

Approved

**MINUTES
VILLAGE OF HINSDALE
PLAN COMMISSION
March 14, 2018
MEMORIAL HALL
7:30 P.M.**

Chairman Cashman called the meeting to order at 7:30 p.m., Wednesday, March 14, 2018, in Memorial Hall, the Memorial Building, 19 East Chicago Avenue, Hinsdale, Illinois.

PRESENT: Steve Cashman, Gerald Jablonski, Anna Fiascone, Jim Krillenberger, Debra Braselton, Mark Willobee and Julie Crnovich

ABSENT: Scott Peterson and Troy Unell

ALSO PRESENT: Chan Yu Village Planner, Robb McGinnis Community Development Director, Michael Marrs Village Attorney, and Brian King Police Chief
Applicant for cases: A-45-2017, A-44-2017 and A-11-2018

Approval of Minutes - February 14, 2018

The PC, with no questions, **unanimously approved** the February 14, 2018, minutes as submitted, 6-0 (3 absent).

Findings and Recommendations - Case A-05-2018 – 36 E. Hinsdale Avenue – Exterior Appearance Review for front and rear building façade improvements in the B-2 Central Business District

The PC, with no questions, **unanimously approved** the Findings and Recommendations, 6-0 (3 absent).

Findings and Recommendations - Case A-45-2017 – Non-compliant, Off-Site Signage on median at Ogden Avenue and Salt Creek Lane - MedProperties (8 Salt Creek Campus LLC) – New Ground Sign (will also require variation review/approval by the ZBA)

The PC, with no questions, **unanimously approved** the Findings and Recommendations, 6-0 (2 absent, 1 abstained).

Sign Permit Review - Case A-11-2018 – 777 N. York Road – Impact Physical Fitness – 1 New Awning sign (at front entrance facing plaza courtyard) and Wall Sign (facing York Rd.) OR 1 New Awning Sign (at front entrance facing plaza courtyard) and 1 New Awning Sign (facing York Rd.)

The applicant presented the request to withdraw the proposed illuminated wall sign (option 1) and instead, proposed a sign modification request to keep 2 awning signs facing York Road, and 1 awning sign facing the front entrance (facing the plaza courtyard), per a modification request for 3 signs.

The PC **unanimously approved** the sign application as requested, 7-0 (2 absent).

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Public Hearing - *Continued from Feb. 14, 2018 PC Meeting* Case A-44-2017 – 540 W. Ogden Ave, - Kensington School - Map Amendment and concurrent Plat of Subdivision to subdivide and rezone approximately 1.74 acres to an O-2 Limited Office District and subdivide approximately 2.26 acres into 8 R-4 Single Family District lots.

(Please see the attached transcript for Case A-44-2017 included as part of this record, Attachment 1)

The applicant (Mr. Marlas) presented to the PC, the site plan changes since the last public hearing, including achieving 39 parking spaces (code compliant), moving the refuse area away from the residential district (on the east end of the subject property to the west end), and adding a loading zone.

The Village Attorney, Michael Marrs, explained that through the Special Use permit application, the PC and Board may consider *not* requiring a loading zone if they believe it would be a detriment to the use of the property or surrounding area.

A Commissioner asked what type of deliveries does Kensington School receive. The applicant responded they receive deliveries by panel truck/van for their catered lunch.

A Commissioner asked the applicant if they used the maximum capacity to calculate parking. The applicant responded he believes the net floor area exceeded the capacity figure.

The applicant's traffic consultant, Michael Werthmann, KLOA, gave a comprehensive summary of the traffic report.

Six (6) neighborhood residents spoke against the application, citing for example: increased traffic; that changes in the assumptions used in the traffic report could drastically alter the conclusions of the report; and a couple of neighbors stated when they purchased their home, the Village told them the subject property is and will stay R-4 Single Family Residential (so to that end, the subject property should remain R-4).

During the PC discussion, the Commissioners in favor of the application referenced: there is a need for child daycare schools in Hinsdale; increased traffic would be minimal; the subject property has been vacant for many years; the proposed school building looks good; and it is a good compromise for being half residential and half "buffer" between the residential district and Ogden Avenue.

The Commissioners opposed of the application referenced: support for the current zoning (R-4) to remain R-4 and increased traffic due to the request.

The PC **approved to recommend** the application, 4-3 (2 absent), the Map Amendment and concurrent Plat of Subdivision to subdivide and rezone approximately 1.74 acres to an O-2 Limited Office District and subdivide approximately 2.26 acres into 8 R-4 Single Family District lots.

Schedule of Public Hearing - Case A-09-2018 - 45 S. Washington suite 302 (3rd floor), - Inner Jasmine Yoga and Fitness – Special Use Permit for a Yoga Studio in the B-2 General Business District

The PC **unanimously approved** to schedule a public hearing for Case A-09-2018 for the April 11, 2018, PC meeting, 7-0 (2 absent).

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Schedule of Public Hearing - Case A-12-2018 – 540 W. Ogden Ave, - Kensington School - Final Plat and concurrent Special Use Permit for a Child Daycare School and Exterior Appearance and Site Plan Review for a 1-story, 23-foot tall Child Daycare School in relation to Case A-44-2017.

The PC **unanimously approved** to schedule a public hearing for Case A-12-2018 for the April 11, 2018, PC meeting, 7-0 (2 absent).

Adjournment

The meeting was adjourned at 9:17 p.m. after a unanimous vote.

Respectfully Submitted by Chan Yu, Village Planner

STATE OF ILLINOIS)
) SS:
COUNTY OF DU PAGE)

BEFORE THE VILLAGE OF HINSDALE
PLAN COMMISSION

In the Matter of:

Case A-44-2017 - 540 W. Ogden Avenue - Kensington School - Map Amendment and concurrent tentative Plat of Subdivision to subdivide and rezone approximately 1.74 acres to an 0-2 Limited Office District and subdivide approximately 2.26 acres into 8 R-4 Single Family District lots.

CONTINUED REPORT OF PROCEEDINGS had and
testimony taken at the public hearing of the
above-entitled matter before the Hinsdale Plan
Commission at 19 East Chicago Avenue, Hinsdale,
Illinois, on the 14th day of March, 2018, at the
hour of 7:45 p.m.

BOARD MEMBERS PRESENT:

MR. STEPHEN CASHMAN, Chairman;
MS. DEB BRASELTON, Member;
MS. JULIE CRNOVICH, Member;
MS. ANNA FIASCONE, Member;
MR. GERALD JABLONSKI, Member;
MR. JIM KRILLENBERGER, Member;
MR. MARK WILLOBEE, Member.

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| <p style="text-align: right;">102</p> <p>1 ALSO PRESENT:</p> <p>2 MR. CHAN YU, Village Planner;</p> <p>3 MR. ROBERT MC GINNIS, Director of</p> <p>4 Community Development/Building</p> <p>5 Commissioner;</p> <p>6 MR. BRIAN M. KING, Chief of Police;</p> <p>7 MR. CHARLES MARLAS, Owner, Kensington</p> <p>8 School;</p> <p>9 MR. MARK WERTHMANN, KLOA.</p> <hr/> <p>10 CHAIRMAN CASHMAN: Our next item is a</p> <p>11 Public Hearing. This is Case No. A-44-2017, 540</p> <p>12 West Ogden Avenue. This is for Kensington</p> <p>13 School. It's a map amendment and concurrent</p> <p>14 tentative plat of subdivision to subdivide and</p> <p>15 rezone approximately 1.74 acres to an O-2 limited</p> <p>16 office district and subdivide approximately 2.26</p> <p>17 acres into 8 R-4 single-family district lots.</p> <p>18 We first heard this in February at</p> <p>19 our last meeting and this was continued to this</p> <p>20 evening.</p> <p>21 Charles, can you give us an update</p> <p>22 on what's submitted in this revised packet?</p> | <p style="text-align: right;">104</p> <p>1 site plan as requested.</p> <p>2 We were able to get 39 parking</p> <p>3 spaces in the parking lot which is fully code</p> <p>4 compliant now. We moved the refuse container</p> <p>5 away from the adjacent neighborhood to the east</p> <p>6 and there was an issue regarding loading and</p> <p>7 this site, this O-2 site needs to have a loading</p> <p>8 zone.</p> <p>9 There was some discussion about</p> <p>10 future use for the loading zone, you know if</p> <p>11 this building were to change hands, what would</p> <p>12 happen; it sits in the O-2 district and if it</p> <p>13 became something else at a future time, would</p> <p>14 there then be a need for a loading zone.</p> <p>15 We decided and discussed with staff</p> <p>16 if there's a possibility to land bank a loading</p> <p>17 zone. You can see that right here right behind</p> <p>18 this refuse container. And the land bank, for</p> <p>19 those who aren't really familiar, is simply an</p> <p>20 area on a site that we can pledge for future use</p> <p>21 to house or contain that feature that is needed</p> <p>22 as required by the code.</p> |
| <p style="text-align: right;">103</p> <p>1 (WHEREUPON, the oath was</p> <p>2 administered en masse to</p> <p>3 audience members.)</p> <p>4 MR. MARLAS: Sure. Good evening,</p> <p>5 everyone. My name is Charles Marlas. As you</p> <p>6 all know, I was here last month going over our</p> <p>7 proposed Kensington School subdivision on 540</p> <p>8 West Ogden Avenue.</p> <p>9 Since last time we have made a</p> <p>10 number of adjustments to our site plan to</p> <p>11 reflect some of the issues that this board</p> <p>12 brought to our attention that they want some</p> <p>13 remedy on.</p> <p>14 We also had a community meeting at</p> <p>15 the home of Dirk Landis, and I thank Dirk for</p> <p>16 having that, and I can offer a summary of that</p> <p>17 as well.</p> <p>18 I'll start with the site plan</p> <p>19 changes that we made. Prior to this evening,</p> <p>20 our prior plan -- so this is showing a site plan</p> <p>21 of Kensington School with Ogden Avenue on the</p> <p>22 east and we have made a few changes here on the</p> | <p style="text-align: right;">105</p> <p>1 So this is currently yard and</p> <p>2 fence. If Kensington School were to one day go</p> <p>3 away and this were to become something else that</p> <p>4 would necessitate a loading zone, there would be</p> <p>5 space here for it. And obviously in the</p> <p>6 application of any future use would need to come</p> <p>7 before this board and at that time you would be</p> <p>8 able to use your discretion if that land bank</p> <p>9 loading zone is in fact needed at the time or not.</p> <p>10 There were also some other mentions</p> <p>11 of front setbacks and parking width or drive</p> <p>12 width onto Ogden Avenue. Those are still in</p> <p>13 place as per a prior agreement that the village</p> <p>14 of Hinsdale has with the current owner MIH</p> <p>15 Development. So that portion of the project</p> <p>16 stayed in place.</p> <p>17 Any questions?</p> <p>18 CHAIRMAN CASHMAN: There's one thing I</p> <p>19 just want to state to the commission. So the</p> <p>20 packet that was posted online, the geometric</p> <p>21 plan is incorrect. It said there were 39</p> <p>22 parking spaces but there are actually only 38</p> |

