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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 8th day of February, 2017 at the hour of 7:56 p.m.

MEMBERS PRESENT:

JOE LORENZINI, Chairman
LYNN JENSEN
BRUCE GREEN
GEORGE DROST
SUSAN DAWSON

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN LORENZINI: Next item on the agenda is the public hearing
Windsor School, PC# 16-026, an amendment to Special Use Ordinance No. 90-082. Is the

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Petitioner here?

MR. SCHULZ: We are.

CHAIRMAN LORENZINI: Please come forward, raise your hand, I'll swear you in. Please raise your right hand.

(Witnesses sworn.)

CHAIRMAN LORENZINI: Thank you. You can have a seat. Just so, I know we've got some new people in attendance here tonight, but you saw what happened at the first one. This next hearing is going to pretty much go the same way. We'll have the Petitioner give a presentation, the Staff will give a report. Each of us will ask questions, and then we'll open it up to the public for anybody who has comments and questions or concerns. Then we'll come back to the Commissioners for final questions.

So, with that, would you state your name, spell it please for the court reporter?

MR. SCHULZ: Good evening. I'm Ryan Schulz, S-c-h-u-l-z. I'm the director of facilities management for Arlington Heights School District 25.

Well, good evening. I'm here kind of as a continuation to the last meeting. We're going to present some options of what we looked at for traffic and parking here at Windsor Elementary School.

First, I'll get into some of the existing conditions of the site. I just want to provide a heat map on kind of where our student population is. If you look in the center, the green little star, that is where Windsor is located at, kind of showing where the student population is located around the school. One thing you'll notice and it doesn't really make sense until we start looking at the traffic, but a lot of the population is south and east of the building. Once we get into the traffic flow, you'll kind of see that's what makes it difficult to get students up to our building, just by how we need to rotate them around the building to get them to drop off on the right side of the road. So, that's one of the difficulties of this school in how it's set up and where the student population is located. Just getting people rotated up to the building is difficult because people want to go straight north and then come back down on Windsor Avenue. So, it causes a lot of traffic up into the more surface streets of the community around there.

I just want to provide, it's hard to see for people looking at the presentation in the audience, but the 1.5 mile radius for bus service is in there. Again, pretty much everybody is in that again for, that they would not receive busing. Also, I want to highlight that Kensington is part of the equation there, too, where a lot of the population is south of Kensington. So, it's a traffic-related barrier where some parents may not want to allow their students to cross that street.

Going to some more existing conditions, I just want to kind of rehash where we're at with parking. Again, the right box is where our parcel ends on the west side. So, currently there's 89 parking spots on site. There's 435 feet of onsite vehicles stacking to our parking lot, and the lot right now is limited to our communications and foundations program where approximately 55 students use it for drop-off and pickup.

The green line on the right and to the north show the current kind of morning drop-off zone. The majority of the students are being dropped off and picked up on Windsor onto the east side of the page here. I just want to rehash some of those items that we've kind of already talked about.

I also want to show where our current crossing guards are located.

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Currently, we have crossing guards at Miner and Dryden as well as Miner and Windsor, and then also at the Kensington-Windsor intersection. Currently, the traffic on Windsor is limited to southbound in the morning only. We'll show later on that we recommend that traffic be limited on both morning and afternoon just because of the current congestion on the street.

This is kind of the existing data. This is where parking spaces are on site, how many students we have, staff. So, I just kind of want to point out that right now we have an enrollment of 509 students. That ratio is 0.17 spaces per student. If you look down at the bottom, Steve Corcoran with Eriksson Engineering can get into it more if we need to get into more detail, but that's the traffic engineering guidelines that they use for coming up with how many parking spaces at the elementary school. It happens to be exactly what the recommendation is, so 0.17 spaces, again it's dividing out how many students we have to spaces. So, that's how we come up with that 0.17 number.

Also pointing to some other, right now we currently have 88 staff, so there's approximately one space on site. Again, that's not taking into account the overflow parking between our building and Miner which we also own. Also, giving you more data with classrooms and onsite stacking, street stacking, number of crossing guards and number of traffic helpers. I've missed that one, it's actually four right now, so that's how many traffic helpers we have in the morning helping out with, morning and afternoon helping out with student helpers.

Existing morning drop-off, I wanted to get into it a little bit and just kind of put it to a timeline. So, I want to go down to the key at the bottom. We kind of looked at it, we wanted to kind of put it into simple terms on when we really see traffic and when it clears up by. So, again the green is, really if you're out there, it's tough to distinguish that it's school traffic or community traffic at that point.

So, at about 8:50, just before 8:50, the traffic starts picking up. We start seeing more and more people bringing their students to the area. Then right at about, again about 8:50, that's when it starts getting heavy. At 8:52, students enter the building, and somewhere in between, you know, 8:55-ish, the traffic starts fading away, right. Parents are dropping off, students are getting into the building, and then right around 9:00 o'clock is when the street is really empty.

The videos are in the presentation. I won't get into all of them. I'll try to show a little bit of the aerial video because I think it really shows how the traffic flows and how it's setting up there. But again, I just want to put it in a timeline. This is a typical day, it's not taking into account whether it's a, it was a Monday morning that we looked at this and we did it a couple of times. We looked at it a couple of times and it played out pretty, you know, regularly at the same way.

I'm going to ask Sam, Sam, are you able to click on it and do it double time?

MR. HUBBARD: I don't know if we're connected to the Internet here. I'm going to try, so I apologize. I wasn't aware you were going to have to share aersals.

MR. SCHULZ: Yes, okay. All right, so that video won't show up. But again, what it shows is that we had our drone out there doing aerial footage of drop-off in the morning from about, you know, a little bit 8:50 until about 9:00 o'clock, so about ten minutes of air time, and it shows the whole process in the morning. That shows the very busy times on Miner and Windsor and it shows the clearing out. I really wish we could see this, but again it shows that the traffic is relatively quickly through the area. By like 8:59 to 9:00 o'clock, the streets are relatively,

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they're empty. So, I apologize that that's not showing up.

Again, kind of the same thing with some street level footage. I drove through there and took video through the traffic in streets showing some of the areas during these heavy times and trying to show that on Windsor Avenue, because the traffic is limited to southbound, the traffic is people pulling out after they drop their kids off. Really it's plenty wide, the street is relatively wide there in that location. The problem is when people pull out from the curb, as would be in any condition even if we had it onsite, so if we put a road or an access lane onsite, we would still encounter this condition where cars are pulling back into the driveway.

So, the video again shows, yes, there is traffic, we know there is traffic. But again, it helps show that the flow on Windsor is fairly well. We understand that there's a lot of cars on there, and pulling out is the difficulty.

