

**TECHNICAL REVIEW COMMITTEE
MEETING MINUTES
November 26, 2019**

Adam Rude: Okay we'll go ahead and call to order the November 26, 2019 Technical Review Committee meeting. For all of our petitioners out there, I think Allan has gotten you guys a revised agenda. We moved things around a little bit today just knowing who has to stay anyways for a meeting with us afterwards and what projects we've already met with. So the order today is the Get Go project, Casey's General Store, Downtown parking garage and then the Arbor Homes Gordon Farms (?). So the format for today, all of you should've been handed hard copies of comments that we've received and we will follow up later today with digitals of all of these too just in an email so you have that, but the format is we'll ask you to step forward in this order. Explain your project just a little bit and then we'll just run down the row addressing our comments. It's fairly informal. We're gonna record the whole thing so we can transcribe it for your guys' records after the fact but you'll have the opportunity to speak to all of us and all of us the same opportunity to ask you guys questions. So that's kind of how....

(?): Inaudible comment.

Rude: Yes.

(?): Inaudible comment.

Rude: Yes, yeah of course. Yeah.

(?): Thank you.

Rude: So we'll go ahead and get started with the Get Go project. You wanna come on up?

Brian Schubert(?): So my name is Brian Schubert. I'm with Kimley Horn Associates. I just got these a few minutes ago so I haven't had a chance to really review 'em quite yet but I know that Mr. House, you had some comments on the traffic study I think that I had sent over last night so I talked to Adam this morning.

Matt House: Okay.

Schubert: We'll get you those numbers that I think you were asking for there.

House: Okay, great.

Schubert: Yeah so I guess from a high level it's a we were here a few weeks ago I think for the BZA meeting for a special exception on the project. It's a Get Go gas station, cafe mart which

are typically pretty nice fuel stations in comparison to some of the other ones that are out there. It's sitting on a piece of property that I think that's been tried to be developed over the years at different times. Traffic was a concern that we heard with the BZA about access and that's why we had put together a traffic study that's in a draft form. There's some comments we need to address. I think from a just briefly looking through these quite a few different comments are probably related to their typical prototype whether it's the sidewalk around the building, not having landscaping between sidewalks and face of the building, things like that. So I'm assuming I just need to work with the client and figure out which ones of those are potentially able to get a variance on or if not how they where's the middle ground on that? I know drainage wise the site outlets to a culvert that goes underneath 74 and it's the peak flow as we calculated is really minimal. So we've got a really small orifice on our outlet pond. I didn't see anything in the manual that said that we couldn't sometimes it'll say you need a six inch minimum orifice. Don't do anything less for (?) reason....(inaudible)...or anything like that. So we sized it for a 2 1/2" orifice which is pretty small. That's...I guess I'll ask you if there's any other major things that stuck out to you from a planning side.

Rude: When we run through, I'll go through my comments.

Schubert: Okay.

Rude: You've kind of started to address some, so we'll just start with Brad.

Schubert: Okay.

Bradley Fix: Bradley Fix, Shelbyville sanitary sewers. I gave you a copy of my comment sheet there. I reviewed the plans. They have the grease trap, the lines are all identified (?) good job and the tap fee is based off the water meter size.

Schubert: Okay.

Fix:(inaudible)....connection. I made the comment that we need to talk to the sewer contractor. The existing sewer out there has been sitting for a long time so it probably oughta be cleaned before they connect to it and make sure everything's okay with that.

Schubert: Okay.

Fix: That's basically all the comments I had.

Schubert: Okay.

Fix: Your plans were well put together.

Schubert: Thank you.

House: Matt House, city engineer. I know I just gave you these so you don't have to have answers for 'em.

Schubert: Sure, sure.

House: The stormwater design manual for Shelbyville requires that the something between the gas and that stormwater outlet. I know you guys have aqua swirls but needs to be something that treats the.....well you can read the language, treats the chemicals of the gasoline.

Schubert: Okay.

House: And then....

Schubert: Does the city have like a preference or any kind of listing of

House: Nope, I'd be open to.....

Schubert: Okay.

House:what you presented.

Schubert: Okay.

House: The culvert, you, this may not be your responsibility but that culvert, did you find an easement for it on your guys'

Schubert: No the culvert technically starts within the INDOT right of way.

House: Okay.

Schubert: So it's not on the property.

House: Okay.

Schubert: So we've concurrently submitted to INDOT as well for an outlet permit. That's currently in process of being reviewed at the moment. So no, because it's not on the property, I don't think there is an easement, but that's where the drainage goes today so we went ahead and submitted online to use that route as well.

House: Okay. That, have you ever driven to the other side of that? It outlets into the old what's it called, the rec?

Rude: Fairland Rec.

House: Fairland Rec, and they always have talked about, off the record, which I'm on....(inaudible)...they've talked about doing a lot of developments out there over the years and some of 'em have talked about filling in that pond and it's already kind of grown in from that culvert to the pond. But they would have to, you would have rights to outlet your water the same place you're going.

Schubert: Sure.

House: So I was, you know it might be something to look into.

Schubert: Okay.

House: The so our GIS isn't always perfect on the parcel boundaries but your plans show the INDOT ditch at some places on the Get Go property.

Schubert: It may kinda meander a bit. I guess I'd have to look at the, are you talking about the INDOT ditch?

House: That real small, the small one on the outside as it goes into the ramp.

Schubert: Okay.

House: So if that is the case, I'd like to contact them and make sure they know 'cause they'll I mean and then they would have to buy an easement off of you guys. But yeah they take their interstate drainage, well they don't take care of it, but they take it very seriously.

Schubert: Okay.

House: So I'd wanna give them the opportunity. There's a section of concrete ditch in there I saw.

Schubert: Sure. That's kind of the way that it works is there's a culvert that goes under Fairland Road and then there's a fraction of a percentage of fall from that culvert that wraps around along the northwestern corner of the property until it reaches that culvert that we're discharging out to. We've tried to keep ourselves completely separate from that so we, that's why we (?) up our pond so that whatever water comes out from underneath Fairland Road can continue on its path untouched and go where it goes today and we tried to keep ourselves separate except for the discharge that we're I think we're spittin' (?) off like 24 cfs or something, a hundred year storm.

House: Uh huh.

Schubert: So it's almost nothing.

House: Right.

Schubert: Yeah.

House: Okay. That sounds good. And then I asked to check the from the water that's not entering your site and a little bit of direct release. There is a it's on the Get, it's still in the city right of way but it's on the Get Go property this culvert hopefully in that field entrance might need to be checked.

Schubert: Okay.

House: Heavy duty pavement does not match city standard for what we categorize as heavy duty. We ask that people use the city standards for things like curbs but if you have a reason to not use ours, just let me know.

Schubert: Okay.

House: This is, yeah I had a couple of questions for your traffic team. We, there was a development here a few years ago, a Burger King was proposing to come into town and I had asked them all these same questions. That left turn into the intersection, left turn out of this site to go north into on Michigan....

Schubert: Uh huh?

House:a lot of semis back up there to turn left so it's just kind of a bad situation. But full disclosure, the last time we went through this we ended up approving that but I wanted to ask the traffic people to look at it again.

