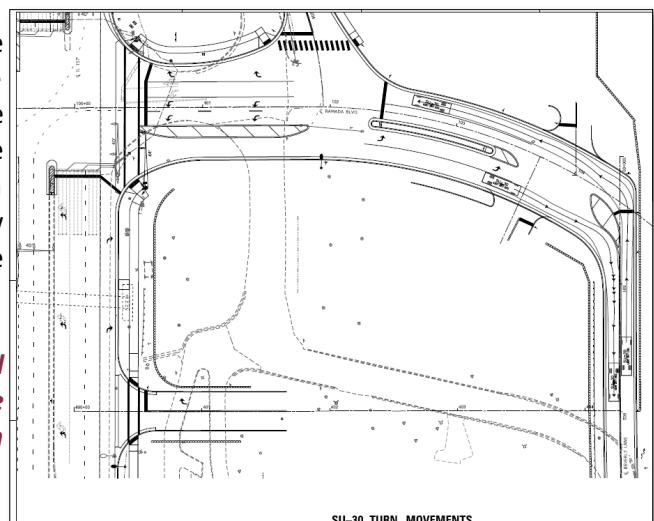
The IDS includes design for the realignment of Beverly Lane as seen below. This includes a stop for the northbound traffic lane at the new curve for vehicles making a left turn into the Chiptole site as well as a stop at the intersection of Ramada and the pedestrian crossing.

The proposed intersection at IL-157 and Ramada will include a crosswalk on the east leg to accommodate future sidewalk planning along the east side of IL-157. There are currently no pedestrian accommodates in this area. IDOT will not allow sidewalks to be built in the right-of-way without a corridor plan. The City is working with the developer on accommodating sidewalk installation on the site at a future date.



There are three points of access to the main site including right in and out off IL-157, full access off the realigned Beverly Lane into Ramada Blvd and Ostle Drive. These entrances are located as far as possible from IL-157 to reduce any congestion or back up from entering vehicles, and the three points of access allow various options depending on where a visitor may be coming from.

Overall, staff finds that the proposed development and public improvements will increase safety from the existing road network and minimize traffic impacts on the surrounding area.