Again, this is a picture of Windsor Avenue looking south at 9:00 o'clock. So, again the vehicles in approximately ten minutes are out of the area.

COMMISSIONER DROST: Is that a weekday?

MR. SCHULZ: It's a Monday, yes. A Monday, yes. It was during the school drop-off, I promise you that.

Afternoon pickup kind of went through the same thing. I just want to kind of show where vehicles are kind of staging right now. So, the red lines show where vehicles stage in the afternoon to pick up their students. The dash line on Miner is kind of more sporadic parking. Some people use it, some days it's heavy, some days it's not. So, it's more sporadic there on the north side of Miner, but generally these are the locations that cars are staging and picking up their students.

I just want to point out that the one area that a bottleneck occurs is on, I'll call it East Miner. East Miner, just to the east of Windsor, the street is a lot narrower there than it is in front of the school. It's approximately six feet narrower than what it is in front of the school. So, it becomes really hazardous there with cars going east and west, so we'll show you later that we're going to recommend that during student drop-off and pickup, that that corner has no parking because it allows traffic to flow through there a little bit easier. It also prevents students from crossing two intersections, or two streets to get to their vehicles.

So, again this is the staging as it currently is. Again, cars kind of spill over onto Campbell on the west side, and also the east side as well from Windsor.

Again, another video footage on this. We'll get into the old timeline here, but kind of the same thing where you can see in this picture that cars, this is Windsor Avenue, the main picture that you see up there. The intersection to the left is Miner. So, again cars stage, and by about 3:20, Windsor Avenue is filled with cars and that's when cars start going to all the side streets. So, about 3:20 or so, typical day is when cars are full on Windsor, so staging on Windsor is full, and cars are spilling onto Campbell and Miner and all other different surface streets that we just showed.

Again, some more surface video. 3:35 is when the bell rings to let people out. Video kind of drives through there a couple of times and shows the traffic flow. You'll see in the video if you're able to watch it that vehicles coming northbound, they are coming northbound in the afternoon. There aren't a lot, but again it's a hazard that we think that we should recommend doing away with as much as possible because that interaction is just another hazard that we don't need to have on a daily basis.

So, here is the typical timeline. 3:00 o'clock during a typical day,

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vehicles start beginning to stack staging for pickup. Again, there are some parents along Windsor Avenue that start staging their vehicles. By about 3:20, it's full on Windsor Avenue. That's when we consider it starting to pick up at about 3:20. About 15 minutes later at 3:35, the students are dismissed. By 3:45, there's a ten-minute period after they're dismissed when vehicles are starting to pull out. Then after that, it's kind of the same thing where it's hard to distinguish school traffic from regular community traffic.

So, in the afternoon, it's a little bit different. I would consider it moderate vehicle impact, 25 minutes of moderate, and there's probably 20 minutes of heavy. Again, it's not vehicle traffic, it's just vehicles on the street parking. So, there's just a lot more vehicles sitting there before they pick up their students.

I want to get into some of the proposed conditions now. This is the intersection of Miner and Windsor looking east. So, the school is just to our right side, kind of where the stop sign is at. We looked at, we talked to the crossing guard at this location and looked at the traffic study. What we came to is that the crosswalk on the east side, the one that's circled red, doesn't have that much volume, and the crossing guard kind of validated that as well.

So, we're proposing to put a crosswalk on the north side of that intersection as well to allow students to flow out of the area a little bit easier. So, again that's validated by traffic counts, student volume, and then talking with our crossing guard as well. So, we would still leave the one on the east side again for neighborhood access and during the summer months so that they could still use that as a crosswalk, but again the intent here is to allow the crossing guard to kind of work a U-shape there more regularly so they can move students north and east better.

Proposed conditions generally, this is going back to kind of the initial slide showing where we're going with parking. We're increasing onsite parking by 12 spaces. Again, that's not counting the overflow parking between our building and Miner. Onsite vehicle stacking will increase by about 90 feet, and then we're planning to bring additional students onsite for drop-off into that west lot. We're proposing to bring 170 extra students through that lot to alleviate some of the traffic and potentially increase in students in the future through that lot.

We're also going to continue having the crossing guard up at Miner and Windsor, continue using the Windsor Street as a drop-off/pickup area but then again changing it so that in the morning it's restricted as it currently is, and then also in the afternoon from approximately 3:00 to 4:00 p.m., so it allows parents to stage and then clear out of there.

Again, here are some of the other areas on the street more, kind of showing where parents could stage in the afternoon. The big one here is encouraging people to stage north on Windsor because there's plenty of space there between Miner and Euclid, and then also staging west on Miner. Again, Miner is a lot wider in front of our property and Miner School, six feet wider, so there's a lot of area to stage west of Windsor, and then again getting into our new parking lot staging in there. Then we know there are still going to be parents staging on Windsor and Campbell to the south because if they stage on Windsor and Campbell then they don't have to cross the street. They just walk to their vehicle on the right side and can get in their vehicle.

Back up to the other corner, the northeast corner of Miner and Windsor, we're proposing during drop-off and pickup, that that area be restricted parking, again because of the width of the street and vehicles passing east and west. So, during drop-off and pickup, we propose not allowing any vehicle parking where it's highlighted in orange. Still allowing

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people to park on the south side of Miner because again students would only have to cross one street to get to their cars, and then again highlighting that in the afternoon we would restrict traffic to southbound on Windsor.

Another option that we considered or is being proposed after talking to Village Staff is the proposed land-bank parking. As discussed before, it's still an option. It will be written into the agreement that will go before the Village Board is that these 19 spaces, again it's really hard to see, it's just to the west of the parking lot. It's a dark grey on the slide. 19 additional land-bank parking spaces should Village Staff or the Village come to us and say we see an additional problem in the future where we would need to have additional parking spaces for our building. So, that is still again in the works with the 19 spaces, the land-bank parking spaces.

Kind of doing a comparison, kind of the same charts we did before, looking at the blue columns, parking spaces onsite would be 101. As our enrollment is currently projected to grow to 596 students in 2020, the ratio would remain the same onsite, again not counting the overflow parking. Staff we're projecting could go up to 95, that would be on the high end. I don't anticipate that it would get that high based on the conversations that we've had. Again, based on classrooms, we would be up to 32 classrooms. Onsite stacking would increase drastically. Again, street stacking would stay the same.

Then we also have the morning and afternoon CAF programs. So, in the morning right now at 7:00 o'clock, approximately up to 80 students are enrolled that could come to the building early. Everyday it's not 80, but they are enrolled so they come early at 7:00 o'clock. We project kind of using the same percentages that up to 90 students, potentially more based on the expanded areas that we have in the building, that more students could be enrolled in that program. So, again looking at the spaces, the ratio for students and then actually for staffing would remain relatively the same with our proposed 12-space increase on the parking.

