

**TECHNICAL REVIEW COMMITTEE
MEETING MINUTES
February 25, 2024**

Adam Rude: Okay we will call to order. Just about 3 minutes late; apologies. We'll call to order the February 25, 2025 Technical Review Committee meeting for the City of Shelbyville. For those that have been through this process before, it's gonna work the same but for those that haven't I'll kinda walk through it. We've got three items on the agenda today. Those are Circle K store and fueling center, the Dunkin' Donuts at 1650 N. Riley Highway and a new fueling station at the northwest corner of Michigan Road and Progress Road. So one at a time we'll call all or we'll put the project up on the screen and we'll allow the petitioner to briefly introduce the project and talk through it. And then one at a time, each member of the TRC will talk through their comments. This is kind of the, the petitioners opportunity to ask and get questions answered. Let me check real quick. I don't think we have, do we have anyone from Circle K on the call? Maybe.....we will, okay here we go. Hey there Tyler.

Tyler Lucas: Good morning. Hey thanks, Adam for sending that email. It looks like in the link we had I just noticed it's it says December 26, 2023 so I don't know how that.....

Rude: Good.

Lucas:how that happened but

Rude: Well we'll I'll run through that real quick for you again and then you're actually the first item on the agenda so I'm gonna throw you right into it. We can either, I can either share the plans on the screen or I can let you share your screen. Tyler, if you'll walk us through or one of your team walk us through the project at a high level and then one at a time each member of the Tech Review Committee will talk through their comments.

Lucas: Okay sounds good. I can share my screen. It's not that a problem.

Rude: Okay. You should be able to.

Lucas: Just cleaning a couple things up. Hit share, let me know when you can see it.

Rude: Yes, we can see that.

Lucas: Okay so the project is for a demolition and reconstruction of a Circle K gas station. It exists in the city right now. It's at the corner of St. route 44 and I-74. The existing station is just very out of date with the current Circle K standards and the class that the gas station would like to elevate to. So the proposed plan consists of the demolition of the existing store, the existing passenger car canopy and the diesel canopy and razes them all down. Construction constructs two new canopies and a new 5200 square foot convenience store. It separates the

passenger car traffic from the truck traffic. There's there wouldn't be tractor/trailer traffic going in the same area as the people trying to access the store and use the standard gas canopy. There's also some more actually structured tractor/trailer parking stalls, improved storm water management and improved lighting, landscaping and just new utility connections servicing the store. That kind of covers the general introduction but I'd be happy to go into more detail if I guess as we work through the letters.

Rude: Yeah absolutely. I will start here on my left with Mr. Byers.

Derrick Byers: Good morning. Derrick Byers, City of Shelbyville storm water utility. I've been in contact with Tracy Ferry(?) who's gonna get me some needed information so I can complete the review for your construction storm water just general permit. In the meantime the only other comment I had was we'd like to see the 55' of the 15" storm pipe between OCSD1 and where you're tying into the city's storm, we'd like to be RCP if possible.

Lucas: No problem. This outfall pipe here?

Byers: Yes.

Lucas: No problem.

Byers: That's all I have at this time.

Rude: Thank you, sir. Mr. Comstock?

Tyler Comstock: Good morning. This is Tyler Comstock, city engineer. So my first comment actually pertains to the geotech report of the existing conditions out there. One item I had concerns with soil boring B5 which is located very close to the existing tanks. It notes in the report that they started boring down, got to about 5' and then "experienced significant hydrocarbon odor." Has there been any exploration as is there an existing gas leak, gas tank leak or anything like that? And if so what are the proper procedures that you guys are taking in place if there is a leak?

Lucas: I know that Circle K would have a monitoring program. We would definitely take a closer look at what could have been the cause of that and if there's any remediation that would have to be done, we would do that.

Comstock: Okay, thanks 'cause it's about, scaling-wise, it's a bout 10-12' from the existing tanks and just the significant hydrocarbon odor is the part that just really worried me. I just wanna make sure that all the precautions are taken.

Richard Blasey(?): This is Richard Blossy(?), the project manager on this project. Yeah the Circle K has their own internal environmental team and they reviewed the Phase 1 in the geotech report and they noted exactly what you noted as well so they we have actually put a

contingency into the construction budget of \$250,000 for environmental cleanup based off of that boring and everything, so.....

Comstock: Okay.

Blasey:as we get into construction we'll follow up with the state regulations and everything on how to clean that up properly and he's also noted that we'll possibly need a vapor barrier for the building as well.

Comstock: Okay. Derrick, our MS4 operator said that he believes that IDEM will also require some sampling when those are pulled out.

Blasey: Yep.

Comstock: So...

Blasey: Understood.

Comstock: I just wanted to make sure they weren't overlooked. Number 2, has all the truck-turning movements been checked for the back diesel area? So my concern is on the page right what I'll call the right lane, have you guys ran the turning template for the 53 footer to be able to pull that u-turn to get out? It looks pretty tight.

Lucas: Yeah we've run that circulation pattern and I saw in your letter including the trailer parking and both of those have been run.

Comstock: Okay. Just wanted to make sure that wasn't overlooked. Have there been any discussions with INDOT regarding the entrances on St. Rd. 44?

Lucas: Up and to this point we haven't had a conversation with them yet but we have one scheduled in the next, I don't know if it's next week or the week after in order to discuss the project and the access to the state road.

Comstock: Is there any way that we might be able to join that conversation?

Lucas: No problem, yes. I will, I would, who from the city would like to attend so I can forward the invite?

Comstock: Please include myself and Adam, the planning director.

Lucas: Okay.

Comstock: We also had a call out to them. The local guy was out on vacation last week. I was hoping to already talk to him before today but we weren't able to. Comment number 4, the first

entrance. One concern I had is one, it's very wide and I don't want to introduce any kind of truck traffic in there because it is the first approach that they're coming in to. Has there been any thoughts as because it is a right-in, right-out of putting a pork chop or traffic triangle in there to prevent trucks?

Lucas: I yes we could probably shrink it down to like a 30 or 32 foot wide driveway and we can provide a pork chop along the entrance way.

Comstock: Okay we just given that the trucks are gonna be coming up from like 74 and everything, if that's the first entrance and it's extra wide it's gonna kinda be inviting for them to come in and once they get in there they're gonna be kinda stuck. So I know there's also some signage in there that's showing that the truck traffic needs to go to the second entrance but we just wanna make sure that everything is very clear that we don't get anybody stuck in there.

Lucas: Of course.

Comstock: Number 5, the entrances along St. Rd. 44 so both entrances are actually in INDOT right of way so the you need to refer to and include the standards for the INDOT entrances. Those will supercede the city details.

Lucas: Uh huh.

Comstock: And then also when you when we're on the call for INDOT, they will have certain permitting that they need for that work within that right of way.

Lucas: Okay.

Comstock: Comment number six, I know the drainage report talks about it but I didn't see anywhere in the plans that actually called out what the water quality unit is. Looks like you guys are having a CS5 which it looks to be sized and everything properly but I just didn't see that in the plans.

Lucas: No. We'll add that to the plan set.

Comstock: Okay. Comment number 7, if you can go to page C120, it's regarding the spillway. So your spillway goes what I'll say plan northeast. That is actually going uphill so that won't be able to actually engage and drain properly. What it wants to do is it actually wants to kinda go northeast. Again plan-wise and then it's gonna turn right in the plans and the design calls for a is it 50 or 55' spillway. But as it turns.....

Lucas: 55.

Comstock: But as it turns right into the right of way it chokes it down to 8'.

Lucas: Uh huh.

Comstock: So if a 55' actual spillway is needed but we're chokin' it down to 8 that won't be able to drain properly.

Lucas: You know we could we can adjust it to target south.

Comstock: Okay. Yeah I didn't know if maybe you guys were trying to just think about future development and that's why you didn't wanna send in that direction but I think that would drain the best to make sure that works better.

Lucas: Yeah we will, we'll take a closer look at it.

Comstock: Okay, thank you. Comment number 8, sheet 502, I'm sure it's just a mistake, a typo but your outlet control structures, your inverts on that. Yeah zoom in there. So all of your inverts and your sizes....

Lucas: Oh the elevation, yeah.

Comstock: Yeah the elevations are all messed up and then also the sizes. I just wanna make sure we get that corrected and matches the drainage report so it's actually constructed correctly.

Lucas: Yep.

Comstock: 9 kinda pertaining to what Derrick had. On the plans, you kind of swap(?) through using RCP/ HDPE through multiple sections.

Lucas: Uh huh.

Comstock: We are fine on the private side if it's HDPE. We do need RCP with anything within the right of way. So go to your entrance. You might've used RCP your from your first, no it's the curb inlets inside to the right. See how that's all RCP and then it switches to HDPE. You have a couple sections of that where swapping materials. We are....

Lucas: I think it's a cover concern. I just think the site was pretty flat. So in areas where it was there was less cover over top of the pipe we switched to RCP.

Comstock: Okay. We're fine with that. I just didn't know if that was just overlooked but we are okay with HDPE within the private side but RCP (?) and then the right of way. And then number 10 I just note that with the errors in the outlet control structure with the size and everything just I wanna make sure that everything in the drainage report matches the plans and then I'll finalize that report once revisions are made.

