

**TECHNICAL REVIEW COMMITTEE  
MEETING MINUTES  
April 22, 2025**

Colin Finch: I'm Colin Finch, (?) Civil, civil engineer for the project. Here with Cole also from our office, project engineer and Chris Booth representing the ownership team. So this is the Lumberman site. Currently mostly undeveloped. It's got a little gravel area and fenced in portion with a paved space into it currently. Lumberman's owns the facilities to the north and south and quite a bit of the little Elston Drive area here as well. So real quick demo just getting rid of what's there currently and then coming in to what we're hoping to do with the site. So we're going to have a 50225 square foot industrial building here. Have a truck dock facing on the south side with an overhead truck door here facing the road and then we've got truck doors in the rear on the north and south sides as well. We show some parking along the north face of the building for the (?) door that's location on the north side to get into this part of the building but then the rest of it would be sort of the open warehouse style paved area on the north for outdoor storage and truck movements with a drive in the north to be able to access that. Our storm water detention we have here in the rear area as well as through a perforated stone pipe trench through the site to a control structure here and we also have the south area getting picked up with a run of storm pipe along with the truck dock going to our pond out front with its own control structure here and then everything's brought together and discharges into the existing storm sewer along the road. Two driveways; one north to be able to access the outdoor storage and north truck door here and then a south drive to be able to access the loading dock and overhead door from the frontage. We've got some fencing along the front to contain and keep the outdoor storage separated and then a little bit of fencing on the south just to marry up with the building to the south. That's then yeah utilities providing water from the existing water in the road running out an FTC out as well within 100' within 50' of the existing hydrant. And then sanitary tapping across the road and the water service already has a water service tap that we're just gonna tie on to and bring in. Yeah I think that's probably a pretty good introduction.

Adam Rude: Thank you, Colin.

Finch: Let us know if you got any questions.

Rude: So on our end we'll just go one at a time here and talk through comments and then you'll have a opportunity to ask questions and kind of give some feedback there. I will start all the way over on the far end with Mr. Tyler Comstock.

Tyler Comstock: Good morning. Excuse me; good morning. Tyler Comstock, city engineer. So I just have a list of comments here. I'm just gonna kind of run down them, run down one by one...

Finch: Sure.

Comstock: ....and discuss those as they come in. So the first thing I reviewed was the Geotech report. One thing that was a red flag to me is that the Geotech report notes uncontrolled fill and notes that it may not may or may not be suitable for support. My question is will there be additional geotech investigation done to determine the extent of this fill and what is your guys' plans to determine if that can structurally hold up that building?

Finch: Yeah I might defer to Chris on that to talk about structural end of stuff but I would assume that we'd make sure that anything that's not supportive would get removed and replaced with clean structural fill.

Comstock: Okay so your plan is just under cut and just replace with clean fill or...

Finch: Yeah.

(?): Exactly.

Comstock: I just wanna make sure that you guys had a plan because the way it was reading, it kinda sounded alarming to me and it just sounded like a lot of at risk. So comment number two, many of the details and items within the plans refer to the Michigan DOT. I understand you guys are from Michigan so I can see how that can happen but please replace those with either and INDOT detail if that's what you're going with or anything within the right of way needs to be for the Shelbyville Construction Standards.

Finch: Yep, yep. We'll get those details replaced with our standard Indiana details.

Comstock: Okay another item I noticed was the heavy duty pavement section does not match the heavy duty pavement section per the geotech report. I believe there's an inch or two off. So I just wanted to make a note of that to make sure everything matches up. Comment number three, the commercial drive entrance needs to be concrete per the City of Shelbyville Construction Standards. As I said earlier, the standards apply to anything within the right of way.

Finch: Okay.

Comstock: If you need a copy of those, it's available on the website or I can forward those to you afterwards. Something we've seen that's pretty typical is some people include those actual sheets or those exact details within the plan set. That way it's not overlooked. No one, the contractor can't use the excuse that they didn't know what it was so if we can get that included in the plan set, I highly recommend that.

Finch: Great.

Comstock: Comment number four, this is more for Darin and I'll leave it up to him but I was just pointing it out that it appears that the FDC is within the right of way. I just wanna check and

maybe he's fine with that or not but anything within the right of way is kind of a little bit of at risk. So I'll let him speak to that later but just wanted to point that out. Number five, there are multiple pipe runs that don't meet our cover requirements. Derrick here sitting beside me will talk about it more but I believe our standard is 2' of cover and it appears that there are some that are even less than a foot of cover so just wanna see if you can get that additional cover in there or if you're using concrete pipe whether you're gonna go with like a type 5 or anything like that, if it's RCP, heavy duiter(?) pipe but we'd like to see that cover provided.

Finch: Okay. We'll look at that.

