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## REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING BEFORE THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

## COMMISSION

RE: WINDSOR SCHOOL - 1315 EAST MINER STREET - PC#16-026  
AMENDMENT TO SPECIAL USE ORDINANCE #90-082

REPORT OF PROCEEDINGS had before the Village of Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights, Illinois on the 25th day of January, 2017 at the hour of 7:33 p.m.

### MEMBERS PRESENT:

JOE LORENZINI, Chairman  
LYNN JENSEN  
MARY JO WARSKOW  
BRUCE GREEN  
SUSAN DAWSON  
JOHN SIGALOS

### ALSO PRESENT:

SAM HUBBARD, Development Planner

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CHAIRMAN LORENZINI: Next, the second and final public hearing on the agenda is Windsor School, 1315 East Miner Street, PC#16-026, an Amendment to Special Use Ordinance #90-082.

Have all the proper notices been given, Sam?

MR. HUBBARD: Yes, they have.

CHAIRMAN LORENZINI: Is the Petitioner here? Who is going to testify or give a presentation? Anybody who is going to testify, please come forward, we'll swear you all in at once. Please raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. Okay, who is going to present?

DR. BEIN: I think I will go ahead and give some background information.

CHAIRMAN LORENZINI: Could you please state your name and spell it for the court reporter?

DR. BEIN: Sure, yes. I am Dr. Lori Bein, B-e-i-n, Superintendent of Arlington Heights School District 25. Thank you for having us here tonight.

CHAIRMAN LORENZINI: Have you read all the conditions in the report?

DR. BEIN: Yes.

CHAIRMAN LORENZINI: Do you agree with them?

DR. BEIN: Yes.

CHAIRMAN LORENZINI: Thank you. Okay, go ahead please.

DR. BEIN: I'm just going to give a real brief background of why we're even here. This is our fourth school that we've come to you about in District 25 as our enrollment throughout the district has been increasing. Each time, you've had some good questions about enrollment for the particular schools, so I'm going to give you that information about Windsor up front.

Two years ago, we had an enrollment at Windsor Elementary School of 474 students. Now in 2007, we have 509 students, up 35 children, and we're projected through demographic studies five years from now to be to 595 students. So, from 2017 to 2022, that's an increase of 121 children at that school.

Last year, we had two temporary classrooms at Windsor in a modular building. This year, we have three temporary classrooms at Windsor, those two in a modular building and we've petitioned off part of our library media center for a classroom as well. We've also had to lose an extended Kindergarten for our English language learners because we haven't had the space to continue them for a full day.

In addition to the growing enrollment at Windsor, Windsor houses two district special needs programs, one for our children throughout the district who have communication disabilities, autism, Asperger's, and one for children throughout the district who have mild to moderate cognitive delays. Those children require more square footage per child for their program delivery than a typical classroom. So, in addition to enrollment, we have programmatic needs that require us to have additional space.

The space that we are proposing to add on to Windsor includes six new classroom spaces, doubling the size of the current gymnasium, both so we can service two gym classes at once and also so our community partners like the Park District have a better facility in the central part of Arlington Heights to use for their programs which also service our children. It also includes an external renovation of expanding our commons or our cafeteria space

## APPROVED

so that we can hold assemblies and larger group programs in there as well.

So, that's the reason behind the design that has been show to you. Ryan and Mike and Steve can share with you any details or answer any questions that you have.

CHAIRMAN LORENZINI: Okay, so that concludes your presentation?

DR. BEIN: That's mine, yes.

CHAIRMAN LORENZINI: Okay, thank you. Please state your name and spell it for the court reporter please.

MR. CORCORAN: Sure, Stephen Corcoran, C-o-r-c-o-r-a-n, Director of Traffic Engineering at Eriksson Engineering. I prepared the traffic and parking study for you in your packet and, unfortunately, that study is at the moment useless. We basically, originally this project was what we call an elbow room improvement, our expansion to the school system. It was going from roughly 509 to 518 students, and that's what this traffic study was based upon. Then very recently, literally last week when the new projections came out, we found out as the superintendent mentioned it's now going to be 595 students.

So, the study is going to be updated, that's one of the conditions of the traffic and parking, per the conditions from the Staff. We've already made some changes. We've reoriented, I think some of the plans that we could show you show the west parking lot originally was angled parking. We have actually reoriented it, made it 90-degree, and picked up 10 spots to help accommodate the additional size of the school. We have also looked at some land-banking options we presented to Staff today, and they're taking a look at it. We haven't gotten comments back. So, we are in the process of making the accommodations to the traffic and parking study to accommodate the additional students.

In essence, this school is unique as compared to most of the schools in the district. There are no school buses. The whole district except for like four homes lie within the mile-and-a-half radius, so every student walks. Currently, there's no kids in those four houses that would have to take a school bus.

So, we have looked at the traffic under the original condition, and there is plenty of frontage along there at Windsor. In the last year and a half, we made some changes to the restricted direction at Windsor during some times of the day to help with traffic. Under our original study, that is fine. We are looking to some changes to the west parking lot. Currently, right now only the communication and foundation kids are dropped off there. We're looking at making some changes possibly there to accommodate some additional traffic. We've just got to be careful because we don't want to open it up to the whole school because we're mixing different types of students and the way they get in and out of their cars.

So, that's something we're going to refine shortly in our traffic study before we go to the Board. That's the short version. So, I don't know if there's any questions, I'd be more than happy to answer or we could go on.

CHAIRMAN LORENZINI: Well, finish your presentations, and then we'll hear Sam's, and then we'll come back with questions. State your name and spell it please.

MR. SCHULZ: Good evening, I'm Ryan Schulz, S-c-h-u-l-z, Director of Facilities. We're also, with this parking, we're seeking variations on three items. We're seeking a variation on the setback limits on the existing building. We're also seeking a variation on the impervious surface. Right now, the calculation is at 50.1 percent I believe compared to 50 percent. Then we're also seeking a variation on parking spaces. Again, as Steve had already stated, we are working through that portion of the project.

## APPROVED

So, those are the three variations that we're seeking tonight with the project and we'd be happy to answer any other questions. I think that's all we have for right now, so we'll open it up to any questions I guess now.

CHAIRMAN LORENZINI: Thank you. Anybody else? Okay, Sam, would you like to give the Staff report please?

MR. HUBBARD: So, as you've heard, the Petitioner is proposing an addition to the Windsor School and associated parking lot and additional site improvements as well. Subject property is located in the R-3 One-Family Dwelling District, and all schools within the One-Family Dwelling District are required to obtain a special use permit.

Back in 1990, this property did obtain a special use permit to allow an addition at that time. So, the proposed addition to the school has triggered an amendment to the previously approved special use permit. Back in 1990, when that special use was approved, the district was also approved for a variation for parking at that time, and I'll talk a little bit more about that later on in the presentation. As you've heard, Petitioner is requesting three variations and I'll provide some more details on those later on as well.

So, the first part of this process started at the Plat & Subdivision Committee back on November 30th of last year. The committee I think was very generally supportive of the project and encouraged the Applicant to proceed forward but also acknowledged that there were some traffic and congested issues particularly relevant to drop-off and pickup operations in the mornings and at dismissal. So, the Subcommittee did feel that the proposed addition was a great opportunity to address all these issues and encouraged the school district to work into their plans some potential improvements to the parking lot and drop-off and pickup operations.

As with all substantial building additions, the project was also required to appear before the Design Commission which happened on January 10th of this year. The Design Commission was supportive of the project and did recommend approval with only one condition, to add some additional landscaping around the existing building at the northeast corner by where Windsor and Miner intersect. So, as revisions to the landscape plan are required due to other issues with the parking lot, I just want to remind the Petitioner that when they do go to revise that landscape plan, to keep that landscaping as recommended by the Design Commission.

Finally, at the encouragement of both Staff and the Plat & Subdivision on January 18th, the Petitioners held a neighborhood meeting with residents in the neighborhood that were interested about the project. Staff did receive a summary of that meeting from the Petitioner. It sounded like it went fairly smoothly. I think there were about two residents that attended. There were some minor concerns about congestion given the growing enrollment there, but the district did say that they're willing to work with individuals on their concerns to address that throughout the project.

So, that sums up the things that are clear to date and it brings us to the present proposal before us this evening. Here you can see an aerial of the property. This redline around the property shows the property boundaries. You can see here the existing parking lot layout and the existing building. There's no proposed changes to the existing building setback. As you have heard, it is non-compliant; particularly, it's non-compliant in this area right here where the building is set back approximately 12.9 feet from the exterior side yard property line along Windsor Drive.

Code requires a 40-foot setback in this location, and that's due to the

## APPROVED

lot width. The exterior setback is derived as 10 percent of the lot width. The lot width here is 536 feet which would require a 53-foot exterior side yard setback, but our code does put a cap at a maximum of 40 feet, so that's what the required side yard setback is here. As the building is only 12.9 feet, the variation is needed. The actual setback condition is grand-fathered in, so a variation is not necessarily required at this point. But since the school district is going through the special use amendment process, they're just formalizing this allowance as they've done the last proposal at Thomas School.

The next variation is relevant to the overall impervious surface coverage which is limited to a maximum of 50 percent in the R-3 District. The Applicant is exceeding this requirement by 0.1 percent, so a variation technically is required. Staff is supportive of this variation as the overall impervious surface coverage for the entire school campus here which includes the fields to the west as well as the Miner School is actually well below the required 50 percent limitation. So, although on this particular site is just a tiny bit over, when considering the entire campus it's well under. So, in light of this, Staff believes that the justification for variation approval have been met.