So, just kind of a summary of responsibilities on who would take what. Arlington Heights School District 25, we'd encourage more people to use the west parking lot for drop-off and pickup in the lane that's provided.

Review student population to determine which students would be dropped off into one lot versus which would be dropped off on the street. So, again that would just be determining more or less geographically what students would make the most sense to come in that lot. We don't want to do it by grade because if a student has a brother or sister in another grade, they're still going to come through that lot. So, most likely we're going to have to divide it up by parent groups or north, south, east, west type of thing to determine what is going to be best for using that lot.

Consider additional staff members to Windsor to assist getting students in and out of vehicles, kind of similar to what we have now. Really looking at that and how staffing would be distributed between that west lot and then again on Windsor Street on how staff would help out with that.

Continue communication with families as to expectations for drop-off and pickup.

Encouraging car pooling, biking and walking. Include a map for recommended drop-off and afternoon staging areas.

Continue with the provided land-bank parking option to add 19 spaces if it's determined that they're needed based on enrollment or based on our site, what's happening in the neighborhood.

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Over to the Village side, this would be working with Village Staff to restrict northbound traffic on Windsor at morning drop-off which is currently in place as well as in afternoon pickup. So, that would be just changing out the signage, getting the proper approvals for that.

Place No Parking signs on the north side of Miner, east side of Windsor, and that should stay during morning drop-off and afternoon pickup. Place No Parking signs during drop-off and pickup on east side of Windsor, north of Miner.

Reconfigure Miner and Windsor crosswalks to be north, south, east and west sides, so all four of the streets there would have a crosswalk.

No Parking between the new entrance and exit of the parking lot, so the U-shaped area, making sure that there is no parking allowed there to allow the vision that we need.

Police will continue monitoring traffic issues related to proposed posted regulations, jaywalking, street right of way, et cetera.

So, that's in summary what we are proposing. I just also want to just show some of the things that come into consideration when we're looking at these things. Barriers to walking and biking at the school and just in general are: distance and, in Arlington Heights there's generally a median in most of the neighborhood schools that students are pretty close; traffic-related dangers which here we really identify Kensington as being the busiest street that these students will be crossing; weather conditions, again very variable on how parents want to drop the kids off based on weather, rain, snow; crime or perceived crime potential, again it's very low in Arlington Heights but you could hear something on the news that would prevent you from wanting to allow your kid to walk to school; student's age and student guardian convenience, again the convenience of dropping off your kid and picking them up, going to a grocery store or whatever you have to right afterwards.

So, that's our proposal. I just want to say that we did go over this with these members, with Village Staff, the Police Department, Engineering, Charles Perkins and his staff, as well as Dr. Bein and Stacey Mallek with our department to kind of review this, kind of get it back on the same page of where we're going with this just in general. So, all of this has been reviewed with multiple people within the Village. So, that's the presentation.

CHAIRMAN LORENZINI: Thank you. I forgot to ask, does the Petitioner agree with all the conditions in the Staff report?

MR. SCHULZ: Yes.

CHAIRMAN LORENZINI: Okay, thank you. You can have a seat. Sam will give the Staff report now.

MR. HUBBARD: So, before I get into the Staff report, the Village Manager asked that I make you aware of some of the limitations of working for school district projects. Last summer in response to an Illinois Supreme Court decision, the state legislation passed a new law making it clear that public schools are subject to local zoning codes, which is the reason why they're before us this evening. It does, however, consign certain limitations on the use of the zoning authority. The statute says a municipality exercising its zoning power should do so in a reasonable manner that neither regulates educational activities nor frustrates a school district's statutory duties.

The law then goes on to say that the municipality should do what it can to streamline the zoning process and minimize the administrative burden on the school

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district. What this means is that the review of a project from a school district is not the same as that for a private development. As an example, while the law clearly permits the review of a proposed addition or building to ensure it meets the zoning code, it does not likely permit questioning the district's justification for the size of an addition or building since it can be perceived as regulating educational activities and/or frustrating the school district's statutory abilities.

So, I just want to communicate this to the Plan Commission. I think we can all agree that we share the same goals and values here, and I have no doubt in my mind that child safety is absolutely a top concern of School District 25. As we saw at the last meeting, this is also of most importance to the Plan Commission. Again, I think we all want the same thing here. We just want to be cognizant that in working to achieve the shared objectives, that we are working within the authority as outlined by the state of Illinois.

CHAIRMAN LORENZINI: Who asked to read that, Sam?

MR. HUBBARD: The Village Manager.

CHAIRMAN LORENZINI: Okay, well, I think, you know, our intentions here are just good intentions. We're just concerned about the safety of the school children. I don't know if that was really necessary, but since you read it, do the Staff report next please.

MR. HUBBARD: So, in the last two weeks, there have been multiple phone calls and e-mails with the school district and Village Staff trying to resolve some of the issues that came up during the last Plan Commission hearing specific to parking and some of the concerns with drop-off and pickup during arrival and dismissal. These phone calls and e-mails ultimately culminated in a meeting between District 25, their traffic consultant, Village Staff, the Police Department, Community Development Department and Engineering Department. At that meeting, the district presented the same slide show that you just saw and included the proposed solutions to a lot of the items that we raised during the Plan Commission meeting two weeks ago.

We have reviewed these items at the Staff level and we agree that when they are implemented they will help to improve the safety during arrival and dismissal as well as help reduce some of the congestion on the public right of way. So, we can talk about them and show you the plans, but I don't want to be overly repetitive here.

Again, this is the site as it exists today. You can see the current parking lot configuration. This is kind of a neighborhood aerial. The red areas which seem to have gone a little goofed up in the presentation are showing where the parking is proposed to be prohibited on the north side of Miner Street and on the east side of Windsor.

So, this is the land-bank parking option and this was not in the packet that went out to the Plan Commission at the last meeting. But it was presented at the meeting two weeks ago. There is a condition of approval that is recommended by Staff that requires the school district to construct that land-bank parking as seen on the left of the screen which would include 19 spaces at the request of the Village, if the Village did deem that this parking is necessary. The school district is aware of the inclusion of this condition and they are agreeable to its inclusion.

Here you see the stacking plan for cars within the new parking lot. Again, this was a plan that the Plan Commission did not see until the meeting two weeks ago. But it was included in the packet this time for their review. This does show the stacked parking and how cars can fit into the expanded parking area. We did review this plan at a Staff level and we believe that it does provide the additional stacking that will allow the district to bring additional students into the parking lot for drop-off and pickup beyond just the special education students

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that are in this interior parking lot now.