Lucas: Yep.

Comstock: That's it.

Lucas: Okay.

Rude: Thank you.

(?): Thank you.

Rude: Adam Rude, planning director. So we had sent these along. The first on the page here, it seems lengthy but it's in regard to the use itself. I know early on we had talked about use of truck stop and what exactly that entails and how that's legal nonconforming. The let me look at the sheets here, my big concerns are the scale in the kind of southeast or south side of the site in the rear of the site. Adding that would in the eyes of the ordinance it would increase the nonconformity and it wouldn't be permitted. We have some other notes here in regard to reducing the ability for trucks to just kind of park in that rear area and I believe some we're requesting some no parking signage in some different areas. Our concern and we've seen this on some other sites, a truck stop's not permitted and we're trying to keep this from becoming a truck stop essentially. So long term or overnight parking wouldn't be permitted. That scale house or that scale wouldn't be permitted. Some of those items that are specifically targeted at semi truck traffic that don't already exist there today could not be added.

Lucas: Uh huh. Okay.

Rude: More just general comments on trying to kind of keep in line with that 'cause what's there today is legal nonconforming and that can remain, that use, that truck stop use but expanding that is the big concern.

Lucas: And it's really the (?) scale. We can certainly we will certainly regarding the parking, we will certainly provide signage. I think Circle K does have some mechanism to regulate any tractor trailer parking when it's not like in areas that aren't not permitted for tractor trailer parking, so along drive aisles. They do have a plan of action let's call it to address those concerns. As far as the (?) scale if that's what's gonna trigger the threshold of intensifying the use, I think that's something that can be eliminated.

Rude: Okay and then the only other kind of piece in that regard, so any of these and so in the rear of the site where the truck maneuvering area is, there's a striped area, striped for no parking obviously, we're gonna ask that that be curbed and concrete or asphalt actually eliminated from there. That striping doesn't do anything. The trucks will end up parking on it. We've got some other sites just like that.

Lucas: Yeah I think on I think if we were to eliminate the (?) scale we could probably make adjustments to the drive aisle in this area and try to reduce the amount of pavement. As far as elevating the curbing like protect, creating a landscape island in that area, I have concerns over the maintenance of that island. It just that trucks may still end up driving over top of it. So I

think to keep and just for the snow removal aspect of having obstacles in the center of drive aisle isn't preferred so I think we would rather find a way to shrink the drive aisle itself and keep the striped area on the plan.

Rude: We can review that. If you can I mean remove the scale and kind of make those revisions and send it back, we can get you some more comments on it. Our intent is just to minimize the amount of just open asphalt or concrete area 'cause it all slowly over time turns into parking. So if we can minimize it on the front end....

Lucas: Would the city be open to making that grassed but not curbed?

Rude: Yeah I think so, yeah.

Lucas: 'Cause the biggest concern is for us really is the trucks will end up driving over it anyway and then you just get broken curb and everything and then also like Tyler said, snow removal. And then that can just be the area that they push snow to. That way you're not pushing along curb lines and everything.

Rude: Okay yeah I think we'd be open to that so if you can you know make those revisions and then just shoot that over to us we can get you some feedback pretty quickly on that.

Lucas: Uh huh.

Rude: Okay the architectural standards, we (?) some feedback but we'll need a fully dimensioned building elevation. The one we have I believe is has some overall dimensions 'cause I think it was actually the sign package. So just a fully dimensioned so we can make sure that all those standards are being met. It appears that the facade standards are being met, just needing to confirm that. The roof design standards, to satisfy I believe it's option 1 in that, you're gonna need to add a 3 dimensional cornice element to the top of the parapet and that is the only thing you're lacking there. On the canopies themselves, those are also subject to Section B & C of the architectural standards which just means that 3D cornice element from the building has to carry over to the canopies and the structural uprights will need to be wrapped in some material listed in Section C. Normally it's faux brick or something.

Lucas: Uh huh.

Rude: Something listed in that section. When you're sending those dimensioned elevations, if you can share specific material types, if the building material types seem to comply with the requirements but if you can just verify exactly what that is.

Lucas: Uh huh.

Rude: And then entryway requirements, I believe a canopy yeah canopy should be provided. It looks like maybe so on the site facade, it looks like there's a canopy provided. On that front

facade, there is not. That is going to be required for the architectural standards and then there's a provision in the commercial standards that's also gonna require it. So I made, we made note of it twice.

Lucas: I think the front facade is I think a portion of the if you see this dash line, a portion of the roof actually overhangs like the facade actually overhangs over the doors. Are you asking for also a canopy to be added in front of that? Do you see this dash line? See how these doors are covered?

Rude: Yeah.

Lucas: This is actually part of the facade over the glass glazing.

Rude: Okay.

Lucas: So it I could see it being misleading from the signage 'cause it you can't really make....

Rude: Yes.

Lucas:.....the distinction but I guess if you look in closely see this dark brown versus this is a little bit lighter....

Rude: Yes.

Lucas:This dark brown portion actually juts out over and then this lighter brown again juts out even farther to cover the doorways.

Rude: Okay. We can look at that again 'cause yeah we just it didn't appear obvious in the elevation.

Lucas: Uh huh.

Rude: Are those dimensions in that site plan?

Lucas: The dimension in the site plan?

Rude: Yeah.

Lucas: Over the overhang? No not particularly. I mean I can get you that dimension but we will provide elevations with more detail.

Rude: Okay yeah if you could do that 'cause that might be satisfying that already then. Okay commercial standards....

Lucas: Before we switch, I just wanna check. There's, just to be clear, there is a I think a service door. Would this also require a canopy?

Rude: It does not. Just customer entrances.

Lucas: Okay.

Rude: So on the next section commercial standards, a public sidewalk is required on all frontages of public rights of way. So out on St. Rd. 44 and the small portion of Greenleaf Drive that you have frontage on or Greenleaf Way. That's a minimum 6' wide sidewalk in those right of ways.

Lucas: I just wanna understand where the city would like those terminated. So on St. Route 44 I you know we can add a sidewalk here. Our proposed driveway's in a similar location. I think because you also have the requirement for accessing the building we were envisioning extending the sidewalk I guess along our frontage here which is incredibly long and then when we reach here, it would terminate but then become part of the access driveway to the store so you can get to this patio area.

Rude: Uh huh.

Lucas: So it would essentially terminate at least in the right of way here before turning. Because there's nothing in the like there's no pedestrian facilities in the intersection. So like bringing a pedestrian to this intersection we don't think it would provide any utility or really promote safety. I mean in reality they should be probably walking on the opposite side of the road where there's less intersection conflicts. But so as long as they're that makes sense with the city we'll do that side as such.

Rude: Yeah and if you can show that. That sounds like it'd probably work. We can kind of convene internally and make sure. And then north if you just run it to your property line north and east.

Lucas: And also just the DOT has like a drainage ditch here so a sidewalk would be a tough connection. But yeah and then over on this side again, there's nothing we're connecting to. There is sidewalk on the opposite side of the road.

Rude: Uh huh.

Lucas: Do you, is the city asking for the sidewalk to be extended for the full length or for the improved portion of the road? 'Cause the road is only improved up to this driveway and our property line extends further.

Rude: Let me double check the ordinance and see what all the ordinance says you all would be responsible for and then I can get back with you on if it's that full length or just the improved portion.

Lucas: Yeah it's just extending the sidewalk past the improved portion of the road just you know that just you know it seems like excess.....

Rude: Uh huh. Yeah let me after our call or after the meeting today, we can look into it and just shoot you an email.

Lucas: Thank you.

Blasey: Yeah and the other portion that we'll have to coordinate along St. Route 44 is DOT as well and putting sidewalk in their right of way and how they

Lucas: Yes.

Rude: Yep, yep. And then Tyler, you kind of touched on the second point here. At least one pedestrian connection from that public right of way or that public sidewalk and anywhere where that's crossing drive areas and different material types and it lists some off but it sounds like you're kinda going to go around the parking on the west side of the property. And then landscape, minimum 2' wide landscape along those that internal sidewalk piece.

Lucas: Uh huh. Just to be clear too, our driveway pavement is concrete and the sidewalk is most likely gonna be concrete so is there, is that okay?.

Rude: Let me check. I think the ordinance requires it, a different material or either stamped and stained, something. Let me see the exact language whether that's for internal....

Lucas: Okay.

Rude: ...sidewalks or whether you're out on the public right of way if that matters.

Lucas: Yeah I mean I don't think the DOT's gonna want us put in specialty materials either.

Rude: Uh huh, okay. I'll follow up with that as well. Okay the next piece has to do with the outdoor merchandise area. We included a picture there of just another project. We need to see exactly where that the propane tanks, ice machines, that kind of stuff is gonna be stored and then it has to be partially screened I believe is the language of the ordinance. So something similar to what you see there, just those partition walls clearly defining where those things are gonna be so we know where they're at. We know, we can verify it's under the maximum square footage and we can verify that we're maintaining that clear unobstructed path.

Lucas: We will certainly make sure that the equipment is shown. I think that it already is. That's not an issue.

