

**TECHNICAL REVIEW COMMITTEE
MEETING MINUTES
May 27, 2025**

Tyler Comstock: Alright Good Morning, we will go ahead and get started. Just for an introduction, my name is Tyler Comstock. I am the city engineer. I typically don't run these meetings but our planning director is out. Him and his wife just had a baby daughter, their first, so he is on paternity leave. I'll kind of help run it today so I'll let everybody introduce themselves as they get going on the comments. We are going to start with the Lumberman's warehouse project. Who is here for Lumberman's?

Steve Peterson: At this point it's just me Steve Peterson, CEO of Lumberman's but I know we have others joining.

Comstock: Are you the engineer architect by chance?

Peterson: Haha no I am not and they should all be joining.

Comstock: Okay, we can wait on them because what I'd like to do is have them share the plans and kind of just do a brief overview.

Peterson: Alright

Comstock: Colin, I think Colin is the man isn't he?

Peterson: I believe that's right.

Steve Fleichman: I'm Steve Fleichman, I'm the operations manager at the Shelbyville location and I have John Cook who is the warehouse manager from the Shelbyville location with me.

Comstock: So Colin as the engineer architect. What I'd like to ask is if you can start by introducing yourself and if you just want to share your screen with the plans and kind of go over the overall site plan. Give a rundown of the overall project and refresh our minds and then we will go one by one with comments.

Colin Finch: So I'm Colin Finch, (?) Civil engineer for the project. I also have Cole with me from our team, part of the design team. Have already had some of the ownership talk. Start diving in, the project is off Elston Dr, industrial facility, in conjunction with their adjacent properties for Lumberman's. It'll be a warehouse on the site with some outdoor storage on the north and driveways coming in and out. We will be removing the existing pavement and fencing that's there right now and constructing the new site. We will have a new warehouse here on the southern portion of the site and an outdoor storage paved area on the north. Within that area will be the parking spaces for the site. North driveway coming in off of Elston to get access there

and then a south driveway coming off the loading dock and overhead door on the south side. Storm drainage through the paved area on the north, some storm drainage in swale running along the south edge of the site to catch everything there, running that through the loading dock and into the detention pond in the front. With an outlet control structure on the north edge of that, that will empty into the storm line that will go into the city's existing storm... This whole north area will be a perforated storm trench with stone on either side to do the detention for the north paved area and the building and that will have an outlet control structure outlet here, likewise emptying out into the same system. The existing fire hydrant to the north will tap in a new fire hydrant based on the comments from last time here on the south end of the property. We will have a sewer line tapping into the gravity sewer that's out here and bringing that into the building with a cleanout just outside the building. We will tie into the existing water service that's here and route that into the building as well as bringing in a new fire service to tap in from the existing water main here, bringing that into the building and running a remote FDC line back out. Landscaping in the frontage here, keeping it away from utilities as well as foundational landscaping around the building. We've got curbing around the radia of the driveways and we are concreting within those areas, concrete storm sewer with a line that enters the right of way as well. That's plush concrete walk along the parking edge, so no step there for folks to come up with. Main access door here off the parking, overhead door here in the back as well. (?) plan kind of draining into the proposed catch basins in the parking lot and this swale along the south line to take it away from the south. Yeah that's pretty much the site.

Comstock: Okay no that's a pretty good overview i think now what we will start with, i'll go across the board here and we'll start with Derrick.

Derrick Byers: Good morning. Derrick Byers, city of Shelbyville storm water utility. Begin as you guys work through your erosion and sediment control plan, feel free to reach out with any questions. Then the only other thing is during construction you'll need to contact us or have your contractor contact us for inspection where you tie into the public storm. We don't need to put eyes on the private storm section but where you tie into that existing manhole we will want to see that. That's all I have right now.

Comstock: Okay, next we will have Shelly with our waste water.

Shelly Higdon: Shelly Higdon with the Shelbyville WWRF, the sanitary lines. I think we've already kind of gone over the 6 inch SDR 35 gasketed 6 inch cleanout on the outside within 5 feet of the building. You would have to get a permit with our department and that's out on boggstown road, and we do inspect it at the tie in. I had shown that you were doing a 10x10x6 WYE to the existing 10 inch line and it is a gravity line so you're good there...

Higdon: ...That's the only thing we'll need to see is where you're tying in and that will be with the permit and the inspection fee.

Finch: Great.

Comstock: Alright, thank you. This will be Tyler again, city engineer. So I'll run through my comments now. Previous comment on the commercial drive entrance needs to be concrete per city of Shelbyville standards. I see that you added that however, can please add the detail for that drive either on your plans or what you can do is you can include the plan sheet. I just want to make sure the thickness and everything is per the city details.

Finch: (Inaudible)

Comstock: Yeah you can just take a screenshot or something...

Finch: Yeah.

Comstock: ...on that exact detail or what we've had people do in the past is pull the actual sheets if you need to include that as well.

Finch: Okay. I might pull the actual sheet. I probably don't have enough room (?) our detail sheet for it. I'll just pull your sheet and drop it into the set.

Comstock: Comment number two, the whole south side I know that you show 8 inch storm piping. The city's minimum is 12. Now I'm guessing you did that maybe for coverage issues.

Finch: Yeah, it's a little tight on cover down there as well as there's just not picking up that much. The tiny bit of asphalt in the green area so it's not a capacity issue at all.

Comstock: So I'll defer back to Derrick. Derrick, do we require all private storm to be 12 inch minimum?

Byers: We do.

Comstock: Okay.

Finch: Okay. Are we alright with 4 inches less than 2 feet of cover for that? In some spots, it's not the whole thing.

Comstock: I would say I think Derrick and I are on the same page. If it's in the grass we don't have concerns. I think your last run there, which is on that drive further west.

Finch: Oh this bit here?

Comstock: That will then need to be switched to a class 5 pipe because of the reduced cover requirements. We just had issues with anything smaller than a 12 inch trying to maintain them and such. I know it's still private but we do have that 12 inch minimum.

Finch: Okay. Does all the storm sewer need to be in an easement as well as the retention areas? How do you guys deal with that?

Comstock: No, the private storm doesn't need to be. Now if you were picking up offsite that would be a different question but I'm okay with none of that being in an easement.

Finch: Okay.

Comstock: My comment number 3, can you open up your drainage report? Please.

Finch: Yep.

Comstock: Can you go to your storm calculations?

Finch: Which ones?

Comstock: Your storm sewer.

Finch: Yes.

Comstock: Can you flip that?

Finch: Let me see if I can flip this here.

Comstock: So this might work itself out when you switch everything to the 12 inch but there's a couple concerns that I had here. You show 15 minute TC's for all of those inlets. 15 minutes seems really high for an inlet.

Finch: It's probably less.

Comstock: Usually I would see around 5 but then also on your storm piping an 8 inch at 0.15 doesn't meet minimum velocities. I think a 12 inch also probably will not meet minimum velocities. I think if you unfroze the column that's missing um there's a full velocity calc minimum of 2 ½ feet per second. We need to make sure those are met too otherwise you're just going to get a lot of settlement. So when you go to revise your storm please look at your velocities and things like that to make sure. And you can unfreeze those columns that are there to show that. Comment number 4 I'm going to go back to the plan sheets. I think there's a little bit of discrepancy between some of the rim elevations around your pond versus what's in the details in your storm calc. So I want to make sure all those match up. I think in particular that the east base outlet structure, that rim elevation I think it's just grabbing the surface but please make sure that elevation is where...(?).

Finch: Yep yep I see that.

Comstock: Same thing with your north basin outlet detail it looks like some of the just there's discrepancies between the two on elevations so just please double check those.

Finch: Yep.

Comstock: Sanitary uh we noted as a 6 inch. I believe we have the fall and everything. I know there's not a lot of grades provided but we need to make sure that's a 1 inch at 1.04% minimum just so it meets that minimum slope. So please note that that slope needs to be met

Finch: Yep.

Comstock: Then I know we've had some communications back and forth with Adam, he's out for paternity leave but regarding the front there with that loading dock so it's my understanding that you guys will be submitting to BZA for variances.

Finch: Correct.

Comstock: Mike correct me if I'm wrong but we're going to wait and see what comes out of that BZA and those variances whether or not we might have to resubmit again TRC here is that correct?

Mike Evans: Yes that's correct.

Comstock: Okay.

Finch: Yeah, we've got a plan to pivot that doesn't change. That change things, the building has to shrink and we've got to make the maneuvering happen on site and it kind of decreases the usability of a lot of the spaces but it's not a substantial change to the layout or the storm system or anything it just shifts the front edge of the building back and makes the truck come in and do its maneuvering in here before it gets to the dock.

Comstock: Yeah unfortunately because Adam's not here I can't really speak for him but I didn't know if there was a possibility that we might be coming back, so I just want to be sure there.

Finch: Yep.

Comstock: My final comment is on the planning side. There's a note that none of the outdoor storage can be within 30 feet of the edge of properties. However, the fencing and pavement is within 12 1/2. Is all of that going to be brought in to make sure that we don't have outdoor storage?

Finch: Well the access you know for trucks coming through the gate and through here so the outdoor storage is taking place here but having the fence in the midst of that complicates the whole site and the access so we are hoping we can just keep the fence up there and this is the driving lane up here and storage is happening in here.

Comstock: What kind of trucks do you anticipate coming into the rear docks?

Finch: Oh those will be more box trucks style.

Comstock: So it's not like a full 53 footer?

Finch: No no no he couldn't do that. That's part of our BZA argument is we can't you know this is the only place the loading dock can really go. If you try to stick it up here he can't. He's going to do a 12 point turn in a 70 foot truck to get something on the north edge; it just doesn't work.

Comstock: That's what I was concerned about depending on where the outdoor storage was located and can trucks actually maneuver. Keep that in mind please. So that's it for me. I'll hand it over to Darin.

Darin Moore: Darin Moore fire inspector for the Shelbyville fire department. I'm good with everything that you've added to the drawing. As far as my comments on the gate, is that going to be manual or automatic?

Finch: My understanding is manual but maybe one of the Lumberman's guys can speak to that better.

Peterson: Yeah it'll be a manual gate.

Moore: Okay and will it be padlocked when you guys are out or when business hours are over?

Peterson: Yes it will be.