Comstock: Number six, the plans don't seem to have enough information regarding the sanitary. I was speaking to Shelley our sanitary provider but if you go to the topo sheet, it looked to be that there was a mention of some lift stations. Yeah. So again I'm just kind of pointing this out for all parties to discuss but I wanna make sure what we're tying into isn't a that it is a gravity system that can accept the flow so Shelley will have her team look into it but I just saw that that said lift stations and it just again, it threw up a red flag for me so....

(?): Right.

Comstock: Let's see where we're at here. The south side, what is going on on the south side of the plans? I saw your grading plan that it's not a typical 6" curb. It looks like a 2/10 curb.

Finch: Yeah that's just a (?) valley curb. It's a yeah it's just a little we've got the HMA layers and then it's just a little extra HMA that's poured with that top layer and it's a little.....

Comstock: Okay so you're just having a little 2" curb just to kinda retain the water and keep it from flowing off site?

Finch: Yep. Yeah yeah it's just a little asphalt curb that keeps it from running away and just runs it back to the catch basin.

Comstock: Okay so that catch basin there, is that a curb inlet?

Finch: Yeah that would be a curb inlet. Yeah that'd be a curb. It would have just that 2/10 (?) on it..

Comstock: Okay. They make those?

Finch: Yeah. Oh yeah.

Comstock: Okay. I haven't seen one of those....(inaudible).....

Finch: Yeah, I'll yeah most of the neighborhoods in Michigan are built with asphalt curbs and so that's fairly standard.

Comstock: Okay.....

Finch: I know my Indiana jobs we don't typically do that. But in neighborhoods everything's concrete but

Comstock: Yeah I guess I'm just used to seeing in a back curb inlet to be a 6" back not a 2/10 back. I guess that's the part that's throwing me off.

Finch: Yep. It's just a little one. It's just a small little area so we don't there's no that much water coming at it and we're not doing a whole lot of concrete work here, concrete curbs so that's really all it needed so that's all we're designed for.

Comstock: Okay further east of there where the curbing stops, what is your plan or what are you guys, is there a swale in there to capture that runoff so that it's not flowing onto the neighbors property?

Finch: So this area is all just green space here.

Comstock: Uh huh.

Finch: So yeah we can run a swale in here to make sure it gets over to our catch basin.

Comstock: Okay. I know Lumberman's owns the south property now.

Finch: Yeah.

Comstock: But in the future if they were to sell that off, I don't wanna be pushing water off onto the neighbor. So whatever you can do to capture that before it runs off site.

Finch: Sure. Yeah. Just run a little swale in.

Comstock: Comment number eight, the drainage report, actually I think you clarified this one. The drainage report mentioned the drain but we didn't quite know where that was. So you mentioned that it's that flat pipe throughout that the north, okay. So that entire trench....

Finch: That entire trench looks like this where we've got perforated pipe and then INDOT number 2 all around it 7' wide, 2' tall and that's where.....

Comstock: Okay are you utilizing that for storage space as well?

Finch: Yes.

Comstock: Okay.

Finch: Yeah it's a little bit underground storage.

Comstock: Didn't quite, weren't quite sure where that was but....

Finch: Yeah.

Comstock: Might've just missed the key note....

Finch: Yeah and we oughta say here instead of just proposed 18" storm we need to say you know perforated storm trench, refer to detail.

Comstock: Yeah.

Finch: That way it points you back to this one. Yep.

Comstock: Number nine, actually number nine refers to that same trench. I was saying the outlet pipes were all flat but now I understand why they're flat since ...

Finch: Yeah.

Comstock: ....you're using it as detention as well as (?) pipe so....

Finch: Yeah.

Comstock: Number ten, the storm structures above the east detention. I didn't quite see the information on those structures. So that cluster on the east side, yeah.

Finch: Yeah, yeah.

Comstock: So I think there were two structures that didn't have any information.

Finch: Right.

Comstock: If you just provide that so we can insure that there's positive drainage and what kind of (?) is going in there.

Finch: Yeah yeah we'll look at on the pipe, on the structure, structure of the pipe, yeah.

Comstock: Yeah. I just wanna verify pipe sizes, the structures, inverts, etc.

Finch: Yep.

Comstock: I think the biggest one, the biggest concern that I had is your detention more so the western detention versus the eastern detention. Our so our detention, our storm water manual requires a 20' easement around the detention starting at the top of bank. And your detention, it starts right at the property line as well as the building.

Finch: Right.

Comstock: So we're not able to get that 20' in there. I myself that worries me. The detention pond goes right up to the building. With 3:1 slopes, you're talking about the possibility of under cutting the footers and things like that. I just don't think that's ideal. Introducing that water, one so close to the building and two kind of so close to the footings and things like that. I don't think we would allow it to be that close, especially knowing that we can't get that easement that we are required. So I wanted to point that out.

