

**BOARD OF ZONING APPEALS
MEETING MINUTES
December 10, 2019**

Kris Schwickrath: Good evening, everyone. The December 10, 2019 meeting of the Board of Zoning Appeals is now called to order beginning with the roll call please.

Adam Rude: Mr. Lewis - here, Ms. Schwickrath - here, Mr. Clark - here, Mr. Cassidy - here. I'll show that Mr. Lisher is absent.

Schwickrath: Thank you. Prior to this meeting, we had a meeting last month, rather lengthy one with minutes to approve. I'll entertain a motion for that for December or excuse me November, 2019.

Chris Clark: I'll make a motion to approve as presented.

Doug Cassidy: Second.

Schwickrath: Okay please cast, or sorry, all in favor, signify by saying, "Aye".

In Unison: Aye.

Schwickrath: Opposed, same sign.

No reply.

Schwickrath: Okay the minutes are approved. Thank you. We have no items under Old Business so we can move on to our first item under New Business.

Rude: First item under New Business is BZA 2019-14 a petition by Genesis Property Development Group a request for a special exception use to allow the use of a parking structure in the central business district. The petitioner's name again is Genesis Property Development. The property owner is Methodist Building Group. The representative tonight is Tom Davis from Genesis Property Development. Address of the property is 17 & 23 Public Square. It also fronts on Washington Street, Franklin Street. And the current zoning district is BC, business central and the future comprehensive land use is gateway mixed use.

Schwickrath: Okay thank you. Go ahead, Mr. Davis. Please state your name.

Tom Davis: I'm Tom Davis with Genesis Property Development. I show basically we brought a site drawing tonight. We've been through Tech Review as far as our for the parking garage and got feedback from them and have been making corrections. The garage currently is a what I

would consider a three story. It's got a ground level and then a second and a third floor on it. It will, it's gonna have enough room to park around 125 parking spaces, somewhere in that range and we're currently looking at the entrance coming in off Franklin Street. So it comes basically you'll come down Franklin, come into the garage, be able to park on the ground floor or go up to the other levels as you pull in. It's got an elevator that gives access to the ground floor that is accessible out to where you can go out on Washington Street. It also has stair access through the Bradley Hall building to go directly out on the public square. It also has a stair access that is accessible out to Franklin Street due to code and exiting issues. We're keeping, for the Bradley Hall building, the front facade is pretty much staying intact except for the glass down below and the glass down below is in really bad shape. It's cracked and in serious need of repair and so we're going to be, with this project, replacing that front glass area and then also that's where the stairs will be. There'll be about 750 sq. ft. of area of floor left on two floors for the Bradley Hall that'll be left and accessible out to the square. Other than that, the current use, behind the Methodist building is a parking lot currently and then part of it is we'll need to demo a section or the whole Bradley Hall building and a portion of the Bradley Hall front but again the 30' part on the square will stay in place.

Schwickrath: Okay, thank you. Not yet because we need to go through the board first. Thank you. Okay, so I'll start with Mr. Cassidy.

Cassidy: What's the timetable? You know? Do you have one yet?

Davis: Yeah actually design is pretty far along. We're looking at submitting to the state possibly the end of this week, first of the following week. So once it goes to the state, we'll be tracking back through for permits just like you would a building permit. We have to go through the whole process of state release and then building permit as well. So our architects and engineers are finishing up the drawings and hopefully be ready to submit before Christmas. The goal would be we've already got demo contractors pricing the demolition of the building. So the goal with the city would be to let that and get that demoed in the winter when that's a good job to have to tear down the structure and then be ready to start by the first of March on the garage so we can get the garage going and get more parking for downtown before the downtown project.

Cassidy: Are the spaces for in the pre-meeting you said 40 spaces for the apartments.

Davis: That's correct, yeah.

Cassidy: Will those be blocked off from other from the so the general parking will know they can't park there?

