

MINUTES OF THE PLAN COMMISSION
February 14, 2022

The regular meeting of the Plan Commission was conducted virtually due to public health concerns and called to order by Chairman Mark Moore at 7:07 p.m.

Members present: Chairman Mark Moore, Amy Flores, Walter Oakley, Richard Pyter, Thomas Rankin, Eric Steffe, and Gregory Wheeler.

Members absent: None.

A quorum was established.

Village Staff present: John Spoden, Director of Community Development; David Smith, Senior Planner; and Jeff Cooper, Village Engineer.

Others present: Brooke Lenneman, Village Attorney.

Commissioner Oakley moved, seconded by Commissioner Steffe, to approve the January 24, 2022, Plan Commission meeting minutes.

Motion carried 7 - 0.

OLD BUSINESS:

**PC 20-28 Village of Libertyville, Applicant
1800, 1850, and 1950 N. US Highway 45**

Request is for Final Approval for an Amendment to the Village of Libertyville Comprehensive Plan Future Land Use Map, located at 1800, 1850 and 1950 N. US Highway 45 in an O-2 Office, Manufacturing and Distribution Park District.

**PC 20-29 Village of Libertyville, Applicant
1800, 1850, and 1950 N. US Highway 45**

Request is for Final Approval for an Amendment to the Special Use Permit for a Planned Development in order to reduce the land area for the Village of Libertyville Sports Complex and for the removal of the Golf Learning Center and Family Entertainment Center, and to add industrial and commercial land uses for property located at 1800, 1850 and 1950 N. US Highway 45 in an O-2, Office, Manufacturing and Distribution Park District.

**PC 20-30 Village of Libertyville, Applicant
1800, 1850, and 1950 N. US Highway 45**

Request is for Final Approval for an Amendment to the Planned Development Final Plan in order to reduce the land area and add additional parking spaces for the Village of Libertyville Sports Complex, removal of the Golf Learning Center (GLC) and Family Entertainment Center (FEC), and to add industrial and commercial land uses for property at 1800, 1850 and 1950 N. US Highway 45 located in an O-2, Office, Manufacturing and Distribution Park District.

PC 20-31 Village of Libertyville, Applicant
1800, 1850, and 1950 N. US Highway 45

Request is for Final Approval for an Amendment to the Special Use Permit for a Sports and Entertainment Complex in order to reduce the land area for the Village of Libertyville Sports Complex, removal of the Golf Learning Center (GLC) and Family Entertainment Center (FEC), and to add industrial and commercial land uses for property located at 1800, 1850 and 1950 N. US Highway 45 in an O-2, Office, Manufacturing and Distribution Park District.

PC 20-32 Village of Libertyville, Applicant
1800, 1850, and 1950 N. US Highway 45

Request is for Final Approval for an Amendment to the Site Plan Permit for a Sports and Entertainment Complex in order to reduce the land area for the Village of Libertyville Sports Complex, removal of the Golf Learning Center (GLC) and Family Entertainment Center (FEC), and to add industrial and commercial land uses for property located at 1800, 1850 and 1950 N. US Highway 45 in an O-2, Office, Manufacturing and Distribution Park District.

PC 20-33 Village of Libertyville, Applicant
1800, 1850, and 1950 N. US Highway 45

Request is for a Final Plat of Subdivision in order to develop industrial and commercial land uses for property located at 1800, 1850 and 1950 N. US Highway 45 in an O-2, Office, Manufacturing and Distribution Park District.

PC 20-34 Midwest Industrial Funds, Applicant
1800, 1850, and 1950 N. US Highway 45

Request is for Final Approval for an Amendment to the Village of Libertyville Comprehensive Plan Future Land Use Map, located at 1800, 1850 and 1950 N. US Highway 45 in an O-2 Office, Manufacturing and Distribution Park District.

PC 20-35 Midwest Industrial Funds, Applicant
1800, 1850, and 1950 N. US Highway 45

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Request is for Final Approval for an Amendment to the Planned Development Final Plan in order to develop industrial land uses for property located in an O-2, Office, Manufacturing and Distribution Park District at 1800, 1850 and 1950 N. US Highway 45.

PC 20-36 Midwest Industrial Funds, Applicant
1800, 1850, and 1950 N. US Highway 45

Request is for a Final Plat of Subdivision in order to develop industrial and commercial land uses for property located at 1800, 1850 and 1950 N. US Highway 45 in an O-2, Office, Manufacturing and Distribution Park District.

Mr. John Spoden, Director of Community Development, stated that items PC 20-28 and PC 20-34 have been withdrawn because the Comprehensive Plan has been updated to reflect those changes in the Future land use map.

Mr. David Smith, Senior Planner, presented an update of the petitions currently before the Plan Commission. Mr. Smith stated that there were three applications submitted in March of 2020. He stated that the first applicant was the Village of Libertyville. He stated that Midwest Industrial Funds was the second applicant and 45Peterson LLC was the third applicant. He stated that the three applicants sought approvals to redevelop the Libertyville Sports Complex property. He stated that the applications submitted were for conceptual approvals to amend the comp plan, amend the special use permit and for a preliminary plat of subdivision. He stated that in August of 2020 the Village Board approved those conceptual plat and plans. He stated that the Village as applicant proposed to keep the Sports Complex building but to make certain improvements to the adjacent landscaping and parking lot. He stated that Midwest Industrial Funds is seeking approval to develop two warehouse industrial buildings in the center of the property just south of the Sports Complex building. He stated that 45Peterson LLC sought approval to develop the southwest corner of the property. Mr. Smith stated that the proposal included certain storm water detention improvements as well.

Mr. Smith stated that the applicants submitted applications for Final Plat and Final Plans and appeared before the Plan Commission in November of 2020. He stated that the intent of the Planned Development Final Plan is to refine and implement the Planned Development Concept Plan. At the conclusion of the November 2020 Plan Commission meeting all three of the applicant's proposals were continued to a future Plan Commission meeting date in order to provide the opportunity to make revisions to the application materials in response to public testimony and to address questions and concerns that were brought up by the Plan Commission and to address Staff review comments.

Mr. Smith stated that after the November 2020 Plan Commission meeting the third applicant, 45Peterson LLC, withdrew their petition leaving the parcel at the southwest corner of the property vacant and without any plans for development at this time. He stated that after the November 2020 Plan Commission meeting the Village adopted the Libertyville 2030 Comprehensive Plan which included changes to the future land use designations on the subject property. He stated that the portion of the subject property that contains the Sports Complex building has been changed to

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Institutional in the Comp Plan future land use map, the portion of the subject property where Midwest Industrial Funds is proposing the two industrial buildings has been changed to Industrial/Research and Development in the Comp Plan future land use map and the very southwest corner of the property has been changed to commercial or otherwise listed as Transitional Gateway Corridor in the Comp Plan future land use map.

