

**DEVELOPMENT REVIEW COMMITTEE MEMORANDUM**

**VILLAGE OF LIBERTYVILLE  
COMMUNITY DEVELOPMENT DEPARTMENT  
200 EAST COOK AVENUE  
LIBERTYVILLE, ILLINOIS 60048-2090**

**FROM:** PLANNING DIVISION

**DATE:** October 24, 2025

**SUBJECT:** Development Review Committee (DRC) Reports for Cases Scheduled for Consideration on **Monday, October 27, 2025**

The DRC Meeting was held on **Monday, September 15, 2025**. DRC members present included:

Kelly Amidei	Village Administrator
Heather Rowe	Director of Community Development
Tony Repp	Deputy Director of Community Development
Mary Oshana	Economic Development Manager
David Smith	Senior Planner
Wil Richardson	Planner
Keith Gronke	Building Division Manager/Building Commissioner
Harrison Meyer	Senior Project Engineer

Attached herewith are the DRC Reports for the following cases:

Zoning Board of Appeals

Plan Commission

PC 25-19 and PC 25-20

**CASE NOS.: PC 25-19 Planned Development Final Plan  
PC 25-20 Final Plat of Subdivision**

**DATE FILED:** September 5, 2025

**REQUESTED ACTION:**

PC 25-19 Request is for a Planned Development Final Plan in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.

PC 25-20 Request is for a Final Plat of Subdivision in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.

**APPLICANT INFORMATION:**

Applicant: Evan Meador & Willard Hunter  
Libertyville Land LLC  
Owners: Libertyville Land LLC  
Agent: Sara K. Barnes, Gozdecki, Del Giudice, Americus & Brocato LLP  
Address: 725-747 North Milwaukee Avenue and 126-140 Lake Street

**SITE INFORMATION:**

Location: The property is commonly known as 725-747 North Milwaukee Avenue and 126-140 Lake Street.  
Current Zoning and Land Use: C-1 Downtown Core Commercial District  
Size: The subject site is located on a lot approximately 96,000 Sq Feet in land area.  
Surrounding Zoning:  
North: C-1 Downtown Core Commercial District  
South: C-1 Downtown Core Commercial District  
East: C-1 Downtown Core Commercial District  
West: C-1 Downtown Core Commercial District/R-6 Single Family Residential District  
Land Use Plan: Downtown Area Station District (DASD)  
Road Classification: Milwaukee Avenue is under the jurisdiction of the Illinois Department of Transportation and maintained by I.D.O.T. and classified as an Arterial Street. Lake Street is owned and maintained by the Village of Libertyville and classified as a Local Street.

Physical

Characteristics: The site is currently improved with two one story brick commercial buildings with an ancillary parking lot accessed from Milwaukee Avenue. The site also has four single family residences that front Lake Street also subject to this proposed redevelopment.

**STAFF ANALYSIS:**

***Background:***

The Plan Commission may recall that the petitioner, Libertyville Land LLC, appeared before them at their January 27, 2025 and again on March 31, 2025 to make the following requests:

1. Request is for a Special Use Permit for a Planned Development in order to develop a four story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.
2. Request is for a Planned Development Concept Plan in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.
3. Request is for a Preliminary Plat of Subdivision in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.
4. Request is for a Special Use Permit for a land use that exceeds 10,000 square feet of floor area for a building located in the C-1 Downtown Core Commercial District Planned Development in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.

The above listed requests were given a positive recommendation by the Plan Commission. On May 27, 2025, the Village Board of Trustees adopted an ordinance approving a preliminary plat of subdivision, planned development concept plan, special use permit for a planned development and a special use permit for a land use exceeding 10,000 square feet of floor area in the C-1 Downtown Core Commercial District in order to develop a four story, 91 residential dwelling unit building with ancillary parking for the property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.

***Planned Development Final Plan and Final Plat of Subdivision:***

Following the adoption of the ordinance approving the preliminary plat and development concept plan the applicant has submitted an application for a Planned Development Final Plan and Final Plat of Subdivision in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street.

***Purpose of the Planned Development Final Plan:***

The Planned Development Final Plan is intended to particularize, refine, and implement the Planned Development Concept Plan and to serve as a complete, thorough, and permanent public record of the planned development and the manner in which it is to be developed.

***Action by the Plan Commission:***

The Plan Commission shall, with such aid and advice of the village staff and consultants as may be appropriate, review and act on the plan. Such review shall consider:

1. Whether the submitted Planned Development Final Plan is in substantial conformity with the approved Planned Development Concept Plan under the definition of “substantial conformity” contained in the Zoning Ordinance ([link to Sec. 26-2-2 Definitions](#));
  - **Staff reviewed the definition of such and notes that the Planned Development Final Plan is in substantial conformity with the Planned Development Concept Plan.**
2. The merit or lack of merit of any departure of the Planned Development Final Plan from substantial conformity with the approved development concept plan;
  - **Staff notes that the Planned Development Final Plan has not departed from compliance with substantial conformity with the Concept Plan.**
3. Whether the final plan complies with any and all conditions imposed by approval of the Planned Development Concept Plan; and
  - **Staff notes there were three (3) conditions imposed by approval of the Planned Development Concept Plan. Note the disposition of each condition in italics.**
    - A. **That further written correspondence from IDOT shall be provided, verifying that IDOT has approved the final geometric plan for the Milwaukee Avenue access prior to Final Plat and Final Plan is approved by the Village Board of Trustees.**
      - *This condition is still pending as of the writing of this report.*
    - B. **Remove all of the proposed H-EX2 Pedestrian Light Poles and fixtures along Brainerd and Lake Street sidewalks within or adjacent to Village owned property or the Lake Street right-of-way.**
      - *This condition has since been amended to allow H-EX3 bollard style pedestrian lights along the Brainerd public sidewalk and to allow H-EX2 light pole pedestrian lights on the private property along Lake Street and is shown as such in the petitioner’s final lighting plan. At their September 15, 2025, meeting the ARC supported the petitioner’s lighting plan. Please note Planning Division comments listed in the Supplemental Memorandum that reflect the lighting plan review.*

- C. **That all proposed landscaping within the Village owned property along Brainerd Avenue and the Lake Street right-of-way shall be evaluated together with the Village arborist with plans revised accordingly at time of application for Planned Development Final Plan consideration.**

▪ *The Village Arborist has reviewed the petitioner's Final Landscape Plan prior to the September 15, 2025 ARC meeting and has commented accordingly. Please note Planning Division comments listed in the Supplement Memorandum that reflect the landscape plan review.*

4. Whether the final plan complies with the provisions of the Zoning Code and all other applicable federal, state, and village codes, ordinances, and regulations.
- **Staff notes that the Planned Development Final Plan complies with the provisions of the Zoning Code and the approved deviations and all other applicable federal, state, and village codes, ordinances, and regulations.**

#### ***Zoning Code Deviations:***

The applicant's proposed Planned Development Final Plan shall include the following deviations from the Zoning Code which were approved as part of the Planned Development Concept Plan:

1. Zoning Code Section 26-10-1.2 identifies required parking regulations. A reduction in the minimum required number of parking spaces for the Apartment Building from 169 to 127 shall require a deviation from the Zoning Code (114 spaces located on Lot 1 and 13 spaces located on Lot 3).
2. Zoning Code Section 26-5-2.5(b) states that structures with dwelling units located in the C-1 Downtown Core Commercial District shall provide a minimum of 1,500 square feet of land area per dwelling unit. Staff notes that the proposal includes 91 apartment units which would require a minimum land area of 136,500 square feet. The size of the parcel for which the proposed building is to be constructed on is approximately 66,306 square feet in land area and the combined size of the three parcels within the proposed Planned Development is 94,724 SF. This deviation from the Zoning Code is the proposed density that exceeds the maximum permitted due to the size of the land area.
3. Zoning Code Section 26-5-3.5(a) states that the maximum height of a principal structure in the C-1 Downtown Core Commercial District shall not exceed three (3) stories or forty-five (45) feet. The proposed four story, 65 foot tall residential building is a deviation from the Zoning Code.
4. Zoning Code Section 26-5-2.2(d) states that dwellings are a permitted use but only above the first floor in the C-1 Downtown Core Commercial District. The applicant is requesting a deviation from this regulation in order to allow dwellings on the first floor along Lake Street.