Davis: We'll probably have signs on 'em but we're getting we're basically donating our land and we actually purchased this building in order to get and in exchange for some of that, we get parking for access for this building right here. So that was kind of the I guess deal or concept that we had with the city for putting the garage there. You know we were willing to give up our

space to get spaces. So we need to finalize where those spaces will be. But yes, to answer your question, we'll have 40 designated spaces for the tenants in that building.

Cassidy: One more question, there'll be on would walk out on Washington Street, there'll be a place to come out of the parking garage between the Methodist building and the.....

Davis: There'll be

Cassidy:on the glass....

Davis: You actually have a better picture than I do, but I'm gonna put this one up.

Cassidy: Okay.

Davis: I had trouble printing off that one today. Basically you have the elevator here so the people can walk over and get on the elevator and there'll be an exit here for people to walk out here and access Washington Street....

Cassidy: Okay.

Davis:after they get out of the elevator. And then if you go, this is a bad picture, but this is if they go through the Bradley Hall, they'll be able to come out a door here right out on the square.

Cassidy: Okay.

Davis: And you will build a, the elevator we're putting in, it has a rear two doors.

Cassidy: Okay.

Davis: So you'll be able to access the Methodist building as well. That is correct.

Cassidy: Okay.

Davis: But you'll have to key into that in order to get into that building. So in other words the (?), you know we own that building.

Cassidy: Right.

Davis: So our goal is to make this part up here parkings. That's our goal. So we want keyed access you know to get into those areas. So that's the goal or whatever.

Cassidy: Okay. That's all I have. Thank you.

Schwickrath: Thank you. Those were good questions. Mr. Clark?

Clark: I have a question and in the pre-meeting a fairly good answer and I would like to get that on record but a few months ago we had an incident in Indianapolis where a car crashed through barrier in a parking garage and a couple lost their life. And I'm learning that it's not an uncommon event in the United States and could you please tell us what you have in store for preventing that?

Davis: Well we've looked at several different designs and the designer, the structural engineer that we have recommended that we go with a post tension type design so the slabs are all poured concrete. So in other words they're formed up. Tension rods are put in. Cables are put in the slab and then they're pulled after the slab is poured before the support is taken out from underneath it. That's a better way. It gives a stronger type of garage. The other thing is it's all poured columns and poured walls so all the concrete and the rebar is integrally tied together. The other we did was we turned up. A lot of times when you go in a parking garage you see the beams as you pass under. On the exterior of it we actually turned those beams up which you can do to grab onto the slab which creates somewhat of a curb there. And then the other thing we did is we went with cables on the outside and the cables are run through the columns to create you know a barrier so that actually when the car hits that, it pulls the car back onto the slab. So this is, I mean as far as design is concerned, it's the better design and a lot of the parking garages are made of pre-cast and there's a lot more maintenance with pre-cast and a lot more steel attachments with the pieces and so it's a lot more maintenance and if that's not maintained, those tend to rust and then you can lose panels and that's what I think happened up there. I don't know for sure but that's what it seemed like to me looking at the pictures and reading about it. So we've done our homework and feel like this is the safest and best as far as maintenance for the City of Shelbyville for this garage.

Clark: Thank you.

Davis: Yep.

Schwickrath: Thank you. Mr. Lewis?

Lewis: Is the building next to the Methodist building, is that.....

Davis: Yeah this is a bad picture.

Lewis: That's not Bradley Hall.

Schwickrath: That's Bradley Hall.

Davis: It is.

Lewis: Oh okay.

Davis: It I couldn't get my printer to print out. The picture you have is well you have the backside, but yeah that's supposed to be the Bradley Hall.

Lewis: Yeah, okay.

Davis: But basically what we're doing is the glass down here is if you walk by there, it's fairly dangerous right now.

Lewis: Yeah.

Davis: It's all cracked and really the only thing holding it together is the stickers that Knauf put on there and so we're actually looking at right off the bat when we do the demo taking that out, building a plywood wall there and then doing all the construction behind it and then replacing that glass at the end of the job. But the top facade, in other words where the brick starts out there if you walk out and look at it in the upper windows and the crown and all that, that's all staying as is and will remain after the project's complete.

Lewis: Okay. I don't really have anything else.