Schubert: Sure. Well and I think trying to take the truck traffic to the south entrance.... (inaudible)....coming out that south entrance versus north entrance but we can look at that.

House: Okay. And then your drainage report was good. Yeah I thought the quality of the plans was good. That's all I have.

Rude: We'll(inaudible)...

(?): I'm good on my end. That would be.....(inaudible)....

Rude: Oh okay, that works. For the planning department review we will need fully dimensioned elevations. What we have, I think maybe the front facade wasn't dimensioned. Everything else

looked like it was meeting our facade element requirement. Some of these other aspects about the architectural standards, we'll just need, we'll need some awnings added or some windows added to meet the ground floor facade.

Schubert: Okay.

Rude: The gas canopy roof feature will need a cornice line that matches the building.....

Schubert: Uh huh. Okay.

Rude:added to the top of that canopy and I don't know if you.....no, the uprights or the supports on the canopy, they have to be wrapped in a material that matches the building, so....

Schubert: Compliments it, okay.

Rude:brick or stone, whatever you wanna use from the building, carry that over. And then the specific material type ground face block is prohibited. A smooth face block is not allowed in this district so just using any other material. I think it's used on the lower third of some of the facades.

Schubert: So you're saying the ground faced block, sorry, smooth faced block is prohibited?

Rude: Yes, yep.

Schubert: Okay.

Rude: And we'll need to know the material type being used on the dumpster. It has to be one of the materials used on the main structure. It typically is, but....

Schubert: Okay.

Rude:just annotate that on the plans.

Schubert: Okay.

Rude: The commercial standards, sidewalks shall be separated from the building with a landscaped area. I believe it calls out that landscape area as being at least 6' in width and that also leads to I think later on some of the landscaping standards, that's where all the foundation plantings....(inaudible)...

Schubert: Right. Yeah we kinda knew that was probably gonna be an issue, but....

Rude: Yeah so and we can talk through if a variance is needed, we can talk through what that would look like if we can't shift things around.

Schubert: Okay.

Rude: We just have a note on here, any areas where merchandise, machines and other things are gonna be present on the sidewalk, you have to leave 6' of unencumbered area.

Schubert: Okay.

Rude: It looked like there were planned areas for iceboxes and propane tank sales, those kinds of things so just plan ahead that there's gonna be 6' of clearance around all of those.

Schubert: Okay.

Rude: Again the entrance facing the Fairland Road, 400N, that north side of the building, all customer entrances need 30' of what's called weather protection. It's just an awning 30' on both sides of the door. The other....

Schubert: 30' on both sides of the door?

Rude: Yes, on both sides.

Schubert: So 60'?

Rude: Yeah or up to the edge of the building.

Schubert: Okay.

Rude: So the other facade has that I believe. Yes, the other facade has that. The one facing Fairland Road does not so that awning just needs to be extended 30'. Again the landscape beds are mentioned in this section. Where a sidewalk or a pedestrian path crosses any vehicular path, that crossing needs to be pavers, bricks or stamped concrete that looks like pavers.

Schubert: So not just (?) striping?

Rude: Yeah.

Schubert: Some other material?

Rude: Yeah something that'll last permanently.

Schubert: Okay.

Rude: Yeah so anything that meets those standards will be fine. And a sidewalk will not be required on Fairland Road frontage. I don't think you were showing it anyways but I think that was a question had been brought up at some point.

Schubert: I think we talked about would you prefer to have the sidewalk in the right of way or outside the right of way? I honestly can't remember how we laid it out, but I think it's inside the right. I'll check, but it was Michigan. I figured we wouldn't have it on Fairland, but okay.

Rude: Yeah. Yeah and I don't think you were showing it anyways on Fairland but yeah that would just feed people into the ramp to the interstate. There's no way to cross anyway so we don't want that. Landscaping standards - we need those foundation plantings. Two yard plantings are being met. We'll need parking lot perimeter landscaping.

Schubert: Uh huh.

Rude: So any parking or drive area that butts up public right of way has to be separated with that landscaping. And then interior, we need it looks like there's some interior parking lot being provided but we need to know that percentage. Kind of just show that on the plans so we can verify that that's being met.

Schubert: Show that, sure.

Rude: And again, the we just need the that annotation that I put there in quotes about the dumpster enclosure. The door to the enclosure has to be opaque six foot tall wooden gate. So if you just put that annotation there.

Schubert: Okay.

Rude: If you can show the required stacking spaces at each pump. It looks like they're being met, but typically we see just little boxes for cars that shows that those two stacking spaces....

Schubert: Sure. Is that like a separate exhibit with the plans or just show it on the.....

Rude: Yeah well something this big, you can throw it in with parking exhibit 'cause the next is showing the calculations for parking.

Schubert: Sure.

Rude: There's a few different ways to calculate it but I wanna know how you guys got to that because that could affect, there's a parking maximum....

Schubert: Uh huh.

Rude:which starts to effect landscaping requirements.

Schubert: Yeah I know they have like quite a few different restaurant seats. I mean this is an odd gas station. It's not, so....

Rude: Yeah so I'm gonna let you guys provide some of those numbers....

Schubert: Sure.

Rude:so we can see where you guys got to that. And then a note, I think I've mentioned this before. All site signage is reviewed separately.....

Schubert: Yep.

Rude:and permitted separately, especially the big highway pole signs are a special exception use so if that's something you wanna seek, and I think you do.....

Schubert: I think they will eventually.

Rude: Yep, that'll just have to go to the BZA separately.

Schubert: Yep.

Rude: All the other signage though will be reviewed typically just the sign contractor submits all that. So any comments or questions for me on that?

Schubert: I will eventually.

Rude: Yeah. Chief?

Mark Weidner: Mark Weidner with the police department. I don't have an issue at this point.

Rude: Ryan?

Ryan Angrick: Ryan Angrick, Shelbyville fire department. The only thing I had was I didn't see call for a Knox box. So(inaudible)...

Schubert: Okay.

Angrick: That was the only thing.

Rude: Travis?

Travis Edington: Travis Edington with Indiana American Water. I know you guys have submitted plans to our engineering department for review.

Schubert: Uh huh.

Edington: It looks like they sent a note on 10/31 for a revise and resubmit and I have not seen anything come through.

Schubert: I don't think I ever got any comments.

Edington: So I asked Tracy who normally send that out to send it to me today. Unfortunately she's on vacation. So I don't know what that revise and resubmit looks like.

Schubert: Okay.

Edington: So it'll probably be Monday but once I get a copy of it, I'll forward it to you to see what that looks like.

Schubert: Okay.

Edington: It might just be some language cleanup.

Schubert: Now I know she's probably gonna get me for (?) calculations which I don't think I had in the original.

Edington: Okay.

Schubert: And this property is very long if you look at the property and I don't know if I'd spoken with you about that.

Edington: You did.

Schubert: Yeah so I didn't show it going the whole distance because it gets to (?) but (inaudible)...

Edington: Okay. We'll get that turned around though. Sorry, I don't know what those comments look like. I'm just told they sent 'em 10/31.

Schubert: Okay. I appreciate it.

Joe Neuenschwander: Joe Neuenschwander with Duke Energy.

Schubert: Yep, just on the phone.