5. Zoning Code Section 26-5-2.4(d) states that no parking lot or area in the C-1 Downtown Core Commercial District shall be permitted within fifty (50') feet of the right-of-way of Milwaukee Avenue. The applicant is requesting a deviation from the Zoning Code in order to install parking spaces on Lot 3 (Parcel C) adjacent to the Milwaukee Ave. r.o.w. at a distance that is closer than fifty (50') feet.
6. Zoning Code Section 26-13-3.2(c) states that interior parking lot landscaping shall consist of tree planting islands with a minimum area of one hundred seventy-one (171) square feet and a minimum width of nine (9) feet, measured from back to curb to back of curb. One (1) shade tree having a minimum trunk size of three (3) inches in diameter shall be included for every one hundred seventy-one (171) square feet of tree planting islands. The applicant has designed the landscaped islands in the north parking lot to be approximately 153 square feet in area and is requesting a deviation from the Zoning Code for this requirement.

**APPEARANCE REVIEW COMMISSION:**

The petitioner presented the proposed Planned Development Final Plan before the Appearance Review Commission at their September 15, 2025 meeting for review and recommendation. Please find the attached ARC meeting minutes for Plan Commission consideration. The ARC supported the petitioner's application with conditions.

**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 any site development or building permits for construction and are not deemed to be required as conditions for the ordinances for the Planned Development Final Plan or Final Plat of Subdivision. (Note demolition permits may be granted and not held subject to said requirements provided Village Board ordinance approvals have been issued on the project.)
2. The remaining Development Review Committee review comments that are provided in this **Development Review Committee Staff Report** are being provided for the Commission's consideration in making recommendations based on the current application.

**Planned Development - Deviations:**

The Planned Development process and its associated deviation capabilities is an appropriate mechanism to address atypical site and Transit Oriented Development (TOD) characteristics that uniquely impact this site, without varying requirements on other C-1 zoned downtown properties which may not benefit from similar adjoining commuter parking areas, road connections, transit agencies, and parcel interconnectivity.

**Traffic and Parking:**

The applicant has provided an addendum to their initial Traffic Impact Study and a Parking Evaluation. Village traffic engineering consultant Civiltech Engineering, Inc. has provided a written response memo attached and referenced in the following Engineering Division comments which conclude that the proposed development will not significantly impact traffic operations and the reduced number of parking spaces proposed is reasonable.

**Height and Density:**

The proposed building height is 65 feet from the average grade to its highest point at the elevator tower, and between 52.3 feet and 63 feet at the corner parapet. Several Committee of the Whole (COW) meetings were held on the subject of downtown density and height, the most recent of which was on May 28, 2024, where the staff recommendation was to increase the by-right density and increase the allowable height from 45 feet (3 stories) to 60 feet (4 stories) in the C-1 and C-2 District with the provision of a 10 foot step-back of the fourth story. The proposed building height aligns with the discussed height (with the exception of elevator tower/stair overruns at building center). While the proposed fourth floor of residential only has a 5-foot step-back, the larger structure is setback considerably from the sidewalk, thus giving the upper floor a similar effect of reduced massing from the right-of-way.

The Zoning Code requires a minimum of 1,500 square feet of land area per dwelling unit for structures in the C-1 District. The proposal includes 91 apartment units which would require a minimum land area of 136,500 square feet. The parcel on which the proposed building is to be constructed is approximately 66,306 square feet, while the combined size of the three parcels within the proposed Planned Development is 94,724 square feet. The COW meeting offered a visualization exercise demonstrating the potential of 1,000-1210 square feet of land area per dwelling unit and participants discussed possible modification of the code to permit an as-right density equivalent to 36 d.u./acre (1,210 SF/d.u.), while preserving the right of developers to request limited increases above this as right figure under a Planned Development in appropriate circumstances such as direct TOD locations. The applicant's proposed density aligns with these figures when considering the residential units permitted within the combined acreage of the Planned Development.

The discussion on density and height remains ongoing, and staff anticipates bringing forward formal amendment to the code to address these items in the near future in alignment with the COW discussion.

**Attainable Housing:**

It is understood from the reference in the originally submitted Fiscal Impact Analysis that the applicant is proposing to pay a fee-in-lieu of providing actual attainable apartment units. Staff supports the fee-in-lieu proposal which will be incorporated into the Development Agreement at the time of final plan consideration by the Village Board.

**ENGINEERING DIVISION COMMENTS:**

1. **Declaration of CCRs** – Prior to final plat approval by the Village Board, a draft Declaration of CCRs shall be provided for staff review and approval. The Declaration will need to include provisions for the following items:

- a. Clarify all ‘common areas’ for which separate property owners (or an association of property owners) will have a share of maintenance responsibility, e.g. the common access road, shared parking, etc.
  - b. Clarify the responsible party for all elements of the stormwater management improvements, and the approved stormwater management maintenance plan should be included as an exhibit to the Declaration.
2. **Final Plat** – The following comments on the proposed subdivision plat shall be addressed for staff review and approval:
- a. A stormwater management covenant / easement is required over the proposed stormwater management facilities, including detention and conveyance. It is recommended that this be a blanket stormwater management easement over all areas of Lots 1, 2, and 3 which are outside a building footprint. In the case of Lot 2, the easement could omit the entire eastern portion of the parcel where a building would be located.
  - b. Provisions shall be provided for the required stormwater management covenant / easement. Staff can provide the preferred provisions language.
  - c. Staff has identified a preferred / recommended water main alignment to the east of the new apartment building, in order to resolve a number of conflicts and considerations. Details are outlined in the Supplemental Review Memorandum. Presuming the water main alignment is shifted accordingly, the watermain easement limits shall be revised to accommodate it.
  - d. The water main easement should be extended 15’ wide over any fire hydrant lead to at least 7.5’ beyond the hydrant location.
  - e. Provisions shall be shown for the Watermain Easement. Staff can provide the preferred provisions language
  - f. Add provisions for the Access Easement.
  - g. Provide revised provisions for the Public Utility Easement. Staff notes that the Public Utility Easement provisions appear to be written for a condominium development, and it’s unclear if all of the language is appropriate for this subdivision. Also, the provisions specify ComEd & AT&T as grantees and may not allow for other providers. Staff can provide suggested provisions language.
  - h. Remove the Nicor Gas Easement provisions. Nicor does not provide service in the Village of Libertyville. Easement rights for North Shore Gas can be granted within the Public Utility easement provisions.
  - i. Provide a copy of all document numbers referenced on the Final Plat for Village review and records.
  - j. The plat shall be revised to address the above comments, and the revised plat shall be submitted for staff review and approval.
3. **IDOT Access Point at Milwaukee Ave** – At the time of the request for Preliminary Plat approval, the applicant indicated that that “IDOT has approved the design and concept in principle... and we expect full approval forthcoming.” Staff acknowledges that IDOT issued a letter dated 1/16/2025 indicating their concurrence with the conversion of the existing full access on Milwaukee Avenue to a right-in/right-out access drive. This letter also requested turning movement diagrams for review prior to IDOT plan approval. While the applicant has not submitted an IDOT review update since Village approval of the

Preliminary Plat, staff agrees that Village approval of the Final Plat can proceed subject to the conditions stated in this report. It should be noted that, if IDOT requires any subsequent revisions to the geometric plan for the Milwaukee Avenue access, this could require a repeat of Village development review process. Additionally, IDOT execution of the Final Plat of Subdivision is required before the Village will execute the Final Plat.

