

DEVELOPMENT REVIEW COMMITTEE MEMORANDUM

**VILLAGE OF LIBERTYVILLE
COMMUNITY DEVELOPMENT DEPARTMENT
325 N. MILWAUKEE AVENUE, SUITE 203
LIBERTYVILLE, ILLINOIS 60048-2090**

FROM: PLANNING DIVISION

DATE: February 19, 2026

SUBJECT: Development Review Committee (DRC) Reports for Cases Scheduled for Consideration on **Monday, February 23, 2026**

The DRC Meeting was held on **Monday, January 19, 2026**. DRC members present included:

Heather Rowe	Director of Community Development
Tony Repp	Deputy Director of Community Development
Mary Oshana	Economic Development Manager
Wil Richardson	Planner
Keith Gronke	Building Division Manager/Building Commissioner
Jeff Cooper	Deputy Director of Public Works/Village Engineer
Harrison Meyer	Senior Project Engineer
Mike Weaver	Director of Fire Prevention

Attached herewith are the DRC Reports for the following cases:

Zoning Board of Appeals

ZBA 26-02

ZBA 26-03

ZBA 26-04

ZBA 26-05

ZBA 26-06

ZBA 26-07

ZBA 26-08

Plan Commission

PC 26-03

PC 26-04

PC 26-05

PC 26-06

PC 26-07

CASE NOS.:	PC 26-03	Request for Preliminary Plat of Subdivision
	PC 26-04	Request for Site Plan Permit
	ZBA 26-02	Request for Zoning Variation for Building Height
	ZBA 26-03	Request for Zoning Variation for Parking Lot Setback
	ZBA 26-04	Request for Zoning Variation for Reduced Perimeter Landscape Open Space
	ZBA 26-05	Request is for Zoning Variation for Maximum Permitted Sign Area
	ZBA 26-06	Request is for Zoning Variation for Permitted Number of Ground Signs
	ZBA 26-07	Request is for Zoning Variation for Reduced Parking Lot Interior Landscape
	ZBA 26-08	Request is for Zoning Variation for Omission of Parking Lot Screening Requirements

DATE FILED: January 9, 2026

REQUESTED ACTION:

PC 26-03	Request is for a Preliminary Plat of Subdivision in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.
PC 26-04	Request is for a Site Plan Permit in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.
ZBA 26-02	Request is for a variation to increase the maximum building height for the principal building in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.
ZBA 26-03	Request is for a variation to reduce the required parking lot setback along Peterson Road in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.
ZBA 26-04	Request is for a variation to reduce the Perimeter Landscape Open Space requirements in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.
ZBA 26-05	Request is for a variation to increase the maximum permitted sign area for a wall sign on a new industrial building for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.
ZBA 26-06	Request is for a variation to increase the maximum permitted number of ground signs from one (1) to two (2) for a new industrial building for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.

ZBA 26-07	Request is for a variation to reduce the interior landscape requirement for a truck staging lot from 10% to 0% for a new industrial building for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.
ZBA 26-08	Request is for a variation to omit the parking lot screening requirements for a new industrial building for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.

APPLICANT INFORMATION:

Applicant: Aston Villa Land Partners LLC
 Owner: Aston Villa Land Partners LLC
 Agent: Brendan Penny, MPS Law

SITE INFORMATION:

Location: The property is commonly known as 30532-30568 N. Harris Road

Current Zoning and Land Use: I-1 Limited Industrial District
 O-2 Office, Manufacturing And Distribution Park District

Size: The subject site is located on a lot approximately 3,595,876 square feet in land area.

Surrounding Zoning:
North: O-2 Office, Manufacturing And Distribution Park District, Lake County Unincorporated AG Zoning District
South: O-2 Office, Manufacturing And Distribution Park District
East: I-1 Limited Industrial District
West: Village of Grayslake GB General Business District

Land Use Plan: Industrial / Research and Development (IRD)

Road Classification: Peterson Road is owned and maintained by the Lake County Department of Transportation (LCDOT) and is classified as an Arterial Street.
 Harris Road is currently owned and maintained by the Village of Libertyville and is classified as a local road. However, as part of this application, the applicant is requesting the Harris roadway be vacated for future use as a private roadway to serve the development.

Physical Characteristics: The site is currently developed with a single-story residential building and associated agricultural buildings.

STAFF ANALYSIS:

Background:

The petitioner, Aston Villa, LLC, is requesting various development approvals including preliminary plat of subdivision, site plan permit and zoning variations in order to create a new subdivision and construct an approximately 600,000 square foot industrial building. The future user would be Bath Concepts. Bath Concepts currently houses their corporate offices, inventory, manufacturing and distribution facilities in several locations across Libertyville. The proposed building would consolidate these various locations into one facility.

The subject property is a large area bisected by N. Harris Road. The subject property had been utilized as agricultural area. It is currently improved with a residence and various agricultural buildings. Portions of the site to the west are located within the corporate boundaries of the Village of Grayslake and are not subject to Village of Libertyville review.

The Village's Comprehensive Plan calls for these parcels to be utilized for Industrial/Research and Development uses including general industrial manufacturing and warehousing.

Project Description: Preliminary Plat of Subdivision

The applicant is proposing a subdivision of the property to create three (3) new lots of record and one (1) outlot. As part of this subdivision process, the applicant is requesting the vacation of the existing N. Harris Road right-of-way for its future use as a private roadway to serve the proposed development and any future development on the other lots proposed within the subdivision.

The applicant is currently requesting approval of a preliminary plat of subdivision. Should the preliminary plat of subdivision be approved through the development review process, the applicant would finalize the plat of subdivision and return for review of the final plat at a future date. This would include finalizing the location of various easements and other plat requirements.

Project Description: Site Plan Permit

The applicant is also requesting a Site Plan Permit. Per Section 26-16-10.2 of the Village's Zoning Code, any development over 10 acres would typically require a Site Plan Permit. The Village's Municipal Code also states that site plan permits shall not be denied unless the proposal does not meet one (1) or more of the standards listed below. It is staff's position that these standards have been met.

- (1) The application is incomplete in specified particulars or contains or reveals violations of this chapter or other applicable regulations that the applicant, after written request, has failed or refused to supply or correct.
- (2) The application has been submitted in connection with another application, the approval of which is a condition precedent to the necessity for site plan review, and the applicant has failed to secure approval of that application.
- (3) The proposed site plan fails to meet adequately specified standards required by this chapter with respect to the proposed use or development, including special use permit standards where applicable.

- (4) The proposed site plan fails to meet the policies of the village, or requirements of relevant public utilities regarding protection of, or development within or adjacent to, all easements or rights-of-way.
- (5) The proposed site plan unnecessarily or unreasonably destroys or detracts from the enjoyment of significant natural, topographical, physical or historic features of the site, including, but not limited to:
 - a. Failing to provide adequate measures to preserve existing healthy and long-lived trees wherever practically feasible;
 - b. Failing to design drainage facilities to promote the use and preservation of natural watercourse and patterns of drainage;
 - c. Failing to avoid unnecessary or unreasonable alterations to existing topography;
 - d. Failing to include adequate protection for important views and vistas as identified in adopted plans.
- (6) The proposed site plan fails to meet the Institute of Traffic Engineer's Transportation and Traffic Engineer's Handbook standards, or other village-adopted standards, for smooth and efficient traffic flow either on- or off-site or to incorporate appropriate vehicular trip reduction features such as, but not limited to, pedestrian/bicycle linkages within and between land uses, the use of traffic mitigation plans and the incorporation of elements to encourage and facilitate the use of public transportation.
- (7) The landscaping and screening of the site fails to provide adequate shielding from, or for, nearby uses or relies on the use of plant materials that are not compatible with the climate of the region and micro-climate conditions on the site.
- (8) The proposed structures or landscaping are unreasonably lacking in amenities in relation to, or are incompatible with, nearby structures and uses.
- (9) In the case of site plans submitted in connection with an application for a special use permit, the proposed site plan fails to make adequate provision for the creation or preservation of open space or for its continued maintenance.
- (10) The proposed site plan creates unreasonable drainage or erosion problems or fails to integrate the site fully and satisfactorily into the overall existing and planned drainage systems serving the village.
- (11) The proposed site plan places unwarranted or unreasonable burdens on specified utility systems serving the site or area or fails to integrate the site's utilities fully and satisfactorily into the overall existing and planned utility systems serving the village.
- (12) The proposed site plan does not provide for required public uses designated on the official map.
- (13) The proposed site plan otherwise adversely affects the public health, safety, or general welfare, or is incompatible with adjacent properties, in specified particulars.
- (14) In the case of site plans submitted for a site included within a Planned Industrial District general development plan approved pursuant to subsection 26-194(j) of the Municipal Code as it existed prior to the effective date of this chapter and deemed under subsection

26-17-6.1 to be an approved final plan pursuant to the provisions of subsection 26-16-13.4(c) of this Code, the proposed site plan does not conform to the approved general development plan as amended pursuant to subsection 26-17-16.1.