Finch: What would be your minimum distance allowed?

Comstock: I mean per our manual it needs to be 20' away so that we can get a full easement in there. 'Cause if we had to access it or anything like that or reconstruct, it's ideally to have the 20' easement around the entire pond. But right now there's basically zero on all sides.

Finch: Right okay so I mean we can put a 20' easement around our underground storage area.

Comstock: No we require it around the ponds as well.

Finch: Yeah. Yeah I get that.

Comstock: So the one on the eastern looks like you might have some a little more free space there. It might get a little close with the right of way but that western one I think is just too close to everything in my opinion.

Finch: So would you not allow that pond to be a pond or I guess I'm just asking what we can do.

Comstock: Yeah I don't think we would allow it to be the pond.

Finch: Okay.

Comstock: So if that means we have to switch to underground detention and then therefore it's under the parking lot and then you could get the 20' easement around the entire detention. Again, that's just too close to property, too close to the building, mainly the building. I worry about the building the most.

Finch: Okay. But the rule is hey, we gotta have 20' around?

Comstock: Yes.

Finch: So we gotta meet that rule?

Comstock: Yeah.

Finch: Okay.

Comstock: My next comment is the drainage report, it it's quite vague. There's one statement in there it just flat out says a 3 acre site but in diving into your calculations you're only accounting for 2.33 acres of drainage. I was curious where the other 7/10 are draining.

Finch: We can look into that, make sure our calcs are falling in the full area.

Comstock: Okay 'cause I know your ponds are right up to the maximum.

Finch: Right.

Comstock: If we have to put in another  $\frac{3}{4}$  of an acre, I wanna make sure everything's accounted for 'cause I mean this is a lot of impervious. I wanna make sure we're not ....

Finch: Yep.

Comstock: ....(inaudible)....anything else.

Finch: We're pushing right up to that 80%, 85% coverage so yep.

Comstock: My next comment is just within the drainage report itself, if you could provide some calculations on the existing release rates. I know you guys used the rational method. Just please include that in there. I know we might know that now but 20, 30 years from now, I just wanna make sure all the calculations are in there so that we can refer back to it if we ever have to. I just want it to be as clear as possible I guess.

Finch: Yeah. Would it help if I pulled that up?

Comstock: Sure. Maybe I missed it.

Finch: Yeah it....we usually put those calc...

Comstock: Yeah I saw the.....

Finch: We usually put those calcs in there.

Comstock: I didn't see the existing. I saw all the proposed so I don't, I think there was just a statement that the 10 or the hundred year release rate was 1.83 or what have you.

Finch: Yeah.

Comstock: I just don't know if I saw the calcs for it.

Finch: Yeah, sure. So we've got the narrative portion but then we get into the calcs below and so we do do, we do the rational method for every duration of the intensity required. So we're running the hundred year at every duration of storm.....

Comstock: Right.

Finch: ....rational method, required storage so that's....

Comstock: So I guess, where's your calculation? Maybe it's the table at the top. Go to the very top. Is that table the 1.83? Is that what you used to calculate?

Finch: Yeah so that's .....

Comstock: Okay.

Finch: That's what our allowable release is based off the redevelopment to post-development.

Comstock: Okay so that's the calcs for the...now did you do per our standards, (?) 2:10 10:100? Okay....

Finch: Yeah.

Comstock: ....so you have the release rate for the two year?

Finch: Yeah.

Comstock: The ten year and then the hundred? Okay.

Finch: Yeah we can, we'll, I guess, this is just the hundred so we can show you the two and the ten.

Comstock: Yeah, thank you.

Finch: Okay.

Comstock: Number fourteen and again I think this might be clarified when we get some added structure information on that eastern pond.

Finch: Yeah.

Comstock: But the western pond connects to the eastern pond via the structures. The staging is much higher. What prevents the western pond from draining into the eastern pond?

Finch: Alright so that's.....

Comstock: Taking up its storage?

Finch: So that's why we have these separate controlled release structures. So at the west basin it is its own controlled release.

Comstock: Yep.

Finch: And then the east basin has its own controlled release.

Comstock: Okay.

Finch: And so the east goes through this structure and out the you know it's got its own detention basin here, filters through the rock and the pores in the structure and then gets to go through its own controlled release orifice here. The other one does the same. And through its own release orifice and its own outlet pipe and then those both get back to that structure there.

Comstock: Okay and that's the structure.....

Finch: So that one goes there and this one goes there. So yep.

Comstock: Okay and then that structure, is there a drop in there to force the water to go east and not come back into the pond?

Finch: Yeah Yeah.

Comstock: Okay.

Finch: We'll we'll get you....

Comstock: Well because I didn't have that info.

Finch: Yeah, no....

Comstock: That's where I couldn't quite 100% sure but I ....