Mr. Smith stated that the two remaining applicants, the Village of Libertyville and Midwest Industrial Funds, are back before the Plan Commission tonight to present the revisions to the plans.

Heather Rowe, Economic Development Manager for the Village of Libertyville and representing the Village for their portion of the Sports Complex property changes to the parking lot and landscaping. Ms. Rowe stated that the Village decided that the Sports Complex driving range currently vacant and located in the center of the site was underutilized as well miniature golf facility at the southwest corner of the site and they were not meeting the financial expectations for the Village and therefore the Village decided that those two areas of the site should be sold. The Village is retaining the northern portion of the site where the Sports Complex building is located. She stated that after the November 2020 Plan Commission meeting the Village has leased the Sports Complex building to Canlan Sports who are now managing and operating the Sports Complex facility. She stated that Canlan started managing the facility in July of 2021.

Ms. Rowe stated that the corner property is no longer under contract for sale to 45Peterson LLC. She stated that due to certain access requirements imposed upon 45Peterson LLC that it was no longer feasible to develop the corner of the site. She stated that the Village will retain the corner until the next opportunity to sell it to another commercial developer.

Ms. Rowe stated that the entire subject site is subject to a subdivision into five (5) lots. She stated that lots one and two will be developed by Midwest Industrial Funds with the two industrial warehouse buildings. She stated that lot three (3) is the corner lot that the Village will retain until there is a commercial development opportunity which will then have to return to the Plan Commission at a future date. She stated that lot 4 is where the Sports Complex building is located. She stated that lot 5 is a common lot provides the storm water detention facility and access from Peterson Road. She stated that lot 5 will be shared lot under the ownership of the property owners association. She stated that there will be a Reciprocal Easement Agreement that will outline the maintenance responsibilities of the property owners. She stated that owners of lots 1, 2, 3, and 4 will have share use and responsibilities of the common areas.

Ms. Rowe stated that there have been a number of factors that has contributed to delay in returning back to the Plan Commission since the last appearance in November of 2020. She stated that both the Village and Midwest Industrial Funds had been active in addressing the property owner change for the corner lot (3). She stated that since the Village will no longer be the operator of the Sports Complex building it would be better that lot 5 be owned by a property owner's association instead of the Village retaining ownership of that lot.

Ms. Rowe stated that at around the time of the last public hearing the Illinois Department of Transportation provided review comments that could have had an impact on the proposed development of the project. She stated that I.D.O.T. would have required an additional turn lane

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on Peterson Road to serve the corner lot 3 which was proposed to be developed with a fueling station by 45Peterson LLC at that time before they withdrew their petition. She stated that after 45Peterson LLC withdrew their petition and with additional traffic impact study data provided by K.L.O.A. to I.D.O.T. that the turn lane was no longer required by I.D.O.T.

Ms. Rowe stated that the Village's application for the parking, landscaping and lighting has remained unchanged since the last appearance in front of the Plan Commission in November of 2020 as the review comments have been addressed. She stated that due to the connection between the Sports Complex lot 4 and the Midwest Industrial Funds lots 1 and 2 that some parking lot configuration adjustments were needed for lot 5. She stated that some additional parking will be added as well as existing parking is to be reconfigured near the area of connection between the two developments. She stated that additional parking will be added to the rear of the Sports Complex building along the east side of the property.

Ms. Rowe stated that the intent of the parking plan is to allow overflow parking from the Sports Complex building lot 4 onto the industrial building lot 1 during special events conducted by the Sports Complex. She stated that Civiltech Engineering conducted two different parking impact studies on behalf of the Village. She stated that the data taken from those parking studies was incorporated into the proposed parking lot improvement plan for the Sports Complex site which shows a total of 500 parking spaces and this complies with the Zoning regulations and meets the practical parking needs of the Sports Complex facility. The total count of the parking spaces includes existing parking spaces and additional proposed parking spaces at the southwest corner of the Sports Complex building lot 4, additional proposed parking spaces at the rear of the building and additional parking spaces at the north end of lot 4. She stated that in addition to the 500 parking spaces are an additional 30 landbanked parking spaces that can be installed based on the future needs of Canlan Sports. She stated that the proposed storm water management plan can adequately accommodate the proposed improvements. She stated that landscaping has been added in the proposed new parking space improvements and lighting has been added to the rear of the building with light shields to prevent light glare from impacting neighboring properties.

Ms. Rowe stated that KLOA did a traffic study for the Village. She stated that they do anticipate that most of the Canlan Sports facility traffic will access and exit the site from the Rt. 45 entrance but there will be some traffic accessing the site from Peterson Road and crossing the Midwest Industrial Funds lots 1 and 2 and entering the Canlan Sports lot 4 from that direction. She stated that multiple access points to the entire property from both Rt. 45 and Peterson Road is designed in such a way as to promote adequate traffic flow throughout the site. She stated that KLOA analyzed the access drive at the intersection of Rt. 45 and Tempel Drive and have determined that this intersection meets the warrants for a traffic signal. She stated that the Village has identified potential funding sources for a future traffic signal for this intersection should the Village determine that it be installed.

Ms. Rowe stated that Village staff has communicated with Canlan Sports regarding proposed plans and past review comments as it relates to the vehicular site circulation. She stated that Canlan has agreed to work with the Village in the future to address site circulation needs as they arise.

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Mr. Pat Schaner, Director of Development with Midwest Industrial Funds, 1211 West 22nd Street, Oak Brook, Illinois, presented an overview of the of the proposed industrial development for lots 1 and 2 and the improvements proposed to the storm water detention facility for lot 5. He stated that they are proposing to develop the middle 19 acres which are lots 1 and 2 in the proposed plat of subdivision. He stated that the two buildings comprise approximately 330,000 square feet in total. He stated that the proposal includes some common features that will benefit the industrial development as well as the Sports Complex building to the north and the commercial lot 3 to the southwest. He stated that the common features include a detention pond which will be expanded from its current state in order to handle the storm water from all of the property owners on site. He stated that the detention pond is designed to maintain an interconnectivity between the detention pond the existing wetland located to the southwest from the detention pond near Peterson Road. He stated that the detention pond will feature native wet tolerant plantings at the bottom of the pond as well as sediment for base that will provide some water, cleaning capabilities prior to the water be released off site.