4. **License Agreement** – A License Agreement is required to authorize the proposed private improvements within the Village-owned property along the east side of the Metra Lot access drive. The private improvements include the ‘U’ access drive, lighting, landscaping, etc. Prior to final plat approval by the Village Board, the Developer shall execute, or provide verification of its intent to execute, a License Agreement in a form acceptable to Village staff.
5. **Development Agreement** – A Development Agreement is required for the proposed development. Prior to final plat approval by the Village Board, The Developer shall execute, or provide verification of its intent to execute, a Development Agreement in a form acceptable to Village staff.
6. **Environmental Site Assessments** – Since the Preliminary Plat approval, staff has received a “NFR Status Update” letter dated 4/29/2025, prepared by Amereco, Inc., and a preliminary request for groundwater use restriction ordinance dated 6/18/2025, prepared by Schrack Environmental Consulting, Inc. Staff understands that the applicant and/or property owner is still in correspondence with IEPA regarding the proposed No Further Remediation (NFR) letter and will be providing further information about the limits of the requested groundwater use restriction. Please copy Village staff on correspondence with IEPA, and continue to provide updated documentation of the environmental site assessments as it becomes available.

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

Regarding **PC 25-19**, Staff recommends **APPROVAL** for a Planned Development Final Plan in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street, subject to the following conditions:

1. That the following items shall be addressed prior to final plat / plan approvals by the Village Board:
  - a. A draft Declaration of CCRs shall be provided for staff review and approval. The Declaration will need to include provisions addressing the comments within the DRC Staff Report dated October 24, 2025.
  - b. The plat of subdivision shall be revised to address comments within the DRC Report dated October 24, 2025, and the revised plat shall be submitted for staff review and approval.
  - c. The Developer shall execute, or provide verification of its intent to execute, a Development Agreement in a form acceptable to Village staff.

- d. The Developer shall execute, or provide verification of its intent to execute, a License Agreement in a form acceptable to Village staff.
2. That the following items shall be addressed prior to Village execution of the Final Plat:
  - a. Illinois Department of Transportation (IDOT) shall have executed the Final Plat.
3. That the following items shall be addressed prior to issuance of a site development permit:
  - a. Submittal documents shall be revised to address comments within the Supplemental Review Memorandum dated 10/21/2025, and the revised documents shall be submitted for staff review and approval.
4. That any proposed future development of Lot 2 with a use that is permitted in the C-1 District and that complies with all applicable Village Code and Zoning requirements (including, without limitation, the provision of the minimum number of off-street parking spaces either on Lot 2 alone or in combination between Lot 2 and the allocated spaces on Lot 3) will not require an amendment to the Final Plan; provided, however, that any future development of Lot 2 that requires special use permits, additional deviations from the Zoning Code, or other relief from the Zoning Code may be approved only pursuant to an amendment to the Final Plan in accordance with the Zoning Code.

Regarding **PC 25-20**, Staff recommends **APPROVAL** for a Final Plat of Subdivision in order to develop a four-story multi-family residential facility for property located in the C-1 Downtown Core Commercial District at 725-747 North Milwaukee Avenue and 126-140 Lake Street, subject to the following conditions:

1. That the following item shall be addressed prior to final plat / plan approvals by the Village Board:
  - a. A draft Declaration of CCRs shall be provided for staff review and approval. The Declaration will need to include provisions addressing the comments within the DRC Staff Report dated October 24, 2025.
  - b. The plat of subdivision shall be revised to address comments within the DRC Report dated October 24, 2025, and the revised plat shall be submitted for staff review and approval.
  - c. The Developer shall execute, or provide verification of its intent to execute, a Development Agreement in a form acceptable to Village staff.
  - d. The Developer shall execute, or provide verification of its intent to execute, a License Agreement in a form acceptable to Village staff.
2. That the following items shall be addressed prior to Village execution of the Final Plat:
  - a. Illinois Department of Transportation (IDOT) shall have executed the Final Plat.
3. That the following items shall be addressed prior to issuance of a site development permit:
  - a. Submittal documents shall be revised to address comments within the Supplemental Review Memorandum dated 10/21/2025, and the revised documents shall be submitted for staff review and approval.

September 15, 2025 Appearance Review Commission Meeting Minutes

**ARC 25-24 Libertyville Land, LLC**

**725-747 N. Milwaukee Avenue and 126-140 Lake Street**

**Request is for new building facades, landscaping, and lighting.**

Mr. Will Hunter, Continuum, and Mr. Jay Keller, Space Architects, presented the proposal for new building facades, landscaping, and lighting at 725-747 N. Milwaukee Avenue and 126-140 Lake Street. Mr. Hunter explained to the Commission that they are back in front of the Commission seeking final approval for their development and that they have officially closed on the property. Mr. Keller explained that they will run through all of the notable changes for the Commission to review. Mr. Keller noted the removal of a south-facing garage access on Lake Street, which had been reviewed by the Plan Commission and Village Board of Trustees. Mr. Keller also noted the dedication of new parking spaces to the development. He stated that the rendering and design of the building have not changed since the original ARC meeting and that there is no proposal for changes. Mr. Keller explained that the landscape and tree preservation plan had been revised in order to preserve additional trees and that several trees have now been marked for preservation. He further stated that lighting was revisited in discussions with the Village Engineering Division. He explained that all lighting was originally planned to be moved within property lines, but it was determined that the site did not have enough lighting on the west side. Ultimately, more lighting was added along the public right-of-way to benefit wayfinding and safety while still meeting footcandle requirements of the Zoning Code.

Chair Pro-tem Kollman asked to see which trees are being preserved on the landscape plan. Mr. Keller noted that the shaded trees are the ones marked for preservation.

Mr. Richardson noted that several trees were also removed from the proposed planting list for practicality and visibility reasons. Mr. Keller confirmed that trees were removed along the perimeter to reduce congestion.

Chair Pro-tem Kollman asked about the proposed wayfinding lighting. Mr. Keller indicated all of the new locations of lighting, specifically along the Brainerd sidewalk and Lake Street sidewalk as well as a few other areas.

Chair Pro-tem Kollman asked what these lights will look like. Mr. Keller noted that the lights along Lake Street are traditional light poles similar to Village lights, but the lights along Brainerd are more modern bollard fixtures. He explained that he was concerned about tall light poles impeding visibility of the building along Brainerd.

Mr. Richardson showed the different types of light fixtures proposed and asked if part of the reason for the decision was because of the existing Village street lighting along Brainerd Avenue and the absence of street lighting along Lake Street.

Chair Pro-tem Kollman asked Mr. Richardson if the light poles are similar to the Village standard. Mr. Richardson confirmed.