Finch: Yeah we'll....

Comstock: I figured that was the case but I just wanted to make sure because I don't want the western pond overtaking the eastern pond and then we've lost that storage.

Finch: Yeah exactly.

Comstock: And then on top of that with the staging being higher....

Finch: Right.

Comstock: It's gonna push into the truck dock and I didn't want the truck dock flooding so....

Finch: Yeah that's that's why we had to do 'em separate from each other. I couldn't tie this, you know I couldn't tie all this into this pond and I couldn't tie the pond into this 'cause otherwise this truck dock's just gonna be part of the detention and we don't wanna do that.

Comstock: Right.

Finch: So...

Comstock: Yep 'cause I know that looking at your staging, it looks like it stages right to that rim elevation of that truck dock.

Finch: It does, yep.

Comstock: So I just didn't want it to flood the truck dock.

Finch: Nope. I don't wanna do that either.

Comstock: And then I think my last comment is I need to speak with Derrick here to make sure I'm not misspeaking but a .75" orifice, I know you guys need that in order to get the detention rates but that is not ideal because of clogging so one thing that we're trying to work out is to see, I think it's on your eastern basin.

Finch: Yeah.

Comstock: What we're gonna look at is maybe having a minimum orifice size to prevent that clogging.

Finch: Sure.

Comstock: Because again, if that orifice clogs, the top of your weir plate is the elevation of your truck dock so....

Finch: Yeah.

Comstock: ....whatever we can do but it's something we can discuss further.

Finch: It would certainly tell us hey, your outlet's clogged. You might wanna take a look 'cause your truck dock's wet.

Comstock: I wish everybody maintained and looked at their stuff but ....

Finch: Yeah and that's true but that's part of why we do a structure like this instead of just a pipe with a hole in it. We do it through a filter. You know it's got a stone filter and through the orifices. So we've got a you know these are all inch perforations in the structure to kind of, alright we're not letting in anything that's so large that it's gonna clog here 'cause it's gotta get through the stone, through the perforations in the structure and then through the orifice. So...

Comstock: Okay.

Finch: Yeah if you wanna say hey, you know we'll grant you to have a larger orifice because we're concerned about clogging. I'm totally fine with that. I just wanted to show you hey this is what it takes to meet....

Comstock: Yeah.

Finch: If we wanna do something bigger for safety, I'm for it.

Comstock: Yeah one of the things I've done in the past is you installed the bigger if flooding becomes an issue we can always add a steel plate with the .75 to meet the release rates, so...

Finch: Right.

Comstock: So okay.

Finch: Totally fine.

Comstock: So that's my comments. I would say the biggest ones from me, that extra acreage making sure we pick that up into the detention system and then that western detention. So...

Finch: Yeah, right yeah.

Comstock: ....thank you.

Finch: I think what we'll just have to do is our underground will just have to get bigger to....(?) can't do this because we gotta have an easement around it all, then the underground area will just get bigger.

Comstock: And that's all I had. Thanks.

Finch: Okay, thank you.

Rude: Derrick?

Derrick Byers: Good morning. Derrick Byers, City of Shelbyville stormwater. The site will require a construction stormwater general permit from IDEM. I had emailed you a link earlier that'll walk you through those steps needed. If you have any questions while you go through that just let me know.

Finch: Yeah we saw that email. I haven't had time to go through that yet so we'll let you know if we have any questions but yeah....

Byers: And then we'd like to see RCP anywhere your storm is in the right of way. On site you can use whatever material you would like within our standards but just that small section where you tie into our existing, we just prefer RCP. And then I will also need the O & M manual for your water quality and other retention and that's where we can make sure that keeping that orifice clean is included in that so that the owner knows that to keep an eye on that and that is all I have right now.

Finch: Do you have like a standard you know language that you wanna see in that O & M manual or does it need to get recorded?

Byers: We do ask for it to be recorded. I can send you an example if needed but just....

Finch: Yeah.

Byers: ....basically the long term care for those retention basins is what we're looking for.

Finch: Sure, yeah. If you've got something you can send me on standard language or what you like to see in terms of frequency of checks or frequency of cleanings. I wanna make sure we're producing a manual that you like. We certainly have plenty of examples of our own from other places to go with but this is our first project in your community so I wanna make sure we're doing what you like.

Byers: Great. I'll send you something later today.

Finch: Thank you.

Rude: Carrie?

Carrie Glissom(?): Carrie Glissom with Shelbyville Central Schools transportation. I have no comments.

Rude: Adam Rude, planning director, City of Shelbyville. I had passed along our comments from our department so I can I'll walk through 'em at a high level but I don't think we need to go into detail on all of 'em. A few general comments about adding address signature block on the front page or on the title page.

Finch: Yep.

