

# SITE & LANDSCAPE PLAN EXHIBITS

## MEYER SUBDIVISION

### 245 WALNUT STREET, LIBERTYVILLE, IL 60048



SITE PLANNERS & LANDSCAPE ARCHITECTS  
 TESKA ASSOCIATES, INC.  
 627 GROVE STREET  
 EVANSTON, IL 60201  
 P: 847-869-2015 F: 847-869-2059

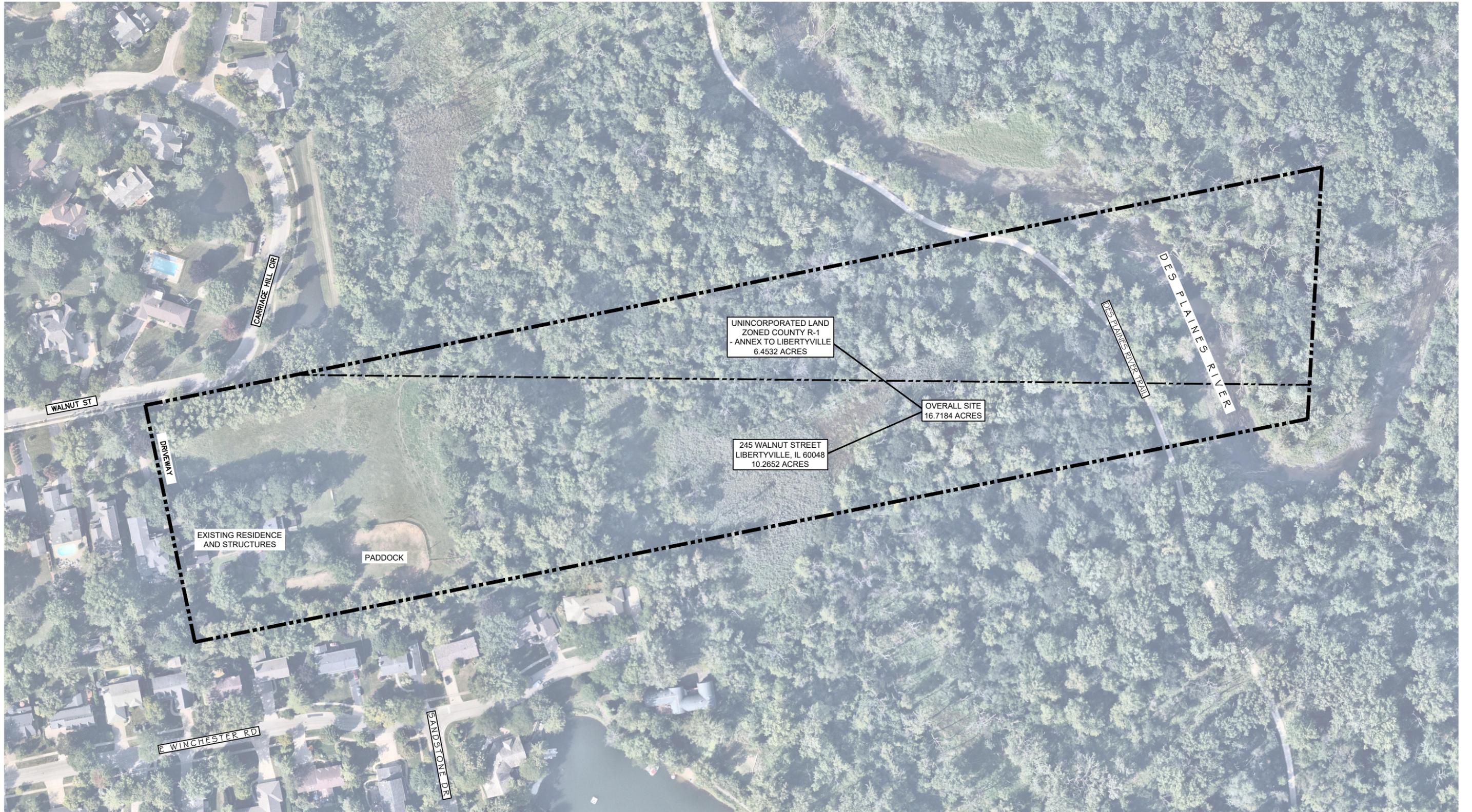
CIVIL ENGINEERS OF RECORD  
 PEARSON, BROWN, & ASSOCIATES, INC.  
 1850 WEST WINCHESTER ROAD, SUITE 205  
 LIBERTYVILLE, IL 60048  
 P: 847-367-6707

OWNER  
 COME TOMORROW, LLC.  
 1700 FRANKLIN BOULEVARD  
 LIBERTYVILLE, IL 60048  
 P: 847-918-8169

Sheet List Table	
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SP-5	Tree Protection & Removal Plan
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SP-7	Illustrative Context Plan
SP-8	Illustrative Site Plan
SP-9	Landscape Planting Plan

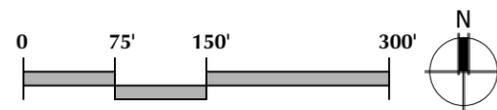
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AERIAL PHOTOGRAPH OF SITE  
**MEYER SUBDIVISION**

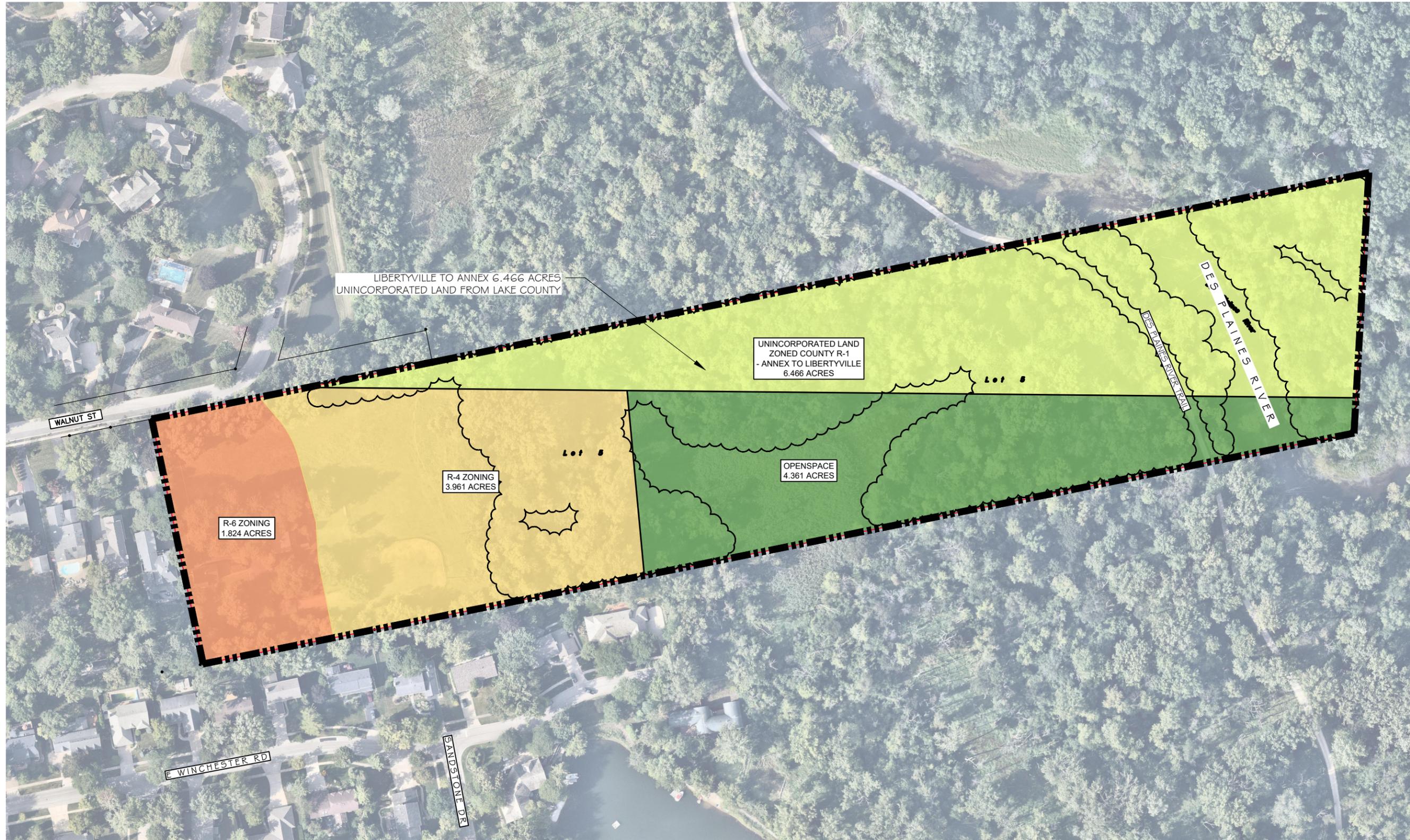
Libertyville, IL



March 24th, 2025

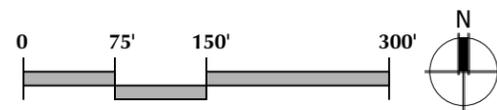
**.AP.** A. PERRY HOMES  
 ARCHITECTS BUILDERS REMODELERS





ANNEXATION PLAN  
**MEYER SUBDIVISION**

Libertyville, IL

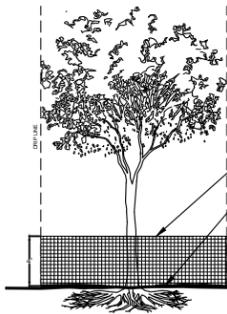
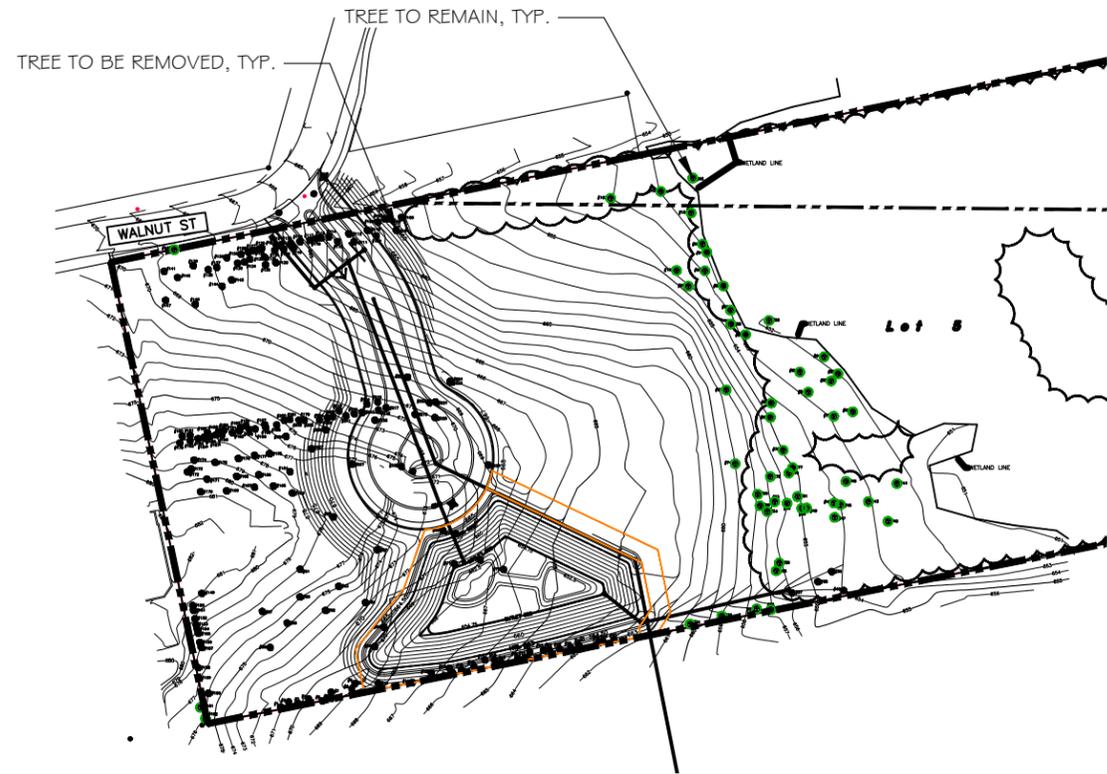


March 24th, 2025

**.AP.** A. PERRY HOMES  
 ARCHITECTS BUILDERS REMODELERS







TREE TO BE PROTECTED, TYP.  
 3" THICK LAYER OF HARDWOOD BARK MULCH. MULCH SHALL BE MAINTAINED 12" DISTANCE FROM FACE OF TRUNK, TYP.  
 MAINTAIN EXISTING GRADE WITH TREE PROTECTION FENCE

TREE PROTECTION FENCING, TYP.

TREE TO REMAIN AND BE PROTECTED, TYP.

EXISTING TREES TO BE REMOVED					
TREE NUMBER	SIZE (DBH)	SPECIES	GROUP	REPLACEMENT	CONDITION 1-6 (1 BEING GOOD, 6 BEING DEAD)
1	18" DBH	Boxelder	C	1 TREE	3
2	15" DBH	Boxelder	C	1 TREE	4
3	12" DBH	Boxelder	C	1 TREE	3
4	16" DBH	Boxelder	C	1 TREE	3
5	13" DBH	Boxelder	C	1 TREE	4
6	12" DBH	Boxelder	C	1 TREE	4
7	15" DBH	Boxelder	C	1 TREE	5
8	17" DBH	Osage Orange	C	1 TREE	4
9	25" DBH	Osage Orange	C	1 TREE	3
10	31" DBH	Osage Orange	C	1 TREE	4
11	14" DBH	Boxelder	C	1 TREE	3
12	28" DBH	Osage Orange	C	1 TREE	4
13	13" DBH	Boxelder	C	1 TREE	4
14	16" DBH	Boxelder	C	1 TREE	4
15	18" DBH	Boxelder	C	1 TREE	3
16	15" DBH	Osage Orange	C	1 TREE	4
17	30" DBH	Osage Orange	C	1 TREE	4
18	34" DBH	Osage Orange	C	1 TREE	4
19	13" DBH	Boxelder	C	1 TREE	5
Total				19 Trees	

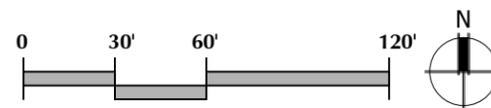
EXISTING TREES TO BE REMOVED						EXISTING TREES TO BE REMOVED						EXISTING TREES TO BE REMOVED						
TREE NUMBER	SIZE (DBH)	SPECIES	GROUP	REPLACEMENT	CONDITION	TREE NUMBER	SIZE (DBH)	SPECIES	GROUP	REPLACEMENT	CONDITION	TREE NUMBER	SIZE (DBH)	SPECIES	GROUP	REPLACEMENT	CONDITION	
20	17" DBH	Boxelder	C	1 TREE	4	122	7" DBH	Siberian Elm	D	N/A	3	178	16" DBH	Spruce	B	2 TREES	3	
21	13" DBH	Osage Orange	C	1 TREE	4	123	21" DBH	Willow	C	1 TREE	3	179	9" DBH	Spruce	B	2 TREES	4	
22	34" DBH	Osage Orange	C	1 TREE	4	124	35" DBH	Willow	C	1 TREE	3	180	12" DBH	Spruce	B	2 TREES	6	
23	15" DBH	Boxelder	C	1 TREE	4	125	8" DBH	Siberian Elm	C	0 TREES	3	181	8" DBH	Spruce	B	2 TREES	6	
24	12" DBH	Boxelder	C	1 TREE	4	126	7" DBH	Siberian Elm	C	0 TREES	3	182	25" DBH	Spruce	B	2 TREES	3	
25	14" DBH	Boxelder	C	1 TREE	4	127	6" DBH	Siberian Elm	C	0 TREES	6	183	13" DBH	Spruce	B	2 TREES	3	
26	13" DBH	Boxelder	C	1 TREE	3	128	6" DBH	Siberian Elm	C	0 TREES	4	184	19" DBH	Spruce	B	2 TREES	4	
27	17" DBH	Boxelder	C	1 TREE	4	129	10" DBH	Siberian Elm	C	1 TREE	4	185	11" DBH	Spruce	B	2 TREES	6	
28	6" DBH	Boxelder	C	0 TREES	5	130	13" DBH	Spruce	B	2 TREES	4	186	8" DBH	Spruce	B	2 TREES	5	
29	20" DBH	Boxelder	C	1 TREE	4	131	8" DBH	Spruce	B	2 TREES	3	187	14" DBH	Spruce	B	2 TREES	4	
30	13" DBH	Boxelder	C	1 TREE	4	132	11" DBH	Spruce	B	2 TREES	3	188	12" DBH	Spruce	B	2 TREES	6	
37	20" DBH	Boxelder	C	1 TREE	5	133	6" DBH	Spruce	B	0 TREES	3	189	7" DBH	Spruce	B	0 TREES	6	
38	12" DBH	Boxelder	C	1 TREE	4	134	18" DBH	Willow	C	1 TREE	4	190	8" DBH	Spruce	B	2 TREES	5	
39	18" DBH	Boxelder	C	1 TREE	4	135	24" DBH	Willow	C	1 TREE	3	191	15" DBH	Spruce	B	2 TREES	3	
40	12" DBH	Hawthorn	C	1 TREE	4	136	13" DBH	Apple	A	3 TREES	3	192	14" DBH	Spruce	B	2 TREES	4	
41	10" DBH	Boxelder	C	1 TREE	3	137	32" DBH	Willow	C	1 TREE	3	193	6" DBH	Spruce	B	0 TREES	6	
57	35" DBH	Silver Maple	B	2 TREES	3	138	23" DBH	Willow	C	1 TREE	4	194	10" DBH	Spruce	B	2 TREES	6	
58	6" DBH	Apple	A	3 TREES	5	139	9" DBH	Apple	A	3 TREES	5	195	15" DBH	Spruce	B	2 TREES	4	
59	15" DBH	Pear	B	2 TREES	5	141	11" DBH	Apple	A	3 TREES	4	196	13" DBH	Spruce	B	2 TREES	4	
60	7" DBH	Apple	A	3 TREES	4	142	19" DBH	Willow	C	1 TREE	5	197	31" DBH	Spruce	B	2 TREES	3	
61	14" DBH	Pear	B	2 TREES	5	143	10" DBH	Spruce	B	2 TREES	3	198	9" DBH	Spruce	B	2 TREES	3	
62	13" DBH	Apple	A	3 TREES	3	144	6" DBH	Spruce	B	0 TREES	3	199	9" DBH	Spruce	B	2 TREES	3	
63	17" DBH	Cherry	C	1 TREE	5	145	15" DBH	Norway Maple	C	1 TREE	3	200	9" DBH	Spruce	B	2 TREES	6	
64	9" DBH	Apple	A	3 TREES	4	146	6" DBH	Spruce	B	0 TREES	3	201	9" DBH	Spruce	B	2 TREES	6	
65	6" DBH	Peach	-	N/A	4	147	51" DBH	Willow	C	1 TREE	3	202	25" DBH	Spruce	B	2 TREES	3	
66	8" DBH	Pear	B	2 TREES	3	148	13" DBH	Norway Maple	C	1 TREE	3	203	13" DBH	Spruce	B	2 TREES	3	
67	38" DBH	Honey Locust	B	2 TREES	3	149	11" DBH	Mulberry	D	N/A	4	204	13" DBH	Spruce	B	2 TREES	3	
68	20" DBH	White Cedar	-	N/A	3	150	6" DBH	Red Cedar	-	N/A	5	205	28" DBH	Honey Locust	B	2 TREES	5	
69	30" DBH	Honey Locust	B	2 TREES	3	151	8" DBH	Red Cedar	-	N/A	4	206	22" DBH	Honey Locust	B	2 TREES	5	
70	14" DBH	Spruce	B	2 TREES	6	152	9" DBH	Red Cedar	-	N/A	4	207	18" DBH	Red Cedar	-	N/A	4	
71	8" DBH	English Walnut	-	N/A	4	153	9" DBH	Red Cedar	-	N/A	4	208	8" DBH	Spruce	B	2 TREES	6	
72	7" DBH	English Walnut	-	N/A	3	154	7" DBH	Red Cedar	-	N/A	4	209	9" DBH	White Pine	B	2 TREES	3	
73	24" DBH	Mulberry	D	N/A	3	155	7" DBH	Red Cedar	-	N/A	4	210	11" DBH	Spruce	B	2 TREES	6	
96	7" DBH	American Elm	C	0 TREES	6	157	7" DBH	Red Cedar	-	N/A	4	211	13" DBH	Spruce	B	2 TREES	6	
104	7" DBH	Spruce	B	0 TREES	3	158	18" DBH	Black Cherry	C	1 TREE	3	212	9" DBH	Spruce	B	2 TREES	6	
105	8" DBH	Austrian Pine	C	0 TREES	4	159	6" DBH	Mulberry	D	N/A	5	213	9" DBH	Spruce	B	2 TREES	6	
106	21" DBH	Willow	C	1 TREE	3	160	16" DBH	White Cedar	C	1 TREE	4	214	9" DBH	Spruce	B	2 TREES	3	
107	32" DBH	Willow	C	1 TREE	3	163	25" DBH	Honey Locust	C	1 TREE	4	215	14" DBH	Spruce	B	2 TREES	6	
108	26" DBH	Willow	C	1 TREE	3	164	26" DBH	Honey Locust	C	1 TREE	3	216	12" DBH	White Cedar	-	N/A	3	
109	10" DBH	Austrian Pine	C	1 TREE	3	165	9" DBH	Red Cedar	C	0 TREES	4	217	12" DBH	Spruce	B	2 TREES	3	
110	7" DBH	Austrian Pine	C	0 TREES	3	166	19" DBH	Spruce	C	1 TREE	3	218	11" DBH	Mulberry	D	N/A	4	
111	38" DBH	Willow	C	1 TREE	3	167	22" DBH	Spruce	C	1 TREE	3	219	35" DBH	Honey Locust	B	2 TREES	5	
112	9" DBH	Siberian Elm	D	N/A	4	168	9" DBH	Red Cedar	C	0 TREES	5	220	23" DBH	Spruce	B	2 TREES	3	
113	10" DBH	Spruce	B	2 TREES	3	169	23" DBH	Spruce	B	2 TREES	3	221	14" DBH	Spruce	B	2 TREES	6	
114	11" DBH	Siberian Elm	D	N/A	3	170	19" DBH	Spruce	B	2 TREES	4	222	11" DBH	Spruce	B	2 TREES	6	
115	7" DBH	Siberian Elm	D	N/A	4	171	24" DBH	Spruce	B	2 TREES	3	223	8" DBH	Mulberry	D	N/A	3	
116	9" DBH	Siberian Elm	D	N/A	3	172	9" DBH	Spruce	B	2 TREES	4	224	15" DBH	Red Cedar	-	N/A	4	
117	9" DBH	Siberian Elm	D	N/A	3	173	17" DBH	White Cedar	C	1 TREE	3	225	6" DBH	Boxelder	C	0 TREES	3	
118	12" DBH	Siberian Elm	D	N/A	3	174	12" DBH	White Cedar	C	1 TREE	4	226	31" DBH	Honey Locust	B	2 TREES	5	
119	13" DBH	Willow	C	1 TREE	4	175	19" DBH	Spruce	B	2 TREES	4	227	14" DBH	White Cedar	-	N/A	3	
120	9" DBH	Siberian Elm	D	N/A	3	176	16" DBH	Spruce	B	2 TREES	4	228	7" DBH	Red Cedar	-	N/A	3	
121	6" DBH	Siberian Elm	D	N/A	3	177	9" DBH	White Cedar	C	0 TREES	5	229	9" DBH	Siberian Elm	D	N/A	3	
Total				50 Trees		Total				48 Trees		Total					82 Trees	

TREE INVENTORY PERFORMED BY SUNRISE TREE - NOVEMBER 7TH, 2024. SEE SP-6 FOR FULL TREE INVENTORY.

