

**Town of Milton**  
**Planning & Zoning Commission**  
**August 21, 2007**  
**7:00 p.m.**

Members Present:

|              |                |                 |
|--------------|----------------|-----------------|
| Linda Rogers | Dean Sherman   | Ted Kanakos     |
| Bill Brierly | Gene Steele    | Bernice Edwards |
| Louise Frey  | Virginia Weeks | Michael Filicko |

Others Present:

|             |          |            |
|-------------|----------|------------|
| Robin Davis | Bob Kerr | John Brady |
|-------------|----------|------------|

**Linda Rogers called Public Hearing to order at 7:10 PM**

The applicant, The Cape Henlopen School District, is requesting preliminary site plan approval for a parking lot at the Milton Elementary School located at 600 Federal Street further identified by Sussex County Tax Map and Parcel # 2-35-20.11-03.00.

Linda Rogers: Is there anyone present on behalf of this application? If so, could you identify yourself for the record and make your presentation?

Edwin Tennafo: I'm with Davis, Bowen & Friedel. I'm the engineer for the project. Basically, this projects is kind of a follow-up to the original addition to the building from this past spring where we needed to provide additional parking to meet Town Code for the school, so basically this site is just the addition of a 30-space parking lot along the backside of the property but also extending the fire lane to provide better fire protection for the school to allow a complete loop of the fire lane around the school. We'll be providing landscaping around the parking lot and driving area, the fire lane, to further enhance it so it's not this big paving mass in the back and also to provide shade around it to diminish the heat generated. I guess at this point I would open it to any questions but...

Linda Rogers: So there won't be any parking where the existing construction equipment is being housed during the construction of this addition? That will be resurfaced and made green space again?

Edwin Tennafo: Yes, that's correct.

Linda Rogers: Does anyone else have any questions?

Michael Filicko: Will there be enough parking to accommodate all the staff and personnel that the school employs?

Edwin Tennafo: Yes, currently we're actually increasing the parking quite a bit. In the addition of building, I think we lost about 5 spaces and now we're adding 30 so that should more than adequately cover the needs of the school.

Michael Filicko: Thank you.

Louise Frey: Are you putting any lighting in the parking lot?

Edwin Tennafoos: Not at this time, no. I mean that the school is used during daylight hours so it's not the intent right now to provide lighting for it, no.

Louise Frey: You never have anything at night? PTA meetings or whatever it's called down here?

Linda Rogers: Does the building currently have wall packs in the back?

Tyrone Woodyard: Yes it does.

Linda Rogers: And that lights the parking lot but not actually we don't have pole lights back there, correct?

Tyrone Woodyard: I'm with Cape Henlopen School District. Yes we do have wall packs on the back of the building.

Louise Frey: And that's sufficient to light the parking lot?

Tyrone Woodyard: If extra light is needed, we will add additional lighting. There are very few functions there at night. We may have a parent night or a PTO night or whatever, but there's very few functions there at night.

Louise Frey: Thank you.

Linda Rogers: Bernice, do you have any questions?

Bernice Edwards: Not at this time.

Linda Rogers: Ted?

Ted Kanakos: My concern or questions, in looking at the engineers report, consideration should be given for the one-way traffic, the traffic all around the school. It seems to make sense what they have mentioned, especially the safety of the children walking in front of the cars. You've considered this traffic flow around the school? What's best for everyone? The egress and regress of cars as well as the children's safety?

Edwin Tennafoos: At this point, the new drive lane to the parking, I think we would like to have is two-way, mainly because this will also be an area where the parents come to pick up their kids so they would come in and leave this exit and then that way, actually because the majority of the problems are in the back. The back of the school is where it gets so tight and congested so we felt like this way we kind of keep parents and stuff out of the main drag rather than forcing everybody to loop around the school that at least, I mean I guess the school would be open to providing a do not enter here, correct?

Ted Kanakos: With the two way traffic, where do the people turn around in the back? If it's all new parking lot?

Edwin Tennafoos: They would turn around in this area.

Ted Kanakos: In the parking lot?

Edwin Tennafoos: Right now, currently the parents come in and they just muddle back in the back area, eventually getting turned around in this parking lot area and then head back out. What we'd like to do is just kind of allow the parents to come in here; that way they would just come in the parking lot and then they leave and they're not behind the school at all. And then, I mean the school would not object to having a do not enter sign here so that they are not continuing on through and that would still allow for the cars to continue through from the other side and on around but it would also allow this to kind of be separate somewhat from the back of the school and then the school district is going to send the kids back to the...when parents are picking up the kids.

Ted Kanakos: What's going on in the other driveway now? On the other side? Are they still, are parents still going to come in and loop around?

Edwin Tennafoos: The intent is to have all the parents come in here.

Ted Kanakos: One driveway?

Edwin Tennafofos: Yes. I mean the other driveway will be open. Technically we're not going to shut that off but...

Ted Kanakos: So people could still use it?

Edwin Tennafofos: They could still use it, yes.

