

DEVELOPMENT REVIEW COMMITTEE MEMORANDUM

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

FROM: PLANNING DIVISION

DATE: August 20, 2021

SUBJECT: Development Review Committee (DRC) Reports for Cases Scheduled for Consideration on **Monday, August 23, 2021**

The DRC Meeting was held on **Monday, August 16, 2021**. DRC members present included:

John Spoden	Director of Community Development
David Smith	Senior Planner
Chris Sandine	Associate Planner
Heather Rowe	Economic Development Coordinator
David Fischer	Building Commissioner
Jeff Cooper	Village Engineer
Mike Weaver	Fire Prevention Bureau

Attached herewith are the DRC Reports for the following cases:

Zoning Board of Appeals

Plan Commission

PC 21-18, PC 21-19, PC 21-20,
and PC 21-21

**CASE NOS.: PC 21-18 Zoning Map Amendment
PC 21-19 Special Use Permit for Planned
Development
PC 21-20 Planned Development Concept Plan
PC 21-21 Preliminary Plat of Subdivision**

DATE FILED: June 11, 2021

REQUESTED ACTION:

- PC 21-18 Request is for a Map Amendment to the Village of Libertyville Zoning Map in order to rezone certain land from C-3 General Commercial District to R-7 Single Family Attached Residential District for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.
- PC 21-19 Request is for a Special Use Permit for a Planned Development in order to construct a townhome development, expand and improve the parking area for a restaurant, and to mass grade and make pad-ready a commercial parcel for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.
- PC 21-20 Request is for a Planned Development Concept Plan in order to construct a townhome development, expand and improve the parking area for a restaurant, and to mass grade and make pad-ready a commercial parcel for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.
- PC 21-21 Request is for a Preliminary Plat of Subdivision for property approximately 15.3 acres in order to construct a townhome development, expand and improve the parking area for a restaurant, and to mass grade and make pad-ready a commercial parcel for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.

APPLICANT INFORMATION:

Co-Applicant: Moises Cukierman – CHILM Libertyville Residential LLC
Co-Applicant: George Archos – 1783 N. Milwaukee Parking, LLC
Agent: Katriina S. McGuire, Thompson, Coburn LLP, Authorized Agent for Moises Cukierman
Agent: James E. Olguin, Buikema Law Group, Authorized Agent for George Archos
Owners: Diane Johnson, Dan M. Young and Aaron M. Young, as Trustees of the Young Family Trust
Address: 1761, 1765 and 1783 North Milwaukee Avenue

SITE INFORMATION:

Location: The property is commonly known as 1761, 1765 and 1783 North Milwaukee Avenue

Current Zoning and Land Use: C-3 General Commercial District

Size: The subject site is located on a lot approximately 15.3 acres in land area.

Surrounding Zoning:

North: C-3 General Commercial District

South: R-5 Single Family Residential District
 O-1 Professional Services Office

East: C-3 General Commercial District

West: R-5 Single Family Residential District

Land Use Plan: Single-Family Attached Residential (SFAR)
 Destination Commercial Corridor (DCC)

Road Classification: Peterson Road and Milwaukee Avenue are under the jurisdiction of the Illinois Department of Transportation, both maintained by I.D.O.T. and classified as Arterial Streets.

Physical Characteristics: The site is predominately vacant except for the existing Wildberry restaurant located at the northeast corner of the site.

STAFF ANALYSIS:

Background:

The petitioners, Co-Applicant: Moises Cukierman – CHILM Libertyville Residential LLC and Co-Applicant: George Archos – 1783 N. Milwaukee Parking, LLC, are requesting approval for the following zoning items:

1. A Map Amendment to the Village of Libertyville Zoning Map in order to rezone certain land from C-3 General Commercial District to R-7 Single Family Attached Residential District for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.
2. A Special Use Permit for a Planned Development in order to construct a townhome development, expand and improve the parking area for a restaurant, and to mass grade and make pad-ready a commercial parcel for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.
3. A Planned Development Concept Plan in order to construct a townhome development, expand and improve the parking area for a restaurant, and to mass grade and make pad-ready a commercial parcel for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.

4. A Preliminary Plat of Subdivision for property approximately 15.3 acres in order to construct a townhome development, expand and improve the parking area for a restaurant, and to mass grade and make pad-ready a commercial parcel for property currently located in the C-3 General Commercial District at 1761, 1765 and 1783 North Milwaukee Avenue.

The applicant, CHILM Libertyville Residential LLC, is the contract purchaser of approximately 11.6 acres of land owned by the Young Family Trust, which is proposed to be redeveloped with 90 single-family attached (townhome) dwelling units on approximately 10.6 acres and a public road on approximately 1.2 acres.

The co-applicant, 1783 N. Milwaukee Parking, LLC, is the contract purchaser of approximately 3.6 acres of land also owned by the Young Family Trust and located immediately east of the residential development. This property is proposed to be divided into two commercial lots. One lot will be developed as additional parking which will serve the existing Wildberry Restaurant located on the southwest corner of Peterson Road and Milwaukee Avenue. The second lot, located along Milwaukee Avenue, will be developed in the future as commercial development consistent with the existing C-3 General Commercial District regulations. In the interim, this lot will be cleared, graded, and seeded.

The applicant seeks a map amendment to rezone the approximately 10.6 acre Residential Development portion from C-3 to R-7, a special use permit for a planned development, a planned development concept plan and a preliminary plat of subdivision. The planned development, preliminary plat of subdivision include Residential Development, Wildberry restaurant parking lot improvements and the grading and seeding of the remnant lot and public road.

Residential Density Comparison between Proposed Townhome Development, Current Commercial Zoning, R-7 Residential Zoning, and the Comprehensive Plan Concept Plan:

Staff notes that the current zoning of the entire 15.3 acres is C-3 General Commercial District. The petitioner is proposing to rezone the western most 10.6 acres of the site to R-7 Single Family Attached Residential District. In order to clarify the request and compare it to existing zoning, proposed zoning and the Comprehensive Plan, Staff has created the following table:

Zoning/Proposal	Minimum Lot Area Per Multiple Family Unit	Maximum Height	Minimum Lot Area Per Single Family Attached Unit	Density
C-3 District (current zoning)	1,900 sq. ft. (Special Permit Use)	45 feet	NA	22.9 units/acre
R-7 Single Family Attached District	NA	37 feet	3,600 sq.ft.	12.1 units/acre

Zoning/Proposal	Minimum Lot Area Per Multiple Family Unit	Maximum Height	Minimum Lot Area Per Single Family Attached Unit	Density
Comprehensive Plan Concept B (townhomes)	NA	37 feet	7,104 sq.ft.	6.1 units/acre
Proposed Development (townhomes)	NA	39 feet	5,103 sq.ft.	8.5 units/acre

Purpose of Planned Developments:

Planned developments are included in the Zoning Code as a distinct category of special permit uses. The planned development technique is intended to allow the relaxation of otherwise applicable requirements based upon procedural protections providing for detailed review of proposals for significant developments. This special regulatory technique is included in the Zoning Code in recognition of the fact that traditional use, bulk, space, setback, and yard regulations that may be useful in protecting the character of substantially developed and stable areas may impose inappropriately rigid regulations upon the development or redevelopment of parcels or areas that lend themselves to an individual, planned approach.

The applicant is requesting the following deviations from Zoning Code requirements as part of the petition for a Special Use Permit for a Planned Development.

1. Increase height of townhomes to 39 feet. The Zoning Code allows a height of not more than 37 feet in the R-7 district.
2. Reduction in the required front yard setback to from 44 feet to 12 feet for homes fronting a new public road.

The Zoning Code requires a minimum front yard setback of not less than of 30 feet from the front property line for a residential structure not more than 32 feet in height. For structures exceeding 32 feet additional yards shall be provided. For structures exceeding thirty-two feet in height all required yards shall be increase by two (2) feet for every one (1) foot by which such structure exceeds thirty-two (32) feet in height. The proposed 39 foot high townhome structures shall require an additional 14 feet of front yard for a total front yard setback of 44 feet from the front property line abutting the new public road.

3. Reduction in the minimum perimeter landscaped open space of the Wildberry parking lot expansion from 10 feet to less than 5 feet along the southern property line and less than 8 feet along the western property line.

4. Reduction of the interior parking lot landscaping of the Wildberry restaurant parking lot expansion from 10% to approximately 9.5%.
5. Increase the maximum permitted lot coverage for the parking lot expansion to 75%. The extent of which must be clarified per Planning Division comment number eight (8) below.

Residential Development

The applicant is proposing the residential development component of the requested Planned Development to consist of 90 attached single family homes (townhomes) within sixteen (16) buildings of either five (5) or six (6) dwelling units each on over 10 acres of land area. Each dwelling unit will have two-car parking garages as well as space for 2 additional cars in front of each of the garages. Additional on-street parking is provided throughout the development. The neighborhood is connected by sidewalks throughout that connect to the future public road and south to Adler Drive and north to Peterson Road. The homes are three-stories, 39 feet in height, with three (3) bedrooms. The facades consist of masonry and cementitious siding. New landscaping and stormwater management is included.

Commercial Development

The Commercial Development component of the consists of a 1.3 acre parking lot expansion that will serve the Wildberry Restaurant and a 2.4 acres commercial lot that will be reserved for future commercial development. Both lots will remain in the C-3 General Commercial District. The parking expansion will contain 101 parking spaces which is a net increase of 88 new parking spaces. Staff notes that the Zoning Code would require 71 parking spaces for the Wildberry restaurant due to its floor area size. Access will be provided by two new entrances on the future public road and the existing curb-cuts on Milwaukee Avenue. The applicant has indicated that the existing Wildberry parking lot islands will remain. The future commercial lot to the south of the Wildberry lot does not currently specify any additional access drives on to the future public road but the applicant is requesting approval for two new additional access drives along the future public road. The applicant has indicated that the future commercial vacant lot to the south of Wildberry will be cleared, graded, and seeded until a more definitive development is approved and constructed.