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| <p style="text-align: center;">106</p> <p>1 and it did not have any setback lines so what</p> <p>2 Chan printed out and what you have in front of</p> <p>3 you is this revised and it's different than what</p> <p>4 was posted online.</p> <p>5 Did you update what was online or</p> <p>6 is it still the original?</p> <p>7 MR. YU: Still the original.</p> <p>8 CHAIRMAN CASHMAN: It was one area</p> <p>9 there there's a difference in the plans and it</p> <p>10 didn't add up to the required number. So we are</p> <p>11 now -- it's shown and what was revised and</p> <p>12 submitted today has the proper number.</p> <p>13 One thing I wanted to ask about the</p> <p>14 land banking on the loading because Chan, your</p> <p>15 cover letter it basically said that these rights</p> <p>16 were reviewed by the village attorney and for</p> <p>17 land bank arrangement says, No such land banking</p> <p>18 flexibility would require a loading zone to be</p> <p>19 given. And then it goes on to say, however, the</p> <p>20 PC and village board may consider imposing a</p> <p>21 condition for the special use which would be in</p> <p>22 the future. So that will just have to be</p> | <p style="text-align: center;">108</p> <p>1 I didn't know whether land banking</p> <p>2 was just a general setting aside this much land</p> <p>3 or if the land banked location needs to be</p> <p>4 specified in the plan.</p> <p>5 CHAIRMAN CASHMAN: You want to chime in</p> <p>6 on that?</p> <p>7 MR. MARRS: Sure. So as Chan alluded</p> <p>8 to in the memo, there's not really flexibility</p> <p>9 of redoing this land banking idea but you could,</p> <p>10 if the plan commission or the board feels that</p> <p>11 having a loading zone at all for this particular</p> <p>12 use would be a detriment to the use of the</p> <p>13 property as well as the surrounding area and the</p> <p>14 neighbors, you could make it a condition of a</p> <p>15 grant of the special use that a loading zone not</p> <p>16 be provided.</p> <p>17 In the alternative, if it does need</p> <p>18 to be located, it would be an issue to have it</p> <p>19 open to the street like you mentioned. As for</p> <p>20 future uses, if somebody came in in the future</p> <p>21 with a permitted use, the special use isn't in</p> <p>22 play anymore, that condition would no longer</p> |
| <p style="text-align: center;">107</p> <p>1 addressed at a different time.</p> <p>2 Right now it's basically shown but</p> <p>3 unless something is granted, it would have to be</p> <p>4 required. Doesn't seem like it impacts your</p> <p>5 plan at all.</p> <p>6 MR. MARLAS: It doesn't affect the</p> <p>7 plan. The only other contingency that exists</p> <p>8 with this is that that loading zone as required</p> <p>9 needs to be not visible from a right-of-way.</p> <p>10 MS. BRASELTON: It needs to not face</p> <p>11 the right-of-way. So that was my question.</p> <p>12 MR. MARLAS: Anywhere you look this</p> <p>13 loading zone would be viewable by a right-of-way</p> <p>14 being on a corner.</p> <p>15 MS. BRASELTON: Not from the south.</p> <p>16 MR. MARLAS: The south where?</p> <p>17 MS. BRASELTON: Back of the building.</p> <p>18 MS. CRNOVICH: That's what I was</p> <p>19 thinking.</p> <p>20 MS. BRASELTON: Or the east side of the</p> <p>21 building. It just can't face a right-of-way is</p> <p>22 my understanding, open onto a right-of-way.</p> | <p style="text-align: center;">109</p> <p>1 apply. So if the code requires a loading zone</p> <p>2 at that time, you would have to have a loading</p> <p>3 zone, which they would have to tackle at that</p> <p>4 time. Same for a different special use than</p> <p>5 this one, it would come before you guys and you</p> <p>6 guys would deal with it then.</p> <p>7 MS. CRNOVICH: What kind of deliveries</p> <p>8 does the school get?</p> <p>9 MR. MARLAS: We get a food delivery</p> <p>10 once a day. For lunch we cater our lunch</p> <p>11 through an organic catering service and they</p> <p>12 come in a paneled van, they stay for about</p> <p>13 15 minutes and then leave.</p> <p>14 MS. CRNOVICH: So most of your</p> <p>15 deliveries are panel trucks?</p> <p>16 MR. MARLAS: Our only delivery is panel</p> <p>17 truck. The other deliveries we all get at our</p> <p>18 corporate headquarters and then we will</p> <p>19 distribute out with various teachers and what</p> <p>20 not. So I can't think of really if there's ever</p> <p>21 occasional furniture delivery, things like that,</p> <p>22 which there really aren't. Everything would be</p> |

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| <p style="text-align: center;">110</p> <p>1 typically in a panel truck, panel van.</p> <p>2 MS. CRNOVICH: Thank you.</p> <p>3 CHAIRMAN CASHMAN: Other questions for</p> <p>4 the applicant?</p> <p>5 MS. FIASCONE: Are you at max capacity</p> <p>6 for your -- are you planning max capacity for</p> <p>7 your students when you determine the parking</p> <p>8 requirement based on employees and students?</p> <p>9 MR. MARLAS: Yes. Partial parking is</p> <p>10 based on the employees and/or net square footage</p> <p>11 of the building area, whichever is greater.</p> <p>12 MS. FIASCONE: So there's no chance</p> <p>13 that the students -- it will get higher?</p> <p>14 MR. MARLAS: No. No. There really</p> <p>15 isn't. And we are going off of -- so the code</p> <p>16 isn't reflective of number of students, it's</p> <p>17 reflective of net floor area or number of</p> <p>18 teachers, so whichever is greater. And there is</p> <p>19 a student component I think 1 per 15. So I</p> <p>20 think that the net floor area would exceed</p> <p>21 anything anyway. So 39 spaces is what's</p> <p>22 required by net floor area.</p> | <p style="text-align: center;">112</p> <p>1 tentative plat of subdivision so we are going to</p> <p>2 see a final on some of these things. But I do</p> <p>3 think, I prefer, even though you were short a</p> <p>4 space, I preferred the way that was handled on</p> <p>5 the far east end because that allowed those last</p> <p>6 two spaces more flexibility. I'd like to</p> <p>7 investigate that for the final.</p> <p>8 MR. MARLAS: So to have that little</p> <p>9 projection in the twenty-four foot drive out let</p> <p>10 someone kind of make that three point turn out</p> <p>11 of those last spaces.</p> <p>12 CHAIRMAN CASHMAN: Because if it's</p> <p>13 full, it will be tough.</p> <p>14 MR. MARLAS: We have the same type of</p> <p>15 parking situation at our Elmhurst location where</p> <p>16 it kind of dead ends flat like this and those</p> <p>17 last two spaces.</p> <p>18 MR. WILLOBEE: But it looked like you</p> <p>19 have a drive-through, kind of a drop-off lane.</p> <p>20 MR. MARLAS: We do have a drive-through</p> <p>21 drop-off lane and that was just -- you know,</p> <p>22 every site is different and we have to play with</p> |
| <p style="text-align: center;">111</p> <p>1 MR. WILLOBEE: With respect to the</p> <p>2 parking, do you have an idea of how the parking</p> <p>3 lot would function, meaning like everything to</p> <p>4 the east seems like kind of not very fluid. I</p> <p>5 take my kids to day-care, I know how fluid the</p> <p>6 parking lot is, quick ins, quick outs. You have</p> <p>7 spots 28 and 29 that really don't have a spot to</p> <p>8 back out and turn around in so those are kind of</p> <p>9 challenging parking spots in and of itself.</p> <p>10 Do you envision teachers parking</p> <p>11 more on that east side and then parents being</p> <p>12 able to park --</p> <p>13 MR. MARLAS: I haven't really thought</p> <p>14 about it to be honest. At this point, I was</p> <p>15 more focused on simply having the proper number</p> <p>16 of spaces. It might make more sense to have</p> <p>17 teachers park on that east side of the property,</p> <p>18 which we would be amenable to, if that's what</p> <p>19 this commission would request.</p> <p>20 CHAIRMAN CASHMAN: Well, in that previous</p> <p>21 plan you had like a three-foot extension there</p> <p>22 to help the last spots turn out. This is a</p> | <p style="text-align: center;">113</p> <p>1 each site and make it work as best we could.</p> <p>2 We couldn't get parking in front of</p> <p>3 that building like we have here. We prefer to</p> <p>4 have parking in front of the building, it's a</p> <p>5 shorter walk for parents to get in when it's</p> <p>6 snowing or raining or whatnot.</p> <p>7 MR. WILLOBEE: Because you would</p> <p>8 prohibit parking in front of the building and</p> <p>9 dropping off.</p> <p>10 MR. MARLAS: Yes, without a doubt.</p> <p>11 These are parking spaces. At our Elmhurst</p> <p>12 location we do have a designated drive lane that</p> <p>13 Elmhurst had given us some standing to kind of</p> <p>14 park and leave the flashers on and run inside.</p> <p>15 Here we have parking spaces right in front so</p> <p>16 parents won't have to do that.</p> <p>17 Just so I get an understanding,</p> <p>18 would you prefer to see less parking spaces?</p> <p>19 CHAIRMAN CASHMAN: No, you need to</p> <p>20 comply with parking.</p> <p>21 MR. MARLAS: But you want us to see if</p> <p>22 we can squeeze that in?</p> |

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| <p style="text-align: center;">114</p> <p>1 CHAIRMAN CASHMAN: Yes. And I think</p> <p>2 you have some flexibility on how things are laid</p> <p>3 out. I think it's a 3 foot raise, minimum 5</p> <p>4 feet so you can shift things.</p> <p>5 MS. CRNOVICH: I think there's a</p> <p>6 section of the code too that will tell you what</p> <p>7 is required for three point turns. I know</p> <p>8 there's something in there that will tell you</p> <p>9 what the requirements are for each parking space.</p> <p>07:57:28PM 10 MR. MARLAS: Okay. Very good.</p> <p>11 CHAIRMAN CASHMAN: Jerry?</p> <p>12 MR. JABLONSKI: I still have trouble</p> <p>13 with the fact that we are talking about taking a</p> <p>14 residential zoned area and turning it into office</p> <p>15 when we have perhaps the most dense parking</p> <p>16 problem situation between only two businesses</p> <p>17 and we are talking about adding a third business</p> <p>18 to what is predominantly a residential area and</p> <p>19 currently zoned a residential, so that's my issue.</p> <p>07:58:14PM 20 CHAIRMAN CASHMAN: Deb?</p> <p>21 MS. BRASELTON: You guys are covering</p> <p>22 everything.</p> | <p style="text-align: center;">116</p> <p>1 MR. WERTHMAN: Correct. Do you have</p> <p>2 specific questions or do you want me to give you</p> <p>3 a little summary?</p> <p>4 CHAIRMAN CASHMAN: A summary, I think,</p> <p>5 would be good. And then I'll have some questions</p> <p>6 as there's some things I have some questions</p> <p>7 about that are in the report.</p> <p>8 MR. WERTHMAN: Okay. So as we all</p> <p>9 know, we are talking the Kensington School and</p> <p>07:59:22PM 10 eight single-family homes. As we talked about</p> <p>11 last time access, primary access to the school</p> <p>12 will be via the three corner access on Ogden</p> <p>13 Avenue that would permit right turn in, left</p> <p>14 turn in and right turn out. Left turn out</p> <p>15 movements would be prohibited.</p> <p>16 As we discussed, we have met with</p> <p>17 IDOT. They want us to restrict that left turn</p> <p>18 out, so we have designed it per IDOT's criteria</p> <p>19 where it will be signed and you will have the</p> <p>07:59:56PM 20 half pork chop median that channelizes our</p> <p>21 traffic out to the right.</p> <p>22 In addition, the plan proposes two</p> |
| <p style="text-align: center;">115</p> <p>1 CHAIRMAN CASHMAN: Jim?</p> <p>2 MR. KRILLENBERGER: Looks a lot better.</p> <p>3 I'm very interested in what the neighbors had to</p> <p>4 say and what the results were of your</p> <p>5 neighborhood meeting, but so far so good.</p> <p>6 MR. MARLAS: I can go into that a</p> <p>7 little bit if you like. I put a summary</p> <p>8 sheet -- I put a summary together and it's in</p> <p>9 the packet. I don't know if you all read that.</p> <p>07:58:38PM 10 I don't know if you want me to reiterate that or</p> <p>11 elaborate on it or if you have any questions</p> <p>12 relative to that summary.</p> <p>13 CHAIRMAN CASHMAN: I really would like</p> <p>14 to hear a summary from your traffic engineer</p> <p>15 about that report.</p> <p>16 MR. MARLAS: Sure.</p> <p>17 CHAIRMAN CASHMAN: There's a lot of</p> <p>18 data there.</p> <p>19 MR. MARLAS: Sure. Michael Werthman is</p> <p>07:58:54PM 20 here from KLOA.</p> <p>21 CHAIRMAN CASHMAN: I know, Michael, you</p> <p>22 were at the neighbor meeting also.</p> | <p style="text-align: center;">117</p> <p>1 access drives or at one point the Ogden Avenue</p> <p>2 access drive is at the existing location where</p> <p>3 the drive is now. The two drives on Monroe are</p> <p>4 basically at the same locations as the two</p> <p>5 drives that are there now. The northernmost</p> <p>6 will serve the school and the southern will</p> <p>7 serve the eight single-family homes. Both</p> <p>8 drives will provide full access, one inbound</p> <p>9 lane and one outbound lane.</p> <p>08:00:36PM 10 One thing that we discussed a lot</p> <p>11 at the neighborhood meeting, and I'd like to</p> <p>12 bring up here, is that the existing site is</p> <p>13 currently used, as we all know, for parking for</p> <p>14 ManorCare and Hinsdale Orthopaedics. ManorCare</p> <p>15 has a lease to park up to 75 vehicles at that</p> <p>16 site. Hinsdale Orthopaedics has a sublease with</p> <p>17 ManorCare to park some of their vehicles there.</p> <p>18 ManorCare has indicated with the</p> <p>19 redevelopment of this site they are going to</p> <p>08:01:06PM 20 find some offsite parking. I believe it's</p> <p>21 Christ Church they are talking to park their</p> <p>22 employees and they will bus them to and from the</p> |

