



PLAN COMMISSION STAFF REPORT

To: Members of the Plan Commission

From: Tom Vander Woude, Planning Director

Meeting Date: June 14, 2022

Agenda Item: PC Docket No. 22-008

Hearing: **CONTINUED PUBLIC HEARING**

Application Type: **COMMERCIAL SUBDIVISION – PRELIMINARY PLAT**

Summary: SPIN Munster, LLC represented by Gary Warfel requesting approval of a preliminary plat for the Kenmara Addition to the Town of Munster a commercial subdivision located at the southwest corner of Timrick Dr., Manor Ave., and Fisher Street (formerly the Lansing Country Club).

Applicant: SPIN Munster, LLC represented by Gary Warfel

Property Address: S OF 400-440 FISHER RD
PIN: 45-06-25-100-005.000-027
Legal Description: PT NW1/4 S.25 T.36 R.10 LY'G S. OF NIPSCO, N. OF GRAND TRUNK RR, W. OF MONON & PENN CENTRAL RR & E. OF STATE LINE 59.02AC

Current Zoning: CD-4.B General Urban - B District

Adjacent Zoning: North: CZ-Civic
South: SD-M, SD-PUD, CN RR
East: CD-4.B, CZ, SD-M, NICTD RR
West: Village of Lansing, IL

Action Requested: Approve preliminary plat

Additional Actions Required: Findings of Fact
Approve final plat

Recommendation: **Conditional approval**

Attachments: Kenmara Addition to the Town of Munster final plat prepared by HWC Engineering dated 06.30.2022

BACKGROUND

1005 Ridge Road • Munster, IN 46321 • (219) 836-8810 • Police/Fire Emergencies 911
Police Non-Emergency (219) 836-6600 • Fire Non-Emergency (219) 836-6960
www.munster.org

The remaining phases of the project are described below.

- Phase 1A: Off-site infrastructure providing access from Fisher Street into the 59 acre tract. This includes the modification of the intersection of Fisher St. Timrick Dr, and Manor Avenue and the extension of Fisher Street west into the 59 acre tract.
- Phase 1B: Off-site infrastructure providing access from the Maple Leaf Crossing Planned Unit Development. This includes the extension of Maple Leaf Boulevard into the 59 acre tract as well as the improvement of the Pennsy Greenway regional bike trail along the former Pennsy RR right-of-way.
- Phase 3: The completion of the remaining streets and platting of additional development lots projected to include the construction of 420,000 square feet of commercial space.