Attainable Housing:

Staff notes that the Village of Libertyville desires to encourage, support and maintain a diverse population and to proactively support such diversity by studying legislation which requires that residential developments within the Village address the needs of individuals who live and work in the Village and others who desire to reside in Libertyville for owner occupied and rental housing which is attainable and which meets the standards for affordable housing as set forth in the State of Illinois Affordable Housing Planning and Appeal Act. The Act is intended to encourage counties and municipalities to incorporate Affordable Housing within their housing stock sufficient to meet the needs of their community.

The Village of Libertyville Human Relations Commission has met for the past 18 months crafting an ordinance for a Text Amendment to the Libertyville Zoning Code to include a chapter on Attainable Housing and is currently in the process of scheduling the public hearing in front of the Plan Commission for their review and recommendation to the Village Board of Trustees. It is Staff's understanding that the petitioner is proposing a fee in lieu of providing attainable dwelling units and that this should be addressed by the petitioner at the Plan Commission public hearing.

Libertyville 2030 Comprehensive Plan:

The Libertyville 2030 Comprehensive Plan has identified the Milwaukee Avenue and Route 137 (Peterson Road) as an Opportunity Site to be closely studied for future development and is subject to the townhome development proposal by the applicant. The Comp Plan notes that this area is located in the southwest portion of the intersection the south/southwest of existing commercial development along the Route 137 frontage – most notably Wildberry Pancakes and Café Restaurant and Ace Hardware. The 15 acre opportunity site is split among two main parcels that are currently vacant, as well as properties with existing commercial uses, including Wildberry. Though located at a busy arterial intersection and in proximity to regional amenities, the site is largely vacant due to its lack of access and limited visibility from the primary right of ways. While the site is zoned for general commercial use (C-3) owing to its location, its lack of exposure diminishes its market viability for commercial uses. As a result of these factors, this site has been identified as a prime opportunity to introduce alternative housing through infill development of the interior portions of the property. Corridor-fronting commercial uses would also be introduced alongside public realm enhancements and improvements to existing site conditions.

The Comp Plan Identifies the following Opportunities and Constraints

- High visibility, a strong of average daily traffic, and proximity to Independence Grove, Abbott Labs, and Naval Station Great Lakes ensures that the eastern portions of this site will remain an attractive location for commercial development in the future, however western portions lack access and visibility, thereby reducing viability.
- Allowing mixed-use development could spur interest amongst a larger audience in the development community. This could also help provide greater connectivity to the area, creating a destination to live and shop.
- Taking advantage of shared parking between existing and proposed commercial uses can prevent too many paved parking spots and provide for more developable land.
- One the western portions of the opportunity site, new residential development could help to provide a transition to the existing residential neighborhood located to the west and along West Adler Drive.
- To help reduce pressure on local streets, primary access for residential uses is recommended to come from West Adler Drive with a secondary connection from North Milwaukee Avenue.
- Greater pedestrian and bike connectivity should be explored from this area, connecting through the Lake County Complex, Butler Lake Park, and into downtown as well as a potential connection across Milwaukee Avenue to the Des Plaines River Trail.
- The site's existing wetland and mature vegetation poses a potential design challenge, but also represents an value-add opportunity if a contextually sensitive, low-impact approach

to development is pursued.

The Comp Plan Identifies the following Primary Development Objectives

- Hotel/Commercial Cluster at Route 137 and Milwaukee Avenue. The site's location proximate to Route 137, major employers, Naval Station Great Lakes, and Independence Grove suggests that a hotel, modest banquet space, and/or expanded restaurant cluster could be viable near the Milwaukee Avenue frontage.
- Alternative Housing Types. A planned development approach that targets more efficient residential building types with modest density increases – potentially including single-family cluster, townhomes, duplexes, and/or low-rise multi-family buildings – could serve as a transitional land use and help to expand options for alternative housing types within the community. These alternatives are explored in further detail in the Libertyville 2030 Comprehensive Plan via two concept plans, Concept A and Concept B found on pages 118 through 121 of the Libertyville 2030 Comprehensive Plan.

Concept A – Milwaukee Avenue and Route 137

Concept A establishes a new hotel development on a three-acre site along Milwaukee Avenue with more efficient shared parking opportunities support the needs of both the hotel and existing Wildberry Café. Operational considerations – such as a focus on evening food/beverage service – could provide a complement to Wildberry, promoting synergy between the establishments and strategic marketing opportunity with Independence Grove, which is a popular wedding and event venue. The 10-acre western portion of the site shows a cluster housing approach that emphasizes efficient single-family or two unit buildings with common areas maintained by a home-owners association. This approach would target young households, empty nesters, and seniors who may be looking for alternatives to more traditional single-family homes within the Village due to cost or accessibility constraints.

Concept A Highlights

- New Access Road. A new public road and right-of-way would be introduced to the west of the commercial properties fronting Milwaukee Avenue that connects Adler and Peterson Roads and provides access to proposed new residential development. At the southern end, Adler would curve slightly and redirect vehicles towards the new road to help calm traffic and discourage thru-traffic on nearby streets.
- Wildberry Restaurant Parking Lot Enhancements. Portions of the existing Wildberry Restaurant parking lot would be reorganized to improve wayfinding and allow for improved access and circulation. The new layout would reserve roughly 78 spaces for Wildberry's use.
- Shared Parking Lot. The parking lot to the south of Wildberry would be reorganized for efficiency and to provide for a shared parking opportunity between the restaurant and new hotel development to the south. The 66 spaces proposed are intended for dining and event use.
- New Hotel with Event Facilities. A new four to seven-story hotel is proposed with roughly

100 to 200 rooms (~13,750 square foot floor plate) and 170 dedicated parking spaces. The building's main entrance, loading area, and perimeter landscaping are located off of Milwaukee Road, with an outdoor patio and amenity deck to the west. The plan also include ~4,000 square feet of ground-floor dining and event space that would complement nearby event venues and restaurants.

- **New Residential Cluster Development.** The western portion of the opportunity site is envisioned as a new residential 'cluster' development featuring roughly 30 to 60 single-family or duplex residential units and shared common areas and yards. One to two parking spaces are provided per unit in attached garages, with additional surface parking located throughout. The development would also feature ample landscape buffering and screening.
- **Neighborhood Open Space.** Small open spaces would be created within the development to provide passive recreation opportunities to residents.
- **Stormwater Management.** The sites existing wetland areas — specifically in the northwest corner and southern edge off of Adler — would be retained and enhanced to support stormwater requirements. Existing mature vegetation and canopy growth would be preserved where possible. The enhanced ponds would be integrated with neighborhood open spaces to provide unique amenities.

Concept B – Milwaukee Avenue and Route 137

Concept B establishes a new hotel development on a three-acre site along Milwaukee Avenue with more efficient shared parking opportunities support the needs of both the hotel and existing Wildberry Café. Operational considerations – such as a focus on evening food/beverage service – could provide a complement to Wildberry, promoting synergy between the establishments and strategic marketing opportunity with Independence Grove, which is a popular wedding and event venue. The 10-acre western portion of the site shows a cluster housing approach that emphasizes efficient single-family or two unit buildings with common areas maintained by a home-owners association. This approach would target young households, empty nesters, and seniors who may be looking for alternatives to more traditional single-family homes within the Village due to cost or accessibility constraints.

Concept Highlights

- **New Access Road.** A new public road and right-of-way would be introduced to the west of the commercial properties fronting Milwaukee Avenue that connects Adler and Peterson Roads and provides access to proposed new residential development. At the southern end, Adler would curve slightly and redirect vehicles towards the new road to help calm traffic and discourage thru-traffic on nearby streets.
- **Wildberry Restaurant Parking Lot Enhancements.** Portions of the existing Wildberry Restaurant parking lot would be reorganized to improve wayfinding and allow for improved access and circulation. The new layout would reserve roughly 78 spaces for Wildberry's use.
- **Shared Parking Lot.** The parking lot to the south of Wildberry would be reorganized for efficiency and to provide for a shared parking opportunity between the restaurant and new hotel development to the south. The 66 spaces proposed are intended for dining and event use.

- **New Hotel with Event Facilities.** A new four to seven-story hotel is proposed with roughly 100 to 200 rooms (~13,750 square foot floor plate) and 170 dedicated parking spaces. The building's main entrance, loading area, and perimeter landscaping are located off of Milwaukee Road, with an outdoor patio and amenity deck to the west. The plan also include ~4,000 square feet of ground-floor dining and event space that would complement nearby event venues and restaurants.
- **New Residential Townhome Development.** Roughly 65 attached, singlefamily townhome units are proposed with common yards and open spaces. The units are alley-loaded with a two-car garage 'tucked-under' the main living space. Additional on-street parking is provided for visitors and overflow along traditionally designed residential streets with tree lawns.
- **Neighborhood Open Space.** Small open spaces would be created within the development to provide passive recreation opportunities to residents.
- **Stormwater Management.** The sites existing wetland areas — specifically in the northwest corner and southern edge off of Adler — would be retained and enhanced to support stormwater requirements. Existing mature vegetation and canopy growth would be preserved where possible. The enhanced ponds would be integrated with neighborhood open spaces to provide unique amenities.

APPEARANCE REVIEW COMMISION:

The petitioner appeared before the Appearance Review Commission at their June 21, 2021 and August 16, 2021 meetings for their review and recommendation. During the course of the meetings, a revised landscape plan and a revised elevation plan were submitted for review. Those plans are attached for Plan Commission review. Please find the attached ARC meeting minutes for Plan Commission consideration.

CIVILTECH ENGINEERING, INC.:

Please note that the Village traffic engineering consultant Civiltech Engineering has review and made comments on the applicants traffic impact study and offers comments on the attached Technical Memorandum dated August 17, 2021.

CHRISTOPHER B. BURKE ENGINEERING, LTD.

Please note that the Village storm water management engineering consultant Christopher B. Burke Engineering, LTD. has review and made comments on the applicants site engineering for conformance with the Village of Libertyville Vilage Code and the Lake County Watershed Development Ordinance (WDO) and offers comments on the attached Engineering Review Memorandum dated August 18, 2021.

Staff has completed a review of the petitioners application and offers the following comments for your consideration.

