

**Village of Algonquin
Committee of the Whole Meeting Minutes
Held in Village Board Room
July 25, 2017**

AGEINDA ITEM 1: Roll Call – Establish a Quorum

Trustee Sosine, Chairperson, called the Committee of the Whole meeting to order at 7:30 p.m. Present: Trustees Debby Sosine, John Spella, Janis Jasper, Jerry Glogowski, Laura Brehmer, Jim Steigert, and President Schmitt. A quorum was established.

Staff Members Present: Tim Schloneger, Mike Kumbera, Russ Farnum, Katie Parkhurst, Ben Mason, Todd Walker, Bob Mitchard, Shaun Hurtig, and Police Chief John Bucci. Attorney, Ruth Schlossberg and Village Clerk, Jerry Kautz were also in attendance.

AGENDA ITEM 2: Public Comment – Audience Participation

Mr. Bob Smith, Algonquin resident, voiced strong support for the new O'Reilly Auto Parts project saying it will be a great addition to the eastside of town.

AGENDA ITEM 3: Administer Oath of Office

Clerk Kautz Administered the Oath of Office to new Police Officers Anthony Hart-Davi and Haley Bucheleres

AGENDA ITEM 4: Proclamation

Clerk Kautz read the following Proclamation

The Village of Algonquin Proclaims August 1, 2017 as National Night Out

AGENDA ITEM 5: Community Development

A. Consider an Agreement with Lake in the Hills for the Village to Provide Plan Review Services

Mr. Schloneger explained, Lake in the Hills has requested that Algonquin provide inspection and plan review services to them from time to time. This agreement is similar to the agreements already in place with Huntley and other neighboring communities. This agreement is a win for both communities as it allows for the sharing of staff and pooling of resources to create more effective and efficient operations. Consensus of the Committee of the Whole was to move this item on to the Board for approval.

B. Consider the Final PUD for 1720 E. Algonquin Road, O'Reilly Auto Parts

Mr. Mason presented, Mr. Mike Young, on behalf of the petitioner O'Reilly Auto Enterprises, has submitted a petition to redevelop the former Wendy's site at 1720 E. Algonquin Road. The property is zoned B-2 PUD, General Retail and the building was originally constructed in 2002. The site is located at the northeast corner of the intersection with Chase Street. The existing building has been vacant for several years, and the developer is proposing to demolish the old restaurant, and redevelop the property with a new 7,630 square foot O'Reilly Auto Parts store. This petition involves a request for Final PUD for the redevelopment plan. The subject property was originally platted as part of Weck Industrial Park, and then re-subdivided when Wendy's was constructed in 2002 as Lot 1 in Wenchase Subdivision. The property is 1.2 acres in size and is located in front of ABRA Auto Body and west of the Gourmet House restaurant. The old Wendy's restaurant will be demolished and the O'Reilly Auto Parts store will be located in a similar location on the property, though will extend further east on the site due to the new building's larger overall size. The entrance to the store will face south toward Algonquin Road and parking will be provided on two sides of the building. There are a total of 36 parking spaces proposed on the site, which satisfies the village's minimum requirement of 31 spaces for a building of this size (7,630 square feet = 31 spaces @ 4 spaces per 1,000sf). Access to the site will be from the existing right-in/right-out along IL Route 62 (Algonquin Road), as well as a full access on Chase Street. In an effort to provide better connections between individual commercial parcels – which was a recommendation of the 2015 East Algonquin Corridor Study by Gruen, Gruen & Associates – the developer will be required to install a two-way cross-access to the adjacent property where Gourmet House is located.

The engineering plans show the new cross-access at the rear of the property, stubbed to O'Reilly's east lot line. The developer shall be required to obtain a construction easement from the neighboring property owner, and install the driveway connection to the Gourmet House parking lot.

A site development permit shall not be issued until a cross-access easement agreement is signed by the appropriate owners of O'Reilly Auto Parts and Gourmet House properties and recorded, all subject to prior review and approval by the Village. If Gourmet House refuses to sign the agreement; O'Reilly Auto Parts may proceed with the development and may stop the cross-access driveway at the property line. The developer is proposing sidewalks in front of the storefront entrance, as well as on the rear and west side of the building. There is an existing pedestrian sidewalk along both Algonquin Road and Chase Street. The developer is proposing to link the building's front walkway to the Algonquin Road sidewalk directly west of the right-in/right-out; to reduce vehicle conflict, Village Staff has recommended shifting the connection east of the entrance along Algonquin Road.