Moore: Okay. So all I will need is a key to that padlock.

Peterson: Yeah we're going to tie into all the existing fencing and we'll have the same key so one key will get you into every lock.

Moore: Okay perfect. As far as the FDC goes it needs to be the FDC sign needs to also have the numbers of the actual address of the building just so there's no confusion because your other FDC's close to that existing hydrant also for the other building. Then on the south end, is that a drive that's going to be on the south end of the building?

Finch: Oh down here?

Moore: Yes.

Finch: It's not really a drive it's just sort of access along the side of the building uh that the Lumberman's wants to have but it doesn't connect to anywhere.

Moore: So that's not an entrance down below where your pointer is at?

Finch: Oh this, this one?

Moore: No down below there the light gray area.

Finch: Oh this is the other property. This is the south property.

Moore: Okay.

Finch: This is property lines here, this is that existing facility that's to the south there.

Moore: Okay, is that grass or is that concrete?

Finch: This is grass and this is existing asphalt.

Moore: Okay perfect. I'm all good other than that I'm good.

Comstock: Miguel with water.

Miguel Morales: Hey good morning, Miguel Morales with Indiana American water. I'd just like to see the fire service plans, your backflow prevention details. I understand where your proposed hot tap is to the building. It looks like there's about 63 feet. Is that correct?

Finch: That sounds about right. Yep.

Morales: Your intent is to put the backflow inside the building?

Finch: Yes.

Morales: As long as you have 100 feet from the tap to the backflow device itself to include all the piping so if it's more than that it'll need to be in a vault but I think we've talked about it before. Just send me the details of your proposed fire service layout once you have them.

Finch: Okay.

Comstock: Then finally we have Amber who's on remotely. She'll be voicing the planning comments.

Amber (?): I'm actually going to have Amy take care of this one.

Amy Schwitzer: Hi I am Amy Schwitzer. I'm with a company called Hometown Initiatives we're helping fill in while Adam is off supplementing Mike here. I don't know if Mike wants to take the lead or do they want me to take the lead?

Evans: No, sorry this automutes..(?) Feel free to go ahead.

Schwitzer: What'd you say Mike?

Evans: Feel free to go ahead and make your comments Amy.

Schwitzer: Okay starting with accessory use standards Mike, there's some outdoor storage of products and materials is a special exception in the IL district. Outdoor storage of actual equipment is permitted so I didn't know how you guys wanted to handle that. It does sound like that north lot is going to be used for some version of outdoor storage.

Finch: Correct.

Schwitzer: Can you tell us if that is equipment or product and materials?

Finch: Should be more product and material.

Schwitzer: So the variance request for all of your other stuff like your loading dock may also need to include a special exception request for outdoor storage of products and materials and that would be from section 5.02 B.

Finch: Okay that's a new one. Adam had mentioned that needing to be a variance before so we'll add that in. Thank you for letting us know.

Schwitzer: We appreciate the submission of the site's impervious surface exhibit. That is very helpful in helping determine if your lot coverage is compliant. Moving on to entrance and driveway standards. Elston Drive is a local street and it is shown as a local street. In the future thoroughfare plan just a note that a right of way permit is required from Tyler's department. We require 100 feet of separation between driveways. Again that was something you said you were going to get a variance from because I don't believe your north driveway or your south driveway meet that driveway separation.

Finch: Correct, it would be impossible for us to do with how close the driveways are adjacent and across the street from us.

Schwitzer: So that was the next one.

Finch: Yeah.

Schwitzer: Then the other is the southern driveway exceeds the 36 foot maximum width and I would say excessively exceeds that and so just based on our discussion earlier in this meeting I understand the site is limited based on what you want to put on it. You're kind of limited where you can put that loading dock and maximize use of the property. One other item is cross access

easements are going to be needed for the internal drives that connect to the north. Up in that northeast corner and that connects to the south down in the southwest corner.

Finch: Yep.

Schwitzer: Those probably need to be drafted, recorded and identified on these plans.

Finch: Okay.

Schwitzer: We would suggest that you propose something maybe a little closer to meeting the standards in your request for a variance from the entrance and driveway and that might be another conversation offsite.

Finch: Okay. We've talked with Adam pretty extensively about it previously.

Schwitzer: Perfect.

Finch: So I think we're pretty set on what we're hoping to present to the BZA and if that doesn't take then we will come back with some revisions that bring it closer to meeting.

Schwitzer: Awesome. Just a small note on your fence. You have a fence detail on the sheet C500. 8 feet is the height limit and that includes all the posts and based on your detail it appears that the corner post might be a little in excess of the 8 feet.

Finch: Oh even end posts have to be less like it ...(?)

Schwitzer: The UDO, the language actually specifically says posts as well. I don't have that right in front of me but I believe it's 5.20 based on my notes.

Finch: Okay we'll find a fence that has nothing that sticks up. I think it's just prettier, if we don't like that then we'll find a fence that's not as pretty I guess. No fence posts ...(?)

Schwitzer: There's a section in the UDO about industrial standards and this is really about performance, it's about noise and vibration and that type of thing and so a project summary statement was one of the submittal requirements and so if there's any way we can get some sort of project summary that identifies that this is going to be like Lumberman's existing facilities and that it's not going to generate noise and it's not going to generate vibrations or glares or any kind of those performance characteristics. That would be helpful.

Finch: Could you tell me where the requirements are for that performance project summary?

Schwitzer: UDO section 5.25 it's called industrial standards.

Finch: Oh just generally in the 5.25. Okay.

Schwitzer: I'm going to do landscaping last. Lets see if there's anything else because landscaping in my opinion is the most complicated of what we need to discuss. Lighting. You provided a light photometric plan in your plans. I forget what page it was but the light trespass at the property line should not exceed greater than 2.0 and you have a few of those on the west and south side.

Finch: Alright

Schwitzer: So we will need those adjusted. We researched the details of those Lethonia lights. They appear to be a wall pack that are mobile in their position and they just need to be maintained in the cut off position.

Finch: Yeah.

Schwitzer: For what it's worth in my experience in planning and zoning, wallpack lights tend to be the biggest source of complaint for lighting because they inevitably somehow get adjusted to where they're pointing more like this instead of like that. So just for what it's worth.

Finch: Yep we'll keep them down.

Schwitzer: Loading standards which are all about the loading dock, we would like to see an exhibit that illustrates a trucks turning pattern to back into the loading dock without entering or maneuvering into the Elston Drive right of way and also the loading dock rails encroach into the setback. That's something we'll lean on the city for if that's a setback issue or not.

Finch: Okay, yeah the maneuvering is part of our variance request so ...

Schwitzer: Okay. Outdoor storage we kind of already went over that 30 foot setback but as you've explained the portion between the fence that pavement closest to the fence will be for truck access as opposed to storage.

Finch: So it's probably more like that but yeah.

Schwitzer: You know it might be worth giving that a different hatch or something just so that it's I think memorialized on the plans.

Finch: Okay yeah I wouldn't want to confuse pavers thinking it's a different pavement hatch but we'll try to make that as clear as we can.

Schwitzer: Yeah. We already talked about cross access easements. Signs. Obviously there's no signs on the plans, those are all reviewed and permitted independently. We were really unable to locate the electric and the power going into the building. It needs to be underground and we can see I mean I can see from the plans that there is some overhead power so we wanted to confirm power into the building was underground.

Finch: Sure, yep.

Schwitzer: We already talked about the summary statement. It's hard for us to see how much of the vegetation along the west property line is actually on the property. The aerial makes it look like it's off the property. Can you speak to that a little bit? The only place it's mentioned is in your demo plan.

Finch: Oh yep

Schwitzer: Is it actually ...

Finch: Yeah no it's off property.

Schwitzer: Okay.

Finch: Yeah.

Schwitzer: Okay there's just some landscaping opportunity if you conserve some of the larger (?) there.

Finch: Oh, sure.

Schwitzer: But....

Finch: I mean yeah now that we've shifted the site to not have the storage back there, I think yeah we'd probably say let's try to keep any trees that we can.

Schwitzer: Yeah. Any kind of dumpster? Are you gonna have any kind of dumpster?

Finch: Nope.

Schwitzer: Okay. Some general comments; Lumberman's, I was really unclear how to spell it. It looks like on the plans it's all spelled Lumbermen's but on the property record card, it's spelled Lumberman's so I would just ask for clarification on the spelling of the word.

Finch: Sure.

Schwitzer: And then to landscape standards. Again, if there are trees along that west property line that are greater than 6" caliper, they are required to be preserved. Foundation plantings, your north and south facades are 300' each requiring 60 shrubs or ornamental trees along each facade. We don't take away if there's a door there. That doesn't eliminate that from being part of the facade.

Finch: Oh so this has to have 60 up here?

Schwitzer: Yeah we would say, I mean the 300, right above that it says 300' so that's how long the facade is, 300'.

Finch: Okay, even though we've got doors and walks and.....

Schwitzer: Yes.

Finch: Alright. That's a lot of shrubs.

Schwitzer: The front east facade is 139' and that of course subtracts off the loading dock where it cuts in so that would require 56 shrubs or ornamental trees along that side.

Finch: Yep.

Schwitzer: There's also a section called yard plantings that requires 5 canopy trees in addition to the ones that it looks like you have there for the parking.

Finch: Yeah. Oh an additional 5 canopy trees for....

Schwitzer: Yeah.

Finch: So we've got the foundation and then we've got the parking lot perimeter landscaping.

Schwitzer: And this is in the section with the foundation plantings. There's a second section called yard plantings in 5.32 and it says something like one tree for every acre plus 2 trees for sites over 1 acre, I think. That's from memory.

Finch: And that's required in an industrial zone?

Schwitzer: I believe so, yes.

Amber: Uh huh. That's in the same section as the foundation plantings.

Schwitzer: Yeah.

Amber: They all apply.

Finch: They all apply? Wow, okay.

Schwitzer: Thank you. No parking lot plantings interior because you only have 8 parking spaces (?) proposed perimeter landscaping requirements there that you have comply. The only other question is any exterior, no exterior air conditioning or generator?

Finch: No.

Schwitzer: Okay. Then I believe that is it, Mike, unless you have anything to add?

Evans: No it sounds like you've covered everything. Thank you.

Comstock: Alright, is that it? Anybody else have anything additional?

Inaudible reply.