PLANNING DIVISION COMMENTS:

1. Staff recommends that the residential townhome development, Wildberry restaurant parking lot expansion and the grading and seeding of the vacant commercial lot south of

the Wildberry restaurant parcel shall be developed in a unified and concurrent manner. Staff recommends that occupancy permits shall be issued for any of the townhome units only after the completion of the Wildberry restaurant parking lot expansion and the grading and seeding of the vacant commercial lot. Staff recommends that a construction/phasing plan be submitted for review. Please note Engineering Division comments #21 and #22.

2. Staff questions the rationale behind the carving out of the existing Wildberry restaurant lot out of the Planned Development land area. The proposed plat of subdivision creates lot lines that run through the Wildberry restaurant parking lot area. This may be legally acceptable provided that both the parking lot expansion and the restaurant lot itself remain under single ownership. However, the exclusion of the Wildberry restaurant lot from the Planned Development but incorporating the Wildberry parking lot expansion as part of the Planned Development could be confusing or problematic if there are property improvements on the restaurant lot are contemplated in the future.
 - Please confirm whether or not the owner of the Wildberry restaurant will be party to a commercial owner's association with governing covenants and restrictions.
 - The existing Wildberry restaurant lot line appears to intersect existing parking lot islands.
 - If future construction/repair/new development work is proposed in any of these areas of the parking lot expansion lot area or the restaurant building lot area, the application of Planned Development regulations versus the application of standard Zoning regulations can become confusing.
3. Staff recommends that the intersection of the new public road and Adler Drive be configured to reflect the Libertyville 2030 Comprehensive Plan concept plan for this area so that Adler would curve slightly and redirect vehicles towards the new road to help calm traffic and discourage thru-traffic on nearby streets. Please note Engineering comment #18.
4. **RESIDENTIAL PROPERTY** - Please revise the Sight Line Location Exhibits by Pearson, Brown & Associates, Inc. to include the proposed landscaping and fencing screening.
5. **WILDBERRY PROPERTY** - Per the Zoning Code (26-13-3.1), every parking lot shall be buffered and screened with appropriate screening devices such as decorative walls, fences, or berms. The landscaping and screening treatment shall be designed and maintained to a height of at least six (6) feet along every lot line abutting a Residential District and to a height of at least three (3) feet along every other lot line (See Figure 13-2). Provide the required screening along the western and southern edge of the improved parking lot in accordance with the Zoning Code standards.
6. **WILDBERRY PROPERTY** - Per the Zoning Code (26-13-3.2)(c), interior 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 of 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. Document the size of the landscape islands and plant trees where applicable.

7. **WILDBERRY PROPERTY** - Per the Zoning Code (13-3.2)(b), interior landscaping shall constitute at least ten percent (10%) of the area of the parking lot. The updated Narrative, dated August 9, 2021, indicates a deviation is being requested to reduce the required amount of landscaping for the parking lot expansion area to 9.57%.
8. **WILDBERRY PROPERTY** - Staff notes that the maximum permitted lot coverage for a property in the C-3 district is permitted to be up to 85%. The applicant is asking for a deviation from the Zoning Code for lot coverage of 75%. This looks to be a typo as documents note 86% coverage. Please revisit the lot coverage calculation and clarify that the proposed lot coverage includes the existing Wildberry restaurant building lot and expanded parking lot area as one Zoning Lot.
9. **WILDBERRY PROPERTY** – Please revise the Wildberry parking lot photometric plan by KSA Lighting & Controls to include property lines.
10. **COMMERCIAL PROPERTY** – Per the Zoning Code (26-11-12)(d)(2), only one multi-tenant sign may be permitted for each development; provided, however, that no multi-tenant sign shall be permitted on a zoning lot containing a freestanding business sign. Wildberry contains an existing masonry monument sign. A future multi-tenant masonry monument sign shall be considered at the time of redevelopment for the commercial property. Please be advised, all future signs shall comply with the requirements (height, square footage, illumination, landscaping) set forth in the Zoning Code.
11. **RESIDENTIAL PROPERTY AND NEW PUBLIC ROAD** - The Photometric Plan shows ten (10) light poles to be installed throughout the site. Provide cutsheets for the proposed light poles, including their overall height, color, and style.

ECONOMIC DEVELOPMENT DIVISION COMMENTS:

Economic Development Division:

The subject property has been consistently listed as Key Land Redevelopment Opportunity and Priority in the Village’s Economic Development Strategy since the initial Strategy development by the Economic Development Commission in 2010. The proposed development would assist in diversifying the Village’s housing type mix, offering new units to meet the interests of new and potential residents. Such residences will serve the needs of area employees, and will help strengthen the customer base for area businesses—these are objectives frequently referenced in the 2030 Comprehensive Plan and Economic Development Strategy. The expanded parking field will help the long term viability of an existing restaurant that serves a large customer base of Libertyville area residents, as well as neighboring hotel guest. The future commercial parcel proposed may provide additional community amenities and revenue benefits, impacts of such cannot be determined at this time without a known use.

Fiscal Impact Report:

The developer has provided a Fiscal Impact Report by Laube Companies (dated 5-20-21) addressing the anticipated fiscal impact on the Village and serving school districts, specifically focusing on required impact fees and property tax production. Staff has reviewed the provided documentation and provides the following comments:

- Staff does not have the expertise to comment on the appropriateness of assumptions related to school costs, student production, assessment growth rates, or future changes to fair market value.
- It should be noted however that the report relies on “operational” costs to the school only and not the “instructional” costs, the IL State Board of Education’s IL Report Card for both schools would indicate that the combined operational and instructional costs to the schools may be substantially higher on a per student basis than that reflected in the report assumptions noted.
- The school impact fee calculations are in alignment with the Village’s School and Park Donation schedule. No Park Impact Fee calculations are provided.
- The submitted Appendices do not include School District 70 and 128 Property Tax Projections (Tables 9 and 10), nor the District 70 Cost Assumptions (Table 11).
- The tax rate utilized for the Village only represents a portion of the full rate 0.679725 for Tax Year 2020 (payable 2021-22), therefore total Village property tax revenues would be nearly double the figure suggested.
- The report does address future costs which the Village would occur in the form of municipal services (fire, police, public works, parks, administration, etc.), therefore the full property tax Benefit to the Village reflected would be somewhat less than reflected.
- Staff would concur with the identified “Qualitative Benefits” stated.

BUILDING DIVISION COMMENTS:

1. At the time of building permit application please provide complete construction permit documents signed and sealed by IL Licensed Architect prior to Building Permit review.
2. At the retention and detention ponds, verify how all raised walking surfaces more than 18” above a surface below shall have 42” high guards (wrought iron / aluminum fencing) per 2018-IBC-1015.2. Retaining walls next to paving, grass and other walking surfaces shall show compliance with 2018 IBC 1015.2 for all retaining walls higher than 18 inches above grade below.

FIRE DEPARTMENT COMMENTS:

1. Provide a fire department turning template diagram of the entire development for the Libertyville Fire Department Ladder Truck, to include the new configuration of the Wildberry parking lot.
 - Note: Ensure the fire department maintains access to the FDC, knox box and sprinkler riser room at Wildberry.
 - Note: The non-standard turnaround in the southwest corner shall be marked as a fire lane with signs and/or striping to prevent parking. If the turnaround only

functions in one direction, it shall be indicated with signs and/or striping.

2. Plans show parallel parking along the private access road for the residential development. The road width including the parking is listed as 27 feet. Note that per the IFC the unobstructed width is 24 feet.
 - **2018 IFC Section 503.2.1 Dimensions (as amended by the Libertyville Municipal Code).**
Fire apparatus access roads shall have an unobstructed width of not less than 24 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).
 - **503.4 Obstruction of fire apparatus access roads.**
Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths and clearances established in Sections 503.2.1 and 503.2.2 shall be maintained at all times.
3. Note: per section 503.2.3 (as amended by the Libertyville Municipal Code) "The minimum weight the road shall support is 80,000 lbs."
4. Note: all residential buildings require a sprinkler system, minimally NFPA 13D.
5. Note: once the configuration of the new water main is approved, the development will require a hydrant layout approved by the Fire Department. Layout will be reviewed against Section 507 and Appendix C of the International Fire Code (2018 edition).
 - Note that the project may contain a mixture of public and private hydrants. Maintenance of private hydrants remains the responsibility of the property owner or designee.

PUBLIC WORKS DEPARTMENT COMMENTS:

The Public Works Department offers the following comments related to the preliminary submittal for the project. It should be noted that comments provided at this time are those that staff felt were requiring attention in accordance with the requested Plan Commission actions. The developer(s) should anticipate additional comments upon the provision of subsequent plan submittals.

The following items should be addressed prior to a staff recommendation for approval:

Director of Public Works Comments

1. The Traffic Impact Study (TIS) indicates that existing counts were taken back in January 2021. Given that these were gathered during the height of the COVID-19 pandemic, additional counts need to be obtained now that school activities have resumed.
2. The TIS indicates that the AM delay time for the eastbound Adler Drive approach (left turn

onto Milwaukee) will increase by 18 seconds. It is anticipated that this time will increase upon the update of traffic counts as requested in the previous comment.