Ted Kanakos: Where do the buses drop the children off?

Edwin Tennafofos: The buses are in front of the school.

Ted Kanakos: So basically the parents are going to come in the other driveway like they used to and muddle around and go back that way?

Edwin Tennafofos: No, but see now they have the ability to continue on through. They don't have to get turned around.

Ted Kanakos: That's what I'm saying. So you have a continuous loop.

Edwin Tennafofos: Yes.

Ted Kanakos: Why isn't it...?

Edwin Tennafofos: But, we're not intending to make it one way.

Ted Kanakos: Why not making it one way? Has anyone really thought about it or is this just a convenience?

Tyrone Woodyard: You're saying coming in off of Federal Street from the other exit and looping on around?

Ted Kanakos: Either one, come in one way, go out the other.

Tyrone Woodyard: What we're trying to start here is that the fact that they are coming in the other side and looping around because there is still a time when the parents come in and there are still kids out on the playground and we also have an after school program there; the Boys & Girls Club that they take out to the playground. So we're trying to deter the parents from coming in on this side in the evening. We're going to ask that they all use this exit.

Ted Kanakos: But the other exit is in fact open?

Tyrone Woodyard: It is still open, that's correct.

Ted Kanakos: And in the mornings they'll use it?

Tyrone Woodyard: We're still trying...we are going to encourage them to use this parking area.

Ted Kanakos: Now how do you encourage? How would you encourage them not to use it?

Tyrone Woodyard: They are planning on sending memos home with the students. And there will be people out here...

Ted Kanakos: Has anyone really addressed this issue specifically or is it just convenience when you put in a parking lot to have people come in and out? Is there any work drawn up on this? Any study about traffic flow around the school, in the school?

Tyrone Woodyard: Well, there is a major problem here. When we have the buses out here and the parents dropping off, there's a real issue there with the kids getting out and running everywhere. That's why we try to get them from mainly in and separating that traffic. In the mornings we have parents dropping off in here where the buses unload and it's...last year we moved them over to I believe it's right along in this area here, we tried to make a space, and there's still a problem with parents getting out, or students getting out at the same time as these buses. If there's no staff out here, the buses are pulling out and parents are letting the students off and going there.

Ted Kanakos: So you're going...

Tyrone Woodyard: So we are trying to get them away from that and move them over here.

Ted Kanakos: Ok. And they'll go in, turn around...

Tyrone Woodyard: And come back out.

Ted Kanakos: Not go around, but come back the same way they came in.

Tyrone Woodyard: Right. This is where we're going to encourage them to come in and out and not loop around on the other side.

Ted Kanakos: Well, I think maybe some more thought should be given to this total parking situation and the flow of the traffic. My second concern is the minimal landscaping that's been mentioned. I walked over there today and it looks like a small desert.

Edwin Tennafofos: The landscaping will actually be significantly increased. Unfortunately when I submitted this plan, my landscape architect was on vacation and I did the best that I could.

Ted Kanakos: When can we expect that plan?

Edwin Tennafofos: Probably next week or even later this week. When I submit for final, it will certainly all be on there; it will be much improved.

Ted Kanakos: Good.

Linda Rogers: Is that all your questions? Bill?

Bill Brierly: No questions.

Linda Rogers: Dean?

Dean Sherman: No questions.

Louise Frey: Will you just explain to me again how the parents once they go in this 25' driveway are going to turn around and come out again?

Edwin Tennafofos: Well, they are going to get into the parking lot, pull in and then leave the way they came.

Louise Frey: Where the parked cars are?

Edwin Tennafofos: Well, they are going to park there to pick up their kid. They are going to pull into a parking space...

Louise Frey: Nobody will be parking there when...in the afternoon?

Edwin Tennafofos: It will be very minimal, yes. It is intended to primarily be for student pick-up.

Louise Frey: Don't you think it would be a lot better to have them in a continuous sort of line with escape. That's going to be a lot of pulling in and out of parking spots, isn't it, with children running up and down the road to get to the cars? In the middle between the two lanes? It seems to me not to be an optimum design.

Edwin Tennafofos: There really isn't an optimum design. I mean parents don't all show up at the same time. If you just had a loop, and had the kids stand out in line, then you're going to have cars all backed up and that's not really ideal either. I mean a lot of parents are there before the kids are even released, so they go ahead and park in the lot. The kids are released out the back and they go ahead and get to their parents and then they can leave.

Louise Frey: So the children are going to come out this door, cross where the cars are coming in, go down into the area between these two lines of parked cars where the cars

parked, and parents are picking them up and backing out to get to the orthodontist in a hurry and go back down this lane. That seems to me to be very dangerous. Thank you. Linda Rogers: Tyrone, Edwin, I think that what the planning commission members are suggesting is that you make this be a one way entrance, and enters on the most easterly side of the school and be one way around it and exit out onto Federal Street in the front near the westerly end of the school, if I'm following what they're saying; that they feel, by looking at this plan, that that's the safest that they see for student drop-off and pick-up. Is there an issue should the Planning commission recommend that this be a one-way entrance and exit?

