

CITY OF HUNTINGTON WOODS
REGULAR MEETING OF THE PLANNING COMMISSION
DRAFT MINUTES

October 24, 2022

7:00 p.m.

In Person Meeting – Huntington Woods Commission Room

Commissioner Mike Wright called the Meeting to order at 7:00 p.m.

PRESENT: Gail Linden, Chris Golembiewski, Rick Polan, Sheldon Kohn, Mike Wright, Blake Moore (Late Arrival*)

ABSENT: Bob Paul, Todd Sperl, Jill Ingber

City Staff Present: Zoning Administrator, Hank Berry.

APPROVAL OF AGENDA

Moved by Gail Linden and seconded by Sheldon Kohn.

Ayes: Linden, Golembiewski, Polan, Kohn, Wright

Nays: None

The Motion Carried.

APPROVAL OF MINUTES

Moved by Sheldon Kohn and seconded by Gail Linden to defer approval of the minutes of August 29, 2022.

Ayes: Linden, Golembiewski, Polan, Kohn, Wright

Nays: None

The Motion Carried.

AGENDA ITEMS:

Matter of a Site plan review of an addition to the Kushelman Residence, 13119 Hart

Scott Chapman - Builder for Kushelman Residence: It's pretty straight forward. She wants to put a second-floor dormer off the south side (backyard) of the house to put a bathroom up there.

Berry: This is really very much a minimal revision to the house. Scott, you're looking at a white vinyl sided addition. So not able to be a brick addition by virtue of where it is and the location. There is a 4-0x3-0 slider proposed in there, there are no side elevations. It's really a very small dormer, there's really not much more to say. Just adding minimal space to the second floor.

Wright: The only thing changing on that exterior is the dormer pop out.

Berry: Yes.

Wright: That's the only thing? Ok, Alright.

Chairman Mike Wright opened the meeting for public participation. Seeing none, public participation was closed.

Kohn: Perfectly fine, minimal. Got no comments on it, no concerns; whatsoever.

Polan: No comment.

Golembiewski: No questions, or comments.

Linden: Nothing new to report or ask.

Wright: Same. Looking for a motion.

Moved by Sheldon Kohn to approve the plan as presented. Seconded by Chris Golembiewski.

Ayes: Linden, Golembiewski, Polan, Kohn, Wright

Nays: None

The Motion Carried.

***Blake Moore arrives to meeting**

Matter of a site plan review of an addition to the Thompson residence, 10804 Vernon

Kohn: The minutes should reflect that Blake has joined us.

Moore: Apologies.

Wright: Are you the homeowner or the builder?

Builder for Thompson residence: I am the builder.

Wright: Great. Do you want to walk us through?

Builder for Thompson residence: Sure, it's doing a small gable/sun porch off the back of the house. I call it a sun porch because it's basically on piers like a deck would be, but it has a roof going over the top. I think that Hank can tell me if I'm wrong but, I think that the issue is that so, we have it as, it's mostly windows all around the back and then there's a gable on the top. We have it as sided because if you're looking at the rest of the house, there's a big, huge gable off the front and that's all sided. It's brick on the sides, but then both of the gables on the side are sided. So then, if we're going back with basically very similar to what we have in the front; having all of the gables sided just like the rest of them, to me, would match the house and make it all consistent. The other issue is that because it is basically like a sun porch it's not really a full-blown addition it's really, what do you call that a two season room. The suggestion from Hank is that you would require brick but it's mostly all windows. So even between the windows and places like that you're not going to be able to get brick there anyways. So, you're going to have some sort of a composite board, or something like that, anyways. So, you're just going to have a very minimal amount of brick if you were to require brick anyways. Most of it would be in the gable and again the gable matching the rest of the gables would be sided anyways. So, the request is that we are able to allow that rear gable or that rear addition to match the rest of the three gables that are sided.

Wright: And the proposed material is Hardie board?

Builder for Thompson residence: I believe the rest of it is aluminum, and so what we would probably do is a white vinyl to match aluminum. An 8-inch smooth to match the other elevations.

Wright: Ok. I asked because I thought it was called out.

Builder for Thompson residence: I guess it is going to be Hardie yeah. We've been round and round with architects on this and that several times so I guess I can't remember exactly what it was. Yeah, it would be hardy then.

Wright: Hank, anything to add?

