

MUNSTER PLAN COMMISSION
MINUTES OF SPECIAL BUSINESS MEETING
Meeting Date: November 15, 2022

The announced meeting location was Munster Town Hall and could be accessed remotely via Zoom, a video conferencing application.

Call to Order: 7:36 pm

Pledge of Allegiance

Members in Attendance:

Andy Koultourides
Steve Tulowitzki
William Baker
Rachel Branagan
Roland Raffin

Members Absent:

Lee Ann Mellon
Brian Specht

Staff Present:

Tom Vander Woude, Planning Director
David Wickland, Attorney

Approval of Minutes:

a. October 11, 2022, Regular Business Meeting

Motion: Mr. Baker moved to approve the October 11, 2022, Regular Business Meeting minutes

Second: Mr. Koultourides

Vote: Yes – 5 No – 0 Abstain – 0. Motion carries

Preliminary Hearings: None

Public Hearings:

a. PC Docket No. 22-017 SPIN Munster, LLC represented by Gary Warfel requesting approval of a preliminary plat for the Kenmara Phase 1A An addition to the Town of Munster a commercial subdivision located at the southwest corner of Timrick Drive, Manor Avenue, and Fisher Street.

Mr. Vander Woude said the Plan Commission has already granted conditional approval for the preliminary plat for Phase 2. He said Phase 1a is the extension of Fisher Street to the west and the reconfiguration of the intersection of Timrick Drive, Manor Avenue and Fisher Street. He said the plat was tabled at the previous meeting. After the meeting, the staff met with the applicant, Gary Warfel of Saxon Partners LLC and reviewed four different alternatives for this intersection. Alternative 1 is Timrick Drive terminating at Manor Avenue. He said this alternative maintains street connectivity for emergency response, Public Works, and residents. Alternative 2 is Manor Avenue terminating at Timrick Drive. He said staff had concerns about the maintenance responsibilities and the fact that there would be no frontage for the lot at 8841. Alternative 3 is Timrick terminating in a cul-de-sac. Alternative 4 is the original idea, roundabout. He said that Alternative 1 was preferred by the developer and acceptable to the town staff and is shown on the plat that is being presented tonight.

He said the traffic study for this project states there would be a need for a traffic signal at the intersection of Fisher Street and Manor Avenue with the implementation of Phase 3 and possibly prior to Phase 3, because there is a potential for backup on Manor Avenue past the Timrick Drive intersection during peak evening hours. He said the study recommends that the Town monitor this intersection to determine whether any additional measures need to be taken up to and including the installation of a traffic signal prior to the implementation of Phase 3, when it would be required. He said the staff recommendation is to require an agreement that requires the developer to install a traffic signal when warrants are met but permit the Town to install earlier and be reimbursed at the time that the warrants are met. In addition, staff recommends that a revised landscaping plan be provided, the park areas be approved by the Parks and Recreation Department and the Munster Park Board, a revised public lighting plan be submitted, final town engineer approval of all engineering plans, and all the necessary easement agreements and approvals, both by the Town and third parties including NIPSCO, NICTD, Town Council and the Redevelopment Commission for the transfer of right-of-way and the acceptance by the Park Board of improvements. He said the applicant is requesting a waiver from Section 26.335 of the subdivision ordinance permitting a right-of-way with less than 100 feet from a commercial street.

He said the applicant, Gary Warfel, is on Zoom and represented here by Daniel Grove of Kimley Horn. Mr. Baker asked Mr. Vander Woude if there is a development agreement. Mr. Vander Woude said no. Mr. Baker asked why the Plan Commission is dealing with all these approvals and reviewing streets if there's no deal yet. Mr. Vander Woude said the details of the plat will influence the financial incentive package. Mr. Baker asked about the Fisher rail crossing. Mr. Vander Woude said it will be a quiet zone; it will be an at-grade crossing. Ms. Branagan questioned the open space parcel on the bottom right of exhibit 1.0. Mr. Vander Woude said that lot is one of three lots that have been purchased by the developer. Mr. Baker asked if someone from the Town had reached out to the homeowners who have Timrick facing them now in this proposal. Mr. Vander Woude said he spoke to both the residents last week.