Edwin Tennafof: I do kind of have a problem with that to be honest with you. I mean, because there's also parking on the other side of the school, so now we're forcing everybody to come through here. I mean we're concerned about...on one hand, we're concerned in saying that there's all this traffic here. Right now, the parents come in and they leave. There's no crossing in here where the kids are actually walking across but now we want to make it one way when there's parking down here so then people...then we're forcing all these people to come out across there. I don't know; that just doesn't seem ideal to me. If you had parking down the other end, why do we want to force them all to come out here when they can just easily turn around and go out the other side? I can see putting a do not enter here, so that we don't have these cars going through this area and then that way people that come in this side have to leave this side, but I don't see the value of making so that you must loop around the school. I do fail to see that value.

Virginia Weeks: Mrs. Roger, we don't actually have a plan that shows the parking on the other side of the school, do we?

Linda Rogers: Yes.

Virginia Weeks: Which page?

Linda Rogers: M-C6 shows the whole school. Well as a parent who dropped off and picked up at that school for 6 years when it was a middle school, having to turn around and go back out is a nightmare.

Edwin Tennafof: Right. Well, nobody has to turn around.

Linda Rogers: How else are they going to do it if you don't make it be a loop?

Edwin Tennafof: It is a loop, but you don't have to...these people don't need to continue through. These people have the option to go either way. But the parents coming in here don't...we'll just cut it so they don't have the option to go all the way through. Certainly it is a loop. We're just talking about making it...you guys are asking to make it one way. I guess I just don't see the value of that.

Linda Rogers: Have you been there in the mornings?

Edwin Tennafof: I can't say that I have, no. But it's not a loop right now. It's a one way; it's basically a cul-de-sac right now. I can see yes, absolutely.

Virginia Weeks: Where will the parents once they pull into that double parking area, where are they going to exit from that? They're going to have to pull into the parking turner, back out, and go back on to the thing. So they will be turning around.

Edwin Tennafof: They will come in, back out and go out, yes.

Virginia Weeks: Right, it's not a loop. They are pulling into a parking spot, children will be walking behind cars to get to their parents that are further down the road and it's going to be a horror show.

Edwin Tennafof: This is a standard parking lot.

Virginia Weeks: Yeah but you're using to have all cars turn around.

Edwin Tennafofos: No, no. The only cars that are turning around are the ones that are using this lot.

Virginia Weeks: You are using it as a turn-around. Right, all the parents who come to pick up their kids.

Edwin Tennafofos: Right. So where are they going to go.

Virginia Weeks: Well, if it were one way, they would come in on one entrance and go out the other.

Edwin Tennafofos: Okay. So then they back out, and then go this way.

Ted Kanakos: No, go out the other end.

Edwin Tennafofos: Okay, so then they come in here, and then they back out and then they go out there.

Ted Kanakos: Go in, go to the end of the new parking lot and then go out again. See where the new parking lot is? Now keep going towards you, come out and go around. Why can that happen?

Bernice Edwards: Go around...

Edwin Tennafofos: So we need to create another driveway to go all the way around?

Ted Kanakos: You only have to meet the other driveway. I drove all the way around there today and I stopped right where your hand was. And I came in at the other end. There's a loop there; it's wide open. There's nothing in the way. Now, you have a standard driveway but its not...; you have a standard parking lot but it's not going to be used for standard purpose. You have a slew of kids coming out, and you have parents coming and out; backing out. I mean, I just think it's a disaster.

Edwin Tennafofos: Either way they back out. I mean...I guess...

Ted Kanakos: But they are not turning around and going back the way they came in which is even more congested. You want a flow pattern.

Edwin Tennafofos: Even if they come this way, they're still going to meeting out here. I guess I fail to see the difference, whether they back out and meeting people...well, I guess, I don't see it.

Ted Kanakos: Well, you have a parking lot and the intent of this parking lot, although it's a normal standard parking lot, is being used to pick up children. Now if this parking lot is filled...we have how many spots here?

Edwin Tennafofos: 30 spaces.

Ted Kanakos: 30 spaces. We have 30 cars. Have you ever gone to the outlets and tried to get in and out and around all of those and people coming in and backing out and the whole thing? There's not...and of course with children marching all the way up to get into the car? It just seems to be dangerous. I think that's the only word.

Edwin Tennafofos: I just don't see what a loop does anything for us. I mean because...

Ted Kanakos: Maybe the loop is not...may not be the cause or the solution, but I don't think this is a very good idea, the way it's laid out. To bring the cars into stalls, wait for the kids and then either they back out or get out which way they can. I don't think it's a very good layout at all.

Edwin Tennafofos: What would you suggest?

Ted Kanakos: I don't suggest.

Edwin Tennafofos: Okay.

Bernice Edwards: One way.