3. The TIS indicates only 35 trips out and in for the peak-hours for the proposed 90-unit townhome development. This value seems low. Please verify and provide additional feedback on this matter.
4. The TIS indicates that the PM delay time for the left turn from Milwaukee onto Adler will not increase. Please verify and provide additional feedback on this matter.
5. Please include the Bulletin 75 routing table within the Preliminary Stormwater Management Report. It will need to be verified that all provided detention is based on this new rainfall data in accordance with the current Lake County Watershed Development Ordinance.
6. Four separate ponds are not conducive to best stormwater management practices. Can any of these be combined into one or two larger ponds?
7. Stop signs should be indicated throughout the site on the plans to identify how traffic is intended to be controlled throughout the development and along the proposed public roadway.
8. The Village would not be able to accept perpetual ownership and maintenance of the water main system as currently designed. The 'serpentine' layout and proximity to buildings and private features would cause the system to be very difficult for long-term maintenance. Please explore alternative layouts for the system that would be similar to those implemented by the design engineers for the Parkside of Libertyville development. That development utilized a main line along the roadway that is publicly-owned and maintained, but also provided 'private loops' that were routed between and around buildings as needed for individual services and/or hydrant coverages. In this instance it would be preferred if the publicly owned portion was routed predominantly along the private roadway while being 'looped' between the proposed public roadway and potentially alongside the southernmost detention system to an Adler Drive connection. The Engineering Division would encourage the opportunity to work together with the design engineers towards a preferred layout.
9. The sanitary sewer system must be routed to the existing system parallel to Milwaukee Avenue and should not discharge to the system along Adler Drive. The previous use of the site discharged to the Milwaukee Avenue system, and the proposed conditions should reflect the same. The Adler Drive sanitary sewer is ultimately tributary to a lift station that is not intended to take the discharge from this site. Based on initial review of the proposed elevations in relation to the existing sanitary sewer inverts along Milwaukee, it appears that a gravity feed to this sewer is feasible. *(Additional Note: A public sanitary sewer easement exists which is depicted on the survey and which was required when Wildberry was constructed, because the sewer served more than one property at the time. If a connection is not made to the existing manhole within the Wildberry property, the easement would*

likely need to be vacated, as it appears the sewer currently serves only one property.)

10. A 2-foot sump should be incorporated to the upstream side of the Outlet Control Structure.
11. Add a 4-inch CA-6 base to the roadway pavement section and increase the thickness of the asphalt pavement to 12-inches for the public roadway due to its shared use between residential and commercial properties.
12. All street lighting will need to incorporate LED light fixtures.

Engineering Division Comments

13. The development as currently designed is reliant on two (2) significant factors that are critical to the stormwater management functions of the site. It is staff's opinion that analyses of each of these items need to be provided and reviewed as part of the preliminary approval process due to the integral nature of their impacts to the site design:
 - a. The preliminary documents indicate that restricted flows from the on-site detention system, along with 'some' of the emergency overflows from the site, are to be routed through the existing public storm sewer system along Adler Drive. Storm sewer modeling and calculations are needed to demonstrate that sufficient capacity exists within these and downstream sewers. (Note: It would be staff's preference to utilize the existing sewer system for at least a portion of site overflows rather than the adjacent rear yards (see #1b below) if determined that sufficient capacity exists).
 - b. Emergency overland flows are to exit the site at the far northwest corner of the development and would be required to travel through the rear yards along the north side of Cedar Glen Ct. and Cedar Glen Drive. Detailed topography will need to be gathered for this path and stormwater modeling and analyses will need to be performed for the full extent of the overland flow path to identify any potential impacts to downstream properties. The analyses will need to include 'existing' and 'proposed' conditions to allow for comparisons that depict the true impacts of the design.
14. An exhibit should be provided to identify existing depressional areas within the property, along with the existing volume for each. The Preliminary Stormwater Management Report should also be expanded to identify that the on-site detention basins are accounting for both the existing depressional area that requires compensation as well as the development's detention requirements. It is anticipated that depressional areas exist, at a minimum, at the northwest corner of the property and at the south end adjacent to Adler Drive.
15. Emergency overland flow routes should be delineated through the site on the preliminary plans.
16. The current design shows proposed public storm sewers along the new roadway being connected to private sewers within the Wildberry site. The roadway storm sewer system should be designed so that it is separate and not reliant on a downstream connection to a

private system, and should rather be routed and connected directly to the existing public system along Milwaukee Avenue.

17. Staff is not aware of any formal feedback being received from the Illinois Department of Transportation (IDOT) regarding the currently proposed entrance location along Peterson Road for the proposed public roadway. Given the crucial nature of IDOT acceptance of this entrance location to the overall site plan, staff is requesting that at least some form of feedback be received from IDOT concurring with the entrance location at this preliminary stage of the project.
18. Additional means and/or an alternate configuration needs to be explored by the development team for the new roadway connection to Adler Drive that would address concerns about cut-through traffic and/or vehicles missing the turn and requiring turnarounds within the Adler Drive subdivision. The Village's Comprehensive Plan identifies a complete reconfiguration of Adler Drive to provide a curved roadway into the proposed development. Given that this layout was heavily vetted and adopted as part of the Comprehensive Plan, staff would be supportive of a similar layout for this development, but with certain modifications to address snow removal operations.
19. All review comments provided within the Civiltech Technical Memorandum should be addressed on a point-by-point basis.
20. All review comments provided within the Christopher B. Burke Engineering review letter should be addressed on a point-by-point basis.
21. Please provide a construction sequencing summary for the overall development. It will be an important consideration of the construction phasing that parking be accommodated for the Wildberry restaurant. The proposed public roadway is eliminating some of the overflow gravel parking areas, and staff is well aware of the parking demands for this site.
22. In correlation with the comment above, please provide a demolition plan within the preliminary plan set for the residential development to clarify the full extent of removals required for this portion of the development, including any existing parking areas for the Wildberry site.
23. Please extend the sidewalk along the entire east side of the proposed public roadway into the IL Route 137 right-of-way, and then east to connect to the existing sidewalk/crosswalk at the intersection of IL Route 137 and Milwaukee Avenue.
24. Expand the note on Sheet 4 of the civil plans to further clarify that striping will not be installed for the parallel parking stalls as shown on the plans.
25. Provide a dimension on Sheet 4 to identify how close the proposed asphalt turnaround is to the southernmost unit of Building 8.

26. Please provide preliminary layouts for proposed easements on the Preliminary Plat as feasible. Legal descriptions and detailed dimensions are not required at this time but will need to be included on the Final Plat.

The following additional items are being provided for informational purposes at this time and are among the items that staff will require be addressed as the project advances:

27. The project will result in a hydrologic disturbance of 1-acre or more. Therefore, an IEPA NPDES permit will be required, as well as a Storm Water Pollution Prevention Plan (SWPPP).
28. The project will require a Development Agreement be established between the developer and the Village prior to approval of the Final Plat of Subdivision.
29. Easements will need to be established throughout the site for both private and public utilities. These items will either need to be incorporated into the Final Plat of Subdivision or should be addressed via the provision of separate Plat(s) of Easement.
30. Permit approval will be required from the IEPA for the proposed water main installation.
31. Permit approval will be required from the IEPA for the proposed sanitary sewer installation.
32. Additional information will be required in subsequent plan sets to clarify striping, signage, and the intentions on traffic control at the various proposed intersections.
33. Show property lines lightly on the Geometric, Grading, and Utility Plans for reference. Dimensions for all building setbacks should be given (likely on separate larger-scale building location plans).
34. The southernmost detention basin abuts proposed public sidewalk and is 6-8 feet deep. It is recommended that a fence be provided along the west, south, and east boundaries. Fencing should also be considered along the west side of the NW detention basin.
35. It appears that further investigation of existing utilities (sewer and water) may be needed to verify what structures and pipes remain on the property which may need to be abandoned.

List of Attachments:

1. Civiltech Engineering, Inc., Technical Memorandum, dated August 17, 2021
2. Christopher B. Burke Engineering, LTD, Engineering Review Memorandum dated August 18, 2021.
3. Laube Companies, updated fiscal impact analysis to include Appendix with Tables, dated May 20, 2021
4. Updated Landscape Plans by Dickson design studio, dated revised August 17, 2021

5. Updated Townhome Elevations by BSB Design, dated revised August 16, 2021
6. Letters from neighboring residents
7. Letter from Superintendent Barbini, Libertyville School District 70

STAFF RECOMMENDATION -- PRIOR TO PUBLIC HEARING:

That the public hearing be opened for presentation, public testimony and Plan Commission questions and **CONTINUED** to the September 27, 2021 Plan Commission meeting agenda in order to allow the petitioner to address all comments.

ARC Meeting of August 16, 2021

ARC 21-37 CHILM Libertyville Residential LLC, Applicant. 1761, 1765, and 1783 N. Milwaukee Avenue

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

Ms. Katriina McGuire, authorized agent (attorney) for the residential development, Mr. Moises Cukierman, authorized agent with ILM Homes (residential developer), and Mr. James Olguin, authorized agent (attorney) for the commercial development, presented the proposed building facades, landscaping, lighting, and signage at 1761, 1765, and 1783 N. Milwaukee Avenue. Ms. McGuire stated their development team includes Mr. Joe Maschek, Land Planner from BSB Design, Ms. Natalie Viscuso, Architect from BSB Design, Sharon Dickson, Landscape Architect from Dickson Design Studio, and Ron Adams, Civil Engineer from Pearson Brown and Associates. Ms. McGuire reminded the Commission that this project was initially presented in June 2021. The Commission was presented with updated Landscape Plans and Building Elevations that addressed some of the Staff comments in the Staff Report.

Mr. Maschek reminded the Commission the site is about 15 acres located at the corner of Peterson Road and Milwaukee Avenue. Mr. Maschek stated the site plan follows the framework setup in the 2030 Comprehensive Plan, which features a mixture of commercial and residential uses connecting to Peterson Road. Mr. Maschek stated they have followed the Comprehensive Plan with their design of the 10-acre residential development. Mr. Maschek stated the idea is to change the zoning from C-3 to R-7. Mr. Maschek stated the site plan has remained relatively unchanged since the June 2021 meeting, where there is a 50-foot setback from the neighbors to the south and a 75-foot setback from the neighbors to the west. Mr. Maschek noted both setbacks are greater than what is required. Mr. Maschek stated there are two (2) commercial sites shown on the site plan: (1) an expanded parking lot area for the Wildberry restaurant, and (2) a pad ready green space to the south of the expanded parking lot fronting Milwaukee Avenue. Mr. Maschek stated the major changes to the site plan include redesigning the Peterson Road connection, which allowed for a more efficient parking layout for the Wildberry restaurant. Mr. Maschek stated approximately 87 new parking spaces will be available.

Ms. Viscuso provided the Commission with an elevation of the six (6) unit building. Ms. Viscuso stated the materials for the buildings will be brick, fiber cement siding, and composite trim detailing. Ms. Viscuso stated light fixtures will be located next to each front door and flank each garage door. Ms. Viscuso stated the utility locations have been added onto the side elevations that are less visible from the street and will be screened with landscaping. Ms. Viscuso provided the Commission with a virtual material board.