TOTAL: 199 REPLACEMENT TREES

# TREE PROTECTION & REMOVAL PLAN MEYER SUBDIVISION

Libertyville, IL



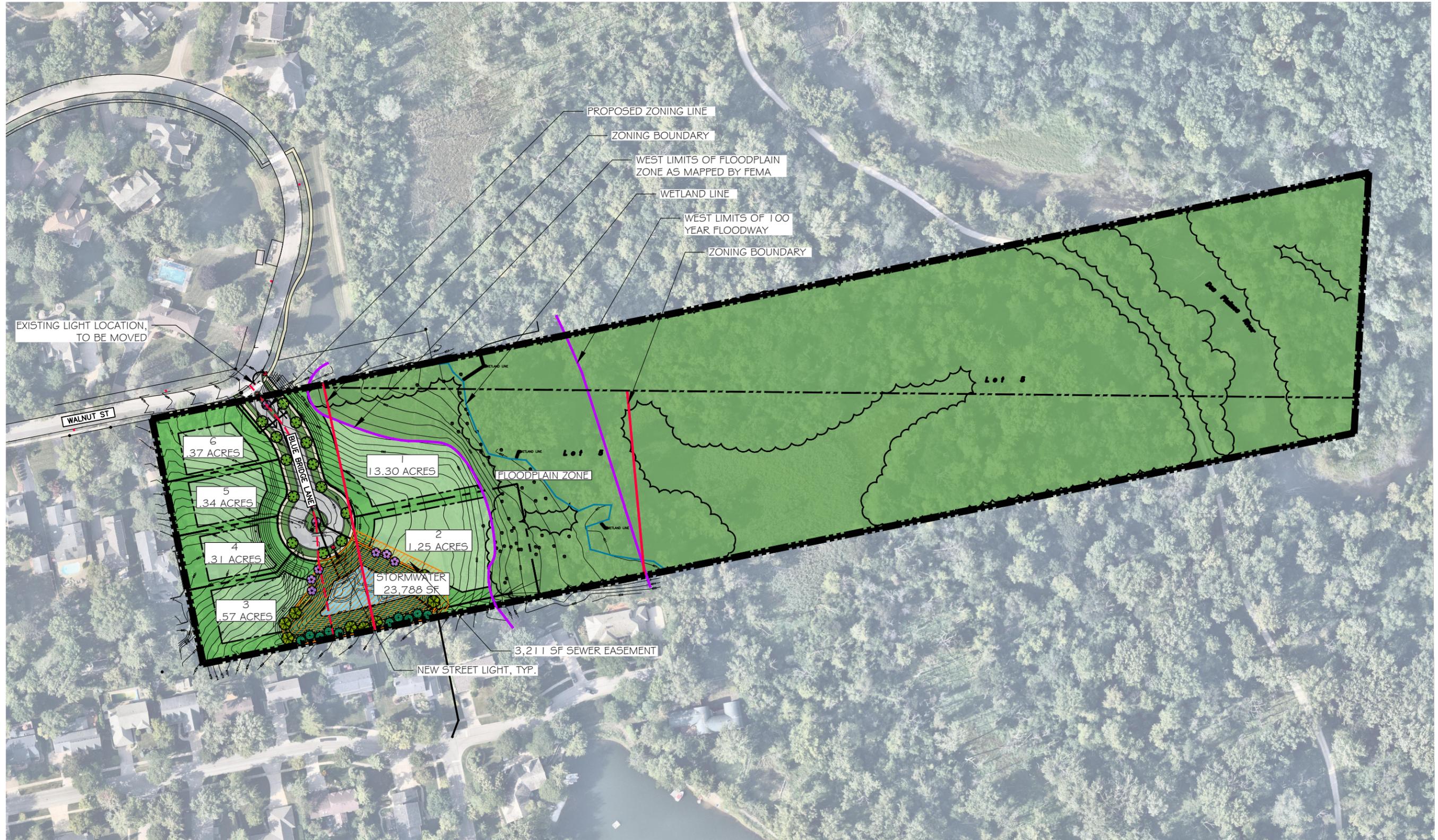
March 24th, 2025

**A.P.** ARCHITECTS BUILDERS REMODELERS  
**A. PERRY HOMES**



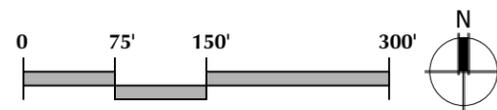
SP-5





ILLUSTRATIVE CONTEXT PLAN  
**MEYER SUBDIVISION**

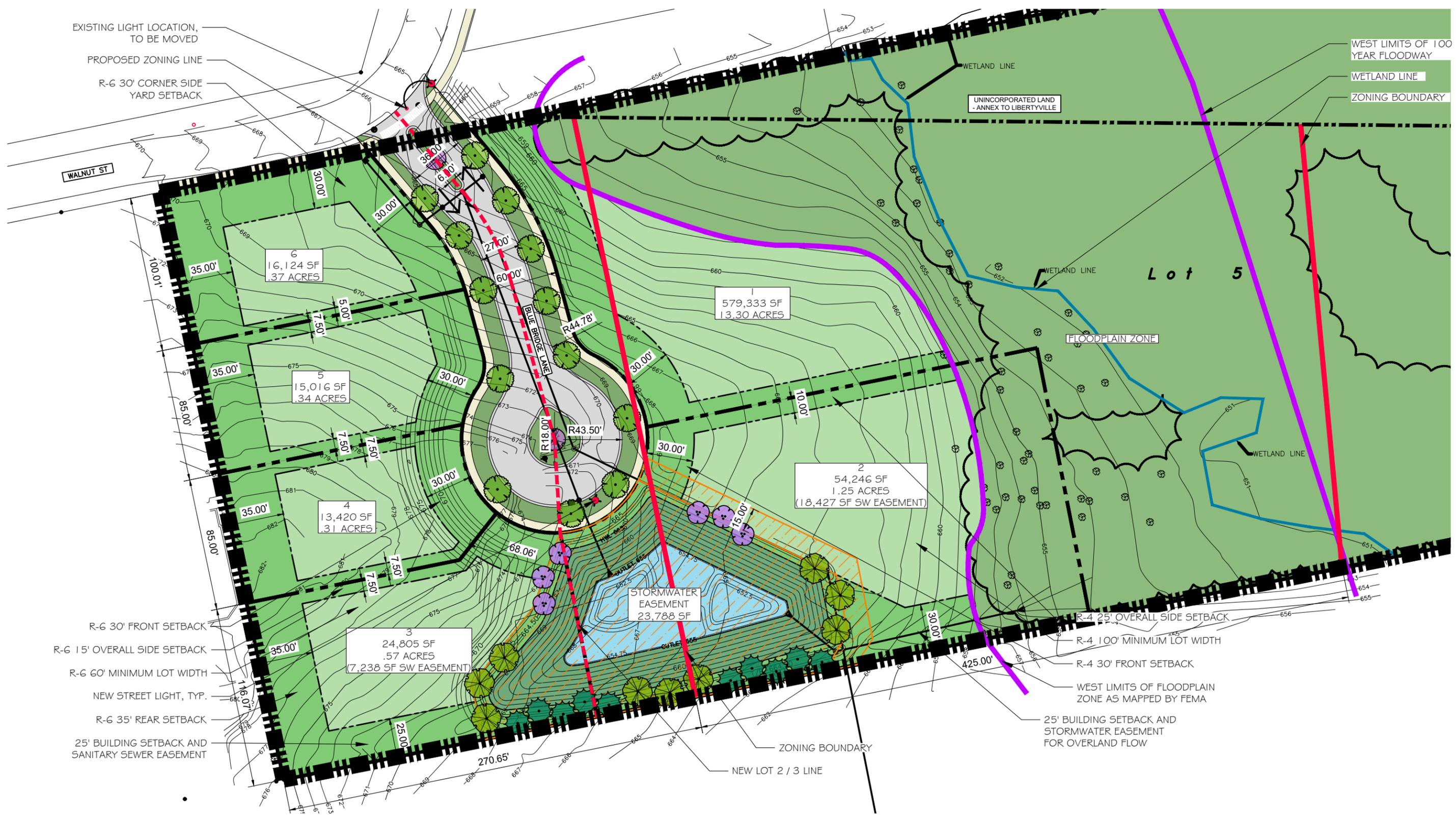
Libertyville, IL



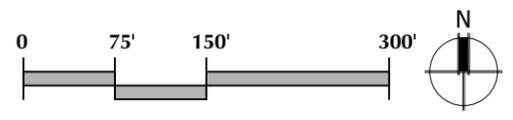
March 24th, 2025

**.AP.** A. PERRY HOMES  
 ARCHITECTS BUILDERS REMODELERS





ILLUSTRATIVE SITE PLAN  
**MEYER SUBDIVISION**  
 Libertyville, IL

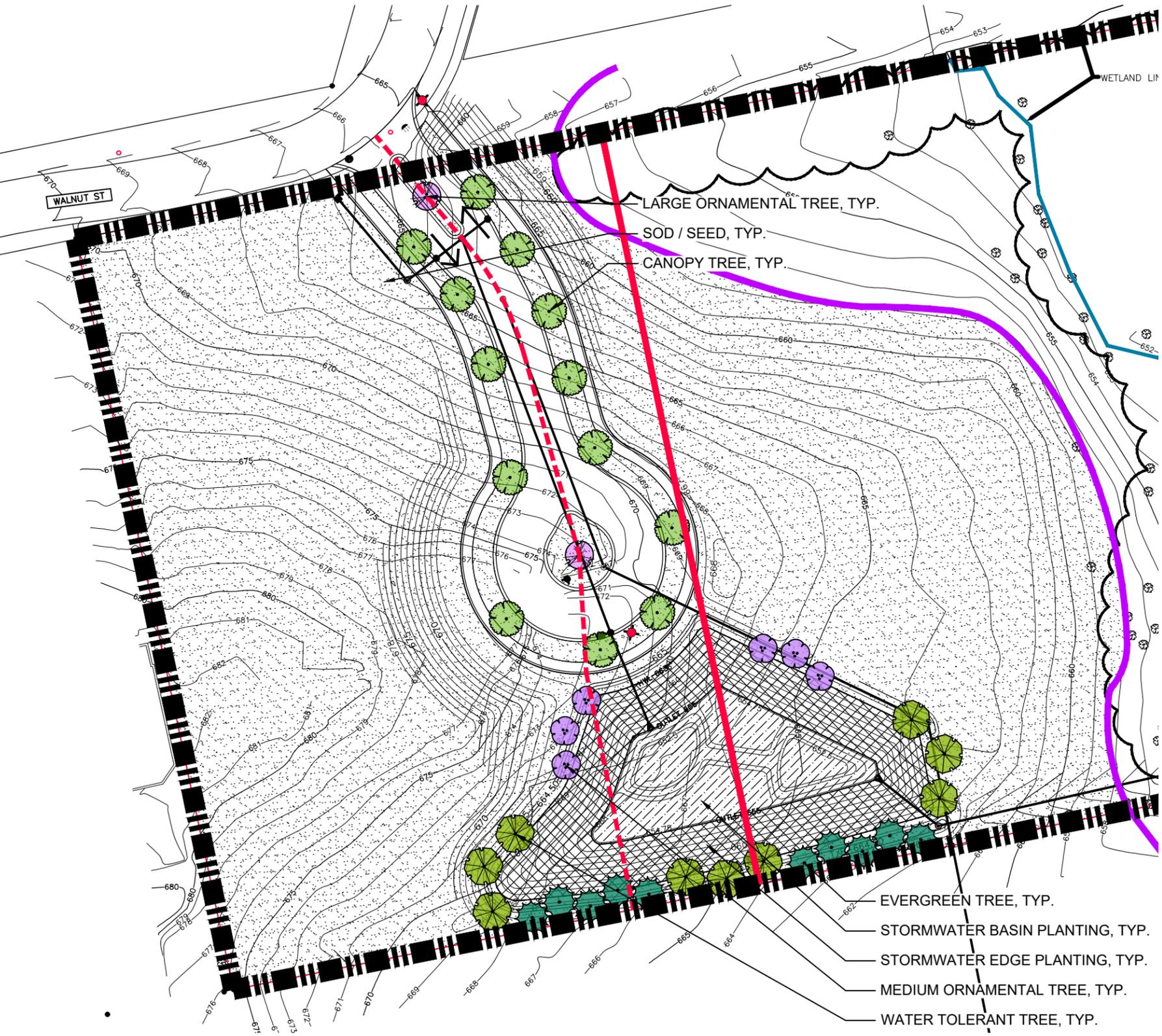


March 24th, 2025

**AP** A. PERRY HOMES  
 ARCHITECTS BUILDERS REMODELERS



**COMMON AREA CONCEPTUAL PLANT SCHEDULE**

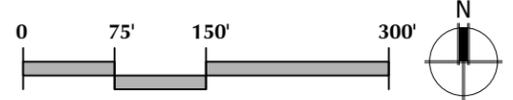


- CANOPY TREES**  
30 to 40 FOOT HEIGHT, B&B  
ACER SACCHARUM / SUGAR MAPLE  
CELTIS OCCIDENTALIS / HACKBERRY  
PLATANUS X ACERIFOLIA / LONDON PLANETREE  
QUERCUS ELLIPSOIDALIS / NORTHERN PIN OAK  
ULMUS PARVIFOLIA 'FRONTIER' / FRONTIER ELM
- WATER TOLERANT TREES**  
20 to 30 FOOT HEIGHT, B&B  
ACER FREEMANII 'AUTUMN BLAZE' / AUTUMN BLAZE MAPLE  
ACER RUBRUM 'FRANK JR.' TM / REDPOINTE RED MAPLE (MULTISTEM)  
BETULA NIGRA 'CULLY' / HERITAGE RIVER BIRCH  
QUERCUS BICOLOR / SWAMP WHITE OAK  
METASEQUOIA GLYPTOSTROBODES / DAWN REDWOOD  
LIQUIDAMBAR STYRACIFLUA 'ROTUNDILOBA' / ROUND-LOBED SWEET GUM
- EVERGREEN TREES**  
4 to 6 FOOT HEIGHT, B&B  
CHAMAECYPARIS LAWSONIANA 'SMNCLBF' / PINPOINT® BLUE PORT ORFORD CEDAR  
PINUS CEMBRA 'KLEIN' / SILVER WHISPERS™ SWISS STONE PINE  
JUNIPERUS SCOPULORUM 'SKYROCKET' / SKYROCKET JUNIPER  
THUJA OCCIDENTALIS 'AMERICAN PILLAR' / AMERICAN PILLAR ARBORVITAE  
THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE
- LARGE ORNAMENTAL TREE**  
8 to 10 FOOT HEIGHT, B&B, SINGLE OR MULTI-STEM  
BETULA POPULIFOLIA 'WHITESPIRE' / WHITESPIRE BIRCH  
CORNUS MAS 'GOLDEN GLORY' / GOLDEN GLORY CORNELIAN CHERRY  
SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC
- MEDIUM ORNAMENTAL TREE**  
6 to 8 FOOT HEIGHT, B&B, SINGLE OR MULTI STEM  
AMELANCHIER X GRANDIFLORA / APPLE SERVICEBERRY  
CERCIS CANADENSIS / EASTERN REDBUD  
CORNUS KOUSA / KOUSA DOGWOOD  
CRATAEGUS CRUS-GALLI / COCKSPUR HAWTHORN  
MALUS X 'RED JADE' / RED JADE CRAB APPLE
- PERENNIALS OR GROUNDCOVER**  
1 GAL. @ 24" O.C., CG  
ECHINACEA PURPUREA / PURPLE CONEFLOWER  
GERANIUM MACRORRHIZUM 'BEVAN'S VARIETY' / BEVAN'S VARIETY BIGROOT GERANIUM  
HEMEROCALLIS X 'HAPPY RETURNS' / HAPPY RETURNS DAYLILY  
HOSTA FORTUNEI 'FRANCEE' / FORTUNE'S HOSTA  
VINCA MINOR 'DART'S BLUE' / DART'S BLUE PERIWINKLE
- SOD/SEED**  
DROUGHT TOLERANT TURF
- STORMWATER BASIN**  
IDOT CLASS 4B WETLAND GRASS & SEDGE MIXTURE
- STORMWATER EDGES**  
CLESEN SUN/SHADE MIX

**STREET TREES REQUIRED: 11**  
**STREET TREES PROVIDED: 13**

**REPLACEMENT TREES REQUIRED: 199**  
**REPLACEMENT TREES PROVIDED: 27 (9 CANOPY, 10 EVERGREEN, 8 ORNAMENTAL)**

**TO MEET TREE REPLACEMENT REQUIREMENTS, PLANTINGS ON INDIVIDUAL LOTS SHALL BE COORDINATED WITH RESPECTIVE HOME AND LOT DEVELOPMENT. FOR REPLACEMENT TREES UNACCOUNTED FOR, A FEE WILL BE PAID.**



# PRELIMINARY ENGINEERING FOR MEYER SUBDIVISION

## 245 WALNUT STREET, LIBERTYVILLE, ILLINOIS 60048

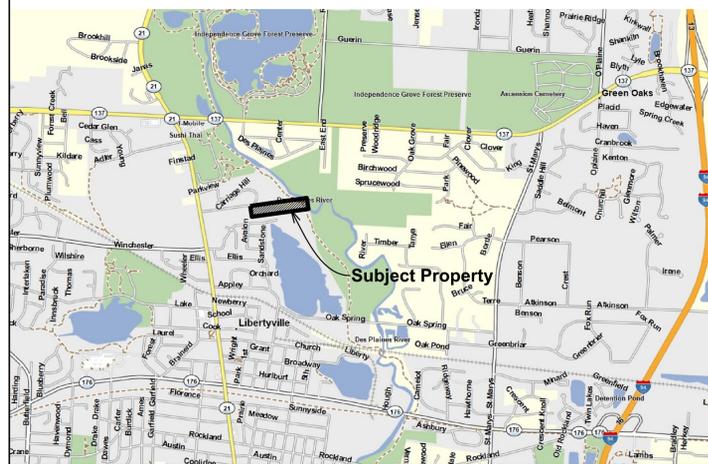
### LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED	
				CENTER LINE
				EASEMENT
				BUILDING SETBACK
				CURB & GUTTER
				CURB & REVERSE SLOPE
				GUARD RAIL
				FENCE
				RETAINING WALL
				CURB RAMP
				DRIVEWAY HAND
				SIGN
				MAIL BOX
				SOIL BORING
				DECIDUOUS TREE, DIAMETER
				EVERGREEN TREE, HEIGHT
				FINISHED FLOOR
				TOP OF FOUNDATION
				FINISHED GRADE
				SPOT ELEVATION
				TOP OF CURB ELEVATION
				FLOW LINE OF GUTTER
				CONTOUR
				DITCH
				DRAINAGE FLOW
				OVERLAND FLOW
				RIM ELEVATION
				INVERT ELEVATION

### INDEX

1. COVER SHEET
2. EXISTING CONDITIONS
3. DEMOLITION PLAN
4. GEOMETRIC PLAN
5. GRADING PLAN
6. UTILITY PLAN

### LOCATION MAP NORTH



#### BENCHMARKS:

SOURCE BENCHMARK  
BENCHMARK RECOVERY SHEET  
LAKE COUNTY, ILLINOIS  
BENCHMARK DESIGNATION: 6-35A  
CHISELED "X" ON W. RIM OF MANHOLE.  
NAVD88 ELEVATION = 704.64

SITE BENCHMARK:  
SURVEYING CONTROL POINT, CUT CROSS ON NORTH CONCRETE CURB  
ACROSS EXISTING DRIVEWAY ACCESS INTO SUBJECT PROPERTY.  
NAVD88 ELEVATION = 669.58

#### PROPERTY INDEX NUMBER:

11-16-201-012  
11-09-407-011

#### DRAINAGE CERTIFICATE

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS DEVELOPMENT OR ANY PART THEREOF, OR THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE DEVELOPER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS DEVELOPMENT.

REGISTERED PROFESSIONAL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

OWNER OR OWNER'S DULY AUTHORIZED AGENT \_\_\_\_\_ DATE \_\_\_\_\_

#### PREPARED FOR:

**CHARLES MEYER**

1700 FRANKLIN BOULEVARD, LIBERTYVILLE, ILLINOIS, 60048, (847) 513-1584

#### CONSULTING ENGINEERS:

**PEARSON, BROWN & ASSOCIATES, INC.**

A PROFESSIONAL DESIGN FIRM - ILLINOIS PROFESSIONAL ENGINEERING CORPORATION - LICENSE NUMBER 184-001058 EXPIRES 04/30/25  
1850 W. WINCHESTER ROAD - SUITE 205 LIBERTYVILLE, IL. 60048 (847) 367-6707

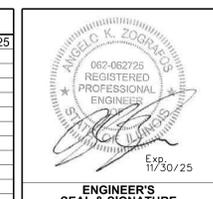
CONTACT JULIE AT 8-1-1 OR 800-892-0123

With the following:  
County \_\_\_\_\_ Lake \_\_\_\_\_  
City/Township \_\_\_\_\_ Libertyville / T44N-R11E \_\_\_\_\_  
Sec 1/4 Sec No. \_\_\_\_\_ Sec 16. NE 1/4 \_\_\_\_\_  
Call 2 working days BEFORE YOU DIG.