Comstock: We have one more comment from fire.

Moore: Darin Moore again. The only thing I didn't mention is the KNOX box locations and that's something we can discuss as the building's being constructed.

Finch: Yeah.

Moore: Because I like to see the building and then we can strategically put 'em where they're beneficial.

Finch: Right.

Moore: That's all I've got.

Comstock: Alrighty, sounds like that is it for the Lumberman's project so what we'll move to now is next on the agenda is the Wawa gas station/convenience store. Is there a representative from that team?

No reply.

Comstock: And Colin, can you unshare and then we'll have them share? Thank you.

Finch: Yep. Stop sharing, there it is.

Comstock: Do we have a representative from Wawa?

Todd(?): I'm (?). I'm the owner of the property and my civil engineer, (?) is on the line along with one of our other partners, Kevin (?).

Comstock: Okay.

(?): Yeah.

(?): And (?) with Wawa.

Comstock: If you would, please if you can share your screen and just kinda go to the site plan and give a very quick overview.

(?): Yeah absolutely. Again as Todd said, I'm Reed Cooksey with Stonefield. I'm the civil engineer on the property and let me go ahead and share my screen and here's the site plan. So we are looking at redeveloping the hard corner of Indiana 44 and Amos Road. Currently there's three commercial buildings on the property and we're looking at combining the lots, replatting them and putting in a new Wawa convenience store. Wawa is an east coast brand that's making their way into the Ohio river valley and I'm sure some of you guys have seen some of the new stores popping up. As of late I know Patick's on here and he can speak to some of the new openings if you'd like to go check them out but they're making their way into this market and we're really excited to be here. Wawa is a brand you know is more of a small grocery store than it is your typical convenience store is one thing we like to say. They didn't add gas until the 90s where they spent decades before just being a local grocery store and you know more of a convenience market. Part of this Wawa itself will be the fly through lane which one of the big draws to Wawa if you've ever been is their hoagies as well as some other hot food items. You know this is just a pickup lane for mobile ordering so we can, you come and you just grab your food from the window as opposed to having to park and walk into the uh walk into the store. Some of the other features of the site - 8 gas pumps along with 8 stacked gas pumps along with existing entrance locations on Amos and Indiana 44 maintaining those while improving them from the existing. They're both in pretty rough shape so we are gonna be improving those. We have 59 parking spaces throughout the site including the pump spaces which meet the ordinance requirements. And then the loading area on the side which will be for the daily bread delivery and things like that. Overall we're excited to be in this community. I'll open it up to you guys' questions and to run through your comments.

Comstock: Yeah thank you. So similar to last time, we'll just go across the board starting with Derrick.

Byers: Hello Reed. This is Derrick Byers, city of Shelbyville stormwater utility. I had sent you my....

Cooksey: Yeah you're

Byers: ...(?) review. There on page 3 is that updated information that we'll need to see so....

Cooksey: Yeah.

Byers: ...if you follow that link there. Yep and as you work through it if you have any questions, just let us know and we'll help you through it.

Cooksey: Yeah sounds good. Seemed pretty straightforward. We'll review the new IDEM requirements for what they need for their general permit and get those over to you but it should be pretty straightforward. You know we meet all of the Shelbyville stormwater requirements. We'll just make sure it gets sent to that (?) and over to you. Thank you.

Byers: Thank you very much.

Comstock: And next is Shelly with waste water.

Higdon: Shelly with the Shelbyville Water Resource Recovery for sanitary. On your drawings, it shows that you're using a 4" pipe for the sewer lines. We require, sorry, we require 6" gasketed SDR 35 for those. There's also it shows a grease trap for 300. That's 300 gallons and our standard is 1000.

Cooksey: Okay.

Higdon: The there is an 8" stub on the second manhole from Amos Road.

Cooksey: Yeah, okay. I think that's what we're we were trying we're connecting to at that invert,

Higdon: Okay. And then the 6" cleanout needs to have, you need to have one within 5' of the building.

Cooksey: Okay. I think we show one but we'll make sure that's called out.

Higdon: Yeah any of the other cleanouts that you put on the property have to be 6" also.

Cooksey: Yeah.

Higdon: Yeah, I think so at this time.

Comstock: Alrighty. Thank you Shelly. Next will be myself again Tyler Comstock, city engineer. I believe there's been some emails back and forth but the City of Shelbyville is working on a roadway widening project...

Cooksey: Yes.

Comstock:as well as a sidewalk widening project. I finally heard back from the engineer late last week and we have some CAD files to share with you....

Cooksey: Awesome.

Comstock:along, it's actually it's gonna be an added turn lane along St. Rd. 44.

Cooksey: Okay.

Comstock: So there might be some additional right of way there we need to coordinate with you guys as well as I went ahead and included some sidewalk. I had them include the sidewalk line work. That way we can make sure that the two projects are jiving. I would hate for you guys to put your tie-in and then here just a year later, we're ripping everything out.

Cooksey: Yeah.

Comstock: If we can plan for it in the future, I think it just makes more sense. What I'll do is Reed, do I need to send it directly to you?

Cooksey: You can send it directly to me. That would be best and we'll make sure that it gets implemented.

Comstock: Okay I'll send you the CAD file. It has the line work there for both the right of way and the proposed walk and we can kind of continue that coordination as needed.

Cooksey: Okay.

Comstock: For the entrances again City of Shelbyville but also because that is St. Rd. 44, that will be an INDOT entrance so

Cooksey: Yeah.

Comstock:I would request that the city's detail as well as INDOT's detail be included on the plans just so everything is accounted for. Also with that being INDOT right of way, we will require you guys to make sure that you have all your permits and everything with INDOT as well as they have to do a review for the drive.

Cooksey: Uh huh.

Comstock: So have you started any of that?

Cooksey: Yep so we've had a preliminary meeting with DOT just trying to make sure that you know they were comfortable with our entrance location. Again, both the entrances we show obviously Amos is not their right of way so they didn't have an opinion there but those are the same location as the existing site entrances operate so just still wanted to get them on board with hey, there's an existing entrance here we're going to improve it to your current standards. They were fine with that. One of the other things was the right of way taking that you know we were looking at. You know what we show here is in line with you know the current property bumps out into the road and then we're showing the proposed right of way to continue along kind of the you know this was the this is the existing property right now and so what we did is we showed the proposed right of way line to continue along that other line which would be in

conjunction with you know their standards but obviously there's a with a taper lane being added we'll need to you know make sure that that's inclusive of everything that they need.

Comstock: Okay, sounds good. Are you guys working directly with them then to dedicate that right of way?

Cooksey: Yeah we'll be working with them as part of the subdivision plat that we're doing here.

Comstock: Sounds good. Just wanted to make sure; thank you. That covers the first two comments. Second comment is grades at the entrances and the ADA ramps. We're seeing this more and more where a lot of the ADAM ramps, the city sidewalks and the entrances, the crosswalks are not meeting ADA compliance so I would just ask if you can include grades on both sides just to make sure those meet the 2% minimum or maximum. Again, not saying that your plans are wrong. It's just we're seeing this more and more that....

Cooksey: Yeah.

Comstock:if it's not finely detailed, we're getting, we're having to rip a lot of ramps out unfortunately.

Cooksey: Okay.

Comstock: My next comment is I couldn't quite tell from your demo plan but east, along that northeast corner, there's an existing kind of retaining wall. Is that wall remaining in place or is that being replaced?

Cooksey: Sorry.

Comstock: Northeast corner.

Cooksey: Up here?

Comstock: East, northeast.

Cooksey: Northeast, so....

Comstock: One thing I would caution you. Take a look, look at street view. There's an existing retaining wall about a foot, foot and a half tall.

Cooksey: Okay.

Comstock: The reason I bring that up and it might be one of my later comments. Actually no, it's on this one. If you go to your grading plan, that proposed walk is a foot and a half higher than the roadway.

Cooksey: Okay.

Comstock: If you, yeah take a look at that. So you see your grading kind of go south. You're a couple of feet higher than the road.

Cooksey: Uh huh, yeah.

Comstock: I didn't know if that retaining wall and if it's intended to stay in place or remove but...

Cooksey: We're intending to remove it.

Comstock: Okay.

Cooksey: But we can we'll clarify the grades through there.

Comstock: Okay. I just didn't want it too steep and falling off and that's why I didn't know if it was remaining, so thanks. My next comment, I noticed you have a lot of Class 5 pipe. Maybe this is the reason but I noticed there's quite a bit of pipe that doesn't meet our 2' minimum of cover.

Cooksey: Yep. Yeah we have a very shallow outfall.

Comstock: Yep.

Cooksey: As you can see, it's 3' to connect to the system. That's kind of what the existing system on site is. You know I know this is kind of a low corner already and our site's higher than that but that was kinda the idea is the current site all drains to this corner so we wanted to maintain the existing flow patterns and so that's kind of why we went with the Class 5 because of the you know we're right around 2' of cover for the top end of the runs.

Comstock: Derrick, they're showing Class 5 pipe which that's what I've always done in the past. Are you okay if are we gonna require a formal variance on all that for that cover?

Inaudible reply.

Comstock: Okay we're good with that.

Cooksey: Okay.

Comstock: We just don't wanna get too far under.

Cooksey: Yeah you know and it's not, we're not gonna be impacting the pavement section. It's just you know it's similar to what you said. It's our standard that once we get below that threshold to go with the Class 5 'cause

Comstock: Gotcha.

Cooksey: ...you know we don't want any issues but unfortunately we're kind of hamstrung with it is the lowest pipe and (?) we think it's currently going and it's you know less than 3' deep.

Comstock: My next few comments I think Shelly already addressed. 6" minimum lateral, sanitary lateral, 1.04%..

Cooksey: Uh huh.

Comstock: We talked about the INDOT right of way permits. My comment number 8, the grease interceptor, we have a thousand gallon minimum. My number nine or my next comment is again on your storm design, it I noticed that you show time of concentration at 20 minutes for per inlet.

Cooksey: Yeah that was ...

Comstock: Is that, what, that seems very high to me which definitely changes your drainage calcs.

Cooksey: Yeah we can update that.

Comstock: Okay.

Cooksey: I mean that's a lot of the municipalities we see they have a commercial minimum of 20 but we can model it as you know a ten minute time of concentration or less.