Again, here we see the drop-off and pickup loading zones. You'll see that there is 200, I'm sorry, 525 feet of new stacking space within the parking lot that kind of goes around here. Again, it does allow the district to open up this interior parking lot to additional grade levels or students judged by location as deemed, you know, most appropriate by the school district. I would point out that if stacking does reach the limits here, rather than overflow on to Miner Street, it could wrap around here and continue through the auxiliary parking area if necessary. Although we don't anticipate this to be a problem, we do want to point it out that rather than overflow north onto Miner Street, it can wrap around to the west instead.

There were several other recommendations recommended in the updated traffic study that the school district provided which was also provided to the Plan Commission. You've heard of all of them this evening. They're the additional crosswalk at Miner and Windsor, the restricted parking as was identified in the aerial that you just saw, as well as the restriction to northbound traffic on Windsor during dismissal times. So, again we have reviewed these proposed improvements and we do agree that they are going to help improve safety during arrival and dismissal and help to reduce congestion along Miner Street and Windsor during arrival and dismissal.

I would mention that annually the school district and representatives from the Village meet to discuss these procedures and what's working and what's not. So, you know, these operations are always subject to annual review and improvement and changes if necessary. The Village and the school district can certainly sit down more than that if it's deemed necessary.

I would like to get into some of the conditions of approval. Staff is supportive of the application and we are recommending approval subject to conditions 1 through 7 as identified in the Staff report as shown above. I would like to say that we tried to avoid getting really specific as far as, you know, different strategies and items that the school district can do relative to drop-off and pickup operations. We do have this kind of catchall condition in there which says that the school district shall continue working with the Village and neighbors on addressing any future pickup and drop-off concerns.

We also understand that, you know, there are always probably going to be ways that, you know, we can make minor improvements to the operations based on the changing characteristics of the school, you know, number of students, where these students are coming from, how they're getting to school. So, we didn't want to, you know, recommend a specific condition and then, you know, have it lock the school district into a certain thing only to find out that, you know, a different improvement may be needed in the future.

Several of the conditions that had been recommended at the last meeting have been removed because the school district has already addressed them. But there is only one item outstanding that we're asking the school district to provide to the Village now prior to the Village Board adoption of the ordinance granting approval. That's for the revisions to the engineering and landscape plans and photometric plans and other plans that reflect the new parking lot orientation. I know that they've been working on that, you know, over the last two weeks, but those are, you know, they're pretty detailed plans and they will have to be coordinated.

So, I'm confident that they'll be able to provide that to us prior to ordinance adoption, but really we feel like the major issues at this point have been addressed and we are supportive of the application and happy to answer any questions.

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CHAIRMAN LORENZINI: Thank you, Sam. Motion to approve the Staff report into the public record?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN LORENZINI: Second?

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

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

COMMISSIONER JENSEN: Well, I think that, first of all, I want to commend you for the presentation you just made with the PowerPoint. I particularly liked the videos because they actually gave me a very graphic sense of the traffic issues. I was surprised to see that we're really talking fairly small windows where traffic would be disruptive. So, that was very well displayed with what you have provided to us and it's too bad that those videos didn't work in your presentation tonight.

So, I really don't have any further questions on it other than at the end I want to come back to your parking. I don't understand the requirement of having one parking space for approximately every six students when all of the parking spaces are going to essentially be taken up by staff. So, I'm not clear what in the world leads to traffic engineers where were requiring to have 100 places for the students when the students don't drive and you probably won't get 100 parents that are going to give you time and the spaces will all be taken up by staff anyway. So, what's the meaning of that?

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

MR. CORCORAN: Certainly. Steven Corcoran, C-o-r-c-o-r-a-n, with Eriksson Engineering. First of all, we calculated the parking based on the actual counts of the staff, you know, that was in our study. The ITE, the Institute of Transportation Engineer ratio, the 0.17 parking spaces per student, that's coming out of our parking generation manual that says all these surveys that other traffic engineers have done and collected on average an elementary school has parking demand of 0.17 spaces per student. It's not the students who are parking, we know that. It's just we need a way to proportion it to different size schools and we do it based on the number of students because normally the staff, again the ratios change a little bit by district by district in terms of how many students per staff. But we just use that as our metric to measure the, or to develop our ratios for the parking ratios.

So, it's not their parking. It's just like when we do retail for the Village, you know, the parking demands, so many spaces per thousand square feet, obviously the building is not parking. It's just representative of how many customers are in the building at one time. So, it's just a ratio.

COMMISSIONER JENSEN: Thank you for that. I don't have any further questions.

CHAIRMAN LORENZINI: Commissioner Green?

COMMISSIONER GREEN: I just want to say I thought the video was really a cool thing. It really helped me put it in perspective of what's there. So, I have no questions.

CHAIRMAN LORENZINI: Commissioner Drost?

COMMISSIONER DROST: I don't have any questions but I've got one

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comment on Commissioner Jensen. When I was in grammar school in the eighth grade in Chicago, we had one student that did drive to school. So, it gives you an idea how historical I am.

CHAIRMAN LORENZINI: Commissioner Dawson?

COMMISSIONER DAWSON: I was going to wait for public commentary, but I did have a few things that I wanted to bring up as Staff report was going. First of all, you mentioned, not Staff report, I apologize, in the district report, you mentioned four staff are present on the property at pickup. Could you clarify where?

MR. SCHULZ: No, that was four crossing guards. That was four traffic helpers.

COMMISSIONER DAWSON: I mean drop-off, I'm sorry, drop-off. Are you including the communications and foundations staff in that number?

MR. SCHULZ: Shelly, do you want to talk to that one? Shelly is the principal, she'll state her name then.

CHAIRMAN LORENZINI: Please state your name and spell it.

MS. FABRIZIO: Hi, Shelly Fabrizio, F-a-b-r-i-z-i-o. We were talking about, and it's really two to four depending on the day, primarily parents. I do have a staff member out there every morning and then myself as I can be.

COMMISSIONER DAWSON: So, you are including the parent volunteers in that number?

MS. FABRIZIO: I sure am.

COMMISSIONER DAWSON: Because as you know, I know the drop-off very well, and there's usually one staff member and then yourself. You're out there quite frequently as well.

MS. FABRIZIO: Yes.

COMMISSIONER DAWSON: So, just to clarify, it's parent volunteers, not still staff volunteers in that number. Okay, and then you mentioned the crossing guard at Windsor and Miner?

MR. SCHULZ: Yes.

COMMISSIONER DAWSON: I would just recommend that if you're going to have that crossing guard during a U-shape, it's going to clog traffic. You need two crossing guards then, because the amount of time it takes, I am backed up on Miner all the time getting through that intersection. Now if you're adding a whole, just got to go from here to here to here, it's going to make it worse. You're going to need two crossing guards if that's the plan. Otherwise it's just going to get clogged in that area. You can tell me traffic studies all you want, I drive it everyday, so there is a difference.