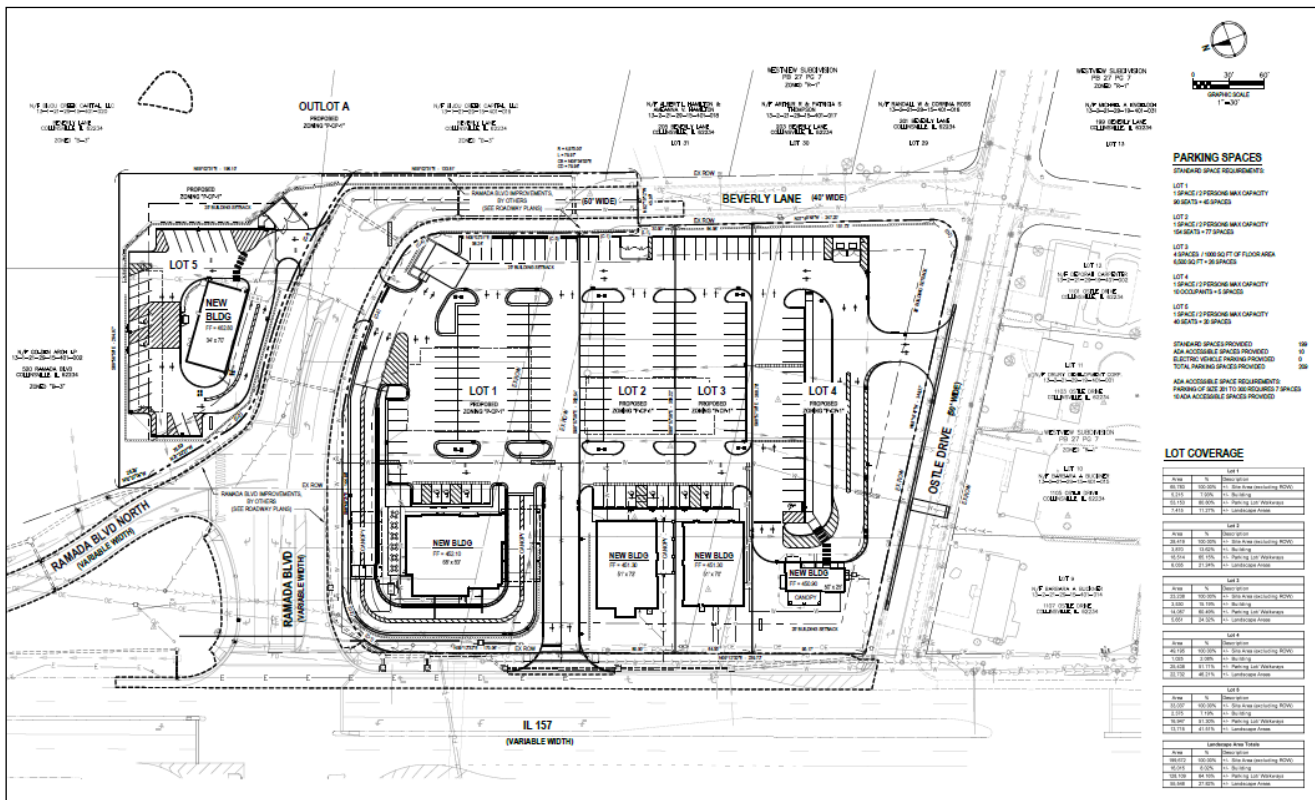




REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

SITE PLAN RECOMMENDATION

Staff finds that the Site Plan proposed for Collinsville Landing Development 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 25-05 Collinsville Landing, subject to rezoning and preliminary plat approval.**



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



SUBDIVISION PLAT REVIEW

Matters to be Considered for Major Subdivision Approval

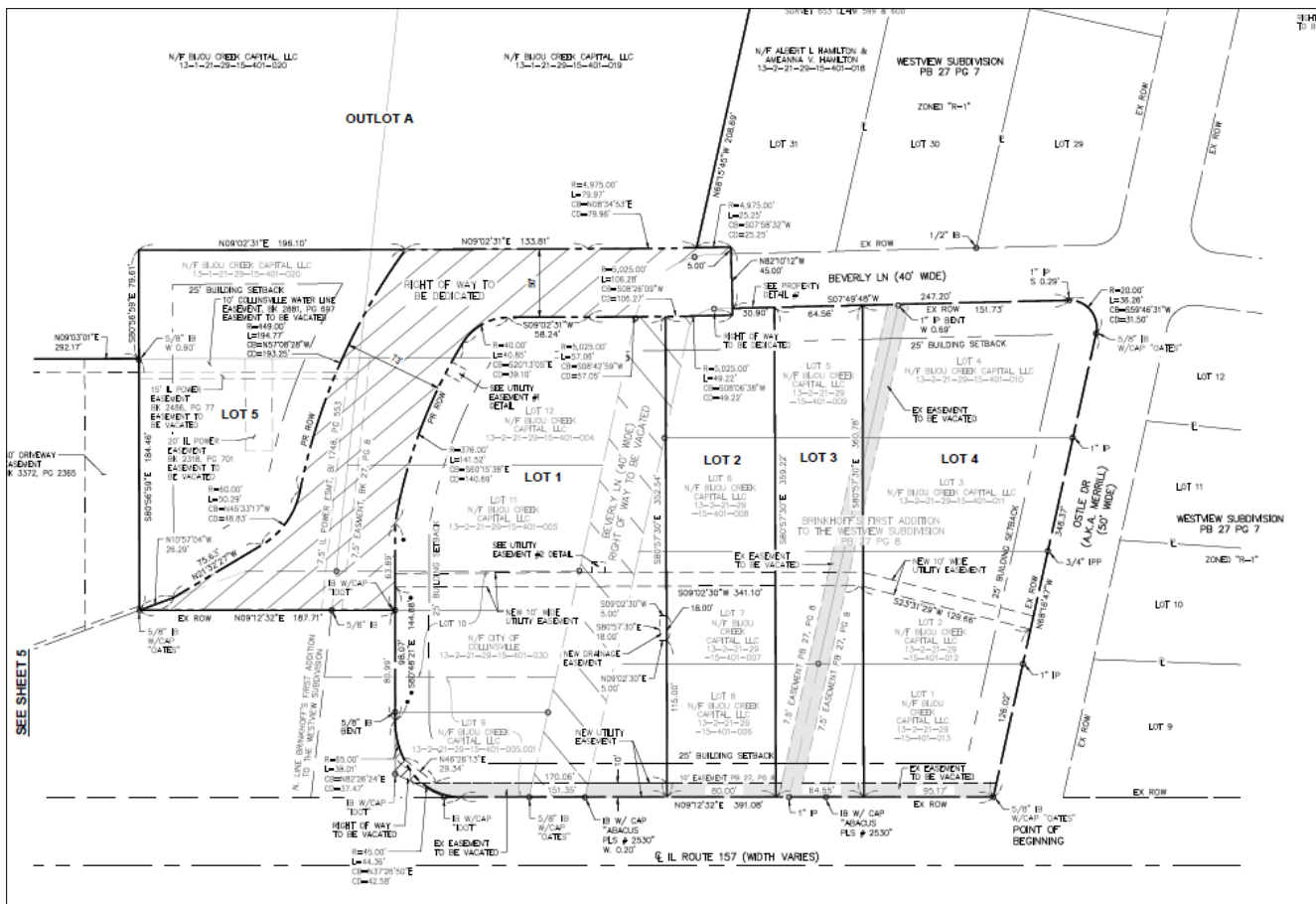
When reviewing applications for Major Subdivisions, the Planning Commission is required to review the Preliminary Plat and make a recommendation to City Council. The Planning Commission has the authority to take the following actions: **recommend approval, recommend approval subject to certain conditions 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 11.076 acres. 4.58 acres to be developed, 0.698 acres in new right-of-way and 5.74 acres undeveloped in Outlot A. The preliminary plat includes vacating existing easements no longer to be used including the 7.5' wide easement for overhead electric previously servicing the residential properties and the existing Beverly Lane 40' wide right-of-way. The preliminary plat dedicates new easements for the development including a 10' wide utility easement running North and South along the property, a drainage easement to access the basins and two utility easements for service.