Ted Kanakos: One way or do something, make it larger, make it shorter, make it squarer, I don't know, I'm not the professional in parking lots, but I know if I were picking up my kid, I wouldn't want to go into that mess. All you have to do is back over a kid with a backpack you can't see or something, or another kid pushes another kid into a car or something. I mean you have lots of kids coming out after school. They come out in a horde. Parents rushing to pick up a child?

Edwin Tennafoos: Does the school release the kids without parents?

Tyrone Woodyard: Most of the kids go to the auditorium. They have to report to the auditorium, I believe, the walkers or parental pick-ups.

Virginia Weeks: Madame Chairman.

Linda Rogers: Just a minute, Ginny. Bernice?

Bernice Edwards: Could you consider the one way because in the back, is that what we are seeing is the staff parking? In the back here, the shaded area?

Edwin Tennafoos: Right. This would be staff parking, yes.

Bernice Edwards: Okay. Could you consider, would you go back and consider the one way because the staff, what you're telling us is the staff has the option to come either this way or go the opposite side of the building?

Edwin Tennafoos: Right.

Bernice Edwards: Okay, so they can go around, which you are not encouraging...the flow of traffic.

Edwin Tennafoos: Right. However, the staff are generally leaving after all the kids are gone. I mean, the staff will typically be leaving after the kids are already out of there. So I guess at that point there is no longer the congestion that would be involved. But...

Bernice Edwards: The parking. This could become very dangerous because if you think about it, if you have 36 people who are parked, as many kids...how many kids will this school, are you planning to have in this school.

Tyrone Woodyard: I believe the enrollment is projected at 503 this year.

Edwin Tennafoos: Certainly not all of them are being picked up.

Tyrone Woodyard: Right.

Bernice Edwards: Certainly all of them are being picked up, but there's a large portion of those kids are being picked up by their parents. It's going to get congested. So, I think as you go back, please consider maybe how we can do this; that you can come back to us with a one way entrance, or either a flow-around of the kids being picked up as they come out of the building. Because otherwise, the parent is going to have to go park and then the kids get in, back out and come back out.

Edwin Tennafoos: Well, actually, I guess, the parents have to park regardless and go get their kid from the auditorium. It's not like the kids are just running free. They are with their parents, so regardless, the parents have to park to pick up their kid.

Bernice Edwards: You know, because if you look at HOB, and the way the parents come around, they come around and pick the kids up, drop the kids off, and it's just like a continuous flow in the morning and in the afternoon.

Edwin Tennafoos: Would you like us to do that in front of the building? I mean there's not room for that in the back.

Dean Sherman: There seems to be some concern about the fact that you have cars backing up in the same area that you have pedestrian traffic and maybe a middle of the road solution to, if you have enough room to do it. Let's say you put like a reciprocal of

this parking, say you had a 8' oversized sidewalk down the center and to lanes that pulled to the sidewalk and that way the pedestrians could come down the center and be directed away from the rear of the cars. It's going to take more room to do that but it's going to get the pedestrian traffic out of the areas of the cars, if the cars are backing up.

Edwin Tennafof: Are you saying put a sidewalk here or...?

Dean Sherman: If you put a sidewalk down the center and instead of the cars going into the parking lot and pulling away from each other, if there was two ways to get to it and they pulled toward each other, but they were separated by the pedestrian walkway, that the kids could load the cars from the center out. Maybe it's a way to get you out of this...get you off the hotspot here. There's certainly some concerns about pedestrian and car traffic being all focused to the same area, because the drawing, at least on the M-C6 that I am looking at, it doesn't show any sidewalks. I mean these plans are so large, it's hard to see it all on this little table, but I don't see any sidewalks indicated to help direct the kids or the adults away from anywhere that's the same place the cars are backing up, and I think that's what's kind of concerning some of the commissioners. And I just know that the school that I am involved with, that's what it is, the kids all load from the front of the car and you keep the kids away from the back where the cars are backing. The only way I see to do theirs is put a strip down the center and have the cars pull into...towards each other and they're being separated by an oversized sidewalk and that's your loading zone for your pedestrians. Again I'm no engineer so I'm just making a novice suggestion.

Edwin Tennafof: I can take a look at it. I don't know that there's enough room to do it.

Dean Sherman: I don't know if there is enough either. Just an idea to get...trying to find some compromise to get the pedestrians away from the cars. There's no way they won't be able to cross; they are going to have to cross somewhere, but, you know.

Virginia Weeks: Madame Chairman. Another thought is if you did make it one loop around the back of the school, you're showing a driveway of approximately 25' on the average in width. If it's one way, all the cars are going to be parked waiting for children on one side of the road, and if they come in on the area closest to Town, and look around, it would very simple to put a little asphalt sidewalk along there for the teachers, or the parents would simply cross with their children and walk along the sidewalk to their parking spot. It's another thing, although Mr. Sherman's plan also has a great deal of merit.

Edwin Tennafof: You're saying have the parents wait in the parking, I mean the fire lane? I mean that there's 25' drive isle is the fire lane, essentially would serve as the fire lane, I mean so if you just had parents pulling over in that, essentially they are sitting.