Rude: And then just general comment that any signage will require separate sign permitting through sign contractor and all that's handled administratively.

Finch: Right. Our intention is just a building mounted sign, nothing no site sign or anything, yeah. Would the building mounted sign require sign permit too or just a.....

Rude: Yeah.

Finch: Okay.

Rude: Basically any sign that's placed out there will probably need a permit.

Finch: Okay.

Rude: There's a few small exceptions but it's better to apply for all of 'em and we'll tell you if any of them didn't actually need a permit.

Finch: Sure, okay.

Rude: Under density and intensity standards, the maximum lot coverage, you make note that you are at that 85%.

Finch: Yeah.

Rude: We're gonna need, I couldn't find it but we're gonna need exact measurements of all the impervious areas just to see what all you are adding into that calculation to confirm that number.

Finch: You want like a spreadsheet or like a measurement page?

Rude: That or yeah either a spreadsheet or annotating the plans just with area you know square footages for each of the impervious areas. Either's fine, just.....

Finch: Okay I can put like an exhibit together for you with alright here's the measurement of alright we've got this much pavement up here and measure it out with a measure label in it, building measure, square footage.

Rude: Yeah.

Finch: Just kind take each pavement area and say this is how much square footage of pavement that is in it and show our calculation?

Rude: Yes.

Finch: Okay.

Rude: Entrance and drive standards, so on the northern drive, get this comment right. The northern drive if, has to be, for the drive across the street from it, it has to be either in alignment with it which the ordinance says that it's in alignment if it is less than 15' offset, the center lines are. So it either needs to be in alignment or it needs to be minimum separation requirements that are also in that standard.

Finch: Okay.

Rude: That northern drive also has a separation requirement from the existing curb cut to the north. On a local road that separation requirement is 100' and right now it's measuring at about 20'.

Finch: Yep.

Rude: Yeah so right about there is where that 100' would be. Similarly the southern drive has that same requirement, 100' separation. We are measuring it about 44. And then that southern drive, maximum driveway width in this district is (3) 12' lanes so 36' overall. The northern drive is fine but that southern drive is measuring at I believe 83'.

Finch: Yep and 52 and 31.

Rude: Yep. And then unless city engineer or MS4 director disagree with this, there's curbs present on Elston Drive. Unless it's gonna cause some drainage issues, those should be carried through on the entrance, carried through the entire curb cut. Tyler, do you have issues with that?

Comstock: I guess do you mean a depressed curb?

Rude: The curbs on Elston Drive?

Comstock: Yeah. I guess you wouldn't be curbing their entrance, right?

Rude: No.

Finch: Right. We'd follow the....

Rude: Yeah.

Finch: ....entrance detail.

Rude: I mean on the sides of the drive.

Comstock: Oh, ...

Rude: Carry it through. Yeah sorry.

Comstock: On, oh oh I see what you're saying.

Rude: Yeah.

Comstock: Yeah, yeah I think that would be ideal.

Rude: Yes.

(?): Yep.

Rude: Okay. Yeah okay so carrying those curbs through to at least the right of way line there.

Finch: Yeah, yeah right. We'd as the engineer mentioned, you know we'll need to follow the driveway detail. So we'll probably just show that on our plans and show the curbing through up through the right of way and make sure that the pavement and the right of way is concrete per the requirements as well.

Rude: Okay. Fence, hedge and wall standards, so in this zoning district fences cannot be greater than 8' in height. I don't think there was a note as to what the height of the proposed fence is. If there is, I might've missed that.

Comstock: Hey Adam, can I request a fence detail?

Rude: Yes.

Finch: Yeah.

Comstock: Can we get a fence detail?

Finch: Yeah.

Comstock: Not only the height, the make, the material. I also wanna see the footing.

Finch: Sure.

Comstock: We've been having some blowing over lately so ....

Finch: Yeah.

Rude: Yes.

Finch: No and we understand it'll need to be a you know opaque around the areas of the outdoor storage.

Rude: Uh huh.

Finch: So we'll make sure we provide a detail that's appropriate for that.

Rude: And then in those same standards, the fencing cannot sit forward of the front of the building so on that eastern side, at most it can be flush with the front of that building.

Finch: Right. Have to go north from the front of the building.

Rude: Yeah and I think was the entire fence line was sitting, yeah it looks like yeah the entire eastern fence line was sitting....

Finch: Yeah.

Rude: ....in the front of the building.

Finch: Right. We run that up like that so we would need to....

Rude: Right. And the section, I believe there was a section down on the southern end of the building.

Finch: Yes.

Rude: Yeah.

Finch: Right.

Rude: So both of those will have to come back at most to be flush with the building.

Finch: Are we, so I you know there's existing fence to the south that we'd like to tie into or at least end at the same spot at the corner here. Can we you know do something like that where it's flush with the corner of the building but we can bring it forward to meet the fence at the property line?