Berry: Basically, again this is a very simple addition the only reason it is here is because of the brick issue and there is a way that it could be bricked. So regardless of which, I always try to take the position that some siding is good. It breaks up the architectural mass of the structure and we've seen that before. They have an octagonal window up top for some more interest in the gable. This is nothing that would be out of character for the house. This is here because I have to bring it here. So I believe Dr. Thompson has not deviated from what the house essentially is. It's a brick house, there is a brick wainscoting on this so there is some brick on the back of it. So you can take a look and you can see what they've done. There is a lot of glass there, it's here because it has to be here. By virtue of the work they're doing is all (bad audio quality). It's under the maximum house size, it's under the lot coverage. It meets all the requirements.

Chairman Mike Wright opened the meeting for public participation. Seeing none, public participation was closed.

Linden: Yeah, I'm noticing on the windows and I'm trying to see the dimensions, but most of the windows look like they're taller than they are wider on two of the sides and then one side it's longer than it is taller. And I'm wondering what the reasoning is the windows don't seem to match.

Berry: Typically when you have rooms like this you have arrangements for furniture and furnishings in the rooms. My guess, on the one side you have the door wall to the room and the window next to it. That's not a furniture wall, nor will it be. On the other wall where it has the higher that would allow for a couch. So if there was going to be a tv or something that was going to be on the third wall there's not a whole lot of space. So depending on what it's going to be like because of the generous amount of fenestration the window height is going to allow you some different furniture placement. (approval from Dr. Thompson) It would seem to me that that would make sense.

Linden: It's not so much where the window starts in the wall, it's what the window looks like in the frame. That they're not all matching window frames, or sort of side windows, when you look at the drawing. On the west elevation they're different than what they would be on the east elevation and...

Polan: You got a patio door on the east, the rest of the windows are all 6-0s.

Linden: I know one is a door wall. The north ones are all vertical, the west side are squarer looking windows.

Polan: The grills are different.

Linden: The grills are different. That's what I didn't like. That the muntin bars on the west are different than the muntin bars on the east.

Berry: From looking at the plans they're all 60x60. They're all sliders. SO that's 6 over for the north elevation and it's 4 over for the west elevation. It's 6 over for the door walls and 4 over for the slider for the other one. So they're some 4-0 and some 6-0 with that, the difference is just the grill pattern. Were those SDL's you were going to use.

Builder for Thompson residence: What I would say is that I've never built a house with window sizes based on the size of the muntins... The only way to make it the same would be to change the size of window to be the exact size as one of the other windows.

Polan: My opinion is that the west elevation is just drawn wrong. If they're 6-0 6-0 then it should match the north elevation, the pattern is just wrong when they drew it.

Linden: That's what I was looking at also. The drawings don't match each other.

Polan: You're not going to order them with two different patterns.

Berry: It's not articulated correctly in the plans.

Polan: That's all it is, the windows are the same size but the muntin bars are different.

Berry: They're all different patterns but the way it's drawn it's likely to be a 6 over.

Polan: All we have to do is clarify that those windows are going to be the same.

Linden: Thank you, that's it.

Moore: I am not troubled by the siding, I think it's all fairly consistent to the initial structure.

Polan: Everything is going to be white. Okay, no issues.

Kohn: I have no problem with the plan as presented.

Moved by Gail Linden to approve the plan as presented. Seconded by Blake Moore.

Ayes: Linden, Golembiewski, Polan, Kohn, Wright, Moore

Nays: None

Matter of an update for Safe Routes to School/Complete Streets

Berry: As you know, the safe routes to school was something that we wanted to champion. It was something that the planning commission had at the tops of their list and we've been into it quickly and hard. We've already applied for a joint grant with Berkley and Oak Park, the grant is already in... We are trying to get our kids safely across and back on 11 mile. What we want to do is we want to add a traffic light... two reasons for that one is because we have the space up to Mortenson Crossing so we would cross right on the other side of the driveway by the police station and go to their sidewalk. Why would we do that? One, it gives public safety control over the light so if they have to hit the light and turn it red so they can get out or back a truck in they can do that. So it will save time and problems slowing people down trying to get the truck out. Two, it will be an actual traffic signal which will require people to stop, not playing dodgem with kids, they're stopping. Both Berkley and us are very much in agreement that that has needed to happen for a long time. Another thing that a traffic light will do is it will calm traffic on 11 mile. With a light people will actually be able to back out of their driveways on 11 mile without taking their life in their hands... The road will be narrowed slightly. There will be a dedicated turn lane, one lane each way, and we will have traffic signals... We would put another one across mid park (Reynolds Park) to Berkley there. That gives people a chance to cross there down to Berkley side so they don't have to come down here (proposed Public Safety crossing light).