Comstock: Our minimum I believe is 5.

Cooksey: Okay.

Comstock: So if you need to do a sheetflow calculation but I think given the size of these basins it would be close to 5.

Cooksey: Yeah no it's....

Comstock: So just please look at that. And then also when you do that TC then that's gonna change your I believe your intensity so just please take a look at that 'cause....

Cooksey: Yeah.

Comstock:my concern is some of the storm well, I'll get to it in my next few comments. Actually it is my next comment. So if you look at the existing condition, I forget how many acres the entire site is. Only half or maybe even a little less than half actually drains to that northeast corner.

Cooksey: Okay.

Comstock: Once you get past what is now your gas pumps I believe it is....

Cooksey: Yeah.

Comstock:that site falls west. So none of that water actually gets to that northeast corner.

Cooksey: Okay.

Comstock: So by doing that, we're basically flipping watersheds here and we're sending more water to an inlet that doesn't go there and actually you can kinda see that it's happening because it's one of my next comments is you guys have an 18" pipe connecting to a structure that outlets with a 12".

Cooksey: Uh hmmm.

Comstock: So we think that...we agree with you that you're decreasing your impervious but given that we're kind of bucking watersheds here.....

Cooksey: Okay.

Comstock:we think that there needs to be some kind of detention just to offset that flow that didn't go there in the existing condition.

Cooksey: Okay.

Comstock: We are fine with any kind of underground detention. You might be able to do some cost savings. Get rid of your water quality unit, use isolator row. I know that fabric's gonna be way cheaper than a water quality unit so we would anticipate seeing some kind of detention there because as Derrick can attest to, that line we actually have some flooding issues on that line already and the last thing we wanna do is double the amount of water that's going there now.

Cooksey: Okay.

Comstock: Again, this might take care of itself but I didn't see any detail or sizing calculations on the water quality unit, so....

Cooksey: Yeah we can add that.

Comstock: Again, if you happen to switch over to an isolator row, then that's not needed but I just wanted to comment on that one. And that is it for me and I'll hand it over to Darin with fire.

Moore: This is Darin Moore, fire inspector for the Shelbyville fire department. What's the business operating hours? Is it 24/7, 365 or is there days you're actually closed?

Cooksey: Yes. No, 24/7.

Moore: Never closed?

Cooksey: Never closed.

Moore: Okay. The existing public hydrants is good as far as the coverage we need for where you're putting the building.

Cooksey: It, I believe so. I think there is....

Moore: No I'm saying I'm good with it.

Cooksey: Okay. Perfect.

Moore: Yeah. There is 2 KNOX boxes, one on the dealership and one on the maintenance building. I don't know what you're gonna do with those. I mean they're kind of costly. I don't know if you wanna reuse one on your building or not. That was gonna be my suggestion but if you're open.....

Cooksey: Okay.

Moore: you know 365 days out of the year, it's not really required. And then fire apparatus access looks good to me. And I do have, I don't know if this is the people I need to ask, the existing dealership building, I had a training request to use that building for some training before it gets demoed.

Cooksey: Todd, any issues there? I mean we can talk about it later but

Moore: 'Cause we do have a key to get into that dealership building currently in the KNOX box if you guys would allow us access for that. I mean they would just be doing some blind drills and search drills, nothing too major.

(?): I generally don't have a problem with that and happy to help the community you know for you guys to do firemen training. So yeah we can work something out separately here.

Moore: Okay I appreciate that and other than that, that's all I've got.

Cooksey: Perfect.

Miguel Morales: Good morning. Miguel Morales with Indiana American Water. No major notes to address. Just a quick question. Once you have the water demands for this building, if you could share that. Just trying to determine whether or not we'll be using some of the existing services that are there for the existing properties or we'll be making new connections. Just based on (?) alone so once you have.....

Cooksey: Okay.

Morales:your supply needs, just let me know and we can coordinate on that and make sure we have the water that you need.

Cooksey: Yep we can supply those demands.

Comstock: Alright. And for planning?

Evans: Yes hello. Mike Evans, deputy planning director. I wanna start with the commercial standard section 5.9, sidewalks. I know you and Tyler spoke briefly. Sorry, I'm getting a little echo so let me pull this back. Our big concern is how that connection between Amos Road and the front of the building navigates underneath the canopy....

Cooksey: Uh huh.

Evans: without interference with the fueling stations and the like. So can you explain that just a little bit please?

Cooksey: Yeah we will put together a full comprehensive ADA plan for the site and that's the Wawa standard as well. So essentially the entire underneath the canopy has to be ADA compliant. So how the access works is from the front door through the ADA spaces there's the ADA compliant path. There's an ADA compliant path from the loading to the canopy. The entire canopy is compliant so they can make any movement they want. It's 2% in all directions so there's not even a specified path so they can maneuver and once they get to the other identified walk, you know we're compliant across there and then to the right of way as well. So there's a full you know even beyond you know the ADA specs that you guys are looking for, Wawa themselves internally to accept the project requires us to do a full ADA analysis on their site of not only just the path to the right of way but around the building, under the canopies as well as the air compressing station, things of that nature. So we'll make sure that's included in the next submission.

Evans: Okay and then also we suggested that you might consider adding another public right of way connection sidewalk from St. Rd. 44 to, sorry about that....

Cooksey: Uh huh.

Evans:St. Rd. 44 to the west front entrance just to alleviate a lot of that street traffic walking across the parking lot to get in. At least you'll have dedicated access to get into that area as well.

Cooksey: Yep we can look into that, no problem.

Evans: And then we wanna remind that we have, we require 6' sidewalks in front of the building. So it showed a few cafe tables out there. We wanna make sure that that does not restrict that 6'.....

Cooksey: Yeah I'm not sure if we actually use those cafe tables anymore. Patrick, do you have any insight if they actually use....

Patrick (?): No, we're not using those anymore.

Cooksey: Yeah so we'll remove those from the plans. I don't think they have those anymore so...

Evans: Okay and then we also, the dedicated storage for your ice machine, propane, etc. and we are recommending the wing walls so that way there's that dedicated area. That's on that southwest side of the building I do believe.

Cooksey: Uh huh.

Patrick: Yeah.

Evans: And we understand you're working with a tight lot so you do have the drive separations that don't currently comply so I assume that you'll go to BZA for a variance on those curb cuts even though they're existing and you'll need to.....

Cooksey: That was my questions was was it required to get the variance because they're existing locations or because we're improving them we have to go there.

Evans: Yeah, improving. And also while we're talking about that access, I know that one of the those lots has a cross access easement that was for that property to the southwest. I just wanna make sure you're not showing any type of cross connection there. So if did you guys buy out that easement?

Cooksey: There was no easement identified in our title search so I believe it's been vacated or removed.

Evans: Okay and then moving over to landscaping standards, excuse me, first and foremost we require a buffer yard between the existing lot to the west so that should be buffer yard one. And then buffer zone or excuse me, number three for the residential. I'm having trouble with my own notes here so and that was not identified as well as the screening around the transformer. I just wanna make sure you saw these notes, pointing out the highlighted ones.

Inaudible comment.

Evans: Is that a yes?

(?): Sorry he froze up. He'll be back in a second.

Evans: Okay.

Comstock: One thing I'll note and I forgot to say this beforehand and I'll reach out to the Lumberman's fellows as well as we will be sending our comments over. We haven't sent those beforehand.

Cooksey: Okay so I apologize for that. My internet jumped out. Hey, can you guys hear me?

Evans: Yeah. I just wanna make sure you did see all of our notes that we submitted.

Cooksey: Yes I downloaded the comments. I was able to get those.

Evans: Okay. I'm gonna point out just some of the highlights but they're all listed there.

Cooksey: Okay.

Evans: When we get to parking you had said that earlier in your comment to I believe it was to Derrick or Tyler. We show that you are way over on the parking lot so that's gonna increase your landscaping needs. We only calculated not counting the fueling areas as parking that we only showed that you were required to have 22 or 23. I'm trying to find that note.....

Cooksey: Yeah.

Evans:and you are.....

Cooksey: We had 22 spaces.

Evans: Yeah you're at like 43 spots so....

Cooksey: Yeah.

Evans: So then that actually if you're at 130-160% over, that requires additional plantings. So I did not know if you wanted to reconfigure and reduce some of that parking or if that was just a Wawa standard parking.

Cooksey: This would be the Wawa standard parking number so we'll make sure that additional plantings are added.

Evans: Sorry about that. Oh and then there were some setback standards on that side and you do have the two front streets between St. Rd. 44 and Amos Road.

Cooksey: Yeah.

Evans: So I know that's a little difficult.

Cooksey: Uh hmm.

Evans: But so that one also may require a BZA trip as well, a variance on that.

Cooksey: For which one?

Evans: Setback standards. You have that front parking.

Cooksey: Oh yeah, yeah.

Evans: It exceeds. And the same way with I believe the ones closest to your vacuum and air, the northeast corner. Those extend as well. That St. Rd. 44 right of way extends quite a bit.

Cooksey: Yeah, understood.

Evans: And then lastly obviously is the sign standards. You had listed a pylon sign on that corner and we do not allow by right pylon signs. Everything is monument signs. That also would have to go to BZA for a variance on that as well.

Cooksey: No we can go with a monument sign. That's fine.

Evans: Okay and that's all I have right now.

Comstock: Alrighty, does anybody have anything else? Did you go?

Inaudible reply.

Comstock: I'm sorry; they're running together. I think that, did you have something?

No audible reply.

Comstock: Oh one more from waste water.

Higdon: Are you, I know we can talk about this at a later time but the buildings that are already existing and when you tear those down, you're gonna do a new sewer line from the new Wawa. It sounds (?) say it out loud, don't it? Sorry. Are you gonna cap those sewer lines or are you just actually digging those up or have you thought about....

Cooksey: We've not thought about it fully. Generally what we do is we cut and cap them.

Higdon: Okay.

Cooksey: If that's allowed. Otherwise we would remove them to the main.

Higdon: Okay. Capping is fine.

Cooksey: Okay.

Higdon: And then the permits and stuff come from our office and then we just inspect where you tap on. And we'll wanna make sure those are capped. That's it.

Cooksey: Perfect. As far as next steps here, you know we can we'll address all these comments and then is there a deadline for the next meeting that we need to submit by?