Project Description: Zoning Variations

The applicant has requested seven (7) zoning variations, as summarized below:

- **Building Height:** Applicant is requesting a variation to allow an overall building height of 51.0 feet instead of the permitted maximum building height of 45.0 feet in the I-1 zoning district. For reference, the maximum building height in the O-2 zoning district is up to 75.0 feet (with certain setback requirements). The western portion of the applicant's property proposed for subdivision is currently zoned O-2; the applicant has not indicated any intention to request a rezoning at this time. Similarly developed properties across Peterson Road are also zoned O-2, allowing the greater height permissions ([zoning map link](#)).
- **Parking Lot Setback from Peterson Road:** Applicant is requesting a variation to allow portions of the parking lot located south of the proposed building to be constructed at a setback of 41.0 feet, instead of the required setback of 50.0 feet from Peterson Road. This reduction does not extend across the entire site. While the narrowest point is at 41.0, the setback widens significantly to a point of over 80 feet to the eastern segment of the lot.
- **Perimeter Landscape Open Space Requirements along Eastern Lot Line:** The applicant is requesting a variation to allow omission of certain open space and screening elements along the eastern lot line which is adjacent to existing railroad right-of-way and currently features trees, shrubs and other natural landscaping within the railroad right-of-way. Typically, properties are required to have consistent open space and screening materials within all areas along property lines.
- **Gross Sign Area:** The applicant is requesting a zoning variation to allow the proposed wall sign to feature an overall area of 128.0 square feet instead of the maximum area of 32.0 square feet as allowed by Code. The Appearance Review Commission did not offer any objection to the area of the sign during their review of the project. For reference, the wall sign at Pharma Logistics at W. Peterson and Butterfield Roads received a variation to allow an area of 271.65 square feet. At the time of request, a similar case was made relative to the signs appropriateness relative to the scale of the structure.
- **Number of Ground Signs:** The applicant is requesting a variation to allow for the installation of two (2) ground signs where only one (1) ground sign would typically be allowed for the property. The signs are positioned at a location to offer direction at the access drive and private roadway entrances which are spaced over 1,000_ feet apart.
- **Truck Lot Landscape Screening:** The applicant is requesting a variation to omit the landscape screening from the east side of the truck parking and storage lot located east of the proposed building.

- Truck Lot Interior Landscape Requirements: The applicant is requesting a variation to omit all interior landscaping for the truck lot located east of the proposed building. The Zoning Code requires 10% of the interior area of any parking lot be dedicated to landscaping, such as landscape islands or landscape rows. The other parking lots proposed elsewhere onsite are compliant with this requirement.

Public Correspondence:

As of publication of staff's report, no correspondence regarding the proposed development has been received by members of the public.

Traffic:

The applicant has provided a Traffic Impact Study completed by KLOA, Inc. dated January 7, 2026. Site traffic will access the property via two (2) access points onto Peterson Road. The existing Harris Road access will remain. An additional access will be created to align with Franklin Boulevard on the east side of the property.

KLOA has concluded that the proposed use is projected to generate volumes of traffic during the morning and evening peak periods that can largely be accommodated by existing roadway capacity. Turning lanes are proposed within Peterson Road in order to serve the new volume and turning movements.

Civiltech Engineering:

The Village traffic engineering consultant, Civiltech Engineering, has reviewed the applicants' traffic impact study completed by BLA, Inc. and offers comments in the attached Technical Memorandum dated February 6, 2026. The Village's traffic engineering consultant generally concurs with the findings of the applicant's traffic study, however there were a few discrepancies regarding the application of projected data and operational characteristics that will need clarification prior to consideration of the final plat of subdivision.

Standards for Zoning Variations:

The applicant has provided written responses to the Standards for Zoning Variations in their application materials.

APPEARANCE REVIEW COMMISSION:

The applicant has been before the Appearance Review Commission on January 19, 2026. Please refer to the attached ARC meeting minutes for this case. The ARC included the following conditions:

1. Any additional items beyond the plans presented shall be brought back to the Appearance Review Commission for review, including but not limited to RTU screening, silos, elevation changes, landscaping, and signage.
2. The monument signage shall be changed to an opaque background with only translucent letters to comply with applicable zoning requirements.
3. The height of the proposed plantings for parking lot screening shall be increased to comply with applicable zoning requirements.
4. Additional landscaping and screening shall be provided for the loading dock court to reduce the line of sight

The applicant will likely need to return to the ARC in the future to finalize certain mechanical screening requirements, final review of storage structures, minor modifications to the landscaping and for approval of any modifications to the proposed signage that may arise.

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. Separate memorandums from the Village’s consulting engineers regarding stormwater and traffic lists review comments and recommendations that Staff recommends the petitioner address satisfactorily at a later stage, prior to application for either final plat of subdivision considerations or any site development 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, Site Plan Permit or requested Zoning Variations. See attached memorandums.
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.

PLANNING DIVISION COMMENTS:

1. As designs progress, the final location of certain accessory equipment such as storage silos or mechanical units may trigger requirements for additional review by the Appearance Review Commission.
2. Future development of the lots located to the east and west of the proposed building will likely require additional review and approval once plans for utilization of those areas are complete.
3. The applicant is proposing to landbank the portions of the parking lots to the west of the proposed building and to the north of the building. These areas would be graded and covered with turf until such time that they are needed by the operator. Based on materials presented by the applicant, there are 411 employees currently. They work varying hours in staggered shifts depending on their roles. 312 total parking stalls are proposed to be installed upon initial construction. A total of 556 parking stalls could be accommodated if landbanked parking stalls are installed in future.

ENGINEERING DIVISION COMMENTS:

1. **Stormwater Management** – Per the Village’s Watershed Development Ordinance (WDO) Enforcement Officer review dated February 18, 2026 prepared by Kimley Horn Associates, there are several items related to stormwater management which should be detailed prior to consideration of Final Plat approval to confirm that the stormwater management elements shown on the plan are sufficiently sized to meet the requirements of the WDO. While these items are explained in more detail within Kimley Horn’s letter, they are listed below for reference:

- a. **Existing Depressional Storage** – Proposed stormwater detention storage must be sized to accommodate existing depressional storage areas in accordance with the WDO.
 - b. **Right-of-way (“ROW”) Improvements** - Stormwater detention storage (and stormwater conveyance system) must be designed to account for offsite roadway and path improvements associated with the development.
 - c. **Upstream Tributary Flow Conveyance** - Upstream tributary area runoff must be conveyed through the site appropriately.
 - d. **Discharge Point Conveyance Capacity** - Downstream runoff conveyance infrastructure should be verified to have appropriate capacity to receive discharge from the proposed site (both restricted release and overflows).
 - e. **On-site Conveyance** – Calculations showing appropriate conveyance (both in sewers and emergency overland flow) should be confirmed.
2. **Utility Layout** – It is anticipated that further review and modification of the proposed utility layouts will be required during final engineering review. Such modifications are not anticipated to affect the development’s overall site plan. However, any Village approval is conditional upon the Village Engineer’s written approval of a final utility layout prior to approval of the Final Plat of Subdivision.
3. **Plat of Subdivision** – Upon review of the submitted documents, it was determined that the Plat of Subdivision requires multiple revisions and/or clarifications. Village approval of the Preliminary Plat of Subdivision would be conditional upon completion of the following items prior to approval of the Final Plat of Subdivision:
- a. **Harris Road Right-of-way (ROW) Vacation** – While Engineering Division staff supports the concept of vacating the existing public ROW for Harris Road north of Peterson Road, please address the following:
 - i. It will need to be confirmed that all parties with existing utilities within this portion of Harris Road are accommodated within appropriate easements.
 - ii. The Preliminary Plat seems to show a partial vacation of a portion of Midlothian Road ROW at the very north point of the site. The Plat must be revised to preserve all portions of Midlothian Road ROW.
 - iii. Please revise the southern limits of ROW Vacation to eliminate the curved portions of public ROW that used to connect Peterson Road to N Harris Road. It is noted that the private roadway falls outside these curved ROW limits (C1 & C2). If Lake County Division of Transportation (LCDOT) requires this curved area to remain as LCDOT ROW, the Village would defer to LCDOT’s jurisdiction.
 - iv. *Previous comment:* A document outlining access and maintenance permissions/requirements should be created regarding Harris Road for use after ROW vacation. This would allow for transfer of such rights or requirements if any adjacent properties are sold to a separate entity. Similar consideration should be given to Lot 2 to ensure shared access/maintenance of the detention system in the event of sale of the primary Lot 1 owner.
 - b. **Existing Easements** - For existing utilities and easements, proper written authorization for the abandonment(s) must be provided from each utility owner or beneficiary of said

- easement. Should any existing easements or utilities need to remain within the property, the plans would need to demonstrate how these are accommodated by the proposed subdivision layout.
- c. **Proposed Easements** - For proposed easements, the locations, dimensions, and provisions of all proposed easements shall be in a form deemed acceptable by the Village Engineer. The cross-access easement should be revised to include the new private roadway in Outlot B. Proposed easements should be shown on the Engineering Plans for cross-reference.
 - d. **Outlot B** – The Engineering Plans show conflicting linework for the western limit of Outlot B. Please revise the Plat and Engineering Plans to match the proposed limits of Outlot B.
4. **Water and Sanitary Sewer Demand** – The Applicant shall provide estimates of water and sanitary sewer demand for the Libertyville development parcels, in order for the Village to review and identify any concerns related to additional demand on these systems. At a minimum, the submittal should include Population Equivalent (PE) calculations and estimated water usage and fire flow requirements. It is recommended that these estimates be conservative and account for the most intensive use(s) that would be likely to occupy the Libertyville parcels.
5. **Traffic** – The Traffic Impact Study shall be revised per the review comments within the Technical Memorandum, prepared by Civiltech Engineering Inc., dated February 6, 2026.
6. It should be noted that the proposed development property is subject to multiple existing agreements (Annexation Agreement, Recapture Agreements, etc.) which involve other jurisdictional agencies, such as Lake County Division of Transportation (LCDOT). The comments within this letter attempt to provide the applicant with useful information and context based on the Village’s latest records, but are subject to change pending legal review and correspondence with other jurisdictional agencies.

STAFF RECOMMENDATION -- PRIOR TO PUBLIC HEARING:

Regarding **PC 26-03**, Staff recommends **APPROVAL** for a Preliminary Plat of Subdivision in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District, subject to the following conditions:

- 1. That the following conditions shall be met prior to consideration of approval of the Final Plat of Subdivision:
 - A. The location, size, and discharge locations of all stormwater management features shall be reviewed and accepted in writing by the Village Engineer.
 - B. The final layout of utilities shall be reviewed and accepted in writing by Village Engineer.

- C. The plat of subdivision shall be revised to address comments within the DRC Report dated February 19, 2026, and the revised plat shall be submitted for staff review and approval.
 - D. The Applicant must provide proper written authorization for the abandonment of all existing easements and utilities within the Proposed Development. The Final Plat of Subdivision must also demonstrate how the proposed subdivision layout accommodates any easements or utilities that will not be abandoned.
 - E. The locations, dimensions, and provisions of all proposed easements must be reviewed in conjunction with final engineering plans and accepted in writing by the Village Engineer.
 - F. The Traffic Study must be revised per the review comments within the Technical Memorandum, prepared by Civiltech Engineering Inc., dated February 6, 2026, and shall be reviewed and accepted in writing by Village Engineer.
 - G. Water and sanitary sewer demand calculations for the proposed site shall be reviewed and accepted in writing by the Village Engineer.
 - H. A draft Declaration of CCRs or comparable mechanism shall be provided for staff review and approval. The Declaration will need to include provisions for maintenance responsibilities for all common areas and shared private infrastructure.
 - I. The Developer shall execute, or provide verification of its intent to execute, a Development Agreement in a form acceptable to Village staff.
2. That the following conditions shall be met prior to Village execution of the Final Plat of Subdivision:
- A. The Final Plat of Subdivision shall be approved and executed by the Lake County Division of Transportation (LCDOT).
3. That the following conditions shall be met prior to issuance of a Site Development Permit:
- A. Final plans shall be reviewed and approved in writing by the Village Engineer for conformance with the Lake County Watershed Development Ordinance and other applicable Village design standards.
 - B. Submittal documents shall be revised to address the comments within the pair of technical memorandums labeled “*Stormwater Review*” and “*Engineering Code Review*”, both prepared by Kimley Horn Associates dated February 18, 2026.
 - C. The following items shall be corrected, amended or presented to the Appearance Review Commission for additional review as described below:
 - i. Any additional items beyond the plans presented shall be brought back to the Appearance Review Commission for review, including but not limited to RTU screening, silos, elevation changes, landscaping, and signage.

- ii. The height of the proposed plantings for parking lot screening shall be increased to comply with applicable zoning requirements.
- iii. Additional landscaping and screening shall be provided for the loading dock court to reduce the line of sight
- iv. The monument signage shall be changed to an opaque background with only translucent letters to comply with applicable zoning requirements.

Regarding **PC 26-04**, Staff recommends **APPROVAL** for a Site Plan Permit in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial and O-2 Office, Manufacturing and Distribution Park District.

Regarding **ZBA 26-02**, Staff recommends **APPROVAL** for a variation to increase the maximum building height for the principal building in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial District.

Regarding **ZBA 26-03**, Staff recommends **APPROVAL** for a variation to reduce the required parking lot setback along Peterson Road in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial District.

Regarding **ZBA 26-04**, Staff recommends **APPROVAL** for a variation to reduce the Perimeter Landscape Open Space requirements in order to construct a new industrial building along with other site improvements for property located in an I-1 Limited Industrial District.

Regarding **ZBA 26-05**, Staff recommends **APPROVAL** for a variation to increase the maximum permitted sign area for a wall sign on a new industrial building for property located in an I-1 Limited Industrial District.

Regarding **ZBA 26-06**, Staff recommends **APPROVAL** for a variation to increase the maximum permitted number of ground signs from one (1) to two (2) for a new industrial building for property located in an I-1 Limited Industrial District.

Regarding **ZBA 26-07**, Staff recommends **APPROVAL** for a variation to reduce the interior landscape requirement for a truck staging lot from 10% to 0% for a new industrial building for property located in an I-1 Limited Industrial District.

Regarding **ZBA 26-08**, Staff recommends **APPROVAL** for a variation to omit the parking lot screening requirements for a new industrial building for property located in an I-1 Limited Industrial District.