On July 10, 2017 the Planning and Zoning Commission considered the petition and unanimously recommended approval (4-0) of the request for the Final PUD, subject to the conditions listed by staff and to restrict delivery truck traffic to use East Algonquin Road and Chase Street only.

Staff concurs with the Planning and Zoning Commission and recommends approval of the Final Planned Unit Development with the following conditions:

1. That site construction shall not commence until a site development permit has been issued by the Village.

2. A site development permit shall not be issued until a cross-access easement agreement is signed by the appropriate owners of O'Reilly Auto Parts and Gourmet House properties and recorded, all subject to prior review and approval by the Village. If Gourmet House refuses to sign the agreement, O'Reilly Auto Parts may proceed with the development and may stop the cross-access driveway at the property line.

3. The Site Plan as prepared by HR Green with a latest revision date of May 11, 2017 shall be revised to incorporate comments from the June 27, 2017 Christopher Burke.

During discussion, questions regarding the cross access to the Gourmet House next door were addressed. The members all thought this development is good thing for this part of the village.

When discussion ended, it was the consensus to move this item on to the Board for approval.

C. Consider the McDonalds Remodel, 500 East Algonquin Road, Major PUD Amendment and Special Use Permit

Ms. Parkhurst presented, Mr. Jeffrey Angres, McDonald's, has submitted a petition to amend the development plans for the existing McDonald's located at 500 East Algonquin Road. This petition involves a Major PUD Amendment to extensively remodel the interior and exterior of the building and add a second ordering station for the drive-through. The McDonald's received Final PUD approval and a Special Use Permit for the restaurant and drive-through in 1985 and an amendment to add the play place in 1995. McDonald's would like to completely remodel the interior and exterior of the building. The restaurant will remain open during the renovations and may have limited hours or only drive-through service for a portion of the construction. The complete remodel is expected to take eight weeks. The majority of the site will remain as is existing today. There are four major changes to the lot: 1) Extension of the parking lot, 2) addition of double ordering stations for the drive-through, 3) addition of the cross-access to the vacant lot, and 4) the change to a right in/right-out driveway. The parking lot at the rear of the property will be extended by 20 feet to create a new row of diagonal parking. Currently, this area has five parallel parking spaces. The new row will have 13 spaces, which helps make up the loss of other parking spaces on the site. There are 48 spaces plus 2 accessible spaces existing; with the change there will be 47 spaces plus 3 accessible spaces, no net change in the number of spaces. The amount of parking provided continues to be less than the parking standard in the code; however, the amount of parking has been working and a significant amount of the business is done through the drive-through. The traffic flow through the site will continue to be one-way. A second ordering station for the drive through will be added next to the existing station. The curb and pavement area will be modified to accommodate the new ordering station. Cross-access is shown to the lot to the east and shall be constructed to the property line as part of this project. The cross-access location is at the rear of the parking lot and will allow for two-way traffic once the vacant lot develops. The biggest change is the conversion of the entrance on East Algonquin Road to a right-in/right-out only This will eliminate the dangerous left-in movement that was causing traffic blocks on East Algonquin Road. Customers are able to use Eastgate Court, to enter/exit the site safely with the traffic signal at Eastgate Court and East Algonquin Road. The Village standard for accessible parking spaces shall be used (the parking fine is \$500). A bike rack shall be installed on site.

Staff concurs with the Planning and Zoning Commission and recommends approval of the Major PUD Amendment and Special Use Permit for McDonald's remodel with the conditions listed below:

1. The Architectural Elevations, as prepared by Lingle Design Group, Inc. with the latest revision date of March 22, 2107, shall be revised to address comments in the June 27, 2017 Christopher Burke Engineering memo. The existing building shall be used as the starting point for the remodel and facelift with the majority of the exterior to be redone. The overall color package shall be soft tans, browns and greys. The exterior walls shall be constructed with tan face brick on all elevations. The front, south elevation, shall be modernized with large windows, charcoal grey window framing system, a white metal canopy that wraps around the side of the building to cover the entry doors and grey metal trellis that continues around the building; there is a dark brown tile vertical element on the south elevation and also repeated at the main entrance on the east elevation. All rooftop mechanical equipment shall be screened with metal panels around the roof or by parapet walls. The back side of the parapet walls shall be painted grey to match the metal panels. The drive-through window areas are highlighted with a dark grey corrugated metal, this material shall be changed to the tile material. For lighting on the exterior of the building, the downcast wall sconces around the entire building that match the color of the canopy on which they are installed shall be acceptable. The accent lighting on the top of the wall features that are constructed with tile shall be downcast and the light fixture shall cover the bulb on all sides except the bottom. The flood lights, shown to highlight the wall above the canopy, shall be removed. More detail shall be provided for the lights on the white canopy to indicate how they are affixed to the canopy; no bulbs shall be visible. The brick shall not be painted now or in the future.