Commissioner Neuendank noted the bollard fixtures that staff has requested to be changed to match or mimic Village bollards. Mr. Keller stated that he is happy to change the fixtures to match Village bollards.

Commissioner Neuendank noted a comment about a lack of lighting at the drop-off drive access.

Mr. Keller stated that he could walk through each staff comment and address them. The Commission stated that he should.

Mr. Keller noted a comment regarding a two-foot setback from the sidewalk for safety and maintenance. He explained that this can be indicated on a revised plan.

Mr. Keller noted a comment regarding the request for the bollard fixture along the public right-of-way to match or mimic the Village bollard standard. Mr. Keller stated that they will submit a new bollard design for Brainerd.

Mr. Keller noted a comment regarding footcandle requirements and explained that the lighting designer measured the footcandle to the west side of the sidewalk. Mr. Richardson stated that footcandles should max out at the centerline of the sidewalk or at least in that range, with no more than one-half footcandle going past the west side.

Mr. Keller noted a comment regarding a lack of lighting at the drop-off drive access. He said that the lighting designer recommended three additional bollards around the drop-off drive access, which they can provide in a revised drawing. Mr. Richardson stated that this would be a good condition for this meeting.

Mr. Keller noted a comment regarding a request to reduce the amount of trees in the northwest corner of the parkway. He said that the landscaping designer has no problem meeting this request and will reflect it on a revised drawing.

Chair Pro-tem Kollman asked for clarification on the location of the property lines. Mr. Keller stated that the Village is treating the sidewalk as the property line for the sake of the development and that everything on Village property will be subject to license agreements with the Village. Mr. Richardson showed the location of Village property.

Commissioner Neuendank asked about the two-foot setback from the right-of-way. Mr. Richardson stated that the two-foot setback shall be clearance from the sidewalk.

Chair Pro-tem Kollman asked about cycling policy on the sidewalk. Mr. Richardson stated he would need to confirm.

Commissioner Neuendank asked for clarification that the ARC is currently reviewing and making comments on the landscape plan, lighting plan, and tree preservation plan. Mr. Richardson concurred, noting that these are the items that have had changes and are in the purview of the ARC.

Commissioner Neuendank asked if these staff comments would be addressed at the time of permit application. Mr. Richardson explained that staff would like to see several of these comments as

ARC conditions of recommendation, and he noted these to the Commission. He further stated that tree replacement policy can be outlined in the development agreement.

Commissioner Enochs asked for Commissioner Neuendank's opinions. Commissioner Neuendank stated that he agrees with all of the staff comments. Commissioner Enochs then asked Mr. Richardson for guidance on phrasing the conditions.

Commissioner Neuendank mentioned that he thinks all bollards should match the Village standard and not only the ones along the public right-of-way. Chair Pro-tem Kollman and the Commission agreed. The Commission discussed this with Mr. Keller, noting that the bollards visible to the public and along walkways used by the public should match the Village standard. Mr. Keller pointed out that the eastern walkway and the drop-off walkway could use the Village style bollard. Commissioner Neuendank explained that he would like to see Village style bollards everywhere off the footprint of the building and that lighting within the footprint could still utilize the proposed Drago Side bollard. Mr. Keller asked for confirmation on areas where the different bollard styles would apply. Commissioner Flader noted that it would be appropriate for the entrance drive on the west side to use the Village style bollards. Chair Pro-tem Kollman stated that this would tie into the streetscape nicely.

*Commissioner Neuendank made a motion, seconded by Commissioner Enochs, to recommend the Plan Commission/Zoning Board of Appeals approve the application for new building facades, landscaping, and lighting at 725-747 N. Milwaukee Avenue and 126-140 Lake Street, subject to the following conditions:*

- 1. The proposed bollards outside the building footprint shall be revised to a style that matches or mimics the Village bollard standard present in the downtown.*
- 2. The Sunburst Honey Locust tree highlighted in the staff report shall be removed and the spacing of the remaining trees adjusted inwards.*
- 3. The proposed bollards along the Brainerd Avenue public right-of-way shall be set back to provide a two-foot clearance.*
- 4. The light output of the proposed bollards shall not exceed one-half (0.5) footcandle at the western edge of the Brainerd sidewalk.*
- 5. Three additional bollards matching the Village standard shall be added to the drop-off drive access on the west side of the development.*
- 6. Final tree species and placement may be subject to modification based on the Village Arborist's review prior to permit application.*

*Motion carried 6 - 0.*



## SUPPLEMENTAL REVIEW MEMORANDUM

**To:** Applicant, Libertyville Land, LLC

**Date:** October 21, 2025

**Subject:** **126-140 Lake St & 731 N Milwaukee Ave – Proposed Mixed Use Development Request for Planned Development Final Plan**

**Prepared By:** Village Staff

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**This Memorandum is supplemental to the **Development Review Committee (DRC) Staff Report dated October 24, 2025**. Please refer to the DRC staff report for comments that should be addressed as soon as possible for further review, in connection with the current request for Final Plat and Plan approval.**

The comments in this memorandum are being provided to summarize items that were noted by Village staff which do not necessarily need to be addressed prior to Final Plat or Plan approval, but which will require attention **prior to construction permit approvals** for the potential development. These comments are provided for the Applicant's reference at this time and should be considered supplemental to comments within the DRC staff report referenced above. Comments included within this Memorandum are considered items that would not have a direct impact on the actions currently requested from the Plan Commission or the Village Board, but they will need to be addressed as the project advances.

The provision of this Memorandum or any specific comment herein shall not be construed as an assumption of positive recommendations and/or approvals from Staff or any Village Boards or Commissions. Subsequent permit issuances are subject to obtaining proper Village Board approvals as may be required.

This Memorandum is not intended as a comprehensive review of the construction documents. Additional review comments should also be anticipated at time of future submittals.

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### **ENGINEERING DIVISION**

1. **Stormwater Detention** – The proposed plans indicate that an underground stormwater detention system would be located under the parking lot north of the building.

Comment Update: Attached is an updated preliminary engineering review letter, last revised 10/21/2025, prepared by the Village's WDO Enforcement Officer (Scott Griffith, Kimley-Horn and Associates, Inc.) As indicated therein, final engineering plans will require review and approval, and additional comments should be anticipated during final submittals.

- a. *(Previous Comment) This comment remains to be addressed during final review. Sheet 13.1 of the civil plan set shows that fire truck access would occur through the parking lot that is to be constructed over the proposed underground detention. Design documents will need to demonstrate that the underground detention product will structurally support the proposed heavy traffic loading (which may also include garbage trucks, moving trucks, etc.).*

Comment Update: The response indicates that the detention vault shop drawings will be signed and sealed by a structural engineer. This comment remains to be addressed accordingly.

Additional Comments:

- b. The submittal does not clarify where volume reduction is provided with respect to the detention outlet inverts. This information remains to be provided for verification of conformance with the ordinance requirements, and it's anticipated that the detention vault shop drawings will be needed as part of the verification.
- c. Required volume reduction figures are incomplete and need to be corrected / clarified within the Detention Summary tables.

2. **Public Watermain** – With regard to the looped public watermain system required for this development, the following comments should be addressed for further review:

- a. *(Previous Comment) Final route and layout of proposed watermain will need to be reviewed and approved during final engineering review. It was noted that the proposed alignment along the west side of the building (directly coinciding with the existing 4" pipe) is unlikely to be feasible, as the 4" water line should remain in service during the new pipe installation. The plans will also need to show the ultimate abandonment of the existing 4" connection in Lake Street. Additional comments should be anticipated during final engineering review.*

Comment Update: The response indicates that the new water main has been moved away from the existing 4" pipe. Upon further review, adjustment to the new water main alignment should be made so that the public water main is within the "public parkway" between the new sidewalk and the curb. A markup exhibit is attached for further reference.