Is there any thought about, could you, where is the drop-off going to be, or the lineup, the morning lineup after the addition? Is it going to be on this new locked up area or partially on this new locked up area? I thought I saw it in the plans. Where's the plan, the architectural drawings? Not the parking lot, the actual architectural drawings.

MR. SCHULZ: Can you go to our slide maybe even? They might show it a little better, there you go, that's perfect.

COMMISSIONER DAWSON: Right. So, you see the asphalt surface play area? Do you know where we do the morning lineup?

MS. FABRIZIO: Oh, no, lineup will be on that play area, yes.

COMMISSIONER DAWSON: So, by moving, I didn't know --

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MS. FABRIZIO: However, I just want to add that I'm not sure, we have not talked about it, until we see it, I mean we may decide that we love the students coming in as they will hopefully just right from the parent's car and we won't do lineup. So, there is always that possibility.

COMMISSIONER DAWSON: All right. Okay, it just didn't occur to me two weeks ago and it occurred to me as you were talking. If we're doing lineup on this new asphalt area, if you were to add a sidewalk around the outside of this parking lot, parents could do, you could split drop-off. You could have parents dropping off in this additional parking lot and block off the south side of spots so parents don't park there and actually have two drop-off areas. Because now, because you know, most of the parents want to see their kids lineup. Right or wrong, we can't stop them, okay.

MR. SCHULZ: Right.

COMMISSIONER DAWSON: If you're lining up on that area and there is a sidewalk there, they might feel very comfortable dropping off there and allowing the kids to walk on the sidewalk. That could naturally create two drop-off zones which would alleviate a huge amount of the problem with drop-off. So, it's just something to think about if that's anything you thought about.

So, I really would like to hear from the audience because I know that people in the audience are much more experienced with it even than I am.

CHAIRMAN LORENZINI: Thank you, Commissioner Dawson. Okay, now I have a couple of questions. First of all, I'd just like to say you've obviously done a lot of work since the last presentation. I thought the report was very succinct and you did a lot of good improvements and it was presented very well. So, I appreciate that.

A statement was made about 170 students using the west parking lot. How does that, how do you know that's going to happen? How do the parents know that, how are you even sure the 170 are going to use that lot? I don't think it's a traffic issue, I think it's more of a communication with parents.

MR. CORCORAN: Well, it's a little of both and maybe I'll start in the school district because part of it is we were looking at the numbers as far as the total number of students with the expansion. The idea is to reduce the amount of drop-off on Windsor today even though we have, I think it's roughly 15 or 18 percent increase of students, we're actually dropping the drop-off traffic about 15 percent with this new plan. So, that's where we came up with the, it's actually 165 additional students beyond this existing communication and foundation students.

Again, as I mentioned, they've been looking at it in terms of grades or geographic and it's starting to make more sense to look at it from the geographic. Basically, the people are going to be coming from the west anyway and driving, right now, right there now they're driving past here and making a right on Windsor. Number one, it's going to be an incentive for them, they don't even have to go through the Windsor-Miner intersection now like they do today. They can just go through the parking lot and then go back west, and that's what our traffic study was partially based on. People can turn back west and have less traffic and congestion at the four-way stop.

So, that's from an incentive part of it. Then from an assignment of the school, you know, they can assign, in some school districts I work in to help segregate different classes of students and drop-off areas, they basically use colored sheets of paper that allow them to basically give them a permit to come into that lot. There's other ways to do it, too.

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CHAIRMAN LORENZINI: Okay, that's fine. I know it was also discussed about encouraging new staging areas. Again, how is that encouragement going to be done?

MS. FABRIZIO: So, once this is all done, we'll be sending out information to our parents weekly. We have a school messenger system so every parent gets e-mails from me all the time. We would encourage parents to walk as we do now. It's really, I think the most difficult part as it is with any school is when it snows or rains. Parents want to drop-off their children. Otherwise, we do have a nice group of parents that walk their children, other kids walk together like a walking school bus. But we would do it via e-mail, letters, et cetera.

CHAIRMAN LORENZINI: All right. Sam, I think these are for you. It was discussed with No Parking signs in front of people's homes. Is that allowable? Can you do that?

MR. HUBBARD: Yes, the Village does have the authority to do that. What they would do is, you know, they would send a letter to the affected property owners and --

CHAIRMAN LORENZINI: And just do it?

MR. HUBBARD: Well, no, they would send a letter and, you know, make them aware of it and initiate a dialogue. If any one of those homeowners objected to that, they could contact the Village and then there may be specific requirements such as Village Board approval needed. Or if there was no objection, then you know, we would just go ahead and install those new signs.

CHAIRMAN LORENZINI: There was a discussion about adding a recommendation to add another crosswalk on the north side of Miner, so I have a question. Is the Engineering Department okay with that? Now, I'm an engineer but not a traffic engineer so I don't know if you can just put crosswalks wherever you want.

MR. HUBBARD: Yes, they don't have to do the same notification for a crosswalk. They did review the proposed crosswalk and they thought that was a good recommendation and were in agreement.

CHAIRMAN LORENZINI: All right. That's the end of the questions for now from the Commissioners. We'll go to the public. Is there anybody present that would like to make a comment or a statement? Just come forward, please state your name and spell it.

QUESTIONS FROM AUDIENCE

MRS. WILLIAMS: Good evening. Stephanie Williams, last name Williams, W-i-l-l-i-a-m-s. Well, I can tell you that I live and breathe this drop-off system for seven years. We started this system by the parents, and I need to make that clear as Sue made it clear. The drop-off in the morning is parent volunteers.

Currently, we have 28 families that volunteer throughout the year. That's 10 percent of our families that volunteer to help. We can't ask them anymore, we just can't. We need staff out there to help us because it's dangerous. It is dangerous.

I wish you could have solved the video because I was on there; I was there that morning. There was no snow out there. When there is snow and there's a lot of snow, you will see children jumping over these snow mounds. We are taking, as volunteers, we have to open up the car doors, lift them out of the cars and put them over the snow.

One suggestion that I suggested to Shelly was that on the sidewalk where we're dropping off, to pave that entire area so our custodian can come and move all that snow away. There's a grassy area that just this snow is piled up in. It's a problem. It gets muddy.

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Go there in the spring, it's mud. When it gets icy, it's slick. It's very, very dangerous, that drop-off area.

When we started this drop-off area three years ago, the district kindly enough made us a yellow strip on the curb. So, you could clearly see as a parent where you were supposed to drop your kids off. I asked the following year we need that repainted, and I was told that the Village said no.