Ms. Dickson provided the Commission with updated Landscape Plans to address comments provided by Staff and the Commission. Ms. Dickson the landscaping on site will feature a mixture of evergreen, canopy, and ornamental trees. Ms. Dickson stated the understory will include a mixture of evergreen and deciduous shrubs, ornamental grasses, and groundcover. Ms. Dickson stated there are two (2) proposed signs, in addition to the existing Wildberry sign. Ms. Dickson stated the landscape buffer has been revised along the South and West property lines to

accommodate the neighbors. Ms. Dickson stated special attention was considered at the end of the drive aisles, which features a four (4) foot vinyl fence panel with landscaping on both sides of the fence. Ms. Dickson stated the proposed commercial multi-tenant signage will mimic the existing materials at Wildberry and feature three (3) tenant panels. Ms. Dickson stated the proposed residential signage will mimic the materials for the proposed townhomes. Ms. Dickson indicated the streetlamps will match the existing poles on Adler Drive with a black LED lantern and a concrete pole. Ms. Dickson stated these poles will be located along the proposed north/south drive aisle and on the internal roadway. Ms. Dickson stated the proposed Wildberry parking lot will feature similar lighting to that found in Downtown Libertyville. Ms. Dickson provided the Commission with images of potential plantings that provide a variety of scale, texture, and bloom time. Ms. Dickson stated the northern property line will have a six (6) foot board-on-board fence to separate the residential development from the commercial areas. Ms. Dickson stated the other fences will be a four (4) foot vinyl fence that is supposed to screen air conditioning equipment. Ms. Dickson stated the color of the vinyl fences will blend with the architectural palette. Ms. Dickson indicated the homes will be landscaped on three (3) sides, while the air conditioning equipment will be in islands in the motor court. Ms. Dickson stated the foundation plantings will be a mixture of trees, ornamental shrubs, grasses, and perennials.

Commissioner Kollman questioned the plant materials in the naturalized detention areas. Ms. Dickson stated there will be a mixture of native flowers and grasses. Ms. Dickson stated the detention areas are not intended to have a wet bottom, so they will be inundated and then dry out. Ms. Dickson stated the plant set will take this information into consideration. Commissioner Kollman questioned the height of the proposed plantings. Ms. Dickson stated they can range from four (4) feet to six (6) feet in height, but there will be a mixture of plantings heights that can be maintained accordingly. Commissioner Rooney questioned the center open space area. Ms. Dickson stated the center area is a paved circular area that is surrounded by planting beds and trees with three (3) benches. Commissioner Kollman confirmed the vegetation will not be watered through an irrigation system. Ms. Dickson stated the plantings will be Zone 5 which will withstand the climate. Commissioner Flader questioned the plantings near the air conditioning units. Ms. Dickson stated they are planning to have a medium deciduous shrub, such as an Annabelle Hydrangea, and ornamental grasses. Commissioner Flader questioned if the landscaping is acting as a screening device for the air conditioning units. Ms. Dickson stated there are other plantings and fences that will provide screening, so the area in the motor court can be open and provide clean air to the equipment. Commissioner Flader questioned how snow removal would be handled within the motor courts. Ms. Dickson stated the landscaping located at the end of each motor court is setback 15-feet to provide an area for snow to be compiled. Chairman Robbins confirmed the fence along the northern property line will be cedar. Chairman Robbins confirmed the HOA will need to maintain the fence on an ongoing basis. Ms. Dickson stated the fence, the detention basin, and the common open space area will fall into an HOA's jurisdiction.

Commissioner Rooney stated the proposed height may stick out when compared to the neighboring residences. Mr. Maschek stated the units were purposefully located perpendicular to the southern property line to avoid the interaction with the neighbors along Adler Drive. Mr. Maschek stated the units along the western property line were setback 75-feet in an attempt to increase the privacy from their neighbors. Commissioner Galo stated the proposed residential structures are very tall. Mr. Maschek stated they setback the proposed structures to help alleviate this concern.

Commissioner Burger questioned the typical roof height of the neighboring residences compared to the roof height of the proposed structures. Mr. Maschek stated a typical two-story single family residence ranges from 30-35 feet, when measured to the ridge of the roofline. Mr. Maschek stated the proposed structures are measured to be 39-feet in height. Ms. Viscuso noted the height is measured to the ridge, which is setback from the front gables and is even further setback from the front of the building. Mr. Viscuso stated the height of the front gable is approximately 37-feet. Commissioner Galo stated a 40-foot structure is typically four (4) stories. Commissioner Rooney stated the townhomes on Winchester Road do stick out as being taller but noted there are no single-family residences immediately nearby that development. Commissioner Rooney stated it is important for a development to fit in with the rest of the neighborhood.

Mr. Adams stated the residences along Adler Drive are relatively the same elevation as the proposed residential structures. Mr. Adams stated the finished grade elevations are at a similar elevation. Mr. Adams stated every two residential buildings sharing a motor court will need to have the same elevation. Mr. Adams stated the detention area for the entire development has been incorporated into the residential component. Mr. Adams stated the finished grade elevations are similar to the homes along Cedar Glen, too. Mr. Adams showed the Commission several sight line drawings have been completed to provide the Commission an understanding of the proposed height. Mr. Adams indicated the sight line drawings showed potential heights at 37-feet and 39-feet. Mr. Adams provided the Commission with a history of the site, indicating the vacant residential property was previously a golf course with unnatural grade. Commissioner Kollman questioned the metrics used to calculate the stormwater requirements. Mr. Adams stated they are using the current Lake County Ordinance and the new 100-year rainfall calculation. Mr. Adams stated the proposed commercial site will completely drain into the four (4) detention ponds, where it will eventually drain towards Bull Creek. Chairman Robbins questioned what happens once the four (4) detention ponds are filled with water. Mr. Adams stated the water will drain into the storm sewer system on Adler Drive, but the overflow runs down Adler Drive. Mr. Adams stated the storm sewers in this neighborhood are designed for a five (5) year frequency event, so anything above that rain event will flood the roadway. Mr. Adams stated the amount of water coming off the proposed development will be controlled by a specific release rate. Mr. Adams stated water within the detention area will be slowly released into the storm system.

Chairman Robbins provided an example to the Commission on the height of the proposed structure and visualized the height will be approximately four (4) times the size of the wall in the Village Board Room. Chairman Robbins questioned the mature height of the plantings along the western property line. Ms. Dickson stated the run of arborvitae located behind Buildings 7 & 8 will have a planting height of eight (8) feet. Ms. Dickson stated the arborvitae will average around 15-feet in height and will fully mature in about 10 years. Ms. Dickson stated it is possible they will grow one (1) foot per year under the right conditions. Ms. Dickson stated the arborvitae will maintain their bushy appearance and grow into each other to create a hedgerow. Chairman Robbins questioned the location of the existing trees. Ms. Dickson stated there are several trees located on the neighboring properties that will remain. Chairman Robbins confirmed they are mature trees that will provide some screening for any type of development. Commissioner Kollman questioned if the grade near the property line will be changed. Mr. Adams stated they will be meeting the grade at the property line, with a small swale to capture stormwater. Mr. Adams stated they will need to be cognizant of the drip line for the existing trees so the roots will not be damaged. Commissioner

Kollman questioned the depth of the swales. Mr. Adams stated they will be approximately 6” – 12” along the western property line. Chairman Robbins stated the western property line will see the entire length of the proposed structures. Mr. Adams confirmed, noting the setbacks have been increased by an additional 25-feet. Commissioner Rooney confirmed the decks are above the sightline of the arborvitae. Ms. Viscuso stated the decks will be approximately nine (9) feet above grade. Commissioner Flader stated 15-feet is a generous height to rely upon, further noting the availability of 8-foot arborvitae are difficult to find in the area right now. Ms. Dickson stated they are not starting the project this year, so it is possible they will become available when necessary. Ms. Dickson stated they are open to planting taller arborvitae or a different variety, if necessary.

Mr. Cukierman stated their goal is to have approvals by January or February 2022 so he anticipates landscaping will not be installed until Spring 2024. Mr. Cukierman stated they are incentivized to have the necessary arborvitae so that they can close on their occupancies. Mr. Cukierman stated the setback for the R-7 Zoning District is 25-feet. Mr. Cukierman stated an additional setback of 14-feet is required since the buildings have a height of 39-feet. Mr. Cukierman stated the required setback is 39-feet, and they are achieving this setback at a minimum of 50-feet. Mr. Cukierman stated the existing C-3 Zoning allows for a three-story building with residential on the second and third floors. Mr. Cukierman stated this zoning allows for a 45-foot structure and the setback from the property line for this type of structure would be 48-feet. Mr. Cukierman stated a single-family home in the R-7 Zoning District can have a height of 32-feet and be located only 25-feet from the property line. Mr. Cukierman stated an apartment building at this location can be constructed with 238 units. Mr. Cukierman stated they are only asking for two (2) more feet in height for aesthetic reasons. Mr. Cukierman stated the difference between a 37-foot townhome and a 39-foot townhome will be negligible. Chairman Robbins acknowledged the aesthetic comment and agreed the higher pitch makes sense. However, Chairman Robbins noted that 238 units on this site would never work. Mr. Spoden stated the C-3 Zoning District does allow for a three (3) story building with a height allowance of 45-feet. Mr. Spoden noted a Special Use Permit would be required for any residential units above the first floor. Chairman Robbins stated there would likely be give and take with any development, and the goal is to review the development in front of them.

Ms. Laurie Kaya, 1716 Young Drive, questioned if the garages are able to be located underneath or on the front of the structure. Mr. Adams stated the drainage for a below grade garage would be into the garage, which would be less than ideal. Mr. Spoden stated the Village requires the garages on the rear of a townhome structure so there is a relationship to the street frontage. Mr. Spoden noted previous developments along Church Street and Newberry Avenue where the public was upset with the aesthetic of garages on the front of the structure.