Mr. Daniel Grove, representing the applicant, said that this is a landlocked parcel so to make it active and productive and supportive of the community, they need the access points that are in front of the Plan Commission tonight. He said for Phase 1A access, they want to make traffic better in the neighborhood. He said they looked at several different options and sat down with Fire and Police and everyone to make sure they are going with the best options. He said Mr. Warfel has reached out and talked to the neighbors. He said they are offering landscape and other enhancements to their sites. They have realigned the road to line up with the driveway between the two buildings on each side of Manor Avenue, so they are not shining headlights into their windows. He said they are taking the parcel that had been landlocked behind the NIPSCO right-of-way and making it productive and supportive to the community; they also see it as a huge opportunity to make amazing regional greenway connections through this site by linking Pennsy Greenway and with a regional trail.

Mr. Raffin asked if he and Mr. Warfel reviewed the staff recommendations as conditions for the motion and whether they agree with all the conditions. Mr. Grove said they did, and they know that the development agreement needs to occur, and a lot of these items will get wrapped up into that development agreement. Moving forward, they have to get PepsiCo on and all the pieces in place and get the final engineering the way the Town wants it. Mr. Raffin opened the public hearing.

Jenna Parker said she lives on 8837 Manor Ave. She said they have given her a lot of literature. She knows there is a lot of work involved in planning this on everyone's behalf. She and her husband have two young kids. Their biggest concern is if a car decides they are going to go zipping down Timrick Drive going onto Manor Avenue. She doesn't know if the bike path will still be back behind where the country club is, but they still have a lot of biking, people walking their dogs, her kids play out in the front yard. This is not only the headlight aspect at nighttime being able to shine through. They really appreciate option 3 where it jutted out a little bit more. She knows that the Plan Commission along with Fire and Police, that that was not their option but from a residential standpoint this makes her nervous.

Mike Gomez of 227 Timrick Drive said his is the last house right next to the park. He asked what type of traffic impact analysis was done, was it based on speed, traffic counts, how was it done and when was it done. Mr. Grove said it was done in the spring. Mr. Gomez asked because he lives there, and he never saw any traffic measuring systems anywhere on Timrick Drive or driving through town. Mr. Grove said they did actual counts on all the turning movements on Fisher Street, Timrick Drive and Manor Avenue. Mr. Gomez asked the average speeds on Timrick Drive and Manor Avenue. Mr. Grove said they were just doing counts. Mr. Gomez said speed is important, especially when you are creating a T intersection. You go through those residential areas where there is a section where there is a T, somewhere you are going to create something. This is not a very low speed residential area. Timrick, no matter what the speed limit, is not a low speed traveled area. From Ridge Road to Calumet Avenue, that's the shortcut that people take. Sometimes on an evening, getting out of his driveway takes 10 minutes because there is that much traffic. Mr. Gomez asked if they included the impacts of the rail crossing in their study. Mr. Grove said with a traffic study you look at the turning movements and you project the increase. Mr. Gomez said when you decide which of the four you are going to pick, it really comes down to what is going to slow the traffic down, which is going to make pedestrians safe. He said you really need to make sure that you that you are looking at what we really think traffic is going to look like when those rail arms come down, how many times a day they come down and what hours they come down. All that should be included in the decision being made for this project.

Chris Losiniecki said she lives at 8822 Manor which is the lot directly adjacent to the topmost green space area in the drawing. She said that you were talking to the residents about landscaping and stuff like that. She has never heard from anybody at any point. This directly abuts her property. She asked if there would be a barrier between her property and the public property. There is a park there now, it is underutilized, but she is guessing with all these beautiful plans there is going to be all kinds of stuff going on. She doesn't even have a fence because she's never needed one. Ms. Losiniecki said the park is underutilized because there is nothing there. She is all for prettying that up because it is sort of like a neglected corner of Munster but if they are going to make it bigger or clean it up, make it look nicer. She asked if there is going to be any sort of barrier, landscaping, fencing, something between her property and that her property now that it's going to be more utilized than it's been in the past. Mr. Vander Woude said the indication from the Parks Director is that this will remain a passive open space. There is an active park just northwest of here. He said there is a condition in this approval that says they need to come up with a plan for the landscaping and improvement of those park areas.