2. The Final Engineering Plans prepared by Watermark Engineering Resources, Ltd., with a latest revision date of June 6, 2017 shall be revised to address comments from the June 20, 2017 Public Works memorandum, the June 27, 2017 memorandum from Christopher Burke Engineering, and the June 14, 2017 Police Department memorandum. The parking lot at the rear of the property shall be extended by 20 feet to create a new row of diagonal parking. The traffic flow shall continue to be one-way around the site. A second ordering station for the drive-through shall be added next to the existing station with curb and pavement modifications. Committee of the Whole – July 25, 2017 Case 2017-07 McDonald's Remodel E. Algonquin Rd—Major PUD Amendment and SU Cross-access, at the rear of the parking, shall be granted and constructed to the property line as part of this project and provide for two-way traffic once the vacant lot develops. The existing entrance on East Algonquin Road shall be converted to a right-in/right-out only. A barrier shall be installed to prohibit eastbound traffic from entering, as approved by IDOT. The Village standard for accessible parking spaces shall be used (the parking fine is \$500). A bike rack shall be installed on site. IDOT permits shall be obtained for work in the right-of-way. A new sanitary sewer main shall be constructed and an easement granted to the Village for the sewer main. A catch basin and pipe shall be utilized for the stormwater conveyance.

3. The Landscape Plan prepared by Watermark Engineering Resources, Ltd with a latest revision date of June 6, 2017 shall be revised to address those comments contained in the June 20, 2017 Public Works memorandum, and the June 27, 2017 Christopher Burke Engineering memorandum. The landscape plan shall include plantings in the redone and new landscape islands and new plantings around the foundation of the building. The new landscaping shall include a mix of flowering and evergreen shrubs, perennials, ornamental grass and groundcovers, plus 3 new trees. A tree mitigation fee shall be charged if the new landscaping does not make up for the loss of trees, as determined by Public Works.

4. The Sign Plan, as prepared by Watermark Engineering Resources, Ltd., with the latest revision date of May 12, 2017, shall be revised to address the comments in the July 5, 2017 memorandum from the Building Inspector. The existing monument sign shall remain with no changes. A maximum of two wall signs shall be permitted and shall conform to the Sign Code. A revised plan shall be submitted to show the actual signs with dimensions and locations. The existing enter/exit signs shall be replaced with new signs that meet the Sign Code and there shall only be one sign at each driveway. The menu boards, pre-browse menu boards, and ordering stations are acceptable as shown on the plans. Sign permits shall be submitted to the Community Development Department prior to any new signage or modifications to existing signage is done.

5. The Photometric Plan, as prepared by Security Lighting, with the latest revision date of June 5, 2017, shall be revised to address comments from the June 20, 2017 Public Works memorandum and the June 27, 2017 Christopher Burke Engineering memorandum. The plan indicates that the existing 13 lights shall remain in place with the ones at the rear parking lot be moved back to accommodate the new parking lot area. Detailed plans shall be submitted for review for the light fixtures that are being relocated. The Village encourages the conversion to LED fixtures.

6. A cross-access easement shall be granted by McDonald's to the adjacent property to the east to allow for access through the property. The two-way drive aisle shall be constructed from McDonald's

parking lot to the property line as part of this project. The cross-access easement shall be reviewed by the Village and recorded prior to a site development permit being issued.

7. McDonald's shall connect their sanitary sewer line to the new sanitary sewer main (to be installed as part of the development for the property to the east) at the time the new main is installed. McDonald's shall bear the cost of the installation of the new sewer line and proper abandonment of the existing sewer line.

During discussion, the members liked the overall plan but were concerned about the parking and ingress and egress. The new pattern will be right-in and right out only.