Wright: Are you talking about a full traffic light at Meadowcrest and (Inaudible).

Berry: No, I'm talking about a hawk beacon... What the hawk beacon is, is that when there are people there that want to cross you hit the button and it turns the light red. When is that going to be used? Periodically, maybe, throughout the day. Definitely at 7:30 when the kids are going to school and definitely at 4 o'clock when they're coming back. The third one would be a similar thing down on Henley... Our goal is not to freeze traffic, our goal is to slow it down, but most importantly get our kids home safe. Conversely there's a lot of Berkley people who use Reynolds park and frequent the hair salon and coffee shop... Once we get a full planning document you all will be seeing it you all will be able to comment on it. We'll have some costs as far as what this will cost to build, that's where we'll be with that one. The other thing is that because Berkley has no interest between 11 mile and 10 mile other than they want that to slow down and meet up with their bike lanes, which it's my understanding that they are going to try to

keep. Having said that it would make sense that Oak Park also wants to reduce the amount of lanes there as far as that and that would help with crossings there. As well as a traffic calming effect for Coolidge highway which really does act like a highway... There's several reasons. One is that we have a population that uses Norup Middle School from our side. So they need to go all the way to Lincoln to cross and a lot of them would like to cross sooner than that... So we have a park over there as well that we are in the process of applying for a grant in conjunction with the city of Oak Park. All of the communities are in agreement on that, having said that nobody has seen the estimated cost or the bills or anything from what Coolidge might entail... We also have a very large Orthodox Jewish population in Huntington woods that would use that crosswalk to get to and from schul, and temples that would be located in Oak Park. The reason is the Orthodox population does not drive on Saturdays, they walk wherever they need to be... Huntington Woods kids... are roughly a quarter to a third of the students so that translates to crossing twice a day, there and back. The grants that we're going after for some of this is going for the Safe Routes to school grants... We are working with the Oak Park planning department and both city managers have been in the discussion so far. We should have some documents pretty soon to start working from. But the entire grant process for 11 mile came out between Huntington Woods, Oak Park, and Berkley and the whole grant application was completed in two weeks... We will have a little bit more time for the Oak Park and Huntington Woods collaboration for Coolidge. There are still some things to be sorted out, there are bioswales whether or not you want to have trails or bike trails because we have a very large right of way on Coolidge between 10 and 11.

Wright: So there's no proposal for exactly what Coolidge crossing would look like yet?

Berry: Not yet. But again we did commission TIA, and they haven't been out there yet. We did this one first because 11 miles has been a nightmare for years. At least with Coolidge there is a crossing guard there. That's one of the things that made us put it on the backburner until we got to this (Coolidge).

Wright: Who employs those crossing guards?

Berry: They're paid for by Huntington Woods. The one that you see like at Burton those are Huntington Woods and then the public safety department is always sending an officer down there.

Linden: You're talking about possibly, besides the Lincoln crossing on Coolidge whether it gets a road diet or that's evaluated or whatever else that there might be a hawk system or something like that because of the schuls or because of the school? Because Lincoln is a good place for the kids for Norup to be crossing at. I don't think you need anything between Lincoln and 11 mile for crossing in that area.

Berry: ...There is a secondary proposal on the table that there is a special interest group that has approached as far as wanting another light at Talbot... Nothing is finite yet. But I will tell you there's several hundred crossings a day from kids. That's the scariest thing. Here we're slowing down four lanes, there we're slowing down five. So, it's a big thing.

Linden: Did you say on the 11 mile for cars getting out or whatever else. I heard you say, a road diet also there, cutting it down to one lane each direction and a turn lane in the middle.

Berry: It would be like dedicating a left turn lane in a traffic calming situation. Road diets don't adequately describe all the effects that are happening here. People who live on 11 mile deserve to be able to back their cars out without taking their lives in their hands. In the zoning ordinance we made special provisions for 11 mile so they could have semi-circle driveways on 50 foot lots. Which is effectively paving their front yard. Because we recognize they have a problem, so how nice would it be if we could afford them the opportunity. This would be on this side there and then we have the light at Woodward, so we would have two lights that people would have to stop at on a regular basis. Then they could get their cars in and out of their driveway... Plus if the lanes are narrowed and it's one lane each way with a center lane reduction, with a center lane dedicated left turn situation that would also put more space between the vehicles and the houses.