PERMIT	NUMBER	DATE ISSUED
IEPA - NPDES		
IEPA - SANITARY		
IEPA - WATER		
VILLAGE		

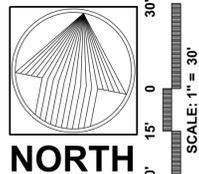
REVISIONS		
1	03/21/25	REVISED PER VILLAGE REVIEW COMMENTS DATED 02/21/25
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**NOT FOR CONSTRUCTION**



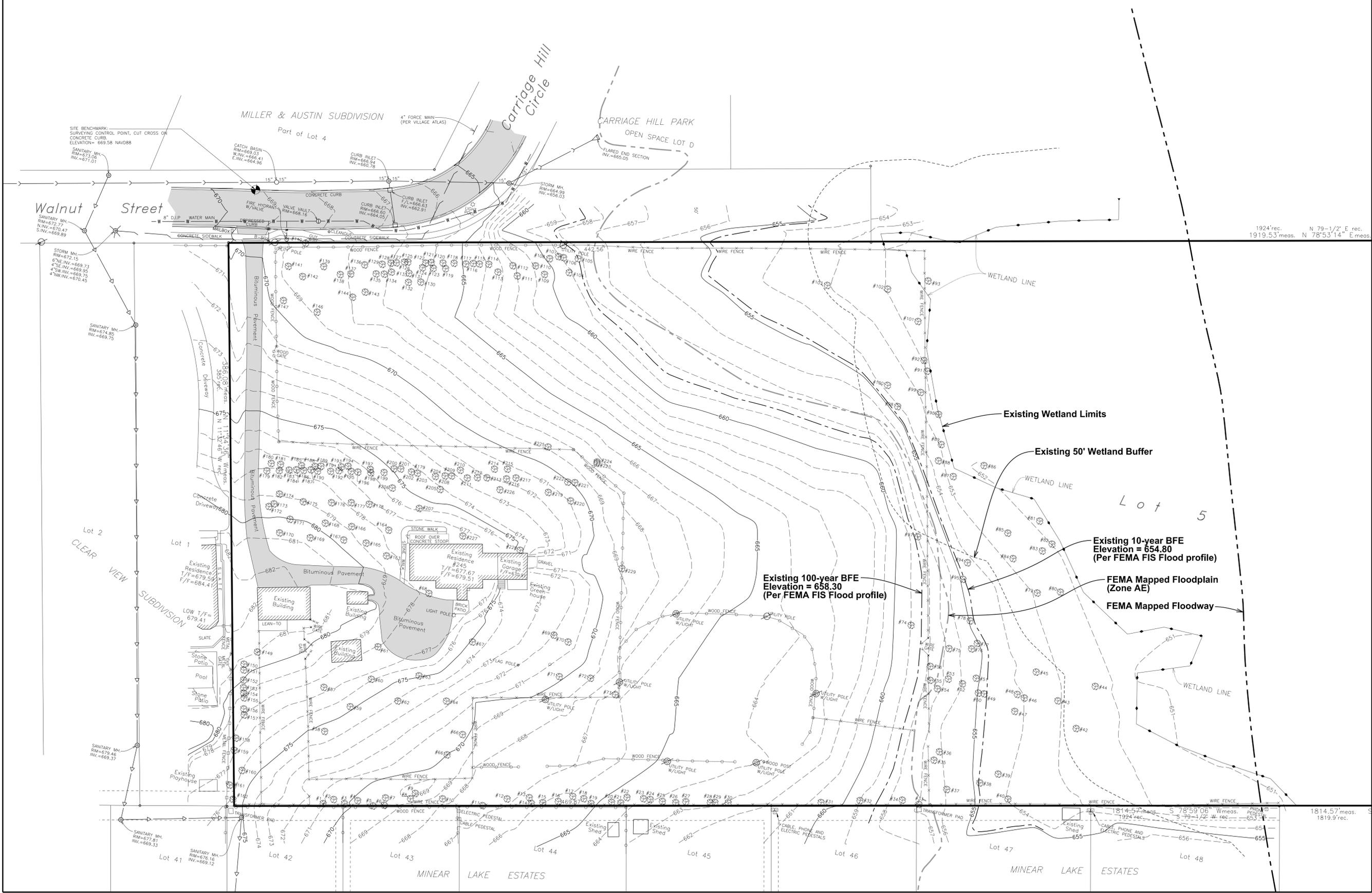
ORIGINAL ISSUE DATE: 01/07/25
SHEET NUMBER <b>1</b>
OF 6 SHEETS

**EXISTING IMPERVIOUS LOT COVERAGE**  
 Total Property Area ..... 723,772 s.f.  
 Existing Impervious Area ..... 10,043 s.f.



**MEYER SUBDIVISION**  
 245 WALNUT STREET, LIBERTYVILLE, ILLINOIS  
**PEARSON, BROWN & ASSOCIATES, INC.**  
 CONSULTING ENGINEERS  
 1850 W. WINCHESTER ROAD - SUITE 205  
 LIBERTYVILLE, IL. 60088  
 PHONE: (618) 387-2557  
 FAX: (618) 387-2557  
 E-MAIL ADDRESS: pba@pearsonbrown.com  
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DESIGNED BY: G.A.Z.  
 DRAWN BY: A.Z.  
 CHECKED BY: A.K.Z.  
 ORIGINAL ISSUE: 01/07/25



DATE BY	DESCRIPTION
03/21/25 AKZ	REVISED PER VILLAGE REVIEW COMMENTS DATED 02/21/25

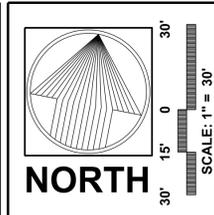
**REVISIONS**

**EXISTING CONDITIONS**

**SHEET NUMBER**  
2

OF 6 SHEETS  
 JOB No. 24130

- General Notes:**
1. Topography provided by R.E. Allen & Assoc. Inc.
  2. Contractor shall contact Village of Libertyville Engineering Division at (847)918-2100 prior to any work within Right-Of-Way.
  3. Silt fence & chain link construction fencing shall be installed by the contractor and inspected by the Village prior to start of construction.
  4. Adjacent roadways shall be kept free and clear of all sediment and debris caused by construction activities.
  5. The contractor is responsible for removing any soil tracked onto the adjacent roadways at the end of each day and as directed by the Village.
  6. Existing house (including foundation), stoops, sidewalks, walls, driveway, and patio, shall be removed, and all debris shall be disposed of offsite.
  7. Construction debris is prohibited from being buried on-site including backfill areas.
  8. Dust must be controlled on site at all times.
  9. Full depth saw-cut is required for all removals.
  10. Sidewalk removals shall be at an existing joint.
  11. Pavement restoration shall match existing by type & thickness.
  12. All disturbed areas shall be restored with a minimum 4-inches of topsoil, seed and NAG S75 blanket (secured per manufacturers specifications), or topsoil and sod, or approved equal.
- Utility Notes:**
1. Contractor shall verify the location and elevation of all wet and dry utilities prior to the start of construction. The contractor shall notify the design engineer of any discrepancies that are found.
  2. All utilities (wet and dry) must be disconnected prior to demolition of the structure.
  3. Contractor shall verify location of the existing water service and disconnect at the B-Box in accordance with Village requirements, witnessed by Village personnel.
  4. Contractor shall verify location of the existing sanitary service and disconnect at the main in accordance with Village requirements, witnessed by Village personnel.
  5. Contractor shall verify the location of the existing well and septic system, and abandon per Village and Lake County Health Department and State requirements.

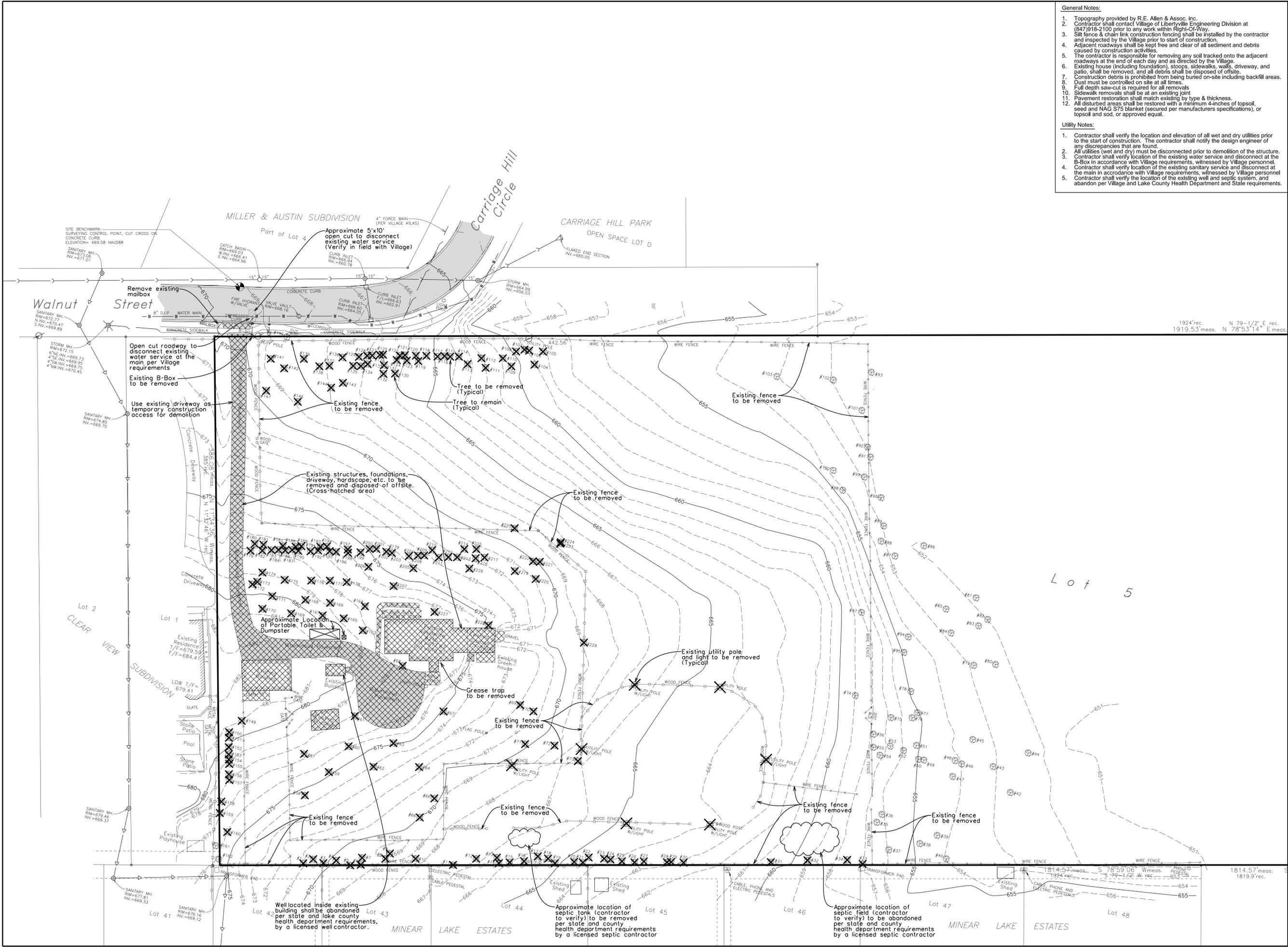


**MEYER SUBDIVISION**  
 245 WALNUT STREET, LIBERTYVILLE, ILLINOIS

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 FAX: (847) 387-2557  
 E-MAIL ADDRESS: pba@pearsonbrown.com

DESIGNED BY: G.A.Z.  
 DRAWN BY: A.Z.  
 CHECKED BY: A.K.Z.  
 ORIGINAL ISSUE: 01/07/25

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DATE BY	DESCRIPTION
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DATE BY	DESCRIPTION
03/21/25 AKZ	REVISED PER VILLAGE REVIEW COMMENTS DATED 02/21/25

**DEMOLITION PLAN**

**3**

OF 6 SHEETS

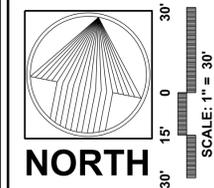
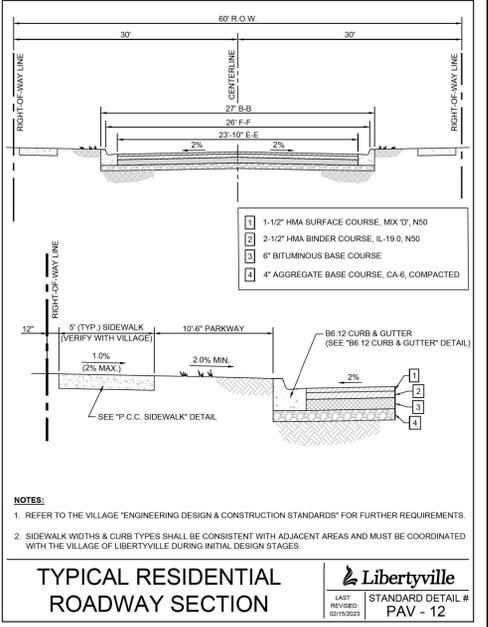
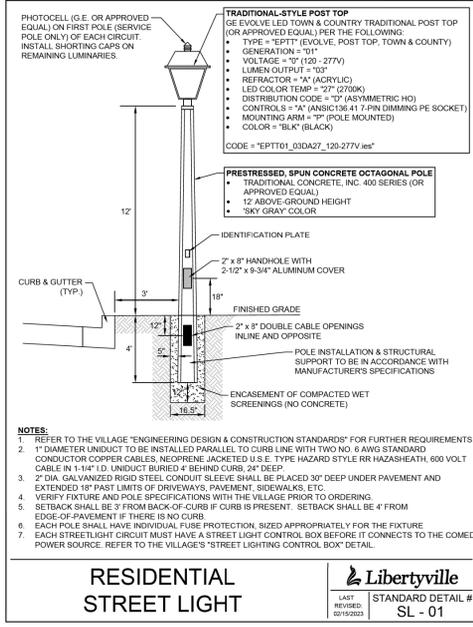
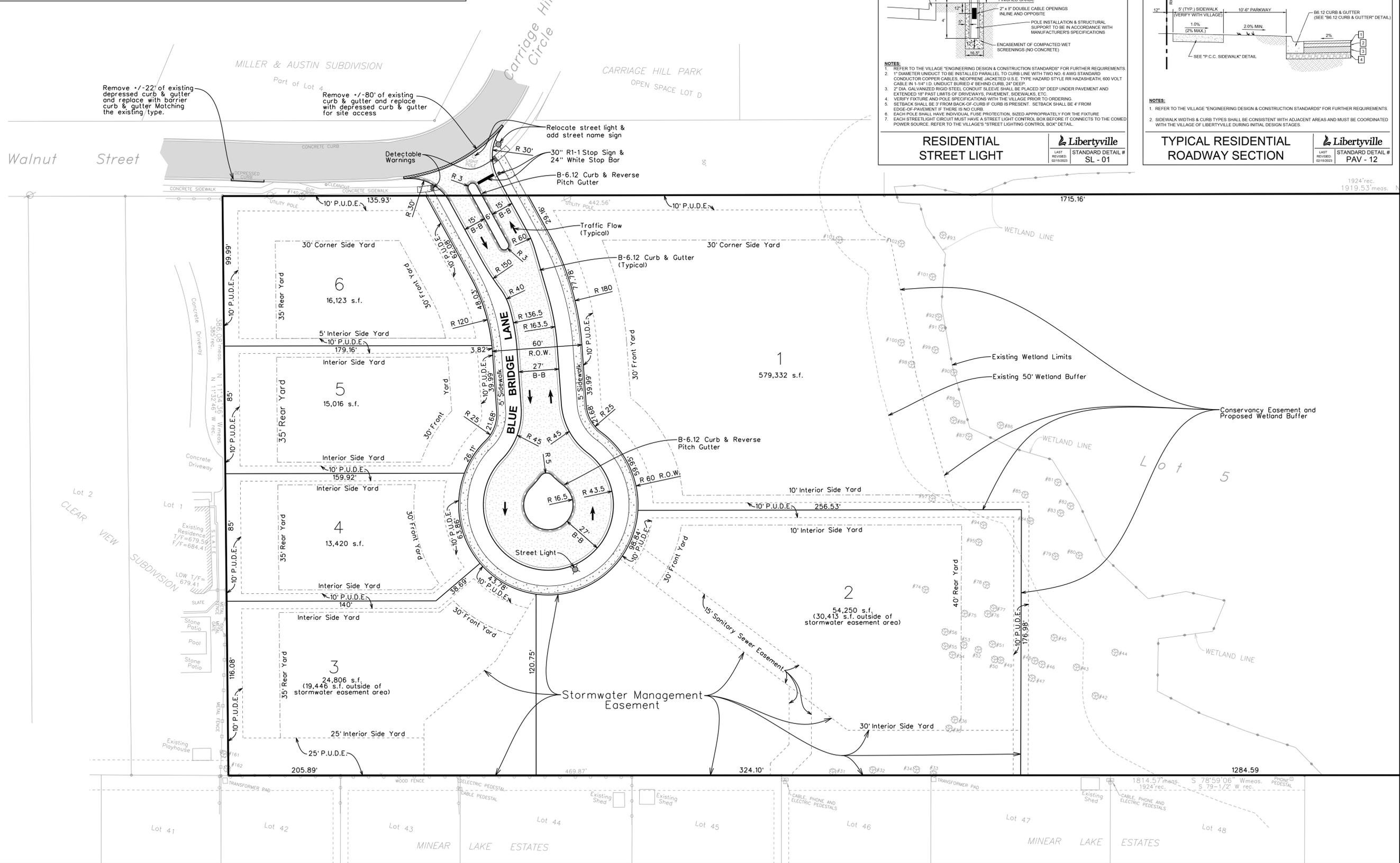
SHEET NUMBER

JOB No. 24130

**SITE DATA TABLE**

LOT #	LOT AREA	FRONT SETBACK	REAR SETBACK	INTERIOR MIN. SIDE SETBACK**	INTERIOR SIDE SETBACK TOTAL	CORNER SIDE SETBACK	ZONING MAX. LOT COVERAGE	ASSUMED COVERAGE FOR DETENTION SIZING
1	579,332 s.f.	30 ft	35 ft	10 ft	25 ft	30 ft	40%	4%
2	54,250 s.f.	30 ft	35 ft	10 ft	25 ft	N/A	40%***	40%***
3	24,806 s.f.	30 ft	40 ft	5 ft	15 ft	N/A	45%***	45%***
4	13,420 s.f.	30 ft	40 ft	5 ft	15 ft	N/A	45%	45%
5	15,016 s.f.	30 ft	40 ft	5 ft	15 ft	N/A	45%	45%
6	16,123 s.f.	30 ft	40 ft	5 ft	15 ft	30 ft	45%	45%
R.O.W.	20,825 s.f.							
TOTAL	723,772 s.f.							

**NOTES:**  
 \*\* Interior Side Yard along south side of Lots 1, 2, & 3 are increased to 25' minimum  
 \*\*\* Max coverage for Lot 2 & 3 is 40% of Lot Area outside of stormwater easement area.