Neuenschwander: Yep. I think the only thing I had for this was wherever we end up locating that transformer, from that location up to we have an existing piece of equipment on Michigan Road frontage kind of there. From the transformer to that, we'll need an easement. Fifteen foot easement is what we'll require.

Schubert: Are you good with just following the perimeter of the property or I guess I'll work in that to figure out where.

Neuenschwander: Yeah let's figure out where the transformer goes first.

Schubert: Okay. I think it's on the south. Well I know where it's at, but I'll have to show it to you.

Neuenschwander: Yeah I just didn't see it.

Schubert: Okay.

Neuenschwander: And if it doesn't get put on before we get this approved, that's fine. We can get it later as well.

Schubert: Okay.

Neuenschwander: It's sometimes easier.

Rude: The only other, it looks like AT&T provided some comments and their contact info is on their sheet.

Schubert: Uh huh.

Rude: And the MS4 director here provided comments so if there's anything, both of their contact info should be on their sheets. If you have any other questions for them, feel free to reach out. Doug, do you have anything on....? We're talking about Get Go right now.

Doug Hunt: Get Go? The only thing I had was concerned about the storm drainage actually where it leaves site and then just that entrance (?) that lined up with (?) on the other side.

Schubert: Yeah. We've yeah we've lined up both of our entrances with the same curb cuts on the other side of the road for (?) as best we can. And then I think before you walked in, I was telling Mr. House that there is a large diameter culvert that runs underneath 74. It we've ran the

math and the flow rates are really low just given the type soil that's out there and the grass cover. So we've met the ordinance, I think, from a very small orifice hole and sized the pond accordingly. And then he had mentioned that there may be some things going on on the west side of the highway that might be unbeknown to us but to where the drainage goes that leaves the site today. So we've submitted to the INDOT as well for their review so they're in the middle of that. And Neil Markets(?) I guess is the one that I'm working with.

Hunt: That was, I wasn't sure just where that water would go so.....

Schubert: Yeah I mean it kinda, it doesn't drain well anywhere but that's where it seems like it goes.

Hunt: Yeah.

Rude: Do you have any other questions for any of us while you have all of us?

Schubert: No. I'll reach out to you individually if I have any questions.

Rude: The next step will be, we'll send you everything we have digitally.

Schubert: Okay.

Rude: When you revise and resubmit for Plan Commission, provide written responses to these comments, whatever format works best for you. We will then, when you resubmit, provide 'em back to the tech review members so that they can make sure that all their comments were addressed before it gets to Plan Commission.

Schubert: If we go, I'm assuming if there are some elements that Get Go can't you know they need to seek a variance for for one reason or another, do we have to go I would assume to the BZA first or I guess would we just ask for a variance from the Plan Commission at the time we go. Or how does that.....

Rude: It would be, so the Plan Commission or the BZA meets the second Tuesday in December. Plan Commission, because of the holidays, will meet the fifth Monday. So you'll be able to go to the BZA, get whatever variances necessary or at least have some conclusions on variances.

Schubert: Sure, sure.

Rude: Make some final revisions and then be at the December 30th Plan Commission.

Schubert: Okay, alright.

Rude: So that's how that will work.

Schubert: Alright.

Rude: Well thank you.

Schubert: Thank you.

Rude: Next is Casey's General Store.

Greg Riffle(?): Good morning. Morning, members. My name is Greg Riffle. I work for Kimley, Horn and Associates, here to represent the Casey's General Store project. The project is roughly 3 ½ acres located on the northeast corner of Rampart and N. Riley Highway. The building is roughly 6000 square feet. We will be submitting today a variance request for the driveway widths, the driveway separation and special exception for the pole sign. And just to let you guys know, we've worked with NCD. I'm sorry, we're not in North Carolina. We're in Indiana. INDOT and they have reviewed the project and found that no permit is necessary from them so I just wanted to give you guys an update on that.

Rude: Awesome. We'll just start. Is it your turn (??)?

Neuenschwander(?): Yes, yes it is. The only thing I've got a question for, you just got that one service point on the east side of the building, correct? Or (?) that 12208? You guys end up probably having to supply the conduit underground from that point to the road and then we'll end up boring in that service point in. Any of your lighting, are you guys just doing private lighting or are you guys want anything from Duke like around the perimeter or anything?

Riffle: It's all gonna be private.

Neuenschwander: Okay.

Riffle: Yeah they'll take care of it.

Neuenschwander: Alright.

Riffle: Yeah.

Neuenschwander: That was the only two questions I had.

Riffle: Okay. Thank you.

Fix: Bradley Fix, sanitary sewers for the City of Shelbyville. I reviewed the plans and they just like the others, they had grease traps there. The line sizes are all marked and everything. The (inaudible)... Sheet there. The tap fee is based off the water meter size for the building...(inaudible)...paid before you connect to the sewers. And we'd also like to talk to the contractor also about which line they're gonna tie onto it. That line serves the doctors back there but it's if they're gonna tie into any of the existing building lines, they may wanna rethink that...(inaudible)...But the line that's in the street that's where they talk about connecting to.

Riffle: Okay.

Fix: Not Rampart, but the end of the driveway goes back to the doctors.

Riffle: Yeah.

Fix: They looked at tying into that manhole...(inaudible)....

Riffle: That's correct, yeah.

Fix: If they're gonna tie in at the manhole, that's fine but it looked like you were tying into that clay line (?) saddle on a clay line like that. I'd really like to see a furnco it.

Riffle: Okay but the overall preference would be into the manhole?

Fix: In the manhole, yes.

Riffle: Okay.

Fix: It'd be better for you and for us both.

Riffle: Sure.

Fix: That's all the comments I have.

Riffle: Okay, thank you.

Rude: Doug?

Hunt: Doug Hunt, Street Department. The only thing that I had seen was that existing drive going back to the doctors office. Was there gonna be any attention paid to that as far as part of it's gonna be your front entrance also but as far as repaving, especially if you're gonna dig it up with the sewer?

Riffle: Yeah absolutely. That'll be a brand new section of concrete or asphalt. I forget what I called out.

Hunt: Like going all the way across your property?

Riffle: That's correct and we'll extend any cross-access easement all the way through the property line for them to have access as well.

Hunt: That's all that I had at this time.

Riffle: Thank you.

Inaudible comment.

House: Matt House, city engineer. Please provide gasoline specific DOTs(?). You heard me talking to(inaudible).....engineer probably....(inaudible)...

Riffle: Okay.

House: The southernmost parking spots appear to be too close to the approach. I don't know if you have just enough parking spots since you've lost a couple at the (?).

Riffle: Okay. That code requirement for that setback, do you know that offhand as far as

House: I don't know that we have a specific requirement but you know if they back up, they'll be right in the approach, so it just looks like it's a dangerous situation.

Riffle: Sure, sure. We can take a look at that.

House: Okay.

Riffle: We can work with you directly whether we need to lose one or two.

House: Okay. Or if you you know we can talk about it.

Riffle: Okay.

House: I did not see the asphalt section, but I saw two concrete sections so I just and also I could've missed it. This is a planning commission thing, but you have requested sidewalks on the south side?

Rude: On Rampart, yes and that's something we're addressing but on the west side, along St. Rd. 9, no 'cause that'll be the same thing as Get Go.

House: Right.

Rude: You'll be leading into an interstate ramp.