Gary Warfel said that their intent in the revised development plan is to put fencing between all residential parcels and park space. He said their intent is to remove that asphalt and make it a passive green space. He said they will work with individual homeowners and the town on terms of coming up with a fencing design that is esthetic and makes everyone happy.

Patrick Goodson said he lives at 202 Timrick, which is closer to Hohman. He asked if Fisher Street is going to connect to Illinois. Mr. Raffin said as of now, no. Mr. Raffin said the Munster part is being developed, not the Lansing part. Mr. Goodson said that it's basically their backyard. Their backyard is the bike trail, and they look at the lake at Lansing Sportsman's Club. Mr. Goodson no one stops at the stop sign at Timrick Drive and Hohman Avenue. There is a bunch of high-speed traffic. He said if you asked the residents around Timrick Drive what they would want, he would be in favor of a cul-de-sac. He knows that will cut it off, but it would stop the traffic there because it is the main cut through from Illinois to the hospital on Calumet Avenue. He said they can either put stop signs or speed bumps along Timrick Drive and maybe enforce tickets there.

Eileen Woodard-Goodson, 202 Timrick, said if you look on GPS, on a Tuesday night, it says it takes 5 minutes From Hohman Avenue to Manor Avenue. There is no way, it's a 25 mile per hour zone. She used to sit on the porch and read the paper and nobody stops at Hohman Avenue and Timrick Drive. It is pathetic. You get the train, another intersection at Manor and Timrick, and traffic will be backed up. They will be backed up at Hohman Avenue. There will be more traffic down that next block, the first east and west passed Timrick Drive. Speed is a problem. Every once in a while, the police will show up and will stop people going through the stop sign. Right now, even the way it is, it is an awkward turn there on Timrick Drive and Fisher Street.

Mr. Goodson asked if anyone is going to talk to the neighbors. Mr. Raffin said this is a continuous process; they always meet on the second Tuesday of the month, the agenda is posted on the Town website, and the meeting can also be attended on zoom.

Mr. Gomez asked if the traffic study is available for all to look at. Mr. Vander Woude said they are not in this agenda, but they were in previous agendas. Mr. Gomez asked if it incorporates the situation they are currently building right now. Mr. Grove said he would have to check. Mr. Tulowitzki said he is familiar with this neighborhood. He knows the staff is looking at, and has done some studies, on traffic calming features elsewhere in town. It seems like this neighborhood would be a good candidate to put some of the more effective traffic calming measures in as this development comes along. Mr. Vander Woude said they have done speed studies on Timrick Drive. He doesn't have the information at hand because the proposal they have here is, if anything, going to slow traffic because it does have a stop sign in that corridor where currently there is none. It just curves around and connects to Fisher Street. Mr. Tulowitzki said he thinks that will be important especially when there is more green space, there's more bicycle connectivity.

Mr. Vander Woude said with the traffic signal, rather than having everybody stop and take turns, it releases cars in groups so they can clear if there is a backup on Manor Avenue. It will back up to a certain point and then will flush clear instead of one by one. It will also create gaps. If there is a car on Timrick Drive waiting to turn onto Manor Avenue, it will create a gap in the traffic to allow it to do that. Mr. Tulowitzki said he sees there is also a turn lane northbound, a left-hand turn lane being added. He said that by adding a middle lane, we will be able to have more flow through there when the light is green. Mr. Koultourides asked if there was a plan to put stop signs in at Timrick Drive and Manor Avenue and onto Fisher. He thinks we should put a stop sign on Manor Avenue to get onto Fisher Street. Mr. Vander Woude said there is a stop sign planned at Timrick Drive onto Manor Avenue and on Manor Avenue onto Fisher Street. Mr. Koultourides said if everyone is coming down Manor Avenue, you will get a backup on Timrick Drive if those cars are not allowed to get onto Manor Avenue. That would slow