Rude: Yeah if you did, yes if you made that transition on the property line to pull it back to be flush, yeah that would work.

Finch: That would work? Okay, thank you.

Rude: Yep. Landscaping standards, we'll just need landscaping plans submitted. We listed off the four different standards that we know already are gonna apply and have to be satisfied for this district. I think we might have seen, I don't know if it was this project or another. Maybe there was some general bubbling(?) of some landscape areas on the plans but actual details of those, all four of those standards being satisfied.

Finch: So when you say details, like would you say hey, alright we need we know we need foundation plantings so we need to have some shrubs called out through here and here?

Rude: We'll need to know the exact location, species, size at installation of all the landscaping.

Finch: Okay. Location, species and size, okay.

Rude: Next comment was the light standards. We'll need a lighting plan.

Finch: Right.

Rude: A photometric study and details on the proposed lighting units including mounting height for any of those units. So if it's wall packs or if it's you know free standing lights in the parking area.

Finch: Yeah I the intent is just to have wall packs but we'll make sure we get you a photometric for that.

Rude: Outdoor storage, we'll need to know, you'll if you can show us any proposed outdoor storage areas. These areas cannot be located in a front yard and there's minimum setback standards from any property line and they will also have to be screened behind a fence or wall. We gave a reference there 'cause there's two different heights that that wall or fence would have to be depending on what's being stored behind it.

Finch: Right. Now does that screening, is that just the road or is that on all sides of it?

Rude: I believe it's on all sides. I'll make a note and get you an answer though.

Finch: Okay. Just from the owner's perspective, they're just why would we wanna screen stuff from ourselves....

Rude: Yeah.

Finch: ....since they own adjacent. And I get that that might not always be the case but also it's an industrial area. It's you know everybody's got you know they've got outdoor storage going on down here. It's at building (?) right here.

Rude: Uh huh. Yeah we'll take a look at that and see what it actually calls for then.

Finch: Yeah.

Rude: On the parking standards, I think you make reference to the requirement is gonna be one space for every employee on the largest shift and then one space per business vehicle stored on site.

Finch: Yeah.

Rude: I think you make reference to that, yeah to the number of employees on the largest shift. If you can just verify how many business vehicles will be stored on site and if the number is zero, just tell us that..

Finch: Yeah. We since we got your comments we talked with the ownership and they're like ah, there's probably gonna be like three vehicles so we'll add a couple more spaces for those.

Rude: Okay. General comment about the sidewalk around the building. I couldn't tell if it was flush or a raised sidewalk. If it's a raised sidewalk, you'll obviously need ADA ramp down to the ....

Finch: It's all just flush.

Rude: Okay.

Finch: Yeah.

Rude: Okay and then last section here, setback standards, so parking lots and drive areas are also subject to the setbacks for the zoning district but they are allowed to encroach into a front yard by 25% which means that the basically all of the paved area would still have to be set back from Elston Drive 37 ½'. And then on the side yards, the north and south sides, that encroachment can be up to 50%. Right now that is going all the way to the property line or encroaching over that property line. I know it's all joint ownership now but if that's going to be shared parking areas, I give a reference here in the ordinance 5.15 F2 about what all has to take place for there to be a shared parking area or a shared truck area.

Finch: Right. Okay.

Rude: It will either have to meet that parking area setback or it will have to meet that shared parking area requirement.

Finch: Okay. But you're saying the side setback is actually 50% of the building setback so it's would be 12 ½?

Rude: Correct, yep.

Finch: Okay. That's a little less restrictive than when we were originally reading it when we read your note so that's good to know.

Rude: And then the I know currently the pond sits in the rear so I did not make a comment on that but as things, as the site plan adjusts, the rear yard is also subject to a 50% setback of the parking area so if that parking were to or that asphalt area were to shift in your next version, that's also subject to it.

Finch: Yeah we could only go to the 12 ½ on the back as well?

Rude: Yep, correct.

Finch: Okay, good to know.

Rude: Okay. That is it for me. I will pass it on to Shelly.

Finch: Oh I had maybe a couple of questions.

Rude: Yes?

Finch: Just you know we had talked and in the pre-meeting about the driveways and you know you recall that we had pretty much the entire frontage paved as one giant driveway originally and we've come back with this. And just to be able to make the site work operationally like this is kind of the minimum we can get at with this and just given that our adjacent properties have driveways right at the property lines it just it becomes very restrictive for the site if we had to do you know 100' from this south means that we can't start a driveway until here and 100' from the north means we can't start a driveway until here. And if we have to line up with adjacent driveways across the street, that really leaves us with just right here that we can have a driveway. And so I'm just curious what your thoughts are on going for a variance on some of those standards to be able to have driveways that can work with the site and we've got a truck dock and an overhead door here and we just really can't get away from having an enlarged driveway down here and to be able to use the outdoor storage and access the site up here we just can't get away from having a second driveway on the north side.