Excerpt from the Draft Minutes of the January 19, 2026, Appearance Review Commission Meeting

**ARC 26-04 Aston Villa Land Partners, LLC, Property Owner; Bath Concepts, Tenant
30532-30568 N. Harris Road**

Request is for new building facades, landscaping, lighting, and signage

Mr. Jim Brucato, Principal Construction Corp, presented the request for new building facades, landscaping, lighting, and signage. The subject site is bounded by Peterson Road to the south, Midlothian Road to the west, and the railroad to the east. Mr. Brucato introduced his team to the Commission. Mr. Brucato stated that this project is for Bath Concepts Inc.'s new facility. Mr. Brucato noted that this development will be on the portion of the site east of Harris Road and completely within the Village of Libertyville. The facility is organized linearly so that the office is on the southern component. Moving up north on the building is warehousing, light assembly, and finally a full manufacturing facility. Mr. Brucato stated the various professional groups who have worked and will work on designing and managing this project.

Mr. Brucato noted the location of the truck docking area and parking areas. He also indicated locations for retention. Mr. Brucato stated that the tenant is forward-thinking, and it is their goal to design a quality, long lasting building.

Mr. Mike Baumstark, Nelson Worldwide, presented the architectural details of the proposed development. He noted the location of the main employee entrance on the SW corner of the building. He described the glass elements at this entrance. Predominantly, the building will be load-bearing precast with four different colors. He explained that the east side is primarily docks for the trucks.

Commissioner Neuendank asked about the projecting material that extends over the storefront. Mr. Baumstark stated this would be a type of manufactured metal material. Mr. Brucato stated that they are trying to avoid color fading.

Mr. Baumstark stated that they have not yet shown all their signage. He stated that the ground sign meets the signage code and stated that it has a translucent panel. He stated that the two trash enclosures will be screened with a material that matches the building and extends above the containers.

Commissioner Neuendank asked if the boiler room is shown on the elevations. Mr. Baumstark stated that it is not, but it will be constructed out of the same precast concrete.

Chair Pro-tem Kollman asked how many levels are in this building. Mr. Baumstark stated that the office is two stories, but the rest of the building is one story.

Mr. Danny O'Brian, Teska Associates, presented the landscape plans. He stated that the facility will have perimeter foundation plantings and landscaped parking lot areas. In front will be the southern perimeter planting area to serve as a buffer along Peterson. The parkway coming up will have landscaping. The stormwater areas to the north and the south will also have landscaping. The

north side of the landscape is primarily designed for stormwater retention. The western landscape buffer will have a variety of evergreen and ornamental plantings. There is also some landscaping in the northern portion of the site. He stated that the area designated for land banking will be designed as lawn area for now until future landscaping plans are designed.

Mr. O'Brian explained that they designed the landscaping to play off the patterning and size of the architecture. He showed that there is a landscaped terrace for employees and landscaping for the monument sign. Mr. O'Brian presented renderings to showcase the screening of the truck court. He also explained how they will address the comments about additional screening in this area.

Chair Pro-tem Kollman asked what the plan is for the agricultural area to the west of Harris Road. Mr. O'Brian stated that it will be mass graded and prepared for future development but planted with crops in the meantime. Mr. Brucato stated that it is likely that the lot to the SE of the building would be developed next. The site needs to be graded to the west to balance the site.

Chair Pro-tem Kollman asked about the trees that will be removed within this area of the site to the west of Harris Road. Mr. Brucato stated that since this area will be graded, the trees cannot be saved.

Chair Pro-tem Kollman asked what the depth of the stormwater detention ponds will be. Mr. O'Brian stated they are approximately 6 to 7 feet in depth. He clarified that these are normal detention ponds.

Commissioner Flader asked if there is any rail access to the site. It was stated that there is not.

Chair Pro-tem Kollman asked what the waste management plan is. Mr. Brucato stated that much of the waste is recycled, and other waste is minimized. The tenant has a grinder on-site. The tenant resells a lot of material which is warehoused within the facility and shipped by truck.

Chair Pro-tem Kollman stated that the Commission should go through the staff comments.

Mr. Brucato discussed the staff comment regarding the rooftop screening. He stated that the units will likely have screening attached to the units, similarly to the Pharma Logistics property. He stated that the details have not yet been provided.

Mr. Wil Richardson, Planner, asked when these details may be provided. Mr. Brucato stated that a timeline is not certain yet, but they can provide examples. Commissioner Neuendank stated that the applicant will likely need to come back for screening, which has not been shown. He suggested that the applicant figure out their design process first and then figure out what the screening elements are and present those afterwards.

Ms. Heather Rowe, Director of Community Development, asked about the potential height of the screening. Mr. Brucato stated that this is very dependent on the type of system they choose.

Mr. Brucato discussed the staff comment regarding a signage discrepancy. Mr. Richardson stated that it appears this was a rendering issue which a member of the team had clarified to staff.

Mr. Brucato discussed the staff comment regarding the illumination of the monument sign. Mr. Baumstark stated that the ground sign will have a panel that is translucent. Chair Pro-tem Kollman asked if only the letters will be illuminated. The applicant confirmed. Ms. Rowe asked if there will be a material to ensure the background is not illuminated. Mr. Tony Repp, Deputy Director of Community Development, stated how this could be done. Mr. Baumstark stated that they will reverse the colors to have a dark background and white letters. Mr. Baumstark stated he will revise the signage plan because it currently states that the lower two panels would also be illuminated.

Mr. Richardson stated the proposed wall sign is a variation that has been requested by the applicant to increase the maximum permitted sign area. He noted that the Village has approved similar variations due to the size of the buildings.

Mr. Brucato discussed the comment regarding the parking lot landscaping height. Mr. Danny O'Brian stated that they will revise the landscape planting heights to be compliant with the Zoning Code. He asked if deciduous shrubs could be used alongside the parking lot because of salt concerns. Mr. Richardson asked that they update the landscape schedule.

Ms. Rowe clarified that the Commission could discuss the scale of the proposed signage. The Commission did not have an issue with the signage's scale.

Mr. Richardson explained that the next comment is a variation to reduce the amount of parking lot screening, which the Commission could discuss. Mr. Danny O'Brian stated that they are requesting a variation because any new development on the southeast corner of the development would interfere with these plantings and they would prefer to create a landscape plan for the future development instead. The other variation is regarding the eastern portion of the truck court. They would like to utilize the existing landscape buffer next to the rail. Ms. Rowe asked if this hedge next to the rail is within the management of the subject property. The applicant stated that it is not. Ms. Rowe stated that this area of landscaping could potentially be removed then by the other property owner. Mr. O'Brian stated that there are also utilities that they would like to not interfere with.

Mr. Brucato stated they are requesting a variation to the height of the building for the entry feature. Commissioner Neuendank stated that he is in favor of the entry feature height.

Commissioner Enochs stated that he is very supportive of this project and that it is well designed.

Mr. Richardson explained the first staff comment on the tree preservation plan. Mr. O'Brian stated they did a full tree inventory of this area and stated that the trees were not of good quality and therefore not preserved.

Mr. Richardson asked if any ground-mounted mechanical equipment is proposed. Mr. Brucato stated that there is a potential for silos. The applicant indicated the location of these silos. Mr. Richardson stated these silos should go back to the ARC with the RTU units. Mr. Richardson asked if any equipment is exposed from the boiler room and recommended that a drawing be provided. Mr. Brucato stated that it is just a room.

Mr. Richardson brought forward the next staff comment regarding the area designated for land banked parking spaces. Mr. O'Brian stated that it will be prepared as lawn area until it is determined if the additional parking spaces are needed. The rest of the landscaping would then be installed.

Mr. Richardson stated that a final landscape plan should be prepared that shows the species on the plans instead of an illustrative plan. The applicant confirmed they will do this.

Mr. Richardson explained the last staff comment which asked for additional screening to the truck court. Mr. O'Brian stated that they would like to reorganize the quantity and location of the plants as shown to improve the line of sight screening to the truck court. Mr. O'Brian clarified that they would not like to add more landscaping between the two parcels to prevent redundancy when a new development is proposed.