There is no way on that street for our parents to know where they're supposed to drop-off. I asked can we paint something in the street, I was told no. We asked for signage, I was told no. So, if you go down Windsor, the only thing it says is you can't park here. But there is nothing else on there that indicates this is where you can open up, you know, stay in your car and open up your door and let us get your children out.

Again, this is all run by parent volunteers. We have one staff member out there Tuesday through Friday that helps us. Shelly is out there when she can, but that's it.

I don't know if cutting in, not a total lane but cutting into the road so we're off of Windsor a little bit, we go into the grass area, we have a cut-in lane, that might help. But we need something out there. Also, when you're talking about letting off approximately 170 students onto that driveway, are they having to walk around the entire building to go line up each morning? That needs to be clear, because if you're letting Kindergartners, five-year-olds walk around the building on their own, that's going to be a safety issue as well. It needs to be clear how they're going to get to line up before we approve this.

All I can say is that if the district I think is making it out that they developed this, they didn't. It was our PTA saying we need to do something for the safety of these kids because it's dangerous out there. Cars were pulling in and out, kids were getting out on either side of the car, and it was really dangerous. We stepped up as parents and said, hey, we want to do something.

But I can tell you, I am sick and tired. I can't beg and plead people, can you please come out and just give me 20 minutes of your morning? They just don't do it anymore, and I can't really do it any, I mean I'm there one more year and I won't be there anymore. So, it's probably going to die off as far as volunteers from the parents. So, I think the school district needs to say tonight, yes, we will have staff members now helping our students get out of their cars. Thank you.

CHAIRMAN LORENZINI: Thank you, Ms. Williams. Anybody else want to say anything? State your name please and spell it.

MRS. RAITANO: Jacqueline Raitano, it's R-a-i-t-a-n-o, also a parent at Windsor. I've had kids there for eight years, I've got four more to go. So, it's important to me.

I just, I agree with almost everything that's been said tonight, reported in the studies, but I wanted to put the parent perspective spin on it from someone who actually lives east of the school. It makes sense when you're saying to eliminate the parking areas where you are, it sounds safe. But then when you consider what the parents who are coming there what their traffic flow is, what their plan is, it doesn't make as much sense.

Coming from the east, I don't know if you can put in the map up like the streets that show the, I guess that's good enough. So, coming from the east heading down Miner, I normally would park on the north side of Miner. Actually to be honest, my kids walk to and from school because I avoid dismissal like the plague. It's a nightmare over there. But it still happens, I have to go get them for one reason or another.

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Half the times I have to go pick them up, they don't know I'm coming to pick them up. It's just something like we have to go get to somewhere else, and so they head down walking east on Miner, so I'm coming the other way. I tell them to just keep walking if they don't see me and then we find each other somewhere along Miner because I'm not going to get in that pickup area on Windsor. I can't unless I get there a half an hour early. You can see by the study that shows you the cars are already full at 3:20, I think it's full way before that on many days.

So, if I cannot park on the north side of Miner, I need to, to park on the east side I have to turn around somewhere. Because of the streets around that area, there is no just go around the block quick, it's I have to go all the way up to Euclid, make a left on Euclid, it's four blocks, make a left off of Euclid again four blocks back to turn around to be going the other way. I can do that but I also see most parents are just going to turn around in a driveway or make a U-turn.

The other option would be to head, if I don't see something going on the part of Miner where you're talking about eliminating parking, I would turn on to Windsor and that's the other part where you're eliminating the parking. Again, I would have to make a U-turn, turn around in someone's driveway, both of which are not extra safe situations with kids walking around. I don't see someone doing the equivalent of going around eight blocks versus just turning around in the next driveway next to them. That's just not what they're going to do.

I also see a problem with, if there's no parked cars on the north side of Miner, there is space there, there is enough space to fit a car, and I see cars who are not part of the Windsor pickup or drop-off trying to get around that backlog and making a second lane to get around them and then you've got two vehicles trying to get through the intersection at the same time. I just dropped off kids at South Middle School the other day, the traffic backed up on to South Street from Highland and I watched cars go drive around five cars to get through the intersection there at South and Highland. Those are middle school areas there, this is not the same situation. I don't think that would be a safe place to have an extra lane of cars.

If it says No Parking, I also would like to know, is it clear that parents wouldn't be able to sit in their cars? Because if I see a No Parking sign and I think, well, I'm sitting here, I'm not parking if I'm not getting out of my car and turning it off. That would have to be clearly marked on the sign somehow.

So, those are just my concerns as a parent. Thank you.

CHAIRMAN LORENZINI: Thank you. Anybody have any other public comments? Okay, if there's no more, we'll close the public hearing portion and go back to the Commissioners for final questions and deliberation. Commissioner Dawson, would you like to start?

COMMISSIONER DAWSON: Yes, I would obviously. I want to emphasize the big problem here, and I'm really sad that Commissioner Warskow isn't here because she and I are the active parents who deal with these issues everyday, the problem that you have is that parents, the vast majority of parents just completely disregard safety. You'd be surprised how few parents, they're always in a rush to get to work and they disregard the safety of children all the time. We've seen kids before, the PTA put together the drop and go, we've seen kids almost hit by cars. We've seen so many dangerous situations.

So, something really needs to be done. Despite the Village Manager's perspective, and I'll go ahead and do some research on this myself as to what the definition of educational activity is, I don't feel that we're giving the school district a closer scrutiny.

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In fact, I feel quite the opposite. If this was any other development plan, we would say no, we wouldn't allow it. The only reason that this is going forward is because it's a school district.

So, and I don't think we're in any way restricting the educational aspect of what they're doing. We're talking about going to and from school which is not educational. So, I feel quite strongly that we're not doing anything wrong. But I'll go, you know, we all know definitions can be more encompassing than they appear until you research it so I'll look into it tomorrow.

But I do feel that it's important that the Plan Commission know that the parents started the drop and go process after years of complaining to the Village and the school district about the dangers and nothing was done until the parents did it. So, if we have this line in here that says continue to work with the Village and neighbors in addressing future concerns, I guarantee you nothing will be done. I guarantee it. If the parents, who are out there in sub-zero temperatures freezing to make sure their own kids are safe, stop volunteering and we lose that, it will go back to the way it was because nothing else will change.

So, I do appreciate that we have one staff and I do appreciate that Principal Fabrizio is out there every time she can, yelling at the parents who are not keeping their kids safe, and that they're trying. Absolutely I see that they're trying. But if we do not tell the school district that they have to have a certain number of staff there helping, then it will not happen.