Schwickrath: Yeah.

Lewis: You've covered everything. Thanks.

Schwickrath: Yeah thank you. Good questions and I brought this up to staff more than once and I know this might seem apart from but I think it definitely is a part of the whole process. So those two iron columns, I know that that's not really your problem but as far as the demolition, I know the city has some plans for that. So I just wanna make sure for the public record that some of these pieces or at least those two will be gifted I guess to the city or the city will....

Davis: Who's taking those? Who do I give 'em to?

Rude: Street department.

Davis: Doug?

Rude: Yes. Yeah we wanna keep 'em.

Davis: So do I need to get with Doug to come over and hit 'em when I.....

Rude: Yes.

Schwickrath: And then I had a further idea for consideration once it's they're in the possession of the city is perhaps the Historical Society could find a home for them and a use. Just an idea.

Rude: Yeah 'cause that's about the only salvageable pieces on that building.

Schwickrath: Yeah.

Rude: All the brick is starting to (?).

Davis: Yeah it'syou know it's kind of an interesting building. I don't know if you've ever been in it before. The top part, when you walk in, is nothing to look at. I mean it's pretty much garbage.

Schwickrath: Yeah.

Davis: But if you go down to the basement and you can stand to walk around in there with a headlamp or a flashlight, it's interesting construction. They've got everything from wood floor, old wood timbers down there. That building's got a lot of timber in it, a lot of full size timber wood that was used for floor joists and we're saving the ceiling joists which are in the front which are these. Those'll remain in place. They're actually in pretty good shape. But it's got brick like a brick pathway down there. I have no idea what that was used for. And about 15 different little rooms and different things so it's kind of interesting. I mean it's nothing to really save. It's no historic value but it's interesting to see how people built things and stuff. But the columns, some of the columns in this building here, we're gonna save a few of those with when we do the construction. Probably expose those and paint 'em. They're kind of neat. I mean it's and the front of the building, this part of it's very kind of ornate, fits in with the public square. It's really nice. So we're saving what needs saved. The rest of it is there's really not much there other than just wood and tile and old carpet. That's about it.

Schwickrath: Yeah it's appreciated. I think those old features really do add texture and we forget about that.

Davis: Yeah. Well and the one of the other reasons we didn't go, there's a few reasons why we didn't go up with the garage. I know that question was asked why wouldn't you do that. One is it gets above this building which causes it to be seen a lot more prominent from the public square. The other thing is is that you lose your square access through this building which causes us to have to build another stair access for it in a different location which eats up parking spaces. So even if you would get another floor with some more parking, the time you added all those features and added access and everything, it wasn't it was gonna gain some but not a whole lot. The other thing it does is a person who is part owner of this building is it blocks all our windows on the back side which is not desirable for tenant space for any of this stuff. So a couple reasons that we didn't really proceed down that road. We had it going down in the

ground which was a thought but it was so expensive because of all the shoring that was gonna be necessary. It just made the parking spaces per each so much more money that and put the project kind of out of budget. It just wasn't worth it. So we did do a lot of homework and a lot of research and a lot of discussions and a lot of meetings with the city to really figure out what that sweet spot was as far as what we could what the city could afford and what made sense. We even looked at they even looked at solar panels on this thing as far as putting solar roof on it to see if you could run the power and everything with that but there was too much shade from the Methodist building and the Methodist church that are next to it so interesting. The other interesting thing and I won't take up too much more of your time but if you ever get a chance to go to the Grover Museum and look at the Methodist church that actually was attached and sitting behind that. I had never seen a picture of that before and that's really was really something. I mean that was a that steeple in that building was actually taller than the Methodist building when it was there which is kinda hard to believe. But it was a really neat looking church and I think we saw Odle, McGuire & Shook and Shelby Construction actually built those when that was long, long back in the 1900s and stuff. So it's been good. I mean we've done a lot of research and it's kind of interesting. I mean like you said, those two little columns, you know somebody knows something about 'em I'm sure. I don't I couldn't tell you what they why they did it or what that used to be but it's still kind of interesting. It's history.