Rude: Uh huh.

Lucas: This canopy feature, is that, that's not required, correct.

Rude: No, that's not required. This development just put that in for aesthetics sake but no, it's not required.

Lucas: Okay. Allright. We'll take a close look at this. My concern is that because if because this equipment isn't essentially permanent that as the equipment gets upgraded it wouldn't fit in these initial slots. Like at least in New Jersey they have abandoned caged propane tanks. They use a vending machine system now. And you know whenever that upgrade does happen it wouldn't fit in the initial location the same. But we'll we're happy to work with you guys to figure out what would be the best implementation.

Rude: And that area can be a little bit larger. This development had kind of walled off specific areas obviously so they could put a gate in front of that propane to secure it. If it's one larger area, that's fine. That gives you more flexibility.

Lucas: Okay.

Rude: We just need it defined and shown and then partially screened is what the ordinance requires, so.....

Blasey(?): Okay.

Rude: Weather protection feature; this is that canopy or awning that I discussed in the last.

Lucas: Uh huh.

Rude: All ground mounted mechanical equipment must be screened from public rights of way. That transformer in the rear of the property kind of southwest I believe of the building, that'll have to be screened as well. The ordinance gives you a few different options whether it's landscaping, fencing, walls, whatever but from the public right of way that'll need to be screened.

Lucas: Okay. We should, I'm sure we'll be screening it with vegetation.

Rude: Yep. Entrance and drive standards; currently the southern access point doesn't meet separation requirements, sorry western access point. And then both access points exceed the maximum width. Once we have that discussion with INDOT in a week or two, one or both of

these might need a variance but we all need to come to an agreement on what we're comfortable with and what is needed.

Lucas: Okay.

Rude: Landscaping requirements; the foundation plantings, these have to be located, shrubs have to be within 6' of the foundation of the building and the required trees have to be within 10'. These are not being provided on the north, south or west sides of the building. And then the shrubs are being provided on the east side but none of the trees. This, these foundation plantings typically are like a 6-10' wide strip between the sidewalk and the building foundation. So on all four facades, those are required.

Lucas: Allright we'll definitely take a look at adding foundation plantings.

Rude: Okay.

Lucas: I we'll review the plan with you after we create it to make sure it's as close as possibly to, we'll target conformity.

Rude: Okay, looking at the rest. We need for the parking lot interior requirements, you all had provided the square footage that you were basing things off of. If you can just provide an exhibit of what you're including and excluding in that so we can confirm that that is the right calculation. All the rest of those standards are being met though based on the numbers you all had provided. We will need for the dumpster enclosure we'll need a detail or an elevation because that material has to I believe the language is it has to compliment the building material of the primary facade. And then again, there's a landscaping option for screening that mechanical equipment.

Lucas: I'm sorry, which mechanical equipment?

Rude: That transformer.

Lucas: Okay, yep.

Rude: Nothing in the lighting standards. Non residential parking standards, if you can provide us an exhibit showing that the two stacking spaces at each pump are being provided without obstructing circulation on site....(inaudible)....

Lucas: Uh hmm.

Rude: I assume they are. Everything's big enough, it'll work. We just need that. And then....

Lucas: Those stacking spaces, they're the same. They're 9 x 18.

Rude: I believe so.

Lucas: Okay.

Rude: I will confirm that and include that in the email.

Lucas: Yeah we'll probably just show it on one location and then it'll be typical for the rest.

Rude: Yeah, that works. For the sign standards, all of this is reviewed separately, administratively but I did have two quick comments. I didn't have enough info to do a full review but the rear facade of the building, this zoning district, rear facades are not permitted wall signs. Then the diesel canopies, this might be exceeding the maximum percentage of allowable signage on a diesel canopy. So just two things to look at but again, those are all permitted separately and administratively. So....

Lucas: Okay.

Rude: And that's all I've got for ya. It's a lot. My apologies.

(?): All good.

Kyle Richardson: Kyle Richardson with water resource recovery facility. It states on the plans that the contractor will provide drop manhole connection. Do you guys plan on making a new tap into that manhole?

Lucas: Yeah but if you I saw your letter and if your preference is to have us connect into the pipe?

Richardson: Yeah. Yes, I would prefer you just use the existing so that manhole doesn't get all clogged up with inside drops or another tap or anything. 'Cause I believe the tap that's already provided there is in good shape. So if we could just hook on that, five to ten foot from the manhole, that would be perfect.

Lucas: Okay I just have to double check that that existing tap is the same size as our proposed 'cause.....

Richardson: It should be 6".

Lucas: Okay.

Richardson: Yeah.

Lucas: And just 'cause this manhole shows 2 twelves going into it, is the existing 6" entering through this manhole, do we know?

Richardson: Yes, the existing is 6”.

Lucas: Alright. Okay.

Richardson: And then just all the cleanouts, since it’s such a long lateral, just make sure that they’re 6” being a run is 6” pipe.

Lucas: Uh huh.

Richardson: Other than that, everything looked good, the grease trap, all that was good so that’s all we have.

Lucas: Okay.

Richardson: Thank you.

Lucas: Thank you.

Darin Moore: Darin Moore, fire inspector. Along with what Tyler brought up on the convenience store entrance if you’re gonna put a concrete island in there, I’m requesting that the entrance and the exit, the width be at least 16’. So if you put an island in the center there, you’re gonna have curbs on each side.....

Lucas: Uh huh.

Moore:the concrete island....

Lucas: Yeah.

Moore:just for our apparatus. A minimum of 16’ with the angle we’re talking there but it allows not to curb the tires on the fire truck

Lucas: Well again and I was gonna ask this question. This porkchop, can it be mountable(?) concrete with a depressed curb so it’s only like a I think at most it comes to 4” but the lip is only 2”?

Moore: Yeah.

Lucas: Is that acceptable for the porkchop?

Moore: I would recommend keeping it 16’ for the.....

Lucas: Yeah, yeah, yeah. But the it will, we will provide 16’ wide, the actual driveable area.

Moore: Right.

Lucas: The curb island, can it be mountable concrete that's depressed so it only comes up 4" at the highest point rather than 6?

Moore: Okay. Yeah I don't have any problem with that myself. Just as long as the actual driveable width is 16' for the exit and the entrance.

Comstock: This is something that we need to coordinate with INDOT because it is their right of way.

Lucas: Yeah, yeah.

Comstock: I don't foresee any issues on our end just because mainly for my thought process is we're getting it more of a visual break. The mountable would be good for the fire trucks but given that this is INDOT right of way we'll definitely add that to the list of discussions with INDOT.

Lucas: Yep.

Moore: Okay my second comment is I just got shown where the proposed fire hydrant is. Do you have that on a drawing anywhere?

Lucas: You were just shown it? I don't recall us

Moore: Okay well basically I don't know how to explain where it's looking like it's at.

(?): Inaudible comment.

Moore: Yeah go ahead.

Miguel Morales: Good morning, Tyler. This is Miguel with Indiana American Water.... Tracy ...(inaudible)...utility plans that included a fire hydrant kinda in the green space and that's what I was just showing Darin so I think that's what he's referring to is that there was some additional plans that showed a fire hydrant.

Lucas: Alright. Well should have it here butvalve placement..

Morales: It would've been what I responded to Tracy (?) with.

Lucas: Alright we'll take a look. I might not have that in my hands but I'll take a look at it. Did you, you said it was in the grass, where was it?

Moore: I, to me it looks like it's in no man's land for being user friendly for us, so.....

Lucas: I suspect it was shown along the right of way for a public hydrant but it where would you like to see it?

Moore: I would well go back. There was some numbers on the, go back, right there. I was thinking like number 11 on that drawing where it's, see where your cursor is? Yeah. Either there or I was looking at the top of the island.

Lucas: The top of the island?

Moore: Yeah.

Lucas: Oh over here?

Moore: Yeah.

Lucas: Okay.

Moore: Because right there that's we wouldn't be blocking anything to a point once we lay out our 5". And the thing I'm looking at.....

Lucas: Uh huh.

Moore:not just the building. Like if a semi tractor was to catch on fire or pull in there with hot brakes and the actual trailer itself catches fire, that would give us a lot easier access to everything if it was right in that area there.

Lucas: Okay. We'll take a look at that.

Moore: And then is the building gonna be manned 24/7?

Lucas: No. Rich, remind me is this one 24 hours?

Blasey: I believe so. Jimmy's on the call too but I believe so.

Jimmy(?): Yeah, sorry. Yeah I think our plans are usually to start off 24/7 and then adjust based on what the consumer tells us that the hours need to be.

Moore: Okay. The only reason I was asking is then I'm gonna require a KNOX box and then all the other things that usually tie to me would be emergency lighting locations or extinguisher locations, all that kind of stuff. Kinda usually deal with the project manager at that point to make sure everything's within the proper feet and all that kind of thing's the way code requires. So

basically the hydrant, the entrance being 16' wide and then if you're not sure it's gonna be manned 24/7, requiring a KNOX box. And that's all I have for now.

Lucas: Okay.

Rude: Thank you.

Lucas: Yeah I don't see any issues.