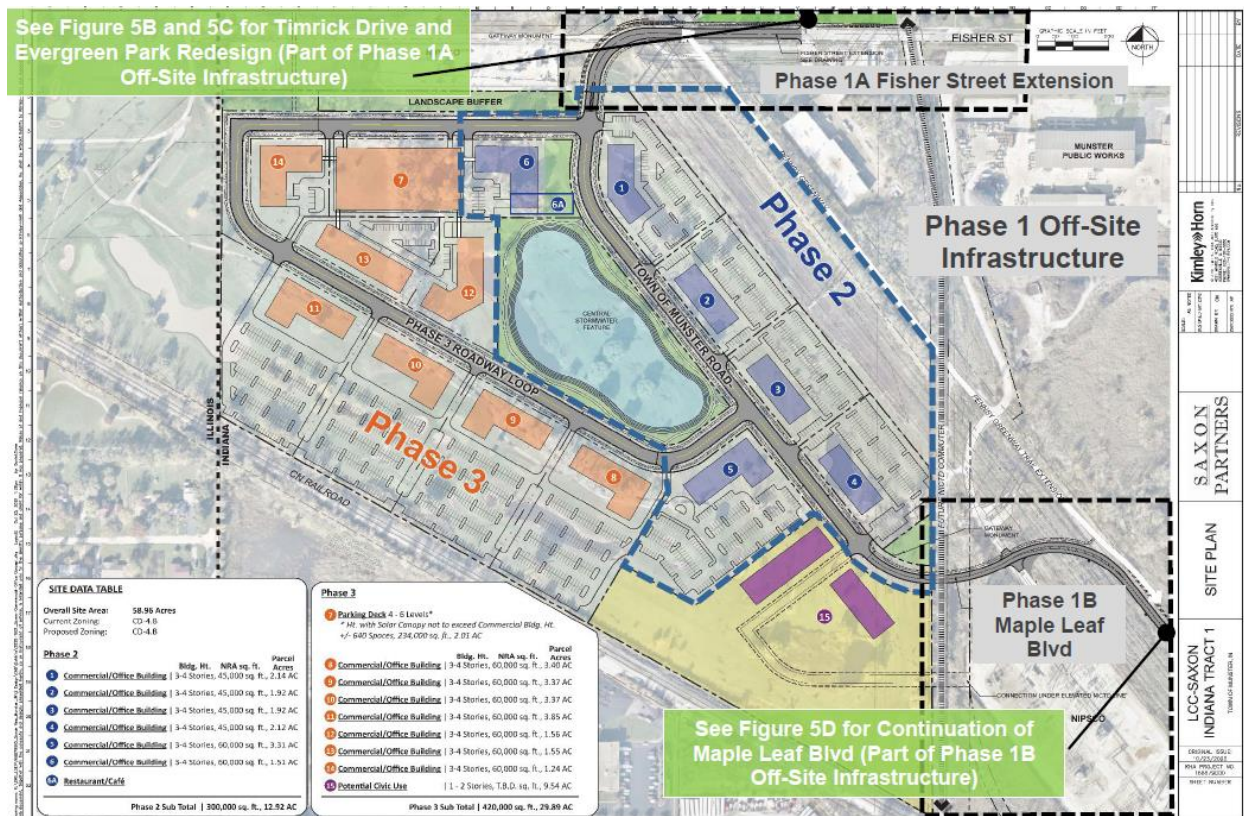


Figure 2 Conceptual Master Plan

DEVELOPMENT PLANS

The applicant proposes to develop this subdivision in compliance with its current zoning as a CD-4.B district. This is a mixed-use district, which permits a variety of commercial uses including retail, professional and medical offices, and personal services. Manufacturing or industrial other than small scale, craftsman-type industry is prohibited. Residential uses are permitted as a conditional use.

Development standards in this district are intended to promote a walkable environment with minimal building setbacks, varied side setbacks, and parking located to the side or behind buildings. The proposed development of this subdivision includes 300,000 square feet of commercial/office space within four 45,000 square foot and two 60,000 square foot buildings, each of which is proposed to be 3-4 stories in height. No specific buildings are proposed for approval at this time. All future building and lot Development Plans must be approved by the Plan Commission. Lot 9 is being reserved for the potential use by the Town of Munster, possibly for the relocation of the Munster Public Works garage, though there has been no serious discussion of this proposal.

A public hearing was held on June 14, 2022. Public comment was taken. The petition was tabled. A revised preliminary plat was submitted on July 5, 2022 with the following revisions:

1. In keeping with Sec. 26-340. – Intersections of the Munster Subdivision Ordinance which requires that property line corners are shown to be rounded by an arc of at least 20 feet in radius at street intersections.
2. In keeping with the Munster zoning ordinance Development Parcel Plan standards, a 76-foot-wide right-of-way is provided for all streets.

DISCUSSION AND ANALYSIS

1. THOROUGHFARES

The property is currently accessible by automobile only from the west at the driveway of the former Lansing Country Club at Burnham Avenue in Lansing. The applicant is proposing to extend Fisher Street to the west through a NIPSCO right-of-way into the development and to extend the future Maple Leaf Boulevard along the Town-owned Pennsy Greenway right-of-way, through NIPSCO substation property, under the future NICTD railroad bridge into the south end of the development. As noted above, these improvements are part of a separate Phase 1a and 1b. The Maple Leaf Boulevard extension also includes the improvement of the Pennsy Greenway trail within that right-of-way. Easement and property acquisition and right-of-way transfer negotiations are underway for these phases and are not ready for approval. The plans do not show a roadway connection west of the development to Illinois.

A traffic study was prepared by the applicant to determine the traffic impacts of the development and whether any transportation improvements would be needed. The study made the following findings with respect to Phase 2 of the development (identified as Phase A in the study).

Future (2025) Build Scenario – Phase A (300,000 square feet)

The following improvements are recommended to facilitate access to Phase A.

- *Improve the existing northwest-southeast roadway along the west side of the Pepsi facility to the Town of Munster public road standards.*
- *Provide an underpass at the Northern Indiana Transit Commuter District's (NITCD) West Lake Corridor rail alignment (South Access) in order to facilitate secondary access to the proposed development.*
- *Realign Timrick Drive to form a "T-intersection" with Manor Avenue approximately 90 feet north of Fisher Street. At the intersection of Timrick Drive/Manor Avenue, install minor-leg stop control on Timrick Drive. Install a "Do Not Block Intersection" sign per IMUTCD*

standards. The sign should be posted on the northwest quadrant of the intersection, visible to southbound traffic.