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| <p style="text-align: center;">118</p> <p>1 ManorCare facility.</p> <p>2 As such, a good percentage of the</p> <p>3 traffic that's already generated by the site,</p> <p>4 these 75 vehicles, will be removed from the area</p> <p>5 traffic and through the neighborhood. So one</p> <p>6 big point here is the traffic that's generated</p> <p>7 by the school and by the eight single-family</p> <p>8 homes, will not be all new traffic to the</p> <p>9 neighborhood as some of it will be relocated.</p> <p>08:01:42PM 10 MS. BRASELTON: How much? You said a</p> <p>11 good percentage of the traffic.</p> <p>12 MR. WERTHMAN: Well, there's at least</p> <p>13 75. When I have been out there, I have seen as</p> <p>14 many as 40, 45, 50 vehicles parked within the</p> <p>15 subject site.</p> <p>16 MS. BRASELTON: Are those employee</p> <p>17 cars? They must know how many employees there</p> <p>18 would be.</p> <p>19 MR. WERTHMAN: It's a combination of</p> <p>08:02:04PM 20 ManorCare and Hinsdale Orthopaedics. So a good</p> <p>21 portion of them are going to leave and I think</p> <p>22 it fluctuates day-to-day. I don't have the</p> | <p style="text-align: center;">120</p> <p>1 to a day-care where you can drop your kid off</p> <p>2 any time you want, you can pick them up at any</p> <p>3 time you want. Generally, the drop off is</p> <p>4 anywhere between 6:30 and 9 and the pickup is</p> <p>5 between 3:30 and 6 so it helps distribute that</p> <p>6 traffic over a two and a half hour period in the</p> <p>7 morning and a two and a half hour period in the</p> <p>8 afternoon.</p> <p>9 As we have heard, all of the</p> <p>08:03:50PM 10 parents must park and walk their children in.</p> <p>11 As you can see from the site, there is no</p> <p>12 curbside loading so you couldn't really do</p> <p>13 anything but drop off your student -- or park</p> <p>14 and walk the student in.</p> <p>15 The volume of traffic that will be</p> <p>16 generated by the facility, as we discussed last</p> <p>17 time, was based on surveys that we conducted at</p> <p>18 the Elmhurst facility. We talked about this</p> <p>19 last time. It's very similar to the operation</p> <p>08:04:22PM 20 that is proposed here from the number of</p> <p>21 students to the number of staff and I believe</p> <p>22 it's an identical building that is proposed</p> |
| <p style="text-align: center;">119</p> <p>1 exact answer but the three or four times I have</p> <p>2 been out there I have seen upwards to 40 to 45</p> <p>3 cars parked in the subject site. So that's one</p> <p>4 big thing I wanted to let everyone know.</p> <p>5 Just quickly regarding the operation</p> <p>6 of the school. We are talking 150 students max</p> <p>7 and 21 to 23 staff. It's important to note</p> <p>8 regarding the students with 150 students, it</p> <p>9 doesn't necessarily mean that everyone's driving</p> <p>08:02:42PM 10 a single student to the facility.</p> <p>11 As Chuck has indicated, they</p> <p>12 typically have 125 to 130 families, each family</p> <p>13 may have more than one children. Furthermore,</p> <p>14 not every child goes to school every day so the</p> <p>15 -- and then you have a number of absentees. So</p> <p>16 the number of children at the school fluctuates</p> <p>17 on any given day. So with the carpooling and</p> <p>18 everything, you are not getting 150 cars a day</p> <p>19 there.</p> <p>08:03:16PM 20 Another factor that's significant</p> <p>21 with Chuck's facilities is that there is no</p> <p>22 start or end time to the school. It's similar</p> | <p style="text-align: center;">121</p> <p>1 here. Same size, same number of children and</p> <p>2 everything.</p> <p>3 What we found from those studies is</p> <p>4 that during the peak period of pickup and drop</p> <p>5 off we saw about 54 vehicles coming in and 54</p> <p>6 vehicles going out during the morning peak hour</p> <p>7 and 53 in and 59 out during the evening peak.</p> <p>8 So you get around 50 to 55 round trips in and</p> <p>9 out during those peak hours. It's about one a</p> <p>08:05:00PM 10 minute, less than one vehicle every minute or</p> <p>11 minute and a half.</p> <p>12 Once again, you have to remember</p> <p>13 that that will be offset somewhat by the vehicles</p> <p>14 that are currently parking in the site and that</p> <p>15 will be relocated to an offsite parking facility.</p> <p>16 So the net increase in traffic, particularly to</p> <p>17 the neighborhood, would be reduced, will not be</p> <p>18 as high as if this was just an empty lot and we</p> <p>19 were coming in with a new school.</p> <p>08:05:28PM 20 The other important factor is the</p> <p>21 school closes at 6:30 on weekdays. It's not</p> <p>22 open on weekends. So it really only generates</p> |

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| <p style="text-align: center;">122</p> <p>1 traffic during those two and a half hours in the 2 morning, two and a half hours in the evening. 3 There's some traffic during the midday but after 4 6:30, it's not generating any traffic and on the 5 weekends it is not generating any traffic. It's 6 a low generator outside of those morning and 7 evening peak hours.</p> <p>8 For directional distribution, we 9 have taken a look at the existing roadway system 10 and the routes to the facility we see as being 11 equally distributed along the east and the west 12 on Ogden and to the south into Hinsdale.</p> <p>13 As we talked about last time, we 14 will not be able to make a left onto Ogden 15 Avenue at the access drive or at Monroe given 16 the left turn restrictions. As such, anyone who 17 wants to leave the site and go to the west has 18 several options. They can either travel south 19 on Monroe to Chicago and go west into Westmont 20 or further south to cut across on another east- 21 west road or they can go around the block, down 22 the road onto North to Madison and then make a</p> | <p style="text-align: center;">124</p> <p>1 intersection. It does back up, particularly in 2 the morning. We are adding maybe 10, 12 left 3 turn movements to that overall. Our increase on 4 that intersection is about one and a half 5 percent to two percent in traffic. Further, all 6 of the access drives are projected to operate 7 very well with limited delay in cue.</p> <p>8 I understand there's been some 9 concerns regarding that inbound left turn 10 movement from Ogden to the site. A couple of 11 things for you to consider is one, we are 12 projecting maybe eighteen to nineteen movements 13 in any one hour. That's one every three minutes. 14 It's not a significant volume of traffic by any 15 means. The one thing about the left turn in 16 it's only got to cross the eastbound flow of 17 traffic so there's many more gaps in the traffic 18 stream when you are only crossing one flow of 19 traffic. That's why the left turn out is 20 prohibited because you have to wait for a gap in 21 both streams of traffic. 22 We did a gap study out there,</p> |
| <p style="text-align: center;">123</p> <p>1 left onto Ogden Avenue.</p> <p>2 Truth be told, and Chuck and I have 3 talked about this, he may not get as many 4 families that live to the west just given how 5 the site access is. More people may come from 6 the east and more people may be located south of 7 the site.</p> <p>8 So based on the directional 9 distribution and the volume of traffic, we 10 assign that to the roadway system. We assume 11 the outbound traffic more of it would be 12 traveling south on Monroe than in the inbound. 13 And quickly, the operation of the 14 roadway system, you know the roadway system has 15 sufficient reserve capacity to accommodate the 16 additional traffic. All of the intersections, 17 all of the movements are operating at acceptable 18 levels of service.</p> <p>19 The only real issue from a capacity 20 standpoint, I think we talked about this last 21 time, is that left turn movement on northbound 22 Monroe to westbound Madison at the signalized</p> | <p style="text-align: center;">125</p> <p>1 there's more than sufficient gaps in the roadway 2 system. This is evident in the fact that you 3 have two times to three times as many left turns 4 occurring from Ogden onto Monroe during the peak 5 hours. In fact, looking at our counts, we did 6 counts this year and a year ago when we started 7 on this project. In one 15-minute period there 8 were 20 left turns from Ogden onto Monroe which 9 is the total volume that we will have in an hour.</p> <p>10 MS. BRASELTON: At what time? 11 MR. WERTHMAN: In that 15-minute period. 12 MS. BRASELTON: What time of day was 13 that? 14 MR. WERTHMAN: I think that was in the 15 morning. I can double check for you. 16 But in the study you can see when 17 we did the counts in January there was 36, 37 18 left turns both in the morning peak hour and in 19 the afternoon peak hour. Between 83 and York 20 Road you have a number of intersections and 21 access drives where there's no left turns. So 22 it's a common occurrence along this stretch of</p> |

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| <p style="text-align: right;">126</p> <p>1 Ogden Avenue.</p> <p>2 Lastly, regarding the left turns,</p> <p>3 Chuck has a facility in Wheaton on Naperville</p> <p>4 Road, very similar to Ogden and its</p> <p>5 characteristics, a four lane road, no left</p> <p>6 turns, no left turn lane, excuse me, 40 miles an</p> <p>7 hour speed limit and actually carries a higher</p> <p>8 daily volume than Ogden Avenue. They have been</p> <p>9 operating there for eight or nine years. It's a</p> <p>08:10:36PM 10 full access. They do get left turns out there,</p> <p>11 and he hasn't had any issues with it, so it's</p> <p>12 been operating well.</p> <p>13 And then the last thing I would</p> <p>14 like to talk about is the neighborhood and our</p> <p>15 impact on the neighborhood. I know this is very</p> <p>16 important to the residents and we talked about</p> <p>17 this at the neighborhood meeting.</p> <p>18 So first of all, let's talk about</p> <p>19 the existing conditions. We looked at the</p> <p>08:11:06PM 20 traffic volumes on Madison Street, Monroe Street</p> <p>21 and North Street. Those are the three main</p> <p>22 streets around the site. We obtained volumes</p> | <p style="text-align: right;">128</p> <p>1 volumes. It carries about 3,000 vehicles a day.</p> <p>2 So it's carrying about 40 to 45 percent less</p> <p>3 traffic than what Madison carries right now.</p> <p>4 Madison is at 5,000, Monroe is at about 3,000.</p> <p>5 It carries a little higher volume of traffic as</p> <p>6 we talked about last time because it's one of</p> <p>7 only several north-south streets that provides</p> <p>8 access between Ogden and Hinsdale and Westmont.</p> <p>9 North Street carries the lowest</p> <p>08:12:54PM 10 volume of traffic, about 1,000 vehicles, 1,000</p> <p>11 to 1,400. That's also expected and given that</p> <p>12 it really only extends for a mile and doesn't</p> <p>13 cross 83.</p> <p>14 So what this really shows is the</p> <p>15 range of traffic in the neighborhood from a high</p> <p>16 to 5,000 to a low to 1,000 and it works. It</p> <p>17 operates well. Everything operates at a good</p> <p>18 level of service. That's my second point.</p> <p>19 All of these roadways are operating</p> <p>08:13:22PM 20 well below the carrying capacity of a roadway.</p> <p>21 We did counts at Monroe and North to see how</p> <p>22 that intersection is working. Operates at a</p> |
| <p style="text-align: right;">127</p> <p>1 from IDOT. The village police did some recent</p> <p>2 counts at the intersection of North and Monroe</p> <p>3 where they did daily traffic count and we have</p> <p>4 also done traffic counts in the area.</p> <p>5 Before I get into the counts, it's</p> <p>6 important to note that all three of these roads</p> <p>7 are very similar in their characteristics. They</p> <p>8 are two lane local roads, basically serving the</p> <p>9 neighborhood and access to Hinsdale, downtown</p> <p>08:11:46PM 10 Hinsdale.</p> <p>11 What we found out is Madison Street,</p> <p>12 as we can all expect, carries the highest volume</p> <p>13 of traffic. It carries about 5,000 vehicles a</p> <p>14 day. This is expected given that it's one of</p> <p>15 the primary routes into downtown, it's got a</p> <p>16 signalized intersection with Ogden Avenue. Even</p> <p>17 though it carries 5,000, it's interesting in the</p> <p>18 fact that it does extend along a park, Burns</p> <p>19 field there, as well as Monroe elementary school</p> <p>08:12:18PM 20 and does have a 20-mile an hour school zone in</p> <p>21 that area.</p> <p>22 Monroe Street had the next highest</p> | <p style="text-align: right;">129</p> <p>1 level of service A, the best level of service.</p> <p>2 Very limited delays or cuing.</p> <p>3 What you do find out is as the</p> <p>4 light turns green from 83, people come off, they</p> <p>5 make the right and they come down Monroe and</p> <p>6 usually there's three or four, five cars making</p> <p>7 that maneuver. They get to the stop sign and</p> <p>8 you may have one or two cars waiting and then</p> <p>9 they quickly get through the intersection. So</p> <p>08:13:58PM 10 all of these roadways have more than sufficient</p> <p>11 capacity to accommodate the additional traffic.</p> <p>12 The other point is the roadways</p> <p>13 have been designed with various traffic control,</p> <p>14 pedestrian facilities and traffic calming</p> <p>15 measures that enhances the pedestrian circulation</p> <p>16 in the neighborhood and helps to calm and slow</p> <p>17 down the traffic in the neighborhood.</p> <p>18 Some of these measures include that</p> <p>19 there's always stop control at many of the</p> <p>08:14:26PM 20 intersections in the neighborhood. Right at</p> <p>21 North and Madison and North and Monroe, as you</p> <p>22 come down Monroe between Ogden and Chicago,</p> |