Mr. Schaner stated that the detention pond expansion is designed in such a way that it will retain storm water longer and have slower release rate. He stated the detention basin will be designed with sedimentation forebays to help promote the cleaning of detention water as it is released off site. He stated that that the pond release rate is designed to reduce the existing flow rate by up to 48%.

Mr. Schaner stated that the second common feature are the access points to the property. He stated that the existing access drive from Peterson Road will be maintained. He stated that a new right-in/right-out is proposed from Rt. 45 that will line up with the center truck court area between the two industrial buildings. He stated that the third common feature is the interior ring road that provide cross access between all the properties beginning from the Peterson Road entrance and then runs along the eastern end of the industrial building and eventually connects to the Sports Complex lot 4. He stated that there would be common cross access easements from Peterson Road entrance across the industrial building lots 1 and 2 and providing cross access with the Sports Complex building lot 4. He stated that directional signage will be provided at key locations throughout the site.

Mr. Schaner stated that the site plan layout is designed so that trucks can access the truck court and truck dock area as quickly as possible from the adjacent thoroughfares with minimal mixing of cars and trucks was intended. Mr. Schaner stated that the last common feature to mention are the monument signs to be placed near the Peterson Road entrance and at the Rt. 45 entrance.

Mr. Schaner stated that the two industrial buildings will be developed as speculative buildings as they do not have any tenants in tow at this point in time so the proposed buildings are designed with a certain amount of flexibility in order to accommodate a variety of tenants. Each building is designed to accommodate anywhere from one to four tenants. He stated that both buildings will have three office entrances. He stated that the buildings will be constructed with painted pre-cast panels with a substantial amount of glass windows at the office entry points as well up high on the facades near the edge of the roof line in order to provide natural light into the buildings. He stated that the pre-cast panels will be 45 feet in height at the office entrance points of the buildings. He stated that the interior of the buildings will have 32 feet clear height from floor to ceiling.

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Mr. Schaner stated that the tenant types for these types of buildings typically range from light manufacturing with a higher office use type of tenants with less in and out truck traffic on one end of the spectrum. He stated that the other end of the spectrum might include warehousing and distribution type of tenants that may have smaller office sizes with fewer employees with slightly higher in-bound and out-bound truck maneuvering. He stated that some users may need more docks and other may need fewer docks.

Mr. Schaner stated that they are providing ample landscaping for the site for both the parking lot screening and the perimeter landscaping. He stated that the site lighting includes wall packs and a couple of light pole standards for the parking areas.

Ms. Erin Stout, 2018 Bob O Link Lane, Bull Creek Subdivision, stated that she is concerned about the traffic impact that the proposed development will have on the surrounding areas. She stated that there are many semi-trucks that get backed up on Peterson Road. She stated that she worries about the extended amount of time that her kids have to spend on the school bus. She stated that this development should not happen until more information is provided about the Rt. 137 and Rt. 83 planned widening. She is concerned about the flooding in the surrounding areas and is concerned that this development will exasperate the flooding conditions. She stated that she is concerned about the potential polluted stormwater runoff from the proposed development. She stated that she is concerned about the impact that this development will have on the surrounding property values.

Mr. Schaner stated that Rt. 83 is further to the west from the subject site. He stated that the anticipated truck traffic will likely access Rt. 45 and travel to Rt. 137 and head east towards I-94.

Mr. Dan Gunther, 1967 Bob O Link Lane, Bull Creek Subdivision, stated that he is concerned about the noise that will come from the industrial development from the trucks backing up and unloading, etc. He stated that he is concerned about the potential light pollution that will come from the development. He stated that he is concerned about the pollution that will come from the trucks from the industrial portion of the redevelopment from extended truck idling. He stated that he is concerned about the impact upon local traffic. He stated that both Rt. 137 and Peterson Road is often back up with traffic.

Mr. Schaner stated that the lighting will consist of wall packs that will be installed on the building themselves. He stated that they are LED lights installed at a height of no more than 25 feet. He stated that the light levels decrease to a zero (0) footcandle by the time the light levels reach the perimeter property lines. He stated that on the west ends of the buildings there may be only one or two light fixtures. He stated that if necessary they can address any adverse light effects with additional light shields.

Mr. Richard Domanick, 30908 North Leesley Court, stated his comments pertain to the entrance off of Peterson Road into the subject development. He stated that most truckers will choose Peterson Road over Rt. 45 if they are able to do so. He stated that at the point where the driveway entrance comes from Peterson Road is where Peterson Road changes from two lanes to four lanes when heading west which presents a potential choke point when trucks or other vehicles are attempting to exit the site onto Peterson Road and making a left turn. He stated that the Peterson

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Road entrance into the facility may be a better place for a traffic signal than at the intersection of Rt. 45 and Tempel Drive. He stated that truckers coming from the development may end up navigating up Rt. 45 and heading west onto Tempel Drive which may be problematic for the existing industrial development to the west. He stated that the intersection of Rt. 45 and Rt. 137 to the north may present turning challenges for semi-trucks with trailers wanting to go east on Rt. 137. He stated that Casey Road is not rated for truck traffic.

Chairman Moore requested feedback from Village Staff relative to the question on truck noise and idling.

Mr. John Spoden, Director of Community Development, stated that in recent years the Village updated their noise regulations and adopted the State of Illinois standards which establishes limitations on sound emissions towards adjacent residential land uses and other types of land uses. Mr. Spoden stated that this approach was invoked upon the Bridge Development facility located on Rt. 176 which is a very similar industrial development adjacent to a residential area. Mr. Spoden stated that certain restrictions were imposed upon Bridge Development including a restriction on truck idling after a certain hour in the evening. He stated that deliveries were also restricted after a certain time in the evening at Bridge Development.

Mr. Pablo Perez, 1413 Castleton Road, Timber Creek Subdivision, stated that he is concerned about the increase in pollution, traffic and noise that this development will bring.

Ms. Meg Carter, 1522 Forever Avenue, stated that she is concerned about the impact caused by the trucks coming in and out of the proposed industrial development. She asked for additional clarification as to what types of trucks will be used at this site. She stated that truck traffic noise and volume coming from both Rt. 137 and Peterson Road has significantly increase over the recent years all hours day and night. She stated that she has had to use white noise machines in her home to help drown out the traffic noise. She stated that she would like to know what noise mitigation strategies will be implemented for this development. She stated that turning left from the Sports Complex property onto Peterson Road is dangerous.