Comstock: I believe what you, so what we'll do is all the TRC review members will send these all either to Adam or Mike. We'll get all of these to you collectively....

Cooksey: Okay.

Comstock: ...so that you can then address those. As far as the meeting or review itself, when you go to you can resubmit these individually as you're addressing everything like for instance you can send them to waste water as needed or you can send 'em to myself or engineering. But unfortunately because Adam's not here, I think all of these, Mike might know. Do we, these all have to be addressed before Plan Commission. Is that what it is?

Evans: Yes. It's Mike Evans again. What you would do is submit it for BZA.

Cooksey: Okay.

Evans: And I can send you that information later on the variances that you know you're gonna need to because we would have you go to BZA first and then go to Plan Commission. So it seems like most of this stuff is just variances for BZA...(inaudible)...those filing deadlines.

Cooksey: Okay, great.

Comstock: Yeah it's fairly flexible.

Cooksey: Okay, perfect. If you could just send that over, Mike we can you know get that ball rolling there and then we'll get the rest of the stuff revised as we get those comments.

Comstock: Alright, thank you. And I think that's it for Wawa. Next Reed, if you want to

Cooksey: Yep, no problem.

Comstock: Yeah thank you for sharing and we'll pass things over to Kylie.

Cooksey: Yep, thank you guys.

Comstock: Thank you.

(?): Thank you.

Comstock: The next project is project Bobcat. It is industrial out at Mausoleum road. Kylie is online and looks like Mike is on here as well so I will kind of let you do a brief introduction.

Kylie: Can you guys hear me?

Comstock: Yes.

Kylie (?): Alright, if you can see my screen here we have an 183,000 approximately square foot facility here for cold storage. There are three other facilities on site. There's a pump house here and we have received addresses for all four. There's a tractor maintenance facility here and then this is a pallet jack charging building. We have railway access which we are showing on our plans. There are two detention facilities that will detain everything from the site discharging to our alpha location. Which is existing at this road/ intersection here. All of our utility connections will come from Mausoleum Road other than electricity which will come from the north here, at least that's the plan. We are going to be coordinating with the future Mausoleum Road project, that is not a part of this project but the road will be widening as a part of the city's project and we'll be adding some turn lanes in three to coordinate as well. So that's the rundown.

Comstock: Alright, thank you and we will start with Derrick.

Byers: Good morning or afternoon. Derrick Byers City of Shelbyville Storm Water Utility. I sent you the review form from last week, other than that I did not have any other comments at this time.

Comstock: Alright, Shelly with wastewater.

Higdon: So the plans show us an 8 inch sewer line coming from the facility?

Kylie: Yes.

Higdon: So we would just need an 8 inch cleanout within five feet of the building. I don't know what size your water line is but our permit, the tap one permit would coincide with water line size and that comes from our department and we would just... So is there any... Is this just a storage facility? It's not actually producing anything?

Kylie: Correct. I do have a question I guess. At this pump house on a similar project we had to provide an oil water separator here. Do you know if that's required?

Higdon: An oil water separator?

Comstock: I'm kind of going to butt in Kylie. So at the pump house, Miguel might be able to speak about some of this but so I'm guessing they have pressure or water demand issues given that this is a dead end of the water main. So this pump house is needed for their fire suppression system . I'm guessing that there's maybe certain machines in there for those pumps that might have some lubricants. Do we require that oil water separator or basically it's a grease trap outside of that. Have you guys ever run into that?

Higdon: We do in like our maintenance buildings and things have to have an oil separator.

Comstock: You guys want one there as well?

Higdon: I would think so.

Comstock: So Kylie we will want that oil water separator there.

Kylie: Okay yeah. We are showing one just because I figured that's pretty standard in code. Obviously it's not going to be in use but it is in like an emergency situation if there was a spill in there. So that's what they show.

Comstock: So then kind of going back you probably heard on the last couple projects that we have a thousand gallon minimum for that one.

Kyle: Okay. Did you say you were okay with the 8 inch being run throughout the site? We did that just for minimum slopes.

Higdon: I mean that's better than smaller so... but did I see there's a 4 inch water line going in up here, domestic water line 4 inch?

Kyle: Yes.

Higdon: That's major large. I mean for a tap permit for our side it's going to be a lot more money too. Just FYI.

Kylie: Yeah as you can see on the plans the reason for that is we're just running it all throughout the site to have a .45% slope instead of 1 % gets us that extra depth without having to stray away from gravity. So that was the purpose there.

Comstock: Kylie can you walk through um I'll kind of get into it with my engineering comments but that connection to the existing.

Kylie: Yeah so that existing sanitary is on the south side of the road. It's an extremely deep interceptor there about 20 ft deep. So we'll bring it across to the east and then come north into our site. If you can see that.

Comstock: So Kylie that was something that we were just talking about. So that portion when you come into, it's mostly staying within the right of way. Is that all going to remain private? Is that the intent?

Kylie: That's the intent, yep. That's why I wanted to make sure we're okay with that 8 inch because sometimes when it gets to an 8 inch people might want to see it as a public but it's just servicing the site. Our intent was that it would be or would remain private and maintained by the owners.

Comstock: My question is... I'm going to open up a can of worms for us here. Shelly and Kyle, do we think that last stub... Can you zoom in there for me Kylie? ...from manhole 8 yeah manhole 8 to existing sanitary sewer connection. Do we maybe want to upsize that so if those houses were to develop they have connection into that? I would hate to put that there and basically just block everything to the east on the south side of the road from being able to connect. Versus they can tie into sanitary structure 8. Be able to service those as well. Do you guys have any thoughts on that?

Higdon: So I'm coming in late on this Bobcat. I wasn't in the preliminary meeting. So do we know what the flow is going to be coming from there? Like an average flow?

Kylie: I don't have flows yet.

Comstock: What's your acreage?

Kylie: We are at about 58 acres, 59 acres.

Comstock: This is very very rough but IDEMS sanitary calcs for like sanitary sewer analysis assumes 500 per acre which is about 29 ½ thousand gallons per day. So that's a rough estimate. Will they actually have that? Probably not given it's a freezer facility but.

Kylie: And we're not using half the property.

(?): ...

Comstock: Is that Brad?

Brad: Yes, hey Tyler.

Comstock: I thought I heard you. I just want to make sure we're not pigeon holing ourselves for future for that last run there if that makes sense within the right of way. That's something we can definitely work together on. Does that make sense, Shelly? Kylie and Brad and Mike I see you're on. We'll talk about that kind of maybe bigger picture and we'll let you guys know... yes on that run right there... we'll get back to you on that one because the last thing I want to do is just block access to that existing sanitary. I'd rather we work together and maybe the city says "hey we'd like to see a 12 inch, give us a 12 instead of an 8." And then it covers all of that so I think that would be a better end game. Does that make sense for everybody?

Brad: Yep.

Kylie: Sounds Good. I know this is a 36 inch currently so I know it definitely had capacity for this. Is at least what we were told in the preliminary discussions and everything but yeah it's up to you guys. Just let us know if it has capacity to service these.

Comstock: We'll work with you on that and we'll get back to you on that one. Sorry, back to you Shelly. Is that it?

Higdon: Yeah.

Comstock: Alright um Tyler again city engineer comments. So the first one is just a very brief and simple thing so Shelly is our new wastewater superintendent. So on your utility contacts please have Shelly on there. Kevin is no longer here. So that when all this comes time for construction they can reach out to the right person.

Kylie: Will your contact info be in the comment letter?

Comstock: Yeah we'll get it to you.

Kylie: Okay perfect.

Comstock: Yeah we'll send you a (?) and all that and make sure it has everybody. Number two if you can zoom into your office where your ADA parking is. So we have a group, it's called Livable Communities and they review ADA compliance within a site and they kind of offer us some feedback. You're not required to make these changes, these are just some comments if you could take them under advisement. Are those ADA spaces all intended to be for the use of that office to the north?

Kylie: Yes.

Comstock: As long as this isn't an issue, do you think we can split some of those up? Even if it's just two to the north there for a shorter route?

Kylie: Yeah um...

Comstock: As long as you don't have grading issues.

Kylie: I don't think there's a grading issue there. I think the reason we didn't originally is because this little bump out with adding that ramp in.

Comstock: Okay.

Kylie: So they wouldn't be right up against right here, they kind of be spaced out there. So we just have to add in two more ramps. We were just trying to keep them all localized.

Comstock: Okay, you're fine and again these are just comments that we get from this group and we just like to share them. They're not requirements but they would just ask that. Oh also the bike rack, they were concerned that if we put an ADA space there with the bike rack so close does it make sense to maybe move it off the space so that the driver can open their door fully and not hit a bicycle tire? Just a couple of things they were concerned about. Next the walk entrance. If you can scroll down to your eastern entrance, that right there. So that walk connection. What is the intent of that walk kind of stubbing out there.

Kylie: Yeah so they just did another facility or a few other facilities and they've had basically people coming in with ride share or Uber. You know employees coming in car pooling and whatnot and getting dropped off. So this is kind of a solution they came up with on the last project to kind of have a pulloff lane that's safe for turning movements and making this turn around and then providing that ADA access to be able to be dropped off. Then you're providing that access all the way up to the office.

Comstock: Okay I wasn't sure if that was for future connection to the right of way or how that works so I was just curious. I haven't seen that one. If you look at your grading plan on that one I think this is probably more for Mike. I think there's a little bit of a bust. I don't think the curb height has been accounted for so just take a look at that one. Looks a little steep (?) slope. My next comment is your storm coming into the ponds. It appears that all the inverts are actually

lower than your normal pool. Looks like the inverts coming in as well as your equalizer pipe. See how the 63.75 is lower than the 63.86. So I don't know which one is correct. I think the 63.86 is what it's supposed to be but I just noticed that those were below normal pool just a hair.

Kylie: Yeah we'll make sure those match.

Comstock: Okay. On the east side of the site along that entire drive. What is the intent? So you have the curb turnouts that push the water off to the east. How is that water then collected? Are you guys going to add a swale or anything to get that water?

Kylie: Yeah there needs to be swale line work added in here but the intent is we need to add the flow line in but before we tie into existing we're swailing it to this end section which gets into this area.

Comstock: Okay It just looked like it was only like a .3% slope to get all the way up to that culvert pipe.