Virginia Weeks: They are going to be backed up in the fire lane anyway aren't they, coming in and out? There wouldn't be a clear lane at all because one lane would be going in and one would be coming out.

Edwin Tennafof: No, they are going to be here in the parking lot.

Virginia Weeks: But in the fire lane from the school down to the street? That would be totally clogged.

Edwin Tennafof: They are not going to be sitting in it though. They are not sitting in the fire lane. They are not parking their cars out there in that drive isle.

Virginia Weeks: I just think it needs a great deal of improvement.

Michael Filicko: Is there room to put a pedestrian sidewalk down the center?

Edwin Tennafoos: I'd have to take a look. To do it exactly how I think what Dean is mentioning it, is to put these here and then I'd have to have a drive isle on each side. I don't think I have enough room to do that. If I'm understanding exactly what you are saying. Are you saying just put a sidewalk here?

Dean Sherman: If you drew a sidewalk right down between the parking slots, the parking spaces...

Edwin Tennafoos: You're saying like right here?

Dean Sherman: No, in the middle, down the middle. Okay, and that's where you direct your pedestrian traffic. You make the parking lot wider so when they come in, they have the choice to turn in quickly and pull into the sidewalk or go down and pull back against the sidewalk again. Want me to come down there to show you. I don't mind.

Edwin Tennafoos: Yeah, I...

Ted Kanakos: Have them pull in toward the sidewalk is what he's saying, facing, pull the vehicle in toward the sidewalk.

Off-record conversation: Dean Sherman is explaining his suggestion to Edwin Tennafoos and there is conversation amongst commissioners.

Ted Kanakos: If a sidewalk is placed down the middle of the parking lot, there is, this is 65' and I assume the parking spaces are 20' each, so that gives u 25' left over.

Edwin Tennafoos: That's correct.

Ted Kanakos: If you put a 10' sidewalk in there, which is a pretty wide sidewalk, you actually have more room don't you?

Dean Sherman: I don't even think you need 10'. I think you could minimally 5' to 8' is going to get you...for 25 cars, how much traffic can it be?

Ted Kanakos: If they come up that driveway, pull in, pull out, and then go around the school, it's perfect. They could come on both sides of this new parking lot, pick up the children off the pedestrian walkway, they pull in...

Edwin Tennafoos: Right, but I have to have another 25' on each side of these parking spaces, is what I am getting...

Ted Kanakos: You're going to get an extra 25' just by even with a 10' sidewalk. If you have a 10' sidewalk down the middle, you are going to have 7-1/2' on each side of that sidewalk before you hit the end line for the parking, right? You have 25' between the lines.

Edwin Tennafoos: Right, but then I have to be able to get to the parking spaces, so I've got to have 25' on this side of the parking space...

Ted Kanakos: But you do on the outside of them.

Edwin Tennafoos: Right.

Ted Kanakos: Right.

Edwin Tennafoos: I'm adding 25' there and adding 25' here.

Ted Kanakos: You have 25'. You only have to find 7-1/2' or 12-1/2' on each side. You have 25' now in the parking lot. You could put a pedestrian...

Edwin Tennafoos: I've got to come up with another 25' plus the width of my sidewalk?

Ted Kanakos: No. Your entire parking lot is 65' wide.

Edwin Tennafoos: That's correct.

Ted Kanakos: Okay. If 40' of that width, of parking space, between the parking spaces is 25'. Now if we put a 10' pedestrian medium down the sidewalk, you have some room left over. You have 15' left on each side of that. If it wasn't 10' you'd have even more.

You simply push the parking spaces closer to the pedestrian way and you have at least 7-1/2' behind each car that you didn't have before. No matter which way they come in, they pull in, pick up the children, pull out and continue on a loop around.

Dean Sherman: Excuse me. If you decided to create a monoclove so that if you did exit down there toward where your storm water is, then you could actually gain some space by putting those parking places on angles instead of perpendicular and that would gain you some space too. If you decided you wanted to exit out there into that storm water management, or ball field or whatever.

Edwin Tennafof: Right. I mean...

Dean Sherman: And I don't know where you want to go in there, but that's if that's what you decide.

Edwin Tennafof: I guess the option of continuing through is basically then takes away my ball field. It would also probably makes us as we have to dig a pond to be able to handle our storm water management, but I guess we'll have to take a look at it, but we'll basically lose the ball field to be able to put that through there because we'll have to replace the ball field with a pond, most likely.

Dean Sherman: I think the predominant issue would be to try and keep the kids away from the rear of the cars. And that would be a compromise.

Edwin Tennafof: Right.

Dean Sherman: If you gained enough room to do what we talked about doing.

Michael Filicko: I would certainly hate to see the children lose their ball field but yet the safety of the children seems to be everyone's utmost concern here. It would be great if there would be a way to move the storm water management pond, if you needed a pond, and still be able to keep the ball field. I don't know if there is or not; it's just a thought of mine.