Below is the proposed preliminary plat that will resubdivide the fifteen (15) lots into five (5) lots and one outlot 'A'.

Collinsville Landing: Preliminary Plat

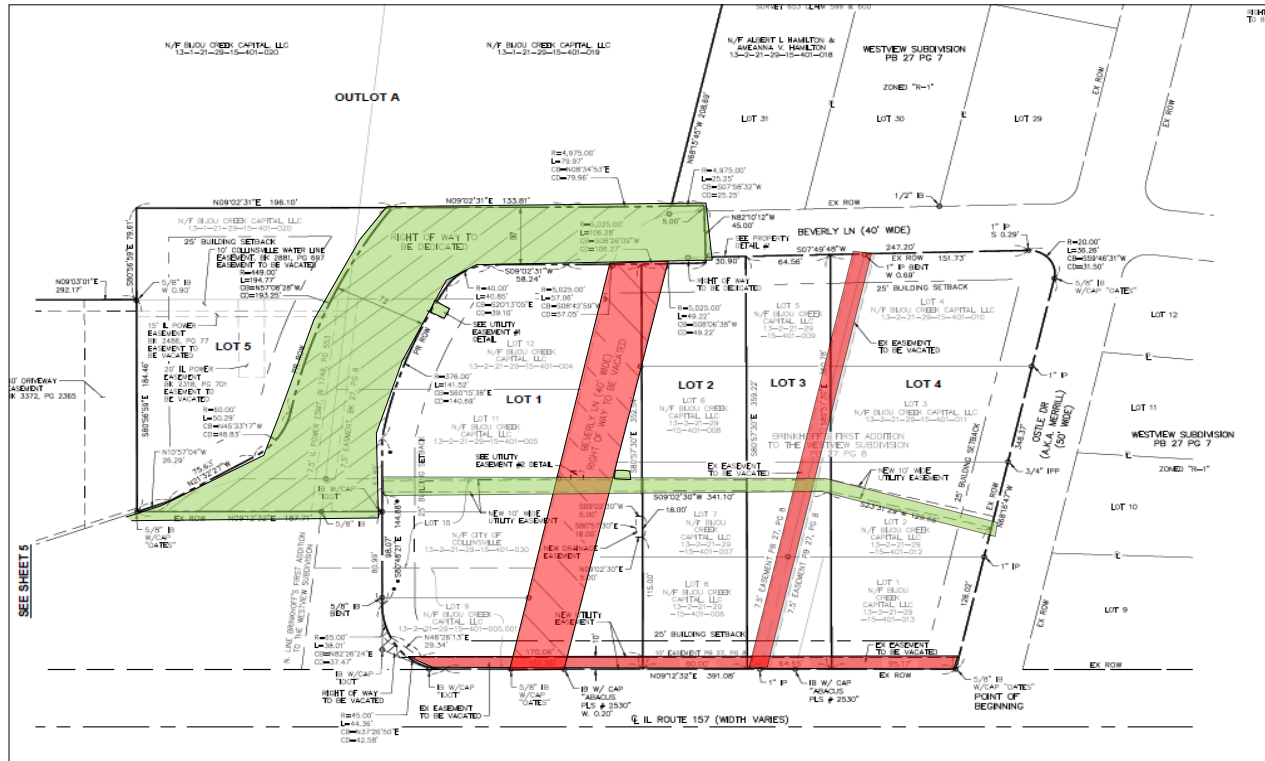




REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

SUBDIVISION PLAT REVIEW

Below in red are major easements being removed and in green new easements with the preliminary plat.



Matters to be Considered for Major Subdivision Approval

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 developer has requested deviations within the Planned District Ordinance to accommodate the new proposed lot dimensions. Analysis of the proposed variances are outlined in the zoning analysis. The subdivision will conform to the zoning ordinance upon approval of the rezoning.

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 is located within an existing developed block surrounded by four different road ways, Beverly Lane, IL-157, Ostle Drive and Ramada Blvd. The consolidation and resubdivision of the fifteen different parcels creates an unavoidable scenario of multiple frontage lots.

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 are much longer than they are wide, each lot varying between 1:2 to 1:6 ratio. Lots 2 and 3 are the most egregious due to the narrow lots to allow for individual ownership.

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



SUBDIVISION PLAT REVIEW

Although the subdivision creates lots over three (3) times they are wide, the subdivision is not anticipated to have a negative impact on the development or surrounding area due existing boundaries of roads and prioritization of buildings with clear frontage on North Bluff (157).

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

The applicant has proposed Outlot A, not to be developed with the proposal. This lot has significant topographical challenges that restrict development. The proposed Outlot still has right-of-way access and is generally conforming.

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 only along street right-of-way where necessary.

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 with the proposed setback deviation of 25 feet expected from side yard of 13 feet for Lot 2 and 6 feet for Lot 3 as requested through the Planned District Ordinance.

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 mostly developed with a portion undeveloped and wooded area to the north of Beverly Lane. The development has made efforts to only clear and grade as required for the building area, public improvements and necessary utilities. A tree survey and replacement trees proposed on the landscape plan. The tree survey found a total of 124 trees over 20" caliper inches with a total of 754 caliper inches through the development. Only 144 caliper inches were determined to be from trees in good condition and required to be mitigated on site.

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."



REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE

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 Preliminary Plat of the Collinsville Landing Subdivision (MAJ SD 25-02).



EXHIBITS:

- A. DRAFT PLANNED DISTRICT ORDINANCE**

ATTACHMENTS

- A. SITE PLAN 09/24/2025**
- B. PRELIMINARY PLAT 09/24/2025**
- C. PLANNED DISTRICT NARRATIVE & ARCHITECTURAL
09/24/2025**
- D. STORMWATER DRAINAGE REPORT 09/25/2025**
- E. TRAFFIC FLOW AND LOADING EXHIBIT 09/24/2025**
- F. TRAFFIC IMPACT STUDY 01/2023**
- G. INTERSECTION DESIGN STUDY 09/2025**
- H. IDOT APPROVAL OF DESIGN VARIANCE
APPLICATION 09/2025**



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT A: DRAFT PLANNED DISTRICT ORDINANCE

ORDINANCE NO. _____

**AN ORDINANCE REZONING CERTAIN PROPERTY
OWNED BY BIJOU CREEK CAPITAL LLC FROM "R-1" SINGLE FAMILY
RESIDENTIAL, "B-2" LIMITED COMMERCIAL DISTRICT AND "B-3"
EXPRESSWAY COMMERCIAL DISTRICT TO "P-CP-1" PLANNED COMMERCIAL
PARK DISTRICT
(Collinsville Landing)**