Here is the site plan kind of illustrating the proposed addition area. We have here the gym addition off to the west, and then six classrooms will be added in this location along with some offices. The playground area in the back will be refigured. There will be a rubber surface play area to the south, and this is how the parking lot is proposed at least as of, up until yesterday that was how it looked.

That kind of brings me to the next request for variation on the parking requirement. During the review process, Staff did identify some concerns with the overall parking lot that was proposed on the left-hand side. You can see the previous plan which showed 90 spaces. The existing parking lot has 89 spaces, the Applicant was proposing 90 spaces for a one-space increase. Back when the special use permit was approved in 1990, a parking variation was granted and that variation actually adjusted the required parking formula to allow one parking space per employee plus two spaces per classroom, whereas our code requires two parking spaces per employee plus one per classroom.

The variation is still applicable today, it still exists and it still could be applied to the site. But given the projected future employees, when we take that formula and apply it today, the total number of required parking spaces is 157. So, when the district did survey the existing 89-space parking lot, they found it to be 92 percent occupied. Staff is a little concerned that, given the growing enrollment, there could be a shortage of parking on site. Combined with some concerns about the circulation on the proposed parking lot layout as well as some conflicting figures in the Staff report on the parking study relative to future enrollment, we did ask the school district to rework the parking lot and also to survey the ancillary parking area in between Miner and Windsor School to see if there was overflow capacity there.

So, yesterday, the Applicant did provide the plan as you can see on the right-hand side which has reworked the parking lot and allowed the addition of, I think 11 spaces for a total of 101. However, this does still fall short of the required 157 spaces, so a variation is necessary. Staff is supportive of the request. We evaluated the written justification for variation approval provided by the Applicant, and we do concur that the necessary standards of approval have been met. Although we do believe that 101 spaces will serve the school well for the next several years, I think there is still some concern that there will be potential need for additional parking. So, we have asked the district to provide a land-banked parking option, and

## APPROVED

that was a condition of approval that was submitted to Staff today. So, we haven't had a full chance to evaluate it but we did receive it and thank the district for complying with that.

I would also mention that the revised parking layout as you can see here does increase very slightly the size of the parking lot, so that may require a slight increase in the impervious surface which may change that 50.1 percent just a little bit. So, I've added some language in the motion sheet for this evening to accommodate for that potential adjustment in the variation.

Relative to traffic and congestion, the district did provide a traffic study and it did conclude that the proposed addition will only have a minor increase in traffic. As you've heard, there are I think some changes necessary to that document which Staff is asking for, especially because we're aware that there are some issues with traffic and congestion in this area. So, we did ask for some revisions to the traffic study.

That kind of brings me to our recommendations this evening. Because we've received several new plans in the last two days, there are some adjustments here to the recommended conditions of approval and I just want to go through those briefly so that we all understand what's going on here.

The first condition outline a bunch of items that the Village was asking for prior to Village Board consideration of this project. We've since adjusted that to read prior to Village Board ordinance adoption, so that will give the Petitioner a little bit of extra time to provide those documents and at least move forward with the first reading at the Village Board. But condition one (A) essentially stays the same. (B) and (C) have been removed because the changes to the parking lot have addressed those concerns. However, we did add a new condition (D) which requires the Petitioner to provide a revised engineering, landscaping, photometric plans, stormwater calculations, grading plans, all of those things needed to accommodate for this new revised parking lot layout so that we can review that and make sure that everything still conforms to Village code requirements.

Condition (E) remains the same, it's just still stating that we're looking for some revisions to the traffic study so suggest some improvements to the pedestrian environment and some of the traffic flow issues. Again, one of the plans that the district did submit this afternoon did show some changes, some potential changes to drop-off/pickup being moved within the parking lot area which would keep some of it off the street and help address some of those congested issues. But we're still looking for those revisions to the traffic study. Condition (F) has been removed because the Petitioner has provided the land-bank parking plan.

Then conditions two through eight remain unchanged. I could certainly provide a synopsis on those conditions for additional details. However, they were outlined in the Staff report. But if the Plan Commission would like additional details, I'm happy to provide. Otherwise, this concludes Staff's presentation on this application and as always, I'm happy to answer any questions that the Commission may have.

CHAIRMAN LORENZINI: Do we have a motion to approve the Staff report into the public record?

COMMISSIONER WARSKOW: I'll make such a motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

## APPROVED

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Thank you. Okay, we'll go to questions from the Commissioners now. Commissioner Jensen, would you like to start?

COMMISSIONER JENSEN: The only real issue there was at Plat & Sub had to do with drop-off and pickup of the students. I'm not exactly clear if you've totally resolved that issue or how you plan to handle it to minimize disrupting things in the neighborhood as well as keeping everyone safe as the parents do the pickup and drop-off.

MR. CORCORAN: Well, one thing that the school has already implemented and that was discussed with Staff this summer was restricting northbound traffic on Windsor. With Staff's help and the Village's help, we put signage to basically prevent people during the morning arrival from going northbound. When we got our traffic counts, people were just ignoring those. So, we worked with the school staff and they put out cones right where you can't go past and you have to make a left on Campbell, the east-west street that's immediately to the south of the, well, a couple of houses south of the school lot. That seemed to help stop that traffic.

So, we've done that or the school district has done that already. We've reconfigured this parking lot and made it more useful, instead of one access, it's two. We're exploring how we want to handle the operations and that's a detail we don't have if we get more traffic besides just the communication and foundation classes to use it. We don't want to open it up to general population but we do want to allow like maybe the Kindergarten classes. But we're still working through that and we'll have an answer when we provide the revised study. There's obviously some internal stuff with the school would need to play through with their staff that are important.

COMMISSIONER JENSEN: So, all the fine details would have to be worked out but you expect that you'll have some resolution that would be satisfactory for the residents as well as the school district?

MR. CORCORAN: Yes. I mean the basic challenge right now is everyone who is not, the K through 5 classes drop off basically on Windsor, and so there is a limit. I mean we have a lot of frontage there, like almost 600 feet. But we want to use some more, I mean ideally there should be more, you know. Obviously, we can't create more real estate, so we're now trying to move some of that traffic into the parking, this new designed parking lot.

COMMISSIONER JENSEN: Really that's the only issue that I saw that wasn't addressed from what our discussion was at Plat & Sub. So, that's it for me.

CHAIRMAN LORENZINI: Commissioner Warskow?

COMMISSIONER WARSKOW: Yes. That is the issue that is foremost in my mind. I have a child in School District 25 who has attended two of District 25 schools, and traffic and safety have been a major concern of mine, not just from hearing but from personal experience. I have to tell you, I don't know if you remember but I voted no on the Olive-Mary Stitt increase because I don't think you addressed traffic there. It sounds like you're trying to but I don't feel comfortable on voting on this until I know exactly what the details on that are.

So, I'm just going to tell you I'm not going to vote in favor of this until I have all of the details, engineering, landscape and the traffic study.

CHAIRMAN LORENZINI: Thank you. Commissioner Green?

COMMISSIONER GREEN: Just to put a ditto on that, I think you have to resolve this drop-off problem. So, it's a little hard to vote for something that we don't know if there

## APPROVED

is a real good solution that's going to come out of. But I just wanted to state you have to solve this problem.

CHAIRMAN LORENZINI: Commissioner Dawson.

COMMISSIONER DAWSON: Okay, well, as a parent who actually does drop off, I can speak about that. But I actually have a lot of questions. For the drop-off, I honestly don't know what it is you could do. I don't know that there is a solution. I don't know if Dr. Bein wants to step up, but one of the things I have always been curious about is why the school district, why is it parents having to volunteer, why the school district isn't there helping?

DR. BEIN: It's a combination. It's a combination of paid employees and the parents actually requested could they create a PTA group that would volunteer to help in that process. We're very willing to commit more staff to do that should that help. As we mentioned earlier, our community at Windsor live within walking boundaries, so parents choose to drop off their children. Currently, we separate the drop-off of our typical children from our communications and foundations children because they need much more assistance existing and entering cars.

We are looking at changing so that our Kindergarten families also drop off in the parking lot. Again, we can't open up that parking lot to all 500 students because that would even slow down the process more. But we're looking at splitting the best we can, if you have a Kindergartner or siblings with a Kindergartner, go ahead and drop off in this area versus Windsor.

Drop-off and pickup is, we're a landlocked school district and it's something that we address at all of our schools and we're constantly looking at. Three years ago, we did have a committee including police officers and Village Staff looking at parking at Windsor, and that's where the next step of a parent volunteer group was proposed and enacted.

So, we have been looking at it. We're willing to move some more drop-off into that parking lot. We also need to consider the safety and the needs of our communications and foundations kids that have much more assistance needs entering and exiting cars.

COMMISSIONER DAWSON: South does drop-off and pickup through the parking lot, correct?

DR. BEIN: Yes.

COMMISSIONER DAWSON: Never understood how that works or how that improves, I mean I guess to some degree it would improve safety. Is there anyway though to stagger the foundation and communications programs starting and ending so that they could come later or earlier or we could drop off earlier. To me, I don't see what, I understand what you're saying but I don't see what they could possibly do to fix this flow because it's true, it's streets. Unless we have parents, unless we get rid of all the grass and the green and, you know, the pervious surface and turn it into a parking lot, there is nowhere else to drop off these kids.