Edwin Tennafof: I mean at this point, I would have to take a look at it. I mean, even the drive isle is going to cut into the ball field, but that's I guess kind of what we would have to do.

Linda Rogers: Are there any other comments? Concerns? Someone like to make some type of motion?

John Brady: Madame Chair, you have to close the public hearing.

Linda Rogers: Yes, we just have to close the public. Oh, is anyone in opposition or like to make a comment?

Jim Welu: 30231 East Mill Run, Milton, DE. I'm here primarily as a member of the task force of the Broadkill River Watershed Study task force and as you're probably all aware is DNREC is considering all the ways to reduce pollution in the watershed and one of the things that will be coming down I think is going to be is at least a strong recommendation for all of the these areas that are involved in the Town of Milton as well as in the rest of the watershed, wherever there are parking lots, streets, to make these surfaces as pervious as possible and I think it's something that the Henlopen School District is going to face and the Town is going to have to face. So my question is has the school board engineers or the town considered making some requirements on new surfacing to make these as pervious as possible so that the water will drain more directly into the ground or rather than directly into the storm water sewer system and directly into the Broadkill River. It is an issue that I think in the recommendations coming from DNREC within the next year

or so it's going to be a very strong recommendation that we reduce the impervious surfaces as much as possible. Thank you.

Linda Rogers: I just have a question. Our ordinance requires, at the current time, blacktop, correct?

Bob Kerr: Dust free.

Linda Rogers: Dust free surface, correct?

Bob Kerr: Dust free surface, correct.

Linda Rogers: Does anyone else have any comments they would like to make? If not...

Ted Kanakos: Just one more thing. Mrs. Edwards has pointed out here that there is only a requirement for 87 parking spaces, is that correct? The new needs only requires 87 and you're offering a 100? So you have actually 13 more than you need technically. Which actually is almost 1 whole side of that parking lot less two, with 15 on each side. Could you simply extend one side and put a walkway down and extend it just one way down? You'd save your ball field, you could save everything. Now you take away a number of spaces but I don't know if these were always specifically for pickup of children, but the sidewalk...we could get rid of all of these, these are the extras, only two but they could add them over here and then you'd have your required 87. If you put your two additional spaces along one side of the parking lot, and get rid of all the others, and made it sort of crescent shape, they could pull in and pull and keep going around the building. And I have another question. Was this parking lot specifically designed for the pickup of children or can employee's park here at any time also?

Edwin Tennafofos: I don't think there's any way to guarantee the employee's would not park in it, some that are in or out during the day and I'm quite sure it'd be easier for them to come right back and pull into one of those spots rather than go over where we'd prefer them to park.

Ted Kanakos: Well, could...the word discouraged was used before, to have parents come in the other way, could we discourage the employees simply to park...

Tyrone Woodyard: We do it all the time, I mean it doesn't mean it happens, but...

Ted Kanakos: Yeah, well I think you have 13 spots here that are extra spots that you might not need and if you took even a few of them away, you would maybe have a better flow. You certainly would have more room. Save 40'?

Edwin Tennafofos: I guess the only there is then if we don't have enough spaces then we're going to have one parent...if we don't have enough spaces when parents show up, then they're, then we're still going to end up with just a cluttered mess.

Ted Kanakos: Then a study on how many spaces you need, do we have enough or do we need double this?

Edwin Tennafofos: We feel this is adequate, yes.

Ted Kanakos: You feel it's adequate?

Edwin Tennafofos: Yes.

Ted Kanakos: You have some sort of statistics to back this up? Or is this just a gut feeling based on space available?

Edwin Tennafofos: This is, I mean we know about how many spaces they are using for teachers and everything and then we know approximately how many students are being picked up and so we've based it on that, to be able to come with an estimate on how, you know.

Virginia Weeks: Question please. How many children are picked up?

Tyrone Woodyard: I don't know off the top of my head.

Virginia Weeks: I thought you had that. I'm sorry. Do you have any idea, roughly? How many a day are picked up in the afternoon?

Tyrone Woodyard: I checked on it a couple of times in the beginning or mid-year last year, looked like approximately 30-35 were using last year. On some days, rainy days, there's more.

Linda Rogers: There's still no children that are allowed to walk to school, is that correct? Did they stop that or they let it go back?

Tyrone Woodyard: No, the elementary there may be some (unintelligible).

Linda Rogers: The middle school I mean.

Tyrone Woodyard: Right. They can't cross the railroad tracks.

Gene Steele: Has the, with the new buildings, is the enrollment going up? How much do they anticipate the enrollment going up?

Tyrone Woodyard: Like I said, I can't tell right now just from projection for that particular building because I looked at it today and it was around 503. I think last year it was, don't hold me to this, I think was around 481. But that could be for different reasons.

Edwin Tennafofos: The addition didn't actually cause the enrollment to go up; it just caused the children to be...the addition was to provide for full day kindergarten, so the enrollment itself was not up because of that. It was just simply the students were there longer.

Michael Filicko: Mr. Welu's comment I think is something that I would like the school district to be aware of because it is a concern with the impervious surface.