everything up on Manor Avenue at that intersection. The turn on Timrick Drive will calm traffic too. Timrick drive is going to be backed up all the way up to Hohman Avenue. You'll have to pray that people that are on Manor Avenue are going to allow those cars in to get onto Fisher Street. Mr. Baker said that after a certain amount of time using this as a shortcut, eventually they are going to know it's going to back up and they're not going to take it anymore. Maybe they will jump over at Evergreen and cut over to Manor there. He said, eventually, if he's going to sit and wait a long time he is not going that way. Mr. Raffin said he thinks it has been worse lately because the Borman has been under construction. Everyone is getting off at Torrence Avenue and Calumet Avenue and finding ways around. When construction opens up, people will stay on the highway more.

Mrs. Woodard-Goodson said she heard a rumor that Ridge Road between State Line and Manor Avenue is going to be one lane in each direction. The other thing is Hohman Avenue, Timrick Drive, and Manor Avenue, noise is a problem with people grinding gears and motorcycles.

Ms. Branagan asked why the plans don't show an option connecting to Wentworth. Mr. Warfel said they looked at this quite extensively but are ambivalent about the connection right now. They don't anticipate development at the present time on the Lansing side. They do know that connection would relieve a substantial amount of traffic out of the neighborhood around Timrick Drive and west of Manor Avenue because it is a cut through to get to the hospitals and as Ridge Road becomes constricted, it is something he thinks they should look at. It is going to take some study of the traffic overall. Mr. Warfel said the traffic study is over 200 pages; it is a very extensive study of the traffic in the area. They have all agreed there is no perfect solution. This is probably the best. They have had concurrence with Police, Fire and Parks. He said they will work with both homeowners to come up with something that is both safe and very attractive. The overwhelming thing you will see at this intersection, you can't see it on the plan, but they have been working extensively with NIPSCO on the entire green space between Calumet Avenue and Manor Avenue. You can see an area that seems to be littered with electrical infrastructure. They are proposing extensive improvements to this whole corridor, adding green space, adding trails, adding connectivity to the lakes. He said the traffic that is happening today from Timrick Drive has been happening for a long time. It is not a product of this development; it is a product of people taking shortcuts. We should look at the connection to Wentworth, there are pros and cons there as well. They are looking at this as a solution, not a problem.

Mr. Warfel said they submitted a development plan and their development agreement back in April of this year. That is the place where they put all the engineering and all the conditions. He said they have a lot of conditions with NIPSCO, Pepsi and NICTD. All those have been substantially completed but the development plan is referenced in the development agreement. There has to be some consistency between the budgets and the scope of those two plans. The whole reason for the development agreement is to look at the tax increment and how this is going to help get all this public infrastructure done. To make this simple, as Mr. Vander Woude stated, nothing is going to get done without the development plan being updated and being consistent with all the engineering that satisfies all the conditions. Inherently, all the technical requirements we are discussing are not in the development agreement plan. He is proposing that they allow Phase 1A and Phase 1B platting to move forward so then they can revise the development plan and get that into the development agreement all at the same time. It is a little counterintuitive, but they really can't complete the engineering until they have the plat resolved.

Mr. Tulowitzki said we had talked about the bike path and the sidewalk being installed and Mr. Warfel had talked about the improvements to Fisher Street. He asked Mr. Warfel to show or describe how the sidewalk and bike path would be in this area. Mr. Warfel said there are some extensive greenway improvements here, they are budgeted in the development plan. There is a lot of discussion between the Cook County Forest Preserve District and the Pennsy Greenway system. This will become one of the most extensive greenway systems in Midwest America. The most significant will be the connection of the Pennsy Greenway which will connect Kenmara, the former Lansing Country Club, all the way to Centennial Park. As you go to the intersection of Fisher, Manor, Timrick, there will be a fair amount of pedestrian connectivity. The one place where he thinks we're going to have to spend a little time is trying to squeeze greenways on both sides of Fisher when they cross the grade crossing at the tracks. They would prefer one. These are going to be very wide greenway. We are going to continue them through the NIPSCO property. He thinks they are about 85% there now. He thinks that it's going to take input from Parks and Recreation and NIRPC.