You're right, I mean I've seen the foundation children and the communications children, they need significant assistance getting out of their cars. It takes a lot of time and they shouldn't be rushed. It wouldn't be fair to stress them out, rush them through the process.

DR. BEIN: That would be dangerous.

COMMISSIONER DAWSON: It would be, and the children have their own needs and all we would be doing is adding to that stress. So, hey, I'm a huge fan of improving the drop and go situation. I don't know what to do, I don't know if anyone has a perfect solution. The



## APPROVED

only thing I could think of would be to stagger that so that parents could go through the parking lot, and foundation and communication kids could have a different drop-off time. I don't know if that's possible.

DR. BEIN: Yes, thank you for the suggestion. Legally, it's not because you can't differentiate their school experience. But we can add more people to the parking lot area, so if we at least pick a grade, if you have a Kindergartner, drop off in this area, or whatever grade we may choose, Kindergartner seems to make the most sense in terms of the assistance they need getting in and out of cars. However, it puts them farthest away from where their classrooms actually are, their classrooms, the Kindergartners, are along Windsor.

But I think the best solution we can think of at this point is to bring another grade level and have those families drop off in the parking lot and just add to that parking lot drop-off to limit some of the numbers of cars waiting to pull up on Windsor.

COMMISSIONER DAWSON: Another thing just popped into my head, I don't know if you can consider it. But similar to the car pool lanes, I drop off in my car, I have like, you know, four kids in my car. I pick up whoever I can, it used to be four, now one of my sons is at South, but I try to pick up as many kids as possible to drop-off, right, because again we're close, we should be walking. My kids usually ride their bikes to school, but the first grader, she doesn't feel comfortable going to school that way. In inclement or bad weather, I don't want to send my kids, I'm farther away from the school, closer to Arlington Heights Road, so we're kind of more in the farther end.

Is there a way to, say if you have three or more children in your car, you can go through this parking lot to encourage more car pooling amongst the community?

DR. BEIN: That's an excellent idea.

COMMISSIONER DAWSON: Just a thought.

DR. BEIN: That's an excellent idea.

COMMISSIONER WARSKOW: That's the type of idea that I'm looking for is to actually do something to reduce the number of cars, do something to incentivize parents to car pool, or those who are capable of walking, or kids who are capable of riding bikes to do that.

DR. BEIN: We can't police it. We can't say you can't drive your child but we definitely can encourage people to do like a drop off in the parking lot if you have car pool number of kids.

COMMISSIONER DAWSON: Well, and just like we've done with the drop and go, there's a bit of guilt, I mean the parents that do the drop and go, if you don't do it right, boy oh boy, they have no qualms in smacking you down and telling you you're going to do this the right way next time because it was so dangerous. It was so dangerous, there were so many children that were almost hit by cars and it was so dangerous.

I know, I've seen the changes, I've seen what we're trying to do, I've seen the cones. I don't know what the solution, I don't. I empathize because I look at this and think, well, what are we going to do? Tear up the grass and drive through there?

I do think there needs to be more staff dedicated to this. We can have a longer row, part of the reason that the drop-off is so short is we don't have enough parents to open the doors. We only utilize maybe, I don't know, two-thirds is probably more accurate than half of Miner or Windsor for the drop-off because there aren't enough parents to do it.

DR. BEIN: I think we go to the end of our property, correct?

COMMISSIONER DAWSON: No.

## APPROVED

DR. BEIN: No?

COMMISSIONER DAWSON: You go to the driveway, if you can see it. Not the driveway, the emergency access.

DR. BEIN: Got you.

COMMISSIONER DAWSON: That's where they stop.

DR. BEIN: Okay.

COMMISSIONER DAWSON: Because there aren't enough parents to go farther down, you can't get enough volunteers.

DR. BEIN: I thought we went, I'll have to go back and look, but I know the few times I've done it, we've gone up to where the end of the blacktop is so kids can walk right onto the blacktop.

COMMISSIONER DAWSON: No, no, no, that's what I, yes, from the black --

DR. BEIN: But I see what you mean, so past that.

COMMISSIONER DAWSON: They go all the way up to here where that little sidewalk is there, all the way down to the emergency access road.

MR. HUBBARD: Can I just point that out?

COMMISSIONER DAWSON: I think you can go farther but you can't get enough parents. We can't get enough parents there. We had trouble, there's constantly, they're on the PTA Facebook page, they constantly ask for people for drop and go. We can't get enough volunteers. I sympathize, I used to volunteer a lot but it was too difficult. I work, it was too difficult to get there and do that.

Anyway, there's a lot of things that could be done. I agree that we need to have our plans. I also understand that we need to get this moving because --

DR. BEIN: We want to be ready for the opening of the school year.

COMMISSIONER DAWSON: We want to be ready for the fall and selfishly, you know, I don't want my daughter going to school in a construction zone, although I will only have one child left, two of them will have moved on. But I agree with you, too. You know me, I'm usually the one who gets upset if I don't have enough information up here. So, I'm torn on that. Okay, so I think we've probably beat the drop-off area to death but I do have some other questions.

Where is the land-banked parking?

MR. SCHULZ: Yes, I think these are them right there. So, I believe it's 19 spots that will be land-banked again to the west of the field area.

COMMISSIONER DAWSON: So, right now that's, it's not really anything right now?

DR. BEIN: It's a soccer field.

COMMISSIONER DAWSON: Okay, they use it for, okay, so we would lose part of that. Then how many parking spots we'll be losing in this adjacent parking on the side here? That goes in between Windsor and Miner School?

MR. HUBBARD: I don't know specifically how many are being lost there. I know it's a net gain of, it's going from 89 and now proposed to 101. So, it's a gain of 12.

COMMISSIONER DAWSON: Between 12 --

MR. SCHULZ: That's up to our limit I believe, right?

MR. HUBBARD: To the property line.

## APPROVED

MR. SCHULZ: Property line. So, the 101 number contains the numbers all the way up to the property line. It also contained the previous number contained some of those spots in the connector if that makes sense.

COMMISSIONER DAWSON: That's what I'm trying to understand because that's teacher parking what you're talking about, that's staff and teacher parking. The parents park in the other lot there. So, while I appreciate you can have more teachers and you're going to have more spots there, from a neighborhood concern when there is an all school assembly, again I don't know the answer, I'm not trying to say that you're not going to put a parking lot here, but when there is an all school sort of assembly, you park everywhere. We park in those spots and those are full. So, if we're losing spots there --

DR. BEIN: We're not losing them.

MR. SCHULZ: No. No, no, so that's --

COMMISSIONER DAWSON: They're going to go on the street. That's what I'm trying to get at.

MR. HUBBARD: They're being removed from here and they're being put into the overall addition of parking here. So, any spaces that are being done there are going to be incorporated along with 12 additional ones.

MR. CORCORAN: Yes, there's roughly 58 spaces in the main north-south lot, and about 30 spaces on the property in that east-west lot. So, that's where we get the 89.

COMMISSIONER DAWSON: Okay, so the --

MR. CORCORAN: Spaces that are existing. Then when we build the new lot which is really going into that field, the soccer field, we're ending up with 101, so a net gain of 12 within the school property.

COMMISSIONER DAWSON: So, a net gain of 12 but we're talking 100 more children and more teachers. So, it's a problem, I don't know the answer. I'm sure neighbors are frustrated and upset, but what are we going to do? Either we --

DR. BEIN: I'm sorry, I can address the, so 100 more children aren't going to bring five more teachers, right? The six classrooms that we're building will fulfill the three temporary classrooms, plus a communications Kindergarten that we've had to keep at Green Briar because of space needs will come over and complete the communications program, that will be a fourth classroom. That leaves us two empty rooms to use as we see the need. With additional students coming, they're not going to necessarily, we have small class sizes for the most part throughout our district. So, 90 children aren't going to need a new teacher for every 20. You see what I mean?

So, if we have class sizes at second grade of 20 to 22, we can add to each of those classes without adding a teacher. There will be some staff growth that we may need to see, depending on where the student enrollment falls. If 20 kids come in fifth grade, we're going to need another fifth grade teacher. But they spread out among K-5, we may not need additional teachers.

COMMISSIONER DAWSON: But there will be additional cars. That being said, as opposed to generally what we're approving up here which is a new business, a new something that's going to be bringing, a hotel, a new restaurant that's going to be bringing people into a space that were not usually there, we can't stop people from moving into the neighborhood.

So, you know, I don't know what the answer to that is, maybe I'm just getting up on my soapbox but I guess it's not as if you're creating more people. People are just moving in and you're trying

## APPROVED

to address it. So, I don't know the solution, but I do think that more effort needs to be put into that, of addressing, encouraging the car pooling, encouraging that, you know, type of way to reduce, I don't know how you police it, you don't, but there needs to be a little bit more effort into that.

Okay, sorry. Why did you choose not to go up? We have a second floor, why did we not go up with the design?

MR. SCHULZ: We looked at a couple of those things, and then it really came down to like the continuity of the way the classrooms were set up and where the newer addition already was. So, that's why if we look at that option where the second story addition was, we looked at going with a two-story addition there, and again we worked with the building internally and it just didn't make sense at the time. We did plan the building, the addition for potential future growth like we're planning way down the road that we could extend back there and move the building back off on that end. But again that's unknown and we'd have to see what long, long term projections would be for building.