The consensus of the Committee of the Whole was to move this item on to the Board for approval

D. Consider a Revision to Appendix G of Chapter 22, Subdivision Ordinance to Use a Drone to Review and Capture Images of Development Projects

Ms. Parkhurst explained, the Village of Algonquin has a drone and staff has been using it to enhance our resources to better perform our jobs. Village staff would like to use the small unmanned aerial vehicle (drone) to take pictures and video of development projects prior to, during and after construction. In order to go on private property, the Village needs property owner permission. Staff would like to add the following language to the Development Application and the Public Improvements Completion Agreement documents. These are both documents that the property owner and petitioner sign as part of the development review process. The Public Improvements Completion Agreement is Appendix G in Chapter 22, Subdivision Ordinance and needs Village Board approval to update. The following language as proposed by staff and approved by the Village Attorney: "The Owner agrees to and does hereby grant to the Village permission to go upon or over any part of the Property for the purpose of taking video and pictures of the site and construction activities. This grant of permission includes authority for the Village to use a small unmanned aerial vehicle to capture images of the Property." Staff recommends approval of the proposed language to be added to the Public Improvements Completion Agreement and the Development Application. Staff would be happy to answer any questions.

Following discussion, it was the consensus of the Committee of the Whole was to move this item on to the Board for approval

AGENDA ITEM 6: General Administration

A. Consider a Resolution Supporting the McHenry County Starfire Initiative

Mr. Schloneger explained, the Village of Algonquin has taken a leadership role in expanding intergovernmental cooperation and shared services opportunities in the region. Recently, McHenry County approved a Resolution directing its staff to further pursue such initiatives. It is appropriate for the Village to acknowledge and reciprocate the County's Resolution with our own matching Resolution. The consensus of the Committee of the Whole was to move this item on to the Board for approval

B. Consider a Resolution in Support of the Village of Johnsburg's Efforts to Secure Grant Funding to Clean Up the Fox River

Mr. Schloneger explained, the Village of Johnsburg has requested that the Village of Algonquin pass a Resolution of support for their efforts to secure grant funding to construct the necessary collection system to improve the environmental condition of the Fox River.

The Committee of the Whole consensus was to forward to the Board for approval.

C. Consider Ordinances Abating a Portion of Taxes Heretofore Levied to Pay Principal of and Interest on Certain General Obligation Refunding Bonds

Mr. Schloneger explained, the Village ordinances that were approved in relation to Bond Series 2013 (Wastewater Treatment Facility expansion) and 2014A (Public Works Facility construction) require that Kane and McHenry County Clerks to annually levy taxes to provide funds for payment of the principal and interest coming due for each referenced bond series. The 2017 tax levy for these bond series are \$824,425.00 and \$630,375.00 respectively, or a total of \$1,454,800.00.

The Village has historically abated property taxes for our General Obligation Bond Series. As a condition to abate the debt service in the tax levy, the Village is required to have funds on deposit sufficient to pay the principal and interest on the bonds when due. Staff recommends approval of the tax abatement ordinances for Bond Series 2013 and 2014A.

The Committee of the Whole consensus was to forward the ordinances to the Board for approval.

D. Consider a Variance of the Village of Algonquin's Noise Ordinance for Longmeadow Parkway Construction

Mr. Mitchard and Mr. Hurtig explained, Plote Construction (General Contractor of the Longmeadow Pkwy -Section A2-B1) submitted a memo to President Schmitt asking for this variance. Longmeadow Pkwy is to be installed as a concrete pavement. Concrete pavements of this magnitude require specialized processes and equipment. Under the current working hours of the contract, these processes are greatly impacted and will have a negative impact to the quality and durability of the roadway. These impacts range from excessive jointing and higher potential for cracking, to long term issues such as road noise and increased maintenance.

Staff feels the request is appropriate and all but necessary in order for the Village to receive a high quality pavement that in the long run has the least amount of disruption to the adjacent neighbors, and recommends approval for the variance.