Commissioner Neuendank expressed his opinion that a sufficient amount of landscaping has been provided along Peterson Road. Chair Pro-tem Kollman stated that he thinks a little more landscaping and screening could be introduced for the line of sight. He stated that the applicant should be careful not to cause a visibility issue.

Mr. Brucato asked if there is a fencing component along the southeastern portion of the site. He asked if this component helps with the line of sight to the truck court while driving down Peterson Road. Mr. O'Brian stated that a berm would not be possible. Mr. Brucato stated they will explore options for screening.

Chair Pro-tem Kollman asked if the Commission had any more questions. Chair Pro-tem Kollman asked if there was any public comment.

Commissioner Neuendank made a motion, seconded by Commissioner Enochs, to recommend the Plan Commission and Zoning Board of Appeals approve the application for new building facades, landscaping, signage and lighting at 30532-30568 N. Harris Road with the following conditions: 1) Any additional items beyond the plans presented shall be brought back to the Appearance Review Commission for review, including but not limited to RTU screening, silos, elevation changes, landscaping, and signage. 2) The monument signage shall be changed to an opaque background with only translucent letters to comply with applicable zoning requirements. 3) The height of the proposed plantings for parking lot screening shall be increased to comply with applicable zoning requirements. 4) Additional landscaping and screening shall be provided for the loading dock court to reduce the line of sight.

Motion carried 6 - 0.



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: February 6, 2026

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: Proposed Industrial/Warehousing Development
30532-30568 N. Harris Road
Review of January 7, 2026 Traffic Impact Study

At the Village's request, we have reviewed the January 7, 2026 Traffic Impact Study (TIS) prepared by Kenig, Lindgren, O'Hara, and Aboona, Inc. (KLOA) for a proposed 596,165 square foot industrial/warehousing development located at 30532-30568 N. Harris Road, along the north side of Peterson Road (Lake County Highway A33) between Midlothian Road on the west and the Wisconsin Central Ltd. Railroad line on the east. Currently, the property is vacant and used for agriculture.

Per the December 2, 2025 site plan, the property is to be developed into an industrial/warehousing building with 596,165 square foot of industrial and warehousing space, including a two-story section for company offices. Access to the site would be provided at two locations:

- A new surface street, Rosenbach Parkway, would replace the existing north Harris Road approach to the Peterson Road/Harris Road intersection.
- A new access driveway which would add a north leg to the Peterson Road/Franklin Boulevard intersection located between Harris Road and the Wisconsin Central railroad crossing.

We offer the following comments on the January 7, 2026 TIS. These should be addressed, and a written disposition should be prepared as part of the Village's review and approval process.

General Comments

1. Sheets 9 and 10 of the site plans show left turn pavement markings on all right turn lanes.
2. Please note that Peterson Road is designated as a County Freeway by the Lake County Division of Transportation and thus requires a different permit than a typical Major Access onto a County roadway.



3. We concur with the A.M. and P.M. peak hours selected for analysis based on the collected traffic count data.
4. The westbound existing A.M. peak hour through volume for Peterson Road at Harris Road in Figure 4 of the TIS does not match the volume used in the Synchro analysis. (405 vs. 442)
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 A.M. and P.M. peak hour and weekday daily trip generation estimates for total traffic as presented in Table 2 of the TIS are reasonable based on the square footage for the proposed land use.
6. There is a disconnect between the truck trip generation estimates in Tables 5 and 6. For example, the number of A.M. peak hour truck trips is shown as 6 in, 6 out in Table 5, but Table 6, using the same square footage, estimates almost three times as many truck trips, with 16 in and 16 out. In the P.M. peak hour, Table 5 also shows 12 total truck trips, while Table 6 shows 18-19 truck trips. Please explain the discrepancy or correct the values accordingly.
7. The directional distribution assumes 70% of the site passenger car traffic will go west of the site, turning right. This seems quite high considering that the existing traffic patterns are 75% eastbound/25% westbound during the morning peak hour and 33% eastbound/67% westbound during the evening peak hour. This would indicate that generally, there is a slight bias for traffic to go eastbound under existing conditions. In addition, for traffic traveling north, using Midlothian Road requires two at-grade railroad crossings, while using U.S. Route 45 would only require one on Peterson Road to the east. Please explain the methodology behind distributing so many passenger car trips to the west.
8. We concur with the distribution of truck traffic based on existing prevailing truck traffic patterns, however, the developer should verify their own truck travel patterns to verify that the distribution is applicable to the development.
9. We concur with the inclusion of nearby development trip generation volumes and use of a three percent non-compounded background growth rate in accordance with the *Lake County Highway Access and Use Ordinance*. We concur with the use of the full build-out year, 2027, as the design year in accordance with LCDOT guidelines.
10. The westbound A.M. peak hour through movements along Peterson Road in Figure 9 do not match the Synchro analyses at Harris Road (504 vs. 544) and at U.S. Route 45 (544 vs. 318).
11. Based on the results of the traffic capacity analysis and the current distribution of trips, the unsignalized intersections at Peterson Road/Harris Road and Peterson Road/Franklin Boulevard, as well as the signalized intersections at Peterson Road/Midlothian Road and Peterson Road/U.S. Route 45 would continue to operate acceptably with the inclusion of the anticipated site-generated traffic and background growth. We cannot provide final concurrence on traffic operations until Comments 7 and 8 are addressed in some manner.



12. We concur that addition of a left-turn lane on eastbound Peterson Road at Franklin Boulevard is warranted and a right-turn lane on westbound Peterson Road at Franklin Boulevard is not warranted at this time based on LCDOT guidelines.

MEMORANDUM

ENGINEERING CODE REVIEW

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

From: Peter Stoehr, P.E.
Kimley-Horn and Associates, Inc.

Date: February 18, 2026

Subject: Preliminary Engineering Review #1 – Bath Concepts Industries (BCI)

The Village of Libertyville has retained Kimley-Horn and Associates, Inc. (Kimley-Horn) to review the plans and permitting requirements for the proposed site development project by Bath Concepts Industries (Applicant).

The following documents were provided and included in our review:

- Site Plan, dated December 20, 2025
- Preliminary Plat of Subdivision, dated October 9, 2025
- Preliminary Engineering Plans, last revised December 1, 2025

The following documents were provided and not included in our review:

- Legal Description of Subject Property, undated
- Response to Staff Cursory Review Letter, dated January 8, 2026
- Project Narrative Letter, dated January 9, 2026
- Responses to Variation Approval Standards, undated
- Letter Requesting Waiver of Recapture Fee Interest, dated January 9, 2026
- Floor Plans, dated January 5, 2026
- Trash Compactor Elevations, dated December 2, 2025
- Elevations, dated December 2, 2025
- ALTA/NSPS Land Title Survey, dated December 16, 2022
- Preliminary Landscape Plans, dated December 5, 2025
- Photometric and Electrical Site Plan, dated November 21, 2025
- Aerial of Subject Property, undated
- Traffic Study, dated January 7, 2026
- Phase 1 ESA, dated November 20, 2015
- Preliminary Stormwater Management Report, dated December 5, 2025

Kimley-Horn has completed its review and offers the following comments:

Provide a response letter with all future plan submittals, including a response to each comment from the previous review letter.

These comments shall be addressed prior to approval of the Final Plat of Subdivision:

Plat of Subdivision:

Note: These comments are based on the nature of the submittal documents, and additional comments should be anticipated in response to subsequent submittals.

- 1) Indicate the location of the two (2) concrete monuments will be placed per 765 ILCS 205/1.
- 2) The easement boundaries and provisions are not considered finalized until they are reviewed and approved in conjunction with the Final Engineering Plans.

Preliminary Engineering Plans:

Note: These comments are based on the nature of the submittal documents, and additional comments should be anticipated in response to subsequent submittals.