Kylie: Yeah we made it .5% minimum. It should be at least that but we need to add all the spots and everything to help you guys decipher that.

Comstock: Okay and then for that culvert pipe. If you look at the west end section I think it's lower than the existing grades. So I just wanted to point that out, that you might be trapping water there a little bit.

Kylie: Okay.

Comstock: I think we spoke about this earlier that the intent is for that water to come across and help keep wetland wet and that is fine if you're trying to keep all that existing. I just want to make sure that's not too low that we're then backing water up.

Kylie: Yeah no that's a good observation. We'll grade it out so that it does drain and make sure that we are matching existing to wherever we need to get it to flow to the right spot.

Comstock: Okay Your east normal pool, I think there's a typo on that label.

Kylie: Yep.

Comstock: The sanitary connection. I think this one might work itself out because that is so deep will there need to be anymore additional easements required to construct that? Given that it's right there at the back of the right of way line. Have you started any coordination with that property owner to the south? Because that's 20 foot deep I think you're going to kind of get into that property. I just want to make sure that doesn't become an issue.

Kylie: Yeah we haven't started that process. I think that'll be kind of going along with the roadway project since we have our utility coordination people on board with that. So we'll probably lump that into that discussion.

Comstock: Okay. Again with that discussion, this might not even be needed but if it becomes a chance that we can shallow that up, you can work with Kyle and SHelly on any kind of drops as needed. We'll have additional coordination there. Back to that sanitary because it is so deep anything beyond the 15 foot depth will be SDR26. I think you show all SDR35. Oh 26.. I think check your profiles because I could be wrong but just a general comment. Anything beyond 15 feet needs to be 26.

Kylie: Yep.

Comstock: On the storm sewer... oh sorry on the ponds I see a detail for the spillways but I don't see any labels. I know it's kind of... I can see with the contours and everything where the spillways are supposed to be but for the contractors I want to make sure that that's labeled in there and then they know on the erosion control plan where to put that riprap and everything.

Kylie: We'll show the extent of the riprap too in our erosion control plan.

Comstock: Yeah I just want to make sure that's not missed. Thank you. Again to the report check the elevations in the report. I think there's some going back to that 63.75 versus the 63.86. The report kind of goes back and forth so I want to make sure everything jives together.

Kylie: Yep.

Comstock: Then my last comment is if you go to the landscape plans, I think there's some landscaping in your ponds.

Kylie: Nice.

Comstock: Now I didn't know if it was intended to be this way, if these are some kind of watering plants but maybe just bring those up above.

Kylie: Yeah I'll bring that up...

Comstock: Okay.

Kylie: ...maybe he was confused with our normal pool versus the top of the bank.

Comstock: Okay I just didn't want that killing all of your plants.

Kylie: Yeah.

Comstock: Haha... That is the last thing that I have. I'm gonna bring in Zach with Rush Shelby. I almost said Duke Energy Thanks.

Zach (?): So hey Kylie, as far as the plans for our Shelby go, I know we were supposed to have a meeting with Brad and Scott last week. We never heard anything back from that but we wanted to make sure to go ahead and reschedule just so we could kind of finalize a plan for us on that service entrance. As far as the site we wanted to stay on that north side because that's where our existing lines are at with the road construction that would be happening on Mausoleum. That requires all of our poles and we're underbuilt on Duke Energy's transmission line there so that would also require them to look at moving their poles. That's why we want to stay on that north side with the existing circuit just so we don't cause more headache in the future. As far as the west side of the property goes, I believe that's where you guys talked about serving the site.

Kylie: Yep.

Zach: Is that still the case?

Kylie: Yes the transformers will be over here.

Zach: Okay.

(?): and the generator.

Kylie: and the generator, yep.

Zach: Then on that west side how far over? I saw where your construction limits were at, is that where the rest of the ground will be undisturbed, all the trees and stuff will remain?

Kylie: You're saying over here or to the north?

Zach: To the west side, yes.

Kylie: To the west we're going to tie in as quickly as possible to keep that tree line and as much as the wetland as possible.

Zach: Okay that works. I was just trying to figure out how we'd go about trenching or boring that.

Kylie: Yeah I think what we had discussed was it would be best to cross the rail and coordinate that with the rail designer and CSX.

Zach: On the existing east side where both Rush Shelby and Duke are, we have to coordinate that we already know the specs so if we came back to that west side we'd be fine there as well. Besides that I think we're all good from our Shelby side. If we could go ahead, I'll make sure to

get with Brad and Scott after this and then we can coordinate an internal discussion with all of our teams to come up with a final plan.

(?): That sounds great Zach. Thank you very much.

Zach: Awesome, thank you.

Moore: Darren Moore, fire inspector for Shelbyville Fire Department. Kylie the premeeting you had I think helped out a lot for sure. Could you go to C400 on the print?

Kylie: This is C4... C401 maybe?

Moore: What'd she say?

Kylie: This is CF400 that I have.

Moore: Yes, okay the hydrant there on building 988 I think you call it the maintenance building. Is there any other location we could place that, that would make it one and a half times away from the building? I know that's all pavement through there correct?

Kylie: Correct, my only thought would be striping out one of these stalls but I still don't think that gets you one and a half times away. The hard part is there's just no other stalls around to strip and then it would just be kind of in the middle of the truck movements.

Moore: I mean I figured that's why you placed it there is because there's no other secure area to put it.

Kylie: Yeah but if it would make you comfortable to stripe one of these out you know and get it even a little further just let me know.

Moore: Yeah, yeah go ahead, why don't you do that as long as you know you can. If you have to put pipe (?) around it or whatever...(?)

(?): You have to adjust your parking counts then Kylie.

Moore: Okay and then as far as the FDC location that we discussed.

Kylie: Yep.

Moore: Is that what I see close to the hydrant right there?

Kylie: Yes sorry that's not labeled on this one but that's where it is.

Moore: That's fine but whoever's installing this should know but that has to be plumbed on the discharge side of the fire pump.

Kylie: Plumbed on the discharge side of the fire pump.

Moore: Yes, I mean whoever is installing that should know that but because if the fire pump was to go down or all the valving and stuff involved in that, the FDC needs to be on the either side of all that.

Kylie: Yep, sounds good.

Moore: Then as far as Knox boxes that's something we can discuss as the buildings are being constructed. You know what certain doors or whatever makes strategic locations to put those up. Then the only other thing I have, I can't remember if we talked about the gate, are they manual, automatic or?

Kyle: They are automatic. I think all three are. Correct Brad and Scott?

Brad (?) & Scott (?): That's correct.

Moore: Have you guys ever installed in the past the Knox key switch? What that does for us is you guys have your own access to it but then this Knox key switch that we all carry in our apparatus the key to. We can go in and go from normal to emergency mode and it'll raise the gate. Then once we are done we put it back in normal mode and then it's just back to normal operations that you guys would normally fall under.

Brad & Scott: Yeah I can't say that we've done that but we're not opposed to it I guess.

Moore: I mean what I looked up and saw they're only \$150 a switch. So it's nothing astronomical costwise. I just don't know about the installation part of it.

Brad & Scott: Knox... What'd you call it, key switch?

Moore: Yeah it's a Knox gate key switch and you can look that up on the Knoxbox website to see what they're talking about. It's just a simple solution for us to have access because there's no guard shack correct?

Brad & Scott: Correct, there's not a guard shack no.

Moore: Okay. How would your employees get in? Is that a swipe card or a code punch in?

Brad & Scott: Yeah. right. The employee entrance which is down by that drop off. So there's a gate right above the employee drop off area. See there is a little island there cut out... I don't

know if you can highlight it but that'll be a security gate there. Then there will also be one on the main gate for the sidewalk that crosses it.

Moore: Yep, as far as our apparatus can access those gates. I think you're going to find it's going to be cheaper than me saying we need a Knoxbox at each of those gates with a key in it or put a code in it for us to use. So I honestly think the key switch would be a simpler solution and probably cheaper solution.

Brad & Scott: Okay we'll work with you on it no problem.

Moore: Other than that, that's all I got.

Comstock: Next, Miguel with water.

Morales: Hey good morning, Miguel Morales with the Indiana American Water. As you know I think we've worked a little bit already on the design of the fire service and getting that with our engineering to be reviewed and we're working with the city on the water main extension so outside of those conversations I don't have anything to bring today.

Brad & Scott: Thanks Miguel.

Comstock: Thank you. Now Mike or...

Evans: Yes, Amber reviewed this project and she'll conduct this.

Amber Bassett: I'm Amber Bassett with Hometown Initiatives, helping out the city of Shelbyville's planning department. Just some kind of Highlevel questions about the semi-tractor trailers and storage. Obviously you have a ton of parking spaces for those but I want to confirm that none of the tractor trailers are being used for on-site storage? That's all just for delivery purposes?

Brad & Scott: That's correct.

Bassett: Okay, the fence you have a note to it. Was there a detail in the construction plans or was that just the architectural plans?

Kylie: They will be in the architectural plans.

Bassett: Okay, if we could... It said it was 8 feet, it had some barbed wire right?

Brad & Scott: Mhmm.

Bassett: Okay, then that should all be fine. We'll just want to check that for the architectural to make sure those line up.

Kylie: We'll submit that with the resubmittal.

Bassett: Okay, sounds good. This one's an interesting one. We kind of went down a rabbit hole. The fire pump building, is that more mechanical than accessory structure correct?

Kylie: Correct.

Bassett: Okay and that is within the fence so that shouldn't be too much of an issue. We were just trying to debate whether it was permitted to be there based on where the primary structure was sitting and yeah. So that should be fine since it's in the fence. Do you have a timing on the future expansion?

Brad & Scott: Not at this time.

Bassett: Okay, that just kind of plays some interesting facts with the parking and which I'll kind of get into a little bit. If we could get the height on the other two accessory structures to make sure those are compliant, that would be great.

Brad & Scott: Compliant being less than...?

Bassett: It's permitted to be up to 50% of the height of the tallest primary structure.

Brad & Scott: Okay.

Bassett: So your primary structure is like 51 feet. So you would have 25 feet and some inches there that those are permitted to be without a variance.

Brad & Scott: Okay. I don't know, we can look that up Kylie and probably just look at one of the other projects.