**MEYER SUBDIVISION**  
 245 WALNUT STREET, LIBERTYVILLE, ILLINOIS

**PEARSON, BROWN & ASSOCIATES, INC.**  
 CONSULTING ENGINEERS  
 1850 W. WINCHESTER ROAD - SUITE 205  
 LIBERTYVILLE, IL 60048  
 PHONE: (618) 387-2457  
 FAX: (618) 387-2457  
 E-MAIL ADDRESS: pba@pearsonbrown.com

DESIGNED BY: G.A.Z.  
 DRAWN BY: A.Z.  
 CHECKED BY: A.K.Z.  
 ORIGINAL ISSUE: 01/07/25

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**REVISIONS**

DATE BY	DESCRIPTION
03/21/25 AKZ	REVISED PER VILLAGE REVIEW COMMENTS DATED 02/21/25

**GEOMETRIC PLAN**

**SHEET NUMBER**  
**4**  
 OF 6 SHEETS

JOB No. 24130

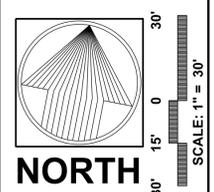
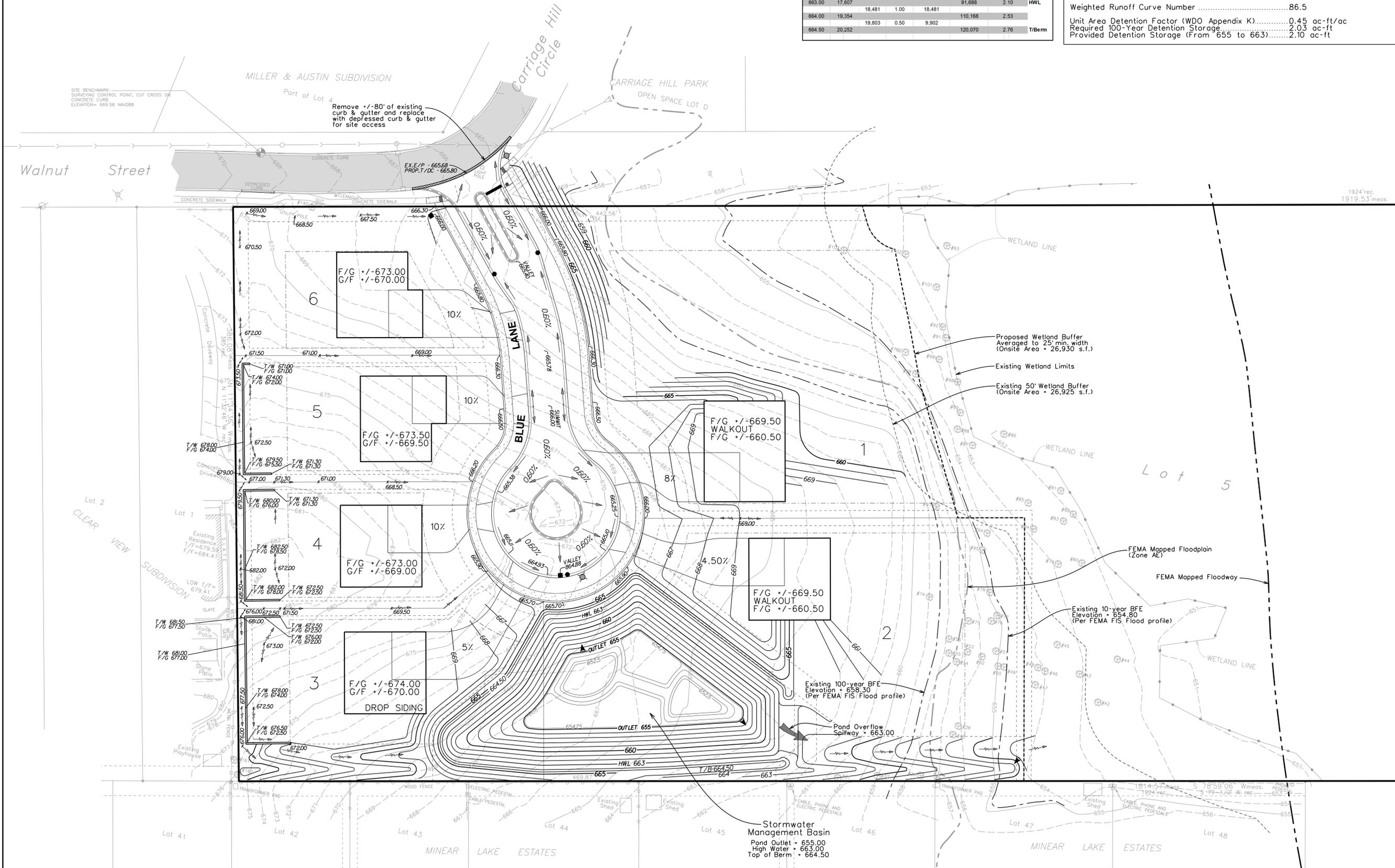
**NOTE:**  
 BUILDINGS INCLUDING FINISH GRADES, TOP OF FOUNDATION GARAGE FLOORS, DRIVEWAYS, ETC., ARE CONCEPTUAL ONLY. ACTUAL BUILDING FOOTPRINTS AND LOT GRADING FOR EACH INDIVIDUAL LOT WILL BE DETERMINED AT THE TIME OF EACH BUILDING PERMIT.

**Pond Stage-Storage Rating**

Elevation (ft)	Area (ft <sup>2</sup> )	Avg. Area (ft <sup>2</sup> )	ΔH (ft)	Incremental Volume (ft <sup>3</sup> )	Cumulative Volume (ft <sup>3</sup> )	Cumulative Volume (ac-ft)	Event
655.00	6,132	6,705	1.00	6,705			Outlet
656.00	7,278	7,895	1.00	7,895	6,705	0.15	
657.00	8,511	9,171	1.00	9,171	14,600	0.34	
658.00	9,830	10,533	1.00	10,533	23,770	0.55	
659.00	11,236	11,983	1.00	11,983	34,303	0.79	
660.00	12,729	13,519	1.00	13,519	46,286	1.06	
661.00	14,308	15,117	1.00	15,117	59,804	1.37	
662.00	15,926	16,767	1.00	16,767	74,921	1.72	
663.00	17,607	18,481	1.00	18,481	91,688	2.10	HWL
664.00	19,354	19,803	0.50	9,902	110,168	2.53	
664.50	20,252				120,070	2.76	T/Berm

**DETENTION DESIGN SUMMARY**

Total Property Area	16.62 ac.
Hydrologic Disturbance	4.5 ac.
Existing Impervious Area	10,043 s.f. (0.23 ac.)
Proposed Impervious Area	
Roadway	11,043 s.f.
Sidewalk	3,288 s.f.
Driveway Aprons	1,380 s.f.
Lot 1	23,173 s.f.
Lot 2	12,165 s.f.
Lot 3	8,751 s.f.
Lot 4	6,039 s.f.
Lot 5	6,757 s.f.
Lot 6	7,255 s.f.
Total	79,851 s.f. (1.84 ac.)
Net New Impervious (CN-98)	1.61 ac.
Pervious Area (CN-80)	2.89 ac.
Weighted Runoff Curve Number	86.5
Unit Area Detention Factor (WDO Appendix K)	0.45 ac-ft/ac
Required 100-Year Detention Storage	2.03 ac-ft
Provided Detention Storage (From 655' to 663')	2.10 ac-ft



**MEYER SUBDIVISION**  
 245 WALNUT STREET, LIBERTYVILLE, ILLINOIS

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 LIBERTYVILLE, IL. 60048  
 PHONE: (631) 367-2517  
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 DRAWN BY: A.Z.  
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 ORIGINAL ISSUE: 01/07/25

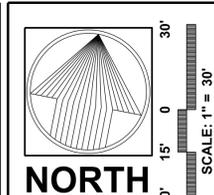
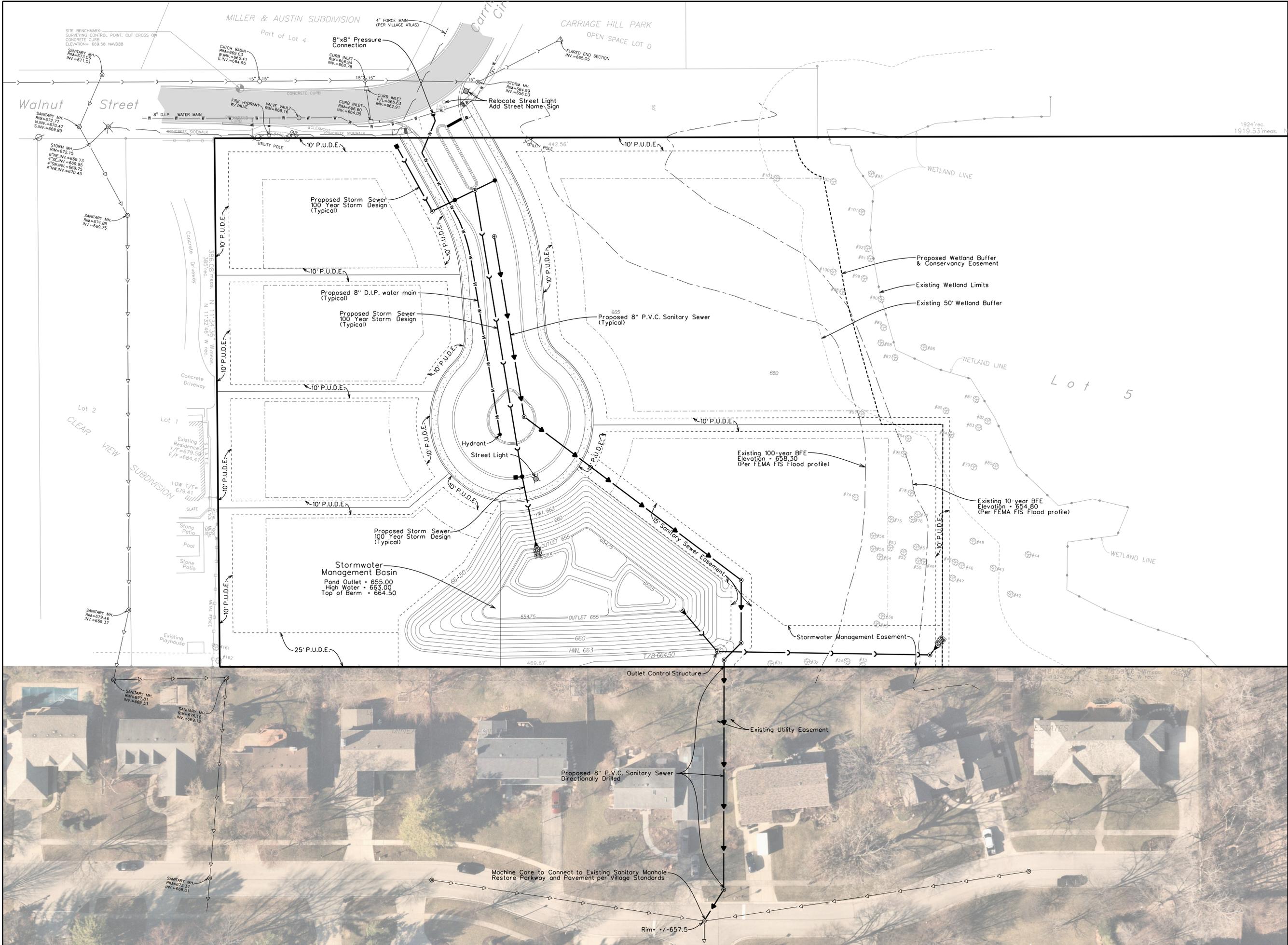
**REVISIONS**

DATE BY	DESCRIPTION
03/21/25 AKZ	REVISED PER VILLAGE REVIEW COMMITTEES DATED 02/21/25

**GRADING PLAN**

**5**  
 OF 6 SHEETS

SHEET NUMBER  
 JOB No. 24130



**MEYER SUBDIVISION**  
 245 WALNUT STREET, LIBERTYVILLE, ILLINOIS

**PEARSON, BROWN & ASSOCIATES, INC.**  
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 DRAWN BY: A.Z.  
 CHECKED BY: A.K.Z.  
 ORIGINAL ISSUE: 01/07/25

1924 rec.  
 1919.53 meas.

**UTILITY PLAN**

DATE BY: AKZ  
 03/21/25

DESCRIPTION: REVISED PER VILLAGE REVIEW COMMENTS DATED 02/21/25

REVISIONS

**UTILITY PLAN**

SHEET NUMBER  
**6**  
 OF 6 SHEETS

JOB No. 24130

PRELIMINARY PLAT  
OF  
**MEYER SUBDIVISION**

BEING IN THAT PART OF SECTION 16 AND A PART OF THE SOUTH  
HALF OF SECTION 9, IN TOWNSHIP 44 NORTH, RANGE 11 EAST OF  
THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

THE PREMISES COMMONLY KNOWN AS:  
245 WALNUT STREET, LIBERTYVILLE, IL  
PARCEL AREA = 723,772 S.F.  
PIN'S: 11-09-407-011  
11-16-201-012

MILLER & AUSTIN SUBDIVISION  
Part of Lot 4

Carriage Hill  
Circle

CARRIAGE HILL PARK  
OPEN SPACE LOT D

Walnut Street

Blue Bridge Lane

Lot 1  
579,332 S.F.

Lot 6  
16,123 S.F.

Lot 5  
15,016 S.F.

Lot 4  
13,420 S.F.

Lot 2  
54,250 S.F.

Lot 3  
24,806 S.F.

19,446 S.F.  
(OUTSIDE STORMWATER  
MANAGEMENT EASEMENT)

STORMWATER  
EASEMENT  
29,198 S.F.

30,413 S.F.  
(OUTSIDE STORMWATER  
MANAGEMENT EASEMENT)

MINEAR LAKE  
ESTATES

FIELDWORK COMPLETED: 11-07-2024  
CLIENT NAME: Pearson Brown and Associates, Inc.  
ADDRESS: 1850 W. Winchester Road, Suite 205  
Libertyville, IL 60048

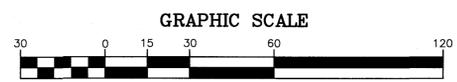
NOTES:  
PLAT IS VOID if the Impressed Surveyors Seal does not appear.  
Only those Building Lines or Easements shown on a Recorded  
Subdivision Plat or from a Recorded Document are shown  
hereon; check local ordinances before building.

Compare your description and site markings with this plat AT  
ONCE report any discrepancies which you may find.

**R.E. ALLEN AND ASSOCIATES, LTD.**  
PROFESSIONAL LAND SURVEYORS  
1015 N. CORPORATE CIRCLE, SUITE C  
GRAYSLAKE, ILLINOIS 60030  
PHONE: 847-223-0914 FAX: 847-223-0980

NO.	DATE	DESCRIPTION	BY
2	03-20-25	REVIEW COMMENTS	B.J.L.
1	01-08-25	ORIGINAL ISSUE	B.J.L.

NOTE:  
P.U. & D.E. = PUBLIC UTILITY AND DRAINAGE EASEMENT  
P.U.E. = PUBLIC UTILITY EASEMENT

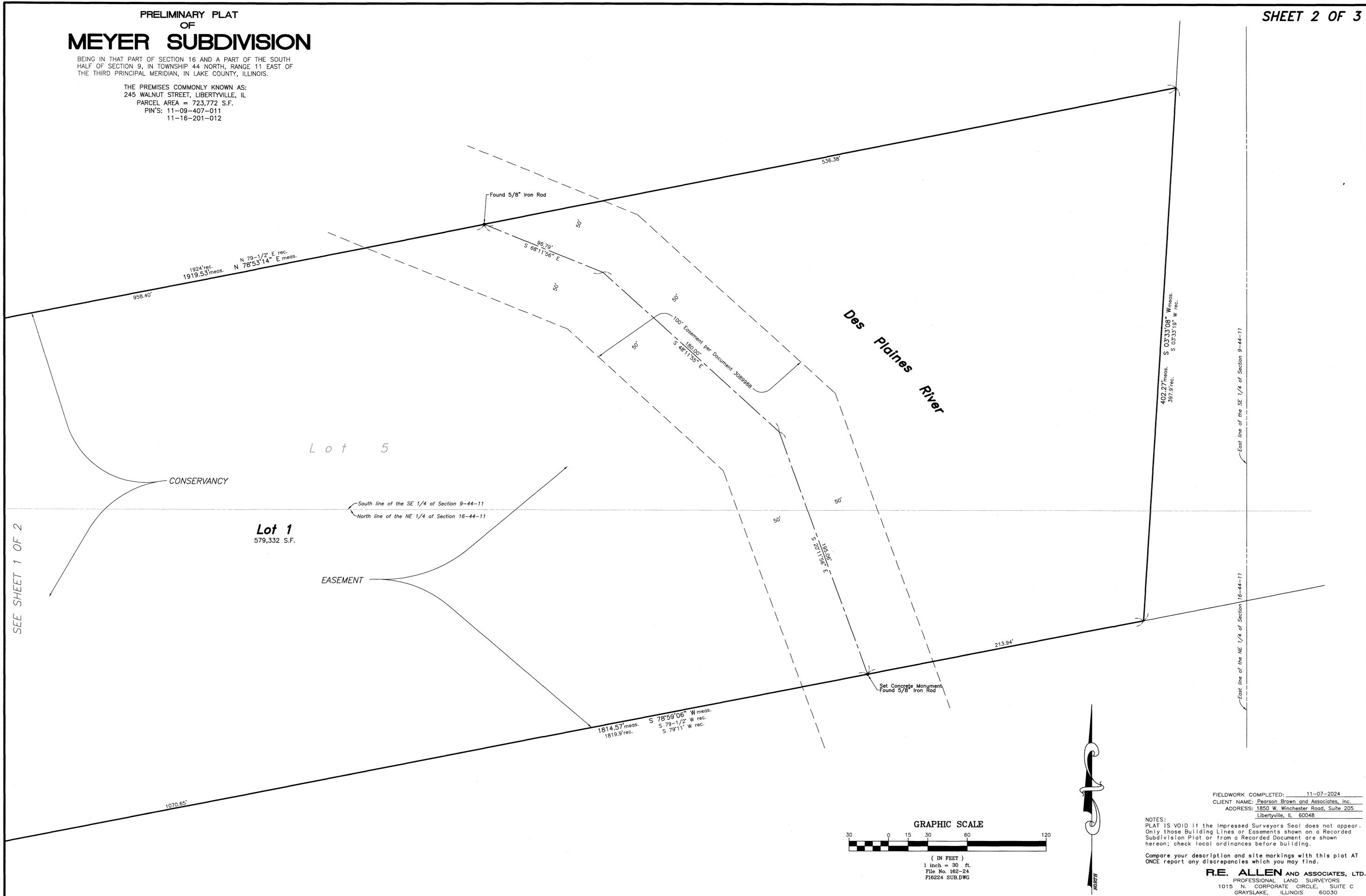


SEE SHEET 2 OF 2

# PRELIMINARY PLAT OF MEYER SUBDIVISION

BEING IN THAT PART OF SECTION 16 AND A PART OF THE SOUTH  
HALF OF SECTION 9, IN TOWNSHIP 44 NORTH, RANGE 11 EAST OF  
THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

THE PREMISES COMMONLY KNOWN AS:  
245 WALNUT STREET, LIBERTYVILLE, IL  
PARCEL AREA = 723,772 S.F.  
PIN'S: 11-09-407-011  
11-16-201-012



SEE SHEET 1 OF 2

CONSERVANCY

**Lot 1**  
579,332 S.F.

Lot 5

EASEMENT

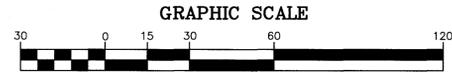
Des Plaines River

FIELDWORK COMPLETED: 11-07-2024  
CLIENT NAME: Pearson Brown and Associates, Inc.  
ADDRESS: 1850 W. Winchester Road, Suite 205  
Libertyville, IL 60048

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PROFESSIONAL LAND SURVEYORS  
1015 N. CORPORATE CIRCLE, SUITE C  
GRAYSLAKE, ILLINOIS 60030  
PHONE: 847-223-0914 FAX: 847-223-0980



( IN FEET )  
1 inch = 90 ft.  
File No. 162-24  
P16224 SUB.DWG



OF MEYER SUBDIVISION

BEING IN THAT PART OF SECTION 16 AND A PART OF THE SOUTH HALF OF SECTION 9, IN TOWNSHIP 44 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN LAKE COUNTY, ILLINOIS.

RESTRICTIVE COVENANTS & EASEMENT FOR STORMWATER MANAGEMENT

THE AREA OF THE PROPERTY DESIGNATED ON THIS PLAT AS "STORMWATER MANAGEMENT AREA" SHALL BE CONTINUOUSLY MAINTAINED IN A FIRST RATE MANNER BY THE MEYER SUBDIVISION HOMEOWNERS' ASSOCIATION (THE "ASSOCIATION") AND AN EASEMENT ON, UNDER AND ABOVE THE STORMWATER MANAGEMENT AREA IS HEREBY GRANTED TO, AND FOR THE USE AND BENEFIT OF, ALL OF THE LOTS IN THIS SUBDIVISION AND THE HOMEOWNERS' ASSOCIATION FOR THE SOLE PURPOSE OF STORMWATER STORAGE AND CONVEYANCE.

APPROVAL BY VILLAGE PRESIDENT

STATE OF ILLINOIS ) COUNTY OF LAKE ) S.S.

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LIBERTYVILLE, LAKE COUNTY, ILLINOIS, AT A MEETING HELD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_.

ATTEST: \_\_\_\_\_ VILLAGE CLERK \_\_\_\_\_ PRESIDENT

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS ) COUNTY OF LAKE ) S.S.

APPROVED AND ACCEPTED BY THE VILLAGE ENGINEER OF LIBERTYVILLE, LAKE COUNTY, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_.

VILLAGE ENGINEER \_\_\_\_\_

APPROVAL BY THE PLANNING COMMISSION

STATE OF ILLINOIS ) COUNTY OF LAKE ) S.S.

APPROVED AND ACCEPTED BY THE PLAN COMMISSION OF THE VILLAGE OF LIBERTYVILLE, LAKE COUNTY, ILLINOIS, AT A MEETING HELD THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_.

CHAIRMAN OF SAID PLAN COMMISSION \_\_\_\_\_

VILLAGE TREASURER

STATE OF ILLINOIS ) COUNTY OF LAKE ) S.S.

I, \_\_\_\_\_, TREASURER OF THE VILLAGE OF LIBERTYVILLE, LAKE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT I HAVE EXAMINED THE SPECIAL ASSESSMENT RECORDS OF SAID VILLAGE, AND THAT I FIND THAT ALL DEFERRED INSTALLMENTS, NOW DUE, OR OUTSTANDING UNPAID SPECIAL ASSESSMENTS RELATING TO THE PROPERTY INCLUDED IN THIS PLAT OF SUBDIVISION HAVE BEEN PAID.

DATED AT LIBERTYVILLE, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_.

VILLAGE OF LIBERTYVILLE TREASURER \_\_\_\_\_

COUNTY CLERK'S CERTIFICATION

STATE OF ILLINOIS ) COUNTY OF LAKE ) S.S.

I, \_\_\_\_\_, COUNTY CLERK OF LAKE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST ANY OF THE LAND INCLUDED IN THE DESCRIBED PROPERTY. FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT.

GIVEN UNDER MY HAND AND SEAL OF THE COUNTY CLERK OF LAKE COUNTY, ILLINOIS.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_.

LAKE COUNTY CLERK \_\_\_\_\_

DRAINAGE CERTIFICATE

"TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF SUCH SUBDIVISION OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE SUBDIVIDER HAS A RIGHT TO USE AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF CONSTRUCTION OF THE SUBDIVISION"

OWNER OR AGENT \_\_\_\_\_

REGISTERED ILLINOIS PROFESSIONAL ENGINEER \_\_\_\_\_

SURVEYOR'S AUTHORIZATION TO RECORD

STATE OF ILLINOIS ) COUNTY OF LAKE ) S.S.

I, BRYAN J. LEE, A ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3616, DO HEREBY GRANT PERMISSION TO \_\_\_\_\_, TO RECORD THIS PLAT AND PROVIDE THIS SURVEYOR A RECORDED COPY OF THE SAME.