Additional Comments:

- b. As stated in the Plat comments within the DRC Report, staff has identified a preferred / recommended water main alignment to the east of the new apartment building, in order to resolve a number of conflicts and considerations. The easterly terminus of the new water main should be the existing water main in Milwaukee Ave (east of Lot 3), rather than connecting to the water main in Lake St. as currently shown. A markup exhibit is attached for further reference. The preferred alignment provides a number of benefits, including:
- Length of new water main installation is reduced.
  - The current proposed alignment does not provide a clearly feasible connection point for the future Lot 2 building, and there would be a number of potential conflicts to resolve for that new water service connection. The preferred alignment solves this issue by providing a clear connection point that is close to the building site and would have minimal conflict with other existing and proposed improvements.

- Public water main through the garden path area (as currently shown) would be significantly less accessible and more difficult to maintain than water main under the parking area (as in the preferred alignment).
- The water main location in the garden path area presents a conflict with proposed storm sewer (pushing it westward), so that runoff from a significant portion of this area is uncaptured and storm sewer basins are in conflict with the walking path. The preferred water main alignment eliminates this conflict and allows storm sewer to be situated in a more appropriate location east of the apartment building.

c. In accordance with comment b. above, the water main connection in Milwaukee Avenue would also need to be shown on all drawing submittals to IDOT.

3. **Traffic & Parking** – *(Previous Comment) The applicant has provided a Traffic Impact Study (TIS) Addendum and Parking Evaluation prepared by KLOA. While there is general concurrence with the approach, the comments within the Technical Memorandum dated 3/19/2025, prepared by Civiltech, Inc. should be addressed. This includes preparing a finalized version of the TIS including revised traffic analyses.*

Comment Update: An updated TIS dated 9/4/2025 has been submitted. The comments within the Technical Memorandum dated 9/18/2025, prepared by Civiltech, Inc. should be addressed.

4. **Existing Water and Sewer Services** - This comment has been updated from the previous review and appears to be partially addressed. The following items are noted at this time:

a. *(Previous Comment) Existing water and sewer connections are now shown within Milwaukee Avenue. The plans show abandonment of the water service and reuse of the sanitary service. However, it's anticipated that both water and sewer would need to be abandoned. Per LMC 25-101, all new residential and commercial structures constructed on lots with an existing sanitary sewer service shall remove and plug said existing service if it consists of vitrified clay pipe, or if sags, root intrusion, or other evidence of infiltration are present in the service. The new service shall be PVC SDR 26 pipe with gasket joints or Ductile Iron Class 52 pipe, include a new wye connection, and extend to the structure."*

Comment Update: The response indicates the Applicant's intention is to reuse or replace the sanitary service in its existing location. This is not preferred for new construction if an alternative connection point is available outside the State roadway; however, it is acknowledged there may not be another option. Staff also notes that the current proposal does not include building construction on Lot 2, and it's unknown when and by whom a construction application would be submitted. Presuming this is the only feasible connection location, the permit submittals to the Village and IDOT need to show that a new service stub will be installed, so that service installation work will be authorized to proceed as part of this project. The IDOT permit drawings should reflect the full scope of work that may be necessary in the State ROW and shall not assume reuse of the existing sanitary service.

b. *(Previous Comment) Per the above comment, the Applicant should anticipate that sanitary abandonment work would be required as part of the permit request to IDOT. Further review of this item should be anticipated at the time of final engineering submittals.*

Comment Update: The comment was acknowledged in the response and remains to be addressed. The drawing submittal to IDOT needs to show either (i) installation of a new service stub in the existing location, per comment a. above; or (ii) permanent abandonment

of the existing sanitary connection if an alternative connection point is identified and approved.

- c. *(Previous Comment) It should be clarified how the existing water and sewer service locations were verified. Final plans will need to specify that additional field investigation would be required, as needed to verify locations of all existing services which would need to be properly abandoned.*

Comment Update: A note has been added to Sheet 3 stating that existing services are to be field located using private locate company. It should be noted that the contractor is responsible to perform any additional field-verification measures needed to properly abandon existing services.

5. **Grading & Drainage** – Staff has identified a number of concerns and comments with the proposed grading & drainage plan, and the following items should not be considered a comprehensive checklist:

- a. Storm sewer on the west and east side of the apartment building should be relocated to capture overland runoff closer to the development boundary. Revisions to the water main alignment per comment 2b above would allow for storm sewer to be shifted eastward in the garden path area. On the west side, storm sewer should capture pavement runoff before it sheds over the new public sidewalk.
- b. All storm structures should be situated so they are not located within pedestrian walkways.
- c. Revise the grading for the parking lot north of the apartment building so that no storm structures need to be situated within the water main easement. Show all spot elevations and contours as needed to clarify the proposed grading of this parking lot.
- d. As currently proposed, it appears that the east end of the access drive and shared parking in Lot 3 is below the HWL of the east watershed and would have ponding that spills to Milwaukee Avenue at an elevation that is 0.03' below the system overflow.
- e. Show the location, size, and material of all roof drain collector pipe.
- f. Throughout all pavement areas, show additional spot elevations and proposed 1' contours. Include break lines and arrows to denote drainage summits and flow directions. Clarify if the new private roadway is to be crowned.
- g. Show storm structure rim elevations on the grading plans.
- h. Show the pipe size and material information for all proposed water, sanitary, and storm lines on the utility plan.
- i. Show all storm sewer rims and inverts on the utility plan.
- j. Show additional spot elevations for adjacent grades along the entire building perimeter.
- k. Concept final grading (1' contours and spot elevations) should be shown for Lot 2
- l. As currently shown, the garden path is designed with maximum running slope at 5%. It is strongly recommended that all proposed walkways be designed with running and cross-slopes that allow for construction tolerances. Please be aware that any new installations that are found to exceed maximum allowable running or cross slopes would need to be removed and replaced to achieve compliance.
- m. Show all spot elevations and slopes needed to demonstrate ADA compliance for pedestrian walkways.
- n. Provide landings at the top and bottom of all sidewalk ramps.
- o. Label the slopes of all driveway aprons off the "Brainerd Avenue" access drive.
- p. The designer should explore redesign of the 'U' drive access to provide reduced slopes and less severe slope transitions. Staff has concerns with the slopes as shown for a public access dropoff lane (i.e. the transition from 'Brainerd Ave' to an 8% apron, then sidewalk with max 2% cross-slope, then a private driveway sloped at 8% or 5.33%).

6. **Geometric Plan** – Staff has identified concerns and comments with the proposed geometric plan, including:
  - a. Please review the geometry of the proposed vehicular access from the Lot 3 roadway to the apartment building east entrance. As shown on the civil plans, the width would be just over 17 feet, and staff has concerns that this would be too narrow for inbound and outbound vehicles encountering each other in this location, particularly due to the curve. The designer should consider modifications such as tapering to increase the width of the access throughout its length (not just the apron). The designer could also consider shifting the adjacent walkway to become a carriage walk, to allow more flexibility in configuring the apron.
  - b. Please review the location and number of required ADA parking stalls with Building Division staff. It's unclear if the accessible stall shown at the west end of the Lot 3 parking should be removed or relocated.
  - c. The designer should verify that all parking space and aisle dimensions conform with Zoning Code minimum requirements.
  