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| <p style="text-align: center;">130</p> <p>1 there's five blocks and you got a stop at I 2 think three of the intersections. So there's 3 stop signs every other block which you want in a 4 neighborhood. That's how you design it so 5 people are stopping and the speeds can only get 6 up so high. You typically got crosswalks at all 7 of the intersections or most of the 8 intersections. 9 Monroe and Madison both have school 10 zones with reduced 20-mile an hour speeds by 11 Monroe school. And lastly, there's radar speed 12 signs, the flashing signs that tell you how fast 13 you are going, which is a great deterrent in the 14 area. So all of this helps to calm the traffic, 15 slow down the traffic in the neighborhood. I'm 16 not saying there's not any speeding in the 17 neighborhood but there's been a lot done in the 18 neighborhood to help reduce some of these issues 19 and concerns. I'm almost done. 20 So let's talk about the projected 21 conditions. We went through and highlighted for 22 each of the streets the additional traffic that</p> | <p style="text-align: center;">132</p> <p>1 Once again, this is traffic just 2 during those peak periods. The traffic is 3 already a little higher on the roadway. It won't 4 be as easy to notice the increase in traffic. 5 It's not like it's occurring during the middle 6 of the day or at night or on weekends. 7 So that's pretty much my report. I 8 am here to answer all of your questions. I 9 thank you for your time. 10 MS. CRNOVICH: I have a question. 11 Hinsdale Orthopaedics they were talking about 12 putting up an electric gate between their 13 parking lot and ManorCare. I don't know if your 14 study reflects that. So I guess what I'm saying 15 is the only way anybody would be able to access 16 ManorCare is from Ogden. 17 MR. WERTHMAN: So, Chuck, correct me if 18 I'm wrong, so ManorCare indicated that they are 19 going to move their vehicles offsite. 20 Hinsdale Orthopaedics came up with 21 several different scenarios. One was to maybe 22 close off the connection between ManorCare to</p> |
| <p style="text-align: center;">131</p> <p>1 would be generated by the school. Along 2 northbound Monroe we are looking at an increase 3 of anywhere from 15 to maybe 23, 24 vehicles in 4 those peak hours. That represents one additional 5 vehicle every two and a half to three and a half 6 minutes. 7 Southbound that volume is going to 8 be a little higher because they can't make the 9 left out. We are looking at an increase 10 anywhere from 25 to 40 vehicles. Once again, 11 that's about one vehicle every minute and a half 12 to two and a half minutes. And on North it's 13 really low. We are looking at an increase from 14 15 to maybe 20 vehicles. 15 Once again, this will not all be 16 new traffic because some of that traffic is 17 already generated by those vehicles that are 18 parking on the site. So we will be adding 19 traffic but we also will be subtracting traffic. 20 So we are generating some traffic but it's what 21 I would say isn't significant in its capacity to 22 accommodate it.</p> | <p style="text-align: center;">133</p> <p>1 ensure that none of their patrons, employees, 2 park in their lot. 3 CHAIRMAN CASHMAN: They did say they 4 may install a gate at the south end of the lot. 5 MR. WERTHMAN: So these were things 6 they are thinking about doing. I don't know if 7 anything has been set in stone. They may 8 generate some additional traffic onto Monroe 9 that may be sneaking out the back to go to 10 ManorCare and out onto Ogden Avenue. 11 MS. CRNOVICH: I do see that happening. 12 CHAIRMAN CASHMAN: That could force 13 them to use the curb cut on Ogden versus -- 14 MS. CRNOVICH: Versus Monroe. 15 CHAIRMAN CASHMAN: Yes. I actually 16 thought that was a decent idea. 17 MS. CRNOVICH: I have seen cars cut 18 through ManorCare to make a left-hand turn onto 19 Ogden. 20 CHAIRMAN CASHMAN: I loved your report 21 that you found six people doing the left turn 22 onto Ogden. That's only one hour.</p> |

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| <p style="text-align: center;">134</p> <p>1 MR. WERTHMAN: I have been out there</p> <p>2 and I have seen them do it. I always say at</p> <p>3 public hearings it's a 90/10 rule. 90 percent</p> <p>4 of the people follow the rules of the road and</p> <p>5 whatever you do, 10 percent are not going to</p> <p>6 follow it and if you probably add up the</p> <p>7 numbers, I'm probably pretty close there.</p> <p>8 MS. CRNOVICH: I avoid Ogden if I can.</p> <p>9 CHAIRMAN CASHMAN: One thing that was</p> <p>08:19:04PM 10 interesting looking at the 2024 total projected</p> <p>11 traffic volume. So within this one hour window</p> <p>12 7:45 to 8:45, which is the peak, it looks like</p> <p>13 there's about 54 vehicles related to Kensington</p> <p>14 coming into the site.</p> <p>15 MR. WERTHMAN: Right.</p> <p>16 CHAIRMAN CASHMAN: So of the 150</p> <p>17 children, what level -- how many cars would you</p> <p>18 think would be generated?</p> <p>19 MR. WERTHMAN: So of the 150, it's</p> <p>08:19:38PM 20 probably somewhere in the range of 120 maybe,</p> <p>21 maybe 130 and when you distribute that over two</p> <p>22 and a half hours.</p> | <p style="text-align: center;">136</p> <p>1 MR. WERTHMAN: If you go to page 13, it</p> <p>2 shows the percentage. So if you look at the</p> <p>3 inbound, we got about 30 percent to and from the</p> <p>4 east on 34 or Ogden, 30 percent from the west on</p> <p>5 Ogden, 35 percent to the south, and then 5 percent</p> <p>6 to the north on Madison and then when you exit</p> <p>7 we only assign 15 percent of it to the west on</p> <p>8 Ogden. We assign the other 15 percent which</p> <p>9 somehow filters south through the neighborhood</p> <p>10 either to Chicago or down to the next street.</p> <p>11 And this is my crystal ball, you know.</p> <p>12 CHAIRMAN CASHMAN: I know it's a</p> <p>13 projection. It's interesting to see with the</p> <p>14 current parking lot just those people afternoon</p> <p>15 there's 17 southbound on Monroe.</p> <p>16 MR. WERTHMAN: So you can see that 17</p> <p>17 will probably be gone now.</p> <p>18 CHAIRMAN CASHMAN: I live over in this</p> <p>19 neighborhood and I have always assumed -- it was</p> <p>08:21:26PM 20 just a gut that there was more southbound</p> <p>21 traffic on Monroe than there was on Madison and</p> <p>22 your numbers basically show that. On your peak</p> |
| <p style="text-align: center;">135</p> <p>1 CHAIRMAN CASHMAN: You basically have</p> <p>2 from 6:30 to 7:45 not accounted for here?</p> <p>3 MR. WERTHMAN: Yes. We just look at</p> <p>4 the peak hours. So we take the highest volume</p> <p>5 on the roadway system and then the peak hour of</p> <p>6 the school.</p> <p>7 CHAIRMAN CASHMAN: So outside of this</p> <p>8 peak hour, there has to be another 70 vehicles.</p> <p>9 MR. WERTHMAN: Yes. But it's not going</p> <p>08:20:10PM 10 to be in one hour.</p> <p>11 CHAIRMAN CASHMAN: Maybe get the kids</p> <p>12 there early. And then you said in the</p> <p>13 distribution that's where you basically have</p> <p>14 like 19 coming in going westbound coming into</p> <p>15 the site, 4 coming off Monroe southbound, 19</p> <p>16 northbound. So you distributed it from about</p> <p>17 half coming from the north and half from the</p> <p>18 south, is that how you looked at it?</p> <p>19 MR. WERTHMAN: We looked at it -- and</p> <p>08:20:44PM 20 if you look at page --</p> <p>21 CHAIRMAN CASHMAN: I was looking at</p> <p>22 page 17.</p> | <p style="text-align: center;">137</p> <p>1 baseline data in the afternoon there's 60 more</p> <p>2 cars heading southbound than there are on</p> <p>3 Madison. It makes sense because if you are</p> <p>4 coming from 83, why would you go to the light.</p> <p>5 And a lot of times during rush hour it's backed</p> <p>6 up at the light so people wait and come south.</p> <p>7 MR. WERTHMAN: Well, I think a lot of</p> <p>8 that has to do -- a lot of that 190 is motorists</p> <p>9 going to Westmont because they can't get in on</p> <p>08:22:32PM 10 their first couple of streets. So some of that</p> <p>11 is coming down --</p> <p>12 CHAIRMAN CASHMAN: Clarendon Hills you</p> <p>13 mean?</p> <p>14 MR. WERTHMAN: Yes.</p> <p>15 CHAIRMAN CASHMAN: Clarendon Hills</p> <p>16 there's a lot of restrictions there.</p> <p>17 MR. WERTHMAN: They are coming down and</p> <p>18 coming in too. Likewise, the Hinsdale traffic</p> <p>19 when it's going to 83, I'm sure it's cutting</p> <p>08:22:50PM 20 into Clarendon Hills to make the right to get</p> <p>21 onto Ogden to go onto 83. So everyone is going</p> <p>22 this way in the morning and they are coming back</p> |

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| <p style="text-align: center;">138</p> <p>1 this way in the evening.</p> <p>2 CHAIRMAN CASHMAN: Any other questions?</p> <p>3 MS. BRASELTON: I have two questions.</p> <p>4 Crash data to the extent that that is an</p> <p>5 important part of the traffic study, I don't</p> <p>6 really know, but the site's been vacant forever,</p> <p>7 ten years, and the crash data only goes back</p> <p>8 five years. Can you go back further to when</p> <p>9 that site was operating or does it even make a</p> <p>10 difference?</p> <p>11 MR. WERTHMAN: We are looking at the</p> <p>12 intersections of Monroe and Ogden and Madison</p> <p>13 and Ogden and more it's to give you a sense if</p> <p>14 there's an issue now or if there isn't and</p> <p>15 neither of these are considered high accident</p> <p>16 locations by IDOT. I think you are averaging</p> <p>17 five per year at Madison and Ogden and it was</p> <p>18 eight at Ogden and Monroe, which you don't want</p> <p>19 any accidents, but given how much traffic there</p> <p>20 is on Ogden, it's a pretty low frequency of</p> <p>21 accidents.</p> <p>22 MS. BRASELTON: Okay.</p> | <p style="text-align: center;">140</p> <p>1 MR. JABLONSKI: They are compliant with</p> <p>2 their grandfathered nature; they are not breaking</p> <p>3 the law.</p> <p>4 MS. BRASELTON: Right. Exactly.</p> <p>5 CHAIRMAN CASHMAN: This has gone back</p> <p>6 when ManorCare doubled in size in the early</p> <p>7 '70s. The parking lot expanded a little bit but</p> <p>8 that was probably the opportunity where it</p> <p>9 wasn't big enough and then Hinsdale Orthopaedics</p> <p>10 that was built in the '60s and over a period of</p> <p>11 time that lane of diagonal parking that's along</p> <p>12 Monroe that was added, it's not original. So at</p> <p>13 some point they took some of the yard space</p> <p>14 there and added some more parking.</p> <p>15 I was happy to read in this summary</p> <p>16 from Charles about the neighborhood meeting that</p> <p>17 whoever owns this property, MIH, that they are</p> <p>18 terminating that lease because in a way that's</p> <p>19 been a band-aid. It's been, you know, not</p> <p>20 making ManorCare or Hinsdale Orthopaedics face</p> <p>21 the fact that they don't have adequate parking.</p> <p>22 So they have to change something. They either</p> |
| <p style="text-align: center;">139</p> <p>1 MR. JABLONSKI: Your traffic study is</p> <p>2 all great; I'm still concerned about the</p> <p>3 parking. ManorCare meets the code on their</p> <p>4 parking. Hinsdale Orthopaedics meets the code</p> <p>5 on their parking. You guys are going to be good</p> <p>6 on your parking, yet 75 parking places are going</p> <p>7 to disappear. We are talking about staff, we</p> <p>8 aren't talking about patients or visitors to</p> <p>9 ManorCare. There's still not enough parking.</p> <p>10 Someone is going to have to convince</p> <p>11 me that there's going to be enough parking. I</p> <p>12 know the village code is causing this problem,</p> <p>13 it's not any of our individual businesses, but</p> <p>14 we have a parking problem.</p> <p>15 CHAIRMAN CASHMAN: There's clearly not</p> <p>16 enough current parking for ManorCare and</p> <p>17 Hinsdale Orthopaedics.</p> <p>18 MS. BRASELTON: Is ManorCare compliant?</p> <p>19 I don't know.</p> <p>20 MR. YU: Those parking lots are not</p> <p>21 compliant, they are precode.</p> <p>22 MS. BRASELTON: They are precode.</p> | <p style="text-align: center;">141</p> <p>1 have to move or move their staff.</p> <p>2 I was just glad to see that</p> <p>3 ManorCare from reading this and I heard I think</p> <p>4 from Chan that they are in talks with Christ</p> <p>5 Church to use that parking lot and shuttle their</p> <p>6 staff in, have the staff use the parking there.</p> <p>7 And Hinsdale Orthopaedics is going to have to do</p> <p>8 something similar because they clearly aren't</p> <p>9 going to have enough parking space.</p> <p>10 I was encouraged what I read about</p> <p>11 the community meeting about the village's interest</p> <p>12 in not having the problem move its way up to</p> <p>13 North Street. If anything happens, then there's</p> <p>14 no street parking so there's no impact there in</p> <p>15 the neighborhood. I doubt that employees from</p> <p>16 these businesses would walk that far. I just</p> <p>17 wouldn't want them doing that because it would</p> <p>18 really ruin the quiet nature of that</p> <p>19 neighborhood.</p> <p>20 MR. JABLONSKI: But the valet parking</p> <p>21 could run there. They run valet parking over</p> <p>22 there along Hinsdale Orthopaedics. There's</p> |