Plote Request:

During Mainline Paving Operations = Max 14 days (currently 24 days)

a) Start Time = 6:00 AM (currently 7:00 AM)

b) End Time = Max 11:30 PM (currently 9:00 PM)

During discussion the following residents voiced opposition to extending the hours. Roz Strapko, 2249 Moser Lane, Ruth Lesniak, 2131 Tracy Lane, and Cindy Ziglol-Grell, 2312 Tracy Lane, concerns included excessive noise, especially for those who worked shift hours, and bright construction lights used after dark. This was responded to by Mr. Mitchard, saying the lighting would only be used by the concrete saw cutters and not like the lights used by construction crews on highways. In all, the objectors said this is just not good for their neighborhood. Staff followed up explaining the reason for the extended hours is because a high quality of concrete is being used that requires an extended time to dry and be cut. In the long run this will be a quieter roadway without hearing tire bump sounds that would occur with a standard concrete build and last longer. Mr. Mitchard and Mr. Hurtig both stated this project is under the control of Kane County and the Village is just deciding if the extended hours are necessary. The time length would be approximately seven days for each direction in good weather. Trustee Glogowski then stated, the benefits for many outweigh those few who are inconvenienced.

Following discussion, a straw poll was taken and it was the majority consensus to forward this item to the Board for approval. Trustee Brehmer said she was not in favor.

E. Consider a Variance of the Village of Algonquin's Noise Ordinance for Randall Road Maintenance

Mr. Mitchard explained, McHenry County Division of Transportation is preparing to perform pavement maintenance (patching) on a portion of Algonquin Road, between Randall Road and Illinois Route 31. In an effort to minimize the impact to traffic and businesses, a large portion of this work is being planned to be performed at night, generally between peak travel times. The work is expected to take approximately four (4) weeks to complete and begin late September and end late October of this year. The McHenry County Division of Transportation respectfully requests a waiver of Village Ordinance 43.1 (B), allowing "Construction Activity" to occur outside the identified hours of work. The same request is being made to the Village of Lake in the Hills.

The consensus was to forward this item to the Board for approval.

AGENDA ITEM 7: Public Works and Safety

A. Consider a Reciprocal Reporting Agreement with School District 300

Mr. Schloneger explained, the reciprocal reporting agreement allows for the exchange of information between police and the schools, and the mandate to report specific incidents and violations of law.

Consensus was to approve at the Village Board level.

B. Consider an Agreement with School District 300 for Police Liaison Services

Mr. Schloneger explained, the police liaison renewal is the agreement that defines the duties, responsibilities, and costs associated with placement of a police officer at H.D. Jacobs High School.

Consensus was to approve at the Village Board level.

C. Consider a Property Transfer from McHenry County Conservation District for Algonquin Easement at Prairie Trail - Downtown Streetscape Project

Mr. Mitchard explained, as part of the dry utility lowering for the Downtown Streetscape Project, it is necessary for the Village to acquire new easement locations for the placement of these services. The area where the Village needs the new easements is located on McHenry County Conservation District property. Rather than have MCCD acquire the easements from the utility company for our project, it was decided that MCCD would just convey this property to the Village of Algonquin. By doing this, we have control over the land and the dedicating of the easement.

In order for MCCD to convey this property to the Village, The Village Board is required to pass the Ordinance. Once complete, the Village will move forward with granting the easement so the utility lowering can move forward.

The consensus was to forward with this item to the Board for approval.

D. Consider an Agreement with Christopher Burke Engineering for Phase 2 Design Engineering Services for the Downtown Streetscape Stage 1A Roadway Project

Mr. Mitchard presented, staff has reviewed the proposal for the Phase 2 Design Engineering Services as indicated in the Request for Proposal for the Downtown Streetscape Stage 1A Roadway (VoA16-02-17A) project in the Village of Algonquin. This RFP was sent Christopher B. Burke Engineering, Ltd of Rosemont, IL as they were the firm that successfully completed the Phase 1 design of this project. The proposal was reviewed with an emphasis on the understanding of the scope and schedule. The cost of the proposal is a total of \$392,400.46 and is based on estimated hours of work of staff at hourly rates, and includes all sub-consultant fees (Lakota Group). The Village has a budgeted amount of \$350,000.00 in the Capital Improvement fund code 04900300 - 42232. The budget number has been exceeded due to the complexity of the project (fee over typical % of standard project) and the need to establish design criteria for all future stages (streetscape design elements and details). In order to cover this additional expenditure, Public Works has reviewed the fund code and estimated that the Woods Creek Restoration construction oversight budget of \$100,000.00 is estimated to be underspent by \$75,000.00, providing ample budgetary coverage for the ≈\$43,000.00 overage.