7. *(Previous Comment) This comment remains to be addressed during final review. Based on the proposed plans, the project results in a hydrologic disturbance of 5,000 sq. ft. or greater. Therefore a Watershed Development Permit application will be required along with all corresponding supporting documents (i.e. final engineering plans, stormwater calculations, cost estimates, etc.).*  
**Comment Update:** This comment was acknowledged in the response and remains to be addressed.
  
8. *(Previous Comment) This comment remains to be addressed during final review. Based on the information submitted, permits from the following outside agencies will be required:*
  - a. IDOT Highway / Utility Permit
  - b. IEPA Sanitary Construction Permit
  - c. IEPA Water Construction and Operating Permit
  - d. IEPA NPDES Permit (for construction disturbance greater than 1 acre)**Comment Update:** This comment was acknowledged in the response and remains to be addressed.
  
9. *(Previous Comment) This comment remains to be addressed during final review. The final Architectural floor plans and Plumbing drawings will need to be provided for review to the Lake County Public Works Department (LCPW). The Applicant is required to provide information to LCPW to determine the amount of any applicable Lake County Sanitary Connection Fee for the redevelopment of these parcels. The Applicant may contact LCPW directly at 847.377.7500.*  
**Comment Update:** This comment was acknowledged in the response and remains to be addressed.
  
10. These comments are based on the nature of the submittal documents, and additional comments should be anticipated in response to subsequent submittals.

## **PLANNING DIVISION**

1. Bollards:
  - a. The proposed bollards outside the building footprint shall be revised to a style that matches or mimics the Village bollard standard present in the downtown, as determined by the Village Engineer.
  - b. The proposed bollards along the Brainerd Avenue public right-of-way shall be set back to provide a two-foot clearance.
  - c. The light output of the proposed bollards shall not exceed one-half (0.5) footcandle at the western edge of the Brainerd sidewalk.

- d. Three additional bollards matching the Village standard shall be added to the drop-off drive access on the west side of the development.
2. Landscaping:
    - a. The Sunburst Honey Locust tree highlighted in the ARC staff report shall be removed and the spacing of the remaining trees adjusted inwards.
    - b. Final tree species and placement may be subject to modification based on the Village Arborist's review prior to permit application.

## **BUILDING DIVISION**

1. Please be reminded that at time of building permit, submitted plans shall be designed so as to address Illinois Public Act 103-0053 regarding rough-in ready EV charging parking areas.

Lake & Brainard, Libertyville, IL  
Date: 2.25.25

	Existing		Proposed	
	Sq. Ft.	Acres	Sq. Ft.	Acres
Total Site Area	96,062	2.205		
Lot area Excluding ROW	94,667	2.173		
Project Area of Site	94,667	2.173		
Building (Included Bsm't.)	0	0.000	37,791	0.868
Walks, Decks, Patio	0	0.000	7,676	0.176
Access & Parking	0	0.000	26,535	0.609
Impervious Area	0	0.000	72,002	1.653
Pervious Area	0	0.000	22,665	0.520
Disturbed area of Site	2,173	Ac.		
Increase in Impervious Area	1,653			

**BEST MANAGEMENT PRACTICES**  
(West Watershed Area)

Impervious Area (Net New)	51,053 s.f.		
<b>VOLUME REDUCTION BEST MANAGEMENT PRACTICES</b>			
Volume Control Requirements	1.1	Inches Rainfall	
Volume Control Storage Required	4,650	Cu. Ft.	
<b>PROPOSED</b>			
Size of the Infiltration Vault*	5259	Cu. Ft.	
V = 6500X1.00	5259		
Proposed Volume	5,259		
Total Volume Reduction Storage Provided =	5,259	Cu. Ft.	

**Release Rate Calculation (Qr) and Restrictor Sizing Calculation**  
(WEST WATERSHED AREA)

**RELEASE RATE CALCULATION**

Watershed A	=	1.584	Ac.
Release Rate	=	0.150	CFS/AC.
Release Rate	=	0.238	CFS

**RESTRICTOR SIZE CALCULATION**

Orifice Design		Det. HWL =	697.00
Require Q =	0.238 cfs	Orifice Invert:	691.00
Cd =	0.61	Orifice Cent.	691.08
Max. Head =	5.92		
Orifice Area:	0.0197		
Calculated Max. Restrictor Discharge:			0.235
<b>Restrictor Diameter =</b>	<b>1.9 inches</b>		

**USE 2" PLATE RESTRICTOR**

**BEST MANAGEMENT PRACTICES**  
(East Watershed Area)

Impervious Area (Net New)	20,949 s.f.		
<b>VOLUME REDUCTION BEST MANAGEMENT PRACTICES</b>			
Volume Control Requirements	1.1	Inches Rainfall	
Volume Control Storage Required	1,920	Cu. Ft.	
<b>PROPOSED</b>			
Size of the Infiltration Vault*	5259	Cu. Ft.	
V = 4600X0.5	2630		
Proposed Volume	2,630		
Total Volume Reduction Storage Provided =	2,630	Cu. Ft.	