Kohn: To the extent it's been done on 11 mile there hasn't been a similar plan put in place as far as the location of whatever the traffic control would be on Coolidge.

Berry: We are awaiting the TIA studies.

Kohn: Jurisdictionally, who has control over 11 mile besides the adjacent cities? Who has control over Coolidge?

Berry: Coolidge is a little bit different animal in that we'll have to be bringing in different parties for that. The service drive would be a county road, this may be county but we'll have to see whatever TIA recommends, and whatever bodies they want to go through or we have to go through will be contacted.

Kohn: I'm sure. The other thing is you seem to be packaging the traffic control signals with lane reduction. Is that all part of the grant that's being asked for?

Berry: Yes.

Kohn: Ok, so you're putting the whole package together. Can the grant authorize either end of that? Like the traffic control without the lane reduction or vice versa?

Berry: The grant that we're having now is the planning grant. So this is going to be the actual brick and mortar of what has to happen here. So that will go through a couple iterations, there's going to be more conversations between the communities over that. Their likely could be three options for stoppages or crossings, and you only end up with two. A lot of that is going to be dictated by cost, practicality, and traffic flow.

Kohn: To what extent does one project or the other rise or fall based upon lane reduction?

Berry: Right now we are asking for that because it furthers the safe routes to school... Do the two have to go hand in hand? No, but that's what the plan's going to be.

Wright: Are Berkley and Huntington Woods both looking for the grants to cover these completely?

Berry: Right now we are looking for the planning grants to actually enable this... The first thing with anything is always striping, striping is cheap. Before we go into anything that require any construction in the road this will be a good test. It's kind of like what Berkley did with their bike lanes on Coolidge. At first everyone complained about it now it takes me an extra two to three minutes to get to 12 mile from 11 mile. It's a traffic calming device...

Golembiewski: Who are we applying to? What organization?

Berry: We've got help from the National League of Cities, Sencog grants, there's federal grants, state grants. With all due respect we're looking for anybody who will give us money or help us with this...

Golembiewski: What is the ETA on when we might hear back?

Berry: Hopefully we'll find out some time in January on the planning grant. So we'll know what funding we need. First we have to get the grant, if we don't get it we'll try someplace else.

Golembiewski: As far as the light that would be here, would it be timed? Like it's blinking yellow after ten o'clock at night until 6 o'clock in the morning?

Berry: ...What's going to happen is TIA is going to look into that for us. What they do is they give you recommendations of what it should be like realistically. Just by the fact that it's there and it's flashing yellow, that's going to slow people down. Does it only work when you're crossing like lunch time, kids going to school, kids coming home from school? Maybe, but anything that light does is going to help the residents of 11 mile with traffic. Granted their may

be some traffic at first, but that goes away. Coolidge is evidence of that. The goal here would always be to protect our kids and the other is to enhance the lives of the residents of 11 mile...

Golembiewski: If we got the money and the grants and everything was 100 percent how quickly would this materialize? Are we talking next spring, summer, or fall?

Berry: It's not going to be next spring or next summer because the money won't materialize that fast. Even if we get the planning grant and get them to make up the plans and finite detail what exactly we're going to get and what we want. That will depend on cost. Once we get that done we have a set of documents then we have to find somebody to do it.

Kohn: Construction funding is separate from planning funding.

Berry: Yes, sir. And one's going to take a larger commitment than the other. The light, roughly ballpark, are about \$250,000 a piece.

Wright: That's for the beacons?

Berry: That's for the lights. The beacons would probably be a little bit less. But you have to understand there are a lot of moving parts. For that one down there you're going to have to move the smart stop. So there's a lot of components to this that make it more challenging than lets stick a light all we need to do is run power to it.

Chairman Mike Wright opened the meeting for public participation. Seeing none, public participation was closed.

ADJOURNMENT:

Moved by **Gail Linden** and seconded by **Chris Golembiewski** to adjourn the Planning Commission meeting.

Ayes: Linden, Golembiewski, Polan, Kohn, Wright, Moore

Nays: None

The Motion Carried, meeting adjourned at 7:50pm.

Submitted -Lucas Rice
Recorder