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| <p style="text-align: center;">142</p> <p>1 plenty of valet.</p> <p>2 CHAIRMAN CASHMAN: Where do they put</p> <p>3 the cars?</p> <p>4 MR. JABLONSKI: They are probably</p> <p>5 running them across the street. That's where</p> <p>6 some people say there's 40 cars parked there and</p> <p>7 some people think there's 70 cars parked there</p> <p>8 depending on when they do it.</p> <p>9 CHAIRMAN CASHMAN: I certainly don't</p> <p>10 want them to be running to North or anywhere</p> <p>11 else in the residential neighborhood because</p> <p>12 that's not acceptable.</p> <p>13 MR. WERTHMAN: And I'll add just two</p> <p>14 points, and I totally understand your concern.</p> <p>15 One, Chuck is meeting his</p> <p>16 requirements and two, if we came in with</p> <p>17 residential here, those spaces are going to be</p> <p>18 gone and they could go in by right by</p> <p>19 residential.</p> <p>20 So at least we are being proactive</p> <p>21 in trying to work through this where if a</p> <p>22 residential developer came in, he would just</p> | <p style="text-align: center;">144</p> <p>1 MR. WERTHMAN: I said on average.</p> <p>2 CHAIRMAN CASHMAN: Sure. Other</p> <p>3 commissioners with questions regarding traffic?</p> <p>4 MS. FIASCONE: A neighbor proposed a</p> <p>5 light at Monroe and Ogden. Wouldn't that create</p> <p>6 more people coming east down on Ogden to turn</p> <p>7 onto Monroe if they were going to turn instead</p> <p>8 of turning onto Madison?</p> <p>9 MR. WERTHMAN: Yes. If you put a</p> <p>10 signal at Monroe and Ogden, you wouldn't have</p> <p>11 the left turn restriction anymore and you would</p> <p>12 probably get more traffic on Monroe at that</p> <p>13 location. More importantly, we don't meet --</p> <p>14 the existing volumes don't warrant a traffic</p> <p>15 signal at this point. IDOT makes you have a</p> <p>16 certain volume of traffic and given the</p> <p>17 proximity between Madison and 83, it's unlikely</p> <p>18 there would be a signal.</p> <p>19 CHAIRMAN CASHMAN: How far off that</p> <p>20 mark can you, like, measure the distance?</p> <p>21 MR. WERTHMAN: If you are ever going to</p> <p>22 get a signal there, it will probably be until</p> |
| <p style="text-align: center;">143</p> <p>1 have started building. So at least the fact we</p> <p>2 are going through the special use and appearing</p> <p>3 in front of you and we are kind of all working</p> <p>4 together to resolve this. So I think in the end</p> <p>5 it will help.</p> <p>6 CHAIRMAN CASHMAN: It's an interesting</p> <p>7 point because there was an email we received</p> <p>8 from one of the neighbors about the -- you know,</p> <p>9 we have these eight homes that are being</p> <p>10 proposed, but if there were seven or eight</p> <p>11 proposed where Kensington School is going to</p> <p>12 sit, what kind of traffic impact. I don't see</p> <p>13 it in your -- I guess you show coming out of the</p> <p>14 eight, you are showing in the morning basically</p> <p>15 six cars coming out, in the afternoon three</p> <p>16 coming out.</p> <p>17 MR. WERTHMAN: In general a single-</p> <p>18 family home generates 10 trips a day. So if you</p> <p>19 have 16 homes, you are going to generate 160</p> <p>20 trips per day.</p> <p>21 CHAIRMAN CASHMAN: Seems like there's</p> <p>22 more trips coming out of my house.</p> | <p style="text-align: center;">145</p> <p>1 the property to the north develops and if they</p> <p>2 line up opposite Monroe and maybe you can close</p> <p>3 off Adams and you come around and then you have</p> <p>4 the spacing, but who knows when that's going to</p> <p>5 develop and what's going to happen.</p> <p>6 You know, Monroe, that left turn</p> <p>7 restriction is penalizing Madison in the fact</p> <p>8 that there's more traffic going over to Madison.</p> <p>9 You can clearly see the difference in the</p> <p>10 direction of traffic in the northbound versus</p> <p>11 southbound. I feel for everyone in the</p> <p>12 neighborhood, but Monroe with that left turn</p> <p>13 restriction is really keeping the traffic down.</p> <p>14 MR. WILLOBEE: For a light do you have</p> <p>15 to have a certain cuing distance as well?</p> <p>16 MR. WERTHMAN: Yes. You are supposed</p> <p>17 to have quarter mile spacing. So getting a</p> <p>18 signal there will not be easy and right now, you</p> <p>19 just don't meet the volume. That property to</p> <p>20 the north would have to come in and probably be</p> <p>21 pretty dense or retail or something commercial,</p> <p>22 office, to that extent, to really meet the</p> |

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| <p style="text-align: center;">146</p> <p>1 volumes that you need. Because I believe</p> <p>2 Madison is probably a quarter mile from --</p> <p>3 CHAIRMAN CASHMAN: And it's one block.</p> <p>4 I can't imagine we would have another light that</p> <p>5 close. To me it was interesting that it came up</p> <p>6 with some previous studies.</p> <p>7 MR. WERTHMAN: I'll never say never but</p> <p>8 right now it's not going to happen until</p> <p>9 something to the north builds.</p> <p>08:31:44PM 10 CHAIRMAN CASHMAN: Would there ever be</p> <p>11 a trigger that would prevent the westbound left</p> <p>12 hand southbound onto Monroe, westbound turning</p> <p>13 south?</p> <p>14 MR. WERTHMAN: I don't know unless it</p> <p>15 becomes a terrible accident problem, but it's</p> <p>16 been that way for years; and like I said, you</p> <p>17 know -- the interesting thing, I was thinking</p> <p>18 about this on the way in, thinking about the</p> <p>19 left turn here or at the access drive, these are</p> <p>08:32:12PM 20 people that are starting -- most of them are</p> <p>21 coming west and they are starting at York where</p> <p>22 it's down to four lanes. So you are driving for</p> | <p style="text-align: center;">148</p> <p>1 experience with the arrangement that ManorCare</p> <p>2 has with Christ Church to park and then bus</p> <p>3 their employees? Is there incidence of</p> <p>4 circumvention?</p> <p>5 MR. WERTHMAN: From the employees?</p> <p>6 MR. KRILLENBERGER: From the employees,</p> <p>7 they park on North Avenue or some place that --</p> <p>8 maybe that's a unique enough --</p> <p>9 MR. WERTHMAN: It's a great question,</p> <p>08:33:40PM 10 and I think it comes back to the 90/10 rule and</p> <p>11 that 90 percent will. I think ManorCare has to</p> <p>12 be pretty strict in how they enforce what's</p> <p>13 going on with the employees and we talked a lot</p> <p>14 about this at the meeting that we will all</p> <p>15 monitor it.</p> <p>16 If necessary, we will put the</p> <p>17 appropriate no parking signs up and the</p> <p>18 neighbors have a lot of questions about where</p> <p>19 they will go and the timelines and all of that</p> <p>08:34:10PM 20 and Chan indicated that we would all work</p> <p>21 together. And then one of the big questions was</p> <p>22 do we put them up initially to teach them and if</p> |
| <p style="text-align: center;">147</p> <p>1 a good half mile, mile, realizing you are on a</p> <p>2 four-lane section, there's people stopping to</p> <p>3 turn into the other road. It's not like the</p> <p>4 first access drive where it goes down to four</p> <p>5 lanes, you are the last one. So as a driver,</p> <p>6 you are understanding you are on a four-lane</p> <p>7 road, people are going to stop, you got to be</p> <p>8 prepared for that. So that also helps in the</p> <p>9 whole realm of things here.</p> <p>08:32:48PM 10 CHAIRMAN CASHMAN: When I'm coming</p> <p>11 westbound, I'm always looking to see if someone</p> <p>12 is going to cut down one of those residential</p> <p>13 streets.</p> <p>14 MR. WERTHMAN: I'm sure if we counted</p> <p>15 by lane, it wouldn't be a lane balance where the</p> <p>16 volume of traffic was equal on each lane. You</p> <p>17 probably have a higher volume, maybe of 60</p> <p>18 percent 40 in that outside lane because people</p> <p>19 just realize people are going to stop and make a</p> <p>08:33:10PM 20 left turn.</p> <p>21 CHAIRMAN CASHMAN: Jim?</p> <p>22 MR. KRILLENBERGER: Do you have any</p> | <p style="text-align: center;">149</p> <p>1 after a year or six months can we take the signs</p> <p>2 down, and we are all willing to work together</p> <p>3 because people don't want all the sign clutter</p> <p>4 and they want to be able to park.</p> <p>5 What I would say is don't put them</p> <p>6 up initially, let's see if it happens. And</p> <p>7 then -- and you may differ with me, I'm open to</p> <p>8 anything. If it becomes a problem, then put</p> <p>9 them up. Because it may not be a problem and</p> <p>08:34:42PM 10 why put the signs up.</p> <p>11 CHAIRMAN CASHMAN: I would think there</p> <p>12 would be a lot of motivation on ManorCare's</p> <p>13 management part to make sure that the parking</p> <p>14 spaces are for the customers and families not</p> <p>15 ManorCare staff and it's pretty easy to tell</p> <p>16 whose vehicles are going to be whose.</p> <p>17 MS. BRASELTON: We did that with our</p> <p>18 downtown employee parking for decades.</p> <p>19 MR. WERTHMAN: It's easy to do. You</p> <p>08:35:06PM 20 get a staff member to walk around, take some</p> <p>21 plates down, see how long they are parking.</p> <p>22 CHAIRMAN CASHMAN: Any other questions?</p> |

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| <p style="text-align: right;">150</p> <p>1 MR. KRILLENBERGER: That's all I have.</p> <p>2 MS. BRASELTON: Good.</p> <p>3 MR. JABLONSKI: I voiced my concern.</p> <p>4 MS. CRNOVICH: I'm good.</p> <p>5 MR. WILLOBEE: Good.</p> <p>6 MS. FIASCONE: No.</p> <p>7 CHAIRMAN CASHMAN: I did want -- before</p> <p>8 we open up to citizens, I did have some concern</p> <p>9 back to the site plan. And this is something</p> <p>10 that if this goes forward, I would like it to be</p> <p>11 investigated is the location of the refuse</p> <p>12 enclosure.</p> <p>13 I appreciate the fact that it's not</p> <p>14 on the east side where the neighbors' homes are,</p> <p>15 but our code specifically addresses this</p> <p>16 location. No refuse containers or storage areas</p> <p>17 shall be located between any principal structure</p> <p>18 in either its front or corner side lot line.</p> <p>19 I would, you know, weighing the</p> <p>20 loading zone versus this, I would rather see</p> <p>21 this moved to the west or south and then back</p> <p>22 away from Monroe and heavily landscaped and</p> | <p style="text-align: right;">152</p> <p>1 CHAIRMAN CASHMAN: Yes. Because that's</p> <p>2 your corner side yard. You can't be, you know,</p> <p>3 either between the building and Ogden or between</p> <p>4 the building and Monroe.</p> <p>5 MS. CRNOVICH: Is that a corner side</p> <p>6 yard or a side yard?</p> <p>7 CHAIRMAN CASHMAN: Corner side yard.</p> <p>8 The side yard is the small one over here.</p> <p>9 MS. CRNOVICH: Okay. I was looking at</p> <p>10 that too. And then I think too when you do the</p> <p>11 landscaping for the playground, you will have to</p> <p>12 look at Section 9-107H and that's for non-</p> <p>13 dwelling uses abutting residential use and you</p> <p>14 will need a larger buffer zone but that will be</p> <p>15 for the next meeting.</p> <p>16 CHAIRMAN CASHMAN: You are showing some</p> <p>17 fencing but one thing that will definitely be</p> <p>18 required is there's going to have to be a</p> <p>19 minimum of a six foot solid fence on the entire</p> <p>20 south property line.</p> <p>21 MR. MARLAS: That's what we have there.</p> <p>22 CHAIRMAN CASHMAN: Right now it looks</p> |
| <p style="text-align: right;">151</p> <p>1 hidden. You basically are going to lose some</p> <p>2 playground area but get it so it's behind the</p> <p>3 west space of the structure so it's compliant</p> <p>4 because I think that -- I understand your use</p> <p>5 and the fact that there's going to be a special</p> <p>6 use permit for this property, I do think as the</p> <p>7 village flexibility in the future if the use</p> <p>8 changed somehow, you are not there and they need</p> <p>9 a loading zone, it's a problem, but then they</p> <p>10 can address that problem but you are always</p> <p>11 going to have garbage.</p> <p>12 MR. MARLAS: Sure. So move it south?</p> <p>13 CHAIRMAN CASHMAN: Yes, move it south.</p> <p>14 It's just it's in a very visible location.</p> <p>15 MR. MARLAS: We do brick piers and wood</p> <p>16 fencing and we landscape heavily around it. I</p> <p>17 mean, you really don't notice it.</p> <p>18 CHAIRMAN CASHMAN: Yes, but it's still,</p> <p>19 like, it's not permitted and so you would</p> <p>20 literally have to get it behind that west space</p> <p>21 of the building.</p> <p>22 MR. MARLAS: In back of the yard?</p> | <p style="text-align: right;">153</p> <p>1 like it stops short but it's not clearly shown.</p> <p>2 It has to go all the way to the property line.</p> <p>3 MR. MARLAS: All the way up, okay.</p> <p>4 That's fine.</p> <p>5 CHAIRMAN CASHMAN: It states clearly</p> <p>6 the entire property line.</p> <p>7 MR. MARLAS: Sure.</p> <p>8 CHAIRMAN CASHMAN: Those are things we</p> <p>9 went through before. With that, I appreciate</p> <p>10 everyone's patience and I'd like to open it up</p> <p>11 to comments from the neighbors and community.</p> <p>12 If you could please tell us who you</p> <p>13 are and recognize some faces and let us hear</p> <p>14 what you have to say.</p> <p>15 MR. LANDIS: Dirk Landis. I'm a</p> <p>16 resident of North Street.</p> <p>17 CHAIRMAN CASHMAN: You were the host,</p> <p>18 right?</p> <p>19 MR. LANDIS: First of all, with the</p> <p>20 village's help and everybody pitching in, I</p> <p>21 think we made real good progress since the last</p> <p>22 meeting. Both Hinsdale Orthopaedics and</p> |