COMMISSIONER DAWSON: So, that was another question I had, is this enough? And do we have a built-in plan for where we would put in more? Because when I look at this, there is not a lot of room.

The last, would you, the architectural drawings? Or not architectural, yes, could you, there was a picture at the end of the playground. Which one am I at, what number? It is in engineering drawings, sorry.

Anyway, it shows a path to the playground, there, thank you. But I didn't see the door on the drawing.

MR. SCHULZ: So, that is the existing site plan. So, the buildings don't lay on the existing site plan. That path is existing, it's reconfigured in the new layout. So, if you look at the overview plan --

COMMISSIONER DAWSON: So, how are the kids getting to the playground is my question.

MR. SCHULZ: Yes, so they'll be coming out on the west side out, there we go, there. So, it comes out the side kind of where the, if you know where the mobile classroom is right now, it will be coming out that side and then also out to the east end, the yellow corridor. There's a set of doorway that goes out to the new classroom there.

COMMISSIONER DAWSON: So, but the Kindergarten classrooms, those are the kids I'd be most concerned about getting to the, maybe you're going to move where the Kindergarten classrooms are and I know that classrooms move all the time, but the Kindergarten classrooms, then they would have to go around that building to get to the parking lot? Or to the playground I mean.

MR. SCHULZ: Yes, there is another doorway pretty close to the Kindergarten, but otherwise they'll have to go out that west door if they want the same set of doorway.

COMMISSIONER DAWSON: They have their own doors, right?

MR. SCHULZ: Right.

COMMISSIONER DAWSON: Otherwise they'll have to go all the way through the building, when it's raining or bad weather they won't go out anyway so we're talking about good weather, and then they would have to be led around the building.

DR. BEIN: The staff is now determining as the staff looking out where will all classrooms go. Do they want to change where certain grade levels or programs are, and they're

## APPROVED

deciding that as the staff.

COMMISSIONER DAWSON: All right. Then I just have one last question because I promised I'd ask it. Where are you moving the PTA closet?

MR. SCHULZ: Oh, yes, that's a great question. If you look to the north of the gym, that's where the relocation of offices will be at.

COMMISSIONER DAWSON: Those storage rooms are there?

MR. SCHULZ: Yes.

COMMISSIONER DAWSON: So, the PTA will have one of those closets?

MR. SCHULZ: Yes, that's where the relocation of the ones from the --

COMMISSIONER DAWSON: All right, I'm done. Sorry.

CHAIRMAN LORENZINI: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes. My main concern is the drop-off and pickup. I was at the Plat & Sub, we discussed that pretty well there. I think we made a point that that's something that should definitely be addressed. This is an opportunity to try to solve and correct that problem. Two months later, I haven't seen that you've done anything. I mean apparently yesterday you came back with a new site plan showing a revised parking lot. So, you've wasted two months.

I understand your desire to get this moving forward so that you're ready for the school year in August, but I don't see how I can vote to approve this when we're not seeing what you're doing here. I mean we don't see the plan. We see a possible revised parking lot layout, but I don't see where you're addressing the drop-off and pickup. To me, safety of the students is paramount.

I was there, prior to the Plat & Sub, I had to be there when the students were leaving, and I saw the congestion. I saw kids crossing the street to get to their parent's car in the opposite side of the street. That's an unsafe condition. Again, I think you've wasted two months in trying to resolve that. I'm sorry, but that's just the way I feel about it.

I see space south of the new parking lot, west of the school. Can't something be done there to create a drop-off area where parents come into the parking lot? Because I'm assuming that all those spaces are pretty much filled by the time the students come for classes, they're filled by teachers and staff members and so forth. So, now parents that are dropping off their students are not fighting teachers and staff for parking spaces, but something has to be addressed there where you'd have off-street drop-off. It seems like you have room there for it unless I'm missing something.

MR. SCHULZ: Again, it comes back to the Park District and kind of the way they use the space. They fill that area with soccer fields. They have, this is probably one of the most heavily used soccer fields in the Village.

COMMISSIONER SIGALOS: I'm speaking of the area south of the parking lot immediately west of the school. There's not soccer fields there.

MR. SCHULZ: Yes. Yes, it is, yes.

COMMISSIONER SIGALOS: I'm talking west of the parking lot.

MR. SCHULZ: You can see all the soccer fields they currently have. So, it would actually be, with the parking lot reconfiguration, the way we show it today, we'll actually be impacting one of their mid level fields, it's like their junior level field, based on that already. So, any other additional space that we would take up will be impacting the fields that they would be able to use.

## APPROVED

COMMISSIONER SIGALOS: I don't know, at least something has got to be worked out and put the safety of the students first. This is an opportunity to do it when you're addressing this addition. I don't know what the answer is but again this is what you've hired engineers for and I don't see anything that's happened in the last two months since you came to Plat & Sub.

DR. BEIN: Thank you for your comments. We worked very hard over the last two months. Our student safety is our number one concern, our number one interest. You are right that there are students at times that go across Windsor when their parents call them across the street. We can't arrest the parents for doing that. We continue to communicate with them and we talk with individuals that are involved, but we can't stop a parent from saying come on, come on, come on Johnny, come across the street. We're definitely interested and always looking at that and making sure our kids are safe. It's very important to us, so we're doing what we believe is the best safe option that we have.

We're very willing to bring another grade level into the parking lot. We could definitely do incentives. The difficulty with incentives is that we're having to look two to four kids, two to four kids, but we always say all Kindergartners or all first graders or whatever, we know there's 120 kids who now are going to come additionally into the parking lot as opposed on to Windsor.

We can add more staff. We can ask the police, they come out as often as they, we can ask them to come out again and ticket anyone who goes around or doesn't follow the signage that's up. But I just want you to know, we spend everyday working on this. When we get the written request or verbal request from the Village, we address them the best that we can.

So, we're bringing you our best solutions at this point. We will continue to look at drop-off/pickup. We'll come back to the Village on the conditions that they have requested. But we're going to ask you to really continue to work with us, we want to get this moving forward.

We're behind because we're trying to meet all the different needs that we should be looking at and meeting and trying to take everybody's input. We really want to open the school year with this addition ready for students.

COMMISSIONER SIGALOS: I understand it, but what does this solution offer that doesn't exist now?

MR. SCHULZ: It offers a lot more vehicles that can come into the parking lot than currently do. That's what the plan shows, that with the new layout, the potential of the two entrances, the new entrance and the drop-off area, it allows us stacking that we don't have right now. We don't use that stacking. Right now the only way that that parking lot is used on the west side is for the communications and foundation students.

So, this allows us to bring in the Kindergarten staff or parents that are dropping off their kids on Windsor and Miner right now. So, that's what this plan gains, all the stacking in a lot that we currently don't have.

MR. CORCORAN: In essence, we don't have real estate, I mean that's the bottom line, like many older schools, to add more drop-offs, to add more drop-off lanes. So what we're trying to do is to spread out the traffic, and that's by moving some of the kids and the students into that lot to help reduce the demand.

As far as parents behaving badly, that's the one thing I've struggled

## APPROVED

for 30 years, how to get a parent to do the right thing and not do what you said. Maybe to address that as far as that goes, right now our restriction on northbound Windsor is only in the morning. If we do that in the afternoon, at least that precludes that opportunity of someone going north and waving their kid. So, that's one additional thing based on your comments that we could do to help at least prevent that, or prevent the opportunity of that happening in the afternoon.

COMMISSIONER SIGALOS: Well, I didn't see the stacking before. So, what you're showing here is this perimeter of the parking lot that's intended for parents to park there and pick up or drop off their students.

MR. SCHULZ: Yes, and if you look at the current, the way the parking lot is laid out, it's pretty much parking spot land-locked, right? You can't pull in and have that side, right side drop-off like this plan allows on the right side of the car. So, that will get to, I believe it's close to 30, if I'm correct?

MR. CORCORAN: Yes, it's 27 or 28 cars.

MR. SCHULZ: Close to 30 cars that can come into the lot to drop off.

COMMISSIONER SIGALOS: May I ask if the row of parking, the southernmost row of parking, I think this says 10 parking spaces there, if that was diagonal, would that not help? Where you have a perpendicular now, you're going to be, if somebody's backing out, possibly backing into one of these cars or students getting into one of the cars there? I don't know, I mean I'm not an engineer. I'm just hoping, it looks like the diagonal parking might be safer there where you have --

CHAIRMAN LORENZINI: They might lose a couple of spots.

COMMISSIONER SIGALOS: You may possibly.

COMMISSIONER DAWSON: You probably wouldn't at drop-off and pickup because the teachers are on the spots.

MR. CORCORAN: Yes, that's exactly correct. That's teachers, so they're not leaving until later. We could do diagonal because we'd just shorten up the aisle end on the east side there to preserve the 10 spaces. But I think we'd just, you know, at this point we would leave it. If Staff directs us to go diagonal, we can do that, too.

COMMISSIONER SIGALOS: That's all I have. That was my main concern.

COMMISSIONER DAWSON: I do have one more question though when you're done or did you want me to ask it now?

CHAIRMAN LORENZINI: Go ahead.

COMMISSIONER DAWSON: Well, if you're thinking about putting the Kindergartners or letting the Kindergartners drive through here, you're going to have the same problems with the car pooling because there will be older kids in the cars, too. So, that argument doesn't necessarily work but okay.