Bassett: Obviously you're not going to get anywhere near lot coverage but if we could get the area calculations for all impervious surfaces and then also the lot coverage calculations that would be really helpful.

Kylie: Yep, when you say lot coverage calculations, just impervious... (?)

Bassett: Yep, impervious. Entrance and drive standards, 36 feet is the maximum width at the right of way line and it looks like those are all 42 plus feet. So a variance will be needed for those and then the separation distance from each other shouldn't be an issue. I wondered about the separation distances from the driveway on the south side of Mausoleum Road though. It looks like some of those are marked there but I couldn't get a calculation so if we could get those to ensure that there's enough separation and or they are aligned with each other that would be really helpful.

Kylie: So we did talk to Adam about, like we confirmed the 150 foot in between these three drives. He didn't mention separation along these since they're all residential...

Bassett: Okay.

Kylie: ...because some of them weren't picked up because they're all... I don't know if this one had one because it's agg but these three I believe are residential and I don't think we'll meet that 150. Like there's one there but Adam didn't seem to think that was or would be an issue in our earlier discussions.

Bassett: I'm walking in the middle of this project, so if you've had conversations with him and confirm that then that's fine. I just want to make sure that those were accounted for.

Brad & Scott: So do you see any issues with getting the variance for the 42 foot curb cut width?

Bassett: Mike, you might have better experience with this. I know in previous industrial sites that I've assisted with, they've applied for a variance and I believe they have been approved but Mike you might have a better understanding.

Evans: While you will have to apply for a variance, I don't see a problem with that being approved.

Brad & Scott: Okay, so we'll just have to factor that into our timing, Kylie.

Kylie: Yeah is that a separate process or is the variance just a letter that gets submitted with the plans?

Bassett: That's a whole separate process. So it has to go to BZA first to get those approvals and then come back and go to the plan commission.

Brad & Scott: So that's going to add some time.

Evans: Yeah but BZA meets two weeks before plan commission so it would fall right in step.

Brad & Scott: Oh, okay.

Bassett: Mike, is that filing deadline for today? For BZA?

Evans: For the June meeting, yes, the filing deadline is today for the June 10th BZA meeting.

Brad & Scott: So when would the next meeting be?

Evans: I don't have those dates. I can send that to you in an email.

Brad & Scott: Oh I think we have them somewhere. It's roughly a month later right?

Bassett: Like July 8th or something like that.

Brad & Scott: Then the planning commission meeting would be two weeks after that?

Evans: Correct, yes.

Brad & Scott: Is that right?

Bassett: I believe so. Mike, I'll have you confirm that one.

Kylie: Is it just an email submission for the BZA because if the deadline's today and we have our site plan and just need to formalize a letter we could get that in today.

Evans: I'll send you that after this meeting and see if you can make the deadline today.

Kylie: Okay.

Evans: Alright.

Brad & Scott: Thanks Mike.

Bassett: I'll move on to environmental standards. Once the wetlands have been remediated, we'll want all those documents for the city's files. I did note on the document called concept design 4 there was a floodway that was shown near the railroad. I just want to confirm that that is not correct.

Kylie: The architectural drawings maybe?

Bassett: Yeah, I don't know if they have those confused with a wetland but it showed up as a floodway and that is not correct.

Kylie: On one of these sheets maybe?

Bassett: Yes right there.

Kylie: Nope that's not right. We'll have them remove that. Really they shouldn't need this sheet anymore anyways. Okay.

Bassett: Fence and hedge and wall standards. Is there a dumpster enclosure? I missed that detail if there was.

Kylie: There's not a dumpster enclosure. There's going to be trash compactors I believe.

Brad & Scott: There's a dumpster up by the vehicle maintenance building.

Kylie: Oh yeah we do have one here.

Bassett: There was another one that looked like a dumpster on the west side.

Kylie: Yep you're right. Two dumpsters.

Bassett: So those will need to be inclosed if we could get those details for those as well.

Kylie: Yep.

Bassett: Let's see we already talked about the heights. If we could just get... similar to what we talked about earlier, a statement saying that all the industrial standards in UDO 5.25 are met with vibrations and noise and all of that, that would be perfect.

Kylie: A statement you're saying?

Bassett: Yep, some kind of statement that those standards will be complied with and to make sure that that's on book for the records.

Brad & Scott: So let's just get that to Raphael, Kylie.

Kylie: Okay. With your comments will you send that? Will it be the section like you'll reference it?

Bassett: Yep, we will definitely reference that section.

Kylie: Perfect.

Bassett: Landscaping standards for tree preservation. It looks like you're keeping as much of that wooded area on the west side as possible. That will help you in the buffer yard requirements but we do need some of those calculations so we can ensure that those buffer yard requirements are being met.

Kylie: Yeah, so that was something that Luke, our landscape architect, was going to coordinate with Adam on but then he was out so the timing just didn't work. We don't have a tree study on file and we weren't intending to do one or a tree survey. So he was going to discuss in more depth with him on that but it just never happened before he was out. There might have to be more to come on that.

Bassett: Yep, that is totally fine. Let's see, the foundation plantings are fine. We talked about that. You have the calculations for the required parking lot interior area. If we could see those calculations played out to know that those... you're getting that or you're using that 10% as opposed to one of the other percentages that would be great. Based on the area provided you

are missing one shrub. If we could add one shrub there and then the adjacent properties that are zoned A2 even though they're county zoning they still require a type 2 buffer yard. Like I discussed, those existing tree lines should be able to cover that but without those calculations it's hard to know. We already talked about the dumpster enclosure. The lighting, the photometric plan that was submitted wasn't particularly clear on where the parking lot and the wall mount lighting are. It also didn't provide any details on the light itself. Whether it's full cut off at 90 degrees and what the height is. So if we could get those that would be super helpful.

Comstock: Yeah, Kylie when I was reviewing as well I think the symbols are very very small. I was trying to look for conflicts between utilities and the lights. If there's a way to highlight that, I think it'd be appreciated.

Kylie: Yeah, we can.

Bassett: If we can get the readings all the way down to the right of way. I assume that the readings aren't going to go that far but if we can just confirm that they're in compliance. That they are all the way down to the right of way. Even where they're showing that it spreads out into the road, if we could get those that would be helpful.

Kylie: There's no other lights on the road.

Bassett: Right but it has that light and then it shows the photometric readings and then that boundary. If we could get that all the way through that boundary.

Kylie: Okay.

Bassett: Parking. We kind of went down a rabbit hole with this one a little bit of what you guys show, which is the 200 or nope... the one per employee which was 120. If we just did that you guys would be... Mike, how did I come up with that calculation? Hold on.

Evans: When we were talking...

Bassett: Oh you were going to be way over. So your minimum was saying it was going to be 120 after your expansion it was going to be 228. That would have required a significant amount of landscape, more landscape because our ruling of the 130-160 is so much more percentage landscape. So what we're asking is if you add... There's another additional requirement of one parking space per 250 square feet of office space. If you add that to that 120 your minimum would be 192 parking spaces so that would negate that increased landscape standard if you did that.

Kylie: I'm not following 100% because then you're accounting for double the standard, you're accounting for the square foot and employee which doesn't quite make sense to me.

Bassett: Right, so you can add two of them on the way that that reads. Doing this would allow you to have less landscaping. So if you just do 120 parking spaces you would be required to double the landscaping in the parking lot areas, so we are trying to negate some of that for you.

Kylie: By adding 50 spaces?

Bassett: By adding 72 spots, well you wouldn't have to add any. This is just the calculations for the minimums.

Kylie: Oh, I see.

Bassett: You exceed the minimum barely with the expansion. Does that make sense?

Kylie: Not really, but maybe when I see it written out it'll make sense.

Bassett: Okay, that's fine.

Kylie: Yeah, I guess I'm not following... definitely don't want to add more parking just because there's no space.

Bassett: No and that's not what we're asking for.

Kylie: You're just trying to help out on the minimum calculations.

Bassett: If we can add that that minimum requirement is 192 total parking spaces as opposed to the 120 you're not going to be required to add additional landscaping.

Kylie: Okay, yeah I'll read through that and add what we need. I appreciate you looking through that. I'm just not quite following the...

Bassett: The landscaping standards and the parking standards, they're a lot and I ran these calculations I don't know how many times and I was just like with what you're proposing and what the minimums are for just the employees. You're looking at almost having double your landscaping for your parking lot areas and there's that caveat that you can add on to the office space square footage. So that's what that was for.

Kylie: Okay.

Bassett: Okay, signs will be reviewed independently and then utilities, you guys are working with all the utilities and you'll ensure that those are provided underground connections per the UDO. You're working on the ownership affidavits. Has anyone spoken to you about an administrative subdivision, joining all the parcels together? Because you have four separate parcels, once those are all under the same ownership, those will have to just do an administrative subdivision process to make that into one lot as opposed to four parcels.

Brad & Scott: Okay, so originally Adam said we wouldn't have to do that but that's fine. I mean it's probably cleaner and to tell you the truth we were probably kind of leaning towards wanting to do it just to simplify it.

Bassett: Sure, okay I wasn't sure what Adam had said but...

Brad & Scott: No, no you're fine. What'd you call it an administrative what?

Bassett: An administrative subdivision.

Brad & Scott: Okay and the timing of that, we would do that when?

Bassett: Anytime you can get this... yeah even before then you can... well you probably should wait until you close on it and that's all in your ownership and then at that time you can just submit. I mean you already have the project boundary so that legal description is already completed for you. So it's just completing all of that formally.

Evans: We'll handle that administratively in the office. It doesn't go to a commission.

Brad & Scott: Okay, that makes sense, thank you.

Bassett: I would say that we could probably put a condition that as long as that's in place prior to building permits being issued or CofO, that we can work through that where it's not going to hold up your development plan approval either.

Brad & Scott: Yeah we'd prefer it be substantial completion not per...(?)

Bassett: Sure, sure. Those were all my comments. Mike if I missed anything let me know.

Evans: Yeah just one last thing, you pointed it out with the sidewalk for the drop off. Because it cuts across at a diagonal, you'll need to put that cross connector in a dissimilar material.

Kylie: Dissimilar material?

Evans: Yes. So it's clearly identified that it is crossing, I assume that's asphalt, so you could do stamp concrete or something along those lines.

Kylie: Can we... does striping not meet that intent like a little crosswalk?