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| <p style="text-align: center;">154</p> <p>1 ManorCare, as you know, are making this 2 arrangement which does sound good and we really 3 appreciate it. In the back of my mind I have 4 this nagging thing. I'm an orthopedic surgeon, 5 I can be riding in a shuttle or I can go about 6 200 yards up the street and park on North. 7 What's my choice? So, plans aside, there's that 8 issue. I don't know if there's any way to 9 resolve. Probably ManorCare will get more 10 compliance because they are not orthopedic 11 surgeons.</p> <p>12 So we went out and test ran some of 13 the things. I don't know if you saw the --</p> <p>14 CHAIRMAN CASHMAN: Yes.</p> <p>15 MR. LANDIS: And everything seemed to 16 work out in terms of numbers pretty much like 17 the study said it would. My principal concerns 18 were that left turn into the parking lot. 19 There's one turn where I could just go right 20 away, there's no wait. But at one point I was 21 up to a minute and a quarter waiting and that 22 traffic is moving at 40 miles an hour and I'm</p> | <p style="text-align: center;">156</p> <p>1 half hour, they probably thought I was a 2 stalker, sitting in the parking lot of the 3 Elmhurst facility and it went very well. It was 4 very smooth. The numbers were just about the 5 numbers here. It appeared that about 15 percent 6 of the cars had more than one child in them, you 7 know, two instead of one. About 85 percent had 8 just one.</p> <p>9 There are some significant 10 differences though. And question came up 11 tonight I hadn't really looked at before. I 12 just assumed traffic was flowing through, which 13 it did in the Elmhurst facility. I was a little 14 confused in the discussion tonight is the flow 15 going to be in and back out on Monroe so I want 16 to look at that again.</p> <p>17 But the fundamental difference in 18 the two sites is on that Spring Road access, all 19 of the entrance and exit is on Spring Road and 20 things aren't going into the neighborhood and 21 while there's a lot of traffic, it's slow at 22 that time of day. I mean, you have the high</p> |
| <p style="text-align: center;">155</p> <p>1 putting in my head, I have a kid in the back 2 seat too, what am I going to do? I'm going to 3 go around the block to enter.</p> <p>4 And I hear what they say about net 5 it won't be all addition. It's going to be 6 pretty close to it because right now if you go 7 down and look at the end of the day cars are 8 exiting to the left on Ogden which they will not 9 be permitted to. Right now, I believe -- it's 10 for appearance. I don't know this to be a fact. 11 Most of the access to that parking lot is in and 12 off of Ogden, I believe. I would not swear an 13 oath.</p> <p>14 CHAIRMAN CASHMAN: In one hour they are 15 showing three cars going westbound, nine going 16 eastbound.</p> <p>17 MR. LANDIS: So I think that there will 18 be additional traffic coming in there that 19 doesn't choose to wait out there in the lane and 20 turn in. No way to absolutely know that for 21 certain. 22 I went past the -- spent about a</p> | <p style="text-align: center;">157</p> <p>1 school coming in too, so nobody had any problem 2 making right turns or left turns or whatever, 3 they came in, they don't park, they leave the 4 car there, take the child in, they come out and 5 they make a left turn or a right turn. That's 6 not going to be as easy in this facility. I 7 mean, it's just not going to be the same.</p> <p>8 But I understand, you know, things 9 change and I'm not totally opposed to this. 10 They have a good reputation and the parking is a 11 number one concern and I'm glad that the two 12 organizations are trying to address it. We will 13 see how it goes. We prefer not to even have no 14 parking signs in our yards. But if we really 15 got the parking under control, I'd be a lot 16 happier.</p> <p>17 In the email I put there I talked 18 about not a permanent light there but if you 19 went to IDOT and said for two hours in the 20 morning, or even an hour and a half in the 21 morning, and an hour and a half in the 22 afternoon, for safety there we would like to</p> |

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| <p style="text-align: center;">158</p> <p>1 have a stoplight, then anybody who wanted to go 2 out onto Ogden can go out onto Ogden and you 3 wouldn't have people going around the 4 neighborhood to go in there off Monroe. 5 Also, while I'm not an expert 6 forecasting, I'm going to guess that most of the 7 traffic that's going to come in there are going 8 to be people who have driven by it on Ogden, see 9 it and say, I'm going by there anyway, I'm going 10 to drop my child off in the morning and I think 11 there's probably going to be significantly more 12 activity coming from west of the facility on 13 Ogden. Again, I'm not an expert but just 14 looking at that. 15 Another principal concern I have is 16 we are talking about we have to have the garbage 17 right in case this goes to another facility. 18 Well, what happens if this doesn't work and it's 19 now O-2. We talked about a special use permit. 20 My guess is that's a lot easier to change, 21 especially if we have a facility sitting there 22 empty like Amling's did.</p> | <p style="text-align: center;">160</p> <p>1 doesn't give me a lot of comfort. I don't want 2 the amount of traffic those roadways are 3 designed to carry. Thanks very much. 4 CHAIRMAN CASHMAN: Thank you. 5 MS. BRASELTON: Thank you. 6 MS. SCODRO: Good evening. Laura 7 Scodro. I'm on North Street between Madison and 8 Monroe Street. 9 And just the talk with Christ 10 Church, that's not finalized yet. That talk 11 with Christ Church, that's just in the talking 12 phase, nothing is finalized. So there is no 13 shuttle right now, okay. 14 CHAIRMAN CASHMAN: Right. 15 MS. SCODRO: Everybody keeps forgetting 16 this is a neighborhood two blocks from Monroe 17 school. All the children that are walking to 18 school at that time is during your peak hour of 19 drop off and pickup. So we are increasing 20 people coming down Monroe, North and Madison at 21 the time that school children are walking to 22 school and standing at bus stops and I think you</p> |
| <p style="text-align: center;">159</p> <p>1 What are the restrictions? We are 2 looking at this school. People. Traffic. Not 3 much in the day, nothing on the weekends. But 4 what could it become? And what's the 5 opportunity if it ever is sold to something else 6 in the future to even look back again? We 7 haven't even talked about that. And so as 8 neighbors, we haven't even thought about -- I 9 have no idea what those controls are. But that 10 would be a real issue for us. 11 So that would be it. I'm 12 optimistic on the parking even though I'm 13 concerned about people just feeling it's a whole 14 lot easier to come up to our street. They have 15 done it in the past before that parking lot 16 opened down there, so it's not too far. They 17 absolutely will. But with everybody's 18 commitment and the village's cooperation, 19 hopefully we can run that. 20 I am very concerned about the 21 traffic and hearing statistics that the roadways 22 are designed sufficiently to carry the traffic</p> | <p style="text-align: center;">161</p> <p>1 all need to really pay attention. I'm concerned 2 about the parking also but I'm concerned about 3 the increased traffic when we are a 4 neighborhood. 5 When we bought 25 years ago, we 6 went to the village to make sure what would 7 happen if the Amling's ever sold or went away 8 and we were told it would go to residential 9 housing. So I would like you all to make it 10 residential housing. That's what we bought. 11 That's what our property value is based on. 12 Belluomini's sold and they went to residential 13 housing so I don't see why it won't work in our 14 neighborhood too. So if you all could keep that 15 in consideration and maybe honor what the zoning 16 was put in when everybody bought in that 17 neighborhood, I'd really appreciate it. 18 MR. SADLOWSKI: My name is Don 19 Sadlowski, S-a-d-l-o-w-s-k-i, and I live at 532 20 West North Street. Thank you very much for the 21 opportunity to address you this evening. 22 I think we have had a lot of</p> |

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| <p style="text-align: center;">162</p> <p>1 conversation at the last meeting about parking.</p> <p>2 I'm very concerned about the parking. I think</p> <p>3 there's inadequate parking for the two existing</p> <p>4 commercial facilities that are there and to add</p> <p>5 a third one, makes no sense to me, especially</p> <p>6 since we haven't resolved the problem with the</p> <p>7 two that are there already.</p> <p>8 I really liked going through the</p> <p>9 traffic study. I think there was a lot of very</p> <p>10 valuable information and a lot of very</p> <p>11 interesting information. And I think that going</p> <p>12 through this it was -- my mind was kind of</p> <p>13 churning as I was going through it and when I</p> <p>14 came to the conclusions that were in the report,</p> <p>15 I stepped back and said well, this is really</p> <p>16 kind of interesting. It's not what I would have</p> <p>17 assumed would have been in the conclusions.</p> <p>18 And then I stopped to think about</p> <p>19 what some of the assumptions were that were used</p> <p>20 in coming to some of these conclusions. And</p> <p>21 while there are a lot of different assumptions</p> <p>22 and there are a lot of different charts and</p> | <p style="text-align: center;">164</p> <p>1 The second assumption that's</p> <p>2 inherent in that is that 70 percent of the</p> <p>3 people who exit the facility are going to go</p> <p>4 south on Monroe Street, 30 percent are going to</p> <p>5 turn east onto Ogden.</p> <p>6 The third assumption that they make</p> <p>7 is that at the corner of North and Monroe, 30</p> <p>8 percent of the cars will be turning left onto</p> <p>9 North Street, 70 percent of the cars will either</p> <p>10 continue to go south on Monroe or they will turn</p> <p>11 east on North Street.</p> <p>12 And if you just take a minute and</p> <p>13 just think about those assumptions and maybe</p> <p>14 tweak them a little bit and say what happens</p> <p>15 that there's no substantiation for how these</p> <p>16 assumptions were arrived at to begin with so</p> <p>17 let's just change them a little bit and see what</p> <p>18 happens and that's what I did.</p> <p>19 I assumed instead of a 25 percent</p> <p>20 carpool rate, that there was going to be a</p> <p>21 10 percent carpool rate. And that just seemed a</p> <p>22 little bit more reasonable to me. The next</p> |
| <p style="text-align: center;">163</p> <p>1 tables in this report, I would like to just</p> <p>2 maybe focus on one as an example. And I'm going</p> <p>3 to focus on page 16 in the report, which is the</p> <p>4 estimated site generated traffic volumes.</p> <p>5 And the consulting firm did a very</p> <p>6 nice job of delineating incoming traffic, outgoing</p> <p>7 traffic at the peak hours and this page 16 really</p> <p>8 primarily deals -- I want to focus on the peak</p> <p>9 hours in the evening and the outbound because I</p> <p>10 think that that's going to be probably fairly</p> <p>11 representative of what the outbound traffic is</p> <p>12 going to be in the morning as well.</p> <p>13 And in looking at the tables that</p> <p>14 were in the report, they came to the conclusion</p> <p>15 that there would only be 13 cars that would go</p> <p>16 southbound on North Street -- no, southbound on</p> <p>17 Monroe Street and make a left-hand turn onto</p> <p>18 North. And if you go back and look at what some</p> <p>19 of the assumptions are that are built into that,</p> <p>20 first of all, they make the assumption that</p> <p>21 there's 25 percent of the clients and 25 percent</p> <p>22 of the staff are going to carpool.</p> | <p style="text-align: center;">165</p> <p>1 thing I looked at was the number of cars exiting</p> <p>2 onto Ogden versus the number of cars exiting</p> <p>3 onto Monroe Street. And if you look at the</p> <p>4 report, it talks about the fact that there's a</p> <p>5 big backup on Ogden and the cue goes past the</p> <p>6 exit from the existing property and a lot of the</p> <p>7 cars that are going to exit eastbound onto Ogden</p> <p>8 are going to have to wait for courtesy outs. In</p> <p>9 other words, somebody is going to have to stop</p> <p>10 and let them out and let them out.</p> <p>11 So instead of taking the assumption</p> <p>12 that 30 percent of the cars exit eastbound on</p> <p>13 Ogden, let's drop it down to 20 percent and</p> <p>14 let's say that instead of 70 percent going south</p> <p>15 on Monroe, it becomes 80 percent.</p> <p>16 The last thing that I would like to</p> <p>17 change is what the traffic flow is going to look</p> <p>18 like at the corner of Monroe and North Street.</p> <p>19 Instead of having 70 percent of the traffic</p> <p>20 either going south on Monroe or turning west on</p> <p>21 North Street and 30 percent going east on North</p> <p>22 Street, I'm not sure why that breakout is 70/30.</p> |