Schwickrath: Thank you.

Davis: Yep.

Schwickrath: Any questions, further questions from the board?

Cassidy: Yeah. What you said earlier and for the people at home, you said earlier I mean there's gonna be a net gain in parking spaces with this parking garage and the downtown project. I know that's a(inaudible)....

Davis: Yeah I mean right now we're still finalizing everything but the last count that Ratio put together as far as all the parking space count between all the extension, road extensions on West Washington, North and South Harrison and the parking garage and we're still gonna have parking around the square after it's done. I mean there's still going to be approximately what 24?

Rude: Yeah I think it's six spots per....

Davis: Is there 8 or 7?

Rude:quadrant. Yeah 6 or 8.

Davis: Yeah it's either 24 or 28 spots that are still going to be at each quadrant of the total on the square. It's like 8 at each quadrant on the square. So yeah the net gain is it's somewhere

around 50. I can't tell you exact right now but that's what we're saying right now which is pretty good in that small of an area for what we're doing. So plus it gets it out of the center of right out of the center of town. And it still gives you access to the square and you still walk right out on the public square which I think was something that a lot of people kind of or there were some people that really were vocal about early on that they wanted to be able to access right to the public square and so we tried to accommodate that.

Cassidy: Okay thank you. I'm done now.

Schwickrath: Okay, no thank you. I'll close questions from the board. If anyone from the public wishes to speak or ask a question about this particular application. John, you indicated you wanted.....

(?): Uh yes, I do.

Schwickrath: You need to come to the microphone. John, would you please come to the microphone?

(?): Inaudible comment.

Schwickrath: Yeah. State your name for the record, the usual.

John Walker: John Walker, interested citizen. The number of parking spaces in total, I'm understanding it is is what exactly, 125 roughly?

Davis: Approximately.

Schwickrath: For the actual garage, yes.

Walker: And in the pre-meeting I think you said 40 spaces would be reserved.

Schwickrath: Correct.

Davis: Yes.

Walker: Is that correct? And then 85 then would be public spaces?

Davis: Correct.

Schwickrath: Correct.

Walker: Okay. You took the drawing down.

Davis: Oh I'm sorry.

Walker: I was gonna ask on the drawing how do how people would get from the parking garage to the public square. Would they do through the Bradley Hall building?

Davis: Yes.

Walker: So it would come out on the public square that way?

Davis: Yes, correct.

Walker: Would it be like a dedicated passageway or....

Davis: Stairwell.

Walker: A stairwell, okay. Okay. And the spaces in the Bradley Hall, you said about a 750 sq. ft. Is that first and second floors?

Davis: Each floor.

Walker: Okay so a total of 15....

Davis: Yeah around 1500.

Walker: Do you know what those would be used for? Is that for retail space?

Davis: We don't know. It'll be up to the city to decide what they're how they would use it.

Walker: Okay.

Rude: Yeah the city'll own the garage and the Bradley Hall building when everything's said and done but there's no end use for....it might honestly be storage, the second floor at least. The first floor we're talking about possibly some public restroom facilities at some point in the future. But the second floor probably just be storage because it's size, it's only 700 sq. ft. give or take.

Davis: It's not big.

Walker: And the entrance is on Franklin Street. I take it that's the only way in and out?

Davis: Yeah for a car, yes for a car.

Walker: Okay. And then there would be also access on West Washington from the parking garage to get to the sidewalk?

Davis: With pedestrian. Yeah pedestrian walkway to the elevator is on that side.

Walker: Okay but no one can park and then walk out onto.....

Davis: You can yeah you can park in the first floor of the garage and then walk right out on Washington Street if you wanted to.

Walker: Okay.

Davis: So you can walk out on, you can walk down to one end and walk on Franklin Street. Walk to the other end and go out on Washington Street. If you're on the second or third floor, you can access the stairwell and go right out to the public way.

Walker: Okay. Now the alley between the building now and the church next door, that stays?

Davis: Yes.

Walker: Okay. I think that was basically it.

Davis: Okay.

Walker: Thank you.

Rude: Thank you.