Mr. Tulowitzki asked Mr. Warfel about the sidewalk along Fisher Street. Mr. Warfel said it is a matter of trying to squeeze a sidewalk between the NIPSCO substation and the curb line. Mr. Warfel said they are envisioning a green wall or something. It is very unsightly for the residents and for anyone using these trails. They'd like to do some screening on the NIPSCO substation, green wall screening. He just thinks that having two pedestrian crossings on two sides of the commuter grade rail tracks is probably not a good idea, even though it goes counter to the town standard of walkways on both sides of the street. He said he'd rather make a grand pedestrian crossing on one side to keep it safe and keep it neat. That's it, the rest of it is straightforward.

Mr. Goodson said if we wanted to keep traffic flowing at Timrick Drive and Fisher Street, why not leave it as it is. Mr. Vander Woude said it can't be left as is and extended to the west. This accommodates the extension of Fisher Street to the west. Mr. Warfel said the existing connection at Timrick Drive and Manor Avenue is not safe. One of the reasons there is so much traffic traveling at high speeds is that it's a direct shot. Mr. Raffin said it's like one of the intersections in the city where everyone comes to a head like Belmont or Lincoln. Mr. Tulowitzki said now it is a three-way intersection that becomes a five way. Mr. Goodson said the main flow is at Timrick and Fisher. He doesn't know how much flow is expected, high flow, regular flow, or just intermittent.

Mr. Raffin asked Mr. Warfel about the Town's conditions in the staff report, barring not having an executed agreement. Are the standards the staff is requesting for motion for approval acceptable to them and can they work through them. Mr. Warfel answered yes. Mr. Raffin asked Mr. Vander Woude and Mr. Wickland if they could take the conditions and add them to a legal development agreement. Mr. Vander Woude said that from his perspective the conditions as they are listed in the report should be a condition of the preliminary plat.

Motion: Mr. Tulowitzki moved to approve PC Docket No. 22-017, preliminary plat for the Kenmara Phase 1A An addition to the Town of Munster a commercial subdivision located at the southwest corner of Timrick Drive, Manor Avenue, and Fisher Street with 6 conditions listed in the staff report;

1. Execution of an agreement between the Town of Munster and the SPIN Munster LLC requiring that the SPIN Munster LLC install a traffic signal at the intersection of Fisher Street and Manor Avenue when one or more traffic signal warrants have been met and including a provision permitting the Town to install the traffic signal prior to any of the above thresholds being met and requiring SPIN Munster LLC

to reimburse the Town for the costs and expense of the traffic signal at the later date when the warrants have been met.

2. Submittal of a revised public landscaping plan meeting Town codes and standards.
3. Submittal of a landscaping plan for park areas meeting the approval of the Munster Park Board.
4. Submittal of a public lighting plan meeting Town codes and standards.
5. Final Town engineer approval of all engineering plans to ensure (1) compliance with all Town codes and standards, (2) the inclusion of a sidewalk along the south edge of Fisher Street unless shown to be infeasible, and (3) the inclusion of a raised crossing of the Pennsy Greenway trail at Fisher Street.
6. 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.

and to grant a waiver from Sec. 26-335 of the Munster subdivision ordinance to permit a right-of-way width of less than 100 feet for a commercial street.

Second: Mr. Koultourides

Vote: Yes – 5 No – 0 Abstain – 0. Motion carries

b. PC 22-020 SPIN Munster, LLC represented by Gary Warfel requesting approval of a preliminary plat for the Kenmara Phase 1B Dedication of Maple Leaf Boulevard.

