

MINUTES OF THE PLAN COMMISSION
February 14, 2011

The special workshop meeting of the Plan Commission was called to order by Chairman Mark Moore at 7:02 p.m. at the Village Hall.

Members present: Chairman Mark Moore, William Cotey, Scott Adams, Dan Donahue, Walter Oakley, Kurt Schultz, and David Semmelman.

Members absent: None.

A quorum was established.

Village Staff present: John Spoden, Director of Community Development; David Smith, Senior Planner; David Fischer, Building Commissioner; and Karen Marren, Associate Planner.

Others present: John Cortesi, Pam Hume, Jeanette Lovinger, and Jeffrey Lovinger.

Commissioner Cotey moved, seconded by Commissioner Schultz to approve the January 10, 2011, Plan Commission Workshop meeting minutes.

Motion carried 7 - 0.

**WORKSHOP DISCUSSION - UPDATE TO THE VILLAGE OF LIBERTYVILLE
OFFICIAL COMPREHENSIVE PLAN:**

Chairman Moore welcomed all present to the Workshop. He explained that the Plan Commission was to meet in a workshop setting with representatives of MainStreet and other Village Commissions to begin discussion on updates to the Downtown Concept Plan. The group was broken down into three sub-groups who were all given the two tasks of reviewing the current plan and a staff proposed layout for the train station site and to review possible locations for an east side parking deck. These sub-groups met and debated the design, land uses, and traffic circulation for the Trimm/train station site. The following is a synopsis of their discussions:

Trimm/Train Station Property

Group 1:

- The Village should study the possibility of installing an underpass from the Bolander property south to the cemetery and then a roadway east to the commuter parking on the Trimm site. This would provide another means of ingress and egress to the site. Commuters could use this access point and not further congest the Brainerd and Lake Avenue intersection.
- The sub-group preferred the layout on the adopted plan to the proposed.
- Access to Milwaukee Avenue is critical for the train station property.

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- Additional open space is needed in the plan.
- Add parking garages to the site.
- Apply a 4 to 5 story height limitation on the train station property.
- Designate the Bolander property for multiple family development.
- Support a School Street-type of development for the Trimm property.

Group 2:

- Propose a 4 story height limit for the train station property (height can be softened with angled roof lines). Concern was voiced with the proposed location of the parking garage and its relationship for the entire development (perhaps move to west on the Trimm property).
- Support was voiced for a mixed-use development for the Trimm site.
- Village should investigate a land swap with the Township to allow a pedestrian connection from the Township property to the Trimm property.
- Support a 4 story multi-family development on the Bolander property.

Group 3:

- Concern was voiced regarding the amount of proposed development and that it could over-tax the area.
- Train station development should be limited to 4 to 5 stories with a maximum of 4 stories along Milwaukee Avenue.
- Any access to Milwaukee Avenue from the development is problematic.
- Provide pedestrian connection to the Bolander site.

At the conclusion of their presentations on this issue, the sub-groups re-focused on the east side deck parking location. The following are the results of their discussions.

Group 1:

- The group believed that the current plan to locate the east side deck north of School Street is inaccurate.
- The group stated the best site is the parking lot at the Cook apartments. The first floor or underground could be used for tenants, while the Village could then build a 2 to 3 story structure above for customer and employee parking.
- The group stated the AT&T lot is too far south to meet the demand of the 400 and 500 blocks of Milwaukee Avenue.

Group 2:

- The group stated that the location at School Street is still appropriate.
- There is a tremendous need to reconstruct and re-align the parking lot of the 500 block of North Milwaukee Avenue.
- The group stated that if the Village were to consider using the Harris Bank parking lot for a

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deck at the south end of the downtown, it should be investigated as to whether or not the AT&T lot could supply additional spaces.

- A concern was voiced that the deck located at Cook apartments may be too far east to meet the need for parking.

Group 3:

- The group stated that the Village should investigate a structure in the 500 block of Milwaukee Avenue although it would require a number of levels of parking.
- The parking lot east of Harris Bank is another alternate site for the structure.

Chairman Moore expressed his appreciation for the efforts put forth this evening by guests and members of the Commission. He stated that the update to the Comprehensive Plan would be an on-going item and that the Commission would keep all interested parties up-to-date as to the progress on the plan.

COMMUNICATIONS AND DISCUSSION:

Commissioner Oakley moved and Commissioner Cotey seconded a motion to adjourn.

Motion carried 7 - 0.

Meeting adjourned at 9:10 p.m.