Geometric:

- 3) The identified individual number of standard car parking stalls south of the building is incorrect ('5' in lieu of '8'), revise the plan accordingly.
- 4) Consider utilizing the shared accessible aisle to maximize parking efficiency.
- 5) Provide an Autoturn exhibit showing the Village's Firetruck and largest anticipated Semi-Trailer traversing the site and onto public right of ways.
- 6) Verify the proposed curb radii near the northeast corner of Detention Basin 'A1' is adequately sized to accommodate the turning movement of the largest anticipated semi-trailer.
- 7) Revise the Site Plan and Overall Site Dimensional and Paving Plan (Sheet 9) based on the following:
 - a. Callout the proposed retaining wall south of the parking stalls near Detention Basin 'A' and add to Sheet Legend.
 - b. Include dimensions from the retaining wall to lot lines.
 - c. Include fencing on top of the retaining wall for any location where the height is greater than eighteen (18) inches.
 - d. Provide proposed retaining wall material.
- 8) It is recommended the 'Industrial Street Pavement' pavement section be consistent with the Village's Engineering Design & Construction Standards Section 7.2 'Public Roadways'.
- 9) Revise the 'Standard Duty Pavement' and 'Heavy Duty Pavement' pavement sections to be consistent with the Village's Engineering Design & Construction Standards Section 7.3 'Private Roadways and Parking Lots'.
- 10) Provide Structural Number Calculations in accordance with the Village's Engineering Design & Construction Standards Section 7.7 'Structural Number Calculation'.

Grading:

- 11) The proposed landscape plan indicates trees and plantings within the swale south of the parking stalls draining towards Detention Basin 'A'. The proposed design may negatively impact stormwater management conveyance and shall be revised.
- 12) The ALTA indicates a thirty (30) foot pipeline easement paralleling the railroad right of way and references Exception 'L' however the respective Exception is not included. Provide proper documentation for Exception 'L' and written acceptance from the easement grantor permitting the work as shown.
- 13) Village engineering standards require surface water ponding to not exceed twelve (12) inches within drive aisles and roadways to maintain emergency vehicle access. Provide a surface water ponding exhibit for each catchment area on-site.
- 14) Based on the preliminary site grading, it is unclear if the emergency overland overflow route overtops the retaining wall. Revise the plan accordingly to ensure the design does not incorporate an overland overflow route over the retaining wall.

Utility:

- 15) The existing gas main(s) near Peterson Road are indicated to remain, however, due to the proposed excavation for the swale and Detention Basin 'A', it may be in conflict. Review the area in more detail and advise on the proposed approach.
- 16) Identify the existing septic tank / field and water well location on the plans.
- 17) The proposed water main shall be relocated twenty (20) feet away from both compactors.
- 18) Confirm the proposed fire hydrants (and bollards) located in the exterior dock location will not conflict with semi-trailer access / parking.
- 19) Provide a fire hydrant exhibit showing spacing that does not exceed three hundred (300) feet.
- 20) Relocate the respective callout for the proposed water main crossing of Peterson Road for legibility (Sheet 16).
- 21) Revise the sanitary sewer line type direction for the proposed west stub (Sheet 16).
- 22) Provide estimates of water and sanitary sewer demand for the Libertyville development parcels. At a minimum, the submittal shall include preliminary Population Equivalent (PE) calculations and estimate fire flows.
- 23) The proposed water main alignment and valving shall be reviewed in detail with the Village.

These comments may be deferred to Final Engineering, to be addressed prior to permit issuance:

Preliminary Engineering Plans:

Note: These comments are based on the nature of the submittal documents, and additional comments should be anticipated in response to subsequent submittals.

General:

- 24) Provide the respective permits / approvals once obtained:
 - a. Illinois Environmental Protection Agency (IEPA) National Pollutant Discharge Elimination System (NPDES)
 - b. IEPA Sanitary
 - c. IEPA Water
 - d. Lake County Department of Transportation (LCDOT)
 - e. Lake County Health Department (LCHD)
 - f. Lake County Stormwater Management Commission (LCSMC)
 - g. Lake County Public Works (LCPW)
 - h. McHenry-Lake County Soil and Water Conservation District
 - i. Various Utility Company / Agency (not limited to):
 - i. Central Lake County Joint Action Water Agency (CLCJAWA)
 - ii. North Shore Gas Company
 - iii. Nicor Gas Company
 - iv. ComEd Company
- 25) ADA compliance on-site is the sole responsibility of the Property Owner. Ensure all requirements have been met.
- 26) Update total sheet number to be '26'.
- 27) Provide Peterson Road Improvement Plans within LCDOT Right of Way.

Geometric:

- 28) Revise (or provide an exhibit) the proposed accessible routes for the following:
 - a. From all accessible parking spaces to an accessible entrance(s).
 - b. From the public right of way to an accessible entrance(s).
- 29) Revise the 'Bituminous Path' hatching along Peterson Road (See Sheet 9).
- 30) Revise the linework near the proposed patio south of the building accordingly and indicate the intent of the additional pavement.
- 31) Show ADA parking signage in accordance with the Illinois Accessibility Code.
- 32) Per Village Engineering Standards, revise the geotechnical report to include pavement section recommendations based on the anticipated traffic loading and recent soil borings at intervals not exceeding five hundred (500) feet along the proposed pavement centerline to determine if the soils above an elevation of six (6) feet below the proposed pavement subgrade are suitable.
- 33) Revise the plan with rip rap sized accordingly.
- 34) Revise the plan to show pavement striping surrounding the fire hydrant and bollards.
- 35) Suggest including a concrete jointing plan.

Utility:

- 36) Revise the plans to include the proposed sequencing, installation, and testing of water mains.
- 37) Storm and sanitary sewers above existing / proposed water mains shall meet separation requirements (i.e. water main quality pipe).
- 38) Suggest utilizing catch basins at key locations in storm sewer network to support long term maintenance and water quality goals.
- 39) Provide utility crossing information to identify adequate water main separation.
- 40) Provide clarity on the water main and connections proposed at Peterson Road.
- 41) Ensure that the proposed water main adheres to the Village's Engineering Design & Construction Standards Section 3.1 Design Standards for Water Utilities.
- 42) Provide a sanitary sewer profile.



February 18, 2026

Village of Libertyville
200 East Cook Avenue
Libertyville, IL 60048

STORMWATER REVIEW

Attention: Mr. Jeff Cooper, PE

Subject: ***Bath Concepts Development – Harris Road
Libertyville, Lake County, IL
Stormwater Management Review No. 1***

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 the provided engineering plan for 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:

- Proposed Improvements for Bath Concepts, prepared by Manhard Consulting, LTD. dated September 19, 2025, Revised December 1, 2025
- Preliminary Stormwater Management Report for Industrial Development, prepared by Manhard Consulting, Ltd., dated December 5, 2025.

It is our understanding that the provided documents were reviewed as part of the Planning and Zoning phase of the development. We have reviewed the material provided and offer the following comments required to be addressed prior to final permit issuance:

1. The applicant should provide a signed Lake County Watershed Development Permit Application signed by all applicable parties.
2. Approval from all applicable regulatory agencies shall be provided. These include but are not limited to:
 - a. Village of Grayslake (if applicable)
 - b. Lake County Division of Transportation
 - c. Lake County Stormwater Management Commission (if applicable)
 - d. Canadian National Railway
 - e. US Army Corps of Engineers (if applicable)
3. The proposed site improvements will hydrologically disturb greater than one acre, therefore a National Pollution Discharge Elimination System permit from the Illinois Environmental Protection Agency will be required prior to the issuance of a Watershed Development Permit.
4. A depressional storage analysis should be performed for the parcel. The provided depressional storage analysis assumes an overtopping elevation and resulting storage volume. A critical duration analysis should be performed to determine the peak elevation at each depression located within the development. It should be noted that any depressional storage area with greater than 20 acres of

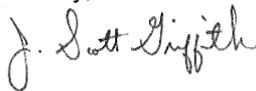
tributary area must be reviewed and approved by the Lake County Stormwater Management Commission.