Mr. Schaner stated that with developments like these there will often be 53-foot trailers with the cabs. He stated that the number of trucks will be user specific as to what their operations would be. He stated that operations could be 24 hours, 7 days per week or less than that depending upon the operations of the tenant. He stated that the question regarding a traffic signal at the Peterson Road entrance has already been vetted through I.D.O.T. and they will not allow a traffic signal at the Peterson Road access point because it is too close to the intersection of Peterson Road and Rt. 45. He stated that the truck court area is contained between the two industrial buildings and that this will help to mitigate the noise. He stated that he cannot commit to how long trucks will idle but that there has been a trend in the past several years for industrial users to reduce their carbon footprint and want to be good neighbors. He stated that other than the movement of the trucks there will not be anything else going on outside of the buildings. He stated that as it relates to emissions or pollution from the trucks that the industrial users will be cognizant of that concern and would hope to be good neighbors.

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Ms. Chris Geislehart, 1408 Bull Creek Drive, stated that she is concerned about the number of trucks that will come to this development and the impact they will have on the area. She stated that she is concerned about the flooding that comes from the Sports Complex property. She stated that she understands that the detention area will be made larger in order to retain more storm water she is still concerned that Midwest Industrial Funds is subject to an older version of the Lake County Watershed Development Ordinance because their application was submitted prior to the most recent updates to the WDO.

Ms. Geislehart asked what kinds of chemicals will reach the detention area and how will the storm water be treated. She stated that she is concerned about the salt that will be used in the parking areas reaching the detention pond. She stated that she is concerned about the hydrocarbons that will drip from the trucks as they are parked in the truck court area getting into the storm water management system. She stated that the storm water will move from the detention pond, cross under Rt. 137 and eventually find its way to the Des Plaines River.

Ms. Erin Stout stated for clarification that she acknowledges that Rt. 83 is not near this project but the Rt. 83 and Rt 137 widening project will have an impact upon this area. She stated that the response by Mr. Schaner regarding the pollution felt dismissive. She stated that she is concerned about trucks idling late at night at this site. She stated that she understands the Village's desire to sell this property, but the Village should reconsider the type of development that is proposed for this location.

Ms. Meg Carter stated that she lives near both Rt. 137 and Peterson Road. She stated that truck noise from increased volume is already getting intolerable. She stated that there is no way to mitigate the truck noise without install large sound walls along those thoroughfares.

Mr. Rich Adams, 1971 Bob O Link Lane, stated that the Libertyville Sports Complex was developed about 25 years ago but ended up not being very successful and became underutilized. He stated that the driving range included invasive lighting impacting the Bull Creek residential subdivision consequently losing potential customers to the driving range. He stated that the viaduct where Rt. 137 splits off from Peterson Road has become extremely damaged, repaired and damaged again over time and now he is concerned about the increase in truck traffic that will traverse this roadway at this location.

Mr. Adams stated that Medline located in the complex southwest of this facility had a release of ETO which is a carcinogen. He stated that ETO is used to clean medical equipment. He asked if any of the future tenants in the Midwest Industrial Funds industrial buildings be a medical product distributor or could be there be tenants at this facility utilizing ETO. He stated that he is concerned about a potential gaseous leak into the atmosphere or a truck that could spill a dangerous chemical into the storm water management system and eventually find its way into the ground water. He stated that the area on the subject site that is identified as a wetland is actually an active creek and that if chemicals spill into this area could eventually end up in the ground water.

Mr. Adams stated that the grade slopes downward from west to east. He stated that the drainage pipe located at the northeast side of detention pond A would allow drainage to flow to the east past Rt. 137. He stated that he is surprised the I.D.O.T. would allow a traffic signal to be located at Rt.

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45 and Tempel Drive as it seems very close to Rt. 137. He stated that the existing industrial development directly west of the Sports Complex has its own storm water detention facility that releases its storm water towards the Sports Complex which eventually reaches the wetland and eventually through his property. He stated that he would have liked to have been able to see a flood plain map of the larger surrounding area. He stated that flood water drains from west to east from Midlothian Road through the existing industrial development on the west side of Rt. 45 through the soccer fields through Rt. 137 to our creek.

Mr. Adams stated that he is concerned about what the resulting impact upon the area will be if the proposed development were to proceed. He stated that the existing Sports Complex driving range is a large permeable area that helps to mitigate the overland storm water flow.

Mr. Schaner stated that there is a slim chance that Medline would be interested in either of the proposed industrial buildings. He stated that he does not yet know who the tenants will be. He stated that they will be marketing to a wide range of users ranging from light manufacturing to distribution uses. He stated that there is a slim to no chance that there will be distribution users that would distribute medical equipment cleaning chemicals. He stated that they would be careful in understanding what kind of chemicals, how they are using them and to what quantity, that would be part of any tenants' operations.

Mr. Jeff Cooper, Village Engineer, stated that in response to the concern about trucks dripping hydrocarbons and for these chemicals that find their way into the detention basin that detention basins are designed in accordance with the WDO to address run off concerns. Mr. Cooper stated that as it relates to downstream overland flow from off site properties, Village does take into consideration the potential impact from upstream properties. He stated that the existing directional overland flow does not change. He stated that the applicant will be responsible for not allowing the detention release rate does not increase. He stated that the applicant's civil engineering plans show that they are substantially increasing the size of the existing detention facility which is above the requirements of the WDO. He stated that the plans show that a new restrictor will be installed on the east side of the detention pond in order to reduce the release rates of the detention pond.

Mr. Cooper stated that the applicant must comply with the WDO regulations that are in place at the time of the application submittal which was in March 2020. He stated that the application does address new rainfall appendixes to the WDO by oversizing the detention basin and the upgrade to the restrictor installation.

Mr. Richard Dominick stated that he has had some experience with Ethylene Oxide (ETO). He stated that these medical equipment cleaning facilities clean the medical instruments and then let the remnant gas dissipate before distribution. He stated that the truck dock doors seem to be elevated to accommodate high bed trucks. He stated that although there does appear to be a few ramps for smaller trucks and vans it can be precarious when driving up the ramp into the warehouse. He stated that this could hamper some industrial operations. He stated that having a couple of ground level truck bays might be useful for some industrial tenant operations.

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Mr. Dominick stated that traffic is getting worse at the intersection of Peterson Road and Butterfield Road. He stated that as the truck traffic increases there appears to be more of them running the red light at that intersection.