House: Yeah.

Rude: And there's no sidewalk at the interstate, so....

House: And then there are you so you had saw cut on the plans but I didn't see the curb coming around or where you would replace the drive curb. But it looks like you're doing it 'cause you have saw cut all the on the north side of Rampart.

Riffle: Yeah, that's true. Yeah 'cause there's they're getting shifted slightly. Obviously the westernmost drive it going away that's closest to the intersection and then yeah, so you're asking for the curb returns to be.....

House: Uh huh.

Riffle: Okay we'll just make sure the plans are clear.

House: So but you are planning on replacing the curb through there?

Riffle: Absolutely, yeah.

House: Okay.

Riffle: Yeah.

House: We had one project that they replaced all on Autozone, they replaced all the curb except for one section that was terrible and I always kick myself when I drive by that.

Riffle: Okay.

House: I don't know why they did that. So....side comment. But that's all I have.

Riffle: Okay, thank you.

Rude: Our comments from the planning department, about the first page and a little bit into the second have to do with we need some dimension building facade or building elevations with material types identified. We site all of the different aspects of the architectural standards that have to be met. Some of them you guys had provided a sign package that had two elevations

on it and some of these look like they're being met but we just need to verify with the numbers on some of those.

Riffle: Okay.

Rude: On the second page, the very top of the second page we're still talking about the entryway features. Again the main facade, I guess the western side of the building, that looks like all of the elements are being met. The eastern facade, that entryway for the truck section, we couldn't tell if that was being met.

Riffle: Okay.

Rude: Again I think it can be easily corrected if it's not being met but some dimensioned elevations we'll be able to do another quick review and get your feet back on that.

Riffle: Okay, okay.

Rude: The commercial standards, public sidewalks shall be provided along the frontage of each lot. We are only gonna require 'em on Rampart not on the west facade along the state road.

Riffle: Okay.

Rude: But along the entire frontage of Rampart will need that sidewalk.

Riffle: Are you aware if there is existing sidewalk that we are connecting into either on the west or the east side?

Rude: I....

Riffle: I can't remember.

Rude: I don't think there's anything to the east 'cause it's

(?): Shelby Material.

Rude:yeah Shelby Material. It's Runnebohm Construction. Yeah it's a few contractors down there to the east.

Riffle: Okay.

Rude: So I don't think there's anything. I assume there's some sidewalks across the intersection to the west and maybe to the south.

Riffle: Okay.

Rude: But yeah I honestly don't know exactly what's in that area.

Riffle: Okay.

Rude: Similar note, we'll need a sidewalk connection from the new public sidewalk out on the road to the main entrance. Any time that crosses a vehicular area, same comment as the last project, that needs to be either paver, brick or a stamped concrete that looks like paver or brick.

Riffle: Okay.

Rude: So a clearly different material type is what the ordinance calls for.

Riffle: Okay.

Rude: And that's just for those sections where it's crossing into the vehicular area.

Riffle: Gotcha.

Fix: Inaudible comment.

Riffle: Okay.

Rude: The material for the trash enclosure, we need a detail on that because that needs to mimic one of the materials on the building so just annotate that and then provide the annotation that doors on the trash enclosure have to be 6' tall opaque wooden gates. The drive standards, the that first drive, I know we had talked about the separation requirement. I think you plan to apply for a variance today? If you are lining up with an existing curb cut, which you are, you don't have to meet that separation requirement, so that does not actually need a variance, that first drive.

Riffle: Okay.

Rude: And then the other two are meeting the separation requirement on a local road. So you're meeting all of your driveway separation requirements. The width still is an access, so you'll still be applying for that today.

Riffle: Okay.

Rude: Looks like all of your landscaping standards are being met. Did you provide a parking calculation table?

Riffle: We should have.

Rude: Okay.

Fix: Inaudible comment.

Rude: If you didn't, if you can just provide that just so we see your rationale. It might be in there. I didn't do this review.

Riffle: Okay.

Rude: So it might be in there, but if it's not, if you can just throw those calculations in there just so we see that rationale. And then the last comment, and we've already talked about this, the sign standards. All that's a different review process and you're submitting for the pole sign today so I'm sure you know about that.

Riffle: Sure, okay.

Rude: Any questions for us in regard to all that?

Riffle: Nope. Thank you.

House: I wanted to ask; so the Doug brought this up. That drive to the doctor the started to be removed so (?) drive thru parking area which I prefer not to have that drive there but it's gonna be (?) odd situation.

Rude: And then they'll have to come in....

Hunt: Move the entrance back is what you've done and then you've gotta drive around.....

House: Which is better for safety but it'll just be odd for if you're going to the doctor...(inaudible)...

Riffle: We wanna provide some signage or something for them. I mean that might help.

House: Yeah.

Riffle: I can see what you're saying because....

House: Yeah.

Hunt: The existing drive that's there now is gonna remain to the west side but the south you're moving the entrance.

Riffle: Exactly, yeah. Instead of being a straight shot, it's a little bit of a jog over.

Hunt: They've gotta come in and make a little....gotcha.

Riffle: Yeah. We can provide some signage or something if

House: Okay. Yeah that might be good.

Rude: Yeah.

House: I don't know if(inaudible)....ingress egress easement. Will they need that? If you're probably changing existing....(inaudible)....so might need to. I'll go grab that deed and just check it out and see if there is an existing easement.

Riffle: Okay. Yeah the plat is kinda showing a revised ingress/egress that follows the new drive location.

House: Okay.

Riffle: And then over and up, so....

House: Okay so you do note that? That's probably good enough.

Rude: Yeah I should've sent you....(inaudible)....but it's just creating this(inaudible)....

Riffle: Do you know the exact name of is it a dentist office?

Weidner: It is. I can't tell you the name of it, but I know it's a dental office.

(?): Blue River Dental Office.

(?): Blue River.

Riffle: Blue River?

Weidner: That sounds correct.

Rude: I think it is. I think it's Dr. Pumphrey.

Several people talking at once; no one is clearly audible.

House: I'll I can look at it later.

Rude: Yeah, that's fine. Chief, any comments?

Weidner: Mark Weidner, police department. The only I just have a question maybe for Matt or Adam. This project, does it consume that entire vacant lot including the building that's existing now?

Rude: That, yes. That building that is existing there now it's a western store right now. Yes that will be demolished to make way for this.

Weidner: And it consumes that entire lot that's vacant now?

Rude: No, but the developer that is selling the land to Casey's has the entire lot under option 'cause they're trying to redevelop the whole thing.

Weidner: Well my only concern is we're gonna create people that try to use that front driveway and park in the vacant lots and then use this facility.

House: To park there overnight or?

Weidner: Well that's my concern is because Pilot fills up. They either park along the edge of the roadway or they come to this lot. And they're still gonna come to this lot as long as they can get in there.

Rude: Uh huh.

House: And see if they wanna have some kind of gate, although....(inaudible)...

Weidner: Well that's what that was my suggestion is they put up some kind of physical barrier to make sure that they can't get in there.

Rude: And you're talking for the lots north of....

Weidner: What's not (?) by this project.

Rude:north of Casey's?

Weidner: That's correct, yes.

Hunt: There would be vacant ground between here and the dentist office at this (??)?