Schwickrath: Does that answer your questions, John? Okay anyone else?

No reply.

Schwickrath: Okay I now close questions from the public and if we feel ready to move to a motion if we are. Would you like to do that?

Clark: I'd like to make a motion to approve the requested special exception use to allow for a parking garage in the business central district pursuant to the Finding of Facts presented in the planning staff's report.

Lewis: Second.

Schwickrath: Okay please cast your ballot then for BZA 2019-14.

Rude: This is for BZA 2019-14: Mr. Lewis - yes, Mr. Cassidy - yes, Mr. Clark - yes, Ms. Schwickrath - yes. Motion carries.

Schwickrath: Okay.

Davis: Thank you.

Schwickrath: Thank you. Thanks for a good presentation. Whenever you're ready we'll go on to the second one whenever you're ready.

Rude: The second item under New Business tonight is BZA 2019-15 the Casey's General Store development standards variance. The petitioner's name is Kiernon(?) Johnson or Casey's General Store. The current property owner is Indiana Land Trust. Petitioner's representative tonight is Greg Ripple(?). And the approximate address of the property is 1804 - 1810 N. Riley Highway. The current zoning classification is BH, business highway. And the request on this first petition is a variance from the maximum driveway width on the two eastern driveways, the truck entrance driveways.

Schwickrath: Okay thank you. So if you would please state your name for the record and tell us about this first petition that you have tonight.

Greg Ripple(?): Okay. First of all thanks for having me in and we appreciate you guys taking your time away from your Tuesday night. I know it's probably not your first thing you'd like to do but we appreciate it. My name is Greg Ripple(?) and with Kimley Horn and Associates out of Indianapolis here representing the Casey's General Store project. It's located on the northeast corner of Rampart and Riley and we're requesting a driveway width variance as well as a pole mounted sign special exception tonight. Would you like me to go ahead and....

Schwickrath: We'll do the driveway first and then the pole will be the second one.

Ripple: Okay.

Schwickrath: Okay?

Ripple: Okay. So as far as the driveways are concerned, obviously you can see here the site plan. This is what'd be on east side of the property where we've got some truck turning movements. This is where the semis and tractor trailers will come in get gas. They have the ability to park and use the facility as well. So these two drives here are the drives that we're proposing at 40' widths versus city maximum of 36'. And obviously it's a request of Casey's just due to prior incidences they've had with the smaller drives and long term maintenance. They've had long term maintenance issues with curbs, sidewalks, landscaping. So they've just found that that's a good width for them.

Schwickrath: Thank you. We'll take questions from the board now. Mr. Clark, we'll start with you.

Clark: I don't have any questions on this one.

Schwickrath: Okay. Mr. Lewis?

Lewis: No questions.

Schwickrath: Mr. Cassidy?

Cassidy: No questions from me.

Schwickrath: Wow. Doesn't happen too often. You did a very good job.

Ripple: You guys are awful nice. I appreciate it.

Schwickrath: And they all did their homework. No, I was out there today. I mean it's a difficult or and I drive past it every day. It's a bit of an eyesore so any development I think will really improve the whole site. So as far as adding an extra 4', it seems to be a reasonable request. It's....

Ripple: Great.

Schwickrath: Yep.

Ripple: And I don't know if you guys have visited the Casey's before anywhere but they're really nice facilities. They look nice. They really take care of their buildings. So....

Schwickrath: I think I have and I can't.....what other states? Is it nationwide or are they is it the midwest?

Ripple: I feel like they're more of a midwest.

Schwickrath: Okay.

Ripple: They've got a eat-in restaurant that does fresh to make pizzas and they just do a nice job.

Schwickrath: And one of the comments in our pre-meeting, and we know otherwise, but you're not intending to make this or allow this to be a truck stop.

Ripple: No, that is.....yeah that is not....

Schwickrath: No. So this is just for gas and eating, convenience store?

Ripple: Right.

Schwickrath: Right.

Ripple: Yeah more of a convenience store and obviously it's offering the truckers to come in and get their fuel and get the....I learned what the DEF was today. I'm not sure if you all know what that is but

Schwickrath: On the sign?