WHEREAS, has filed with the City of Collinsville, Illinois (hereinafter "the City") an application for rezoning of real estate located at PIN: 13-1-21-29-15-401-003; -019; -020, 13-2-21-29-15-401-004; -005; -005.001; -006; -007; -008; 009; 010; -011; -012; -013; -030 from "R-1" Single Family Residential District, "B-2" Limited Commercial District and "B-3" Expressway Commercial District to "P-CP-1" Planned Commercial Park 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 "PCP-1" Planned Commercial Park District, to wit:

Parcel ID# 13-1-21-29-15-401-020, 13-1-21-29-15-401-019, 13-1-21-29-15-401-003, 13-2-21-29-15-401-004, 13-2-21-29-15-401-005, 13-2-21-29-15-401-030, 13-2-21-29-15-401-005.001, 13-2-21-29-15-401-006, 13-2-21-29-15-401-007, 13-2-21-29-15-401-008, 13-2-21-29-15-401-009, 13-2-21-29-15-401-010, 13-2-21-29-15-401-011, 13-2-21-29-15-401-012, and 13-2-21-29-15-401-013.

County: Madison

Current Owner: BIJOU CREEK CAPITAL LLC

Overall Subdivision Legal Description:

Part of United States Survey 653, Claim 599 and 600 and part of Brinkhoff's First Addition to the Westview Subdivision, a subdivision of part of said United States Survey 653, Claim 599 and 600, reference being had to the plat thereof recorded in the Recorder's Office of Madison County, Illinois in Plat Book 27 on Page 8, Township 3 North, Range 8 West of the Third Principal Meridian, Madison County, Illinois, described as follows:

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT A: DRAFT PLANNED DISTRICT ORDINANCE

Beginning at the southwest corner of Lot 1 of said Brinkhoff's First Addition; thence on an assumed bearing of North 09 degrees 12 minutes 32 seconds East on the westerly line of said Brinkhoff's First Addition, 391.08 feet; thence northeasterly 44.36 feet on a curve to the right having a radius of 45.00 feet, the chord of said curve bears North 37 degrees 26 minutes 50 seconds East, 42.58 feet; thence easterly 38.01 feet on a curve to the right having a radius of 65.00 feet, the chord of said curve bears North 82 degrees 26 minutes 24 seconds East, 37.47 feet to the northerly line of a tract of land described as Parcel Four in the deed to Bijou Creek Capital, LLC, recorded in said Recorder's Office as Document 2022R13346; thence South 80 degrees 48 minutes 21 seconds East on said northerly line and the northerly line of a tract of land described in the deed to the City of Collinsville, Illinois, recorded in said Recorder's Office as Document 2019R27212, a distance of 80.99 feet to the westerly line of a tract of land described as Parcel Five in said Document 2022R13346; thence North 09 degrees 12 minutes 32 seconds East on said westerly line and the westerly line of a tract of land described as Parcel Three in said Document 2022R13346, a distance of 187.71 feet to the northerly line of said Parcel Three tract; thence South 80 degrees 56 minutes 59 seconds East on said northerly line, 184.46 feet to the westerly line of a tract of land described as Parcel One in said Document 2022R13346; thence North 09 degrees 03 minutes 01 second East on said westerly line, 292.17 feet to the northerly line of said Parcel One tract; thence North 89 degrees 17 minutes 44 seconds East on said northerly line, 470.87 feet to the easterly line of said Parcel One tract; thence South 21 degrees 19 minutes 50 seconds West on said easterly line and the easterly line of a tract of land described as Parcel Two in said Document 2022R13346, a distance of 847.04 feet to the southerly line of said Parcel Two tract; thence North 68 degrees 15 minutes 45 seconds West on said southerly line, 208.69 feet; thence southerly 25.25 feet on a non-tangential curve to the left having a radius of 4,975.00 feet, the chord of said curve bears South 07 degrees 58 minutes 32 seconds West, 25.25 feet; thence North 82 degrees 10 minutes 12 seconds West, 45.00 feet to the easterly line of said Brinkhoff's First Addition; thence South 07 degrees 49 minutes 48 seconds West on said easterly line, 247.20 feet; thence southwesterly 36.26 feet continuing on said easterly line, being a curve to the right having a radius of 20.00 feet, the chord of said curve bears South 59 degrees 46 minutes 31 seconds West, 31.50 feet to the southerly line of said Brinkhoff's First Addition; thence North 68 degrees 16 minutes 47 seconds West on said southerly line, 348.37 feet to the Point of Beginning.