So, despite the Village Manager's perspective on this, I strongly disagree. Until we have more definitive information, I can't be, I don't see any change really. I don't even know what sign we're putting up. We are adding a crosswalk, I still don't see where we have a plan here. So, I would really like the school district, Superintendent Bein said two weeks ago that they would commit staff. I would like to hear tonight how many staff they're going to commit because two isn't enough. So, are we going to commit more?

If you think I'm overreaching, then I've said my piece and that's fine. I can still vote no and I can still say what I have to say. Even if we vote no tonight, this is just a recommendation, they can ignore our no vote and go on to the Trustees. But I want it in the record for the Trustees to read that I'm very disappointed with the Village and I'm very disappointed with the school district on how they have let this situation go on for so long without coming up with a global solution to keeping our kids safe. So, that's all I have to say.

CHAIRMAN LORENZINI: Thank you. Would you like to respond to Commissioner Dawson's comments as far as staffing goes?

MR. HUBBARD: I would say that we can recommend that the school district add more staff. To require them is beyond the authority of the Plan Commission.

COMMISSIONER DAWSON: I didn't ask them to require.

MR. HUBBARD: The way I understood --

COMMISSIONER DAWSON: I asked her to stand here and tell me that she will; she said she'll commit more staff. I don't know what that means. If she says yes, I recognize that two staff isn't enough and we will absolutely look into committing more, I would appreciate that. But I haven't heard anything. Give me something that I can come back six months from now and say you said this and it hasn't happened.

DR. BEIN: Hi, Laurie Bein, B-e-i-n, superintendent. I believe that was in an introductory slide that we would look to add personnel to drop-off/pickup. I can't tell you exactly how many at this point. For that we need to see how many are needed. I can't tell you a hundred

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percent that it's staff members, but that we would look to add whatever type of personnel we need. If there were not parents who were able to partner with us, of course we would need to utilize staff members. But we also, we may have to look at hiring people just for this purpose if there aren't teachers who are available at that time.

So, I can't tell you exactly it will be teachers or staff members, but we did put it in the slide and you have my word that we will look at increasing the number of adults that are there to assist.

CHAIRMAN LORENZINI: State and spell your name please.

MS. MALLEK: Hi, Stacey Mallek, M-a-l-l-e-k, assistant superintendent for business. I think in addition to what Dr. Bein is saying and why we can't commit to a certain number of staff tonight is we can't look at this just as Windsor School. You're aware we've already brought four schools to you.

We have a traffic issue when we're trying to bring 600 kids into a building in a 12-minute window everyday and pick them up at all of our schools. To add the number of staff it would take to make all of those situations perfect is not a decision that we can make tonight and we can't add staff without going to our board and that would need to be a Board of Education decision.

CHAIRMAN LORENZINI: Thank you. Anything else, Commissioner Dawson?

COMMISSIONER DAWSON: I would just recommend, I absolutely understand this is a global issue and it can't be solved tonight globally. But I would love to see some sort of joint committee put in place between parents and the school board working at a global solution for this problem, encouraging, finding ways to encourage more car pooling. We talked at the last meeting about software that's available because parents do take responsibility for this, too, I don't disagree. But I want to see more collective action and I just frankly haven't seen it. That's all.

CHAIRMAN LORENZINI: Thank you. Commissioner Drost?

COMMISSIONER DROST: Yes, I'm no Betsy DeVos, but I would like to at least add a couple of comments here. We have had some precedent in the past for some parochial schools where they've brought, actually had to hire police personnel to help regulate the issues of traffic at the school. If I recall, that might have been St. Cecilia up north because it was a Japanese school. There were, you know, ways that those were solved.

There is also staggering times, you know, you don't just keep on doing it because you've done it and you have to kind of figure out ways to improve the flow because it just seems kind of strange that you've got this impact over a 10-minute period and that it becomes like a nuclear bomb that hit the neighborhood after the 9:00 o'clock rush hour.

So, you know, there's probably solutions and I'm just throwing those out, not to beat a dead horse. But the concerns are in splitting up, and Commissioner Dawson makes a good point, between public safety issues and education, and public safety is really a key element here. Just a comment.

CHAIRMAN LORENZINI: Thank you. Commissioner Green?

COMMISSIONER GREEN: I agree that there is no perfect solution, but I can throw my two cents worth in. I think I gave you the story I dropped my granddaughter off at Green Brier School, and once or twice so far this school year the police showed up. They went along and they were pushing the parents away from blocking sidewalks and things, and that had a great

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impact that lasted a long time.

So, if you could work out a situation with the Police Department where they will show up randomly every couple of weeks or months or whatever it takes, it lasts a while with the parents before they go back to the old habits. So, I'm giving you my two cents worth.

CHAIRMAN LORENZINI: Thank you. Commissioner Jensen?

COMMISSIONER JENSEN: Yes. I think that there are some issues that probably could be dealt with by the Village, and I would encourage Ms. Williams to put in writing the things you have asked the Village to do and have been turned down. That should be included, I would ask Sam to make sure that that goes with the material goes to the Board because the Board obviously can make some changes in policies or exceptions to deal with the issues you raised relative to snow and painting the curb and a variety of other things. So, I think it would be nice to enumerate those and get them included with the material that goes to the Board.

It's a little difficult for me to reconcile the presentation that was made, especially the videos, in which you have a 10 or 15-minute period for pickup and drop-off which clearly is very intense because you're dealing with 600 kids either coming or leaving. But 10 or 15 minutes out of the day when people would be going places doesn't seem like a lot. So, it's a little hard to reconcile the chaos that the parents have expressed when you look at it from, you know, half an hour in the course of the day, 15 minutes in the morning and 15 minutes at night.

But it clearly is a problem that has to be addressed. It's clear that with the regimen of streets and so forth, there is no way there's going to be a perfect solution. So, some of the things that have been suggested, even staggering the times might help a little bit. So, I think I would try to think out of the box, the school district should think out of the box a bit about those

kinds of things that are very simple and if they can in fact be implemented.

So, other than that I don't have anything else.

CHAIRMAN LORENZINI: Thank you. I don't have too much to add to what everybody said about it. I think again, it was a good study; I think you've made a big improvement since the first presentation. Actually without tearing down the building and starting from scratch, I think you're doing about as much as you can at this point.

But as Commissioner Jensen and Dawson alluded to, ours is just a recommendation. We're kind of like a sanity check before it goes to the Board of Trustees. They have the final say-so. We're just here to give our common sense recommendation, that's what pretty much we're here for.

But I do think we should add something to the motion. So, Staff, if there aren't enough parent volunteers, not saying they have to, but just say they should look at the staffing and add people if possible, something to that effect.

MR. HUBBARD: You want to put a formal encouragement of the --

CHAIRMAN LORENZINI: That's a good word.