Moore: Alright. I appreciate that.

Lucas: So this, yeah okay. I think we're good.

Rude: Miguel?

Morales: Good morning. Again Miguel with Indiana American Water and I just sent some comments to Tracy directly regarding our water connections. If you wanna review those or have any questions, let me know but I think we're pretty clear on what our expectations are.

Lucas: Okay. I have those comments. I see them here.

Morales: Okay and Tyler, there is an existing service to that building. Will that be used, reused for irrigation or for other purposes or will that be retired? You may not know that.

Lucas: I think we were tying back into the existing service.

Morales: On your end, but on our end? So you call for a new domestic, new irrigation but there is an existing service to the current building. Didn't know if that was gonna be used to serve the irrigation meter or serve that domestic line or if that would be retired. The reason why I ask is...

Lucas: The plan would be to use for that to serve the proposed domestic line with a separate line for irrigation and I think you issued comments regarding that.

Morales: Yep. Just reach out to me directly if you wanna talk about 'em specifically or what our plans would be.

Lucas: Uh huh. Okay.

Rude: Okay. Tyler, do you have any additional questions or comments for us before I talk through next steps?

Lucas: No, not at this time.

Rude: Okay. So next steps for you and for everyone else, all the other projects on the call today, you'll take these comments, we've provided 'em to ya digitally as well and you'll incorporate these. You can reach out to any TRC member directly or work through our office. When you submit revised plans for your Plan Commission submission, we ask that you provide a written response to all the comments just identifying how each comment was addressed, on what sheet and kinda how all that was incorporated.

Lucas: Uh huh. We will do that.

Rude: Yep and that submission for Plan Commission, let me look at a calendar here. So Plan Commission meets the fourth Monday of each month and the submittal deadline is three weeks prior. So the next Plan Commission meeting is March 24th and the next submission deadline is March 3rd. We have a little bit of wiggle room with that and then if any variances are needed, that submission is technically today but we can still work with you through tomorrow. So if there are any variances you've identified that you want to deal with this month, we can either have a call later today or tomorrow to talk through that. Otherwise, it'll be next month. Any comments or questions on that, Tyler?

Lucas: What's the deadline for the April submission?

Rude: Let me look at the calendar.

Lucas: And I guess the question I would have, Adam is what is what in your personal opinion is better for us? To just submit for the variance for the driveways or should we wait until the DOT meeting, have everyone involved and then just try to do this right and submit in April?

Rude: Do you know when that meeting with INDOT is gonna be?

Lucas: No. I know he was on vacation.

Rude: Okay.

Lucas: And that was the issue.

Rude: If, it can be, so the Board of Zoning Appeals meeting for to hear that variance would be March 11th. That's when they could actually hear it and vote on it. If the INDOT meeting can happen before that and that can more or less be resolved before the 11th, I think that would be fine to go ahead and submit now. If we're not gonna have a resolution by then, the board's not gonna take action on a variance if we don't have you know INDOT's blessing on it. So if that meeting can happen beforehand and we think we can get that all resolved before the 11th, I would go ahead and apply for all these variances now.

Lucas: It's not. The meeting is March 13th.

Rude: Okay. Yep, April's gonna be your best bet then.

Blasey: So I guess my, the follow up question then is if the driveways and everything aren't resolved until potentially the 13th, can we submit, get if we if Tyler and his team can get the plans done and submit by March 3rd do we move forward on the March date and just have a condition of approval to get INDOT or would the is it better for the Plan Commission to make to see this resolved first?

Rude: Do you think there'll be variances outside of just the driveway work?

Lucas(?): We don't see anything based off of our comments today. I mean we're gonna remove the (?) scales and I think everything else we can address and the landscape plantings and the screenings and the I forget. I'm not I'm not an architect, whatever the thing is that needs to be on top of the canopy, buildings, all that type of stuff. We can do all of that so I don't see anything else unless you you're seeing something. So it's just the driveways in my opinion.

Rude: Okay. Just the driveways.

(?): I agree. Sorry.

(?): No, you're good.

Rude: Yeah I would go ahead and submit for Plan Commission for this month and so for March 3rd I mean. Submit by that date and we have, like I said we have a little bit of flexibility, about 2 days of flexibility there. And then assuming everything else is resolved we can kind of move forward with it'd be a conditional approval at Plan Commission.

Lucas(?): And just sorry, I missed it. What is the Plan Commission date?

Rude: It is March 24th. Yep.

Lucas(?): Okay so at least by when we do get everything in and on that meeting, we'll at least have ideas and answers from on March 13th so we'll be able to present that at the meeting of how that meeting went and you and like we said you and the engineer will be on the call as well and will be able to speak to it. So okay that sounds like a plan for us then.

Rude: Okay, awesome. We have some follow up to provide for you later today but if you don't have anything else, feel free to drop off the call and we'll move on.

Jimmy(?): I just wanna one thing before we jump.

Rude: Uh huh?

Jimmy: The engineer's name who wanted to attend the DOT call? I know it was, I wanna make sure I have his contact info.

Comstock: Yeah it's Tyler Comstock and just to let you know, I'm also actually texting INDOT right now. I'm gonna see if we can't get that moved up for you guys.

(?): Thank you. I appreciate that.

Comstock: Do you happen to know the name of the individual at INDOT you guys were contacting?

(?): I think it was Neil Marcus?

(?): Neil Marcus.

Comstock: Okay I'll see if I can get something moved up for us.

(?): And then the other people on the call are Taylor Hartman, Robert Gill and Michael McNeil.

Comstock: Okay I was actually texting Michael.

(?): Okay. Thank you so much.

Comstock: Yep.

Rude: Thanks, gentlemen.

(?): Thank you everybody.

(?): Appreciate your time. Bye.

Rude: Okay we'll move on to the second item on our agenda of new business, Dunkin' Donuts at 1650 N. Riley Highway. I will pull up the plans for you. That microphone in front of ya, if you wanna push the red button. Yep. There we go. I'll pull this up. If you can introduce yourself and then....

Trent Baxter: Good morning. I'm Trent Baxter with Baxter Engineering and I think Stephen Colbert might be on the phone. He's the, yeah he's the architect so I was in charge of the civils and he's doing the architectural. So yeah this is a 2180 square foot Dunkin' Donuts with a drive-thru, 1650 N. Riley Highway. So it's a pretty small site. It's got a lot of challenges, a lot of easements, a lot of utilities so we can go from there.

Rude: Awesome, thank you. Mr. Byers?

Byers: Derrick Byers, Shelbyville storm water utility. On your plans, you had called out some of the existing easements on there. I didn't know if you had copies of those.

Baxter: Yeah. I've got copies of them. So we've got the big one that goes through. It's a 42" storm sewer that goes all the way through the site with an easement. There's an easement to the north of that that's kind of up at the front of the building and that's not being used so we're looking at probably get that on vacated if we could.

Byers: And that's kind of what we wanted to do was....

Baxter: Yeah.

Byers:look 'em over and make sure what we need and if there's anything we can get rid of.....So that's all I have at this point.

Baxter: Yeah. Okay.

Rude: Thank ya. Mr. Comstock?

Comstock: Yes so one thing I'm always a stickler on make sure turning movements. Because this is a tight site and this is Shelby County, we have a lot of pick up trucks here, have you guys run the turning templates to make sure.....(Inaudible)....

Baxter: Inaudible interruption.

Comstock: Okay.

Baxter: I think it's gonna work But I'll make sure that it does.

Comstock: Okay. I just know that we're kind of a larger vehicle kind of community so I know some of 'em around town are pretty tight so I just wanna double check that one. So number two, the dumpster location; so my comment on that one is at the current locations shown, it will require the dumpster or the trash truck to actually travel through the Hampton Inn and pull in and then using that private drive to access the dumpster. I know that there's some private easements through there but my concern was is there any easement language in there regarding the kind of traffic because I'm sure that right now maybe that's not being used for the that amount of truck traffic and I just wanna make sure that they're aware that that private drive is gonna take a little more of a beatin' with the heavier loads. So maybe if we can look at the easement documents, it might not even be in there but you have the access easement to get there. So you're probably fine but I just wanna make sure that we're good neighbors and they're aware that heavy traffic's gonna come through. I am unfamiliar with Dunkin' Donuts, what kind of deliveries they have to it. Is it a large semi trailer? Is it a box truck?

Baxter: Usually they got like a step van that ...

Comstock: Okay.

Baxter:it'd be one or two deliveries and then if they need a semi delivery, that would usually come after the morning rush hour where the parking lot would be basically empty.

Comstock: Okay so what is the thoughts on getting that delivery vehicle in and out? Because right now it looks like it would be very very difficult for a semi or even a large vehicle for that matter to get in. Are they gonna be parking on the side there in that private drive? That's also(inaudible)....gas station?

Baxter: Yeah and we're lookin' at both ways. So like the step vans can probably pull in and we could add access where they could pull along the private drive and unload.

Comstock: Okay.

Baxter: But like I said, most of the time it's usually a empty parking lot....

Comstock: Okay.

Baxter: ...when they have their deliveries, so....