Said parcel contains 482,481 square feet or 11.0762 acres, more or less.

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

Permitted uses for this planned development district shall be in accordance with the corresponding use permissibility of the CP-1 Zoning District per Section 17.050. This Planned "P-CP-1" Planned Commercial Park District shall authorize the following use(s):

1. NAICS 7225 'Restaurants and Other Eating Places'
2. NAICS 621 'Ambulatory Health Care Services'



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT A: DRAFT PLANNED DISTRICT ORDINANCE

B. SPECIAL USES

Special Uses for this planned development district shall be in accordance with the corresponding use permissibility of the CP-1 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 CP-1 Zoning District per Section 17.040.170.F., with the following exceptions:

1. Minimum lot size shall be determined for each lot as:
 - a. Lot 1: 1.5 acres
 - b. Lot 2: 0.6 acres
 - c. Lot 3: 0.5 acres
 - d. Lot 4: 1.1 acres
 - e. Lot 5: 0.7 acres
2. Minimum lot width shall be determined for each lot at the building line as:
 - a. Lot 1: one hundred and ninety-two (192) feet
 - b. Lot 2: eighty (80) feet
 - c. Lot 3: sixty-five (65) feet
 - d. Lot 4: one-hundred and one (101) feet
 - e. Lot 5: one-hundred and eighty (180) feet
3. Lot coverage: maximum total lot coverage by structures and parking shall be no greater than 85%, except for Lot 1 with a maximum coverage of 88.7%.
4. The primary floor area of each principal building shall contain at least one thousand (1,000) square feet.

F. YARD REGULATIONS

Yard Regulations for this planned district shall be in accordance with the approved Site Plan and the "CP-1" Zoning District per Section 17.040.170.G., with the following exceptions:

REPORT TO PLANNING COMMISSION

CITY OF COLLINSVILLE



EXHIBIT A: DRAFT PLANNED DISTRICT ORDINANCE

1. Minimum front and rear yard: Each building shall be setback a minimum of twenty-five (25) feet.
2. Minimum side yard: Each building shall be setback a minimum of twenty-five (25) feet with the following exceptions:
 - a. Lot 2: a minimum side yard setback of thirteen (13) feet
 - b. Lot 3: a minimum side yard setback of six (6) feet.

G. HEIGHT REGULATIONS

Height Regulations for this planned district shall be in accordance the "CP-1" Zoning District per Section 17.040.170.H.

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. Lot 2 permitted fifty-two (52) parking spaces instead of the required seventy-seven (77).
2. Parking stall dimensions for ninety (90) degree angled parking: minimum nine (9) feet wide and eighteen (18) feet long.
3. Parking stall dimensions for seventy (70) degree angled parking: minimum nine (9) feet wide and nineteen (19) feet long.
4. Parking lot aisles minimum: twenty-two (22) feet wide.

J. LANDSCAPE REGULATIONS

Landscaping shall be in accordance with Section 17.080, *Landscaping, Screening and Buffering*, with the following exceptions:

1. Transition buffer to east of Lots 1-4 shall not be required due to retaining wall.
2. Trees shall not be required in parking lot islands with light poles, paths or conflicts with geo-grid of retaining wall on the following lots and as per approved Site Plan:
 - a. Lot 1: three (3) islands exempt for light poles and sidewalk
 - b. Lot 2: two (2) islands exempt for light pole
 - c. Lot 3: two (2) islands exempt for light pole
 - d. Lot 5: two (2) islands exempt for retaining wall

K. STREET AND ROADWAY STANDARDS



REPORT TO PLANNING COMMISSION CITY OF COLLINSVILLE

EXHIBIT A: DRAFT PLANNED DISTRICT ORDINANCE

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 17.060.160. – Development guidelines and as per the approved Site Plan with the following exception(s):

1. Lot 4 - Ribbed metal panels are permitted as a primary material.
2. Lot 5 – Building shall be exempt from design feature requirements, three (3) material requirements and street facing façade only required one (1) massing element.

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