Mr. Dominick stated that an industrial facility landlord can enforce truck idling restrictions as needed. He asked if there will be periodic monitoring of the storm water quality and the flow rate of the outlet of the detention pond.

Mr. Cooper stated that there is no monitoring of the flow rate but this issue is address with the sizing of orifice of the infrastructure installed to release the storm water. He stated that a maintenance plan will require periodic inspections of this infrastructure installed to control the release of the storm water. He stated that this becomes the responsibility of the property owner. Mr. Cooper stated that if the Village is made aware of a water quality issue then testing would be implemented.

Mr. Schaner stated they typically do not put restrictions on tenants as it relates to truck idling but that they would address it if complaints were made.

Mr. Dan Gunther, 1967 Bob O Link Lane, asked if the storm water management plans for the proposed development has been evaluated as to how well it would operate with a major rain event such as the one that happened in 2017.

Mr. Cooper stated that the July 2017 rain event that took place in Libertyville fell slightly under the 100 year rain event category.

Mr. Brian Johnson from the Pinnacle Engineering Group, stated that they have analyzed the site and designed the storm water management system including the increase of detention basin size an additional 98% larger than what it is now and proposed an upgraded restrictor on the east side of the pond and calculated that the release of the storm water for a 100 year 24 hour rain event and determined that the release will be decreased by 48% of its current release rate.

Mr. Adams asked what would happen in a 200 year rain event.

Mr. Cooper stated there is no rainfall data for a 200 year event. The current WDO uses the updated 100 year 24 rainfall event data.

Chairman Moore asked where the storm water goes once it is released from the detention basin.

Mr. Cooper stated from the pond it goes through the restrictor located at the northeast side of the pond, then under the Metra tracks and Rt. 137, then towards Bull Creek which is the same place that it currently flows. He stated that the existing 48 inch pipe remains under the Metra right of way, but a smaller orifice restrictor is installed in order to help reduce the flow rate.

Mr. Johnson stated that the 48% reduction in the release rate is based upon the previous rainfall table. The current rainfall tables basically make the difference negligible. He stated that with

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the proposed civil engineering plans the large detention pond will contain a 100 year 24 hour rain event.

Mr. Richard Adams, 1971 Bob O Link Lane, stated that it seems as though that once the property is sold and developed then it will be up to the property owner to test and maintain the water quality and storm water management of the detention ponds. He asked if it will be up to the residents to seek or obtain testing of the water quality being release from the detention pond.

Mr. Scott Griffith, Village of Libertyville consultant and Storm Water Management Enforcement Officer, stated water quality assurances should be addressed as part of the development but there is no measurement standard as part of the development that requires the developer to consistently monitor the water quality but there are standards that must be met that are stipulated in a maintenance plan which is recorded with the property.

Mr. Adams asked how the water is monitored for its quality before it is released from the pond and eventually enters into the ground water in the residential area.

Mr. Griffith stated that in other projects if there was an indication that water quality testing was implemented then it would be done by a private water quality testing agency who would then report back to the Village. He stated that with projects like this there is a maintenance plan that is utilized to require the cleaning of the infrastructure, removal of invasive grasses, etc.

Mr. Cooper stated that there aren't any requirements in the Lake County WDO or by ILEPA to require a property owner for a development like this to test the water quality in the detention pond. He stated that the WDO provides that the improvements for the development of an industrial property would promote better water quality in the detention basin.

Commissioner Pyter stated that as a matter of perspective the traffic driving along the adjacent roadway system will generate more vehicular fluids on the roads than what the proposed industrial development will cause. Commissioner Pyter asked what the current status is of the IDOT review of this proposal.

Mr. Schaner stated that with the initial submittal that included an all encompassing development proposal that included the development of lot 3 for the gas station by 45Peterson LLC there were initial review comments in December of 2020 based on that plan. He stated that after the withdrawal of 45Peterons LLC and the removal of the gas station on lot 3 in the summer of 2021, IDOT approval was no longer required. He stated that the future development of lot 3 will be subject to IDOT review. He stated that IDOT is in agreement with the current proposal for the industrial portion of the project.

Commissioner Wheeler asked how complete are the drawings.

Mr. Schaner stated that the civil engineering drawings are about 99% complete. He said that the architectural drawings and site plan are complete but are not yet drawn to include details for the HVAC systems, electrical systems, etc. for construction permit applications.

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Commissioner Wheeler stated that he is still uncertain as to what types of tenants that would occupy the industrial buildings and asked the applicant if they can give examples to better understand who might occupy these buildings.

Mr. Schaner stated that at other locations that they have developed they have done deals with DHL which had a third party logistics company that repackaged food products for distribution. He stated that other tenants include FONA International who manufactured food flavoring components which were mostly in a powdered form and they stored and distributed or had customers come and pick up the packages. He stated that another tenant they contracted with is Skyjack Corporation who is a hydraulic equipment supplier for their north American parts distribution. He stated that they have had a couple of different food manufacturers that either bought warehouse space or lease warehouse space from MIF. He stated that they have worked with distribution companies, they have lease to food container manufacturing and distribution companies. He stated that they have worked with high end auto parts distributors from Asia who ship their parts to his warehouse where it is then distributed to local wholesale or auto parts retailers.

Mr. Schaner stated that the market place they work with is wide ranging and users of these industrial buildings usually aren't interested until the buildings are constructed. He stated that his competitors also develop their industrial buildings on speculation without initially knowing who their tenants are.

Commissioner Wheeler asked for clarification as to the likelihood of the traffic signal being installed at Rt. 45 and Tempel Drive.

Mr. Spoden stated that the triggering point is identifying funding sources for the traffic signal.

Commissioner Wheeler asked who would complete the Canlan Sports Complex parking lot improvements.

Mr. Spoden stated that the Village would complete the Sports Complex parking lot improvements, not MIF.

Ms. Rowe stated that the funding for the parking lot improvements is contingent on the sale of the property to MIF.

Commissioner Wheeler asked for clarification on the parking overflow after the parking lot improvements are complete.

Ms. Rowe stated that the parking impact studies have shown that Canlan can accommodate their parking needs. She stated that in those rare cases if necessary, shuttling to off-site parking lots can be implemented. She stated that there have been discussions with MIF about making use of their parking area for overflow parking during major tournament events held at Canlan as needed.

Commissioner Wheeler asked if the staff review comments regarding easements have been resolved.

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Ms. Rowe stated that there are some easement provisions on the proposed plat of subdivision. She stated that the Reciprocal Easement Agreement has not yet been finalized but this is currently being worked through with the developer.