Mr. Vander Woude said Phase 1B is the southeast connection point between the proposed development of the Lansing Country Club and Calumet Avenue. He said the proposal is to extend Maple Leaf Boulevard as a public road into the Town owned Pennsylvania railroad right-of-way which is a 100-foot right-of-way and improve it with a two lane roadway and a 10 foot bike path. A driveway into the Pepsi bottling plant is proposed. He said the trail continues to the northwest along that Pennsylvania railroad right-of-way and under the NICTD railroad. At this point the railroad is on a bridge so the road swings to the west under the railroad tracks and connects to the Kenmara development. There is a right-of-way dedication from NIPSCO, who owns the substation, to the town to become a public road. In addition to the section that passes through the NIPSCO property, there is a small section on the corner of the Pepsi Bottling plant. There is a separate document that shows that a small corner of Pepsi property is being dedicated to the town. There is already an agreement between the Town and Maple Leaf Crossing, LLC, to install a traffic signal at the intersection of Maple Leaf Boulevard and Calumet Avenue. The project will allow trucks from the Pepsi facility exiting the Pepsi plant onto Calumet Avenue to do so via a signalized intersection rather than exiting on Calumet Avenue at the unsignalized intersection. It also implements the Pennsy Greenway bike path which has long been a Town goal.

Mr. Tulowitzki said that they had asked that the bike path be moved north of the Pepsi driveway. Mr. Vander Woude they have had discussions about the point where the bike path crosses over Maple Leaf Boulevard. A previous version of the plan had the driveway down around the corner and the bike trail crossing at that driveway. There was a stop sign to allow trucks to exit the plant and to allow the bikes to cross the road. The driveway was then moved to the northwest at the request of Pepsi, but the bike crossing was kept where it is shown. It's the recommendation of the planning and engineering staff that this crossing should coincide with this driveway to have a logical crossing point as protected by the stop

sign. They understand that there is a very narrow strip of land within this right-of-way that is not wetlands. The reason why this trail is on the northeast side rather than the southwest is to avoid the need to mitigate wetlands. Staff is recommending that this bike crossing be moved to where the driveway is unless it is determined to not be feasible from a cost perspective.

Mr. Warfel said there are some drainage constrictions on where to do that but they can figure that out. They intend on looking at that a little more. If it becomes a safety issue since that is a very long stretch of road and if we are going to cross at a location other than the Pepsi truck entrance, they will want a stop sign to have some traffic control there. That would also prevent cars from coming south through their development and racing down to Calumet Avenue. It is a very long straight stretch of road; it might be a good idea to break it up.

Mr. Raffin opened the public hearing. Mr. Goodson asked where this is going in Illinois. Mr. Raffin explained the location of the project. Mr. Raffin closed the public hearing for Phase 1B.

Mr. Baker asked Mr. Vander Woude about the truck traffic coming out of Pepsi and whether the proposed road can accommodate truck traffic from the Lake Business Center. If we have a successful project, which he thinks we will, he is just making sure that there is accommodation for truck traffic in a very remote part of town. Mr. Vander Woude responded that the traffic studies that were prepared for Maple Leaf Crossing and for this development have indicated there is extra capacity at that intersection. He noted in his report that the Maple Leaf Boulevard and Calumet Avenue intersection is projected to operate at a level of C or better for the majority of the time. He said even at full build out, it's operating at level of service A, which is basically free flow. Based on those studies that have been provided to the Town, their judgment is that there will be additional capacity at that intersection to accommodate trucks from the Lake Business Center. This connection will not generate any additional trucks from either the Pepsi plant or the Lake Business Center but it will allow for the trucks to exit at a safer location.

Chris Losiniecki asked when all this was going to happen. There is a house that the Town has bought that is right on the corner. They dug up the whole yard, put in a nice new sidewalk but there is this house that has been empty for a year and a half. The windows are knocked out of it. Mr. Raffin asked if she'd like to know a timetable once Phase 1A and Phase 1B are approved. He said obviously this depends on agreements with the Town so there are lawyers and legal things to work out. Mr. Warfel said they own three homes at the corner of Timrick, Manor and Fisher. The work that was in the backyard of 8845 Manor Avenue was not them. It was an NICTD getting ready for the utility crossing at grade. Their plan would be to get the plats done and the engineering done. They have already proceeded with utility disconnect on those homes. They'd like to get those down right away because there is no purpose to have them up. He thinks it would just make the neighborhood feel a little better at this point. They'd like to get that done in the next couple of months. The timeline is being driven by NICTD. When they start that grade crossing at the tracks on Fisher Street, that is the opportune time to do these improvements so when Fisher Street is closed, it is closed once. All this work will commence late in the first quarter of next year.