Ripple: Yeah. I didn't know what it was until today. It's

Schwickrath: I saw that.

Ripple: Do you guys know what it is or are you interested to know what it is?

Rude: It has to do with the diesel, doesn't it?

Ripple: Yeah it's....

Rude: The type of diesel.

Ripple: So yeah it's a way that treats the exhaust from diesel fumes.

Schwickrath: Okay.

Ripple: And it turns it into a non-hazardous material, basically nitrogen and water. So the exhaust that's coming out, if they've added the DEF, is now basically non-hazardous to the environment which is pretty cool.

Schwickrath: So it's kind ofI don't know about state of the art might be overstating it but definitely current or modern.

Ripple: Yeah I think the post 2010 model's off of that. I thought that was pretty cool.

Rude: That is interesting.

Schwickrath: Any further questions about the driveways?

No reply.

Schwickrath: Okay then I'll close questions from the board. Anyone from the public wish to comment or ask a question on this one?

No reply.

Schwickrath: I'm getting headshakes, so that's a no. Alright public commentary is now closed and I think we can move on to a motion for this particular request.

Cassidy: I'd like to make a motion to approve the requested development standard variance to allow a wider access road in a business highway district pursuant to the Finding of Fact by the staff.

Schwickrath: Okay there's a motion.

Clark: I'll second.

Schwickrath: Alright please cast your ballot then for BZA 2019-15.

Rude: For BZA 2019-15: Mr. Lewis - yes, Mr. Cassidy - yes, Mr. Clark - yes and Ms. Schwickrath - yes so the motion carries. This sorted out and we'll jump into the next one real quick.

Schwickrath: Sure, that's fine.

Rude: The next and the last petition on tonight's agenda is BZA 2019-16. Again Casey's General Store, this time a special exception use for a highway pole sign. Petitioner, owner and the petitioner's rep is the same. All the information is the same except the action requested tonight is the approval of a special exception use to allow a pole sign in the interstate highway district.

Schwickrath: Okay, thank you. You can speak to that if you wanna add anything to what Adam just said.

Ripple: Yeah just really quickly I'll go over the location here. The highway sign's gonna be located on the north side of the property here and I've got another depiction of what we're proposing here and some good news. Casey's has agreed to minimize the overall height of the pole sign to a hundred feet versus the original 110. So I just wanted to bring that to your attention as well. So that's basically it for me.

Schwickrath: Isn't that compliant? Or.....

Rude: Yes.

Schwickrath: So

Rude: The height is.

Schwickrath:the height is at this point?

Rude: Yep.

Schwickrath: I mean so and we're not talking about the actual sign itself. As you indicated, that would be another meeting?

Rude: Yeah and I can just I guess for the record tonight....

Schwickrath: Okay.

Rude:yeah their request tonight is just to allow a pole sign. If allowed tonight, there are standards and I think we passed those along. So either future variances would be needed or the sign would have to be brought into compliance with those standards. So yes, the request tonight is just whether a pole sign can or cannot be on the site.

Schwickrath: And as I reminded everyone in the pre-meeting, because of its proximity to the interstate, it's within 500', is that right?

(?): Yeah.

Schwickrath: I always wanna say yards, but feet. That is a conforming I guess request.

Rude: Yeah. So the way the ordinance works, pole and pylon signs are special exception use in every commercial district if you're within 500' of the interstate. It's either 500 or 1000 you fall within the interstate corridor district which allows for these taller, larger signs and there's one set of standards for outside of the district and one set of standards within the district. So this sign would fall within that. Those standards are 100' in height and I believe 200 square foot of sign area. If you're outside of that district, I think it's 35' in height and maybe a 100 square foot in area.

Schwickrath: Okay, thank you. Just a review I think is important to why this is okay when there's such a movement in the past not to have any pole signs.

Rude: Yeah.

Schwickrath: We haven't had this request in a long time. Any questions from the board? We can start with you; anything?