Commissioner Wheeler asked for clarification regarding the demolition and site grading and indicated that additional dirt will have to be brought to this site.

Mr. Schaner stated that they can utilize the dirt from the detention pond.

Commissioner Wheeler asked if there had been any soil testing done on this site.

Mr. Schaner stated that they have done a Phase One Environmental Report and it had shown that there were no recognizable environmental concerns. He stated that there wasn't any soil sampling done except to determine soil stability and also there was a reliance on historical data that showed what the site was used for.

Commissioner Wheeler asked if retrograding the building or site to meet a future tenant's occupancy requirements was taken into consideration such as an oil-water separator.

Mr. Schaner stated that if a tenant needed to pull vehicles into the building then they would accommodate the oil-water separation requirements. He stated that when the detention ponds are designed they do so by way of Best Management Practices that are governed by the county relative to storm water management system engineering and design. He stated that the detention pond design includes appropriate plantings and sediment forebays to address stormwater runoff infiltrated with certain amount of oil contaminants.

Chairman Moore asked Staff for clarification regarding how to proceed relative to the abundance of Engineering Division Staff Review Comments found in the Development Review Committee Staff Report.

Mr. Spoden stated that the review comments will typically be more detailed as they are shown in the Staff report because the petitions currently being discussed are for Final Plans. He stated that the majority of the comments would not necessarily be something that the Plan Commission would have concerns about. He stated that because of the way that the recommendations have been conditioned in the report then the list of review comments would be covered and the developer would be obligated to address them at the appropriate time. He stated that he is not aware that the applicant, MIF, is in disagreement with these items listed in the staff review comments in the report.

Chairman Moore asked Mr. Schaner if he has read the Development Review Committee Staff Report.

Mr. Schaner stated that he has seen the report and stated that he believes that they can work through the review comment items. He stated that the comments are fairly minor and that the most important issue is finalizing the Reciprocal Easement Agreement and a Project Agreement.

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Mr. Cooper stated that they formatted the conditions for approval to acknowledge the Staff review comments. He stated that the bulk of the comments fall under the condition that they be satisfactorily addressed prior to Site Development Permits being issued.

Commissioner Steffe asked if there have been any discussions with Canlan Sports regarding the installation of an entrance on the east-rear side of the building.

Ms. Rowe stated that there is an entrance on the east side of building but this has been predominantly used for bringing in materials for events. She stated that the east side parking lot expansion would be used primarily for vendors and employee parking more so than for customer parking. She stated that customers would not be prohibited from parking on the east side but that would not be the preference.

Commissioner Steffe asked if there are any plans to install a sidewalk on the south end of the building so that if customers need to park on the east side of the building then there would be a sidewalk to get from the rear of the building to the front entrance without walking in the driveway.

Ms. Rowe stated that there is not a plan for a sidewalk at that location due the challenges in the grade elevations in that area. She stated that this is why it may be prudent to give preference to parking employees and vendors on the east side of the building.

Commissioner Steffe stated that this is a lacking in the site plan design especially in winter weather could be a liability issue if customers do park on the east side they then might be in a circumstance of walking on the icy or snow covered driveway without a sidewalk. He stated that without a sidewalk along the south end of the building is a major deficiency of the plan.

Commissioner Steffe asked if there will be a restriction of semi-trucks going north from the industrial component through the Canlan Sports lot to get to the exit at Rt. 45 and Tempel Drive intersection.

Ms. Rowe stated that consideration to implementing signage to discourage trucks from traversing the Canlan Sports lot was discussed.

Mr. Cooper stated that the sign plan includes restricting truck traffic from the Canlan Sports parcel.

Commissioner Steffe stated that enforcement policy for restricting truck drivers from entering the Canlan Sports lot should be established. He stated that the worst case scenario should be planned for.

Commissioner Steffe asked how the property owners will administer spill over parking from the Sports Complex property onto the industrial facility parking lots.

Mr. Schaner stated that they have been discussing this issue with the Village. He stated that if there are tenants in the industrial buildings that use up all of their parking spaces then they would utilize signage in the industrial lots parking lot to restrict parking from the Sports Complex.

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Commissioner Steffe stated that he is concerned about the unknown ramifications if Sports Complex customers get towed for parking in the industrial property parking spaces.

Commissioner Steffe stated that he understands the need for the Village to sell this property. He stated that the lots the MIF are proposing to develop should be an industrial property, but the scale of the industrial proposal is too large for this site. He stated that if seems like too much industrial development is being force into this location.

Commissioner Oakley asked if there is still a hotel planned for the property located on Peterson Road.

Ms. Rowe stated that there is a hotel approved for development at Peterson Road and Northwind Blvd.

Commissioner Oakley asked Mr. Schaner what the prospect is for the use of electric vehicles in the industrial warehousing industry.

Mr. Schaner stated that the trend is rising for electric vehicles but perhaps more for the ecommerce subsector. He stated that the proposed industrial buildings by MIF are not designed for electric vehicles. He stated that the chances of getting an Amazon type of operation at this location is not likely.

Commissioner Rankin asked if it was intentional to keep the onsite traffic routing/circulation open to traverse from the Peterson Road entrance all the way through to the Sports Complex lot 4.

Ms. Rowe stated that it is intentional.

Commissioner Rankin stated that there seems to be an attempt to combine both the access drives and parking lot areas, but it does not seem to work well as both. He stated that mixing the two types of traffic does not work well. He stated that he concurs with some of the concerns expressed by the neighbors. He stated that he is not certain that turning this property into an industrial site is the answer.

Commissioner Flores stated vehicles driving through the industrial developments parking lots to access the Sports Complex facility seems to be the least desirable way to do that. She stated that the office entrances into the industrial buildings are on the outside corners of each building and that is where employees would park near, this would potentially provide traffic movement conflicts for traffic navigating through the industrial property in their attempt to get to the Sports Complex parking lot.

Commissioner Flores stated she is concerned about the traffic flow especially at the southwest corner of the southern industrial building on lot 2.

Mr. Schaner stated that on the east end of lot 2 they are proposing a three way stop.

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Commissioner Flores stated that she is concerned about the traffic movements at the southwest end of lot 2. She stated that her concern is heightened without knowing what will be developed on lot 3.

Mr. Schaner stated that if the Fire Department did not have a problem with closing the west end of the southern parking lot and opening up access to that parking lot from the middle he would not be opposed to that.