But I have one concern that just occurred to me. You're going to have parents parking, coming in from the street from Miner and backing up onto Miner. So, you're going to have so many parents. I'm just, I'm visualizing parents aren't going to behave, right, that are going to the drop-off no matter what. If they start stopping on Miner, now you're going to create parents that aren't going to try to go in the parking lot, going around them to get to Windsor. That's going to cause a whole lot of havoc.

I think you're going to need to have staff or someone stationed there to avoid that problem. Right now, students monitor those areas. There is not staff there. But do you see what I'm saying? Again, I'm not trying to, I don't know the solution so I'm not trying to

## APPROVED

create a problem. But I can see that happen, it happens right now where we're backed up on Miner, we can't get around onto Windsor. So, now you're going to have two backup points.

So, you're going to have to put staff there to make sure that you waive people on or make them move on.

DR. BEIN: Right.

CHAIRMAN LORENZINI: Thank you. Let's get off, just for a second. Conditions five and six, Sam, the school shall enter into a maintenance agreement that assigns future maintenance of the restrictor structure, you're talking about the outlet or retention pond there?

MR. HUBBARD: Yes, exactly. The style of restrictor was a mesh restrictor. I believe that the Public Works Department felt that that had much more potential to be clogged. So, they recommended a wire restrictor. I think school district or the engineer prefers the mesh.

CHAIRMAN LORENZINI: So, the point is the school district has to take care of maintaining it?

MR. HUBBARD: That's it, yes, they enter into it.

CHAIRMAN LORENZINI: Okay, and the onsite utility, number 6, onsite utility and maintenance agreement, what is that all about?

MR. HUBBARD: It's just giving the Village the right to enter and maintain some of the utility infrastructure onsite should there be a failure so that they have the rights to go on the property because those failures could impact the entire system.

CHAIRMAN LORENZINI: Okay. Can we go back to the aerial of the actual site? Can somebody just explain to me how a drop-off works now and what the problems you're encountering are? I mean I've got a general idea, but I'd like to just hear it first-hand.

MR. CORCORAN: Sure. Well, on this plan, essentially the west parking lot is only used by the communication and foundation students which is roughly 60 students today. So, parents come in to drop off or some of them do get taxi rides in lieu of being driven by their parents. There's no small school buses like some district schools. So, they get dropped off, so that's the only folks who go in there other than the teachers themselves, and generally they're there before the students arrive.

CHAIRMAN LORENZINI: Everybody else walks or gets dropped off on Windsor?

MR. CORCORAN: Mostly. There are two loading areas. One is basically the whole east side of the school along the west side of Windsor. There is a loading area on Miner and it's not used very heavily in the morning because the parents like to drop their kids off near the playground. They can't see their kid walk to the playground, so it's only really used in the afternoon as a parking spot while they're waiting for their kids to come out. So, primarily everyone walks down Windsor.

Some parents who are coming from the south, like south of Kensington, now that we've restricted in the morning the arrival, there are five or six parent's cars that use Campbell which is right on the bottom there, yes, exactly where Sam is pointing. They park there, either walk their kids over or in the afternoon they park there and wait until their kids walk down to them.

CHAIRMAN LORENZINI: What type of restrictions are in place? What type of signs and whatnot?

MR. CORCORAN: In the morning, you cannot go northbound on Windsor



## APPROVED

from, I think it's 8:30 to 9:15. There is signage out there that says that. Then as we were noting, some parents, well, I shouldn't say parents, vehicles were violating that so we reinforce that with the cones and that seemed to help a lot.

As far as the traffic goes, in the morning it actually works fairly well because we do have a lot of drop-off. But again some parents like to drop their kids off at a specific spot so that will sometimes back up. Then we have three, a crossing guards and two helpers at the four-way stop at Windsor and Miner. Obviously when they're crossing a group of kids especially in the afternoon, that stops all traffic. So, especially in the afternoon, we get these little short periods where all traffic is stopped as they're letting all the kids cross in big groups.

Then as mentioned before, we have parents who do whatever they feel that they think is right to get their kids and that always poses an issue.

CHAIRMAN LORENZINI: There's a statement in the report that says parents often ignore school's drop-off procedures and create unsafe motoring and pedestrian environments. That's just what you're talking about, okay.

All right. So, I'm a little confused about the parking requirements. They are increasing it from 89 to 101 which is good, but they need 157?

MR. HUBBARD: Correct, yes, per the previously approved variation that altered the parking formula for the site, they required 157. If they were to go under the current code, I think it's something like 218.

CHAIRMAN LORENZINI: They are required to have 157, so how do you get to, we're with 89 now?

MR. HUBBARD: The formula was based on the number of employees back in 1990 which I think maybe it has changed since then. So, that's what was required back then.

DR. BEIN: Since the last time, we haven't made a change. Since then, we haven't made a change since then.

CHAIRMAN LORENZINI: Would you speak, I'm sorry, for the court reporter here, would you speak in the mic please?

DR. BEIN: Thank you. So, do I understand, Sam, that since we haven't made a change since that point, even though the parking formula changed we haven't had to adhere to that? But now that we're doing an addition, we have to adhere to the changes in parking formula?

MR. HUBBARD: Correct, yes. I mean technically, you know, any time you increase in employee, your parking requirement increases. But the Village doesn't monitor or police you every time, you know, an employee is added. So, yes, over the last, you know, 26 years, the number of employees has increased from 1990 I would assume. Back in 1990, it only actually required 83 spaces, that's what the variation approved. Given the mix of classrooms and the number of employees back in 1990, 83 spaces were required. If you apply the same formula that was granted back in '90 which is still applicable today, that formula requires 157 spaces based on their projected employees and number of classrooms.

CHAIRMAN LORENZINI: You mentioned that the new student count is going to change your study, how much has the student count changed from when you originally did the study?

MR. CORCORAN: Currently, there's 509 students, and we projected a nominal increase of, or I shouldn't say we, but the school district originally projected a nominal increase of 518. The recent projections they received on their demographics analysis is 595. So,

## APPROVED

we're going to have to adjust our numbers appropriately. Again, that's why we're looking at these different uses of the west parking lot to help.

CHAIRMAN LORENZINI: But does that negate or does that nullify your expansion as to needing more than what you're -- no. All right, so if they don't need any more classrooms and this is based on the number of classrooms, why would that change the parking needs or the traffic study?

MR. HUBBARD: It's the number of classrooms and number of employees, that's what the formula is for the --

CHAIRMAN LORENZINI: As the doctor stated, how many more teachers are you actually going to have?

DR. BEIN: If we're adding teachers based on enrollment and it's a little bit of a best formula guess, at the most we would add five teachers. We're more likely looking at three.

CHAIRMAN LORENZINI: Okay, so let's say five teachers. How many empty spots do you have now on the parking lot on a daily basis? Is the lot full?

MR. CORCORAN: As Sam said, it's like 92 percent full, so it's like four or five spaces available. But Staff has asked us to do some additional counts which we've done, we haven't had a chance to present it to him because, and this kind of shows an aerial. The parking from the two schools' staff, there's like a middle area that's empty, and so we've done some additional counts to quantify that to help identify some extra spaces in addition to any land-banking.

CHAIRMAN LORENZINI: Okay, forget the former now, basically you've got five extra spots now, you've going to add five teachers, that fills it up, but you're adding 10 spots more.

MR. CORCORAN: 12.

CHAIRMAN LORENZINI: Or 12 spots more. All right, from that viewpoint, you've probably got enough.

Well, I tend to agree with all the Commissioners, with five of the Commissioners. So, you said you're working on some ideas based on this new study. What other ideas are you working on?

DR. BEIN: In terms of the drop-off/pickup?

CHAIRMAN LORENZINI: Drop-off/pickup, any added parking.

DR. BEIN: Yes, that would likely be bringing an additional grade level into the parking lot and off of Windsor.

CHAIRMAN LORENZINI: Bringing an additional, oh, I see, yes.

DR. BEIN: So, adding the number of students you can drop off in the parking lot.

CHAIRMAN LORENZINI: Or maybe car pool them.

DR. BEIN: Yes, we'll continue to encourage car pooling. We'll have to identify what students come into the parking lot, is it a grade level, is it a car size, what is it. But bringing some of those cars into that area and stacking them as opposed to having them dropped off Windsor.

CHAIRMAN LORENZINI: One final question, Sam. On item number one, condition one, we changed "consideration" to "ordinance adoption." Could you explain one more time what that does?

MR. HUBBARD: So, if it was prior to consideration by the Village Board,

## APPROVED

then the Applicant would be required to comply with (A) through (E) prior to even appearing at the Village Board. Under ordinance adoption, they can appear at the Village Board and they can have the discussion without having fully provided all those documents (A) through (E). As you know, items come to the Village Board once for review and then the second time for ordinance adoption. So, they would be required to provide these documents prior to ordinance adoption. So, the Village Board would not formally approve the requested special use, the entire application until these items have been provided and the Village have had a chance to review them and satisfied that they'll address the Village's concerns.

CHAIRMAN LORENZINI: Your recommendation was Staff recommends approval subject to the following. Do you still hold that position?

MR. HUBBARD: Yes.

CHAIRMAN LORENZINI: All right, that's all the questions I have. Next step is going to the public for comments. Any comments from the public? Seeing none, oh, yes, sir. Would you come forward? Please state your name and spell it.