Comstock: Well I know that the Dunkin' Donuts might be empty but that drive is also the entrance/exit for the gas station. So that is maybe 24 hour use.

Baxter: Yeah.

Comstock: Just be aware of that that....

Baxter: Okay. Might pull along the north/south north drive along the other side so that...

Comstock: Okay.

Baxter: That would get us access to the rear of the building, so...

Comstock: Okay. Comment number four, the flood plain information on the plans actually says Jennings County. I'm sure it's just a copy and paste thing, but....

Baxter: Yeah.

Comstock: Number five's the same thing with truck traffic. I have the same concerns with fire truck. What....we might need to talk to Darin and get him involved but I don't see easy access for a fire truck to come in and out. You're probably backin' out of there. It might be a distance

that you guys are okay with but I just want to see that the coordination is taking place in the case of an emergency. We can have him talk about it when it gets to you if you like.

(?): Inaudible comment.

Comstock: Well I just I don't wanna try to sit up here and kinda design the project for them but I just think we need to think about these things in the design process of make sure that you guys are talkin' with the fire department to see if they're okay with if they have to pull in or maybe in that case with your flashers and everything, I know I just said we don't wanna park on that entrance but in the case of an emergency, maybe it's fine if a fire truck or an ambulance is sitting at that entrance for a short period of time but be cognizant of it and we need to make sure that that coordination between you two parties are being taken....Northwest corner of the building, if you can go to, I'm not sure who, if you can go to the utility plan. So it appears that an 8" roof drain is comin' off that northwest corner of the building and it has that bend in it. Wherever there are bends, we need to make sure that there's a cleanout just so that those bends get clogged very easily. Number seven, we require 2" minimum cover on all storm piping. I did the math on some of the structures. It looks like we're at about a foot and a half. Good news is you have depth so it looks like you should easily be able to lower those and get your cover requirements. Number eight, if you can go Adam, can you go to 410? This is kind of a visual one. So can you zoom in on underground addendum? So the way that the under, the best way to use the under drain in an ADS(?) system is to have a perimeter drain around the bottom. How you have it currently shown is cutting across. It's not ideal. It's very hard for construction. A lot of times it'll get crushed. I actually, I wanted to verify that and make sure that wasn't an issue so I called Joe at ADS. He agrees that a perimeter drain would be better.

Baxter: Okay.

Comstock: So I think if, even if you referred to the details I think you have the perimeter detail on your set of plans but it shows where that location is with

Baxter: Yeah.

Comstock: ...(?) to the chambers. It just gets it out of that footprint so that that under drain isn't crushed. Number 9, if you can go to the C10 or 610? I'm not saying this can't be constructed. Can you zoom in on that outlet on the far left? So I've never seen, again I'm not saying it can't be done. I just wanna make sure that the material suppliers are okay with that (?) for that work...

Baxter: Yeah we've used that before.

Comstock: Okay.

Baxter: (?) Concrete does all our structures so they've seen this before so....

Comstock: Okay. I just wanted to make sure it was constructable because like I said, I've never seen it before so I don't wanna say it doesn't work but I just didn't wanna get too far down the line and that becomes an issue. Let's see here, and then my final comment is so we are currently in or working on a North Riley project that includes a 10' path all the way up past your site.

Baxter: Okay.

Comstock: So we'll require that access of a sidewalk from that 10' path into the site to your entrance. I can provide you with the plans to show you roughly where that's located so that you can refer to kind of dash it out along the frontage. And then just please make sure that that's ADA compliant like any other.....

Baxter: Do you have elevations on that on your plan yet?

Comstock: I believe so. Yeah I think it's on there. It's that section is actually already built so or the curbing is already built so it shouldn't vary from what's actually out there now.

Baxter: Okay.

Comstock: But we can double check that. At the very very least if the plans don't have the elevations, if you can just go out there and measure where it is per the existing condition now.

Baxter: Yeah, yeah.

Comstock: That's what you'll be tying into. I believe there's like a 4' greenspace, then the 5' or the 10' asphalt trail. You'll connect to that into your site.

Baxter: Okay.

Comstock: It'll require some ramping and some flush curbs at your front edge to be able to get that access but nothing that I think's overly complicated. So that's all I had.

Rude: Thank you. Adam Rude, planning director. We had sent these along. One general comment the Greenfield was listed as the address for city hall here. Just a copy and paste issue. Architectural standards; the to meet the roof standards, a 3D cornice treatment is required on the top of all the parapet walls. To satisfy the entryway requirements three features have to be provided. Currently, display windows are being provided. When a canopy is added, a canopy or an awning, that will satisfy an additional one and when that cornice feature is added, that'll provide your third one. So that canopy or awning is required in the next section of standards but currently right now, that entryway requirement's not being satisfied. When those 2 other items are added, it will be. And then I guess further if you can provided information on that entryway canopy, there's a minimum distance right and left of the door that have to also be covered and a minimum distance kinda extending out from the building facade. Under

commercial standards at least one pedestrian connection must be provided from the public sidewalk to the customer entrance. So to Tyler's point, from that asphalt trail that will be installing all the way in. Where feasible 2' wide landscaping beds are required on either side of that sidewalk and then where that pedestrian path crosses any vehicular path, there has to be a change in material type from the vehicular area.. We'll need, oh no, we have details on dumpster enclosure. The material of the dumpster enclosure shall be made of materials consistent with the exterior of the primary structure. So something similar or consistent with that primary structure. We'll need to know if there's any ground mounted HVAC equipment.

Baxter: Yeah everything's on the roof and it'll be hidden by the parapet.

Rude: Okay. Good. I'll just make a note of that. So for parking standards, we have a minimum and a maximum parking requirement. So the minimum that's required is 14. There's currently 20 spaces being shown. Our maximum standard just states if you provide 130% of spaces, you need 50% more landscaping. 160, you have to double your landscaping. We looked at all the landscaping standards as if you're going to bring that parking number down.

Baxter: Okay.

Rude: If that number still exceeds 130, most of our landscaping comments aren't gonna, most of it's gonna be out of compliance. So we would recommend you bring that number down. I think 18, yeah 18 or fewer will bring you back to within that maximum range. And that'll help open up some space elsewhere on the site for moving some other stuff around. So we had some comments, in landscaping we had some comments on foundation plantings. From the notes on the sheets, it looks like, we kinda saw the thought process of where some of the things were to be placed. For the plants to count towards the foundation requirement, the shrubs have to be within 6' of the foundation and the trees have to be within 10'. Some of those areas that were marked on there as foundation plantings were outside of that range. And then some facades like the southern facade of the building, it's gonna require a landscape bed kind of across the frontage there and nothing's being shown on that side. Removing some of that parking will probably help you out some.

Baxter: Well I think the problem's gonna be our north to south is we can't really pull anything. If I pull anything south then my detention gets on top of that big 42" pipe.

Rude: Uh hmmm.

Baxter: Or I get too close to the building. We've got so many utilities on the south side too that we've got electric, we've got telephone. So I think we might have to ask for a variance on the foundation planting.

Rude: Okay. For just that south facade you're thinking?

Baxter: Yeah.

Rude: Okay.

Baxter: For the south and then you know the west side is just that's where the patio and entrance is. I think I can put some but I don't know if it's gonna meet because it's not within the 6'. So we might have to just ask for a variance all the way around.

Rude: In that instance, and I see what you're talking about on the south side, there probably isn't physically room to start shifting things around. What the board has done in the past, I don't know what they'll do. If they approve those, they'll usually require those plantings to be located somewhere else on site.

Baxter: Okay.

Rude: So same number of plantings that show up on site....

Baxter: 'Cause we'll probably end up getting rid of two parking spots by putting in two islands, just parking islands unless we shift the drive which is one of the comments we can talk about too is so....

Rude: Uh huh.

Baxter: So yeah we can add some landscaping.

Rude: Okay. Yard plantings; that's being satisfied. Parking lot, perimeter; so the way that we...(inaudible)....so I can show ya kinda our logic on this. The way that we look at the parking lot perimeter standard, the way it reads, we are going to take a measurement of basically this whole drive area that fronts N. Riley Highway.

Baxter: Okay.

Rude: You're required a 10' wide landscape bed there. So whatever that length times 10', that's how we're gonna get our calculations there.

Baxter: Okay.

Rude: The ordinance does say you can kind of group that or you can shift to one end or the other but that's how we're gonna get to our minimum counts of plants.

Baxter: Okay.

Rude: So that entire stretch is gonna be required to have or included in that. Yeah we make another note of reducing the parking down otherwise it's gonna start impacting all of your landscaping standards. There's no buffer yard required. Landscaping screening; a fence for

the dumpster enclosure we'll need a detail elevation showing that it's at least 6' tall, 100% opaque and then consistent with the exterior of the primary structure. Additionally the gates on it have to be at least 6' tall opaque, decorative gates. And then the entrance/driveway setback standard; so the setback for the site, building setback is 50'. Driveways, parking, all that can encroach 25% so your driveway setback essentially is 37 ½' Right now I think you're sittin' maybe 25' off, something like that.

Baxter: Yeah.