DATED AT GRAYSLAKE, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3616 \_\_\_\_\_

IN ACCORDANCE WITH PUBLIC ACT 86-1238, THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY:

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY, STATE: \_\_\_\_\_

VILLAGE UTILITY EASEMENT PROVISIONS: A PERMANENT AND PERPETUAL EASEMENT IS HEREBY GRANTED TO THE VILLAGE OF LIBERTYVILLE, LAKE COUNTY, ILLINOIS ("VILLAGE"), ITS SUCCESSORS AND ASSIGNS, TO SURVEY, CONSTRUCT, RECONSTRUCT, USE, OPERATE, MAINTAIN, TEST, INSPECT, REPAIR, REPLACE, ALTER, REMOVE OR ABANDON IN PLACE WATER, SANITARY SEWER AND STORM SEWER MAINS TOGETHER WITH RELATED ATTACHMENTS, EQUIPMENT AND APPURTENANCES THERETO, IN, UPON, UNDER, ALONG AND ACROSS THE AREAS DESIGNATED ON THE PLAN AND MARKED "VILLAGE UTILITY EASEMENT," TOGETHER WITH THE RIGHT OF ACCESS THERETO FOR THE PERSONNEL AND EQUIPMENT NECESSARY AND REQUIRED FOR SUCH USES AND PURPOSES.

THE OWNERS OF THE PROPERTY SHOWN ON THIS PLAT OR ANY PART THEREOF HEREBY RESERVE THE RIGHT TO USE THE AREAS DESIGNATED "VILLAGE UTILITY EASEMENT" AND ADJACENT PROPERTY IN ANY MANNER THAT WILL NOT PREVENT OR INTERFERE WITH THE EXERCISE BY THE VILLAGE OF THE RIGHTS HEREBY GRANTED; PROVIDED, HOWEVER, THAT THE OWNERS SHALL NOT IN ANY MANNER DISTURB, DAMAGE, DESTROY, INJURE, OBSTRUCT OR PERMIT TO BE OBSTRUCTED THE "VILLAGE UTILITY EASEMENT" AT ANY TIME WHATSOEVER WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE VILLAGE OF LIBERTYVILLE.

PUBLIC SERVICE AND UTILITY EASEMENT PROVISIONS FOR SANITARY, PUBLIC WATERMAIN, DRAINAGE, LANDSCAPING:

THE RIGHT OF INGRESS AND EGRESS IS HEREBY GRANTED TO THE VILLAGE OF LIBERTYVILLE, LAKE COUNTY, ILLINOIS, IN, UPON, OVER, ALONG AND ACROSS ALL PROPERTY DESCRIBED ON THIS PLAT OF SUBDIVISION FOR ENFORCING IN THE SUBDIVISION ALL APPLICABLE LAWS, FOR EMERGENCY VEHICLES OF ANY AND ALL TYPES, AND FOR PERSONNEL SERVICING EMERGENCY CONDITIONS IN THE SUBDIVISION AND FOR ANY AND ALL OTHER EQUIPMENT AND PERSONAL AS MAY BE REASONABLY REQUIRED IN THE PERFORMANCE OF THE GOVERNMENTAL AND PROPRIETARY FUNCTIONS OF THE VILLAGE OF LIBERTYVILLE RELATED TO THE SUBDIVISION, OR OTHER GOVERNMENTS AND PUBLIC AGENCIES ACTING IN COOPERATION WITH THE VILLAGE OF LIBERTYVILLE. THE VILLAGE OF LIBERTYVILLE MAY TRANSFER TO, OR EXERCISE JOINTLY WITH, SIGNALS IN, OVER, UNDER, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN, ANY OTHER GOVERNMENT OR PUBLIC AGENCY THE RIGHTS GRANTED TO THE VILLAGE OF LIBERTYVILLE HEREIN.

FURTHER PERPETUAL EASEMENTS AND RIGHT--OF--WAY FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH PUBLIC UTILITIES AND MUNICIPAL SERVICES ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF LIBERTYVILLE, COMMONWEALTH EDISON CO., NORTH SHORE GAS CO., AMERITECH, AT&T CABLE SERVICES, AND SUCH OTHER PUBLIC UTILITIES AND PUBLIC SERVICE COMPANIES AS THE VILLAGE OF LIBERTYVILLE MAY AUTHORIZE, AND EACH OF THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, JOINTLY AND SEVERALLY, TO SURVEY, INSTALL, LAY, REPLACE, ALTER, REMOVE OR ABANDON IN PLACE, FROM TIME TO TIME, FACILITIES AND APPURTENANCES USED IN CONNECTION WITH SERVING THE PROPERTY DESCRIBED ON THIS PLAT OF SUBDIVISION AND ADJACENT PROPERTY WITH TELEPHONE, COMMUNICATION, CABLE, ELECTRIC, SEWER, GAS, WATER AND MUNICIPAL SERVICES, IN, UPON, UNDER, ALONG AND ACROSS THE AREAS DESCRIBED ON THIS PLAT OF SUBDIVISION, OR THOSE SPECIFICALLY DESIGNATED AREAS IDENTIFIED WITH DASHED LINES ON THIS PLAT OF SUBDIVISION AND MARKED "EASEMENT FOR PUBLIC UTILITIES", "PUBLIC UTILITY, DRAINAGE AND LANDSCAPE EASEMENT" AND IN, UPON, UNDER, ALONG AND ACROSS.

AREAS DESIGNATED ON THIS PLAT OF SUBDIVISION FOR STREETS AND ALLEYS, TOGETHER WITH THE RIGHT TO INSTALL SERVICE CONNECTIONS IN, UPON, OVER, UNDER, ALONG AND ACROSS THE AREA OF EACH LOT OR PARCEL WITHIN THE SUBDIVISION TO SERVE IMPROVEMENTS THEREON. THE SAID EASEMENT PREMISES SHALL NOT IN ANY MANNER BE DISTURBED, DAMAGED, DESTROYED, INJURED, OBSTRUCTED OR PERMITTED TO BE OBSTRUCTED AT ANY TIME WHATSOEVER WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATIONS OF ANY SUCH FACILITY AND APPURTENANCE, THE GRADE OF THE SUBDIVISION SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF. SUCH CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS WITHIN THE SAID EASEMENT AND OTHER PURPOSES THAT THEN AND LATER DO NOT UNREASONABLY INTERFERE WITH THE USES OR THE RIGHTS HEREIN GRANTED. NO RIGHTS OR INTERESTS IN THE SAID EASEMENT PREMISES INCONSISTENT WITH THE RIGHTS AND INTERESTS HEREBY GRANTED SHALL BE GRANTED TO ANY OTHER PERSONS AND ALL SUCH RIGHTS AND INTERESTS GRANTED TO OTHERS SHALL BE SUBJECT TO THE RIGHTS AND INTERESTS HEREIN GRANTED.

PROVIDED, HOWEVER, THAT NO GRANTEE SHALL MAKE ANY USE OF THE SAID EASEMENT PREMISES, CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS WITHIN THE SAID EASEMENT PREMISES, OR INSTALL ANY SERVICE CONNECTION WITHOUT THE PRIOR WRITTEN APPROVAL OF THE VILLAGE OF LIBERTYVILLE AND PROVIDED FURTHER THAT NO CHANGES OR AMENDMENTS TO THE EASEMENTS DESIGNATED HEREON SHALL BE MADE WITHOUT THE PRIOR WRITTEN CONSENT OF THE VILLAGE OF LIBERTYVILLE. ANY CONFLICT AMONG THE GRANTEEES IN THE EXERCISE OF THE RIGHTS HEREBY CRAFTED SHALL BE RESOLVED BY THE VILLAGE OF LIBERTYVILLE IN THE EXERCISE OF ITS DISCRETION.

ANY ELECTRICAL AND COMMUNICATION PEDESTALS / JUNCTION BOXES INSTALLED IN THE FRONT YARD OF ALL PROPERTIES AND ALONG THE SIDE LOT LINES, SHALL BE OF AN ARMY-GREEN COLOR, AND SHALL BE SCREENED WITH VEGETATION THAT PROVIDES YEAR ROUND COVER.

CONSERVANCY EASEMENT COVENANT

CONSERVANCY AREAS FOR THE PROTECTION OF NATURAL FEATURES, WHICH INCLUDE WETLANDS AND WETLAND BUFFERS, AND SHALL BE SUBJECT TO THE COVENANTS SPECIFICALLY SET FORTH HEREIN. THE FOLLOWING COVENANTS SHALL RUN WITH THE LAND AND SHALL BE BINDING ON ALL PARTIES AND THEIR SUCCESSORS, AND ALL PERSONS CLAIMING UNDER THEM. ENFORCEMENT OF THESE COVENANTS MAY BE SOUGHT BY THE OWNERS OF ANY LOTS OF RECORD IN THIS SUBDIVISION, ANY PERSON WITH AN INTEREST IN ANY OF SAID LOTS OF RECORD, OR THE VILLAGE OF LIBERTYVILLE, IN PROCEEDING AT LAW OR IN EQUITY AGAINST ANY PERSON OR PERSONS VIOLATING OR ATTEMPTING TO VIOLATE ANY COVENANT, EITHER TO RESTRAIN VIOLATION, TO COMPEL AFFIRMATIVE ACTION, OR TO RECOVER DAMAGES, AND AGAINST THE LAND TO ENFORCE ANY LIEN CREATED BY THESE COVENANTS. ADDITIONAL RESTRICTIONS GOVERNING THE USE, MAINTENANCE AND OPERATION OF THE STORMWATER MANAGEMENT AREA MAY BE CONTAINED IN THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR MEYER SUBDIVISION. THIS EASEMENT MAY NOT BE MODIFIED WITHOUT THE EXPRESS WRITTEN CONSENT OF THE ASSOCIATION, THE VILLAGE AND EACH OWNER OF A LOT IN MEYER SUBDIVISION.

- 1. EXCEPT WITH RESPECT TO THE PEDESTRIAN PATH TO BE CONSTRUCTED THROUGH THE CONSERVANCY AREA AND UTILITIES INSTALLED AND MAINTAINED PURSUANT TO FINAL ENGINEERING PLANS AS MAY BE APPROVED BY THE VILLAGE OF LIBERTYVILLE (PERMITTED WORK), NO OTHER MAN-MADE STRUCTURE OF ANY KIND SHALL BE CONSTRUCTED IN THE CONSERVANCY AREA;
2. EXCEPT FOR THE PERMITTED WORK AS MAY BE NECESSARY OR APPROPRIATE UNDER THE FOREGOING PROVISION, THE CONSERVANCY AREA SHALL NOT BE FILLED NOR SHALL THE GRADE BE ALTERED IN ANY RESPECT;
3. NO MATERIALS SHALL BE UTILIZED OR STORED WHICH SHALL HAVE THE POTENTIAL FOR POLLUTING EITHER SURFACE OR GROUND WATER;
4. EXCEPT AS RELATED TO THE PERMITTED WORK, THERE SHALL BE NO DISTURBING OF NATURAL VEGETATION UNLESS SAID VEGETATION IS NON-NATIVE OR POSES A THREAT TO HUMAN LIFE OR PROPERTY AND IN WHICH CASE, SHALL BE CONDUCTED IN ACCORDANCE WITH A MAINTENANCE PLAN THAT SHALL BE APPROVED BY THE VILLAGE OF LIBERTYVILLE AND/OR THE LAKE COUNTY STORMWATER MANAGEMENT COMMISSION;
5. THE CONSERVANCY AREAS SHALL NOT BE FURTHER SUBDIVIDED;
7. NO COMMERCIAL OR INDUSTRIAL ACTIVITY SHALL BE CONDUCTED WITHIN THE CONSERVANCY AREA, BUT NOTHING HEREIN IS INTENDED TO PREVENT USE OF THE CONSERVANCY AREA FOR PASSIVE RECREATIONAL USE;
8. WASTE, DEBRIS, AND UNSIGHTLY OR OFFENSIVE MATERIAL IS NOT ALLOWED AND MAY NOT BE ACCUMULATED IN THE CONSERVANCY AREAS;
9. MOTORIZED OFF-ROAD VEHICLES INCLUDING, BUT NOT LIMITED TO, SNOWMOBILES, DUNE BUGGIES, ALL-TERRAIN VEHICLES, AND MOTORCYCLES ARE PROHIBITED IN THE CONSERVANCY AREAS.

BLANKET EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY AND SBC TELEPHONE COMPANY, GRANTEEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE FROM THE TIME TO TIME, ANY AND ALL PUBLIC OR PRIVATE UTILITIES, INCLUDING, BUT NOT LIMITED TO, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SIGNALS AND SIGNALS IN, OVER, UNDER, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "BLANKET EASEMENT" (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE, AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GRIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER OR UNDER GRANTEEES' FACILITIES WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605.5/1(C), AS AMENDED FROM TIME TO TIME. THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA". THE TERM "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

FIELDWORK COMPLETED: 11-07-2024

CLIENT NAME: Pearson Brown and Associates, Inc. ADDRESS: 1850 W. Winchester Road, Suite 205 Libertyville, IL 60048

NOTES: PLAT IS VOID if the Impressed Surveyors Seal does not appear. Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon; check local ordinances before building.

Compare your description and site markings with this plot AT ONCE report any discrepancies which you may find.

R.E. ALLEN AND ASSOCIATES, LTD. PROFESSIONAL LAND SURVEYORS 1015 N. CORPORATE CIRCLE, SUITE C GRAYSLAKE, ILLINOIS 60030 PHONE: 847-223-0914 FAX: 847-223-0980

SURVEYOR CERTIFICATE

STATE OF ILLINOIS ) COUNTY OF LAKE ) S.S.

THIS IS TO CERTIFY THAT I, BRYAN J. LEE, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3616, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY: LOT 5 IN MILLER AND AUSTIN SUBDIVISION OF A PART OF LOT 7 OF SCHOOL TRUSTEES' SUBDIVISION OF SECTION 16 AND A PART OF THE SOUTH HALF OF SECTION 9, IN TOWNSHIP 44 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF, RECORDED DECEMBER 28, 1914 AS DOCUMENT 156883, IN BOOK "J" OF PLATS, PAGE 32, IN LAKE COUNTY, ILLINOIS.

AS SHOWN BY THE ANNEXED PLAT WHICH IS CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE BOARD OF TRUSTEES RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPILED WITH IN THE PREPARATION OF THIS PLAT AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THIS IS ALSO THE CERTIFY THAT THE PROPERTY, AS DESCRIBED ON THE ANNEXED PLAT, LIES WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF LIBERTYVILLE, ILLINOIS.

BASED UPON EXAMINATION OF THE F.E.M.A. MAPS, IT HAS BEEN DETERMINED THAT SOME OF THE PROPERTY SHOWN HEREON IS SUBJECT TO FLOOD RISK (THE PROPERTY FALLS WITHIN THE ZONES "X" AND "AE" AREAS) AS PORTRAYED ON FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 17097C0162k, EFFECTIVE DATE: SEPTEMBER 18, 2013.

GIVEN UNDER MY HAND AND SEAL AT GRAYSLAKE, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20 \_\_\_\_.

ILLINOIS PROFESSIONAL LAND SURVEYOR #35-3616 MY LICENSE EXPIRES 11-30-26 PROFESSIONAL DESIGN FIRM NO. 184-002732

**CASE NOS.:**    **PC 25-01 Annexation**  
                      **PC 25-02 Zoning Map Amendment**  
                      **PC 25-03 Preliminary Plat of Subdivision**  
                      **PC 25-04 Site Plan Permit**

**DATE FILED:**     January 10, 2025

**REQUESTED ACTION:**

PC 25-01 Request is to Annex unincorporated Lake County land area into the Village of Libertyville corporate limits in order to create six (6) single family residential lots for property located at 245 Walnut Street.

PC 25-02 Request is for a Zoning Map Amendment in order to create six (6) single family residential lots for property located at 245 Walnut Street.

PC 25-03 Request is for a Preliminary Plat of Subdivision in order to create six (6) single family residential lots for property located at 245 Walnut Street.

PC 25-04 Request is for a Site Plan Permit in order to create six (6) single family residential lots for property located at 245 Walnut Street.

**APPLICANT INFORMATION:**

Applicant:     Charles Meyer, Come Tomorrow, LLC  
Owner:         Charles Meyer, Come Tomorrow, LLC  
Agent:         Nick Patera, Principal, Teska Associates Inc.  
Address:       245 Walnut Street

**SITE INFORMATION:**

Location:             The property is commonly known as 245 Walnut Street  
Current Zoning  
and Land Use:        R-4 Single Family Residential District  
                              R-6 Single Family Residential District  
                              OS Open Space District  
                              Unincorporated Lake County  
Size:                    The subject site is located on a lot approximately 16.5 acres in land area.  
Surrounding Zoning:  
    *North:*            R-1 Single Family Residential District  
                              OS Open Space District  
    *South:*            R-4 Single Family Residential District  
                              OS Open Space District

*East:* Unincorporated Lake County  
*West:* R-6 Single Family Residential District  
Land Use Plan: Single-Family Attached Residential (SFAR)  
Parks and Open Space (POS)  
Road Classification: Walnut Street is owned and maintained by Village of Libertyville and classified as a Minor Street.  
Physical Characteristics: The site is currently has an existing single family residential structure with accessory structures.

**STAFF ANALYSIS:**

***Background:***

The petitioner, Charles Meyer, Come Tomorrow, LLC, is requesting approval for the following zoning items:

1. Request is to Annex unincorporated Lake County land area into the Village of Libertyville corporate limits in order to create six (6) single family residential lots for property located at 245 Walnut Street.
2. Request is for a Zoning Map Amendment in order to create six (6) single family residential lots for property located at 245 Walnut Street.
3. Request is for a Preliminary Plat of Subdivision in order to create six (6) single family residential lots for property located at 245 Walnut Street.
4. Request is for a Site Plan Permit in order to create six (6) single family residential lots for property located at 245 Walnut Street.

The subject property is 16.5 acres consisting of 10 acres within the Village of Libertyville and 6.5 acres in unincorporated Lake County and runs approximately 1,900 feet in an east/west direction and approximately 400 feet in a north/south direction. The property presently has one single family residence and three detached accessory structures on the western Libertyville portion of the property. A single driveway currently provides access to the property from Walnut Street. The eastern part of the property contains open lawn, fenced horse pastures and transitions to mature woods extending across to the east shore of the Des Plaines River. The Des Plaines River trail is on the west shore running north and south parallel to the river. The Des Plaines River floodplain, wetland and floodway zones occupy the eastern part of the subject property.

***Current Zoning:***

Within the Village of Libertyville corporate limits, the existing residential zone for the westernmost part of the property is 2.4 acres is R-6 Single Family Residential District. The central part of the property is 3.3 acres and is zoned R-4 Single Family Residential District and the eastern

portion is zoned OS Open Space District. The unincorporated Lake County portion is a wedge shaped delineation at the northeastern corner and is county zoned R-1 and OS Open Space.

***Proposed Subdivision and Zoning Map Amendment:***

The applicant is proposing to subdivide the westerly portion of the subject property into six (6) single family residential lots. Lots 3, 4, 5, and 6 will be zoned R-6 Single Family Residential District and lots 1 and 2 will be zoned R-4 Single Family Residential District. The applicant is not seeking any variations. A new proposed public road cul-de-sac is planned to connect to Walnut Street. The existing driveway, residence, fences and accessory structures will be removed. New residential dwelling requests are not part of this application, and will be sought on an individual basis by future lot owners. All six (6) of the proposed lots exceed the minimum required lot sizes as regulated in the Zoning Code. The applicant is proposing to annex the 6.5-acre unincorporated portion of the subject site and rezone the western portion to R-4 Single Family Residential District and the eastern portion as OS Open Space District.

***Traffic:***

The applicant has provided a Traffic Impact Study completed by KLOA dated January 7, 2025. Traffic from the proposed subdivision will access to Walnut Street and to Carriage Hill Circle and to Milwaukee Avenue. KLOA has concluded that the proposed residential development is projected to generate a limited volume of traffic during the critical morning and evening peak periods. Furthermore, KLOA has concluded that the existing roadway system has sufficient reserve capacity to accommodate the proposed residential development traffic, and no roadway improvements or traffic control modifications are required.

**CIVILTECH ENGINEERING, INC.:**

Please note that the Village traffic engineering consultant Civiltech Engineering has reviewed and made comments on the applicants’ traffic impact study completed by KLOA and offers comments on the attached Technical Memorandum dated February 5, 2025.

**KIMLEY HORN**

Please note that the Village stormwater management engineering consultant Kimley Horn has reviewed and made comments on the applicants site engineering for conformance with the Village of Libertyville Codes and the Lake County Watershed Development Ordinance (WDO) and offers comments on the attached Kimley Horn Memorandum dated February 13, 2025.

Staff have completed a review of the petitioner’s application and offers the following comments for your consideration.

**DEVELOPMENT REVIEW COMMITTEE REVIEW AND REPORT FORMAT:**

Staff has completed a review of the petitioner’s application and offers review comments formatted in two (2) components as follows:

1. A separate **Supplemental Review Memorandum** from the Development Review Committee lists review comments that Staff recommends the petitioner address satisfactorily at a later stage, prior to application for either final development considerations or any site development permits or building permits for construction (memo denotes stage required) and are not deemed to be required as conditions for the ordinances for the Preliminary Plat of Subdivision. See attached memorandum.
2. The remaining Development Review Committee review comments that are provided in this Development Review Committee staff report *shall be addressed prior to resubmittal and prior to the Plan Commission making a recommendation to the Village Board of Trustees.*

**PLANNING DIVISION COMMENTS:**

1. Lot 3 does not comply with the Zoning Code definition of Lot Width. Lot Width should be measured at the front yard line. The minimum Lot Width in the R-6 Single Family Residential District shall be not less than 60 feet. Please revise accordingly.  
*Lots 2 and 3 are now shown with frontage compliant with the zoning of 60' and 100' respectively.*
2. Consideration should be given to incorporating overstory and shade trees into the proposed line of evergreen trees along the south property line.  
*Landscape Plantings on the south property line are predominantly evergreen trees to provide year around screening. A variety of deciduous and evergreen species will be specified for final to provide plant diversity.*
3. Refer to grading discussion below and consider potential development and zoning constraints of existing or proposed topography, and relationship between residences.

**ENGINEERING DIVISION COMMENTS:**

1. **Phasing and Residential Lot Grading** – The drawings submitted by the applicant show proposed residential lots 3, 4, 5, and 6 to remain in an undeveloped state, with steep slopes and existing trees that would need to be removed prior to the construction of homes on these lots. While staff would support appropriate project phasing, the review and approval for this proposed subdivision needs to confirm that the grading of each residential lot generally works with the design of the newly proposed public roadway and adjacent property. Additionally, it is unclear if Lot 1 can be developed without creating fill within the existing floodplain and/or meet Flood Protection Elevation requirements as set forth in the Lake County WDO. Therefore, the applicant should show all necessary improvements (including grading and approximate driveway location/slope) for each lot to be developed to the ultimate condition. Staff understands the homes on these lots will be designed individually in the future, and modifications can be submitted at that time for review and approval. However, the general functionality of each residential lot must be shown on the plans and approved with the subdivision.  
*Conceptual building boxes and grading have been incorporated on the Grading plan Sheet*

#5 as requested.