Ms. Michele Houser, 1724 Cedar Glen Drive, requested clarity on why the northern property line will have a fence but the western property line will not have a fence. Mr. Cukierman stated their intention is to have the arborvitae provide a more aesthetic screening option, whereas the fence along the north separates the development from the commercial property. Mr. Cukierman stated he is willing to provide a fence along the western property line if requested. Ms. Houser stated the headlights from the residents will shine through the arborvitae and into the existing residences. Mr. Cukierman stated the intention is to have the arborvitae located close enough to touch on day one but still grow, so they will provide screening of headlights. Ms. Houser questioned if the arborvitae would absorb water during a rainfall event. Ms. Dickson stated they will be able to

absorb some water, but she was unsure on their absorption rate. Ms. Houser expressed concern about the stormwater running towards the existing residences along Cedar Glen. Mr. Adams stated the water will be contained in the detention ponds and then slowly released into the storm sewers along Adler Drive. Mr. Adams stated that in the event of a second 100-year rainfall event, then the overflow location is along the northwest corner of the property towards Bull Creek. Mr. Adams stated they are currently evaluating what would happen to the water in back-to-back 100-year rainfall events. Mr. Cukierman stated the stormwater conditions are being improved for the rest of the neighborhood. Ms. Houser stated she would still like to see a fence along the western property line to help buffer the twelve (12) air conditioning units. Mr. Cukierman stated he believes the fence will be unnecessary and unsightly, but they are willing to install a fence.

Mr. Robert Folkrod, 184 Adler Drive, questioned the depth of the retention ponds. Mr. Adams stated the proposed detention ponds are the preference on Lake County Stormwater Management and the Village of Libertyville. Mr. Adams stated the depth of the detention ponds is approximately four (4) feet that will fill up in a 100-year rainfall event. Mr. Adams stated the design of the detention ponds is to allow for evaporation, soaking into the ground, or outlet through the pipe. Mr. Adams stated all of the detention ponds have the same high-water elevation point. Mr. Adams noted the location of Mr. Folkrod's residence is approximately five (5) feet higher than the detention basin. Mr. Folkrod questioned how the water table will be affected by the development and whether there are potential negative impacts to the residents. Mr. Adams stated the project will be designed so neighboring properties are not negatively impacted. Mr. Folkrod questioned if there will be mosquito issues from standing water. Ms. Dickson stated the native flowers and grasses will breed a habitat for insects that will eat mosquitoes. Ms. Dickson stated there will likely be a soggy bottom, but no sitting water.

Mr. Joshua Platt, 180 Adler Drive, questioned if there are any mitigation efforts to control the noise coming from the air conditioning units. Mr. Spoden stated there is a sound ordinance that is tied to the State Code. Chairman Robbins stated that air conditioning units provide issues with every neighborhood. Chairman Robbins noted that it is possible if every air conditioning unit is running at one time then people may not be outside as much. Chairman Robbins noted that landscaping and fencing often provide white noise to muffle the sound of the volume. Commissioner Galo confirmed the location of the air conditioning units are located within the motor court. Mr. Platt questioned where the lighting will be located on the buildings. Mr. Adams stated the motor court will have a light on the building near the garage and near the front door. Mr. Adams stated the lights will be photoelectric so they cannot be turned off. Chairman Robbins stated their cutsheets allows for 100W light bulb in each fixture. Mr. Platt questioned the specific changes to the buffers on the Landscape Plan. Ms. Dickson stated the landscaping was shifted to screen motor courts and buildings from neighboring properties. Mr. Platt stated the height of the buildings do not fit in with the rest of the neighborhood of single-family homes that are approximately 27-30 feet in height. Mr. Platt stated he is concerned the height at 39-feet will stand out in the neighborhood.

Mr. Ron Krukowski, 176 Adler Drive, stated he is concerned with the aesthetic of having a four (4) story townhome next to his two (2) story residence. Mr. Krukowski stated the townhome closest to his property is closer to his property line than his existing residence. Mr. Krukowski is concerned with the tree removals within the proposed retention pond. Mr. Krukowski stated the trees provide

important habitats for animals and would like for the trees to remain. Mr. Krukowski noted the sewer on Adler Drive often clogs when it rains and the sewer system on may not be possible to take on the additional water from this development. Mr. Adams explained that only a set amount of water can move through the outlet control restrictor into the existing storm sewer system. Mr. Adams stated the overflow area is at the northwest corner of the property, where water will move west towards Bull Creek. Ms. Dickson stated the trees to be removed within the detention area are necessary because they will be damaged during the construction process. Mr. Krukowski stated he has a wooded backyard right now and is concerned about the lack of trees to remain. Ms. Dickson stated there will be a variety of plantings throughout the development and there will be larger plant specimens along the southern and western property lines.

Ms. Nancy Ryan, 1709 Cedar Glen Drive, confirmed there will only be light standards along the interior ring road and along the access drive connecting Peterson Road and Adler Drive. Chairman Robbins noted that the buildings will only have wall-mounted fixtures. Ms. Ryan questioned the size of the decks. Ms. Viscuso stated they will be cantilevered decks that have the dimensions of 18' x 5'. Ms. Ryan confirmed the decks will be approximately nine (9) feet from grade. Mr. Ryan expressed concern with the noise of the air conditioners and privacy issues with decks peering over the landscaping. Ms. Ryan stated the height increase will also impact the view of the neighborhood. Ms. Ryan noted the townhomes on Winchester Road are not abutting a single-family neighborhood, so this plan is different. Ms. Ryan expressed concern this development will negatively impact the neighborhood.

Commissioner Kollman questioned the distance from the entrance along Peterson Road to the corner of Peterson Road and Milwaukee Avenue. Mr. Maschek estimated approximately 300 feet from the entrance to the corner. Mr. Maschek stated the design is being reviewed by KLOA and IDOT. Mr. Adams stated they are installing a right-in, right-out with a pork chop to influence traffic movements.

Chairman Robbins questioned the Commission if they feel confident in acting on this petition. Commissioner Galo reminded the Commission the applicant is willing to add a fence to the western property line. Commissioner Rooney stated the aesthetics of the building are very attractive, however, the height is still a major concern. Commissioner Rooney stated the height of the townhomes do not appear to fit in with the single-family residences in the rest of the neighborhood. Commissioner Rooney indicated that even the most attractive project still needs to fit in with the rest of the community. Chairman Robbins noted it is sometimes a challenge to make sure a project fits into the proposed context. Commissioner Galo agreed with Commissioner Rooney. Commissioner Flader stated the proposed landscaping on site and in the detention area will be quality specimen. Commissioner Flader questioned if the design team has considered rotating Buildings 7 & 8 by 180 degrees so the neighbors along the western property line have a front house with a landscaped courtyard instead of a motor court with air conditioning equipment. Mr. Maschek stated several plans have been considered along the western property line and flipping the buildings will severely affect the drainage onsite. Commissioner Burger echoed the previous Commissioner's concerns, stating Commissioner Flader's recommendation may be a better design for the subdivision. Commissioner Burger stated the fence along the western property line is a legitimate concern that should be addressed. Commissioner Burger recommended the light fixtures are considerate of neighbors. Chairman Robbins recommended a dark-sky fixture that directs light

downwards. Commissioner Kollman stated the architecture of the building appears to be appropriate. Commissioner Kollman stated the adjacent properties will be affected by the volume and mass of the buildings. Commissioner Kollman suggested stepping down the buildings as they get closer to the property line so they are only two stories, if it still works with the density. Commissioner Kollman stated the detention areas appear to be forced in their shape and this is potentially an effect of taking in the commercial runoff. Commissioner Kollman stated he would like to see more thought put into a natural shape for the detention areas. Commissioner Flader stated that rotating the buildings 180 degrees may allow for the detention areas to be looked at more closely. Commissioner Flader stated the orientation of these buildings are being put onto the western neighbors. Commissioner Burger stated she was unsure regarding the purpose of the middle courtyard and questioned the potential users. Chairman Robbins agreed with many of the comments from the Commission, noting that changing the orientation of the detention areas can affect the overall site development. Chairman Robbins stated there is a lot of good in the architecture, specifically having the street side have an entrance. Chairman Robbins stated the amount of open space on site is significant enough to allow trees between the buildings. Chairman Robbins questioned the depth of the units. Ms. Viscuso stated they have a depth of approximately 40-feet. Chairman Robbins stated the gap between the buildings is at least 40-feet or more, which lends itself to more open space than can be perceived. Chairman Robbins stated it will be difficult to save existing trees that have been neglected and the grade will need to be manipulated. Chairman Robbins stated he is concerned about the height and how it will impact the neighbors. Chairman Robbins stated it is likely beneficial for the neighbors to the south, but the neighbors to the west will be looking at a four (4) story wall. Chairman Robbins stated it may be advantageous for the Commission to continue this request, so the applicant is able to address these details on the detention areas, site plans, light fixtures, and courtyard area. Commissioner Galo questioned the size of the proposed units. Mr. Cukierman stated each unit will be three (3) bedrooms. Ms. Viscuso stated each unit will be approximately 2,000 SF – 2,150 SF. Commissioner Galo stated children will be living in the proposed development and there is no recreational area. Mr. Cukierman stated there will be an open space in the middle of the development. Mr. Cukierman stated they do not expect many children in this community based on the design of the townhomes. Mr. Cukierman stated these townhomes are designed for families in their fifties or with their children in college. Commissioner Galo questioned where the master bedroom will be located. Mr. Cukierman stated they will be located on the top floor. Mr. Cukierman stated families with children will likely look for single-family homes in the area. Commissioner Rooney stated the Village's Comprehensive Plan identifies a need for housing that will accommodate the older generation without two flights of stairs. Commissioner Rooney noted children will likely come to this area because the school district is top notch and nearby. Mr. Spoden noted questions relative to the school district will be addressed at the Plan Commission.