### **QUESTIONS FROM AUDIENCE**

MR. VALENTINO: Thank you. My name is Terry Valentino, V-a-l-e-n-t-i-n-o. I live at 204 North Brighton in Arlington Heights, about two blocks west of Windsor. I was a Windsor parent, three children went to Windsor South Prospect. I've lived in my house for 32 years, I was a member of the Fire Department here for 33 years, and I have an involvement in emergency management. Right now, I'm in Rolling Meadows as the deputy fire chief going through this exact same thing, relocating and resituating two new fire stations.

The nice thing we have available to us though because the compliment is I'm glad we have this problem with too many students which is outstanding. We have an outstanding District 25 and my children are products of that. I have lived this nightmare for 30 years, you know, being a parent, walking to school with my children back and forth, and driving. I've experienced it, I have pictures on my phone from just one week ago which had nothing to do with what is currently I guess on the board in a best scenario.

But I would ask that you look at the worst case scenario because looking at that orange rectangle on the screen, it doesn't give, I don't think it gives everyone here a good snapshot of the area. Because you have the impact of Miner Junior High which has all high need students, one on ones if I'm not mistaken, you can correct me. The superintendent also talked about the enhanced need for one on one or special needs students which is outstanding. But they also have teachers and aides, perhaps one on ones as well which I don't know if that's used in the formula of the 157 which can only enhance that even, you know, even more.

So, we have the impact of streets don't go through in that area. I mean it's obvious that Mr. Corcoran knows about that. We have east-west movement on Miner. We have unique sidewalk situations with carriage walks to the west of that where the students are right on the street, and then it immediately transfers to parkways. As the superintendent did say and Mr. Corcoran said, many of the students do walk to school, but many of them do get rides as well which adds to this problem.

So, if you look on Windsor on any given morning or afternoon for the pickup, that's true, they're all stated there. If we're going to just move that to the west, I don't think that makes the problem, it doesn't help our problem. Then Mr. Corcoran's last statement, he was

## APPROVED

just also talking about that parents tend to drop their children off on Windsor and they want them to walk and usually there are children going to school and hang out in the parking lot before the door is open. That won't be available because the building is going to -- the collection point I guess before they go through the normal year, you know, the regular school year. So, I'm thinking that now all the parents are going to want to park on Miner and drop their children off curbside and watch them go on the playground which is the far west area. It's just something to think about.

There is a lot of pedestrian traffic, children back and forth on both sides of Miner. From what I understand and I see, the city does a very good job or the Village does a very good job of snow sweeping there which is fine. I understand they also have to dedicate and tell the city they want to snow-blow, the north side of Miner or south side, I don't know if that would be the case, if that would change. The impact of moving all of that parking on to the west, I would also think about those loops, you know, of the drop-off, making that loop in and out.

I agree with you, Mary Jo, Commissioner, excuse me, that you are going to have a bottleneck back like you would not believe. Then you're going to have the ingress and egress at Miner Junior High which is all over the place as far as times in and out. I've seen this for 30 years, I'm pretty observant.

It also doesn't address the District 25 garage there which has trucks going in and out. With all the extra parking lot and only right-in and right-out, I don't know what it's called, but on Miner as I saw in the new parking configuration, there's going to be more enhanced pedestrian traffic back and forth, east and west on that, I don't care if it's on the north side of Miner. So, if indeed all those parents are trying to come out of that loop and circle around, they're going to have to stop for the students that are walking east and west across that very, very, very large pedestrian walkway which is another safety issue. I would compare this to St. Viater's incident where they had a huge, the exact same problem, where they had one way in and one way out. When I go to pass Viater's now during the class change and all, I think it makes a lot more sense, that one way in and one way out.

I have photos right now. I mean if we're only enhancing it by 12 spaces, I've got pictures right now on my phone to show you teachers from Miner, parents, they park on Miner, they park on my street which is very small. They park on Derbyshire, it's funky because Derbyshire dead ends right into the parking lot. My street Brighton dead ends right into it. There is no consistency just because, you know, it's old school planning, there was no planning I guess down the way.

Then the other issue that happens is the crossing guard is overwhelmed at 3:35. The students are deployed from the Windsor, I don't know if they're going to still be deployed, but you're going to have the students then deployed from maybe perhaps the west side, walking all the way back to Windsor, and then crossing at the corner there. So, all these things that right now in that simple orange rectangle are kind of nice in I guess the best case scenario. I would say that we should all look at the worst case scenario.

I don't know, I know we have half-day Kindergarten so it lays that kind of thing with the student's population. But if there is indeed the trend maybe to go to an all-day Kindergarten, all these kinds of things being entered into, not five years, not ten years but down the line, I just need you to think about that also.

I keep going back to the worst case scenario where, a typical winter where snow piles are piled this high and cars can't see coming in and out of those parking lots,

## APPROVED

looking east and west to make egress out of the parking lot. It shouldn't be a concern as long as the students seeing the cars. Ingress and egress on Miner is I just think a nightmare. Parents even to this day, when they do drop children off, they're on the north side of Miner all the way down, north and south, and I would challenge you to go there on very bad rainy day and just see how that would play out, too. Go there at 3:35 on a day when there's thunderstorm in the forecast.

I'm no way against the project going forward, that timeliness is everything and I understand that with the project. But you only have one shot at safety obviously. A few more comments just to hit on all my notes, in the nice case scenario with all the 32 cars and that loop, that's not going to happen. There's not going to be 32 cars that are all parked bumper to bumper to bumper like it's show in the schematic. Parents, if you're talking about the code of ethics of dropping off and picking up, is going to skew that whole thing. I'm thinking, I'm not a traffic engineer, but I'm thinking it's just going to back up all the way on Miner. Plus, there's other things going on back and forth, you know, the normal work day. So, I'm just agreeing with everything you had to say earlier, I totally agree with you. You just took all the words out of my mouth as far as the impact on traffic. It's a nice problem to have but I think we have to be far reaching of anything in planning this.

I just want to make sure I hit everything in my notes. Oh, yes, so when we're talking of more integration with volunteers and PTA involvement, again when it's necessary for those volunteers to come in or those students with the PTA or whatever, I don't think that enters into the equation, too. So, if you have 10 more parents, where are they going to park? Five more blocks away? They're not going to park there, they're going to park right where the teachers are. So, you immediately lose those 10 spots by the volunteers for that.

So, the formula is very nice and it works, and I say if they need 157, 157 it should be, the type of letter of the law, but I understand variances are also necessary. So, I'm available at any time to talk to anybody else. But I've been there 30 years, I'm very observant. I'm a huge proponent of safety but I'm a bigger proponent of District 25. That's it, thank you.

CHAIRMAN LORENZINI: Thank you. Anything else? Any audience in the public have any questions or any comments? Okay, if not, we'll close this portion of the public hearing and go back to the Commissioners for final questions, deliberations and/or motions.

COMMISSIONER JENSEN: Yes, just to follow up on what Commissioner Dawson said, I like the idea of car pooling. I don't think just giving an incentive of allowing them into going into this loop where they might not otherwise be able to come in to drop off, I would ask you to explore and see whether there is some software that might actually allow people to do some car pooling throughout the year. I don't know if you have a website, you could dedicate part of that website to allow this car pooling which would be a tool which you could use to facilitate some car pooling. That might alleviate some of the concerns.

I like where Commissioner Lorenzini was going by taking a look at what your parking requirements and problems are now and scaling those up. That's the kind of formula I understand as opposed to the formula that we have, that you have to have so many, you know, by the number of teachers, employees and staff and the other. So, if you've got a parking arrangement that works to the scale of students and teachers that you have now, what I think you need to do is scale that up to what you will need given the new mix and the new number of employees and students you're going to have. That would make more sense to me and it would be something that I could probably vote in favor of. So, I wouldn't be too bound by trying to find

## APPROVED

157 slots there, but you do need obviously to increase it maybe more than what you've done. I like the banking of another 19 parking places, so that might actually take care of what is needed.

Like the other Commissioners though, I do think you've got to solve some of these problems because you go to the Board. At this point, I'm not exactly sure how I'm going to vote.

CHAIRMAN LORENZINI: Mary Jo?

COMMISSIONER WARSKOW: Yes, I know Commissioner Dawson pointed out that I'm usually all for green space, as much green space as possible. I think you have a unique circumstance here with the fields that are not on your particular parcel providing additional green space for stormwater management and your underground detention which should also help with stormwater management. So, we're here for variations. I think there could be an even larger variation for impervious surface to handle safety.

Safety of our children is paramount. I don't want you to cut back on time or money and have that come back and bite us because children are in danger and somebody gets hurt. Let's have a larger variance somewhere and really solve this problem.

CHAIRMAN LORENZINI: Bruce?

COMMISSIONER GREEN: Being a relatively new grandparent, I had an opportunity to take my granddaughter to a preschool. I know that car pooling is a problem with car seats. So, you have this situation you can't pick up as many kids as we used to in the good old days because you have to have an improved car seat. So, that's probably not going to be a solution for going around the back of the school. It's going to have to be something else.

I agree with Commissioner Sigalos that we didn't see any solutions here. We asked for them in the Plat & Sub and it's like you didn't do anything. I know that's not the case. I'm an architect, I understand exactly what you're going through and what it takes to put a project together like this.