Commissioner Flores stated that it seems like there are too many intersections in too close together in the parking lot areas and the ring road and this would cause confusion for the drivers especially at the southwest corner of the southern industrial building on lot 2.

Mr. Michael Worthman, K.L.O.A., stated that they performed the traffic study for this site. He stated that the parking lot aisles and the driveway aisles next to them or parallel are common configurations. He stated that lower speeds are promoted with the proposed site plan layout design. He stated that the sight lines are not obstructed so drivers will be able to see each other. He stated that the intersections on the site being discussed will be stop signed controlled for additional safety.

Commissioner Flores stated that the road entering from Peterson is currently being used as a cut through now for parents bringing their children to soccer practice at the Sports Complex. She asked how traffic will be managed while the project is under construction.

Mr. Schaner stated that the Peterson Road entrance traffic will have to be restricted during the construction of the two industrial buildings. He stated that construction may last nine (9) months at a minimum.

Ms. Brooke Lenneman, Village Attorney, stated that she wanted to clarify the scope for the review for this meeting tonight. She stated that this project has already received Concept approval. She stated that this project is on tonight's agenda for Final approval. She stated that tonight's main evaluation is to determine if the Final Plan is in substantial conformity with the approved Development Concept Plan and any conditions for that approval. She stated that it is her understanding that it is Village Staff's position that the Final Plan is within substantial conformity with the approved Development Concept Plan.

Chairman Moore stated that there are new commissioners on the Plan Commission. He stated that there are almost 40 conditions listed in the Staff report which makes it difficult to understand what the Final Plan ultimately is that the Plan Commission is being asked to recommend approval for.

Ms. Lenneman stated if the concern is that the Final Plan is not final enough then the Plan Commission can respond to it accordingly. She stated that the vast majority of the conditions listed in the Staff report can be addressed at the time of permit application submittal.

Mr. Spoden stated that the vast majority of comments listed in the Staff report are perfunctory. He stated that the effort was made to list out the review comments in order to be transparent in terms of what needs to get done. He stated that Staff is recommending approval because the Final Plan is in substantial conformity with the approved Development Concept Plan.

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Chairman Moore stated that many of the comments mentioned tonight are the same comments that were brought up during the meetings held for the Development Concept Plan stage of the process. He stated that some of the concerns that were brought up by the Plan Commission during the Concept Plan meetings were not addressed in the Final Plan documents as expressed by Commissioner Steffi. He stated that Commissioner Flores comments are those that should be addressed as well. He stated that the on-site traffic will be an issue. He stated that without a traffic signal at the intersection of Rt. 45 and Tempel Drive the traffic will be a challenge on this site. He stated that the traffic signal will help tremendously.

Chairman Moore asked about signage at the southeast corner near the Peterson Road entrance.

Ms. Rowe stated that there currently is the old Libertyville Sports Complex sign at that location. She stated that MIF is proposing a multi-tenant sign as a replacement for the existing sign. She stated that it will incorporate tenant panes for the industrial buildings and the Village has asked to have panel included for the Sports Complex.

Chairman Moore asked the petitioners how they would like to proceed tonight.

Mr. Schaner stated that given that the review comments in the Staff report are minor and can be addressed at time of permit application submittal they are ready to proceed with a vote from the Plan Commission.

Ms. Rowe stated that they agree with the conditions that are proposed in the staff report and are ready to proceed with a vote from the Plan Commission.

Chairman Moore read the motion for approval.

Commissioner Steffe stated that there are several matters being considered by two different applicants. He asked if motions and votes can be made case by case.

Mr. Spoden stated that Staff recommended combining all the case numbers under a single motion as they are very interdependent with each other.

Commissioner Steffe stated that he views each case independently. He stated that his view on one case would be different from his view on another case. He stated that by bundling them all together he is then forced to vote one way on all of the cases.

Chairman Moore stated that it is co-development with a Development Agreement that affects both parties.

Ms. Lenneman stated that tonight's vote is whether the Final Plan is in substantial conformity with the Development Concept Plan. She asked Ms. Rowe if the Village could proceed on the Sports Complex building portion without MIF moving forward with the industrial development.

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Ms. Rowe stated that the Village's portion of the proposed improvements is solely dependent on the design and development of the MIF proposal. She stated that they are interdependent upon each other.

In the matters of PC 20-29 thru PC 20-36, Commissioner Oakley moved, seconded by Commissioner Flores, to recommend that the Village Board of Trustees approve an Amendment to the Planned Development Final Plan, Amendment to the Special Use Permit, Amendment to the Site Plan Permit, Final Plat of Subdivision, Amendment to the Village of Libertyville Comprehensive Plan Future Land Use Map, Amendment to the Planned Development Final Plan, and Final Plat of Subdivision, subject to the following conditions:

1. *That the following items be addressed prior to adoption of an Ordinance to Approve the Final Plat:*
 - i. *Easements, provisions, and notes shall be addressed on the Final Plat in accordance with applicable Engineering Division review comments in the DRC Staff Report dated February 8, 2022 and shall be reviewed and approved by Village staff.*
2. *That the following items be addressed prior to Village execution of the Final Plat:*
 - i. *The Final Plat shall be approved and executed by the Illinois Department of Transportation.*
 - ii. *Approval shall be obtained from the US Army Corps of Engineers for the proposed impacts to existing wetlands.*
 - iii. *A Reciprocal Easement Agreement for the subdivision shall be approved by the Village Board of Trustees by way of Resolution.*
 - iv. *A Development Agreement between the petitioners and the Village shall be executed and approved by the Village Board of Trustees by way of Resolution.*
3. *That the following items be addressed prior to final engineering approval or the issuance of a site development permit:*
 - i. *The comments within the DRC Staff Report dated February 8, 2022, including all referenced review comments provided by consultants, are satisfactorily addressed.*
 - ii. *The Reciprocal Easement Agreement shall be fully executed and recorded by the Lake County Recorder of Deeds.*
 - iii. *The Development Agreement between the petitioners and the Village shall be recorded by the Lake County Recorder of Deeds.*

Motion carried 4 - 3.

Ayes: Moore, Oakley, Flores, Pyter
Nays: Rankin, Steffe, Wheeler
Absent: None

**PC 21-32 Libertyville Hyundai, Applicant
1001 S. Milwaukee Avenue**

Request is for a Special Use Permit for a Planned Development in order to develop a New Vehicle Dealer, with accessory Used Vehicle Sales/Leasing, Vehicle Repair, and Outdoor Display and sales of such vehicles for sale/lease, excluding Mobile Homes for property located in a C-5, Vehicle Dealer Commercial District.