5. All depressional storage compensation must be provided at a 1:1 ratio, however per the WDO if the depression being impacted is located partially onsite with more than 10% of the base flood elevation located onsite, compensatory storage for the lost storage must be compensated at a 1.2:1 ratio.
6. All existing depressional storage located within the development should be evaluated and volume must be maintained. The provided stormwater report evaluated three depressional storage areas, however review of the existing site topography determined that there are at least two additional areas that should be included. These are located immediately west of depressional storage area 3, and east of Detention Basin A.
7. Detention calculations should be updated to include any disturbance associated with roadway improvements within the adjacent roads Right of Way.
8. It should be verified by the engineer that all receiving off-site stormwater conveyance systems have adequate capacity to convey stormwater discharge from the proposed basins without adverse impacts. Review of the proposed plan currently show stormwater discharge under normal and overflow conditions are directed towards private property containing a small depression and a ditch running parallel to the railroad tracks.
9. Additional calculations should be provided by the engineer verifying the construction and associated grading of Detention Basin C does not impact the existing overflow route from the development to the west. Review of the existing topography shows that there is a large culvert and defined overflow path that conveys flow from west to east that may be impacted by the construction of the basin.
10. The proposed stormwater management basins appear to capture and convey off-site tributary area. Calculations should be provided demonstrating the detention volume safety factor has been determined and applied to the required stormwater management volumes.
11. Additional details or grading refinement may be necessary for the emergency overflow from Detention Basin A1 to A to prevent overland flow from discharging south towards Peterson Road.
12. Any equalizer pipes used as part of the design should be adequately sized to convey stormwater freely between the stormwater management basins. Calculations should be provided demonstrating the peak flow associated with the tributary area can be passed with minimal headloss.
13. A detailed drantile survey should be conducted of the existing site due to its current land use. This will be required as part of final engineering.
14. Calculations should be provided demonstrating that all proposed storm sewers have the capacity to convey the 10-year peak critical flow rate under free flow conditions. The calculations should include sub-area delineations, all applicable hydrologic parameters and hydraulic grade line calculations for the proposed storm sewer system.

15. Phase 2 of the development does not include any stormwater management basins adjacent to the development. Calculations should be provided demonstrating how the tributary area associated with Phase 2 is being conveyed through the proposed development to the stormwater basins.
16. Overland flow calculations should be provided demonstrating the development can safely convey the peak flow rate associated with the 100-year critical rainfall event while meeting the freeboard requirements of the WDO.
17. As noted by the engineer, water quality will be provided within the stormwater management basins and sized during final engineering.
18. The soil erosion and sediment control plan should be updated to include the following:
 - a. Standard Lake County Soil Erosion and Sediment Control Notes.
 - b. Location of silt fence.
19. Prior to permit close out, the following items will be required:
 - a. As-Built survey demonstrating the project has been in conformance with the approved plan set.
 - b. All stormwater management features must be placed within a deed or plat restriction.
 - c. Provide a signed and recorded maintenance plan that clearly identifies all the maintenance activities, the frequency at which the activities are performed, and the funding source for all maintenance activities will be required.
20. Additional comments may be provided upon receipt and review of the requested information.

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

Sincerely,



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

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**CASE NOS.: PC 26-05, Text Amendment
PC 26-06, Special Use Permit**

DATE FILED: January 9, 2026

REQUESTED ACTION:

PC 26-05 Request is for a Text Amendment to Section 5-5.3 of the Libertyville Zoning Code, C-4 Shopping Center Commercial District, to modify portions of the Special Uses land use category in order to add Rage Amusement Lounge and Axe Throwing Lounge in the Special Uses category under the Amusement, Gambling and Recreation Industries designation.

PC 26-06 Request is for a Special Use Permit to allow a Rage Amusement Lounge and an Axe Throwing Lounge for property located in a C-4 Shopping Center Commercial District.

APPLICANT INFORMATION:

Applicant: ABJ Ventures, LLC
Owner: BRE Retail Residual Owner 4 LLC
Agent: Syed Jamshed Ali
Address: 1419 W. Peterson Road

SITE INFORMATION:

Location: The property is commonly known as 1419 Peterson Road

Current Zoning and Land Use: C-4 Shopping Center Commercial District

Size: The subject site is part of the Butterfield Square Shopping Center, a Planned Development approximately 15.2 acres in land area.

Surrounding Zoning:

North: R-4 Single Family Residential District
South: R-5 Single Family Residential District
East: Unincorporated Lake County that accommodates the ComEd power lines. Further east is Village of Libertyville R-4 Single Family Residential District
West: O-2 Office, Manufacturing and Distribution Park District

Land Use Plan: Destination Commercial Corridor (DCC)

Road Classification: Peterson Road (Hwy Rt. 137) is owned and maintained by the Illinois Department of Transportation and classified as an Arterial Street. Butterfield Road is owned and maintained by the Lake

County Department of Transportation and classified as an Arterial Street.

Physical

Characteristics: The applicant’s proposed tenant space is approximately 7700 square feet in area. It is adjacent to a restaurant and other retail uses within the in-line Butterfield Square shopping center.

STAFF ANALYSIS:

Background:

The petitioner, ABJ Ventures, LLC, is requesting approval for a Text Amendment to the Libertyville Zoning Code to include Rage Amusement Lounge and Axe Throwing Lounge in the Special Uses category under the Amusement, Gambling and Recreation Industries designation in the C-4 Shopping Center Commercial District and a Special Use Permit to allow a Rage Amusement Lounge and an Axe Throwing Lounge for property located in a C-4 Shopping Center Commercial District at 1419 West Peterson Road.

If approved the applicant will take occupancy of the tenant space located at 1419 W. Peterson Road in order to operate an amusement use which features a rage room, axe throwing and other group activities. The proposed land use is currently not listed as a permitted or special permitted land use in the Zoning Code’s C-4 Shopping Center Commercial District.

The main shopping center building includes commercial tenants such as Sunset Foods grocery store, Jimmy’s Charhouse restaurant, Anytime Fitness and other commercial/retail tenants. Other Butterfield Shopping center outlots include a Zengler’s dry cleaners, McDonalds, Bank Financial and a Tricoci Salon and Spa.

Staff notes that beyond the shopping center property to the south is the Interlaken Valley single family residential subdivision containing the residential street Old Barn Circle. To the east, beyond ComEd powerlines, is the Wineberry single family residential subdivision containing residential streets such as Blackberry Court, Elderberry Drive, Lingonberry Court, and Mulberry Drive.

Project Description: iSmash Entertainment Business

The applicant intends to occupy a vacant tenant space at the Butterfield Square shopping center. The proposed use is a “rage room” or “smash room” in which patrons are able to rent time and space within the business to destroy various items in a controlled setting with safety supervision. Additionally, the business would also offer axe throwing, splatter painting and a virtual target shooting simulator. iSmash is a franchise with multiple locations across the country. The applicant would largely cater to groups and parties.

There are no exterior changes proposed as part of these requests, aside from the addition of a wall sign.

Public Correspondence:

As of publication of staff's report, no correspondence regarding the proposed development has been received by members of the public.

APPEARANCE REVIEW COMMISSION:

The petitioner appeared before the Appearance Review Commission at their February 16, 2026 meeting for review and recommendation. The ARC recommended approval of the proposed sign with no additional conditions. Please find the attached ARC meeting minutes for Plan Commission consideration.

DEVELOPMENT REVIEW COMMITTEE REVIEW:

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

PLANNING DIVISION COMMENTS:

1. The applicant should specify how any waste will be handled, stored, and screened, particularly as it relates to the following:
 - a. Destroyed items from the use of the smash rooms;
 - b. Paint, surfaces or other materials related to the splatter painting; and
 - c. Destroyed or disused components of the axe throwing lanes.

2. All operations would take place indoors and there are no exterior changes proposed. Nonetheless, the applicant should describe how noise attenuation is handled inside the space in order to prevent any impacts to adjacent properties or tenants.