Schubert: That's correct but the only way they could you can access that vacant lot would be through the drive to the dentist. Everything else is curbed.

Weidner: Yeah(inaudible)....use the dental office to turn around and generate all kinds of complaints. That's my concern so I think we'll need to restrict that in some way that it doesn't (?). That's on us or on the owner of the lot.

Rude: Yeah but it's also outside of their hand but you know....

Weidner: Oh absolutely. I understand. (?) gonna be a problem.

Rude: We can talk about that....(inaudible)....what makes sense.

Weidner: Okay.

Rude: Anything else?

Weidner: Nothing.

Rude: Ryan?

Angrick: Ryan Angrick, Shelbyville fire department. The only thing I had was a Knox Box but we can deal with that towards the end of the project, so.....

Schubert: Okay, sounds good.

Edington: Travis Edington, Indiana American Water. My only comment was that there'll be a new service application and the connection fees will need to be paid before we can get the water service provided.

Schubert: Okay.

Edington: I didn't see what size service you wanted to go with. You can kinda discuss that in the future. Just wanna make sure we right size it.

Schubert: It's one and a half or two inch without looking at the plans.

Edington: Okay.

Schubert: We've submitted to your group. I'm not sure if you've seen them, seen the plans yet or not.

Edington: I didn't see the water meter size on the plans. Maybe I just missed it, so...

Schubert: Okay.

Edington: 'Cause it looked, there's water main on both sides so you're good there. So we'll just have to do the water service.

Schubert: Okay.

Edington: We can do a two inch. We'll be responsible to tap but you'll be responsible for the meter pit.....

Schubert: Okay.

Edington:to our specs. And then we'll provide the meter.

Schubert: Okay, thank you.

Inaudible mumbling and paper shuffling.

(?): When are you planning on breaking ground on this, do you know? Spring? Early spring, late spring?

Schubert: Yeah the big rush right now is to get closed on the property and then yeah I would expect they're wanting to roll. You know they'll probably be breaking ground early spring and then hopefully paving fairly soon as well.

Rude: Any other comments for us while you have us?

Schubert: I don't believe so.

Rude: Okay.

Fix: Do you, Kevin, did you bring any of your cards? January 1, Kevin will be the superintendent. I'm retiring so he'll be your contact. I know I have my name. The number'll stay the same but....

Schubert: Well congratulations!

Rude: Same comments or same instructions as before. Written response to all of this when you submit with Plan Commission.

Schubert: Yep, okay. No problem.

Rude: And then I'll pass that along to all of them and just verify that all their comments and concerns were addressed.

Schubert: Absolutely. I just need to I think I'll, we can talk about it but wanted to stay on schedule for next month's (?) meeting so we'll do what we can to get everything addressed.

Rude: Awesome. And we can talk about, yeah if you guys wanna talk about BZA submittal right now. Yep, thank you.

Schubert: Thank you very much.

Rude: Yep. Mr. Davis, next we got the downtown parking garage.

Tom Davis: Tom Davis, Genesis Property Development.

Derrick Snyder: Derrick Snider, Crossroad Engineers.

Davis: You want me to....

Rude: Oh yeah, you can.....

Davis: I know....

Rude: I forgot.

Davis:we've done this so many times. Basically what we're doing is we're removing a large portion of the Bradley Hall building, taking up the parking lot on behind the Methodist building and actually putting in a 3 story parking garage. Most of you I've probably had conversations with with at one point, but basically it's gonna be about 125 spot so it'll have 2 stairwells and an elevator to go with it. And it'll actually access directly through the front part of the Bradley Hall out onto the public square. There'll be a small amount of Bradley Hall left, about the facade part that sits on the public square will be left. It's about 40' wide and about 30' deep of that. Bradley Hall will be will stay in place so that part will remain. The rest of it behind that will be parking garage to the alley and within I think 12' of the sidewalk on Washington Street. So that's basically it.

Rude: Awesome.....(inaudible).....Brad?

Fix: Okay Bradley Fix, sanitary sewers. I just made comments about all the connections that sewer taps you find that you cap those off the fill in or whatever you're gonna do. You're gonna have restrooms in that parking garage?

Davis: No, not in the parking garage but I was just talking to Kevin. I think what we're gonna end up doing, the city would like to see us run a sewer up and have sewer availability in what's left of the Bradley Hall in case that ever gets developed or they wanna maybe put a restroom system in you know first or second floor of that what's remaining. So what we'd like to do and we'll get drawings together and submit but would be to run along that there's a we're gonna be a little over 5' away from the property line between where Warbles are, that alley area on the east side and where the parking garage is. We'd like to run a sewer line up to that so it's not underneath the garage and tie in at Franklin for a lateral so we'll submit that and get with you on that. Did you guys, you guys had done some investigation on sewer lines so we had some questions as far as if you identified what's going out of those areas or anything? Can we get with you guys on that?

Fix: Yeah just get with Jim 'cause I know they done some die testing locates on that and he knows that and.....

Davis: And then there's a sewer that goes up the alley there, Union Street alley that's like a 10" and a 6" that we really don't know where those go. Is that the church lateral or do you know?

Fix: No I think it comes in the Merchant's building or that building there. I think it comes into that. I remember Jim talking....

Davis: It comes into the Bradley Hall building? Or the....

Fix: Not the Bradley Hall building but the Methodist building.

Davis: Oh that's where the Methodist building comes around 'cause I didn't know.

Fix: I believe that's where that comes out.

Davis: Okay so we'll probably have to figure out a way to either get that out from underneath the garage or work that out with the Methodist building then. So we'll coordinate that with you guys.

Fix: Also I know that you and I talked about the electric that's gonna be cut off when you start tearing that down that goes out to the front. If you're gonna keep the front of that Bradley Hall on we're gonna need to see if we can find some power somewhere because the they'll wanna keep the lights on in the trees.

Davis: Okay.

Fix: So we'll need to get some power somewhere around there or something tie in or.....

Davis: So basically for Duke, I think we have talked, met out there as far as we're gonna be running you know conduits around through Union that alley is gonna get basically removed because during the garage construction, that's gonna have to, it's gonna end up getting tore up. And so we were gonna run conduits around through there to feed not only the garage which we're leaving space for transformers and things like that along Washington Street on the property to feed the garage but we also have to get power or some kind of power access back to the Methodist building which would be kinda in that similar location. And so the big scheme of things in the public square is to re-feed all that stuff maybe from Franklin or wherever we decide. You guys tell us where you're gonna bring the power around to the public square. But for now there is a meter set on the back side of that Bradley Hall that has to come out and it'll probably have to come out temporarily or work something out in order to tear down that Bradley Hall building. But there'll be a portion left so I don't know if we can figure, Brad's wantin' to figure something out on how we can temporary that to keep the Christmas lights on after the first of the year for awhile. So I probably just need to meet you guys out there and look at that to see what our options are for the city on that. That is a city meter. I had given her the information, Suzan the information to call that in to get that disconnected because we are gonna need that disconnected after Christmas in order to start demoing the Bradley Hall building. That's the first part. So I'll probably just need to meet, I'll set up a meeting with you guys and meet you out there and go through that. But we'll work, we'll have to work something out on that.

Fix: That's all I had.

Rude: Doug?