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| <p style="text-align: center;">166</p> <p>1 I don't know what it's going to be. But let's 2 just say what happens if it's 50/50? 50 percent 3 of the cars continue north on Monroe Street and 4 50 percent make the left-hand turn onto North 5 Street.</p> <p>6 If you incorporate those three 7 little tweaks in those assumptions, the number 8 of cars that are going to be going eastbound on 9 North Street goes from 13 to 37 in one peak 10 hour. Over a 2-hour period that means it goes 11 from 26 to 74 cars, 74 additional cars. Of 12 those 74 additional cars that are going to be 13 going eastbound on North Street, how many of 14 those are going to get to Madison Street and 15 make a left and go up to the light?</p> <p>16 The report does a nice job of 17 delineating the problem with the intersection of 18 Ogden and Madison and it shows that the level of 19 service criteria for that intersection is 20 already categorized as category F and the report 21 says that -- or defines a category F as a 22 situation where the volume to capacity ratio is</p> | <p style="text-align: center;">168</p> <p>1 their objection to this application. We have a 2 number of residents from the neighborhood that 3 are here tonight to voice their objection to 4 this application. I haven't heard -- and the 5 objections are based on parking, increased 6 traffic flow and safety. I haven't heard one 7 person from the neighborhood or the village at 8 large that's come here and voiced their support 9 for this application. Thank you very much.</p> <p>10 CHAIRMAN CASHMAN: Thank you. 11 MS. BRASELTON: Thank you. 12 MS. MOBERLY: Hi. My name is Karen 13 Moberly. I live on Warren Terrace at the corner 14 of Madison and Warren Terrace. I'm a 26-year 15 resident of the overall Monroe school area and 16 have always lived in fairly close proximity to 17 the Amling's property.</p> <p>18 I want to echo Laura's concern 19 about when we built our house we inquired as to 20 the zoning and the Amling's property and it was 21 told the underlying zoning was residential and 22 made a decision to build our house based on that</p> |
| <p style="text-align: center;">167</p> <p>1 very high, progression is very poor and the 2 cycle lanes is long. Most cycles fail to clear 3 the cue. And that's the worst rating you can get 4 for an intersection according to their report.</p> <p>5 Now, we are going to add 74 cars in 6 a 2-hour period to that intersection potentially. 7 Maybe it's not 74 cars. Maybe it's 50 cars. 8 Maybe it's 30 cars. But we are going to 9 certainly see an increase in traffic flow that's 10 going to be northbound on Madison Street going 11 into those lights.</p> <p>12 And it's just -- so anyway, I just 13 think that there are a number of assumptions 14 that are made in this report and tweaking them a 15 little bit one way or the other can certainly 16 lead to a different conclusion and I just think 17 that it's important to think about that and 18 consider it.</p> <p>19 The other thing that I think is 20 important, just in closing, is that we have had 21 a number of people at the last meeting that were 22 residents of the neighborhood that came to voice</p> | <p style="text-align: center;">169</p> <p>1 -- in part, based on that information. So I 2 would hope -- and when the current owner of that 3 property purchased it, they knew that was the 4 underlying zoning. So they purchased it with 5 the intent of hoping to up zone and literally 6 bulldoze the community of Hinsdale into changing 7 that zoning.</p> <p>8 So it would be my hope that the 9 planning commission and the trustees would 10 really respect the opinions and preference of 11 the current residents who prefer to adhere to 12 the code as much as they would to builders and 13 developers who want to change the code for their 14 benefit. So that's kind of background.</p> <p>15 I wasn't able to get off work to 16 come to the last meeting so I want to kind of 17 rewind on one issue and ask if we are going to 18 have all this disruption to the community, who 19 does Kensington School really serve?</p> <p>20 I guess I find it very difficult to 21 believe it primarily serves the needs of the 22 residents of Hinsdale. The description of what</p> |

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| <p style="text-align: center;">170</p> <p>1 service is provided here keeps shifting from</p> <p>2 only day-care to all day preschool. I have seen</p> <p>3 a lot of descriptions, so I kind of want to</p> <p>4 address both those services on the day-care</p> <p>5 front.</p> <p>6 My experience as a resident and</p> <p>7 working parent is that the demand for day-care</p> <p>8 for infants and very young children is essentially</p> <p>9 little to none by Hinsdale residents. Hinsdale</p> <p>10 is a smaller, relatively homogeneous community</p> <p>11 unlike many of the towns where Kensington</p> <p>12 schools now operates. Unlike Elmhurst, unlike</p> <p>13 LaGrange, unlike Wheaton and Naperville, this is</p> <p>14 a community with many stay-at-home moms, moms</p> <p>15 who work from home or families that use nannies.</p> <p>16 I would encourage you just to look</p> <p>17 at any district 81 school around lunchtime or</p> <p>18 the evening recess, the afternoon recess, the</p> <p>19 cue of parents picking up their student is</p> <p>20 absolutely overwhelming. It is three blocks in</p> <p>21 every direction. These are stay-at-home parents</p> <p>22 picking up their kids, ready to chauffeur them</p> | <p style="text-align: center;">172</p> <p>1 Fullersburg Woods. Going west there are two</p> <p>2 commercial buildings followed by several</p> <p>3 entirely residential streets. So you really</p> <p>4 have to be taking an ant's eye view to</p> <p>5 characterize any part of the area as dominantly</p> <p>6 commercial. It is dominantly residential. And</p> <p>7 we need to consider that as we consider this</p> <p>8 proposal.</p> <p>9 I understand that the traffic study</p> <p>10 finds capacity for more cars on the streets</p> <p>11 surrounding the proposed school. I echo the</p> <p>12 concerns of people who have already spoke. I</p> <p>13 don't want to get anywhere near that capacity.</p> <p>14 This is a residential area, it is not downtown</p> <p>15 Chicago.</p> <p>16 Most importantly, I wanted to call</p> <p>17 your attention to the difference in traffic that</p> <p>18 occurs due to the proposed development versus</p> <p>19 maintaining the underlying zoning. That really</p> <p>20 is the relevant point of comparison to me not</p> <p>21 versus what we already have in a suboptimal</p> <p>22 situation.</p> |
| <p style="text-align: center;">171</p> <p>1 to their next doctor appointment or activity.</p> <p>2 These are not people sending their kids to</p> <p>3 day-care. They just aren't.</p> <p>4 I would argue that the goals and</p> <p>5 reasons people move to Hinsdale kind of in</p> <p>6 opposition to sending your kid to all day</p> <p>7 day-care, especially a very young child.</p> <p>8 In terms of a preschool, a simple</p> <p>9 Google or Yelp search turns up 13 highly-rated</p> <p>10 preschools in the Hinsdale and Clarendon school</p> <p>11 area. It's really difficult for me to believe</p> <p>12 we are underserved by preschools.</p> <p>13 My second concern about the proposed</p> <p>14 development is traffic despite the conclusions</p> <p>15 of the study. I guess in contrast to the study's</p> <p>16 point of view, I would characterize the entire</p> <p>17 surrounding area of the site as predominantly</p> <p>18 residential. They actually say it's predominantly</p> <p>19 commercial going north and west but, in fact,</p> <p>20 going north commercial buildings are one lot</p> <p>21 deep and they back up to residential properties</p> <p>22 with residences stretching all the way to</p> | <p style="text-align: center;">173</p> <p>1 The traffic study on table four</p> <p>2 estimates 108 trips for Kensington School</p> <p>3 compared to 8 trips for the single-family home.</p> <p>4 If you said we had 8 single-family homes where</p> <p>5 the Kensington School was going to be, that's 14</p> <p>6 times the number of trips you generate with</p> <p>7 single-family homes. That to me is a stunning</p> <p>8 number. That's just terrible. Why do we want</p> <p>9 to put all that extra stress on our streets?</p> <p>10 And in fact, once something is done</p> <p>11 with that property, the residences, the Hinsdale</p> <p>12 Orthopaedics, ManorCare are going to have to</p> <p>13 solve their parking problem some way and move</p> <p>14 those cars out. So I think you really kind of</p> <p>15 have to de-couple those two issues and not kind</p> <p>16 of have the point of view that if we do</p> <p>17 Kensington School, it's going to help us solve</p> <p>18 the problem across the street or it kind of</p> <p>19 relates to that. They are really two distinct</p> <p>20 issues and as one domino falls, the other one is</p> <p>21 going to fall no matter what is put on that site.</p> <p>22 I also believe the assumptions as</p> |

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| <p style="text-align: center;">174</p> <p>1 have already been cited in the traffic study 2 underestimate the impact on North Street east of 3 Monroe and on Madison Street between North and 4 Ogden. Kensington has previously stated they 5 draw from a three-mile radius. With three 6 Kensington schools already located east of 7 Hinsdale in LaGrange and Western Springs and 8 much of the northbound area occupied by the 9 forest preserve, the golf course and the 10 McDonald's campus, it stands to reason the 11 school will draw primarily from the west and the 12 south. Three miles west stretches all the way 13 to Fairview Avenue in Downers Grove. This means 14 numerous families will likely need to head west, 15 especially at pickup, putting even more pressure 16 on the light at Ogden and Madison. 17 The driving on Madison is very 18 aggressive. I live right there, I see it every 19 day. A year ago somebody knocked over the fire 20 hydrant at the corner of our property. People 21 as they come down the street and they see the 22 light is green, they speed up to make the light.</p> | <p style="text-align: center;">176</p> <p>1 implications of rezoning this site. What if 2 Kensington is not successful? What types of 3 businesses and traffic patterns does that open 4 the neighborhood to in the future? Once the 5 genie is out of the bottle on residential 6 zoning, what is to stop some future more 7 intrusive commercial use? 8 Rezoning the parcel potentially 9 opens the door up to what I have called in 10 business a successive degradation. That 11 situation in which each individual change you 12 make is a modest decline in quality versus the 13 situation that existed directly prior to it but 14 when the impact of multiple successive changes 15 is viewed cumulatively, the decline in quality 16 is large. You look back and say one day how did 17 we get here? Thank you. 18 CHAIRMAN CASHMAN: Thank you. 19 MR. MOBERLY: Hi. My name is Gary 20 Moberly. I am the spouse of Karen Moberly. 21 She's the smart, articulate one in the family. 22 I should mention -- I forgot to</p> |
| <p style="text-align: center;">175</p> <p>1 I have been slowing down to turn -- many times I 2 slow down to turn into my corner, somebody is 3 passing me in order to make the light. Their 4 driving is incredibly aggressive because people 5 know that that light is short. They jackrabbit 6 across to make a left when I'm coming southbound 7 from Fullersburg Woods. It's a very, very 8 aggressive corner. 9 And I would also remind you that 10 this traffic study was conducted during the 11 winter. During the summer there are a lot of 12 bicyclists and there are a lot of pedestrians 13 along Madison. Many of them going over to Salt 14 Creek. There are a lot of kids with their 15 tennis rackets, with their swimming gear, using 16 that intersection and that road to cross on and 17 it would be at peak hours because they are going 18 to swim meets and early tennis lessons so they 19 are out there in the morning as well as in the 20 late afternoon. 21 And as other people have said, my 22 final concern is just of the long-term</p> | <p style="text-align: center;">177</p> <p>1 mention last time. I'm on the zoning board of 2 appeals. So a lot of you know that already. 3 I'm just speaking for myself. I don't want to 4 speak for my neighbors, just for myself. 5 I'm opposed to this -- I'll just 6 come out and say it right now -- for all the 7 reasons the other folks have: Traffic and 8 parking. 9 As you know, the purpose of the 10 grandfather business, this was grandfathered in 11 as you all know. You know the code better than 12 I do. And the purpose of grandfathering is to 13 slowly bring things back to the code. And I 14 hear some folks say this was commercial. It's 15 not commercial, it's residential. It needs to 16 revert to residential. Going from R-4 zoning to 17 O-2, that's a real big leap. That's what 18 concerns us all here. 19 Just to briefly review a couple of 20 other projects recently in Hinsdale. The 21 Hinsdale Meadows project. That was residential. 22 I don't want to buy a \$950,000 duplex over there</p> |