Ms. McGuire stated their development team has been involved with this project for several months and went through several site plans. Ms. McGuire noted they have contractual obligations and requested the Commission consider voting on the application tonight so they can appear before the Plan Commission on August 23, 2021. Ms. McGuire stated she understands the concerns from the Commission but indicated they are unlikely to be resolved at the Appearance Review Commission level. Commissioner Kollman questioned if the Commission has reviewed this submittal before. Mr. Spoden stated Commissioner Burger and Commissioner Flader were the only Commissioners present at the June 2021 meeting to review this project initially. Commissioner Kollman confirmed

prior comments have been reviewed and revisions have been attempted. Mr. Olguin stated their timetable with their seller is a concern and requested the Commission consider voting on the application tonight with certain conditions or concerns forwarded onto the Plan Commission. Chairman Robbins noted there are several items that can likely be conditioned based on the approval but indicated that height is likely not one of those items. Mr. Cukierman stated he is willing to reduce the height from 39-feet to 37-feet. Mr. Cukierman stated the setbacks are still compliant from the neighbor's property. Mr. Cukierman stated the roadway needs to happen so that the parking will be constructed. Mr. Cukierman stated their contract with the seller requires final approval and extending the timeline will push up against that timeline. Commissioner Kollman questioned how critical it will be that the stormwater from the commercial property is located on the residential property. Mr. Cukierman stated it will be very crucial and it was requested from the Village. Mr. Cukierman stated they will provide organized parking for Wildberry, while cleaning, grading, and seeding the future commercial lot, and creating a gateway into the Village at this corner. Mr. Cukierman stated he understands the Village's position to maximize the future commercial component.

Mr. Platt stated the neighborhood is interested in seeing the area developed responsibly, capturing the spirit of the area. Mr. Platt stated the proposed development will be a complete change to the area that will not keep within the spirit of the Village. Chairman Robbins stated a few comments over the course of the meeting have been directly related to the Plan Commission. Chairman Robbins stated anything that happens on this site will be a change, whether it happens now or in the future. Chairman Robbins stated the only way for this area to stay open space is for someone to buy it and keep it as open space.

Chairman Robbins stated there has been an offer by the applicant to reduce the height to thirty-seven (37) feet. Chairman Robbins questioned the existing and proposed roof pitches. Ms. Viscuso stated the proposed roof pitch will be a 10:12 and a 4:12. Ms. Viscuso stated the 4:12 pitch is not ideal for shingle life or aesthetics. Chairman Robbins stated there is a nine (9) foot floor plate for the main floor and questioned if it is possible to lower the floor plate. Mr. Cukierman stated they will not be able to sell units with headroom less than nine (9) feet. Chairman Robbins questioned if there were any other ideas on how to reduce the height of the structure. Chairman Robbins questioned if there is any way to reshape the stormwater basins, so they look less structured. Mr. Adams stated they will be vegetated so it will not look as boxy. Chairman Robbins questioned how much vegetation will remain year-round. Ms. Dickson stated there will be a mixture of perennials and tall grasses that will be monitored and maintained. Ms. Dickson noted they will go dormant in the winter and come back in the springtime. Ms. Dickson stated the maintenance program will likely have them trimmed down every three (3) years or so.

Chairman Robbins stated potential conditions may include: (1) the Landscape Plan be updated to incorporate the size, species, location, and quantity of plantings, (2) the Landscape Plan reflect the required parking lot screening along the western and southern edges of the improved parking lot in accordance with the Zoning Code standards, (3) the air conditioning equipment is completely screened, to the full height of the units, from all neighboring properties, (4) one (1) shade tree with a minimum trunk size of three (3) inches is planted in newly developed parking lot landscape islands, while coordinating with the light pole locations and proposed trees, (5) the required amount of landscaping for the parking lot islands be revised to ten percent, and (6) the multi-tenant

sign be considered at a future date by the Commission when the commercial tenants apply for the development. Commissioner Rooney stated she would like to add the condition regarding the illumination levels of the wall mounted fixtures. Commissioner Kollman stated he would like to add a condition regarding the shape of the detention areas, so they feel more natural. Chairman Robbins stated a fence should be provided along the western property line. Chairman Robbins questioned if the Commission would like to add a condition regarding the height of the structures. Commissioner Rooney stated she does not think there will be a discernable difference between 37-foot and 39-foot, but indicated she is concerned the height does not fit in with the neighborhood. Commissioner Kollman stated he is also concerned with the height, but it will be a good conversation for the Plan Commission. Commissioner Galo stated he does not think this will be an appropriate development for the property located near single-family residences. Chairman Robbins stated it is important to trust the process in place and let the Plan Commission review the proposal with the same scrutiny. Chairman Robbins stated he agrees with Commission regarding the height issue but indicates there will be more detriment to the buildings by reducing them the two (2) feet.

Mr. Olguin stated he has concerns regarding several of the potential conditions. Mr. Olguin stated he is concerns about having parking lot screening on the southern side of the parking lot and having landscaping in an area that will need to be torn out when the commercial property is developed. Mr. Olguin stated there is a mixture of landscaping along the western property line. Mr. Sandine noted several deficiencies on the submitted Landscape Plan along the western property line. Mr. Sandine stated the Village would like to see screening along the southern property line because it is unknown when the commercial property will be developed, and the landscaping will be provided screening from the residences on Adler Drive. Mr. Olguin stated they understand the comments from Staff regarding the secondary sign. Chairman Robbins questioned if there is an obligation for a perimeter landscape open space requirement on the southern property line. Mr. Spoden stated it is dependent upon the potential commercial development. Mr. Spoden stated it is possible to have the 10% interior parking lot landscaping for the entire development if there is shared parking. Chairman Robbins stated his biggest question is whether the sign is in the right location. Chairman Robbins stated the proposed sign will lend the other freestanding sign to be irrelevant. Chairman Robbins suggested reflecting on the signage at a later time when the commercial development is considered. Chairman Robbins stated more landscaping should be considered along the east side of Wildberry Lane to shield headlights from vehicles in the winter months on the weekends. Commissioner Rooney agreed with Chairman Robbins regarding the parking lot screening requirement along the western and southern property lines. Chairman Robbins suggested removing the condition for the parking lot landscaping requirement at this time.

Commissioner Kollman made a motion, seconded by Commissioner Hartshorne, to recommend the Plan Commission/Zoning Board of Appeals approve the application for new building facades, landscaping, lighting, and signage at 1761, 1765, and 1783 N. Milwaukee Avenue, subject to the following conditions: (1) The Landscape Plan be updated to incorporate the size, species, location, and quantity of plantings, (2) The Landscape Plan reflect the required parking lot screening along the western and southern edges of the improved parking lot in accordance with the Zoning Code standards, (3) The air conditioning equipment is completely screened, to the full height of the units, from all neighboring properties, (4) One (1) shade tree with a minimum trunk size of three (3) inches is planted in newly developed parking lot landscape islands, coordinating with the light

pole locations, (5) The multi-tenant sign be considered at a future date by the Commission when the commercial tenants apply for their development, (6) The shape of the detention areas are explored so they have a more natural shape, (7) A six foot solid fence be installed along the western property line, and (8) Building mounted light fixtures have a light not to exceed 60W and be shown downwards.

Motion carried 7 - 0.

ARC meeting date June 21, 2021

**ARC 21-37 CHILM Libertyville Residential LLC, Applicant
1761, 1765, and 1783 N. Milwaukee Avenue**

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

Mr. Moises Cukierman, Ms. Katriina McGuire, Ms. Natalie Viscuso, Ms. Sharon Dickson, and Mr. Joe Maschek, authorized agents for CHILM Libertyville Residential LLC, and Mr. Jim Olguin, authorized agent for 1783 N. Milwaukee Avenue, presented the proposed building facades, landscaping, lighting, and signage for 1761, 1765, and 1783 N. Milwaukee Avenue. Ms. McGuire stated the development is split into three (3) parts: (a) Expanded parking to the existing Wildberry parking lot, (b) Future development of a commercial site that is located south of the Wildberry parking lot, and (c) New residential development to the west of the future commercial site. Mr. McGuire stated the residential aspect of the development will include ninety (90) single-family attached homes.

Ms. Viscuso provided an overview of the architecture proposed for the single-family homes. Ms. Viscuso stated the rear-loaded townhomes will be three (3) stories. Ms. Viscuso stated the Floor Plans will be comparable to the demand of the market. Ms. Viscuso stated residents will enter at the lower-level, which has an option a open/flex space or bedroom, along with access to the two (2) car garage. Ms. Viscuso stated the main level will feature the main living space in an open concept configuration, and the top floor will feature all bedrooms and bathrooms. Ms. Viscuso stated the elevations have been designed in an updated traditional style, with fiber cement siding, brick veneer, architectural shingles, and decorative bracket details. Ms. Viscuso noted each private entrance will have a covered porch with an alternating roof style. Ms. Viscuso stated the elevations have a varied but cohesive architectural elements. Ms. Viscuso stated the buildings will have a varied brick height with capstone caps and the windows will have panel details. Ms. Viscuso noted the exterior elements are stretched around the side of the building to provide details on each side of the building. Ms. Viscuso noted there is an “enhanced side elevation” that includes a side entrance along the street frontage. Ms. Viscuso stated the rear elevation includes the continued brick and cantilevered bay elements. Ms. Viscuso provided the Commission with a virtual material sample board for review.

Ms. Dickson provided an overview of the landscaping proposed for the residential component and the Wildberry parking expansion. Ms. Dickson stated the landscape plan includes a mixture of shade and evergreen plantings. Ms. Dickson stated all four (4) detention basins are naturalized, meaning native plantings will be on the base and side slopes. Ms. Dickson stated there is a central open space for the residential component of the project, which will have decorative paving and benches for gathering. Ms. Dickson stated there is one sign proposed for the residential component, located at the entrance to the development. Ms. Dickson stated each building has landscaping on all sides, while a six (6) foot cedar fence is proposed along the northern property line. Ms. Dickson stated the western and southern property lines will feature a landscape buffer between the proposed development and the abutting residential neighbors. Ms. Dickson noted evergreen plantings are proposed at the end of each motor court to mitigate any potential glare from vehicles. Ms. Dickson stated parkway trees are proposed along the public access road and the private interior roadway.

Ms. Dickson stated the expanded Wildberry parking area will include new parking islands with trees and undergrowth (perennials/groundcover). Ms. Dickson stated the future commercial development will be cleaned up by removing some of the existing pavement, fine grading the site, and topping it with Kentucky Blue Grass seed and blanket.