**Release Rate Calculation (Qr) and Restrictor Sizing Calculation**  
(EAST WATERSHED AREA)

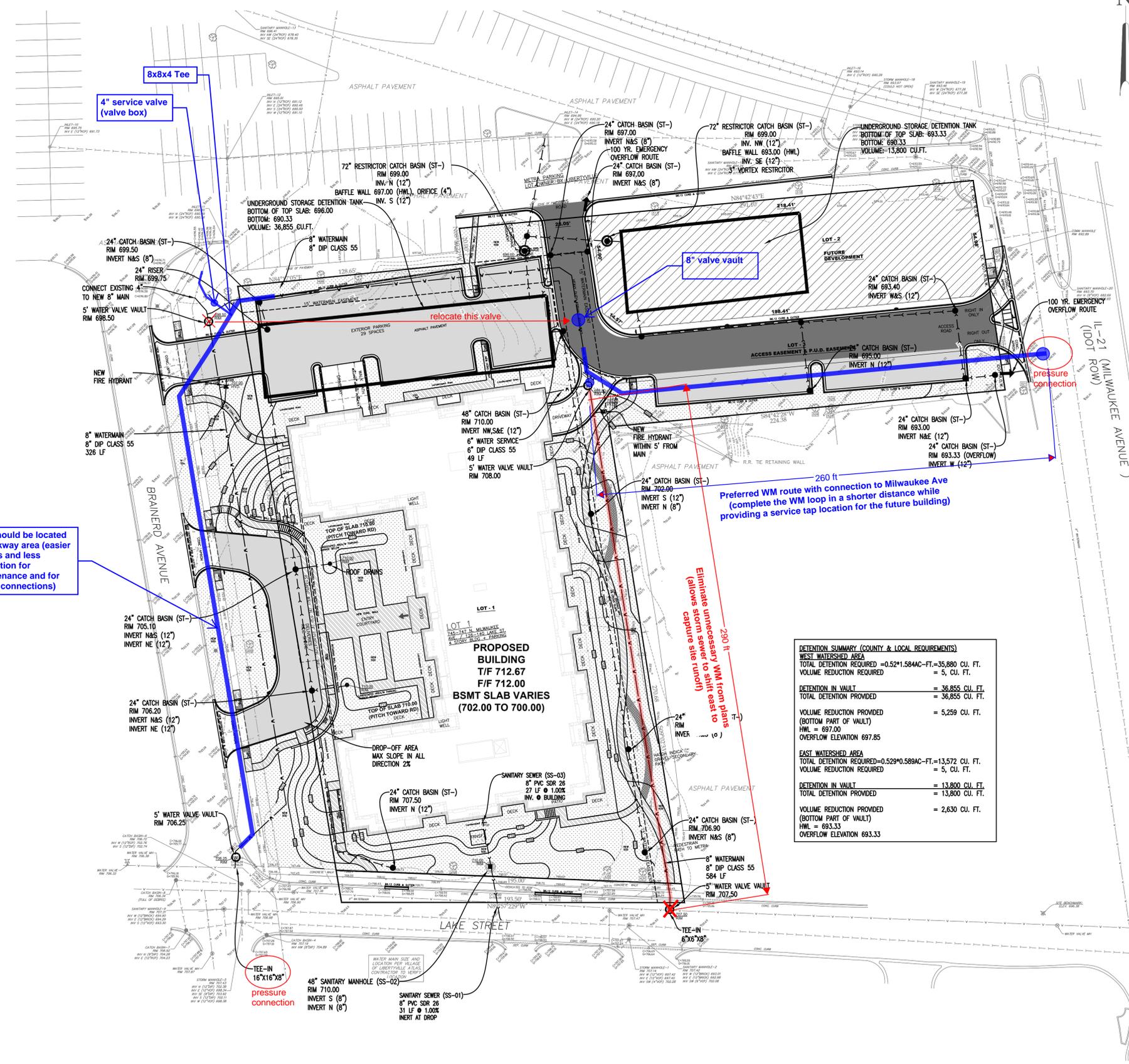
**RELEASE RATE CALCULATION**

Area of Site	=	0.589	Ac.
Release Rate	=	0.150	CFS/AC.
Release Rate	=	0.088	CFS

**RESTRICTOR SIZE CALCULATION**

Orifice Design		Det. HWL =	693.00
Require Q =	0.088 cfs	Orifice Invert:	691.00
Cd =	0.61	Orifice Cent.	691.06
Max. Head =	1.94		
Orifice Area:	0.0123		
Calculated Max. Restrictor Discharge:			0.084
<b>Restrictor Diameter =</b>	<b>1.5 inches</b>		

**USE 3" VORTEX RESTRICTOR**



**DETENTION SUMMARY (COUNTY & LOCAL REQUIREMENTS)**

<b>WEST WATERSHED AREA</b>	
TOTAL DETENTION REQUIRED =	0.52*1.584AC-FT.=35,880 CU. FT.
VOLUME REDUCTION PROVIDED =	5,259 CU. FT.
TOTAL DETENTION PROVIDED =	36,855 CU. FT.
<b>DETENTION IN VAULT</b>	
TOTAL DETENTION PROVIDED =	36,855 CU. FT.
<b>VOLUME REDUCTION PROVIDED</b>	
(BOTTOM PART OF VAULT)	= 5,259 CU. FT.
HWL =	697.00
OVERFLOW ELEVATION	697.85
<b>EAST WATERSHED AREA</b>	
TOTAL DETENTION REQUIRED=	0.52*0.589AC-FT.=13,572 CU. FT.
VOLUME REDUCTION PROVIDED =	2,630 CU. FT.
TOTAL DETENTION PROVIDED =	13,800 CU. FT.
<b>DETENTION IN VAULT</b>	
TOTAL DETENTION PROVIDED =	13,800 CU. FT.
<b>VOLUME REDUCTION PROVIDED</b>	
(BOTTOM PART OF VAULT)	= 2,630 CU. FT.
HWL =	693.33
OVERFLOW ELEVATION	693.33

- UTILITY NOTES:**
- ALL UTILITY DIMENSIONS ARE TO CENTER OF PIPE OR CENTER OF STRUCTURE UNLESS OTHERWISE NOTED.
  - BUILDING DIMENSIONS AND ADJACENT UTILITY LAYOUT HAVE BEEN PREPARED BASED UPON ARCHITECTURAL INFORMATION CURRENT AT THE DATE OF THIS DRAWING. SUBSEQUENT ARCHITECTURAL CHANGES MAY EXIST. THEREFORE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS AND NOTIFY THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
  - THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (1-800-892-0123) PRIOR TO ANY WORK TO LOCATE UTILITIES AND SHALL CONTACT THE OWNER SHOULD UTILITIES APPEAR TO BE IN CONFLICT WITH THE PROPOSED IMPROVEMENT.
  - ROUTING OF GAS, ELECTRIC AND TELEPHONE SERVICES IF SHOWN ARE APPROXIMATE ONLY AND SUBJECT TO CHANGE BASED UPON FINAL REVIEW AND APPROVAL BY RESPECTIVE UTILITY COMPANIES AND OWNER. CONTRACTOR SHALL CONTACT EACH UTILITY COMPANY AND COORDINATE FINAL LOCATIONS FOR ALL UTILITY SERVICES PRIOR TO START OF CONSTRUCTION.
  - CONTRACTOR SHALL EXCAVATE AND VERIFY ALL EXISTING SEWER OR WATER MAIN LOCATIONS, SIZES, CONDITIONS & ELEVATIONS AT PROPOSED POINTS OF CONNECTION AND CROSSINGS PRIOR TO ANY UNDERGROUND CONSTRUCTION AND NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS.
  - LIGHTING AND UNDERGROUND CABLE IF SHOWN ON PLANS ARE FOR APPROXIMATE LOCATION ONLY. REFER TO ARCHITECTURAL PLANS FOR SPECIFICATIONS AND DETAILS.
  - THE CONTRACTOR SHALL ADJUST RIM ELEVATIONS OF ALL EXISTING STRUCTURES TO PROPOSED FINISH GRADES.
  - CONTRACTOR TO VERIFY LOCATION, SIZES, AND ELEVATION OF ALL BUILDING SERVICE LOCATIONS WITH ARCHITECTURAL PLANS.
  - AT LOCATIONS WHERE WATER MAIN CROSSES BENEATH OR LESS THAN 18" ABOVE A SEWER, PROVIDE WATER MAIN PROTECTION PER STANDARD SPECIFICATIONS FOR SEWER AND WATER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION.
  - ELEVATIONS GIVEN FOR STORM SEWER STRUCTURES LOCATED IN CURB LINE ARE PAVEMENT ELEVATIONS.
  - ALL WATER MAIN SHALL BE 5'-6" BELOW FINISHED GRADE TO TOP OF MAINS UNLESS NOTED OTHERWISE.
  - ALL EXISTING UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT ELEVATION OR LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES.
  - ALL SANITARY AND STORM SEWER LENGTHS SHOWN ARE CENTER OF MANHOLE TO CENTER OF MANHOLE OR STORM MANHOLE TO FES.
  - PROVIDE CONCRETE COLLAR AT ALL NEW STORM STRUCTURE IN PAVEMENT, NOT ADJACENT TO CURB. SEE CONCRETE COLLAR DETAIL ON DETAIL SHEET.
  - CONTRACTOR SHALL CORE AND BOOT ALL PIPE ENTRANCES TO SANITARY MANHOLES.
  - EXTERNAL CHIMNEY SEALS ARE REQUIRED ON PROPOSED AND ADJUSTED EXISTING SANITARY MANHOLES.
  - SOME EXISTING ITEMS TO BE REMOVED HAVE BEEN DELETED FROM THIS PLAN FOR CLARITY. SEE DEMOLITION PLAN FOR ITEMS DELETED.
  - ALL STORM MANHOLES IN PAVEMENT SHALL BE OPEN LID UNLESS OTHERWISE NOTED.
  - ALL UNDERGROUND IMPROVEMENTS SHALL BE CONSTRUCTED AND TESTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS. IN THE EVENT OF CONFLICTING GUIDELINES, THE MORE RESTRICTIVE SHALL GOVERN.