Lewis: The only thing I'd say is the petitioner okay with the future tenants using that sign, sharing that with future tenants?

Ripple: Yes. This particular sign, the pole sign?

Lewis: Yes, yes.

Ripple: Yeah so we addressed, I think that was a question that was posed to us a little bit earlier on in the process and this portion here shown in gray was not on the pole sign. So we addressed and we asked Casey's if we can add that for additional users and they agreed to it.

Lewis: Okay.

Ripple: Yeah.

Lewis: That's all I had.

Schwickrath: That was good. Thank you. Mr. Cassidy, anything?

Cassidy: No, I'm good.

Schwickrath: Mr. Clark?

Clark: I'm okay.

Schwickrath: Yeah I think this one makes sense. Okay I have no questions either.

Cassidy: I do have one real quick. Do you have a timetable when you're gonna start and get moving? And once it's approved and is there a timetable?

Ripple: So yeah this is under a purchase agreement and the seller's really pushing to get this property sold and once Casey's kinda has that done they'll get their contractors, get that get it bid and then so I'd say by Spring they're moving dirt out there.

Schwickrath: Thank you. I'll close questions from the board. Anyone from the public wishing to ask a question?

No reply.

Schwickrath: Okay, I just have to do this. John, no questions?

Walker: I was just....again,....

Schwickrath: Wait, wait. Come to the microphone. Yes, it's infernal, but Lisa will give me that stink eye. Go ahead.

Walker: Just a quick question about timeline for opening. Do you know when it would open or when they'd start work on it? You said spring they might start working on it.

Ripple: Yeah so this, I would assume, is a four to five month build. So we're looking probably fall, late fall. And that's just a shot in the dark from an engineer that's not on the inside but from what I know and and kind of what I've heard and know the construction process and the length, I'd say probably late fall.

Walker: Okay.

Ripple: Yeah.

Walker: Very good.

Schwickrath: Okay thank you. Any questions?

No reply.

Schwickrath: Okay I'll close public questions at this time and I think we're ready to move to a motion.

Lewis: Alright I'll make a motion to approve the requested special exception use to allow for a pole sign in a business highway district in accordance with the conditions suggested by the planning staff pursuant to the Findings of Facts presented in the planning staff's report with the following condition: that the pole sign shall be shared with future tenants to prevent future clutter in the area.

Cassidy: Second.

Schwickrath: Okay please cast your ballot then for BZA 2019-16.

Rude: For BZA 2019-16: Mr. Lewis - yes, Mr. Cassidy - yes, Mr. Clark - yes, Ms. Schwickrath - yes.

Schwickrath: Okay, thank you again.

Ripple: Thank you all very much.

Schwickrath: Everything's approved. So this is December. Time is moving very quickly and we'll have a just a reminder, a joint meeting the last Monday of the month in January.

Rude: Yes and I can give you guys dates.

Schwickrath: Just a reminder for everyone.

Rude: Yes. You're regular January meeting will be January 14th. We will know by the end of the month whether or not we'll have that meeting and we'll let you know. If there's nothing on the docket, we won't hold that meeting.

Schwickrath: Okay.

Rude: If there is, we obviously will. At the regular January meeting, we will have election of officers so chair and vice chair again. And then the January 27th is the regular Plan Commission meeting and that is when we normally have our joint meeting.

Schwickrath: Yes, okay.

Rude: So we will also send out notice of that meeting.

Schwickrath: Just to remind everyone.

Rude: Yes.

Schwickrath: I think it's just such a busy time. Okay, alright.

Rude: But just plan ahead. We typically have that about 5:00, 5:30 depending on what all we're going to do. We'll go over the annual report. We'll update on some UDO amendments and give some time to talk about the cases from the annual report and if we wanna talk about anything or prep for anything.

Schwickrath: Very good. Thank you.

Lewis: Sounds good.

Schwickrath: Anything else? No Discussion, right?

Rude: No. Nothing else from staff.

Schwickrath: Okay, alright.

Clark: Motion to adjourn.

Cassidy: Second.

Schwickrath: We are out of here; thank you.

Meeting adjourned.