The Committee of the Whole consensus is to pass this item on to the Board for approval,

E. Consider a Contract Amendment with HR Green Inc. for the Scott, Schuett, and Souwanas Phase 1 Design Project

Mr. Mitchard presented, the contract amendment # 1 proposal to the Scott, Schuett, and Souwanas Phase 1 Design contract with HR Green, Inc. The Village has a contract with HR Green to perform civil engineering services on the Scott, Schuett, and Souwanas Roadway Improvement project. During the kickoff meeting for this project several additional scope items surfaced that if pursued will require the approval of the attached contract amendment. Below is a bullet point list of those extra scope items that have contributed to the proposed \$32,350.00 contract amendment. Detailed breakdown of the scope follows

- Creek realignment design work for Souwanas Creek upstream and downstream of the proposed 3 sided culvert on Souwanas Drive just West of Riverwoods Drive
- Rehabilitation design work for WTP No. 1 detention facility and adjacent native area
- Additional topographic survey work on Sandbloom Road (pick up of well 6 and pedestrian crossing site distance)
- Alternate bike route analysis through the Algonquin Shores subdivision

The current contract for this project was approved in the amount of \$92,958.00, the above scope will add \$32,350.00. The Village appropriated \$150,000.00 for the design of this project. The Village expended \$27,224.00 on the geotechnical contract, thus this proposed addition will eclipse the budgeted total by \$2,532.00.

The Committee of the Whole consensus is to pass this item on to the Board for approval.

F. Consider an Agreement with Trotter & Associates for Phase 1 Design Engineering Services for the Downtown Streetscape Stage 3 Utility Project

Mr. Mitchard explained the proposal for the Phase 1 Design Engineering Services as indicated in the Request for Proposal for the Downtown Streetscape Stage 3 Utility (VoA17-06-26A) project in the Village of Algonquin. Per your direction this Request for Proposal was only issued to Trotter & Associates, Inc. of Wasco, IL. The proposal was reviewed with an emphasis on the firm's qualifications, expertise, work

load, team makeup, and value. The cost of the proposal is a total of \$152,640.00 and is based on estimated hours of work of staff at hourly rates. The Village has a budgeted amount of \$500,000.00 in the Capital Improvement fund code 12900400 - 42232. This large discrepancy is likely due to the economy of scale factor. The total cost of construction was estimated at 6.7 million + contingency, with the Village typical design fee being 7% of cost of construction the budgeted 500K came about. However, due to the scale of this project and the familiarity that this design firm has with the project, the fee has come in much lower than anticipated. Based on all the above mentioned qualities it is Staff's recommendation that the Committee of the Whole consider Trotter & Associates, Inc. for this project. The consensus was to forward this item to the Board for approval.

G. Consider an Agreement with Trotter & Associates for Phase 2 Design Engineering Services for the Downtown Streetscape Stage 2 Utility Project

Mr. Mitchard presented the proposal is a The cost of the proposal is a total of \$49,558.00 and is based on estimated hours of work of staff at hourly rates. The Village has a budgeted amount of \$110,000.00 in the Capital Improvement fund code 12900400 - 42232. Based on all the above mentioned qualities it is my recommendation that you consider Trotter & Associates, Inc. for this project. The Committee of the Whole consensus was to forward this agreement to the Board for approval.

AGENDA ITEM 8: Executive Session

A. Collective Bargaining & Acquisition of Property

Moved by Spella, seconded by Schmitt, to recess into Executive Session to discuss Collective Bargaining and Acquisition of Property at 8:40 pm.

Roll call: voting aye – Sosine, Spella, Jasper, Glogowski, Brehmer, Steigert, & President Schmitt. Motion carried; 7-ayes, 0-nays.

Moved by Schmitt, seconded by Jasper, to reconvene the Committee of Whole following discussion of collective bargaining and property acquisition.

Roll call: voting aye – Sosine, Spella, Jasper, Glogowski, Brehmer, Steigert, & President Schmitt. Motion carried; 7-ayes, 0-nays.

The Committee of the Whole was reconvened at 10:20 pm with no formal action required at this time.

AGENDA ITEM 9: Other Business

Ms. Brehmer asked if something can to done about reducing parking on one side of Harnish Drive near the D-300 Admin building during sporting events at the fields next door. Most people could use the parking lot that is available. She said it is a dangerous traffic condition during those times. Staff will look into this matter.

AGENDA ITEM 10: Adjournment

There being no further business, the Committee of the Whole meeting was adjourned at 10:26 p.m.

Submitted: Jerry Kautz, Village Clerk