Hunt: Storm drainage on this parking garage, are you putting that all underground? I seen the line and the structures.

Davis: Yeah all the garage will be captured with drains internally. They'll come down and go underneath the garage and then we're basically coming out on Washington Street and we had did storm drainage calculations to give to Butler, Fairman and Seufert to add in to their calculations because again the goal is is to run a new line up Tompkins Road to the storm all the way up to the public square. So that water will be figured in with the sizing of the pipe when they do that.

Hunt: That was the only thing I'd seen. Just didn't know whether it was being all caught or it was dumping on the streets or what it was doing.

Davis: Right now currently all that water just runs out into either Washington Street or a little bit on Franklin. Most of it comes over to Washington Street so all we're doing is capturing it and putting it in the storm sewer versus letting it run down Washington Street.

Hunt: Does that building that you're demoing, does it have a basement?

Davis: It does so we'll be digging out the basement but that'll all get filled in because the parking garage will be ground floor and then up so there won't be any basement parking for the parking garage.

Hunt: Okay I think that's all that I had.

House: Matt House, city engineer. You already talked to Brad about that sanitary line. Did you, I think you already said this but are you is your plan to pave the alley after the heavy equipment has come through?

Snider: Yeah I mean I they'll leave the alley in place for as long as they can I'd expect and then pave it when probably the majority of the structure is up.

House: Okay.

Snider: Try to (?) how much construction traffic's on it.

House: Okay.

Snider: Yeah.

Davis: And then the water on that current....you wanna explain?

Snider: Yeah we're gonna basically match the same the west right of way line, we'll sawcut on that and then pave up to the building and currently there's a high point. There's a stairwell that comes out the west side of that building now that kinda serves as a high point, so some water sheet flows north towards Franklin and some of it south towards Washington.

House: Okay.

Snider: We're basically gonna match that same high point and then the alley will sheet flow as it does today.

House: Okay. Is there would you guys be comfortable with the if the water was running along the edge of the building? Is there any separation between the alley and the building?

Davis: Well there's a concrete.....

Snider: Yeah I mean the water won't run along the.....so we've got it 'cause it's kind of sloped towards the chuch.

House: Okay.

Snider: So the church has got I don't know a handful of parallel parking spots. So the

House: I saw there's a little curb or ridge (?) there.

Snider: Yeah so there is the low points actually kind of at that curb or at edge of pavement.

House: Okay. Sounds good. That's all I had.

Rude: I think all of our comments are in regard to some architectural standards. That western facade of the building, we have a long facades requirement. If something's over a hundred foot, there has to be some projections and recesses. I think we just wrap those columns in something so that they have some depth to 'em and project and recess back. That would satisfy that requirement.

Snider: Okay.

Rude: So just pass that along to (?) and they can do something to make that project and recess back and forth along that whole facade. And then there's some entryway and commercial standards that require that Franklin Street entryway be kind of highlighted a little bit more. I think if we throw an awning over that, that'll cover both requirements from the commercial standards and the architectural.

Davis: Was that on Washington Street too, where you come out?

Rude: Are we.....

Davis: We exit out on Washington Street as well.

Rude: Yes.

Davis: Okay.

Rude: Yeah. Yeah same thing on both of those of entrances then.

Davis: Okay.

Rude: And we can talk through, I'll get you something you can pass along to the architect.

(?): It's your money.

Rude: Yeah, it is. I'll get you something you can pass along 'cause there's a list of different ways you can address that. An awning's kind of the cheapest and easiest way to do that.

Davis: Yeah, okay.

Rude: And then sign standards, whenever Ratio I know at some point we had talked about Ratio doing like a full signage package for all of downtown. We'll talk through kind of what our expectations are at that point but something needs to be addressed.

Davis: Yep.

Rude: That's all we got though.

Davis: Okay.

Weidner: Mark Weidner with the police department. I don't have anything at this point.

Angrick: Ryan Angrick, Shelbyville fire department. Like all the others, Knox Box, but I know you and I have discussed that and (?) too.

Davis: Yep.

Angrick: One other thing that just kind of popped in my head and I know we've kind of shortly discussed it before. Is there any stand pipe system being installed?

Davis: It'll be fully sprinkled.

Angrick: Right.

Davis: So what we're gonna do is we're gonna come in, we're creating in the southwest corner of the garage, we're creating like a utility room and that's where we'll bring in we're wanting to come in on Washington Street with the water which again we've talked to Travis and his team about that we still have to submit but we'll bring the water in there. The building will be fully sprinkled with a dry system and then we'll have an FDC come back out on Washington Street. We just feel like that's a better access for the fire truck that you'll be able to fight. Now we don't really have a door. Since we're so close to the property line with all the utilities there and everything, we were gonna provide an opening by the elevator which is maybe about 30' away from this utility room and provide just the door on the inside of that. Is that acceptable to access and then we'll just put the Knox Box there since it's an open garage concept?

Angrick: That's fine.

Davis: But the FDC will be out. We'll bring it out to like the sidewalk area so you'll be able to access it away from the building.

Angrick: Okay.

Davis: So and then we'll just put the Knox Box next to the door for that.

Angrick: Is the top floor enclosed or is that gonna....

Davis: The top floor is open. So the second floor will be but you I mean there's not enough head room to bring really anything in there besides a pickup truck and a car.

Angrick: Alright, that's all I got for you.

Davis: Okay.

Edington: Travis Edington, Indiana American Water. I know we've had some preliminary talks. Just reminder we have to have an official review process through our engineering team.

Davis: Yeah. We're doing I've got a fire protection engineer working on that now as far as to come up with those density requirements, main requirements and stuff. And then we're planning on feeding it off of Washington Street, off that main if that's acceptable.

Edington: Yeah I think we did some early on fire load calculations for you and so we'll have to get all that together and send it in for an official review though.

Davis: Yep, that's fine.

Neuenschwander: Joe Neuenschwander with Duke Energy. I don't think I had anything else for the building. You need to talk about power for Christmas lights, just give me a call, shoot me an email whenever you want to meet me out there. We'll figure something out for it.

Davis: Yeah.

Neuenschwander: I think we've got, there in the public square, I think we've got some access to power that we could probably do something.

Davis: I didn't know if you could, I mean honestly if we could look at the I don't know if you've got any access to the light poles that are there as far as power close to that area where you could come out of a junction box or something like that and hit it from out there versus trying to do something inside the building and recreating something inside the building. Because again, it's only a temporary situation because once we redo the public square, which is gonna start next year, we're gonna reroute all the power and put a centralized you know meter system in

with you guys and then feed all the lights and all the power for all the square locations off of that. So it's more of a, I just need a temporary location for that box that's sitting in that landscaping area. So I mean you could stop by and look at that kinda on your way out and see if you can come up with anything on the easiest way to do that. I really don't wanna create a whole 'nother box inside the Bradley building and put a meter in it and all that stuff if we don't have to because we've gotta gut the inside of that existing Bradley building. Plus we're tearing out all the glass and everything on the front of the square up so far to close that off. And then that whole back side of that building is gettin' completely tore off so I mean it's gonna be open to the elements and everything else. So I don't know if there's any other way to do that off of anything you have on the square.

Neuenschwander: Yeah I think we've got some handholes and stuff there. I know we've got lights I think on the square.