**PROPOSED UTILITY PLAN**

**OVERALL SITE**  
MULTI-FAMILY BUILDING  
745-747 N. MILWAUKEE AVE / 126-140 LAKE ST.,  
LIBERTYVILLE, LAKE COUNTY, IL

**BCI**  
BONO CONSULTING  
CIVIL ENGINEERS  
A Sewer & Water Engineers company  
1918 BUSSE HIGHWAY  
PARK RIDGE, IL 60068  
Phone: 707.929.5016 Fax: 207.859.5692  
www.bonocounting.com  
bbono@bonocounting.com  
DESIGN FIRM NO. 118-00000-0002

**SME**  
SEALE & MAHER  
ENGINEERS  
ENVIRONMENTAL-CIVIL-GEOTECHNICAL WATER COMPLIANCE  
4 Blanchard Road, PO Box 85A, Cumberland, Maine 04021  
Phone: 207.529.5016 Fax: 207.859.5692  
www.smeinc.com

**REVISIONS**

NO.	DATE	DESCRIPTION
1	10-09-2024	PRELIMINARY PLAN
2	10-27-2024	PRELIMINARY PLAN SUPPLEMENTAL SUBMISSION
3	10-27-2024	FINAL PLANNED DEVELOPMENT SUBMISSION

**PROJECT STAFF**

ISSUE	PROJECT NUMBER	ENGINEER	TECHNICIAN
A	BOND P.E.	A. VEER P.E.	
B			
C			

NOT FOR CONSTRUCTION

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PROJECT NUMBER: 240973  
START DATE: AUG. 01, 2024

GRAPHIC SCALE  
30 0 30

SCALE: 1"=30'-0"

SHEET NUMBER



September 17, 2025  
REVISED October 21, 2025

Village of Libertyville  
200 East Cook Avenue  
Libertyville, IL 60048

Attention: Mr. Jeff Cooper. PE

Subject: ***Milwaukee Ave and Lake Street Multi Family Development  
Libertyville, Lake County, IL  
Preliminary Stormwater Review No. 3 and Conditional Approval***

At the request of the Village of Libertyville, Kimley – Horn and Associates, Inc. has completed a review of the above referenced project. The purpose of this review was to evaluate conformance of the proposed development with respect to the Lake County Watershed Development Ordinance (WDO) and Village adopted Appendix P.

The following item was provided for review:

- 725-747 North Milwaukee Avenue / 126-140 Lake Street, Village of Libertyville Land Use Application, Final Plan Approval – Planned Development, Dated September 8, 2025. Prepared by Libertyville Land, LLC.

We have reviewed the material provided and recommend approval with the following conditions:

1. We agree with the approach taken by the applicant engineer. The stormwater calculations provided as part of preliminary engineering accounts for future stormwater management features required as part of the overall development.
2. It should be noted that all stormwater conveyance systems should be adequately sized to convey the 100-year peak flow rate to the stormwater management basin. This can be done via overland flow routes in which all adjacent structures meet the WDO freeboard requirements or via storm sewers if tributary areas are less than the maximum 20 acres.
3. Additional comments will be provided upon review of final engineering documents.

Please do not hesitate to contact me via phone (815.529.3553) or email at [Scott.Griffith@kimley-horn.com](mailto:Scott.Griffith@kimley-horn.com) with any questions.

Sincerely,

Scott Griffith, P.E.  
Kimley-Horn and Associates, Inc.

K:\CHS\_WaterResources\168586XXX-Libertyville Reviews\NonResidential\437 - 200 LakeSt\L2.200LakeSt.10212025.docx



**Civiltech Engineering, Inc.**  
www.civiltechinc.com

Two Pierce Place, Suite 1400  
Itasca, IL 60143  
Phone: 630.773.3900  
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220  
Chicago, IL 60602  
Phone: 312.726.5910  
Fax: 312.726.5911

**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

# Technical Memorandum

**Date:** September 18, 2025

**To:** Mr. Jeff Cooper, P.E., CPESC  
Village Engineer  
Village of Libertyville

**From:** Brian R. DeSalle, P.E., PTOE  
Louis E. Pukelis, P.E.  
Civiltech Engineering, Inc.

**Re:** Mixed-Use Redevelopment  
745-47 N. Milwaukee Avenue  
126-40 Lake Street  
Review of September 4, 2025 Revised Traffic Impact Study

At the Village's request, we have reviewed the September 4, 2025 *Traffic Impact Study (TIS)* prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) for a proposed "L"-shaped mixed use redevelopment encompassing 745-47 N. Milwaukee Avenue and 126-40 Lake Street. Previously, Civiltech prepared a November 12, 2024 review of an October 8, 2024 *TIS Addendum* and March 19, 2025 reviews of the February 26, 2025 *Traffic Impact Study Addendum* and *Parking Evaluation* for this development. The proposal is currently awaiting final development plan approval.

Continuum Development, LLC proposes to redevelop the existing properties with a residential building containing 91 apartments and a 4,500 square foot sit-down restaurant. The plan provides 85 underground parking spaces, 29 surface parking spaces adjacent to the residential building, and 38 spaces adjacent to a proposed future retail/restaurant development on the northeast portion of the site, of which 18 spaces will be built along the access road to Milwaukee Avenue when the residential building is constructed. Per the final site plan dated September 9, 2025, of the 38 spaces on or adjacent to the retail/restaurant parcel, 13 will be designated for residential use. This allocation of parking results in a total of 127 residential spaces and 25 future retail/restaurant spaces for the proposed development.

We offer the following comments on the revised TIS. These should be addressed, and a written disposition should be prepared as part of the Village's final review and approval process.

## *Comments*

1. The TIS parking supply numbers on page 11 do not match the current site plan. The TIS states that there are 85 below-ground spaces and 30 surface parking spaces for the residential building (total of 115) and 18

spaces for restaurant use. The site plan shows 127 total parking spaces for the residential building (85 underground and 42 surface spaces), and 25 restaurant/retail spaces.

2. The revised TIS indicates that a parking evaluation section is provided within the memo, but this section is missing. Given that the number of residential parking spaces has changed from the *Parking Evaluation* memo, this discussion should be included somewhere in the TIS.
3. The proposed number of parking spaces for the residential portion of the site is 127, which is 42 spaces less than the Village code requirement of 169 spaces. This results in a supply ratio of nearly 1.4 spaces/unit. Based on the data provided previously in the *Parking Evaluation* memo dated February 26, 2025, the reduced number of parking spaces proposed by the development is reasonable given the proximity to the Metra station and the proposed parking approved for similar developments in surrounding communities.
4. The proposed site plan shows 38 total parking spaces adjacent to the proposed commercial parcel, with 13 of those spaces designated for residential use. Village code requires 25 parking spaces for the proposed restaurant land use and 18 parking spaces for an equivalent retail land use, which meets the requirements for the C-1 downtown commercial core district under Exception D of Article 10 of the Zoning Code, which omits the first 1,500 square feet when calculating parking requirements. Therefore, we concur that the proposed development provides sufficient parking for either proposed commercial land use on that parcel.