I was happy to see that you have ideas of redoing the parking lot and stacking some cars, and I think we're maybe on the way of solving part of the problem. But again, I don't know how I'm going to vote on this tonight. It's kind of a tough one. But you know, if a drop-off lane or whatever could work on Windsor or something, I don't know. I would give up a little grass, whatever it's going to take, to get the kids in and out of there safely.

Like I said, I experienced just a couple of days a week over at Green Briar School and it's a much smaller situation there in preschool and it's chaos. You know, if you want to know what the most popular vehicle in Arlington Heights is, it's a minivan and SUV. They don't pull up bumper to bumper, they leave enough space so when their child comes they could pull out. So, they take about a space and a half because they'd have to be able to pull out and they don't want to back up. They want to just keep going forward. I know the engineer here is well aware of all those things.

I was encouraged to see that the plan has progressed since the last couple of days but we didn't have it in our packets. So, for me that's a plus. I don't want to hold up the project and I think that I'm leaning towards moving forward because I know your construction consideration here. It's paramount for the kids which is another safety concern that they get this thing built. If it takes a little longer to get the drop-off lane figured out, it's not going to be any worse than it is today, it's going to be the same until we get this thing figured out. I would encourage you to figure it out, get it done.

Anyway, that's my comment.

## APPROVED

CHAIRMAN LORENZINI: Thank you. Susan?

COMMISSIONER DAWSON: I don't agree that a drive-up lane on Windsor will help. I'm just saying, I think it would actually make it less safe because, I'm just saying, because I've actually dropped off there. So, if you have people pulling into the lane, they have to pull out of it. Right now, at least during drop-off --

COMMISSIONER GREEN: You're on the street.

COMMISSIONER DAWSON: You're on the street, people aren't pulling around, there's very few cars going, there are some but very few cars going past because they don't want to be in the mess and there is no one going north.

I have no idea if there is an option that would eliminate these soccer fields. I was kind of hoping one of you guys had an idea.

COMMISSIONER GREEN: Well, I thought maybe there would be a lane in, maybe not so much a pull off but you could come in and loop around --

COMMISSIONER DAWSON: Well, that's what I'm wondering.

COMMISSIONER GREEN: More stacking space. I don't mean necessarily --

COMMISSIONER DAWSON: That's why I'm looking to you to tell me if there is an option through the soccer fields. I don't think a drive-up lane on Windsor is a solution.

I'd hate the idea of losing more green space. Kids run around here. I mean I know you're looking at a lot of grass, but you're also looking at where at recess the kids play football. They do, I'm telling you. I mean and we're losing, you know, before I came here, my husband looked at the plans and was like we're losing the whole blacktop practically and we're losing a significant amount of outdoor play area for an addition that has to happen. There's really not much of a, I mean unless we can go up which is why I asked about going up.

So, now we're going to lose even more green space for a driveway which, by the way, I know all about safety so that's why I'm curious if someone has an idea. But in my mind, when we went to a drop and go scenario with volunteers, the safety situation at this school significantly improved. But I've always been very disappointed in the school district that they are not helping us. I know you feel differently but I was a part of this. I brought Trustees myself to the school to see the problem because I didn't feel it was being adequately addressed.

I would be happy if I had the school district committing to a number of staff with a drop-off lane telling us that they would have X number of staff assisting, increasing the drop-off so that we are utilizing more of the space. You could have, you know, kid volunteers, right now we've got crossing guard volunteers, we could have additional fifth graders, there's a zillion fifth graders on the safety plan, who could walk the kids around if you want to utilize Miner as well for a drop-off area. I'm just thinking off the top of my head. But you could have kid volunteers walking, once five kids or ten kids get together, walking them to the back, I think parents would feel safe about that.

I agree that we wait, we do, we want to see our kids go to the playground. But there are solutions here that could involve not losing green space. But it's out of the box thinking and it requires the school district to dedicate, I know you've got to pay the staff to devote to that, I get that. I understand there's a cost involved. My mom is a teacher, my cousin is a teacher, I understand. So --

DR. BEIN: We're happy --

CHAIRMAN LORENZINI: Excuse me. If you're going to speak, would you

## APPROVED

come up to the podium please?

DR. BEIN: Sorry.

COMMISSIONER DAWSON: So, in my mind, what I would really like to see is a plan for where the drop and go area would be. It is just in the morning. Now, I don't pick up a lot in the afternoon so I don't know how bad it is in the afternoon because again I work, so I'm not always doing the afternoon pickup. I'm not an expert on, not that I'm an expert or whatever. But if I knew that you are going to commit to stationing X number of staff around and that this was the area that was going to be the pickup, I would feel a lot better about it without losing the green space. Because I did see, once the staff went there, it was a nightmare before, now that we have volunteers picking up, it's a lot safer for our children, a lot.

There are parents who still let their kids go across Windsor, but just like you said, Principal Fabrizio is out there all the time yelling at those parents. She's out there all the time and that woman has got a personality. She does not shy away from telling anyone that they shouldn't be doing that. Plenty of parents just ignore her, and you're right, you can't stop that. No matter what we do, parents are going to ignore the safety protocols. So, all we can do is the best we can do.

I would feel much more comfortable if I felt that there was something, I worry, I do worry that if we let this go on to the Trustees without a real plan in place, that there might not be a plan in place. Then the safety never really gets resolved. So, that is concerning to me, so I mean there is my soapbox for the day.

CHAIRMAN LORENZINI: John?

COMMISSIONER SIGALOS: Can we go to that new parking lot plan or this revised parking lot plan? There was one that showed the land-bank parking lot. This land-bank parking is not a Park District property, correct?

DR. BEIN: It's our property.

MR. CORCORAN: It's our property, school property.

COMMISSIONER SIGALOS: That's school district property.

COMMISSIONER DAWSON: Park District uses the school district property.

COMMISSIONER SIGALOS: So, what happens if let's say five years from now the parking is inadequate and now we've got to go to this land-bank parking? Now you've got to go with additional parking stalls over there. So, they lose that soccer field or football field, whatever is over there, is that correct? Well, maybe that's what has to be done now and utilize some space there for drop-off lanes.

It sounds like eventually you're going to have to add parking if they get up to whatever that count was, 595 students. So, maybe, I'm just fearful that if we don't address it now it's not going to be addressed, this drop-off and pickup. I hate to see the vote that we don't approve this to allow the project to move forward. But if it's not addressed now, it will never be addressed.

COMMISSIONER JENSEN: I'd like to ask a question if I could. If we did a continuance of this, how much time would, I guess mainly Mr. Corcoran need before you could come back with dealing with some of these issues? Actually, I do like what Commissioner Sigalos said. We've got this area that you can land-bank, couldn't that be used in the meantime without putting parking space in there for some kind of a drop-off lane?

MR. CORCORAN: Let me answer the second question first. We've done land-banking with the Village on other types of projects and, you know, as part of the land-



## APPROVED

banking, there's clauses, there's wording that we work out with Staff that basically gives them the right to, well, for both parties to if there's a need, the Village will ask that the land-banking be put in. So, it's not an issue if they agree to it, you know, you can enforce that it be put in. So, it's not like you can't go in it later on.

To answer the first question, I got the information, I did the parking study. So, it's really just a matter of days for me to do the updates and go over a couple of operational issues because most of the things we're talking about really are more operational in terms of adding staff to help kids in and out, directly, maybe restricting northbound in the afternoon, things like that.

COMMISSIONER JENSEN: So, if we did a continuance, you'd be able to come back to the next meeting of the Plan Commission having made some progress in this area that obviously of most concern to the Commission?

MR. CORCORAN: Yes, I mean we can get something to Staff next week for whether we go to Plan Commission or the Board.

COMMISSIONER JENSEN: Now, I wasn't totally clear. This area in here will be set aside for land-banking. Is that possible to use at the present time, not putting the parking slots in there but using it for some kind of arrangement for drop-off and pickup?

MR. CORCORAN: Well, it's not really designed for that and it actually, theoretically that would cause a problem because now you have parents who will drive straight to use the parking lot as we designed it, and then some parents are now going to try to use that and then they're going to come out and work their way out. So, it's not really intended to be a drop-off area. That's just additional parking.

COMMISSIONER JENSEN: Okay. The last thing I want to do is I agree with Commissioner Green, at least with the younger graders, you've got to worry about car seats. It can go all the way to the fifth grade. So, we could encourage some car pooling for some of the other grades, so I wouldn't totally throw that option out and I would look to see if there's software or whatever that can help the parents do some car pooling to reduce the amount of traffic here, just something to explore.

MR. CORCORAN: There is a commercially available software for that. To be quite honest, we find it very hard at the elementary level, I've never seen that successfully implemented. It's not so much, well, car seats is one issue; the other issue is parents are running 50 different ways with their kids at the end of the day. So, it's hard to car pool when Suzy has to go to dance class, or Jimmy has to go to karate, and then your neighbors' kids have to go to football or whatever.

COMMISSIONER JENSEN: But in the morning, you're all going to school.

MR. CORCORAN: Yes.

COMMISSIONER JENSEN: So, you could work out something at least that would alleviate the problem for the morning, they only have to figure out what they're going to do with all the alternative places they're going to take their kids to.

MR. CORCORAN: So, we find that more successful at the high school level.