Rude: Yeah we can have that discussion. If you guys could, I think from a number of comments here that the general layout of the site's gonna change....

Finch: It'll change a little bit, yeah.

Rude: ...a little, maybe a lot. Once that is done and kind of settled in, we can have a separate discussion about what variances are needed and what the staff's gonna wanna see, we're willing to support on that end.

Finch: Sure.

Rude: But yeah more than likely, a variance request is the only way to accomplish multiple drives there.

Finch: Right. That's, I guess that's kind of what I'm saying. I think the only way for us to really do this and make the site work is to have some variances so I was just, yeah if we wanna have a conversation, I'll find some point to just talk about right, what does that mean and look like and how supportive would folks be of that or what's been done in the past to accommodate some things that would be helpful. I you know your ordinance is great and really makes a really nice industrial area but it you know it was written after much of this industrial area was built and developed and so the sites adjacent and around us are not meeting that standard and really infringe on our ability to meet that standard as well. And we're just, it's a smaller site. It's only 3 acres or so whereas I think your ordinance is probably written for some of the much larger industrial facilities that have come in newer on the north side of town which look fantastic and we love but you know so this is it's a much smaller site with an existing user that's been around town for a long time that's looking to expand. So ....

Rude: Yeah we can definitely have that conversation offline afterwards.....

Finch: Great.

Rude: .....in regard to a probably a number of variances sounds like.

Finch: Sure. Thank you.

Rude: Shelly?

Michelle Higdon: Michelle Higdon with the waste water treatment plant, water resource recovery facility. I didn't have very many things. The plan shows a the sanitary line coming in with a 10", 10" x 6" Y to an existing 10" sanitary and that's acceptable. There was, I know Tyler had mentioned to me there's a on the topo there's a lift station. Is that existing or is that something you're....

Finch: Oh no, we're not....

Higdon: .....a lift station on Elston.

Finch: Yeah we're not proposing a lift station. You just, you have lift stations.

Higdon: On Elston Drive?

Finch: Yeah on Elston that are across the street from us but we're, we're hoping to tie into the gravity..

Higdon: Okay.

Finch: If you've got some (?) plans you could share with us just so we can verify that we're you know that the survey that we've got is shooting what I can only assume is gravity, they wouldn't be able to open up a you know a pressurized line and you wouldn't have manholes to look at.

Higdon: Right.

Finch: So I'm assuming that it's the gravity line that we're tapping onto but if you've got some record plans that we could just verify and make sure we're doing things right that would be great.

Higdon: And then when you tap on we just require a tap permit fee. It goes based on the water size water line and I think I saw somewhere that it's a 1".

Finch: Yeah.

Higdon: I'm not sure.

Finch: So there's yeah there's already a 1" coming into the site so we're just....

Higdon: Okay.

Finch: ....tying into that.

Higdon: And it's \$1875 plus \$25 inspection. That's gotten at our office out on waste water or Boggstown Road. And the other thing was is I don't see where there's a 6" cleanout needs to be within 5' of the building.

Finch: Right. We'll look at that.

Higdon: That's it.

Rude: Thank you, Shelly. Darin?

Darin Moore: Darin Moore, fire inspector with the Shelbyville fire department. To start off with, this building will require a KNOX box. The sprinkler system will also be monitored by a fire alarm. Those need to be, have a CDR through the state for their approvals. The existing FDC, the existing buildings FDCs to the north of the hydrant, which is the very last hydrant on that line, we require as a department to whatever hydrant we used to supply the FDCs whether it be for the new building or the old building, we cannot use that hydrant for nothing else but that which leaves me wondering, requesting on the southeast corner of the property.....

Finch: Down here?

Moore: Right there basically where your cursor's at. I was wanting to have installed a hydrant for fire fighting.

Finch: Oh down here, to add a hydrant here on the south end?

Moore: Yes.

Finch: Okay. Just to be able to do fire suppression for this building even though we have a hydrant that's right up close.....

Moore: Yeah because the hydrant you're talking about right there either, it gives us more options because actually that last hydrant, the hydrant north of that is over 600 and some feet so this is gonna eliminate a lot of the lays and friction loss and things we would have. And like I said, we're required to only use one hydrant for nothing but the FDC itself. So we're kind of limited when we get down to being that's the last hydrant on the end of that Elston Drive.

Finch: Oh you don't, there's no more hydrants to the south of us here?

Moore: No.

Finch: Oh wow, okay.

Moore: So that's why I was requesting if we could put one there. And back to Tyler's response on where these hydrants and FDCs are located, they just have to be protected by pipe bollards of course.