2. **Tree Removals** – As stated above, the general state of the ultimate condition for each residential lot will be approved as part of this subdivision, and this should include necessary tree removals. Please revise the plans to indicate which trees are expected to be removed as part of this proposed subdivision in order to accommodate home construction on each lot. Phasing can be proposed if the intent is that some trees remain during the first phase of

construction but are expected to be removed to accommodate the new homes eventually. Also, please make sure the tree removals are consistently shown on all drawings, including landscape plans and engineering plans.

Tree removals have been revised as requested.

3. **Landscape Plan** – Please address the following items for further review:

- a. The plans currently show both a landscaped island in the center of the cul-du-sac, as well as a landscaped median island near Walnut Street. While the Village does not have standards for these types of installations, they are generally acceptable as shown on the geometric plan. However, the Village has experienced operational concerns with similar islands in the past. Therefore, the following considerations should be addressed:
- All landscaping within the islands would need to be maintained by the association of property owners. **Agreed that landscape maintenance of the median and cul -de-sac will be managed by the homeowners association through covenants and restrictions.**
  - Landscaping design should be revised to minimize the risk of any plantings causing an obstruction to right-of-way maintenance operations or sightlines. **Agreed that landscape plantings will not obstruct R.O.W. maintenance or vision sight lines**
  - It is recommended that each island (median and cul-du-sac) have only a single tree, roughly in the center of the island. It is recommended that a medium ornamental tree be the largest planting within the median and pulled back away from the Walnut Street intersection for visibility. **Agreed, the median plantings will consist of a single stem, upright habit ornamental tree set back from the Walnut intersection and planting of low growing shrubs that do not obstruct vision.**
  - It should be noted that the proposed median eliminates the ability to provide public (shade) trees in the adjacent parkways and also limits the possible driveway locations for Lot 6. While the median would be accepted in accordance with the above comments, consideration could be given to removing the median in favor of standard roadway geometry allowing for public parkway trees in this location.
  - **The entry median is preferred to remain as designed to create a distinct entry to the proposed Blue Bridge Lane . The location and selection of parkway trees in the median and parkway plantings will be specified as upright form deciduous trees that do not interfere with visibility, R.O.W. maintenance or future residential driveways.**
- b. All parkway trees planted in the parkway (between curb and sidewalk) in accordance with Village standards will be accepted and maintained by the Village. The location of these trees should be coordinated with proposed driveway locations. The spacing of parkway shade trees should allow for 30' minimum between trees to allow for proper canopy growth. **Agreed that tree and future driveway locations will be coordinated and spaced no closer than 30'.**

- c. No landscaping installations will be permitted to obstruct any drainage swales or overland flow routes, including the overflow route of the proposed detention basin.

Landscape plantings will be located above the detention basin high water line and kept out of overland drainage swales.

- 4. **Southwest Drainage Swale** – Please add a drainage swale along the south side of Lot 3, extending to the western edge of Lot 3 to collect all runoff and route it east to the proposed detention basin instead of allowing it to drain offsite to the south. This swale should be constructed during the first phase of construction, at the same time as the detention basin, and be included within the stormwater management easement.

- 5. A berm and swale have been added along the south side of Lot 3 and Lot 2 to direct drainage east to the river.

- 6. **Detention Basin** – The drawings show that the basin high water line (HWL) coincides with the boundary of adjacent utility easements around much of the basin perimeter, and necessary perimeter berming and landscaping is located within utility and drainage easements. Perimeter berms should be located within the stormwater management easement, and not within any utility easement. The designer should also address how berms would be protected from long-term erosion to minimize the possibility of a future breach which could impact neighboring property; it is noted that some of Lot 2 and the adjacent properties to the south would be below the basin HWL. Additionally, consideration should be given to shifting utility easement boundaries away from the proposed HWL contour to ensure the constructed HWL does not encroach on any utility easement.

The sanitary sewer easement has been shifted to be outside of the pond as requested. The pond berm is limited to eastern portion of the pond near the overland flow path. The operating HWL of the pond is approximately 1-foot above the lowest adjacent grade. The berm will have a clay core, then stabilized with a layer of topsoil, seed, and erosion control blanket that will remain in place until the vegetation has been established.

- 7. **Traffic** – Engineering review of the Traffic Impact Study has been conducted by the Village’s consultant, who identified some additional supporting information that should be provided. Please be sure to address all comments in the attached Technical Memorandum dated February 5, 2025, prepared by Civiltech Engineering, Inc.

- 8. Reply comments from KLOA are replied to in the Civiltech technical memorandum.

- 9. **Preliminary Plat** – The following items should be addressed on the proposed preliminary plat:

- a. Please revise that portion of property within the public utility and drainage easement located east of the detention basin on Lot 2 to be within the stormwater management easement to accommodate the proposed overflow swale. The width of the easement over the overflow swale will need to be confirmed with calculations showing that the swale has adequate width to fully contain the overflow in all conditions.

The stormwater management easement has been revised as requested.

## Development Review Committee Report

February 21, 2025

- b. Except as noted below for the sanitary sewer connection, any utility easement which is needed along the south boundary of the subdivision should be located outside the stormwater management easement.  
**Revised the easements as requested.**
- c. The easement through Lot 2 which accommodates the proposed sanitary sewer should be a minimum of 15 feet wide and should be designated a Sanitary Sewer Easement for the Village (not a public utility easement).  
**The easement has been revised as requested.**
- d. A stormwater management easement should be provided along the south boundary of Lot 3 in accordance with comment 4 above.  
**A berm and drainage swale has been added, therefore the easement along the south side of Lot 3 has been revised to a 25' public utility and drainage easement.**
- e. Consideration should be given to widening all side yard easements to at least 15 feet wide (i.e. 7.5' on either side of the lot line).  
**Since no utilities are proposed to run through the side yards, it is our preference to maintain the 10-ft width.**
- f. The property appears to be part of Lot 5 of Miller and Austin's subdivision. Please revise the legal description accordingly if needed.  
**The full legal description is provided under the Surveyor's Certificate at the bottom left portion of Page 3 of the Plat of Subdivision.**
- g. It should be noted that staff has not yet reviewed the provisions and certificates on the Preliminary Plat. In general, easement boundaries and provisions would not be considered finalized until they are reviewed and approved in conjunction with the Final Engineering Plans. Further comments on these items should be anticipated during future submittals.  
**Comment noted.**

**Annexation Agreement** – The proposed subdivision plat depends on annexation of unincorporated property, any annexation agreement would need to be finalized prior to Village Board consideration of preliminary approvals. It would be a condition of any approval that completion of a development agreement is required at time of consideration for Final Plat of Subdivision. **We are agreeable to annexation.**

### **BUILDING DIVISION COMMENTS:**

1. Clarify the finished grade of the four (4) west lots be in comparison with the surrounding grade.  
**Conceptual building boxes and grading have been incorporated on Grading Sheet #5 (Refer to Engineering Division Comment #1).**
2. Clarify the proposed driveway slope of the four (4) west lots from street. There appears to be a 13 foot grade rise from street to building envelopes.  
**Conceptual driveway slopes have been added to the Grading Sheet #5.**

### **STAFF RECOMMENDATION -- PRIOR TO PUBLIC HEARING:**

**Development Review Committee Report**

**February 21, 2025**

That the public hearing be opened for presentation, public testimony and Plan Commission questions and **CONTINUED** to the April 14, 2025 Plan Commission meeting agenda in order to allow the petitioner to address all comments.



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**Fwd: 02/24/25 PC/ZBA Meetings, Village of Libertyville**

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**From** Nicholas Patera <NPatera@teskaassociates.com>

**Date** Fri 3/21/2025 8:35 AM

**To** Alisa Courey <ACourey@TeskaAssociates.com>

Good morning,

Please file the below traffic engineering reply to village questions.

We need to compose replies to their memo as part of our reply. Let me know if you want to draft responses or have me compose them?

Nick Patera

Teska Associates, inc.

627 Grove St. Evanston, IL 60201

Direct: 847.563.9720

Cell: 847.471.4166

Begin forwarded message:

**From:** Michael Werthmann <mwerthmann@kloainc.com>

**Date:** March 17, 2025 at 12:52:48 PM EDT

**To:** Nicholas Patera <NPatera@teskaassociates.com>

**Cc:** Charlie Meyer <CMeyer@wmwmeyer.com>

**Subject: RE: 02/24/25 PC/ZBA Meetings, Village of Libertyville**

Nick:

See below my responses to the traffic study comments. I will send the revised study later this week. Thank you,

1. We concur with the A.M. and P.M. peak hours selected for analysis based on the collected traffic count data.

**So noted**

2. It is suggested that the west intersection of Carriage Hill Dive and Walnut Street be included in the TIS to determine how the development traffic may affect that "T"-intersection.

**Given the following, the intersection of Carriage Hill Dive and Walnut Street does not need to be evaluated as the development is projected to have a**

**limited impact on the operation of the intersection and that the intersection has sufficient reserve capacity to accommodate the development traffic:**

- **Based on the traffic counts and the existing roadway system, it can be seen that the intersection carries a limited volume of traffic.**
  - **As the traffic study has shown, the development is projected to generate a very low volume of traffic through this intersection with a total of six trips during the morning peak hour and seven trips during the evening peak hour which averages to one trip every nine to 10 minutes.**
3. The background growth rates and assumptions provided in Section 4 of the TIS used to generate 2030 No-Build traffic volumes appear reasonable. Please provide the CMAP projection letter to support the calculated background growth percentage.

**The CMAP letter has been included in the Appendix of the revised traffic study.**

4. A figure showing the year 2030 background traffic on the network would be helpful in reviewing the accuracy of the background growth calculations.

**A figure showing the Year 2030 background traffic volumes has been included in the Appendix of the revised traffic study.**

5. We concur with the use of the ITE *Trip Generation Manual* in determining the magnitude of site-generated trips for the proposed development. The raw A.M. and P.M. peak hour and weekday daily trip generation estimates as presented in Table 2 of the TIS are reasonable based on the number of dwelling units stated in the TIS.

**So noted**

6. There are no figures in the TIS showing the directional distribution or traffic assignment for the predicted site-generated traffic, therefore, while they seem reasonable, we cannot concur with their methodology.

**A figure illustrating the directional distribution has been included in the Appendix of the revised traffic study.**

7. We concur that, based on the results of the traffic capacity analysis, the intersection of Milwaukee Avenue and Walnut Street will continue to operate acceptably with the anticipated site-generated traffic.

**So noted**

Michael A. Werthmann, PE, PTOE  
*Principal*

**Kenig, Lindgren, O'Hara, Aboona, Inc.**  
9575 West Higgins Road, Suite 400  
Rosemont, IL. 60018  
(847) 518-9990 office (847) 769-4370 cell  
[www.kloainc.com](http://www.kloainc.com) [mwerthmann@kloainc.com](mailto:mwerthmann@kloainc.com)



---

**From:** Nicholas Patera <NPatera@teskaassociates.com>  
**Sent:** Wednesday, March 12, 2025 2:11 PM  
**To:** Michael Werthmann <mwerthmann@kloainc.com>  
**Cc:** Charlie Meyer <CMeyer@wmwmeyer.com>  
**Subject:** FW: 02/24/25 PC/ZBA Meetings, Village of Libertyville

Michael,  
We had a good Plan Commission meeting with Libertyville for the 245 Walnut property.

Per the CivilTech traffic review memo attached, can you please prepare a reply to the question #2. about Walnut and Carriage Hill "T" Intersection.  
I think it will be a modest statement to add to your traffic report.  
If you see any other comments in their letter that need clarification, Please let us know.

I will need to add a response to the letter as a resubmittal if you could compose your reply and return it to us , it would be appreciated.

Thanks,  
Nick



**Nick Patera**  
**Principal**  
847.563.9720 office  
847.471.4166 cell  
**Teska Associates, Inc.**  
**Building Community, Creating Place**  
[www.TeskaAssociates.com](http://www.TeskaAssociates.com)  
[Facebook](#) | [LinkedIn](#) | [Instagram](#)

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**From:** Laurie Dewey <ldewey@libertyville.com>  
**Sent:** Friday, February 21, 2025 12:04 PM  
**To:** [meyerpcp@outlook.com](mailto:meyerpcp@outlook.com); Nicholas Patera <NPatera@teskaassociates.com>  
**Cc:** Heather Rowe <hrowe@libertyville.com>; Tony Repp <trepp@libertyville.com>; David Smith <Dsmith@libertyville.com>  
**Subject:** 02/24/25 PC/ZBA Meetings, Village of Libertyville

Good afternoon,

Attached in PDF format are the Plan Commission and Zoning Board of Appeals Agendas and Development Review Committee Report for the Monday, February 24, 2025, meetings. The Plan Commission/Zoning Board of Appeals meetings will be held at the Village Hall, 118 West Cook Avenue, Libertyville, IL at 7:00 p.m.

Please confirm you have received this e-mail and that you or a representative will be at this meeting.  
Please feel free to contact our office at (847) 918-2028 if you should have any questions or

comments.

Sincerely,

*Laurie Dewey*

Administrative Assistant  
Community Development Department  
Planning Division

**Attachments (6):**

02.24.25 pc agenda.pdf

02.24.25 zba agenda.pdf

PC 25.01-02-03-04\_245 Walnut Street.pdf

Civiltech TIS Review 2025-02-05-245 Walnut Development.pdf

Kimley Horn Stormwater Review – 245WalnutPrelim.02042025.pdf

245 Walnut SFH Subdivision – Supplemental Review Memo 2025-02-19 HJR comments 022125.pdf

# Traffic Impact Study

## Proposed Residential Development

Libertyville, Illinois



Prepared For:



March 20, 2025

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located in Libertyville, Illinois. The site is located on the south side of Walnut Street just east of Milwaukee Avenue (IL Route 21). As proposed, the development is to contain six single-family homes with access provided directly to each home via a cul-de-sac that extends south from Walnut Street.

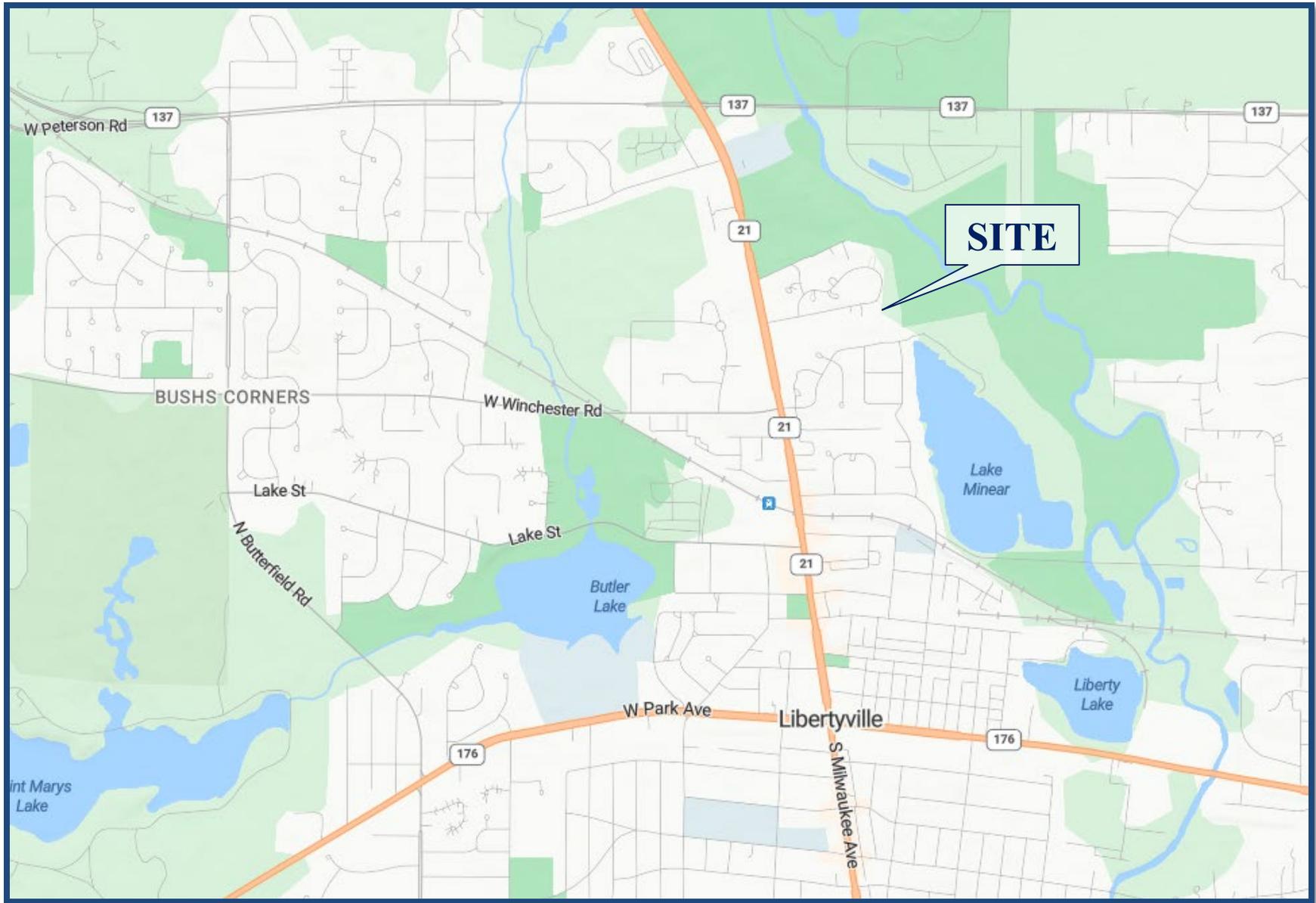
The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2024.
2. Year 2030 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



**Site Location**

*Proposed Residential Development  
Libertyville, Illinois*

**Figure 1**



**Aerial View of Site**

*Proposed Residential Development  
Libertyville, Illinois*

**Figure 2**

## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

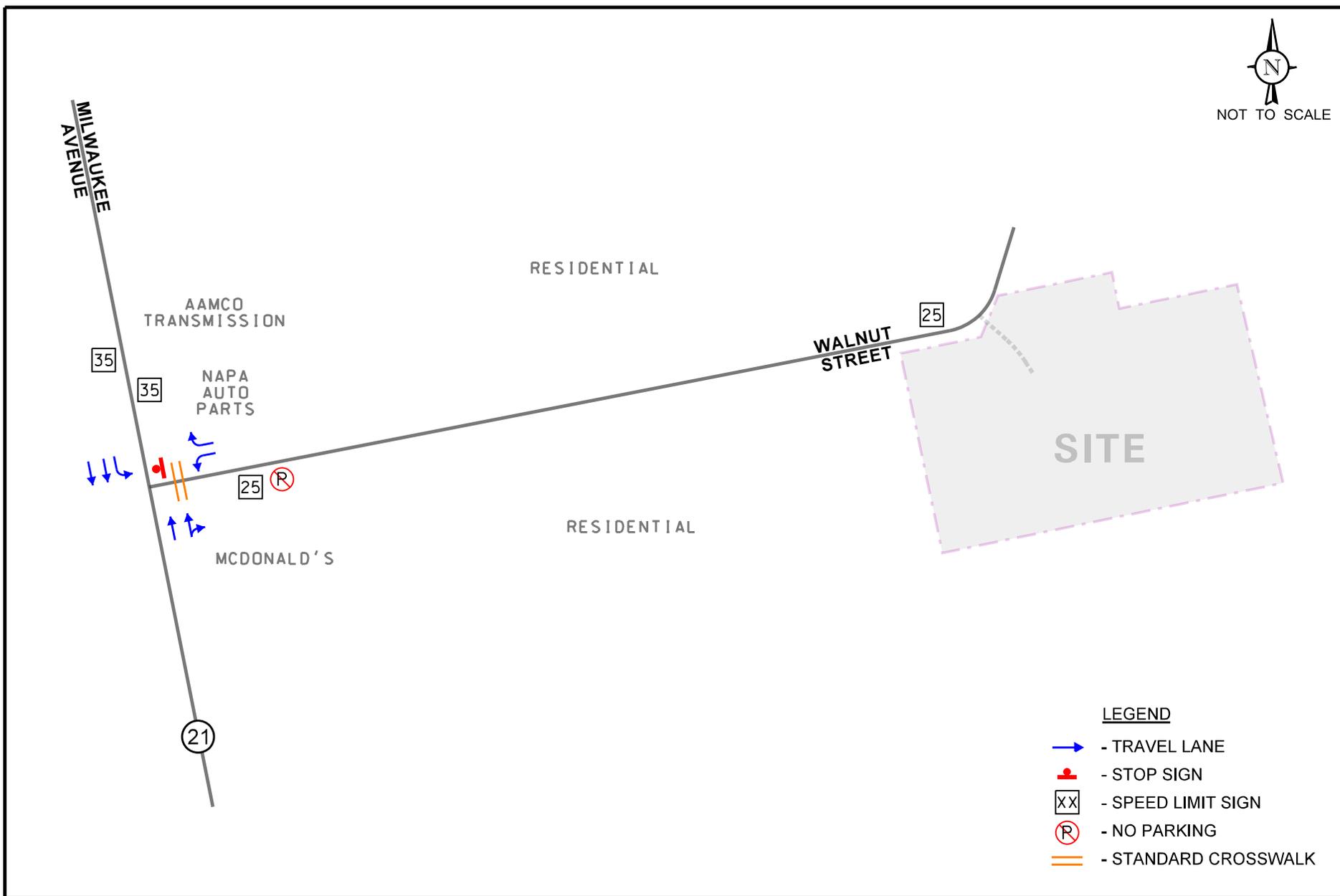
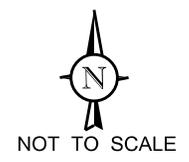
The site is located on the south side of Walnut Street, approximately 1,450 feet east of Milwaukee Avenue. The site is currently vacant and surrounding land uses are primarily residential, with commercial uses located along Milwaukee Avenue. Downtown Libertyville is located approximately one-half mile south of Walnut Street.

### Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

*Milwaukee Avenue (IL Route 21)* is generally a north-south, other principal arterial road that provides two through lanes in each direction. At its unsignalized T-intersection with Walnut Street, Milwaukee Avenue provides a through lane and a combined through/right-turn lane on the northbound approach and a left-turn lane and two through lanes on the southbound approach. Milwaukee Avenue carries an average annual daily traffic volume (AADT) volume of 24,100 vehicles (Illinois Department of Transportation [IDOT] 2023), is under the jurisdiction of IDOT, and has a posted speed limit of 35 miles per hour.

*Walnut Street* is generally an east-west, local roadway that extends east from Milwaukee Avenue to Carriage Hill Circle and provides one lane in each direction. At its unsignalized T-intersection with Milwaukee Avenue, Walnut Street provides a left-turn lane and a right-turn lane on the westbound approach that is under stop sign control. A standard-style crosswalk is provided on the east leg of the intersection. A paved sidewalk is provided on the south side of the roadway. Walnut Street is under the jurisdiction of the Village of Libertyville, has a posted speed limit of 25 miles per hour, and parking is prohibited on both sides of the roadway.



- LEGEND**
- TRAVEL LANE
  - STOP SIGN
  - SPEED LIMIT SIGN
  - NO PARKING
  - STANDARD CROSSWALK

Residential  
Development  
Libertyville, Illinois

Existing Roadway Characteristics

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 24-312      Figure: 3

## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units at the intersection of Milwaukee Avenue with Walnut Street. The traffic counts were performed on Tuesday, December 17, 2024 during the weekday morning (7:00 A.M. to 9:00 P.M.) peak period and during the weekday evening (4:00 P.M. to 6:00 P.M.) peak period. The results of the traffic counts show that the weekday morning peak hour of traffic generally occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic generally occurs from 4:00 P.M. to 5:00 P.M. Copies of the traffic count summary sheets are included in the Appendix. The existing traffic volumes are illustrated in **Figure 4**.

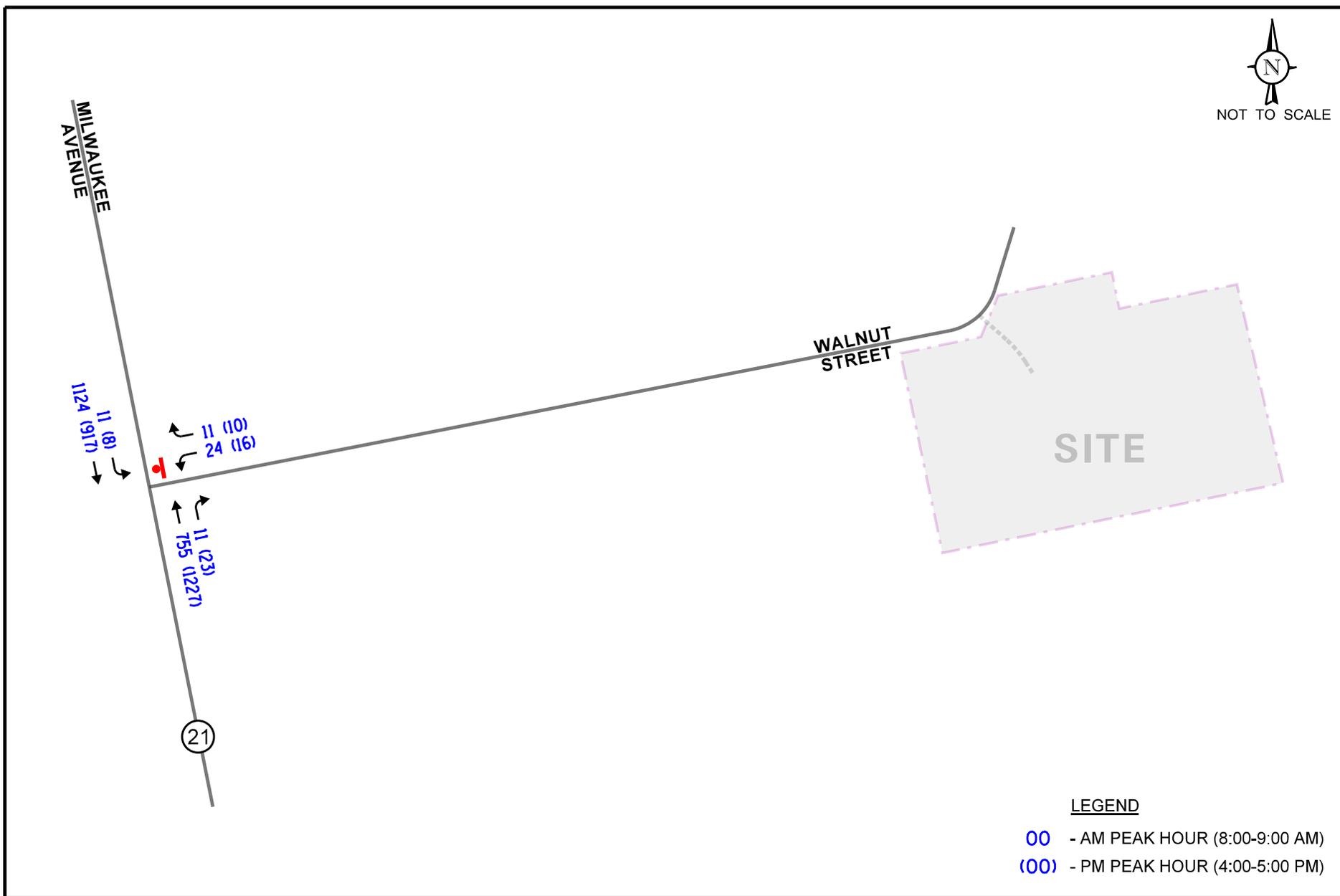
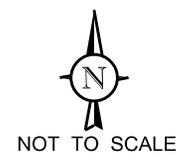
## Crash Data Summary

KLOA, Inc. obtained crash data<sup>1</sup> for the most recent available past five years (2019 to 2023) for the intersection included in the study area. The crash data for the intersection is summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported at the intersection during the review period.

Table 1  
MILWAUKEE AVENUE WITH WALNUT STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2019	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	1	0	1
2021	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	1	0	1
2023	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>Average</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>&lt;1.0</b>	<b>0.0</b>	<b>&lt;1.0</b>

<sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).



**LEGEND**

- 00** - AM PEAK HOUR (8:00-9:00 AM)
- (00)** - PM PEAK HOUR (4:00-5:00 PM)

Residential  
Development  
Libertyville, Illinois

Existing Traffic Volumes

Job No: 24-312      Figure: 4

### 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

#### Proposed Site and Development Plan

As proposed, the site will be developed with six single-family homes. Access to the individual homes will be provided via a short roadway extending south from Walnut Street and terminating as a cul-de-sac. The roadway will provide one lane in each direction. At its intersection with Walnut Street, the proposed roadway will form a T-intersection and provide a combined left-turn/right-turn lane on the northbound approach that should be under stop sign control. The northbound lane will be separated from the southbound lane at this intersection with a landscaped median. A copy of the proposed site plan is included in the Appendix.

#### Directional Distribution

The directions from which residents will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts, which is illustrated in **Figure A** located in the Appendix.

#### Peak Hour Traffic Volumes

The number of peak hour and daily trips estimated to be generated by the proposed residential development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). The “Single-Family Detached Housing” (ITE Land-Use Code 210) rate was utilized. A copy of the ITE trip generation sheets is included in the Appendix.

While census data shows that approximately 20 percent of people in the immediate area worked from home or commuted to work by public transportation, to provide a conservative analysis, no reduction was taken in the number of trips estimated to be generated by the proposed residential development. **Table 2** summarizes the trips projected to be generated by the proposed development during the peak hours.

Table 2  
TRIP GENERATION ESTIMATES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
210	Single-Family Detached Housing – 6 Units	1	5	6	4	3	7	38	38	76

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject development.

### Development Traffic Assignment

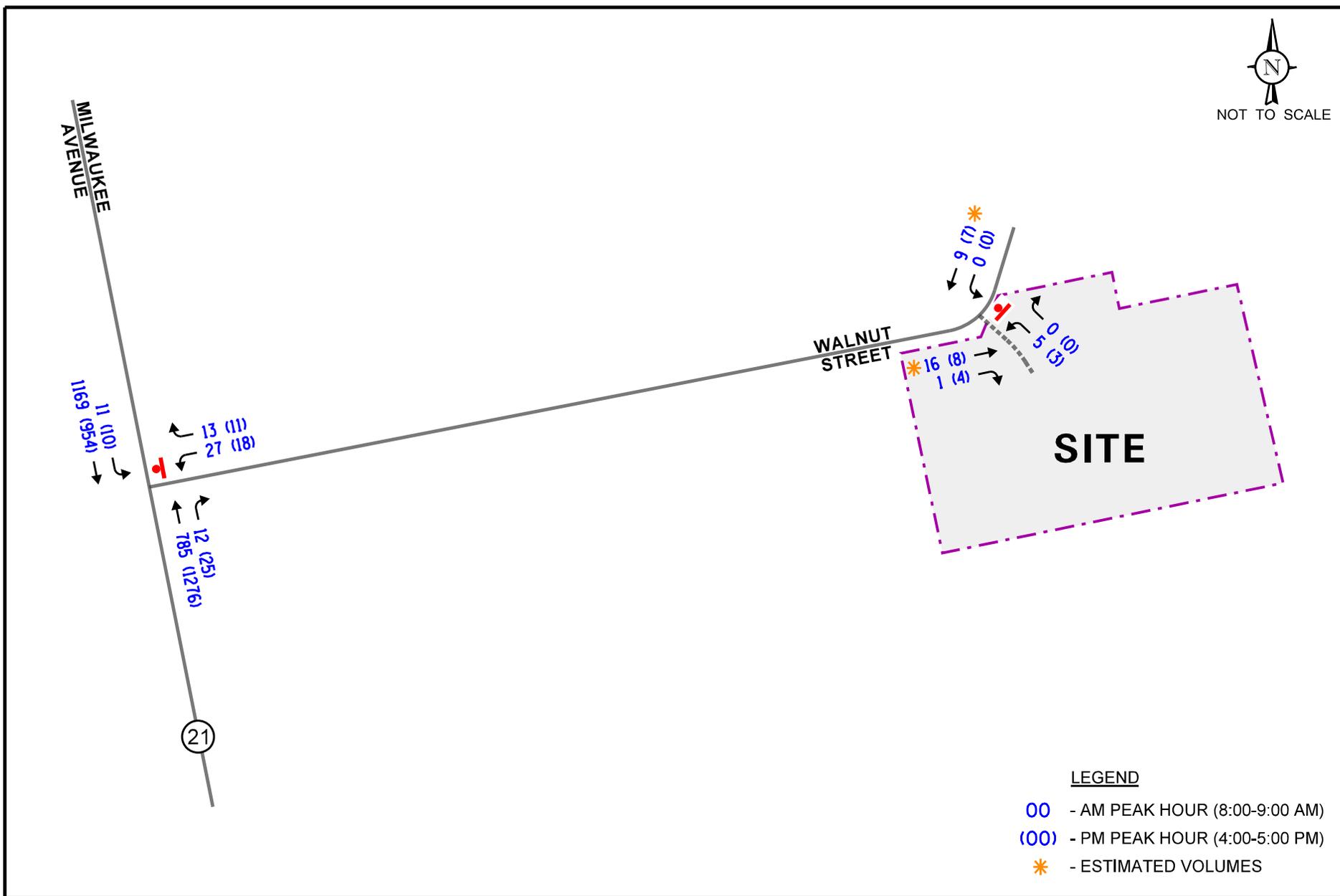
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution.

### Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a total of approximately four percent (0.59 percent compounded annually) to represent Year 2030 no-build conditions (one-year buildout plus five years). The Year 2023 projected traffic volumes are illustrated in **Figure B** in the Appendix and the CMAP letter is also provided in the Appendix.

### Year 2030 Total Projected Traffic Volumes

The development-generated traffic was added to the existing traffic adjusted to reflect an ambient growth rate to obtain projected Year 2030 total traffic volumes which are illustrated in **Figure 5**.



Residential  
Development  
Libertyville, Illinois

Year 2030 Total Traffic Volumes

**KLOA**  
Kenig, Lindgren, O'Hara, Aboona, Inc.  
Job No: 24-312      Figure: 5

## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing and Year 2030 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using field-measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2030 total projected conditions are presented in **Tables 3** and **4**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3  
 UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Milwaukee Avenue with Walnut Street<sup>1</sup></b>				
• Westbound Left Turn	C	20.2	D	27.9
• Westbound Right Turn	B	11.0	B	14.4
• Southbound Left Turn	A	9.3	B	11.8
LOS = Level of Service		1 – Two-way stop control		
Delay is measured in seconds.				

Table 4  
 UNSIGNALIZED – YEAR 2030 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Milwaukee Avenue with Walnut Street<sup>1</sup></b>				
• Westbound Left Turn	C	21.1	D	29.9
• Westbound Right Turn	B	11.2	B	14.9
• Southbound Left Turn	A	9.5	B	12.1
LOS = Level of Service		1 – Two-way stop control		
Delay is measured in seconds.				

## Discussion and Recommendations

The following summarizes how the intersection is projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

### *Milwaukee Road with Walnut Street*

The results of the capacity analysis indicate that the westbound left-turn and right-turn movements currently operate at an acceptable level of service (LOS) D or better during the weekday morning and weekday evening peak hours. The southbound left-turn movement currently operates at LOS B or better during the peak hours. Under Year 2030 total projected conditions, the critical movements are projected to continue operating at the current levels of service, with increases in delay of approximately two seconds or less over the existing conditions. In addition, observations of the intersection showed that Walnut Street approach generally operates well with maximum queuing of one to two vehicles during the critical morning and evening peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be generated by the development and no roadway improvements or traffic control modifications are required.

### *Site Access*

Access to the individual homes will be provided via a short roadway extending south from Walnut Street and terminating as a cul-de-sac. The roadway will provide one lane in each direction. At its intersection with Walnut Street, the proposed roadway will form a T-intersection and provide a combined left-turn/right-turn lane on the northbound approach that should be under stop sign control. Given the very low volume of traffic to be generated by the development and low volume of traffic on Walnut Street, the design of the access will provide efficient and orderly access to and from the development with limited impact on Walnut Street.

## 6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed residential development is projected to generate a limited volume of traffic during the critical morning and evening peak periods.
- Access to the individual homes will be provided via a short roadway extending south from Walnut Street and terminating as a cul-de-sac. The roadway will provide one lane in each direction. At its intersection with Walnut Street, the proposed roadway will form a T-intersection and provide a combined left-turn/right-turn lane on the northbound approach that should be under stop sign control.
- Given the very low volume of traffic to be generated by the development and low volume of traffic on Walnut Street, the design of the access will provide efficient and orderly access to and from the development with limited impact on Walnut Street.
- The existing roadway system has sufficient reserve capacity to accommodate the development traffic and no roadway improvements or traffic control modifications are required.
- The development-generated traffic anticipated to traverse Carriage Hill Circle is anticipated to be very low, if any, given (1) the very low volume of traffic to be generated by the development and (2) the proximity of the development to the Milwaukee Avenue with Walnut Street intersection compared to Carriage Hill Circle.

# Appendix

Traffic Count Summary Sheets

Site Plan

Figure A

ITE Trip Generation Sheets

Figure B

CMAP 2050 Projections Letter

Level of Service Criteria

Capacity Analysis Summary Sheets

# Traffic Count Summary Sheets







Kenig Lindgren O'Hara Aboona, Inc.  
9575 W. Higgins Rd., Suite 400

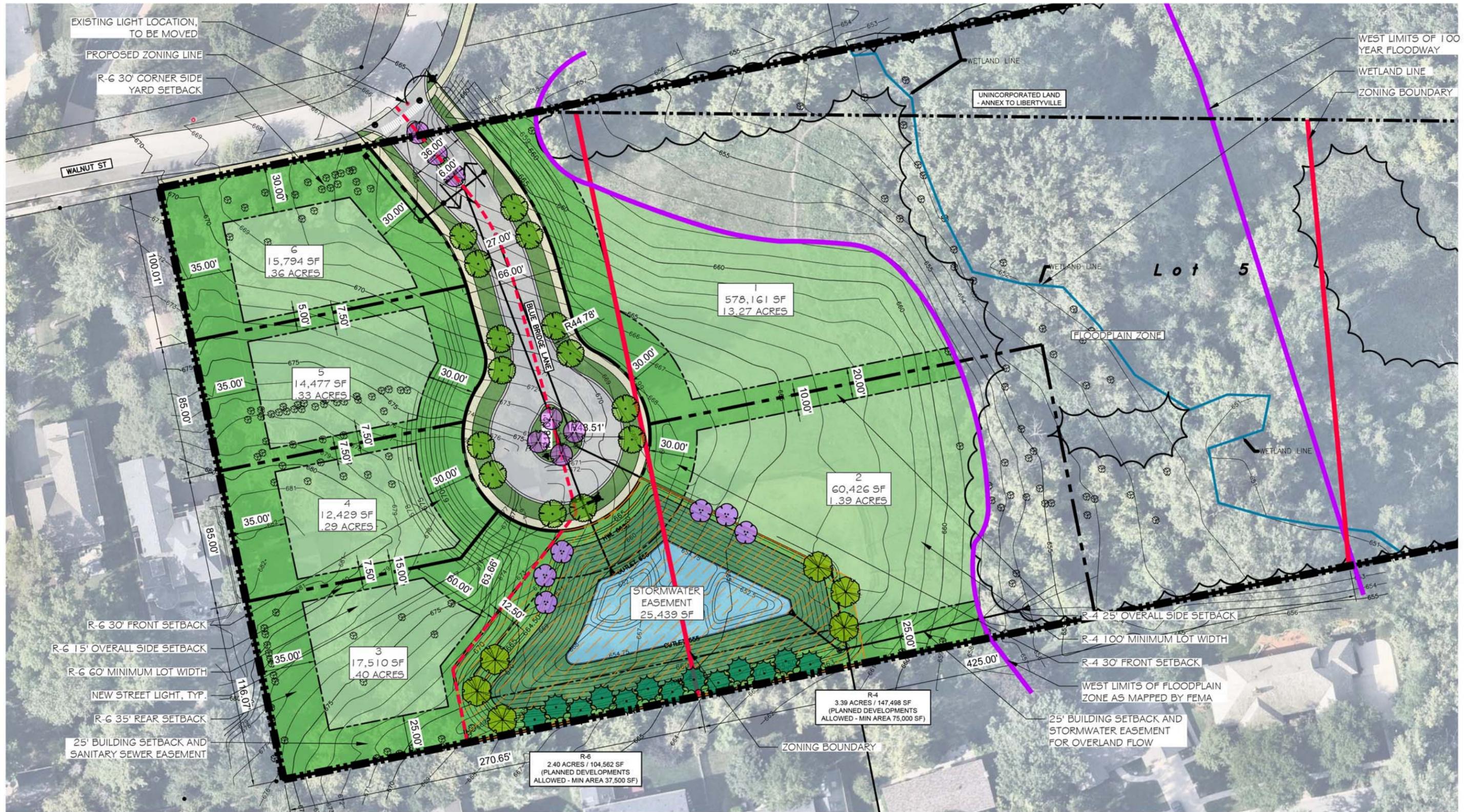
Rosemont, Illinois, United States 60018  
(847)518-9990 kpachowicz@kloainc.com

Count Name: il 21 milwaukee and walnut  
Site Code:  
Start Date: 12/17/2024  
Page No: 3

### Turning Movement Peak Hour Data (4:00 PM)

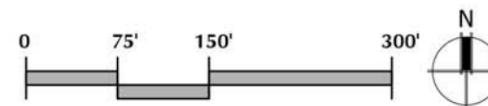
Start Time	walnut st Westbound				milwaukee rd Northbound				milwaukee rd Southbound						
	U-Turn	Left	Right	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:00 PM	0	4	0	4	0	322	7	0	329	0	2	213	0	215	548
4:15 PM	0	7	5	12	0	331	4	0	335	0	4	222	0	226	573
4:30 PM	0	5	2	7	0	280	6	0	286	0	2	234	0	236	529
4:45 PM	0	0	3	3	0	294	6	0	300	0	0	248	0	248	551
Total	0	16	10	26	0	1227	23	0	1250	0	8	917	0	925	2201
Approach %	0.0	61.5	38.5	-	0.0	98.2	1.8	-	-	0.0	0.9	99.1	-	-	-
Total %	0.0	0.7	0.5	1.2	0.0	55.7	1.0	-	56.8	0.0	0.4	41.7	-	42.0	-
PHF	0.000	0.571	0.500	0.542	0.000	0.927	0.821	-	0.933	0.000	0.500	0.924	-	0.932	0.960
Lights	0	16	9	25	0	1211	22	-	1233	0	8	909	-	917	2175
% Lights	-	100.0	90.0	96.2	-	98.7	95.7	-	98.6	-	100.0	99.1	-	99.1	98.8
Buses	0	0	0	0	0	3	1	-	4	0	0	2	-	2	6
% Buses	-	0.0	0.0	0.0	-	0.2	4.3	-	0.3	-	0.0	0.2	-	0.2	0.3
Single-Unit Trucks	0	0	1	1	0	9	0	-	9	0	0	3	-	3	13
% Single-Unit Trucks	-	0.0	10.0	3.8	-	0.7	0.0	-	0.7	-	0.0	0.3	-	0.3	0.6
Articulated Trucks	0	0	0	0	0	4	0	-	4	0	0	2	-	2	6
% Articulated Trucks	-	0.0	0.0	0.0	-	0.3	0.0	-	0.3	-	0.0	0.2	-	0.2	0.3
Bicycles on Road	0	0	0	0	0	0	0	-	0	0	0	1	-	1	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.1	-	0.1	0.0
Pedestrians	-	-	-	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	100.0	-	-	-	-	0	-	-