**PC 21-33 Libertyville Hyundai, Applicant
1001 S. Milwaukee Avenue**

Request is for a Planned Development Concept Plan and Final Plan Simultaneous Submission in order to develop a New Vehicle Dealer, with accessory Used Vehicle Sales/Leasing, Vehicle Repair, and Outdoor Display and sales of such vehicles for sale/lease, excluding Mobile Homes for property located in a C-5, Vehicle Dealer Commercial District.

**PC 21-34 Libertyville Hyundai, Applicant
1001 S. Milwaukee Avenue**

Request is for a Preliminary and Final Plat of Subdivision Simultaneous Submission in order to develop a New Vehicle Dealer, with accessory Used Vehicle Sales/Leasing, Vehicle Repair, and Outdoor Display and sales of such vehicles for sale/lease, excluding Mobile Homes for property located in a C-5, Vehicle Dealer Commercial District.

Mr. John Madeja, architect for the petitioner, gave a presentation of the proposed development and reviewed the changes in the plans since they last appeared in front of the Plan Commission. He stated that included a cross walk in front of the Chevy dealership. He stated that they removed the man door on the north side of the Hyundai building. He stated that the roof top mechanical units will be screened with an architectural louver system to match the building color. He stated that the lead time for the precast panels is too far outside of the construction timeline so they switched to load bearing masonry to include an EIFS exterior. He stated that the exterior of the Hyundai building will include a dark band for aesthetics. He stated that they made no other changes to the site plan.

Mr. Matt Schumacher, landscape architect for Hyundai, reviewed the landscape plan changes with the Plan Commission. He stated that they have added permeable brick pavers in key locations in the front parking lot.

Mr. Matt Norton, attorney and agent for the proposal, stated that they have agreed to add the requested easement provisions on the plat of subdivision as a condition for approval.

Mr. Madeja stated that new vehicle deliveries will come from the Golf Road entrance from the south of the property.

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Commissioner Steffe asked for clarification of the proposed sign plan.

Mr. David Smith, Senior Planner, stated that the Zoning Code allows for one Service sign and one Business sign. He stated that the applicant is showing one Service sign and three business wall signs which is a deviation from the Zoning Code.

Commissioner Wheeler asked for additional clarification regarding the proposed sign plan.

Mr. Spoden stated that the sign proposal does not require a separate motion by the Plan Commission as it is covered by the Planned Development.

Commissioner Pyter stated that he does not support the requested deviation from the Zoning Code for the proposed sign plan. Commissioner Pyter asked what the current status is on IDOT approval.

Mr. Schumacher stated that they have submitted their plat and plans to IDOT and are currently waiting for a response.

Chairman Moore asked the petitioner if they are ready to proceed.

Mr. Norton stated that they are ready for a vote from the Plan Commission.

In the matter of PC 22-32, Commissioner Flores moved, seconded by Commissioner Oakley, to recommend that the Village Board of Trustees approve a Special Use Permit for a Planned Development in order to develop a New Vehicle Dealer, with accessory Used Vehicle Sales/Leasing, Vehicle Repair, and Outdoor Display and sales of such vehicles for sale/lease, excluding Mobile Homes for property located in a C-5, Vehicle Dealer Commercial District.

Motion carried 7 - 0.

Ayes: Moore, Flores, Oakley, Pyter, Rankin, Steffe, Wheeler

Nays: None

Absent: None

In the matter of PC 22-33, Commissioner Flores moved, seconded by Commissioner Oakley, to recommend that the Village Board of Trustees approve a Planned Development Concept Plan and Final Plan Simultaneous Submission in order to develop a New Vehicle Dealer, with accessory Used Vehicle Sales/Leasing, Vehicle Repair, and Outdoor Display and sales of such vehicles for sale/lease, excluding Mobile Homes for property located in a C-5, Vehicle Dealer Commercial District, subject to the following conditions:

- 1. That the following items be addressed prior to adoption of an Ordinance to Approve the Final Plat:*
 - i. Access and maintenance easements, rights, and obligations shall be addressed on the Final Plat in accordance with the comments in the Development Review Committee Staff report dated February 8, 2022.*

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2. *That the following items be addressed prior to Village execution of the Final Plat:*
 - i. *The Final Plat shall be approved and executed by the Illinois Department of Transportation.*
3. *That the following items be addressed prior to final engineering approval or the issuance of a site development permit:*
 - i. *The comments within the Development Review Committee Staff Report dated February 8, 2022, including all referenced review comments provided by consultants, are satisfactorily addressed.*

Motion carried 7 - 0.

Ayes: Moore, Flores, Oakley, Pyter, Rankin, Steffe, Wheeler
Nays: None
Absent: None

In the matter of PC 22-34, Commissioner Flores moved, seconded by Commissioner Oakley, to recommend that the Village Board of Trustees approve a Preliminary and Final Plat of Subdivision Simultaneous Submission in order to develop a New Vehicle Dealer, with accessory Used Vehicle Sales/Leasing, Vehicle Repair, and Outdoor Display and sales of such vehicles for sale/lease, excluding Mobile Homes for property located in a C-5, Vehicle Dealer Commercial District, subject to the following conditions:

1. *That the following items be addressed prior to adoption of an Ordinance to Approve the Final Plat:*
 - i. *Access and maintenance easements, rights, and obligations shall be addressed on the Final Plat in accordance with the comments in the Development Review Committee Staff report dated February 8, 2022.*
2. *That the following items be addressed prior to Village execution of the Final Plat:*
 - i. *The Final Plat shall be approved and executed by the Illinois Department of Transportation.*
3. *That the following items be addressed prior to final engineering approval or the issuance of a site development permit:*
 - i. *The comments within the Development Review Committee Staff Report dated February 8, 2022, including all referenced review comments provided by consultants, are satisfactorily addressed.*

Motion carried 7 - 0.

Ayes: Moore, Flores, Oakley, Pyter, Rankin, Steffe, Wheeler
Nays: None
Absent: None

NEW BUSINESS: None.

STAFF COMMUNICATIONS AND DISCUSSION:

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Mr. John Spoden, Director of Community Development, stated that February 28, 2022 will be the last virtual meeting and that we should be going back to in-person meetings in March.

Commissioner Oakley moved, seconded by Commissioner Wheeler, to adjourn the Plan Commission meeting.

Motion carried 7 - 0.

Meeting adjourned at 11:07 p.m.