STAFF RECOMMENDATION -- PRIOR TO PUBLIC HEARING:

Regarding **PC 26-05**, Staff recommends **APPROVAL** for a Text Amendment to section 26-5-5.3 of the Libertyville Zoning Code to modify portions of the Special Uses land use category in order to add Rage Amusement Lounge and Axe Throwing Lounge in the Special Uses category under the Amusement, Gambling and Recreation Industries designation subject to the following amendments denoted below (Additions in **BOLD** font):

26-5-5.3. *Special permit uses.* Except as specifically limited herein and in subsection 26-5-5.4, the following uses may be permitted in the C-4 Shopping Center Commercial Districts subject to the issuance of a special use permit pursuant to section 26-16-9, but only when conducted entirely within an enclosed building, unless otherwise specified:

- (b) Arts, entertainment and recreation, but limited to:
 - (1) Amusement, Gambling and Recreation Industries, but further limited to:
 - a. Amusement arcades (71312).
 - b. Bowling centers (71395).
 - c. Fitness and recreational sports center (713940).

- d. Escape rooms *(713990)*.
- e. **Axe throwing lounges.**
- f. **Rage Amusement lounges.**

Regarding **PC 26-06**, Staff recommends **APPROVAL** for a Special Use Permit to allow a Rage Amusement Lounge and an Axe Throwing Lounge for property located in a C-4 Shopping Center Commercial District.

Excerpt from the Draft Minutes of the February 16, 2026, Appearance Review Commission Meeting

**ARC 26-05 ABJ Ventures LLC, Authorized Agent for BRE Retail Residual Owner 4 LLC, Property Owner; iSmash, Tenant
1419 Peterson Road**

Request is for new signage.

Mr. Jim Ali presented the request for new signage at 1419 Peterson Road. Mr. Ali stated that he is one of the owners of the prospective business. Mr. Ali provided a brief description of the proposed business. He stated that the proposal includes one channel letter sign, with the landlord's approval.

Chair Neuendank asked for clarification that the applicant is requesting approval of the signage depicted in the addendum. Mr. Ali confirmed that the franchise requested that they use black letters to contrast with the white wall paint. Mr. Wil Richardson, Planner, stated that there is a mix of signs with black and white letters existing in the Butterfield Square Shopping Center.

Chair Neuendank mentioned that staff has requested that the applicant paint the wall behind the sign to remove any scuffs or markings from previous signage. Mr. Ali stated that he believes there is no previous signage and that the franchise has appearance standards and approvals with the landlord.

Commissioner Kollman asked for clarification that the sign is illuminated and asked whether the light shines as a white or black color. Mr. Ali stated that the sign is illuminated and will display a white color.

Commissioner Kollman asked for more information on the proposed business. Mr. Ali provided a description of the business operations.

Commissioner Galo asked if noise is an issue that the Appearance Review Commission should address. Mr. Richardson stated that staff does not anticipate this to be an issue at this time, but it would ultimately be up to the Plan Commission since this request is part of a special use permit. If comments regarding noise are generated, staff will include them in the Development Review Committee Report.

Mr. Ali provided some clarity on how the business handles noise, stating that there are several elements of noise prevention as part of the build-out.

Commissioner Kollman made a motion, seconded by Commissioner Galo, to recommend that the Plan Commission approve the application for new signage at 1419 Peterson Road, in accordance with the plans submitted.

Motion carried 4 - 0.

CASE NO.: PC 26-07, Zoning Code Text Amendment

DATE FILED: January 30, 2026

REQUESTED ACTION:

PC 26-07 Request is for a Text Amendment to the Libertyville Zoning Code Section 26-5-2 and 26-5-3 regarding Permitted Uses relating to Miscellaneous store retailers in the C-1 Downtown Core Commercial District and C-2 Downtown Community Commercial District in order to exclude tobacco, electronic cigarette, and other smoking supplies retailers as a permitted or specially permitted use.

APPLICANT INFORMATION:

Applicant: Village of Libertyville
Owner: Village of Libertyville
Address: 118 West Cook Avenue

STAFF ANALYSIS:

Background:

The applicant, the Village of Libertyville, is requesting approval for a Text Amendment to the Village of Libertyville Zoning Code in order to exclude tobacco, electronic cigarette, and other smoking supplies retailers in the C-1 and C-2 zoning districts.

The C-1 and C-2 zoning districts are intended to serve as the historic core of the Village with an emphasis on preservation of the Village’s historic character coupled with the promotion of uses and businesses which are consistent and compatible with the existing nature of these districts and the community functions which occur in and around Cook Park.

With the continued expansion in sales of certain tobacco products, such as electronic cigarettes, as alternatives to conventional tobacco products, there has been increased demand for retailers dedicated to provision of these products. In an effort to regulate these use types and protect the character of the C-1 and C-2 zoning districts, which are home to many of the Village’s historic buildings and a gathering space for community-centered activities, the Village is proposing a text amendment to prohibit the establishment of businesses where the primary function is to sell tobacco, electronic cigarettes, and the associated products within the C-1 or C-2 district.

The Village would continue to permit Tobacco stores as a principal use with accessory sales of e-cigarettes and related products in the C-3 and C-4 zoning districts. Additionally, existing businesses that sell tobacco products accessory to their principal use, such as gas stations and liquor stores, would be able to continue sales of these products so long as it was not the principal

use of a property. The Code defines accessory uses as those that are “customarily incidental to and subordinate to the principal use”.

Standards for Amendments:

Please note that Staff has provided written response to the Standards for Amendments in the application submittal.

Public Correspondence:

As of publication of staff’s report, no correspondence regarding the proposed development has been received by members of the public.

STAFF RECOMMENDATION -- PRIOR TO PUBLIC HEARING:

Regarding **PC 26-07**, Staff recommends **APPROVAL** for a Text Amendment to the Village of Libertyville Zoning Code to Sections 26-5-2.2 and 26-5-3.2, relating to the prohibition of tobacco, electronic cigarette, and other smoking supplies retailers as permitted or special uses in the C-1 Downtown Commercial Core District and C-2 Downtown Community Commercial District subject to the following amendments denoted below (Additions in **BOLD** font):

26-5-2.2. *Permitted uses.* Except as specifically limited herein and in subsection 26-5-2.4, the following uses are permitted as of right in the C-1 Downtown Core Commercial District, but only when conducted entirely within an enclosed building, unless otherwise specified:

- (l) Retail trade, but limited to:
 - (1) Building material and garden equipment and supplies dealers (444), but limited to:
 - a. Hardware stores (44413).
 - b. Other building material dealers (44419), limited to glass stores.
 - c. Paint and wallpaper stores (44412).
 - (2) Clothing and clothing accessory stores (448).
 - (3) Electronics and appliance stores (443).
 - (4) Food and beverage stores (445).
 - (5) Furniture and home furnishing stores (442).
 - (6) General merchandise stores, but excluding warehouse clubs and superstores (452).
 - (7) Health and personal care stores (446).
 - (8) Miscellaneous store retailers (453), except manufactured home dealers **and tobacco, electronic cigarette, and other smoking supplies retailers.**

26-5-3.2. *Permitted uses.* Except as specifically limited herein and in subsection 26-5-3.4, the following uses are permitted as of right in the C-2 Downtown Community Commercial Districts but only when conducted entirely within an enclosed building, unless otherwise specified:

- (k) Retail trade, but limited to:
 - (1) Building material and garden equipment and supplies dealers (444), but limited to:
 - a. Hardware stores (44413).
 - b. Other building material dealers (44419), limited to glass stores.
 - c. Paint and wallpaper stores (44412).
 - (2) Clothing and clothing accessory stores (448).
 - (3) Electronics and appliance stores (443).
 - (4) Food and beverage stores (445).
 - (5) Furniture and home furnishing stores (442).
 - (6) Gasoline stations, but limited to gasoline stations with convenience stores (44711), including minor vehicle repair.
 - (7) General merchandise stores, but excluding warehouse clubs and superstores (452);.
 - (8) Health and personal care stores (446).
 - (9) Miscellaneous store retailers (453), except manufactured home dealers **and tobacco, electronic cigarette, and other smoking supplies retailers.**