Evans: Let me double check on industrial. On commercial we do not allow striping because it fades and it doesn't clearly delineate where the crosswalk is. I'll add that to my note.

Kylie: Yeah, just let us know.

Constock: Alright, anybody else have anything? I think we're good on our end. Kylie, Mike or Brad do you have anything else?

Brad & Scott: So just in summary here.. You're going to give us the comments, we're going to address those comments in the drawings then what happens? Then we submit them back to you all? Or does it go to the planning commission? I'm just trying to get an idea on timing here. We've already identified that we're going to need to get a variance for the 42 foot curb cut and we'll see if we can make that submission today. If not it'd obviously be July 8th, planning commission two weeks after that so that would take us to the end of July for approval. Is that right?

Evans: Yeah I'll send you that BZA packet information after the meeting so that way you can try to get the filing deadline today for that 42 foot variance and then you would make all of the updates and then you would get that back to us. Of which then you would file for a PC, plan commission.

Brad & Scott: Okay. Is there a formal approval for this committee before we can submit for the planning commission or do you have to confirm we picked up all your comments or anything like that?

Comstock: Yeah, we'll just work through the comments and then we'll continue to work through those all the way up to plan commission. There's even times where in plan commission if there's like one or two outstanding items that are kind of still outstanding sometimes we'll grant approval at plan commission, subject to the final working out of those comments.

Brad & Scott: Yeah, okay.

Comstock: We'll work with Kylie to get everything done.

Brad & Scott: Sure.

Comstock: Make sure everything's addressed and we're comfortable before plan commission.

Brad & Scott: Okay. Well we certainly appreciate that. Yeah we want to be obviously good partners here and make sure we hold up our end of the deal. So okay sounds great. Well thank you so much everybody.

Comstock: Thank you guys. For the last one we have Twelve Oaks Section 3. Looks like we have Kevin here for that project. I'll let you go over it just kind of very briefly and then we'll go through our comments.

Kevin (?): Good afternoon Kevin (?) engineers. Let me share my screen here. I forgot to do that. This is Twelve Oaks Section 3. 14 acres and 63 lots. Since it's not sharing my screen. I am not finding the share screen button.

Comstock: It might be down at the bottom, it's a box with an arrow if it happens to be on there.

Kevin: A box with an arrow.

Comstock: Tell you what, we can, I think all of us are fairly familiar with it from our reviews. So we can just go through. I'll start with Derek MS4.

Byers: Hello Derek Byers. I don't have a lot of comments. I sent you the review sheets so you can apply for the IDEM permit and then I will not require a pre-construction meeting because this was kind of a roll out of section 2 right into section 3. The contractor will just coordinate the storm inspections with us and that's all that I have right now.

Comstock: Alright thanks. Shelly with waste water.

Higdon: Everything looked good on our end. All 8 inch lines with 6 inch laterals. Good.

Kevin: Okay.

Comstock: Thank you. This is Tyler again city engineer. One just kind of general item, on your title sheet there we've had quite a few turnover in the tech review signature contacts. So please look to try to get those updated. If you need help we can get you an updated list. I know this project's been going on for awhile so that might be an original. The next comment, I wish Adam was here, I think he has more background on this one but it's my understanding that Twelve Oaks and Bear Run have some coordination for connections. Whether it be that drive or I was thinking there might have been a... I think Adam mentioned that maybe a sidewalk or a trail that was supposed to go between the two. Has there been any coordination on that to make sure those jive?

Kevin: We did get the plan from M/I Homes on that subdivision to the south of us. We didn't see the trail for their project that they're building so I believe we actually took that trail off of our set of plans since they weren't building one.

Comstock: Okay. Yeah, because I think it's common F, that's a later comment that I have but I think F shows a swale in there now whereas I think at one time there might have been discussions of a trail. What we'll do is we'll touch base with you again when Adam gets back. He's the one with the history of those conversations. That was just kind of one comment, is just making sure but definitely want to make sure the drives work and we're matching up so thank you for that. This one is more of a preconstruction comment but I still just want to state it so that everybody's aware. We do not allow the road surface to be installed until about $\frac{2}{3}$ of the houses are built. Again more of a preconstruction but I just want to get out ahead of it.

Kevin: Okay.

Comstock: Next comment, Miguel and I were kind of talking about it, if there were any concerns regarding street trees or water main but I'll let him talk about that. He may not have any concerns with it but I was just concerned about that. My final comment is actually regarding the plat, we are actually getting ready at the plan commission this evening, getting ready to reelect a different president because the current president listed on there is now our deputy planner, Mike, sitting here. So we need to elect a new one and once we have that contact information we will get that on there because it requires the plan commission president to sign, so we'll get that over to you.

Kevin: Okay.

Comstock: That is it for me. Next Darin with fire.

Moore: Darin Moore, fire inspector for the Shelbyville Fire Department. I don't have any issues, hydro spacing looks good and apparatus access on the roads in the culdesac looks good. So I have no comments.

Kevin: Okay, thank you.

Comstock: Alright thank you. Next, Miguel.

Morales: Kevin, good morning or good afternoon now. This is Miguel with Indiana American Water. As Tyler gracefully mentioned, we're always looking at understanding what the best long-term solution is for our water installation as it compares to other existing utilities, customers, properties, sidewalks, etc. It looks like that you're going to have some landscaping design here and that our water mains are going to be fairly close to those trees, that's not terribly uncommon. Just trying to figure out if that's the best place for our utilities. So when we look at this, there's a few things that I want to look at and landscaping is the least of them. Your plan here, this sheet shows proposed driveways, does that include proposed pit locations as well? In other communities, do you design pit locations and service line installations as part of your plans?

Kevin: For other water utilities we do, since I believe you guys bore underneath for your service lines and set all that. Is that correct?

Morales: We do, yes historically we do, I'm not opposed to always entertaining the idea of what's best, right. That may even include having the contractor install those during construction. It just eliminates cuts, eliminates bores. Different conversation for a different day but having the pit locations installed as singles or duels, just identifying where the driveways are going to go could eliminate some headache on our part. The other thing that I had is as you well know Kevin, we don't design we just review what is drawn out. So the more information you have the better. Looking at the profiles I think we're going to have adequate separation from the sanitary. IDEM regulations now do not allow alternate specs on our behalf so we have to have that 18 inches of clearance to include the laterals as well. Of course we want to maintain that 54 inches

of cover, which I think is now where everybody wants to be. Which makes things really really fun but I don't want to be 8 feet deep so as long as we can be at that 54 inches of cover, we can be friends.

Kevin: Okay.

Comstock: Is that it for you Miguel?

Morales: Mhmm.

Comstock: I will hand it over to planning.

Evans: Yes, this one is reviewed by Amy so welcome Amy.

Schwitzer: Thanks, actually Amber's who did the review of this one, she had a hard stop at noon so she asked me to just go over a couple comments that she had because a couple of her comments have already been addressed in your discussion. Will there be covenants and restrictions, I'm assuming for this subdivision, that match kind of what's already been done?

Kevin: Yeah, I believe so, It's just a continuation of 1 and 2.

Schwitzer: Okay, we'll just need a copy of those and then also somewhere on the secondary plat, those covenants and restrictions should be referenced.

Kevin: Okay.

Schwitzer: She also notes that the street trees don't meet the standards. There needs to be an additional 11 street trees to meet the minimum standard.

Kevin: Okay, and is that something where those trees can be moved elsewhere on the project due to utility and driveway conflicts?

Schwitzer: Without looking at the actual code, I don't know Mike if you're familiar with that yet. I would have to look that up.

Evans: Yeah, we can discuss relocating those trees on the project due to restrictions.

Kevin: Is that something that can be done administratively or do we need to go through a variance process?

Evans: No, we can do that in office.

Kevin: Okay, thank you.

Schwitzer: There's also a comment about showing contours beyond the boundary line. Specifically it says 100 feet but where she's specifically interested in is where Bear Oak Run and the pedestrian pathway, where those all meet up, is where that additional contour would be helpful in making sure everything lines up well.

Kevin: I'm not following that comment. Are you talking about down here?

Schwitzer: Yeah, show contours 100 feet beyond the boundary line in accordance with the UDO, we have the provision here, to account for connections with Bear Run via Bear Oak Run and the pedestrian pathway in common area F.

Kevin: Okay, so we need to get some files maybe from M/I Homes to show on this project. Okay.

Schwitzer: Then the last comment is to just show all pedestrian pathways and sidewalks.

Kevin: Okay.

Comstock: Alright, is that it from a planning perspective?

Schwitzer: Yes sir, thank you.

Comstock: Is that it from you too Mike? Kevin, similar to last ones, what we'll do is we'll compile all of the review sheets, their comments and get those to you for your revisions and then for your comment response letter.

Kevin: Okay, sounds good. As far as after this, we respond to the comments and once we've addressed everybody's comments, does this have to go to a plan commission at that point or any other meeting?

Evans: It would go to plan commission for plat approval.

Kevin: Plat approval, okay. Is that required before construction can start or is that before the plat can be recorded?

Evans: Yeah, sorry we'll have to check into that because I don't know off the top of my head. Sorry about that. I should have had an answer for you.

Schwitzer: I would say typically you want the primary plat approved prior to that infrastructure plans being approved. That's generally so that you know before you spend a lot of time and effort on those infrastructure plans that there's not going to be any changes. I think that's generally in Indiana how it's done.

Kevin: Yeah, this one, the primary plat's already approved. This is the secondary construction document phase.

Schwitzer: Different communities do it different ways so definitely want to check the ordinance.

Comstock: We'll reach out to Adam, the planning director, he's out this week on paternity leave so we'll definitely get that answer back to you just to make sure but we'll let you know.

Kevin: Yeah, sounds great. This project, I had to inherit from Jim Pence that passed away, so I'm still unclear of all the processes so I appreciate it.

Comstock: Yeah, a few of us are new here as well so we're kind of right there learning with you. Mike's been here just a couple weeks and I've been here about five months. That's why we apologize for not having those off the tops of our heads but we'll get those back to you and then we'll work with you on all that.

Kevin: Yeah, no problem, sounds good.

Comstock: Well I think that is it. We appreciate it.

Kevin: Alright Thanks a lot everybody, have a good day.

Evans: Thank you Amber and Amy.

Meeting adjourned