Ms. Dickson stated the name of the proposal is “Liberty Junction”. Ms. Dickson stated the entrance monument will feature the same brick that is proposed for the townhomes, along with a cedar pergola installation. Ms. Dickson provided the Commission with a view of the plantings to be installed at the foundation of the townhomes. Ms. Dickson stated the air conditioning units will be installed within the islands behind the townhomes and be screened by a deciduous shrub. Ms. Dickson stated the proposed black light poles to be installed throughout the development will match the standards that are currently used by the Village of Libertyville.

Acting Chairman Flader requested clarity on the height of the buildings, noting the R-7 Zoning District allows 2 ½ stories or 37 feet, while the plans show a three (3) story building. Ms. McGuire stated the height of the structure is one aspect that the development team is requesting relief on through the Planned Development process. Mr. Cukierman stated he has been consistent in showing Village Staff a three (3) story building since the initial conversations in August 2020. Mr. Cukierman stated the design has not changed since those previous meetings and noted this style of townhome has done very well in the market. Mr. Cukierman stated Village Staff and several Village Trustees were aware of this plan. Mr. Cukierman stated their initial plan was to have the townhomes look like a 2 ½ story building from the front and a three (3) story building from the back. However, Mr. Cukierman stated the Village would like to see a side entrance for the units facing the private roadway. Mr. Cukierman stated that it was not possible to keep the raised grade elevation in the front with this new design, so now the entire townhome is three (3) stories. Mr. Cukierman stated the forced grade elevation would have been more economical, instead of hauling the soil off-site. Mr. Cukierman stated the only change from their initial design is that soil was removed from the front and the entrance is now at grade. Mr. Cukierman stated the interior stairways also affect the overall height and layout of the townhomes. Ms. Viscuso stated that an internal exercise showed the height of the townhome to be at 37-feet, which made it appear dated instead of modern with the current roof pitches.

Acting Chairman Flader questioned if the height of the townhomes has been compared to the Wildberry site or the neighboring residences. Mr. Cukierman stated they have not compared the height to the Wildberry building but noted the Parkside Townhomes along Winchester Road are significantly taller. Mr. Cukierman stated they are almost 49-feet in some instances. Commissioner Seneczko stated the Parkside Townhomes are irrelevant to this property. Commissioner Seneczko stated the issue with this site is how the height of the buildings will be compared to the neighboring residences. Commissioner Seneczko stated he is concerned about the height and would like to see the roof altered. Commissioner Seneczko stated he would like to see the height adjusted in the roof structure, if it is unable to be adjusted elsewhere. Mr. Cukierman stated that a 37-foot structure will not be any less visible than a 39-foot structure. Mr. Cukierman stated he is willing to reduce the height of the building but indicated the change will not be as attractive. Acting Chairman Flader stated he agreed with Commissioner Seneczko, noting that the homes along Adler Drive a typical two (2) story residences. Acting Chairman Flader stated that these homes will definitely be able to see the proposed townhomes at 39-feet. Mr. Cukierman questioned if the homes will be seen at

37-feet. Acting Chairman Flader stated the homes will be seen at 37-feet, too, but that is what the Zoning Code allows. Mr. Cukierman stated there will also be a fifty (50) foot setback from the property line to the single-family homes. Mr. Cukierman stated the distance from building to building can range from 120-140 feet. Mr. Cukierman stated the distance from the building to the property line along the West side of the development is at least 75 feet. Mr. Maschek stated the distance from building to building can range from 125-135 feet.

Commissioner Seneczko requested clarity on the rest of the zoning issues identified in the Staff Report. Acting Chairman Flader questioned if the Commission should request clarity on the issues pertaining to the Commercial area. Mr. Sandine stated the items with a “Commercial” designation are relative to the Wildberry parking lot instead of the future commercial development site.

Acting Chairman Flader questioned how the refuse containers will be controlled by residents. Mr. Maschek stated the townhomes will be able to handle two bins inside of the garage so they can be pulled out on the respective trash day. Mr. Maschek stated there will be no outdoor trash containers since they will be maintained within the garage. Acting Chairman Flader questioned the plantings proposed to screen the air conditioning equipment within the islands. Ms. Dickson stated there will be a medium sized deciduous shrub with groundcover. Acting Chairman Flader noted the deciduous nature of the shrub will not provide year-round screening. Mr. Cukierman stated he has seen that too much shrubbery near the air conditioning equipment can often deteriorate the quality of the equipment. Mr. Cukierman requested relief from the Commission regarding the additional screening requirements. Acting Chairman Flader stated the Zoning Code requires the equipment to be screened. Ms. Dickson questioned if there is another location in the Village where the equipment has been successfully screened. Mr. John Spoden, Director of Community Development, suggested looking at the Parkside Townhomes where fencing was provided at the end of the drive aisles. Mr. Spoden also suggested looking at the newly proposed Credit Union Development. Mr. Spoden noted that historically, deciduous plantings have not been permitted as a screening option. Acting Chairman Flader also suggested studying the location of plantings from a snow removal point of view. Mr. Cukierman stated they will try to come up with a plan to address these concerns.

Commissioner Seneczko questioned the height of the light poles within the commercial property. Ms. Dickson stated the light poles throughout the development will be twelve (12) feet tall, with the lantern sitting on top. Mr. Olguin stated the lighting for the Wildberry parking lot is still being determined. Mr. Olguin stated the photometrics will comply with the Village standards. Commissioner Seneczko confirmed the pole height is still being determined, too. Mr. Olguin stated that he does not foresee an issue at this time with the pole height. Mr. Olguin stated they will do their best to try and comply with the ten (10) foot requirement.

Acting Chairman Flader stated the project narrative includes a five (5) unit townhome and a six (6) unit townhome. Mr. Cukierman stated the submittal does not include a rendering of the six (6) unit townhome and that this will be prepared for a future meeting. Acting Chairman Flader questioned the common elements within the neighborhood open space. Mr. Cukierman stated they wanted the space to remain open for people to gather. Ms. Dickson stated there will be three benches in a central gathering area. Mr. Cukierman stated that structures are often a nuisance and require an abundance of maintenance. Acting Chairman Flader questioned the visitor parking

plans. Mr. Maschek stated there will be on-street parking on the loop drive to handle guest parking. Mr. Maschek stated there is also stacked parking behind the townhomes. Mr. Cukierman stated there will be four (4) parking spaces per unit and then 30 additional on-street parking spaces.

Commissioner Seneczko questioned how trees were selected to be preserved or removed. Ms. Dickson stated a Tree Preservation Plan was prepared for the residential component and the commercial component. Ms. Dickson stated a professional arborist identified each existing tree and their location, so that they could determine which trees would be impacted by construction. Commissioner Seneczko requested to review the Tree Preservation Plan. Acting Chairman Flader stated the Landscape Plan is more general in that it only includes deciduous or evergreen plantings. Mr. Sandine showed the Commission the Tree Preservation Plan. Commissioner Seneczko questioned where existing, mature trees are located that will remain. Ms. Dickson stated the existing trees to remain are located primarily on the western property line. Ms. Dickson stated there are also a few on the northwest corner and the southwest corner. Ms. Dickson stated there will be a total of 267 new trees to be installed within the residential component. Ms. Dickson stated the Tree Preservation Plan often includes trees located about 15-feet off the property, as the critical root zone and tree canopy can be impacted by those developments on site. Ms. Dickson noted a few of the trees to remain are on the neighboring properties to the west. Commissioner Seneczko stated the western property line looks to be pretty well covered, while the southern property line did not have many existing trees. Ms. Dickson stated there are not many high-quality trees located on site. Ms. Dickson stated the proposed species will be higher quality and leave the site better than it is today.

Acting Chairman Flader stated it appears there are several open items that still need to be addressed, including: (a) Height Restrictions, (b) Screening of A/C Units, (c) Light Pole Height, (d) Landscape Plan Details, (e) Updated Elevations for 6-Unit Building, (f) Bench Details and Open Space Details, and (g) Label Visitor Parking. Commissioner Seneczko noted his biggest issues were the height of the buildings and fencing/screening. Commissioner Seneczko stated he is okay with the elevations in terms of the looks and materials. Commissioner Seneczko stated he is more concerned with how the building will relate to the surrounding properties. Acting Chairman Flader agreed with Commission Seneczko, emphasizing how the development interacts with the homes along Adler Drive and to the west of the development. Mr. Cukierman confirmed the issue with the refuse containers has been resolved. Commissioner Seneczko questioned how the Village enforces that the refuse containers be kept inside the garage. Mr. Spoden stated each development will likely have a condition of approval. Commissioner Seneczko questioned if it is generally a requirement throughout the Village. Mr. Spoden stated the Zoning Code does require them to be screened from view. Mr. Spoden stated that typically the refuse bins are within the garage on a townhome development. Acting Chairman Flader suggested these items be addressed and reviewed at an upcoming meeting.

Mr. Olguin requested clarity regarding the landscaping requirements for the Wildberry parking lot. Mr. Spoden noted how Staff reviewed two (2) different site layouts within the submitted documents. Mr. Spoden requested the petitioner provide an updated site layout for consistency, and then provide a Landscape Plan that shows the updated layout. Mr. Spoden noted the submitted site plan is awkward and would likely require a more detailed review. Acting Chairman Flader stated it would be beneficial to see an entire Landscape Plan for the entire development area. Mr.

Olguin questioned the height of the landscape screening required for the Wildberry parking area, considering a portion of the site abuts residential and a portion of the site abuts commercial. Mr. Olguin noted the Planned Development process may allow for the entire development to be considered in whole, where there is a considerable amount of landscaping across the street from the Wildberry parking lot that can provide screening for the proposed residences. Mr. Olguin stated it would be their preference to not have the full six (6) feet on the east side of the drive aisle and include the proposed landscaping along the west side within the screening requirement.

Commissioner Seneczko made a motion, seconded by Commissioner Burger, to continue this item to the July 19, 2021, Appearance Review Commission meeting.

Motion carried 3 - 0.