Rude: So that's all gonna have to be pulled back some. And that ties into the entrance and drive standards where that curb cut has to be 40' off from the right of way line. So your whole drive, parking area setback is about 37 ½' and then your actual entrance setback is 40'.

Baxter: So on my drive-thru, I think I'm gonna have to apply for a variance from that 'cause I can't really shift anything. You know with that site, we've got the access easement for the Hampton back there.

Rude: Uh huh.

Baxter: So I'm kinda tight pushing it this way so you know to get a drive-thru around there, I think I'm gonna have to come and ask for a variance.

Rude: Uh huh. If this radius works on this side and it gets mirrored over, how much does that gain us?

Baxter: I mean I can pick up a few feet there. I was just trying to you know we got our patio out there so I was trying to kind of avoid that so I might be able to pick up a little bit but not the requirement.

Rude: Okay.

Baxter: And then with the entrance drive too, because the gas station below us to the south has their entrance right off the highway and it just makes more flow sense when you exit the drive-thru that you just keep going straight to get out instead of having to make a turn and go out that way so we'd probably like to ask for a variance on both of the entrance and the setback.

Rude: Let's see how much we can pull it back.

Baxter: Okay.

Rude: The radius and I know you're really close....

Baxter: The only other problem I've got is we've got some light poles on the south side that are actually serving the gas station that's on our property and I think you can see there's a couple

right there so either shift the drive all the way in between 'em or you remove the light poles which not sure who has ownership of those.

Rude: Yeah let's on your end if you can kind of shift that as much as possible and then we can talk internally and just see where that puts you....

Baxter: Okay.

Rude: ...and then if a variance is still needed, we'll head down that path. That is all I have. Kyle?

Richardson: Kyle Richardson with the water resource recovery facility. Got a couple things here. You must have a 6" cleanout within 5' of the building. And when you go to hook onto the main, I would prefer to see an inserted "t". I don't know if you're familiar with those. It's called insertat? I can send you some information over an email.

Baxter: Yes.

Richardson: But we've had pretty good luck out of those. It's less joints, pretty easy. It's only an 8" line. You're only going 6 1/2' deep so be very easy for you to do. Another note I'm gonna hit on, food-wise you just have like hand foods? Like you're just reheating foods, right?

Baxter: Well they're gonna put a grease trap. They were wanting to get an inside grease trap.

Richardson: Okay.

Baxter: You know because that'll be on the building plans so....

Richardson: Okay. Just making sure you weren't like didn't have oil fryers, nothing like that.

Baxter: Yeah, yeah.

Richardson: Okay. Yes, sir. I think that's all I got for you, man.

Baxter: Okay.

Richardson: Thank you.

Rude: Darin?

Moore: Darin Moore, fire inspector. I'd like to see, we need to get a hydrant on this property. My proposal was is where it says 26.77. Can you pull the, see that, Adam? Can you pull that arrow (?) over here at the entrance? 26.77, see the number? Yeah. I was thinking somewhere in this area but with Tyler bringing up the trail going through, is there, I haven't seen the North 9

project myself. I'll might have you email that to me if you don't mind. Will there be any issue with putting a hydrant on probably the inside of the trail?

Comstock: Let me take a look and see what the actual grass area is, verify that.

Moore: Okay.

Comstock: But I don't think that'll be an issue but

Moore: But that's where I would like to see one....(inaudible)....if we can.....

Comstock: Okay.

Moore: ...versus where the trail actually lays. The building's gonna require a KNOX box of course since you're not open 24/7. I believe that'soh as far as from the EMS perspective, the ambulance will pull into the driveway but the fire truck will probably stay out in the parking lot or where the gas station is so I don't have an issue there. And as far as as small as that building is if there was a fire, we would just be taking over the parking lot of course for our attack. So....

Baxter: Okay.

Moore:we would not be trying to go around the building you know with the tightness of that. It's too close to the building anyhow to do us any good. So other than that, that's all I got. Just KNOX box and the hydrant location.

Rude: Thanks, Darin. Miguel?

Morales: Good morning. Miguel Morales with Indiana American Water. From a domestic standpoint, my plans indicated, I didn't realize that there was an existing 2" line there. We'll do some studies to make sure that you can feed your 2" domestic off of our current service.

Baxter: Yeah they, there's a ¾" line there now that taps off that 12" on the gas station property and it's only, I believe it's a ¾" line that runs up and they're gonna require a 2". So I talked to Troy yesterday, Troy (?).....

Morales: Uh huh.

Baxter:and we were talking about pushing underneath the road from the other side and then the question was do we need a fire hydrant or not, so....

Morales: Yeah, good point. So from a service standpoint, if there was just domestic I think we could work something out. If it's if we're gonna require a fire service, you have two options, none of 'em are really great. We can run a line under St. Rd. 9 but because of the distance

you'd need a vault and a backflow device. The alternate would be to extend the water main north from the 12" onto your property and then you could feed your fire hydrant. It would be a public hydrant that we would own and maintain and then it would feed your service off of that.

Baxter: So here's, what we've got now, we've got it shown in the right of way, the 2" line that we were running up. The 3/4" line is actually in a easement like utility easement so we could probably use that but again we'd have to cross that drive.

Morales: Yeah I think there's gonna be some more conversations for us to have.

Baxter: Okay.

Morales: I don't think we're gonna solve it here today.

Baxter: Yeah.

Morales: Just understanding that we need a fire hydrant and what's the best option to get that to you.

Baxter: Okay.

Rude: Okay?

No audible reply.

Rude: Thank you. Anything else from us?

No reply.

Rude: Do you have any questions for us?

Baxter: No I think we're good.

Rude: Okay.

Morales: I'm sorry, Adam. Could you send me the email with your contact information or....

Rude: Yeah.

Morales: Just so that we can hash this out directly.

Baxter: I think you actually worked with us on a Starbucks(?) over in Greenwood.

Morales: Oh yeah. Okay.

Laughter.

Rude: Same process as the last one. Today/tomorrow is the filing deadline for BZA for this upcoming meeting. If we know what all variances you need, we can get that in place today and tomorrow. If not, it'll be the following month's BZA meeting. When you have revisions to all these plans and you're ready to submit for Plan Commission, written response to all the comments and then like I said before, feel free to communicate directly with any of them or through our office.

Baxter: Okay.

Rude: That's it.

Baxter: That's it.

Rude: Thank you.

Baxter: Alright, thank you.

Rude: Okay last one is the new fueling station at the northwest corner of the intersection of Michigan Road and Progress Road. Let me pull that up. I believe Chad is on. Yep.

Chad (?): Yes, sir.

Rude: As I'm pulling the up Chad, you can start talking through unless you wanna share your screen.

Chad: I can share it if you'd like me to.

Rude: Yeah let's do that.

Chad: Okay. So we're proposing a convenience store/fueling station at the corner of Michigan and Parkway just similar to what Circle K was doing without the truck stop. So I guess we can start going through everything unless anybody needs any more detail.

Rude: No that'll probably do it. Derrick Byers, you wanna start us off?

Byers: Morning, Chad. This is Derrick Byers,....

Chad: Morning.

Byers:Shelbyville stormwater.

Chad: Yes, sir?

Byers: I had sent you some comments. The only big change was with the drainage going out to Progress. That changes our receiving water to Lewis Creek and not the Big Blue.

Chad: Okay.

Byers: And then I know Tyler's gonna talk a little bit more about the underground chambers but I just wanna suggest maybe adding some sumps in the structures right before those just

Chad: Okay.

Byers: ...helps the longevity of 'em and that's all I had.

Chad: Yep. Also I went ahead and got the NOI done with IDEM yesterday.

Byers: Okay.

Chad: I have not sent the legal notice to the paper yet so I think it's going in tomorrow so I will probably get you the NOI finalized on Thursday.

Byers: Perfect; thank you.

Chad: Yes, sir.

Rude: Thank you. Mr. Comstock?

Comstock: Hey, good morning. One thing I, being a gas station, if we can, if it's known, can you please add the underground storage tanks for the gas so that we know where those are?

Chad: Yeah, yeah, yeah. We'll get something on there for you for that. They're gonna be at the south end of that parking lot.

Comstock: Okay I figured it probably on the east or kinda southeast corner.

Chad: Yeah.

Comstock: Which there's not a lot of utilities going on but we just wanna verify that we don't have storm piping....

Chad: Right, right.

Comstock:conflicts.

Chad: Yeah.

Comstock: Comment number two, for everything within the right of way the drive entrance, the curbing, the sidewalks and everything, we're gonna require those to be per the city standards. So please either refer to those to the city standards or even better would be including our details for.....

Chad: We put a couple of the details but I think we can probably put a couple more on there.

Comstock: Okay. Comment number three, the underground detention. I dug into your drainage report. Looks like you guys are utilizing the stone storage underneath the chambers as well.

Chad: Yeah.

Comstock: However I don't see on the plans where you include the under drain for that.

Chad: Yeah I think I missed that on our detail. It'll go all the way around the perimeter or the outside of the system.

Comstock: Yep, yep...(inaudible)...very similar to ADS(?). They have that same under drain detail. .

Chad: Yeah.

Comstock: Just please include that on there for constructability purposes.

Chad: Yeah we missed the next one too. I need to raise our (?).