Finch: Yeah. Would that hydrant then stay out in the right of way? It's just a little stub-in.

Moore: Yes.

Finch: Okay.

Moore: Yeah.

Finch: Hydrant, valve, T?

Moore: Yep.

Finch: Okay and we would, you know that would all stay in the right of way but we'd need an easement for it.

Moore: It's just gotta be protected by like I said, by the pipe bollards.

Finch: Yeah.

Moore: So it shows the new FDC and you already had it on the drawings.

Finch: Right but then this one's gonna be very far away from our FDC but you're saying we need, effectively we need two hydrants for our building. We need one for the FDC and one for the building?

Moore: Right, because that's being that's the last hydrant, that's the one we'll probably end up using for the FDC for the building for initial operations to start.

Finch: Okay.

Moore: And then like I said, the next hydrant's over 600' away so it's actually gonna be probably 800 if we'd have to come to the end of the building where you're at or I mean where this next hydrant would be where it's not currently.

Finch: Okay. Alright and you just kinda want it close to the property line but on our side?

Moore: Yes.

Finch: Yep. Okay.

Moore: And other than that, that's all I got.

Rude: Erin(?)? Miguel?

Miguel Morales: Hey good morning. Miguel Morales with Indiana American Water. I had sent over several pieces of information to include the fire service application. That is a document that will have fixture count to allow us to size and quote you the domestic meters but it also has the fire data sheet which will need to include your backflow device and information. And that's something that will also require a signature from the fire department. So once you guys have

that let me know 'cause there is a usually a 30 day review process on that. So just let us know when you've got that.

Finch: Okay.

Morales: But outside of that, we've got the water and I can verify the hydrants and the measurements and Darin and I can talk about that hydrant and I can send you details relevant to that as well.

Finch: Great, yeah, appreciate that.

Rude: Looks like Tyler's got one more question.

Comstock: Can I ask what is this building being used for internally?

Finch: Maybe Chris, you might be better talking through that one.

Chris (?): Sure. They're largely storing like just building materials so siding and things like that in there. There's a small thousand square foot roughly office build-out in the northeast corner with a couple of offices and bathrooms.

Comstock: Will there be chemicals of any kind?

Chris: No.

Comstock: Okay. I was gonna say if there was then Shelly, we might wanna add a sampling manhole but since there's no chemical activity in there, I just wanted to verify. Thank you.

Chris: Yep.

Finch: Yeah Chris, there aren't any like floor drains or anything like that in there? It's all just hard floor?

Chris: Correct.

Finch: Okay.

Chris: There's a trench drain up next to the overhead door of the truck dock but I believe we're planning an oil/water separator up there.

Finch: Okay.

Rude: Awesome. Before we talk about next steps and the process, do you guys have any questions for us while you have us?

Finch: No I think we kinda asked them as we went along and yeah, you and I'll talk about variances and stuff like that after we kinda work our way through the comments and address what we can and talk about what we can do to make the site work as much as we can.

Rude: Again, awesome. So next steps from this we've passed along the comments that we had received before the meeting. The rest of the comments we will get from the members here and pass everything along to you guys again so you have it all.

Finch: Great.

Rude: You I know we have some follow up answers to get you all, maybe some other members do so you'll get that from us in the coming days. With the number of comments needing resolved, we're going to have you guys come back to Tech Review next month which would put you on a submission date, double check this, May 13th is the submission date for that. And May 27th is the meeting date.

Comstock: Hey Adam?

Rude: Yeah?

Comstock: May I ask the schedule then? Does that put if at the next meeting they get full approval and then Plan Commission, when can they start construction?

Rude: That would put then on schedule for the next month's plan commission meeting so June 23rd.

Comstock: Okay, the reason why I wanted to make note is Elston Drive is part of our CCMG. We are doing mill and resurfacing of that so I just wanted to make a note of that so everybody is aware that if construction and that would happen to coincide that we need to work through that.

Rude: Do you know when that CCMG is scheduled yet?

Comstock: We have not spoken with them yet but it will be this summer. So I just wanted to make a note that we will be doing road work right there in front of you guys.

Rude: Good catch. Okay yeah so that'll be your schedule that May 13th filing for Tech Review next month and then any questions that come up in the meantime, feel free to reach out directly or through our office. And then if you call and wanna follow up afterwards about a meeting for the variance discussion, we can do that as well.

Finch: Great. Yeah we'll take all the comments as folks are able to send those out to us and work to get those addressed and then I'll get with you and we'll try to set up a time to try to talk about variances and how that process can play out for us.

Rude: Awesome. Well I think that does it then. No one else has any comments?

No reply.

Rude: Nothing?

No reply.

Rude: Okay we can adjourn the meeting. Thank you all.

Finch: Thank you.

Meeting adjourned.