Davis: Yeah.

Neuenschwander: I mean it might be....(inaudible)...

Davis: It probably be easier to take a saw and saw cut a little trench and put a line in it and concrete it.

Neuenschwander: Yeah.

Davis: That probably would be way cheaper than trying to go back in and rebuild a service inside Bradley Hall just to be tore out again.

Neuenschwander: Yeah if you set like a little temp pole or something for us.

(?): What are they gonna end up using that Bradley building later on for though. (?) we're not tearing it down, so....

Rude: Yeah the first they're only, we're only saving the first 30'. It'll be entrance into the garage.

(?): Okay.

Rude: And maybe bathrooms.

Davis: So when it comes in the garage in that utility room, we'll feed it overhead and backfeed it to that Bradley Hall is the goal right now is to feed that area with that service. So we're you know we're trying to get everything out from underneath the garage so you can access everything so nothing's buried below the garage floor so is the goal.

Fix: Inaudible comment.

Rude: That's kind of my thought right now.

Davis: And that's, we're in talks right now. That hasn't been 100% decided on any of that stuff but I mean that's kind of the thought process on sitting this thing up is to set it up so that it can be utilized for maybe something like that or something that the city wants. Yeah 'cause you already have stair access and everything. And there's also underneath the garage is an area that's we've identified that's a couple thousand square feet that can be used for storage and things like that that will be sprinkled as part of the garage project. It'll be storage area for the city so you'll have an area to store things that you would use on the square that you have in storage currently right now. So some of that stuff is, we've just gotta finish our design on the building but we're working on that but that's kinda all ties to that so it would make sense to have that those facilities available and fed from the garage.

Rude: Anything else for any of us?

Davis: Okay?

Rude: Yep. Just again, when this comes back to Plan Commission, written responses to all these comments.

Davis: If you could follow up, we had asked for the water to be disconnected.

Edington: Okay.

Davis: We'd asked for all utilities to be disconnected from the Bradley Hall building by the end of the year for demolition. So we're in the process right now of taking quotes for the demolition contractors and the hope is to start that after the first of the year. So if you have, I know we have electric on the Methodist building that we want removed along with when you figure out what we're gonna do with that meter so that'll need to get done. But I know the water meter has not been removed yet and we had asked for that. And the gas too. We've asked, I don't think there's anybody from the gas company but we'd asked them to we've called that in as well. Okay?

Rude: Thank you.

Davis: Thank you.

Rude: Last but not least, Arbor Homes with the Gordon Farms Planned Unit Development.

Paul Munoz(?): Morning.

In Unison: Good morning.

Munoz: You ready?

Rude: Yeah.

Munoz: Okay my name's Paul Munoz with Arbor Homes. Here today to talk a little bit about Isabelle Farms which is located north between the highway and I think it's Michigan Road. We have new concept plans that have been put together addressing some of the concerns that were brought to our attention regarding a little bit more detail on the water and sewer and hydrants and we will make sure we get those out to you as soon as possible along with the CAD files too. I think AT&T and Duke also wanted those as well so we'll get those to you here probably by this afternoon. Reason for the delay on that is we did end up switching engineering firms about half way through due to some work load issues and so just trying to get caught up and make sure that we're getting everything put together in a timely fashion so we can move forward on this. So do we have, how would you like to move forward? Questions or concerns, or....?

Rude: Yeah we'll just run through and then....

Munoz: Okay.

Rude:once we're all done if you have anything else to add, we'll give you that chance. Brad, if you wanna start?

Fix: Bradley Fix, City of Shelbyville sanitary sewers. I made comments that I don't have any details on the sewers so I can't comment on that but there is and you have identified the sanitary sewer that runs across that property. My only concern is have you located the high pressure gas line that runs across that property?

Munoz: We have not. That didn't show up on our title work that we did so we're gonna have to go back through and see if we can't locate that.

Fix: We were out there locating the sewer line that runs across there and somebody from the gas company stopped by and said well wonder if they're aware of the high pressure gas line that runs through that property. I don't know where it's at. They didn't tell us but they did mention that so....

Munoz: Okay we will look into that and see if we can find that out.

Fix: It wasn't to me. It was one of my field operators and they brought it to my attention.

Munoz: Okay.

Fix: Just need you know I'll need to see details before I can make any more comments.

Munoz: Sure and we'll have those to you today.

Fix: Okay. That's all.

Hunt: Doug Hunt, Street department. It shows looks like your west entrance is gonna line up with Industrial Drive there. It's just a concern to keep those too close 'cause we don't have a lot of room between the Mausoleum Road where you're coming out and that is a busy there.

Munoz: Sure.

Hunt: The north 9 entrance, you know again, you're coming out on a state highway there and that is a busy road at 4:00 or 5:00. There isn't nobody gonna try to cross and go north unless they wanna sit there for awhile. But just some of those preliminary, I did have the gas line also. Don't take that thing lightly. That's a 6" high pressure feeds Knauf.

Munoz: Okay.

Hunt: It's a big one.

House: We can show you where it.....well I kinda I mentioned it too on mine. We can you can see the whatever the locates.

Hunt: Marker posts.

House: Markers on either side of the project so you can we can I can show you exactly where it probably is.

Munoz: Probably?

Laughter.

Munoz: I think we may try to see if we can't get hold of the gas company and find out for sure.

Hunt: Just don't dig.

Munoz: We'll take a look at that while we're out there. The biggest problem is is now that the corn's down, now we can probably get some more of that. I know when the corn was up it's a little hard to see one end of the other on those markers.

Hunt: Other question, your drainage 'course you've got a lot of elevation change but up on the Michigan Road again, that drainage would really need to come down into your lower sections if possible. Michigan Road is already overloaded all the way down through there and to let any more in a pipeline coming through would just create disaster down below.

Munoz: I think that's what we had, (?) isn't it? That's all coming down into the lower pond systems that are down there, correct?

No audible reply.

Hunt: Into the longer retentions. And then special attention to Shelby Bottled Gas, that little swale that comes around them and comes into your property down there at the low end, you know that's just barely working keeping water out of their building. So I mean a six inch variation in that area there, you'll end up flooding them again.

Munoz: Okay.

Hunt: So keep that in mind. It's real tight right there.

Munoz: So you're talking about the swale along the road?

Hunt: Nope. Not along the road, at the rear of their property.

Munoz: Rear of their property?

Hunt: That all floods. They've got a little retention pond type thing but no outlet. It went over into your field and if that don't go over into the field, it goes through their building.

House: It's the west side of pond 3 is what he's talking about.

Munoz: Okay.

Hunt: And it's just real.....the county's kind of shoved their sand out there a little too far and some of that. And then the other thing is your number 3 wet pond, do you have a drainage outlet for that, thought about it or are you just hoping to store everything?

(?): No we'll drain some to....(inaudible)....to a pond and then everything's gonna...(inaudible)...

Hunt: Okay and you're to connect 'em to the big pond that's there now?

(?): Yeah. Yeah everything's connected to.....

House: Have you talked to that property owner?

(?): Further south?

House: Uh huh.

Munoz: No we have not yet.

House: Okay.

Munoz: We'll follow up on that.

Hunt: Okay.

House: We can probably....