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| <p style="text-align: center;">178</p> <p>1 but they are making incremental changes to the 2 code based on a demand. This is not an 3 incremental change. 4 I hear people say that nobody wants 5 to put single-family houses at Ogden and Monroe. 6 That's a tough, tough intersection; I get that. 7 But we really haven't explored other options. 8 It could be a dozen townhouses or something and 9 single family so you kept the whole thing 10 residential and you kept the car counts down to 11 25 to 30 to 40. It's just this really big car 12 count that coincides with children going to 13 school. 14 And I don't want to put words in 15 anybody's mouth. I talked to Tom Cauley about 16 this. He called me a couple of months back. He 17 said one of his goals was to get this thing 18 accomplished before he leaves office and it's 19 because what happens if he's not there, what 20 happens if we turn this down, what could be 21 next? And I find that's a very low standard. 22 Really, we have to break our zoning</p> | <p style="text-align: center;">180</p> <p>1 if Amling's were to leave, not another big 2 commercial thing would go in there, it would 3 revert back to zoning as a residential area and 4 that's what we have always been told. It's what 5 -- we remodeled our house again ten years ago. 6 We want to stay. We want to stay forever and I 7 just would like to see it be -- I'm just 8 disappointed it's not staying zoned as a 9 residential area. That's what it should be. If 10 you ride down Ogden outside of the animal 11 hospital, everything else is residential area. 12 And as far as ManorCare and 13 Hinsdale Orthopaedics, I know they are very 14 concerned and they seem quite sincere. But when 15 Monroe went from parking on two sides to one 16 side, then one side to zero, the cars were up by 17 us. 18 And as far as busing them, it's a 19 wonderful idea and it would be wonderful if it 20 worked, but if you are dropping kids off 21 somewhere, you are going to work, you are late, 22 you are not going to go all the way over to</p> |
| <p style="text-align: center;">179</p> <p>1 code because if this doesn't happen, and another 2 board of trustees comes in, we put a Portillo's 3 there. I think that standard is just too low. 4 We need to really be as close to the code as we 5 possibly can, make minor modifications if we 6 need to, this is a tough intersection. But this 7 proposal is just going to drive too many cars 8 and too much traffic and too many unresolved 9 parking concerns. 10 Hinsdale Orthopaedics/ManorCare is 11 what happens when good intentions kind of get 12 out of control and we have an ability here to 13 stop this and to bring this property in 14 compliance with the code. Thank you. 15 MS. NAPLETON: My name is Kathy 16 Napleton. I'm at 406 North Monroe. So right on 17 the corner of Monroe and North and we bought our 18 property in 1989. 19 Amling's was there, which was a big 20 concern for us because we had five young 21 children at that time. And we were assured when 22 we called the zoning office that it would be --</p> | <p style="text-align: center;">181</p> <p>1 Christ Church, or wherever it may be, you are 2 going to go to the closest place you can park 3 your car and get to work as fast as you can so 4 you are not late. There's just too many 5 scenarios that can go too many different ways 6 and I really, really wish you would reconsider 7 the whole scenario. Thank you. 8 Thank you also for being on the 9 board. I don't know how you do it every month. 10 CHAIRMAN CASHMAN: Thank you. We are 11 highly paid. 12 Anyone else like to speak? Okay. 13 Hearing none, thank you. 14 Commissioners, discussion? Any 15 questions for the applicant? Anna? 16 MS. FIASCONE: Thank you all for 17 speaking tonight and sharing your concerns. 18 They are very valid and sitting on this 19 commission for three years we have had so much 20 what ifs as it relates to this property and I 21 just have to say I think it's a good compromise. 22 I'm a young mom who, you know,</p> |

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| <p style="text-align: center;">182</p> <p>1 every single mom in my kid's second grade class 2 except for three, the moms work and they do need 3 this actually. We go to Clarendon Hills and 4 LaGrange and Westmont for all day care and I do 5 think it serves a need for our community. So 6 I'm actually in favor of it. 7 CHAIRMAN CASHMAN: Mark? 8 MR. WILLOBEE: I think Jerry alluded to 9 this and I think I did at the last meeting. For 10 me I'm wrestling most with the map amendment 11 side of things as most of us. I think the 12 parking issue is going to be an issue. 13 With respect to the map amendment, 14 it's zoned residential. We have the 2025 plan, 15 which I think actually hits on what Ms. Moberly 16 described as a mixture of residential as a kind 17 of a complement of town homes or things like 18 that. So a lot of contention for the 19 residential. 20 Last meeting, this meeting, we had 21 educated residents that had called the village 22 at the time of the purchase to find out about</p> | <p style="text-align: center;">184</p> <p>1 building, but I'm listening to the neighbors 2 too. It's a hard decision. 3 CHAIRMAN CASHMAN: Jerry? 4 MR. JABLONSKI: As I said prior, it's 5 zoned residential, it's a mess right now, and I 6 will not be able to vote for a zoning amendment 7 much even less look at a site plan until we find 8 a comprehensive plan for that intersection. 9 It's R-4. 10 MS. BRASELTON: I would agree on the 11 map amendment. I think it's clearly zoned 12 residential and that's first for me. I'm with 13 Jerry. 14 MR. KRILLENBERGER: I agree with the 15 citizens with all due respect but this is a good 16 compromise. This has been an eyesore for a long 17 time and there's not people rushing in here to 18 try to use this property. It's half residential 19 keeping with something of the spirit of the 20 zoning requirements but a nice gateway and I 21 think it looks okay as is. 22 CHAIRMAN CASHMAN: I struggle with this</p> |
| <p style="text-align: center;">183</p> <p>1 that property, but I also agree with Anna it's a 2 good compromise though. 3 CHAIRMAN CASHMAN: Julie? 4 MS. CRNOVICH: I'm torn about the map 5 amendment, but I do realize this property has 6 been vacant for ten plus years; it has been an 7 eyesore. I think the increased traffic would be 8 minimal. 9 ManorCare and Hinsdale Orthopaedics, 10 they need to solve their problem. I don't know 11 if we should even be considering that with this 12 application and that parking I believe it was 13 part of an agreement, the settlement from the 14 lawsuit, but that parking should never have been 15 allowed over there because you can't have a 16 parking lot in a residential neighborhood 17 anyway. So hopefully they will get something 18 worked out with that. 19 I do like the way the building 20 looks. I think it would be a good transition 21 and a good buffer zone to residential and a nice 22 gateway to Hinsdale, the Georgian style of the</p> | <p style="text-align: center;">185</p> <p>1 because the intent of our code and reverting 2 back to the R-4 and this thing has been a long 3 time but I remember when there was nothing on 4 Madison by the light; it was a nursery area. 5 Lots changed here. 6 When ManorCare increased in size, 7 Hinsdale Orthopaedics got so successful and they 8 are busting at the seams. Then Amling's went 9 out of business. This has been a huge eyesore. 10 And reading the traffic study, and 11 I agree, these are based on assumptions. We 12 have no crystal ball. Madison is a problem 13 already. Especially once we restricted the left 14 turns, people trying to get westbound on Madison. 15 I used to go that way. I go into Westmont if 16 I'm trying to go west to bypass that or I wait 17 until a different time. 18 I'm hopeful what they projected for 19 North but what a couple gentlemen pointed out 20 what if that's not the case, what if it becomes 21 a problem. 22 I was initially hopeful that this</p> |

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| <p style="text-align: center;">186</p> <p>1 was going to be all residential and I like the</p> <p>2 eight lot development and I think this</p> <p>3 Kensington, as far as an O-2 development as a</p> <p>4 special, is a fairly low impact, a good</p> <p>5 neighbor, but as some people asked what would</p> <p>6 happen if it reverts back to just an O-2 and</p> <p>7 some of the things without even a special use</p> <p>8 permit that would be permitted in an O-2 include</p> <p>9 finance and insurance and real estate, security</p> <p>09:14:30PM 10 commodity brokers, insurance carriers, real</p> <p>11 estate offices, real estate consulting, funeral</p> <p>12 homes, advertising and reproduction. There's a</p> <p>13 whole host of things that could happen there and</p> <p>14 the village would be -- they would be permitted</p> <p>15 uses. Medical office, health care, physical</p> <p>16 fitness, interior design, office-type spaces,</p> <p>17 like we have on the corner of Madison and Ogden.</p> <p>18 So that's a concern to me.</p> <p>19 I'm really perplexed on this one.</p> <p>09:15:08PM 20 Parts of it I like and parts of it I don't. I'm</p> <p>21 really concerned. I live in the neighborhood.</p> <p>22 I see a lot of people getting to Clarendon Hills</p> | <p style="text-align: center;">188</p> <p>1 other than a preschool/day-care, I think it</p> <p>2 would really be a tough sell.</p> <p>3 MR. KRILLENBERGER: Right. Well -- and</p> <p>4 I think we have all expressed views, we might as</p> <p>5 well vote. I motion to vote.</p> <p>6 CHAIRMAN CASHMAN: As submitted?</p> <p>7 MR. KRILLENBERGER: As submitted.</p> <p>8 CHAIRMAN CASHMAN: Is there a second?</p> <p>9 MS. FIASCONE: Second.</p> <p>09:17:04PM 10 CHAIRMAN CASHMAN: Anna?</p> <p>11 MS. FIASCONE: Aye.</p> <p>12 MR. WILLOBEE: No.</p> <p>13 MS. CRNOVICH: Aye.</p> <p>14 CHAIRMAN CASHMAN: Aye.</p> <p>15 MR. JABLONSKI: No.</p> <p>16 MS. BRASELTON: No.</p> <p>17 MR. KRILLENBERGER: Aye.</p> <p>18 CHAIRMAN CASHMAN: Thank you. And</p> <p>19 especially our citizens, thank you for coming</p> <p>09:17:22PM 20 and expressing your thoughts. We are just a</p> <p>21 recommending body, so as this moves forward to</p> <p>22 the board, they are the ones that get paid the</p> |
| <p style="text-align: center;">187</p> <p>1 coming up North cutting west and going down</p> <p>2 Adams. Most of the cars I see going south on</p> <p>3 Adams are getting to Clarendon Hills. I mean,</p> <p>4 that's the way you go. I used to live more east</p> <p>5 of Hinsdale and I took that shortcut. It was</p> <p>6 the way I would go. So will that increase?</p> <p>7 It's a tough one.</p> <p>8 I guess hearing any more</p> <p>9 discussions or questions, I'd like to see if any</p> <p>09:15:52PM 10 commissioners have a motion they would like to</p> <p>11 propose.</p> <p>12 MR. KRILLENBERGER: How do we phrase</p> <p>13 this? I motion that we vote. I motion that we</p> <p>14 accept --</p> <p>15 CHAIRMAN CASHMAN: It would be a motion</p> <p>16 to vote on the map amendment and tentative plat</p> <p>17 of subdivision or a motion to vote against it or</p> <p>18 some conditions.</p> <p>19 Whatever happens here, if this gets</p> <p>09:16:30PM 20 to trustee level -- well, everything is going to</p> <p>21 go to trustee level. It's a tricky one. There's</p> <p>22 competing interest. If this was a different use</p> | <p style="text-align: center;">189</p> <p>1 real big bucks, please be there and talk to them</p> <p>2 and express your opinions.</p> <p>3 Motion to close the public hearing.</p> <p>4 MR. KRILLENBERGER: I so motion.</p> <p>5 MR. WILLOBEE: Second.</p> <p>6 CHAIRMAN CASHMAN: All in favor?</p> <p>7 (All aye.)</p> <p>8 (WHICH, were all of the</p> <p>9 proceedings had, evidence</p> <p>10 offered or received in the</p> <p>11 above entitled cause.)</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> |

1 STATE OF ILLINOIS)
2)
3 COUNTY OF DU PAGE)

3 I, KATHLEEN W. BONO, Certified
4 Shorthand Reporter, Notary Public in and for the
5 County DuPage, State of Illinois, do hereby
6 certify that previous to the commencement of the
7 examination and testimony of the various
8 witnesses herein, they were duly sworn by me to
9 testify the truth in relation to the matters
10 pertaining hereto; that the testimony given by
11 said witnesses was reduced to writing by means
12 of shorthand and thereafter transcribed into
13 typewritten form; and that the foregoing is a
14 true, correct and complete transcript of my
15 shorthand notes so taken aforesaid.

16 IN TESTIMONY WHEREOF I have
17 hereunto set my hand and affixed my notarial
18 seal this 27th day of March, A.D. 2018.

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KATHLEEN W. BONO,
C.S.R. No. 84-1423

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