Comstock: No problem. Yeah that (?) structure again, I'm just gonna state it so that it's on the record here. The outlet control structure needs to include that underdrain coming in. Right now you have your 12" pipe at the elevation of what the under drain would be so just update that outlet control structure to utilize that. Number five, the sanitary lateral.

Chad: Yeah.

Comstock: That needs to be meet the minimum per plumbing code which is about $\frac{1}{4}$ " per foot. It comes out to 1.04%. I think you show .45% so just get that updated. It looked like you have the fall to do it so

Chad: Okay.

Comstock:just wanna meet that minimum plumbing code. Number six, we noted that the it says future restaurant. Just kinda similar to the last two projects, if there is gonna be a grease interceptor, just please account for that for both.

Chad: Yeah Tim Allen is on here too and he's the architect for the project. Tim, can you address that?

Tim Allen: I yes I anticipate we will be having fryers in that future restaurant.

Comstock: Okay.

Chad: So do you guys have a minimum 1000 gallon requirement or anything?

Comstock: Yeah that's what our detail shows.

Allen: We already have fryers in this gas (?) in the (?) store so there should be already a can we use the same grease interceptor for both or not, grease trap for both or not?

Comstock: I don't....

Richardson: Inaudible comment.

Comstock: Yeah.

Richardson: Inaudible comment.

Comstock: Yeah we'll have to verify it but I think that might be kinda difficult for plumbing wise. Not to say that you can't but I think plumbing wise it might be tough. So you might wanna look at your internal plumbing to see if that's possible but I think that might be tough. But just kinda in general just account for the grease traps.

Chad: Yep.

Comstock: You show those locations so that they can be accessible for maintenance and also make sure that they tie in to the sanitary lateral.

Chad: Yep.

Comstock: Comment number 7, Chad, I know you included a previous semi truck however it wasn't the full, what I consider the full....(inaudible)...

Chad: Yeah. We'll run that....

Comstock: I just wanna make sure that those are that they're fully accessible because you've got quite a bit of what I'll call u-turns in there to get that.....

Chad: Yeah.

Comstock:trucks in there. Some pretty tight angles.

Chad: Yeah we extended that parking lot to the south a little bit more to get some more space down there.

Comstock: Okay.

Chad: But we'll re-run that. No problem.

Comstock: Okay. Comment number 8 is kinda with Miguel. I saw that you had some storm structures what I thought were pretty close to either proposed or existing water meters or water main. He can comment on this but I just wanna make sure the proper separations were in place per their standards. Like I said, he can call for that. Comment number 9, so the way I forget which unit this actually is. I think it's the storm ceptor, the water....

Chad: Yeah I looked at that. I can switch that unit.

Comstock: Okay.

Chad: I just like that first one because it works really good with hydrocarbons but I think (?) has one as well.

Comstock: Okay. I just knew that....

Chad: Inaudible interruption.

Comstock: With the inlet being lower than the outlet, I think it was just an oversight that the outlet was higher than what the underground storage was.

Chad: Yep.

Comstock: Look into that and update the drainage calcs as needed.

Chad: Okay.

Comstock: Number 10, Adam, can you go to sheet 104? Oh sorry. Chad, can you go to 104.

Chad: I can get that. Yeah the intent for that was to kinda just drain sheet drain to the north there.

Comstock: Okay. We might need to add some like spot grades in there because the way that it reads now....

Chad: I understand.

Comstock:it kinda pushes onto the neighbors property up up against their building, that storage facility so I just wanna make sure

Chad: We'll add a little swale in there that's goes north.

Comstock:we avoid it.

Chad: Yep.

Comstock: Number 11, just kinda general statement.

Chad: Yep.

Comstock: I know that you'll be needing a variance for the detention requirements 'cause you can't meet the full release of or meet the detained requirements so I will support that and just for general note here I've sometimes in these reviews, I try to reverse engineer and design it myself and there's just no way we can get the detention on this because of the shallow storm system.

Chad: Yeah.

Comstock: So I would support that. It's not a huge flow that we're leaving.

Chad: Right.

Comstock: Especially with the detention you are providing but unfortunately you just can't make it. And then my last comment is I didn't see any site light poles on here. With all the utilities around the edges of the parking lot and the storm and especially that southwest corner, just it's a huge oversight on many, many projects. A lot of my projects in the past where we put light poles right where there needs to be utilities, either utilities or trees. So just please be aware of that.

Chad: Tim, do you know? Are we gonna put any light poles or ar the canopy lights gonna suffice for everything on this one?

Allen: I couldn't tell you that. I know that I saw a comment asking for a photometric plan.

Chad: Yeah.

Allen: We can get that prepared and we'll find out if and where light poles are needed.

Chad: Okay. I'm guessing the canopy lights will cover most of the east and side. Maybe that southwest corner might need one at the entrance.

Rude: Okay. Adam Rude, planning department. We'd passed along these comments but some general comments. The plans refer to the restaurant, this future restaurant. Is it being constructed now or is it in a future expansion to the building?

Allen: It is my understanding that that will be a future expansion to the building. At this time, we're just doing the (?) store on the north end, the north rectangle.

Rude: Okay.

Allen: I believe the owner is on here, Sonny. If he wishes, he can you know comment on that as well.

Sonny: Yeah this one is going for the (?).

Rude: Okay. Some of these so we have based all of our calculations off of the full building so some of these comments might differ a little bit because the actual building that's being built now will be smaller but nonetheless when that future restaurant addition is added on, these standards will still apply then too. The address of the property, so we did a little bit of research on this. There was never actually an address assigned to the property. I think you all might have been using like 5 something.

Chad: 425 off of GIS.

Rude: Yeah so....

Chad: Okay.

Rude: ...in looking at that, it looks like that was included on a deed several years ago but it was never actually, that's not even the correct block of Progress Road to assign that address. So we worked with the county and the address that will be assigned to it is 425 Progress Road. So we're gonna start using that on our records, if you guys can update on all yours.

Chad: Okay.

Rude: And then sometime this week or next we'll be able to issue an actual address assignment letter. Architectural standards, same comment as the last two projects. A 3D cornice element is required on the top of all the parapets. I think right now it's just a metal cap. That will satisfy the design feature requirement. The fuel canopies are subject to Section B & C of the architectural standards so that same roof design requirement will be required on the fuel canopies and all the structural uprights will have to be wrapped in an approved material type. And I don't, did we have a an elevation of the fuel canopies? I don't know if we, we'll need that. I don't think we have that. So when those corrections are made, we'll also need dimensioned elevations of the fuel canopy. Sidewalk requirements under the commercial standards, so a

minimum 6' wide sidewalk is required along the whole frontage. We did not go out to measure what the existing sidewalk width is. I don't know if you guys have that info.

Chad: Yeah I just looked at it on our CAD drawing and from the shots we took nominally the one along Michigan is 6'. The one on Progress seems to be 5'.

Rude: Okay. I'll make note of that.

Chad: Is it, will that work or

Rude: Let me I'm gonna have to look at the ordinance and see exactly what it says about an existing sidewalk.

Chad: Okay.

Rude: But I, we can follow up.

Chad: Because if not, that is one thing I would like to put in a request for variance if you guys would support that to not tear up the existing sidewalk and replace it.

Rude: Okay we'll take a look and just see....

Chad: Okay.

Rude:see exactly what the ordinance requires then. For the sidewalk, the pedestrian connection from the public sidewalk into or to the entrance, where it's not crossing drive areas, a 2' wide landscape bed is required on both sides of that. We've attached, if you click that link there, that'll get you to an exhibit that just shows where that's missing on the site. We just marked that up. And then where that pedestrian route crosses the drive areas, there's a list of some material types.

Chad: We're gonna use concrete but do you, does it need to be scored?

Rude: I believe so.

Chad: We are switching material types there.

Rude: Okay. I believe it does have to be scored.

Chad: Okay.

Rude: I can check. This'll be falling off with this other stuff anyways.

Allen: Before we get too far along, on our building we do have a 3D parapet on top the parapet there are overhangs of a foot on the main entrance. That's a foot by a foot tall and then there is also 4" overhangs at the corners of the building. So wherever there's like stone going up on the parapet, there's overhangs on those. Does the lower parapet need to have an overhang as well or is that not sufficient?

Rude: So all of the parapet walls will need kind of that 3D element on top and we, I can send you an example of what we mean by that 'cause I don't know....

Allen: Is what I have shown on the elevation sufficient or not for the higher points, higher parts?

Rude: No. No just the metal flashing, kind of the caps there, no they won't be. I'll email an example of what we require then.

Allen: Alright, thank you.

Rude: So the metal canopy and the metal awning that's shown, the requirement under our commercial standards is a continuous weather protection. Either a canopy or awning that extends a certain number of feet right and left of the door. There's currently a gap in between the awning and the canopies so that's not continuous.. So those'll have to be extended towards each other to fill that gap. And then.....

Allen: What's the requirement on the coverage?

Rude: Say that again.

Allen: What's the required coverage on that?

Rude: I believe it's

Allen: How many feet past ...