- *With construction of North Access, install dedicated left-turn lanes on the east and west legs of Fisher Street at its intersection with Manor Avenue/Commercial Driveway A. The turn lanes should provide 50 feet of storage with a 100-foot taper.*
- *Install a new traffic signal at the intersection of Calumet Avenue/Maple Leaf Boulevard per INDOT and Town of Munster requirements.*

Of these recommended improvements, only the dedicated left dedicated left-turn lanes on the east and west legs of Fisher Street at its intersection with Manor Avenue/Commercial Driveway A have not been included in the current plans.

The traffic study includes additional recommendations for improvements to the intersection of Fisher Street and Calumet Avenue when Phase 3 of the project is implemented. The full study is included as an attachment.

Within the development, all thoroughfares are proposed to be public roads and are shown on the plat as dedication of public right-of-way. All public roads must meet a Thoroughfare Type listed in the Town's Development Parcel Plan Standards and must comply with the Town's subdivision ordinance. The plans depict all streets to be the Neighborhood Street Thoroughfare Type with a 76' wide right-of-way. Staff notes the following:

- Sec. 26-335 of the Munster subdivision ordinance requires a right-of-way width of no less than 100 feet for a commercial street. This will require the Plan Commission to grant a waiver.
- A cross-section included in the plans includes a multi-use path in lieu of a sidewalk; the Neighborhood Street requires sidewalks on both sides of the street.

A street lighting plan is included in the plans which demonstrates conformity to the Town standards.

2. BLOCK SIZES

The CD.4-B zoning districts permits the perimeter of blocks formed by new and extended thoroughfares to be no greater than 2400'. This standard of small blocks is intended to ensure walkability. This standard is met within the development. The block requirement is waived on the perimeter of the development because the adjacent railroads and ponds do not permit additional road connections.

3. CIVIC SPACE

The proposed central stormwater pond within the development is 5.72 acres. It is landscaped around the perimeter and includes a perimeter multiuse trail meeting the definition of a Green:

An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than Building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed.

4. PUBLIC LANDSCAPING PLAN

A set of public landscaping plans have been included in the plan set. These plans include the required street trees to be planted at 30' intervals, the conceptual landscaping plan for the central stormwater pond, and a landscape buffer along the north edge of the property.

5. TRAIL CONNECTIVITY

A 10' wide shared use path is shown around the central stormwater feature, which will connect on both the north and south to the proposed Pennsy Greenway.

6. STORMWATER

In Phase 2, stormwater is proposed to be detained in a wet bottom pond in the central open space. A second outlet on the Illinois side of the property has been reserved in Phase 3 for additional detention. As required by the Town's Subdivision Ordinance, drainage and utility easements are provided along rear and side lot lines. A stormwater report has been provided which indicates that the capacity of the proposed pond exceeds the volume required by the development.

7. LOTS

All lots exceed the CD-4.B district minimum lot size of 18 feet.

8. MISCELLANEOUS

The Town of Munster has been working with NICTD to relocate a watermain to the west side of the NICTD right-of-way along the east edge of Lot 9 of the proposed subdivision. The proposed 15-foot-wide easement may not be sufficient to provide access to that watermain. Staff recommends that a condition of the approval be that a sufficiently wide easement as determined by the Town Engineer be dedicated to the Town.

RECOMMENDATION

The Plan Commission may wish to consider the following motion:

Motion to approve PC Docket No. 22-008 granting approval of the preliminary plat of the Kenmara Addition to the Town of Munster,

with the following waivers:

- 1. From Sec. 26-335 (b) of the Munster subdivision ordinance which states that a major-access or business street shall have a right-of-way width of not less than 100 feet.*
- 2. From Sec. 26-313 (b) which states that the depth-to-width ratio of the usable area of a lot shall be a maximum of 3.5 to 1.0, except no lot shall be more than 300 feet deep.*

And upon the following conditions:

- 1. All necessary easements, agreements, and approvals both by the Town and third parties have been made and approved for the completion of Phase 1a and Phase 1b, as shown on the development plans, providing access to the Kenmara Addition from Fisher Street and Maple Leaf Crossing to the satisfaction of the Town of Munster Plan Commission.*

2. *A utility easement along the east edge of Lot 9 in a width determined by the Town Engineer to be sufficient for accessing the Town's watermain be dedicated to the Town.*
3. *All stormwater and engineering plans be subject to a final review by the Town Engineer.*