Mr. Gomez said he understands that they took ownership of these three homes, but the windows are knocked out. He thinks one was broken into on Fisher. That should be secured, that window to the basement is open and he has seen people going in and out of there. Mr. Warfel said someone kicked that basement window in, they will get it secured.

Mrs. Woodard-Goodson asked if the entrance to the little strip mall across right across from Manor Avenue will be included in this project. Right now, there is no stop sign coming out of that parking lot and people fly onto that street. Mr. Grove said this will be a four way stop at Fisher. Mr. Raffin closed the public hearing for PC22-017.

Motion: Mr. Koultourides moved to approve PC Docket No. 22-020 preliminary plat for the Kenmara Phase 1B Dedication of Maple Leaf Boulevard with the following conditions:

1. Submittal of a revised public landscaping plan meeting Town codes and standards.
2. Submittal of a landscaping plan for park areas meeting the approval of the Munster Park Board.
3. Submittal of a public lighting plan meeting Town codes and standards.
4. Final Town engineer approval of all engineering plans to ensure (1) compliance with all Town codes and standards, (2) the relocation of the Pennsy Greenway trail crossing to the north side of the Pepsi driveway, unless shown to be infeasible, and (3) the inclusion of a raised crossing of the Pennsy Greenway trail.
5. 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.

Second: Mr. Tulowitzki

Vote: Yes – 5 No – 0 Abstain – 1. Motion carries

Findings of Fact:

- a. **PC 22-019 Fadi Layous requesting a zoning map amendment, changing the zoning of the property at 500 45th Street from SD-M Manufacturing to CD-4.B General Urban - B District with the Special Requirement: Ground Floor Residential/Dwelling Use Restriction.**

Motion: Ms. Branagan moved to approve Findings of Fact for PC Docket No. 22-019.

Second: Mr. Baker

Vote: Yes – 5 No – 0 Abstain – 0. Motion carries.

Additional Business/Items for Discussion:

- a. **PC 22-021 Community Foundation of Northwest Indiana requesting approval of a final plat for Community Foundation Inc. Addition, Block 5, a 3-lot commercial subdivision at 10240 Calumet Avenue**

Mr. Vander Woude said that the Plan Commission approved the preliminary plat for Community Foundation Inc. Addition, Block 5 in June of 2022 with conditions: an agreement to install a traffic signal at the intersection of Treadway and Calumet Avenue, thoroughfare trees to be planted on the Calumet Avenue parkway north of Treadway and a 6-foot sidewalk installed along Calumet Ave south of Treadway Drive. Those conditions have been met so the preliminary plat stands as approved. They are now requesting approval of the final plat. The final plat can be approved upon the completion of all public improvements, or a bond submitted for their completion. Community Foundation of Northwest

Indiana has submitted a bond in the amount of 115% of the public improvements that have been reviewed by the town staff and determined to be acceptable. Mr. Koultourides asked when they expect the first building to be up. Mr. Otte, representing Community Foundation of Northwest Indiana said that he is hoping for October of 2023. The foundations are basically in for the building. They hope to receive the steel in December so they can get the shell built and then build out the interior. Mr. Koultourides said the reason he is asking is because he would like the traffic light up and running and operational by the time that building is ready. Mr. Otte said sat they are working on the underground as they are working on Calumet Avenue.

Motion: Mr. Baker moved to approve the final plat for PC Docket No. 22-021 Community Foundation Inc. Addition, Block 5, a 3-lot commercial subdivision at 10240 Calumet Avenue.

Second: Mr. Tulowitzki

Vote: Yes – 5 No – 0 Abstain – 0. Motion carries.

Next Meeting: Mr. Raffin announced that the next regular business meeting will be December 13, 2022.

Adjournment:

Motion: Mr. Tulowitzki moved to adjourn.

Second: Ms. Mellon

Vote: Yes – 5 No – 0 Abstain – 0. Motion carries.

Meeting adjourned at 9:23 pm

President Roland Raffin
Plan Commission

Date of Approval

Executive Secretary Thomas Vander Woude
Plan Commission

Date of Approval