Rude: I believe it's minimum 10' right and left of the door and then minimum I'm gonna 6' extending out from the building, five or six foot.

Allen: Okay.

Rude: That 5.09 3H, that's the citation for where it's at in the code, that requirement but I believe it's 10' right and left continuous weather protection. The next comment, it's the same one that we had with Circle K that outdoor merchandise area, wherever that's gonna be, whatever that's going to be needs to be identified now and partial screening measures need to be taken to show exactly where that's at, exactly how it's gonna be contained and we have to make sure that pedestrian path around it is unencumbered by any of that merchandise. We have an example there of kind of what we mean by identifying that.

Allen: Inaudible comment.

Rude: Say that again.

Allen: I'll work with Sonny, the owner to make sure we get it covered.

Rude: Okay, thank you. The outdoor storage, trash collection, loading areas what HVAC equipment or mechanical equipment's gonna be ground mounted vs. mounted on the roof?

Allen: All mechanical equipment will be mounted on the roof.

Rude: Okay, on the roof. Entrance and drive standards Chad, we've already talked about this.

Chad: Yep.

Rude: We'll support that variance. It just needs to be applied for. Non-residential landscaping, the south side of the building because it faces Michigan Road is also considered a front facade. The calculations you show are based off it being a side facade so that'll just have to be recalculated and additional plantings will have to be provided. And then you note in there that you'll be preserving on existing larger tree and that will count. That'll give you five credits towards your yard plantings and you only need four so that'll satisfy your yard plantings. On your map of what's included and excluded the only area that's excluded is the loading area in the rear of the building. All of the under canopy and you know drive space around the canopy, all of that is included in the parking lot interior calculation.

(?): Okay.

Rude: So that'll have to be run again. It'll probably add a few more internal islands. For the dumpster enclosure we'll need a detail or an elevation showing that it satisfies the requirements at least six foot tall, 100% opaque and the material type to be consistent with the primary structure, at least a 6' tall opaque gate. For the lighting requirements, we'll need a photometric study be submitted. And then if there is any freestanding lights on the site we'll need details on those lights and the mounting height of them. We'll need an exhibit for the to show the stacking spaces but they can be provided at each pump without obstructing the circulation on site. And then oh signage, all the signage is reviewed separately and administratively. So when you have that information, you can submit that separately and we can review it. That's all I've got.

Chad: I do have one question.....

Rude: Yep.

Chad:about the pedestrian route access. You wanted a landscaping plan along both sides

of that. The area between Michigan Road and our parking lot is a drainage and utility easement. Are you okay with us planting stuff inside of there?

Rude: Is....

Chad: The majority of that is up until we start planting stuff right next to the parking lot.

Rude: Is it a swale or is it just....

Chad: No I believe it's just an existing 30' wide drainage and utility easement.

Rude: Okay.

Chad: I just wanna make sure nobody's gonna mad that we plant stuff in there.

Comstock: Yeah let me well actually this might be for Miguel. Do you guys allow what I'll call shallow plantings within easements? 'Cause I think it's mostly water in that easement if I remember right.

Chad: I think it's probably just a general utility easement through there that somebody put on the plat. I mean I don't know exactly what's in there, what's not in there.

Morales: Yeah we have in the past.

Chad: Okay.

Comstock: Yeah my past experience is you're normally fine with what I'll call shall plantings. Nothing with deep roots or like trees or anything which I don't think that's what's intended to be in there.

Chad: Nope. No problem. Just wanna make sure.

Rude: Okay, thank you. Kyle?

Richardson: Kyle Richardson with the water resource recovery facility. So I believe Sonny has been in talks with Shelley Higdon, superintendent at the plant about your guys' tap. So in our records we don't show an existing tap for this property right now. We actually don't have a camera truck right now but I'm actually gonna head south tomorrow to take delivery of our new camera truck.....

Chad: Congratulations.

Richardson:so the goal is Thursday to camera this main line, and figure out if there's a tap for sure there or not. You will need a

Chad: What is that existing cleanout then on the kind of southeast side of entrance on the west side of the property?

Richardson: I honestly don't know. I haven't been out to the property.

Chad: Okay. Alright. There's an existing 6" cleanout stubbed up out of the ground.

Richardson: It'd be a good start then. You just need a 6" cleanout within 5' of the building.

Chad: Yep.

Richardson: Obviously you've gotta have your grease interceptor and that stuff especially if you're having fryers.

Chad: Yep.

Richardson: We kinda went over that. We will send an email out figuring out exactly what we do find whether it's multiple taps, a single tap and we can kinda coordinate with you. We'll mark 'em all up. That way maybe we can have a meeting on site and go over what fits you guys best. You know what I mean?

Chad: Sounds great.

Richardson: So that's all I got for ya. Thank you.

Chad: Okay, thank you.

Rude: Darin?

Moore: Darin Moore, fire inspector. The only thing I, there's a couple of things I have but the entrance, I don't know if that's reducing the entrance or making the actual sides wider but the 14' is gonna be too small for our fire trucks to enter without taking a curb out. So I

Chad: Even with mountable curb there like we discussed on that other project?

Comstock: So what he's saying is Darin that curb so you see the two lines?

Moore: Uh huh.

Comstock: It's depressed, a roll curb like(inaudible)...

Moore: Okay. Yeah as long as it's not it doesn't have a side to it then? It's a.....

Chad: Yeah. We did that so we can have semis that are actually planning on driving over it to get out of that property.

Comstock: Chad, is that 14' to what I'll call the gutter or the face of curb, edge of pavement?

Chad: I would have to pull, we actually, it's to the edge of pavement so it's actually 2' past that to the top of the curb.

Comstock: Yeah so you'll have 2' of curb, rollable curb....

Moore: Okay so where the edge starts....

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

Comstock: Yeah.

Moore: I'm good with that. And then....

Chad: And then that should be a ...

Moore: Is the store gonna be manned 24/7 as far as you're opening or will it be closed at times?

Allen(?): Sonny, can you answer that?

Sonny: Yeah it's going to be 24/7.

Allen: Okay.

Moore: Okay. As long as there's someone there, then I'm not gonna require a KNOX box 'cause it's kinda pointless at that as long as the store's gonna be manned 24/7, 365 a year, so other than that, I don't have anything else.

Chad: Here's a detail on that curb we're proposing to put in there. On the left side of the screen. And the 14' is to right here. So you've actually got 16' to the top of this curb....(inaudible)....I think that's a standard for Shelbyville. So it's a real, it's a real gradual, like what's in the middle of the roundabouts, things like that that you can drive over.

Moore: Okay.

Chad: Okay.

Rude: Miguel?

Morales: Hey, Chad. Good morning. It's Miguel with Indiana American Water. As far as service, you know we've got main on two sides so not a concern there. Tyler touched on a few spots just making sure that we have adequate separation from your storm inlets and your drains to our water main.

Chad: Yeah.

Morales: Do you guys have profiles already designed?

Chad: No but what, as far as on those two inlets on the south side and the one on the east?

Morales: Correct.

Chad: No but what we originally had those as culverts going in and that made those ditches kind of deep there so we shallowed 'em up to have, I think they're 1/2% slopes coming down so they're really shallow. I mean they're just gonna be a 12" pipe. So I'm guessin' they're gonna be 2' deep there. What separation do you want from that main? I mean I know typically it's ten feet or eight feet. What is it 8'?

Morales: Yeah I'll look into make sure what the separation is.

Chad: Okay.

Morales: There's been some recent change with what's the material you're using there?

Chad: It'll be a precast concrete structure and then 12" HDPE pipe going back into the detention system.

Morales: I'll have to look into it. I thought there was some change regarding some lining(?) that would reduce the separation on the storm structures.

Chad: Okay.

Morales: But I don't have those details. Let me look into that for ya.

Chad: Okay.

Morales: And then we'll go from there but at 2' you should be okay.

Chad: I appreciate that.

Rude: Okay. Chad, do you have any questions for any of us at this point?

Chad: I think I've got everything covered.

Rude: Okay.

Chad: I guess I do have one thing. I think we would like to try and meet that variance deadline and for right now what I'm seeing is the drive, the storm water and potentially the sidewalk width on along Progress.

Rude: Uh huh.

Chad: So if you could get me any applications that we need to get those into you as soon as possible, I'd appreciate it.

Rude: Yes. So those again. You had drive.

Chad: Yeah.

Rude: You had storm water.

Chad: Yeah.

Rude: And sidewalk.

Chad: The 6' sidewalk requirement if you guys are not okay and want a variance for that to leave that existing sidewalk in place and not have to redo it. That'd be great.

Rude: Yes we will get you those applications or the application you'll need for that and an answer on that sidewalk yet today so you have all of that.

Chad: Okay. I guess if you're okay with the sidewalk, we won't have to get a variance for it.

Rude: Uh huh.

Chad: If you're not okay with it, we'll try and request one.

Rude: Yep. Okay that works. Aside from that, same process as everyone else. When you submit for Plan Commission, written response to all the comments. We will get you info on the BZA variance process later today.

Chad: Okay, sounds great.

Rude: Awesome. Well thank you, gentlemen.

Chad: Alright. Appreciate it, everyone.

Rude: Take care.