COMMISSIONER SIGALOS: Can I ask Mr. Corcoran another question? Going back to this land-bank parking space, if those were built now, that those parking stalls are constructed now and say eliminate the south row of parking with 10 spaces, create a wider area there for drop-off and pickup and go back to your diagonal parking where everybody is entering and going through the parking lot all one way and going around in a circle or semi-circle here,

## APPROVED

rather than coming in and out of the west entrance, coming in and out of the east entrance so that you'd have to go in one direction. That might help traffic flow and safety.

MR. CORCORAN: That is actually how this parking lot is intended to be used as the west entrance is inbound only, then you come in and then you --

COMMISSIONER SIGALOS: But if it's diagonal parking, there is no question. You may have some parents try and go out the westbound entrance. Or if it goes back to your diagonal parking plan, you'd have to exit out east.

MR. CORCORAN: Well, again that's something we'll have to discuss with Staff in more detail.

COMMISSIONER SIGALOS: I'm just bringing that up.

MR. CORCORAN: Yes. We had that issue --

COMMISSIONER SIGALOS: I mean because This should be done now and not say, well, we're going to look at it, think about it and come back and nothing is ever going to happen.

MR. SCHULZ: I'll address diagonal spots. We did initially have diagonal spots to do that. Then we got a comment back from Staff that they wanted to redo the top lane and make sure it was wide enough. So, that's why those spots were turned to the 90-degree orientation that they are now and the traffic pattern was set up the way it is. The other benefit is that we gain spots by turning them to the 90-degree spots.

COMMISSIONER JENSEN: It seems to me that rather than our trying to design the solution, we ought to let you guys work on the solution and come back at the next Plan Commission. So, my preference would be to have a continuance of this until that time and I'd like to make that motion.

CHAIRMAN LORENZINI: All right, let me get my question in, okay? So, one question for Mr. Corcoran or whoever, or Sam, are they putting in pavers in the parking lot that are permeable? Or is it just asphalt?

MR. HUBBARD: No, I don't believe there are any permeable pavers --

CHAIRMAN LORENZINI: Would that give them some credits on the impermeable surface, the non-permeable surface?

MR. HUBBARD: From the zoning requirement? I don't know if we'd allow impervious pavers to be --

COMMISSIONER WARSKOW: Yes. Permeable pavers do --

CHAIRMAN LORENZINI: They do work but I don't know if our code --

COMMISSIONER WARSKOW: No, the code does take permeable pavers into account.

CHAIRMAN LORENZINI: All right, so that would be one way to help some of the permeability issue. But I guess I'm still trying to understand the question. If people park on Miner and people park on Windsor and sit there, drop their kids off and sit there and watch them go to class and then leave, what good would a drive-through lane would do? Because if people pull in the drive-through aisle and drop their kids off, you only get what, two or three cars in there at a time?

COMMISSIONER DAWSON: They don't stay. They have to move.

CHAIRMAN LORENZINI: No, they have to move but I'm saying, personally I think that people will certainly drop their kids off on Miner instead of waiting in a long line trying to get to this two or three-car drop-off area.

## APPROVED

COMMISSIONER DAWSON: The kids for the most part enter from behind the school. So, everyone tries to get onto Windsor because that's where the kids have to go line up for school. Does that make sense? But everyone moves, you have to keep moving, does that clarify it at all? So, what we're saying is people don't drop off on Miner because then the kids have to walk all the way around the school to get to --

CHAIRMAN LORENZINI: But what I'm saying is if you've got 25, 30, 40 cars waiting to drop off kids, I could see some parents, or maybe most parents just wanting to drop them off on Miner or Windsor rather than waiting in queue, waiting for this queuing line to drop off kids at this drop-off area.

COMMISSIONER GREEN: If I could jump in, what they do is they get out on the right side of the car, they have a collector sidewalk or something or however you can get around there. If you had enough staff there to open the door and grab the kid and bring them out and say here you go, you don't have wait to get up to the building to drop them off. You could start dropping them off anywhere along there and walk them over. So, that's where the staff comes in to alleviate the problem. You could unload 15 cars at a time, do you see what I'm saying?

CHAIRMAN LORENZINI: Yes.

COMMISSIONER GREEN: They tell you to stop and somebody is there and they open the door and they take the kid.

CHAIRMAN LORENZINI: That's only for the people going into the parking lot.

COMMISSIONER GREEN: Well, yes. I'm just saying, you know, they're lining up around here as we're looking at their plan --

CHAIRMAN LORENZINI: I guess what I'm saying is I don't see where an additional drop-off area is going to solve the whole problem.

COMMISSIONER GREEN: It just gives you more cars potentially and the staff is required to get them out of the cars faster. You can't have just two cars unloading up at the door with one person. You have to have the whole school to open and get --

CHAIRMAN LORENZINI: Does any other school do that? They have other schools to have to open the doors for the kids and usher them in?

DR. BEIN: We have similar arrangements like we do at Windsor with the combination of volunteers and the combination of staff.

CHAIRMAN LORENZINI: Do other schools, any other schools do something like that?

DR. BEIN: Yes, same arrangement.

CHAIRMAN LORENZINI: It does speed up the process?

DR. BEIN: It's similar at all of them, yes.

COMMISSIONER WARSKOW: This issue is at every school in the district.

DR. BEIN: I think part of the thing that, you know, maybe we'll continue to try to work on is people like to drive their kids. I like to drop my kids off, too. But in 2005, Windsor had 631 students, same parking arrangement, same thing. So, I think just over time as our lives get busy, it becomes easier for us and the world changes and we want to see our children get to the lineup space, we had more people that drive even though we had significantly more students 10 years ago.

CHAIRMAN LORENZINI: Okay, just one last comment. What I would

## APPROVED

recommend you do next time, before us or the Trustees or whoever, present the solutions first. That whole lining up of the cars, I think that would have come off a little better if the solutions were presented also.

All right, that's all I have. So, any further comments or recommendations?

COMMISSIONER DAWSON: Lynn, you were making one?

COMMISSIONER JENSEN: Well, I'd still like to **move for a continuance until the next meeting of the Plan Commission and let us take it up at that point rather than voting up or down.**

COMMISSIONER WARSKOW: I would second that.

CHAIRMAN LORENZINI: Roll call vote or is that a voice vote?

MR. HUBBARD: Do roll call.

CHAIRMAN LORENZINI: Roll call, okay.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes.

MR. HUBBARD: So, this is a motion to continue until February 8th.

COMMISSIONER GREEN: That gives you enough time.

CHAIRMAN LORENZINI: So, I guess what we would like to see is a more detailed and comprehensive plan on what the solution would be. Thank you for your time and effort in this.

That's all on the agenda. Any other business, Sam? There is one thing I want to cover.

MR. HUBBARD: I just wanted to ask real quick. Has the paper packets, the day that they were mailed out on Tuesday I believe because we had --

CHAIRMAN LORENZINI: I got them on time.

MR. HUBBARD: You guys had them on time?

CHAIRMAN LORENZINI: Okay, one thing I'd like to bring up, we all have received the memo from Robin Ward, the in-house counsel, regarding recusing and abstaining from a vote. Basically, several of the Commissioners were going to abstain from a vote, I mistakenly tried recuse them from it.

MR. HUBBARD: I think it's the other way around. They wanted to recuse but they abstained.

COMMISSIONER JENSEN: We behaved as if we were abstaining.

COMMISSIONER DAWSON: No, I said abstain.

MR. HUBBARD: I think the appropriate procedure would have been to

## APPROVED

recuse yourself rather than to abstain.

CHAIRMAN LORENZINI: No, no, I think that's what this letter is trying to say. If you're recusing yourself, you should leave and not hear anything. If you're going to abstain, you can hear the discussion but you don't have to decide on abstaining until after all is said.

MR. HUBBARD: If you're abstaining at the beginning of a discussion, then really what you should be doing is recusing yourself because you have a conflict of interest, you're acknowledging that. You don't want to abstain, you can abstain for any reason, you don't want to vote, you don't know how to vote you abstain. But if you have a conflict of interest and you want to recuse yourself at the beginning and not participate --

COMMISSIONER JENSEN: But she said just being a customer doesn't mean that you need to abstain or recuse.

CHAIRMAN LORENZINI: The relevant quote from memo says a member who recuses oneself does not participate in any way in the discussion on the matter for which they have recused themselves. The member is required to leave the room while the project is being discussed. The next paragraph goes on to say, and the abstention is deciding after a project has been fully discussed to not vote on the project. It is not declared at the beginning of the meeting, it is generally not based on a potential conflict of interest or to avoid an appearance of impropriety.

MR. HUBBARD: Right. So, what happened at the last meeting was there were three Commissioners that abstained at the beginning.

CHAIRMAN LORENZINI: Right.

MR. HUBBARD: They should have recused themselves instead.

COMMISSIONER JENSEN: We shouldn't have declared that we were abstaining.

COMMISSIONER DAWSON: No, we shouldn't have.

COMMISSIONER WARSKOW: We shouldn't have done anything in that specific sense and circumstance.

COMMISSIONER JENSEN: What's in this memo is we really should have been able to participate fully and voted.

MR. HUBBARD: Correct.

CHAIRMAN LORENZINI: Okay, so maybe we should all read the memo again then. Okay, thank you. Anything else? If not, motion to adjourn?

COMMISSIONER GREEN: I'll make that motion.

COMMISSIONER WARSKOW: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Opposed?

(No response.)

CHAIRMAN LORENZINI: Meeting is adjourned, thank you.

(Whereupon, the public hearing on the above-mentioned petition adjourned at 9:11 p.m.)