Munoz: There's.....

House: We probably (?) that. We, that's Taylor Sumerford. He's the county surveyor. We kind of....I mean you do that is where you would have to connect and we can help you if you need us to have that conversation with him.

Munoz: That'd be great.

House: That is the outlet for the, that is the existing outlet for the water.

Munoz: Okay.

Hunt: And that's, that whole area comes down there in that southwest corner of yours and has to move through and we're watching that real close 'cause all that up on the hill and if it don't get out or gets bogged up somewhere, we're in trouble.

Munoz: Okay.

Hunt: Other than that, I mean good luck with that. It looks like a nice place to put in there.

Munoz: Yeah we're excited about it.

Hunt: And you are keeping all of the woods?

Munoz: Yeah we're trying to preserve as much of that as possible. I know there is a one connection to the street going north that's gonna cut in there a little bit but for the most part, we're working to try to preserve as much of that square as we absolutely can.

Hunt: Okay.

Munoz: I think it adds a nice feature to the property.

Hunt: There's a yeah there's been quite a few comments....

Munoz: Yep.

Hunt:as to you're not taking them trees all out.

Munoz: Trying to preserve as much as we can.

Hunt: Thank you.

House: Matt House, city engineer. Doug already mentioned some of the things that I was gonna mention. We've discussed, this can probably be a conversation for later but we've discussed connecting the trail system. We have, on the other side of 9 all the way on the opposite edge of those ponds, we have a new trail running up in the along the river.

Munoz: Uh huh.

House: And it's gotta come back to 9 somewhere. So it'd be real cool to have it connect to this neighborhood somehow.

Munoz: Yeah we were talking about that and I think the key's gonna be how do we get across 9 and get the state on board with however, whatever that connection's gonna look like. I mean that's part of the conversations we're willing to have for sure.

House: Okay.

Munoz: I don't know quite how we facilitate that but....

House: Right.

Munoz:we can talk about that later.

Rude: Yeah and after well sometime in the next month or something.....

House: No week.

Rude: A week?

House: Well they haven't signed the paperwork yet but....

Rude: That section of St. Rd. 9 is being relinquished to us, so here in a month or so.

Munoz: So that conversation gets a little easier.

Rude: Yes. A lot easier when it's a little road, so we'll be able to work through that.

Munoz: Okay yeah we can definitely talk about that.

Rude: Yeah. Sorry.

House: Did you say the ponds are all gonna connect to each other?

Munoz: Yes. All be connected through a storm.

House: Okay.

Munoz: Yeah.

House: The this is kind of a minor thing but there's an open triangle behind the sanitary sewer next to like northwest of pond 3. I was just curious what, you gonna make that include that in some of the yard or some of the parcels or had you thought about it yet?

Munoz: Probably just keep the majority of that as common area. I mean we could extend those parcels back even further but there probably becomes a point when it turns into swale and maintenance by homeowners in some of those kind of things may be a little bit more of a concern. So we'd rather keep it in the HOA's hands as far as maintaining a larger area like that.

House: Okay.

Munoz: But we do have an access. We one of the comments that was on there was providing access to the ponds and some of those things and we do have that in the revised plan.

House: Okay. Is it usually do you let people.....I mean there's no right answer to this but do you usually let people walk behind people's houses in front of a pond? What's the normal strategy on that if you have a common area?

Munoz: So common areas open for anybody to be able to use. There are we do have tree preservation areas and some of that is actually gonna get turned into lots once we know what trees are gonna stay and what trees aren't and where there's no really trees to preserve. So that'll change a little bit and we can talk about that route potentially of the trail 'cause some of that may end up going behind homes.

House: Okay.

Munoz: But all depends on where they're located and as long as we show it early on the plans whenever people are going to buy homes that there may be a trail or a park behind them, then they're aware ahead of time when they're buying their house that there's gonna be somebody that might be potentially in that area.

House: Sure.

Munoz: A lot of those open areas like that if they're being maintained well by the Plan Commission or not by the Plan Commission by the HOA tend to be areas where kids can play soccer or football or something of that nature be able to utilize 'em, so....

House: Okay. That's sounds good. That's all I have.

Rude: Awesome. Our comments, most of this sheet is just internally we were kind of laying out what's proposed in the detail plan versus what standards are now but I'm I won't even go into this right now. We have a meeting planned after and we can talk through some of this.

Munoz: Sure.

Rude: 'Cause I laid out a few thoughts that we have but I won't, we'll go into that after this.

Munoz: Yep. Happy to talk about it.

Weidner: The only thing I have for housing additions is we usually start to have problems shortly after they occupy about what side of the street you're allowed to park on and what side of the street the mailboxes are located and what side of the street the fire hydrants are located on.

Munoz: Sure. So we try.....

Weidner: So....

Munoz: Go ahead.

Weidner: I don't know if there's any way that we go far enough enough to put mailboxes and fire hydrants all on the same side of the street and limit parking on that side to begin with so we don't have to contend with that problem.

Munoz: Yeah we can do that on the detail sheet and the plans.

Weidner: That would be my recommendation if it's possible.

Munoz: Yep we can do that on the detail plans and the construction drawings that we're.....we'll talk with post office regarding location of the mailboxes and we make sure that we try to locate those on the same side as the fire hydrants. And then we will have no parking signs located on that same side to allow for parking on the other side.

Weidner: Thank you. That's all I have.

Munoz: Sure.

Angrick: Ryan Angrick, Shelbyville fire department. The only thing I had was the no location for hydrants or anything but you said you'd already updated that.

Munoz: Sure. Yeah we've got those shown and we made sure they were within the distances you require.

Angrick: Cool. So that's about all I have.

Munoz: Okay.

Edington: Travis Edington, Indiana American Water. Same thing. I haven't seen the water plans, but I know you've worked with us before so we just have to make sure you submit 'em to our engineering department for a review.

Munoz: Sure, we will do that.

Neuenschwander: Joe Neuenschwander with Duke Energy. The only question I have is which side, whenever you start developing it, where do you plan to start? Off of Michigan or off of 9?

Munoz: I think looking at the plans and where the infrastructure is currently located, we'll be starting on the St. Rd. 9 side.

Neuenschwander: Okay.

Rude: Awesome. Anything else from anyone up here? Any questions for any of us before we leave?

Munoz: I don't believe so. We'll try to get those plans to you soon....

Hunt: Do you have this in sections as you know 1, 2, 3, 4 or when you say start at St. Rd. 9 are you gonna start building 'em there and work your way back?

Munoz: Correct. We'll start working there across and working our way back to Meridian oh no Michigan, excuse me. We have not really looked at sectioning that yet. I think now that we have a little bit more detail into the water and sewer plan and know where we can potentially get cutoff locations and things like that to make sense along with the drainage ponds, we can get something put together that gives us a general idea on that so you guys have that as well. But we will definitely try to get what we have to you as soon as possible so you guys have time to review that and if you have any additional questions or concerns, feel free to send those to me and we'll get 'em taken care of.

Rude: Yeah just for everyone's information, this'll have to come back two more times to us for the actual subdivision documents and the construction documents so we'll see it probably a couple more times with more detailed plans. Awesome. Thank you.

Munoz: Thank you. We appreciate your time.

Meeting adjourned.