## Site Plan



ILLUSTRATIVE SITE PLAN  
MEYER SUBDIVISION

Libertyville, IL



January 10th, 2025

**AP** A. PERRY HOMES  
ARCHITECTS BUILDERS REMODELERS



SP-7

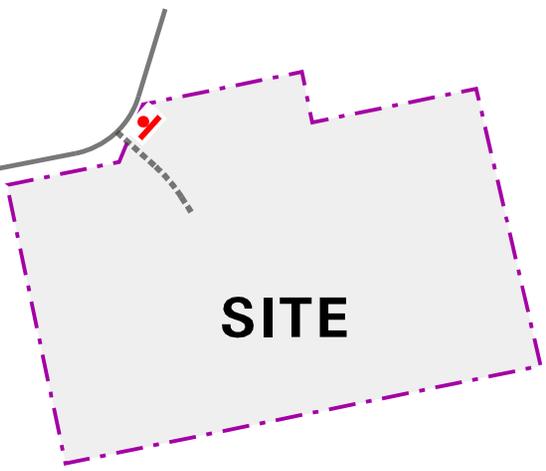
Figure A



NOT TO SCALE



WALNUT STREET



**SITE**

LEGEND

00% - PERCENT DISTRIBUTION

Residential  
Development  
Libertyville, Illinois

Directional Distribution



Job No: 24-312 Figure: A

# ITE Trip Generation Sheets

# Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 174

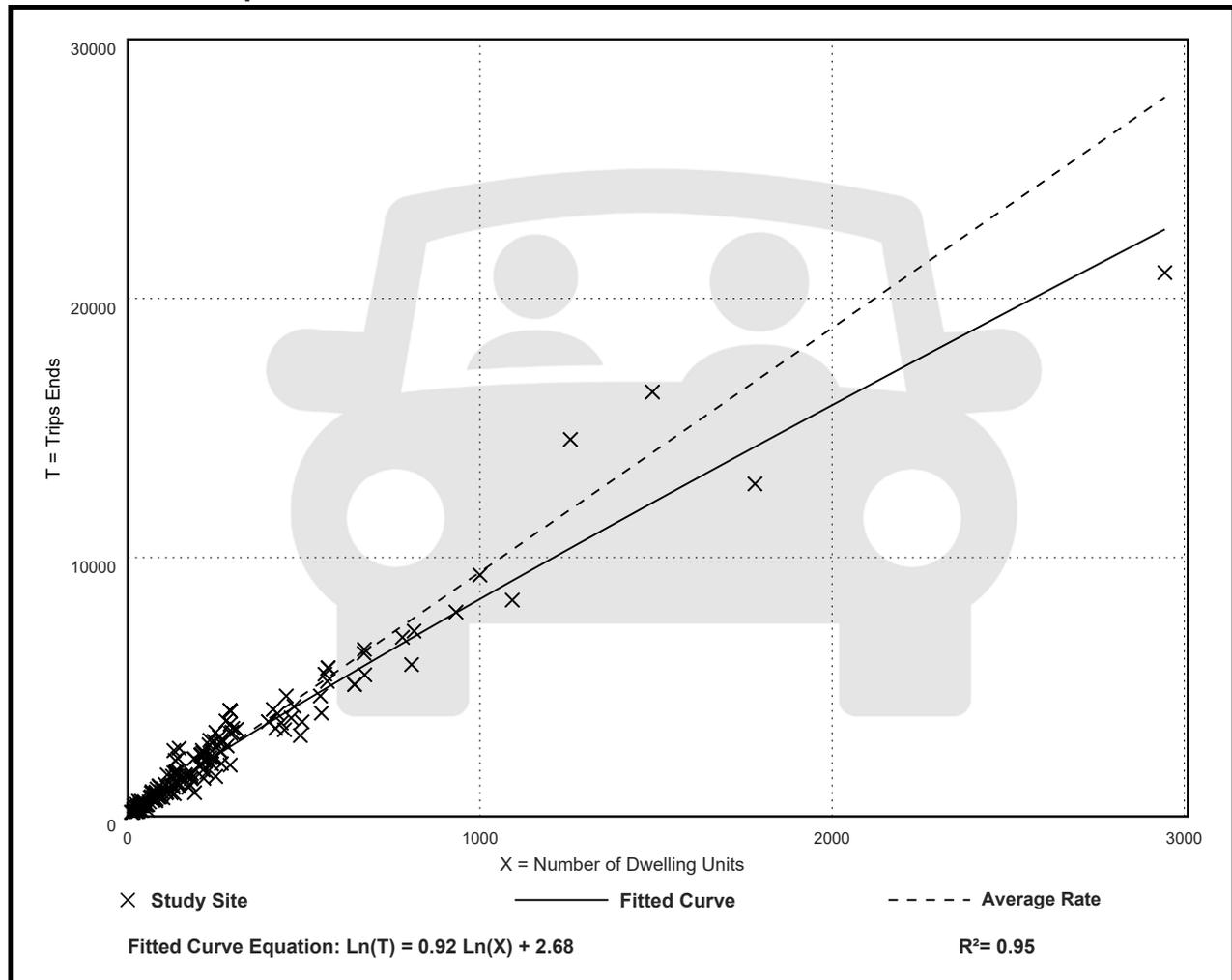
Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

## Data Plot and Equation



# Single-Family Detached Housing (210)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

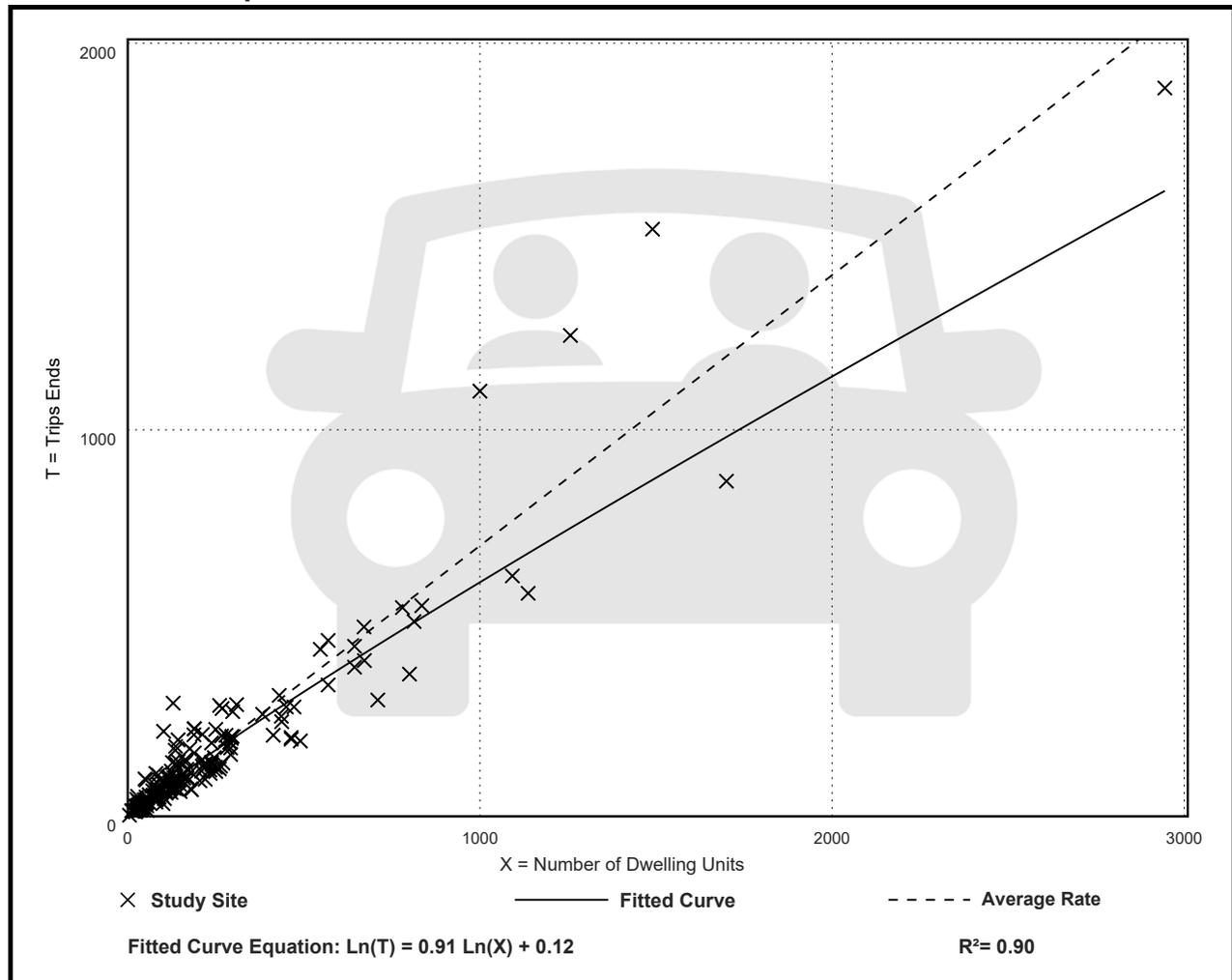
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

## Data Plot and Equation



# Single-Family Detached Housing (210)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

## Data Plot and Equation

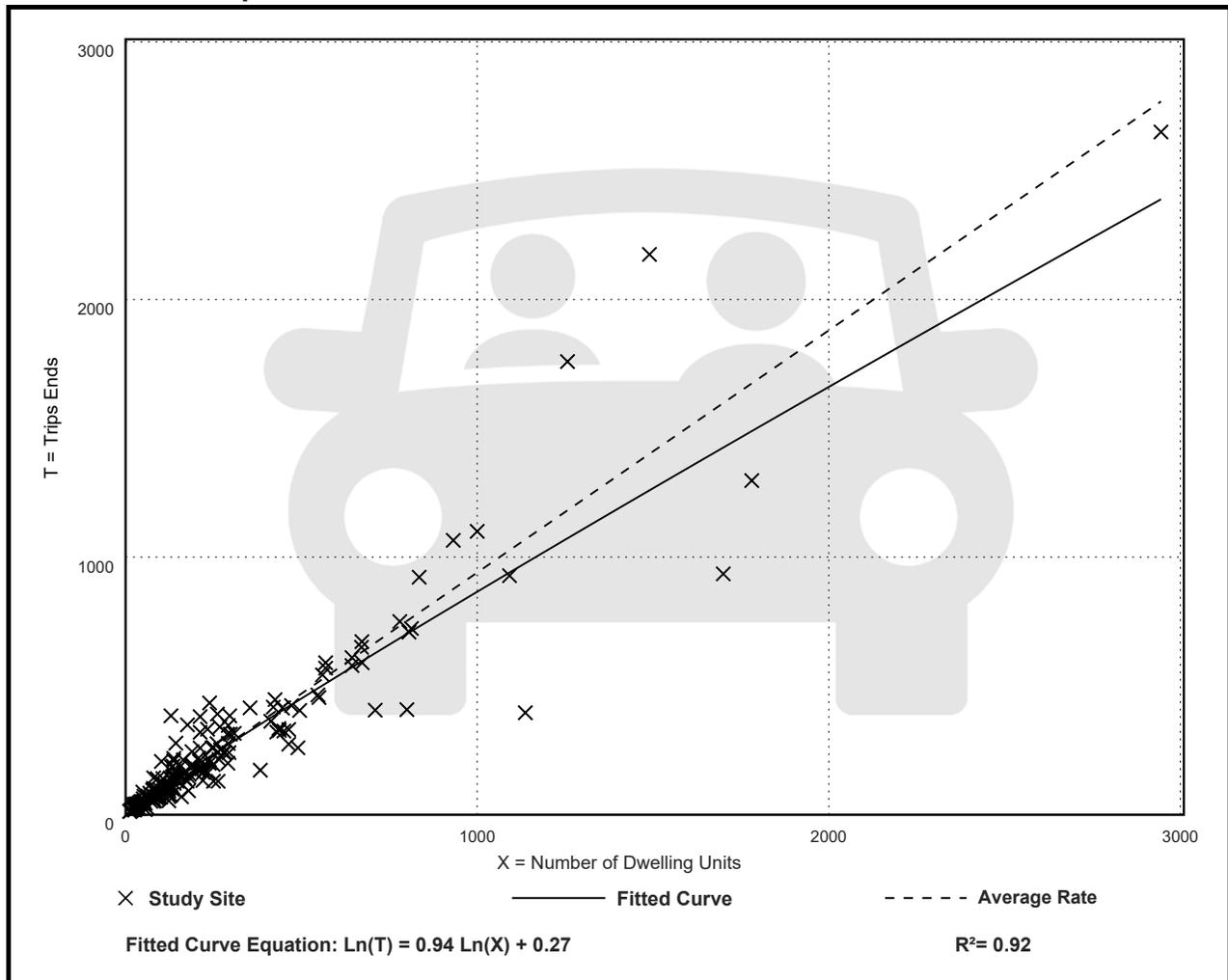
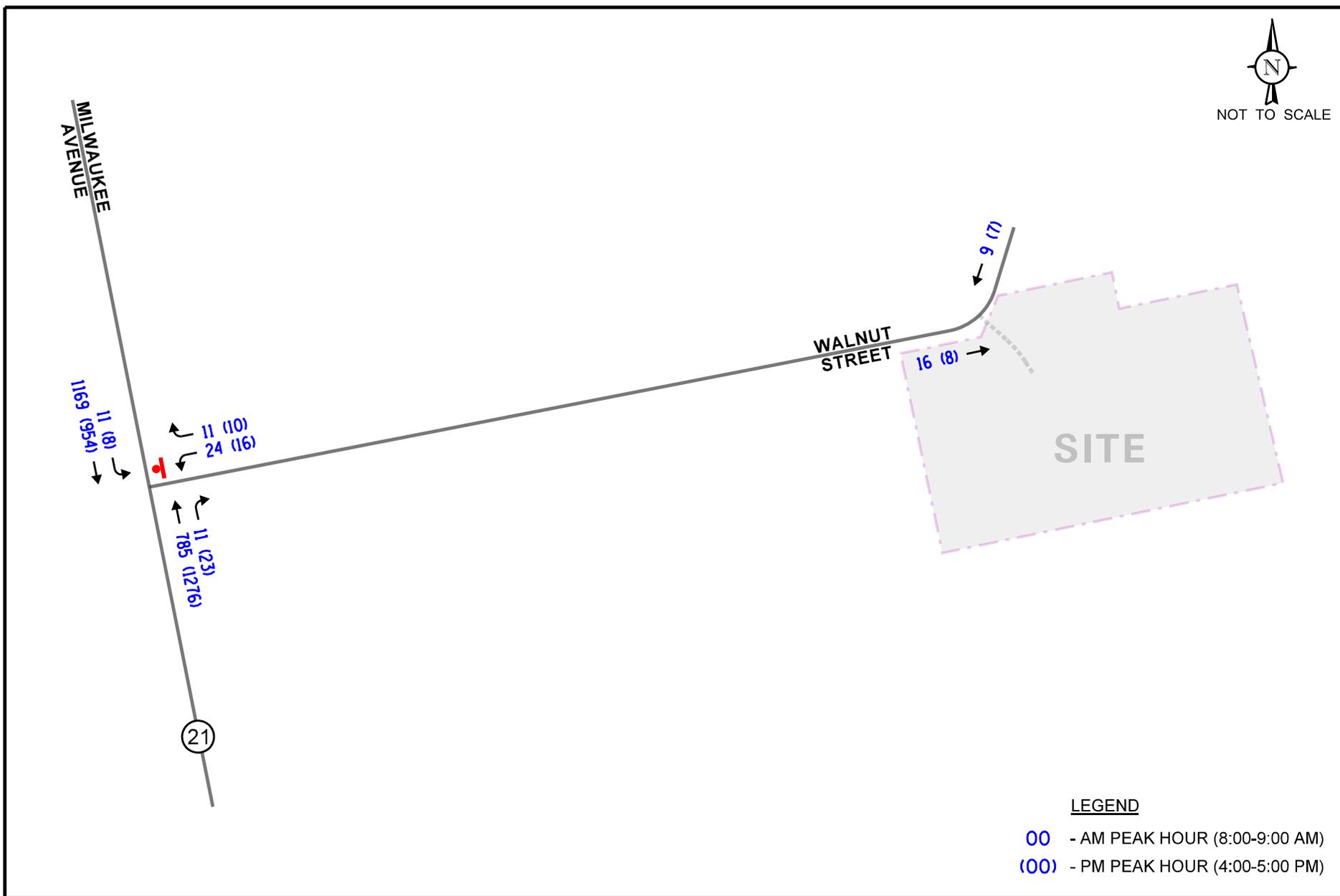


Figure B



Residential  
Development  
Libertyville, Illinois

Year 2030 No-Build Traffic Volumes

Job No: 24-312 Figure: B

# CMAP 2050 Projections Letter



June 7, 2024

Ryan May  
Project Coordinator  
Kenig, Lindgren, O’Hara and Aboona, Inc.  
9575 West Higgins Road  
Suite 400  
Rosemont, IL 60018

**Subject: Milwaukee Avenue (IL 21) @ Lake Street  
IDOT**

Dear Ms. May:

In response to a request made on your behalf and dated June 6, 2024, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
Lake St, @ Milwaukee Ave	4,300	4,900
Milwaukee Ave, @ Lake St	24,100	29,800
Brainard Ave, @ Lake St	3,850	4,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2023 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at [jrodriguez@cmap.illinois.gov](mailto:jrodriguez@cmap.illinois.gov)

Jose Rodriguez, PTP, AICP  
Senior Planner, Research & Analysis

cc: Rios (IDOT)  
\\2024\_TrafficForecasts\Libertyville\la-20-24\la-20-24.docx

## Level of Service Criteria

## LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	$\leq 10$
B	Good progression, with more vehicles stopping than for Level of Service A.	$> 10 - 20$
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	$> 20 - 35$
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	$> 35 - 55$
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	$> 55 - 80$
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	$> 80$
Unsignalized Intersections		
Level of Service	Average Total Delay (sec/veh)	
A	0 - 10	
B	$> 10 - 15$	
C	$> 15 - 25$	
D	$> 25 - 35$	
E	$> 35 - 50$	
F	$> 50$	

Source: *Highway Capacity Manual*, 6<sup>th</sup> Edition.

Capacity Analysis Summary Sheets  
Existing Weekday Morning Peak Hour

HCM 6th TWSC

1: Milwaukee Avenue & Walnut Street

01/06/2025

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↕		↖	↗
Traffic Vol, veh/h	24	11	755	11	11	1124
Future Vol, veh/h	24	11	755	11	11	1124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	105	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	4	9	0	3
Mvmt Flow	25	11	778	11	11	1159

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1386	395	0	0	789
Stage 1	784	-	-	-	-
Stage 2	602	-	-	-	-
Critical Hdwy	6.88	6.9	-	-	4.1
Critical Hdwy Stg 1	5.88	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-
Follow-up Hdwy	3.54	3.3	-	-	2.2
Pot Cap-1 Maneuver	132	610	-	-	840
Stage 1	405	-	-	-	-
Stage 2	504	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	130	610	-	-	840
Mov Cap-2 Maneuver	262	-	-	-	-
Stage 1	405	-	-	-	-
Stage 2	497	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	262	610	840
HCM Lane V/C Ratio	-	-	0.094	0.019	0.014
HCM Control Delay (s)	-	-	20.2	11	9.3
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0

Capacity Analysis Summary Sheets  
Existing Weekday Evening Peak Hour

HCM 6th TWSC

1: Milwaukee Avenue & Walnut Street

01/06/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	10	1227	23	8	917
Future Vol, veh/h	16	10	1227	23	8	917
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	105	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	10	1	4	0	1
Mvmt Flow	17	10	1278	24	8	955

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1784	651	0	0	1302
Stage 1	1290	-	-	-	-
Stage 2	494	-	-	-	-
Critical Hdwy	6.8	7.1	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.4	-	-	2.2
Pot Cap-1 Maneuver	75	393	-	-	539
Stage 1	226	-	-	-	-
Stage 2	584	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	74	393	-	-	539
Mov Cap-2 Maneuver	174	-	-	-	-
Stage 1	226	-	-	-	-
Stage 2	575	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	174	393	539
HCM Lane V/C Ratio	-	-	0.096	0.027	0.015
HCM Control Delay (s)	-	-	27.9	14.4	11.8
HCM Lane LOS	-	-	D	B	B
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0

Capacity Analysis Summary Sheets  
Year 2030 Total Projected Weekday Morning Peak Hour

HCM 6th TWSC  
1: Milwaukee Avenue & Walnut Street

01/07/2025

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕		↙	↕
Traffic Vol, veh/h	27	13	785	12	11	1169
Future Vol, veh/h	27	13	785	12	11	1169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	105	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	4	0	4	9	0	3
Mvmt Flow	28	13	809	12	11	1205

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1440	411	0	0	821
Stage 1	815	-	-	-	-
Stage 2	625	-	-	-	-
Critical Hdwy	6.88	6.9	-	-	4.1
Critical Hdwy Stg 1	5.88	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-
Follow-up Hdwy	3.54	3.3	-	-	2.2
Pot Cap-1 Maneuver	121	596	-	-	817
Stage 1	391	-	-	-	-
Stage 2	490	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	119	596	-	-	817
Mov Cap-2 Maneuver	251	-	-	-	-
Stage 1	391	-	-	-	-
Stage 2	484	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	251	596	817
HCM Lane V/C Ratio	-	-	0.111	0.022	0.014
HCM Control Delay (s)	-	-	21.1	11.2	9.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0

Capacity Analysis Summary Sheets  
Year 2030 Total Projected Weekday Evening Peak Hour

HCM 6th TWSC  
1: Milwaukee Avenue & Walnut Street

01/07/2025

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	11	1276	25	10	954
Future Vol, veh/h	18	11	1276	25	10	954
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	60	0	-	-	105	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	10	1	4	0	1
Mvmt Flow	19	11	1329	26	10	994

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1859	678	0	0	1355
Stage 1	1342	-	-	-	-
Stage 2	517	-	-	-	-
Critical Hdwy	6.8	7.1	-	-	4.1
Critical Hdwy Stg 1	5.8	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-
Follow-up Hdwy	3.5	3.4	-	-	2.2
Pot Cap-1 Maneuver	66	376	-	-	514
Stage 1	212	-	-	-	-
Stage 2	569	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	65	376	-	-	514
Mov Cap-2 Maneuver	163	-	-	-	-
Stage 1	212	-	-	-	-
Stage 2	558	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	163	376	514
HCM Lane V/C Ratio	-	-	0.115	0.03	0.02
HCM Control Delay (s)	-	-	29.9	14.9	12.1
HCM Lane LOS	-	-	D	B	B
HCM 95th %tile Q(veh)	-	-	0.4	0.1	0.1