Edwin Tennafofos: Right. What we did in the design for the storm water we actually went, I mean that's part of how we were able to not have a pond right at the moment is simply because we're using filter strips and bio-filtration swales to treat the run-off before it gets out into the pond. I mean it's certainly there's only...you got to have an impervious surface to be able to have a parking lot but we did our best to prevent the run-off from...I mean we certainly are doing our best to treat that run-off before it even got to the pond.

Michael Filicko: Right.

Ted Kanakos: There is I understand something called pervious cement. Are you aware of that?

Edwin Tennafofos: Pervious cement?

Ted Kanakos: Pervious cement where the manufacturer, it's been used all over the world, where the manufacturer takes out the smallest particles. It is strong as regular cement but allows water to go through. As a matter of fact, they are considering it for the back of the parking lot at the theatre, right back here. There are a number of different, but it's, if you get on google and type in pervious cement, you'll find page after page. It's being used all over the country now in parking lots to solve this very problem. It's called pervious cement.

Edwin Tennafofos: I've not heard of that.

Ted Kanakos: Well get on and take a look at it because it's the way this thing is and it's being used in a lot of municipalities, California, all over the place. Large parking lots and it is as strong as cement, but it lets water drain through. So you might want to take a look at that.

Linda Rogers: Does anyone else have any questions or comments? If not, I'll entertain a motion to close the hearing.

Ted Kanakos: I make a motion to close the meeting, hearing.

Linda Rogers: We have a motion, is there a second?

Gene Steele: Second.

Linda Rogers: We have a motion and a second, all in favor to close the public hearing say "Aye". Opposed – None. Hearing Closed.

**Linda Rogers called the regular meeting to order at 7:54 p.m.**

**Item #1:**

Linda Rogers: First item is Nomination and Election of a Secretary, again.

John Brady: Legal Council. You are not leaving the stage until you elect a Secretary. It's not false imprisonment, you knew about it coming in, but you need to, the rules say you have to elect a Secretary when you reorganize. You've delayed it several times.

Ted Kanakos: What are the duties of the Secretary?

John Brady: The duties of the Secretary are not in the code. Generally speaking, however, they have been as follows:

The Secretary does a summary of the report of what happens during the meeting and submits it either in written format or for oral delivery at the Town Council Meeting. The Secretary also attests to the minutes after the minutes are transcribed.

Linda Rogers: So we need someone to be Secretary. Who will volunteer? If not, somebody is going to be nominated to do it.

Ted Kanakos: Can the Chairman be the Secretary?

John Brady: No.

Linda Rogers: No. That's what I've been doing because we wouldn't have anybody do it.

Louise Frey: Did we ever have a Secretary?

Linda Rogers: Nope. Nobody would ever do it.

Ted Kanakos: May I make a nomination? I would nominate Ginny Weeks.

Virginia Weeks: I have already refused the nomination previously. She can't read her own writing. Thank you.

Ted Kanakos: And if elected, you will not run? Okay.

Linda Rogers: Someone just needs to say they will do it and we will nominate them, that's the way it goes.

Bernice Edwards: Please, I want to go home.

Bill Brierly: Linda, I'll do it. Let's get the behind us.

Linda Rogers: We have a volunteer, let's nominate him.

Bernice Edwards: I nominate.

Dean Sherman: I second.

Virginia Weeks: I thank him.

Linda Rogers: Motion and second for Bill Brierly to be the Secretary, all in favor say "Aye". Opposed – None. MC

**Item #2:**

Linda Rogers: Okay, are there any additions or corrections to the agenda?

John Brady: Madame Chair? The Public Hearing said it was for 600 Federal Street. The application said 512 Federal Street. The Tax Map and Parcel # are the same. Here it said it was just a transcription error but I do think you need a motion to amend the agenda to reflect the location.

Linda: So what's it supposed to be?

John Brady: According to what has been submitted by the applicant, it is 512 Federal Street. According to the Agenda, it says 600 Federal Street. But the Tax Map and Parcel # on all the documents is the same, 2-35-20.11-03.00, so I do believe you just need a motion to amend the agenda to reflect it should say 512.

Robin Davis: They actually think it's supposed to be 600.

John Brady: Or it...the application...the application says 512.

Linda Rogers: Tyrone, do you know the address of the school?

Tyrone Woodyard: 512.

Linda Rogers: 512?

John Brady: And everything the Town has say's it's 600.

Linda Rogers: Well, since we don't really care whether the post office delivers to 512 or 600, but can you straighten out with the Town later what your address really is? Okay, because we need to go ahead and make a motion to change the agenda because the Town records say 512.

John Brady: Why don't we just say "located on Federal Street at Parcel # 2-35-20.11-03.00 because we are all in agreement on that?"

Linda Rogers: Are there any other additions or corrections to the agenda? If not, I'll entertain a motion to correct the items on the agenda to change to be just simply Federal Street. We have a motion?

Dean Sherman: I make a motion.

Linda Rogers: Is there a second?