MR. HUBBARD: Okay, we want to encourage the school district to, you know, reevaluate, I mean the number of employees and function of a school is, we're treading dangerous grounds as far as including things in the recommendation.

COMMISSIONER DROST: It's our schools, too, you know.

COMMISSIONER DAWSON: So, we brought this up two weeks ago at the last meeting about, and I specifically said that it costs a lot of money to add staff and I knew that it costs money to add staff and that I sympathize with the district to that end because I don't want

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my kids to lose the education that they have, the amazing teachers that they have. We have an amazing school district, that's why people move here. But Superintendent Bein said, no, don't worry about it, we will add staff. So, that's all I was asking was for that to be reiterated because I get that there is a way of priorities here and I get that children's safety is a priority but so is quality education, and we have to find a happy ground to that.

I'm just disappointed that that statement couldn't, now I'm hearing stay out of this, board, and that's what frustrated me. That very much frustrated me because I'm asking for a sidewalk. I think that's appropriate to what this Commission should ask for. I'm asking for increased acknowledgment that a solution needs to be found here. I don't see much that's changed between two weeks ago other than a whole lot more information about why I should stop asking these questions.

So, all I'm saying is this is a problem in our entire Village and it has to be addressed. I still tonight don't really believe that it's going to get addressed.

CHAIRMAN LORENZINI: Any further comments or motions?

COMMISSIONER DAWSON: If anyone didn't pick that up, he's asking for someone to make a motion.

COMMISSIONER DROST: Yes.

COMMISSIONER JENSEN: Okay, I will make a motion.

A motion to recommend to the Village Board of Trustees approval of PC# 16-026, an Amendment to Special Use Ordinance 90-082 to allow an addition to the existing elementary school; a Variation from Section 5.1-3.6 of Chapter 28 to decrease the required exterior side yard setback from 40 feet to 12.9 feet for the existing building; a Variation from Section 5.1-3.8 of Chapter 28 to increase the maximum allowed impervious surface coverage from 50 percent to 50.1 percent or more as depending on the revised parking lot layout; and a Variation from 11.4-4 to reduce the required number of parking spaces from 222 spaces to 101 spaces.

This approval shall be subject to the following conditions:

- 1. Prior to Village Board ordinance adoption, the Petitioner shall address the following:
 - A. The Petitioner shall revise the engineering, landscape, and other necessary plans to reflect the revised parking lot layout as shown on Sheet C2.1 and dated as revised on 1/24/17, which plans are subject to review by the Village and must be in conformance with all applicable Village regulations.****
- 2. The school district shall convert the additional onsite land-bank parking into paved parking spaces as shown on Sheet CSK-1 dated 1/25/17 prepared by Eriksson Engineering upon the request of the Village.**
- 3. The school district shall continue to work with the Village and neighbors on addressing any future pickup and drop-off concerns.**
- 4. Compliance with all Design Commission conditions of approval.**
- 5. The school district shall enter into a maintenance agreement that assigns future maintenance of the restrictor structure to the school district, or the**

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- school district shall propose an alternate screening system on this restrictor which is acceptable to the Public Works Department.**
6. **The school district shall provide additional side shielding on the parking lot fixture should it be determined that light spillover has created a nuisance to neighboring residential properties.**
7. **The Applicant shall comply with all applicable federal, state and Village codes, regulations, and policies.**

COMMISSIONER GREEN: I'll second that.

CHAIRMAN LORENZINI: Roll call vote please.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: No for the comments I've already stated.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye with comment.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Chairman Lorenzini.

CHAIRMAN LORENZINI: Yes.

COMMISSIONER DROST: The comment is basically to incorporate the discussion that we had to continue the process of trying to solve some of the problems here and to look at them not necessarily that we've done them before but, and we're not really the right place, right board to be able to suggest what those solutions are, but that they need to be talked about, they need to be worked out. That's one of the, you know, ongoing ones, and I hope the Village Trustees, you know, take into consideration Commissioner Dawson's comments.

CHAIRMAN LORENZINI: Okay, so you've received an almost unanimous approval with several comments. The next step is the Board of Trustees for their final vote.

MR. HUBBARD: We're tentatively targeting February 20th.

CHAIRMAN LORENZINI: Thank you. Any further business, Sam?

COMMISSIONER JENSEN: I'll just ask, Sam, I assume it's appropriate that Ms. Williams can give you some comments that somehow will be transmitted to the Board?

MR. HUBBARD: Yes. If you want to send me an e-mail and you could summarize your comments, I can relay those.

COMMISSIONER JENSEN: I think it should be in writing unless that's what you're talking about.

MR. HUBBARD: Yes. If you want to do it in an e-mail with an attachment, that's fine.

COMMISSIONER DAWSON: I would also suggest Mrs. Raitano's comments as well as she's the one who is more familiar with the issues in that.

COMMISSIONER GREEN: Just to remind you, your comments are a part of the record so that will be passed on as well.

CHAIRMAN LORENZINI: Okay, I guess this hearing is done. Any other business? Sam, anything else before we close?

COMMISSIONER DAWSON: The only other thing I wanted to raise was

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after this came about, I questioned why parents from Windsor didn't attend. I think it's important that the Board know and maybe the Village know that they have the impression that they wouldn't be allowed to participate and ask questions. So, I think that, that was an eye-opener to me as someone who's been on this board for eight or nine years and obviously know how it works, I think we need to do a better job of communicating, because I think maybe we might get more attendance at Plan Commission if they were aware that it was such an opportunity to communicate.

So, I just wanted to get that out. I'd like to see, think of ways in which we maybe can get that out to the community.

COMMISSIONER DROST: Yes, we usually get that out through a referendum when you propose a tax increase.

COMMISSIONER DAWSON: Oh, yes, that's comes out quite clearly. Yes, that will do it. Let's do one of those. No.

COMMISSIONER DROST: That's one way and I'll leave it at that.

CHAIRMAN LORENZINI: Okay, I think we're done with this.

COMMISSIONER JENSEN: Motion to adjourn.

COMMISSIONER GREEN: I'll second that

COMMISSIONER DAWSON: Second.

CHAIRMAN LORENZINI: All in favor?

(Chorus of ayes.)

CHAIRMAN LORENZINI: Meeting is adjourned. Thank you for coming.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 9:22 p.m.)

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, ROBERT LUTZOW, depose and say
that I am a digital court reporter doing business in the State of Illinois;

DRAFT

that I reported verbatim the foregoing proceedings and that the foregoing
is a true and correct transcript to the best of my knowledge and ability.

ROBERT LUTZOW

SUBSCRIBED AND SWORN TO

BEFORE ME THIS _____ DAY OF

_____, A.D. 2017.

NOTARY PUBLIC