Louise Frey: Second.

Linda Rogers: We have a motion and second, all in favor "Aye". Opposed – None. MC

### **Item #3:**

Linda Rogers: The next item on the agenda is the approval of 2 sets of minutes.

#### 1) June 19, 2007

Linda Rogers: Does anyone have any additions or corrections to the minutes? If not, I'll entertain a motion.

Gene Steele: I make a motion to accept the minutes of June 19<sup>th</sup>, 2007.

Linda Rogers: We have a motion to accept the minutes, is there a second?

Dean Sherman: I will second.

Linda Rogers: We have a motion and second, all in favor "Aye". Opposed – None. MC

#### 2) July 17, 2007

Linda Rogers: Does anyone have any additions or corrections to the minutes?

Louise Frey: I make a motion to approve the minutes.

Linda Rogers: We have a motion to accept the minutes as submitted, is there a second?

Dean Sherman: I'll second.

Linda Rogers: We have a motion and second, all in favor "Aye". Opposed – None. MC

**Item #4:**

Linda Rogers: The next item on the agenda is the review of the preliminary site plan approval for:

The applicant, The Cape Henlopen School District, is requesting preliminary site plan approval for a parking lot at the Milton Elementary School which is on Federal Street further identified by Sussex County Tax Map and Parcel # 2-35-20.11-03.00.

Does anyone have any comments?

Virginia Weeks: I have a question for the attorney, please. Since this is a government institution that's applying for this, do they, are they required to follow our request?

John Brady: Yes.

Virginia Weeks: Thank you.

Linda Rogers: Anyone else have anything they would like to discuss? Recommend? Change? Talk about? Make a motion for...what do you folks want to do?

Ted Kanakos: I would make a motion that they address the issues that we brought up and resubmit it.

Linda Rogers: We need to address those issues for them which is going to be what? Either one way?

Ted Kanakos: One way; better flow; smaller parking lot; pedestrian walkway.

Michael Filicko: In addition the concrete.

Ted Kanakos: And to look into the pervious concrete, or a way of solving that issue.

Virginia Weeks: And a lighting study to make sure that the parking lot is sufficiently lit.

Linda Rogers: And a landscaping plan?

Ted Kanakos: And a landscaping plan which should be here.

Linda Rogers: Okay, I have: a possible one way; better flow altogether; smaller parking lot, perhaps; a pedestrian walkway between parking places; look into the lighting, landscaping and the pervious concrete. Did I miss anything? We got pretty much what everyone wants him to look into? Okay, we have a motion, is there a second?

Dean Sherman: I'll second.

John Brady: Madame Chair, I'm concerned. Your motion either has to approve, reject or table, and I was just concerned with what Mr. Kanakos said. It sounded like to reject with recommendations which, when you reject, you don't give recommendations. You can either...

Linda Rogers: So we can either make a motion...can we rescind your motion a minute?

John Brady: The concern is it's done, it's just procedurally from your comments, it doesn't sound like you want to make a motion to approve preliminary with those conditions but you could, because they have to do a final site plan and that could be incorporated it. But it sounds that you may want to table for them to resubmit a revised

plan incorporating these suggestions based on the comments made at the Public Hearing regarding A, B, C, D, E, F and G. Is that the intent of your motion? If so, it should be specifically worded that way.

Ted Kanakos: If I don't have to repeat it all, yes, to reject it with the recommendations that they look at it.

Linda Rogers: To table it?

Ted Kanakos: To table it, I'm sorry, to table it and look into our recommendations.

John Brady: Procedurally, if you reject it, they have to go through the whole process again, because they can't go back and accept it. They couldn't come up in September. If it's tabled, they can have the revised drawings in and it could be put on the September meeting. That's procedurally based on the new rules you adopted. That's why I am trying to get everybody to be comfortable with exactly the timeline that would be followed.

Ted Kanakos: No, we don't want to reject it.

Linda Rogers: So your motion is to table this with the following items you wanted them to look?

Ted Kanakos: To table with the...suggestions, yes.

Linda Rogers: Okay, does everyone understand the motion? Is there a second to that motion?

Dean Sherman: I second.

Linda Rogers: We have a motion and a second, all in favor say "Aye". Opposed – None.  
MC

John Brady: Remember, Madame Chair, Roll call vote on a motion.

Linda Rogers: Even for this now?

John Brady: Even for this.

Linda Rogers: Lets do Roll Call vote.

Bernice Edwards: Yes

Ted Kanakos: Yes

Bill Brierly: Yes

Dean Sherman: Yes

Linda Rogers: Yes

Michael Filicko: Yes

Gene Steele: Yes

Louise Frey: Yes

Virginia Weeks: Yes

Linda Rogers: Motion carried to table. Is there a motion to adjourn?

Bernice Edwards: So moved.

Louise Frey: So moved.

Linda Rogers: Is there a second?

Gene Steele: I second.

Linda Rogers: All in favor say "Aye". Opposed – None.

Motion to adjourn at 8:05 p.m.