

**TECHNICAL REVIEW COMMITTEE**  
**MEETING MINUTES**  
**OCTOBER 28, 2025**

Mike Evans: Okay. It is 10:00, so we can go ahead. We have both petitioners in the room. If you want to, oh, well, typically we start on the agenda with old business first, which would bring Circle K up, and then we would go to, uh no, they haven't joined yet. So, let's go ahead then and jump to the second. I know Adam wanted to present for Circle K, but we don't have them joining yet. So, they were obviously aware and acknowledged the meeting at 10:00. Yeah, somebody's waiting. I didn't accept. All right.

Tyler (?): Good morning. Sorry I'm a couple minutes late.

Evans: No, you're fine. You want to go ahead and share your screen? We can talk over the project under old business.

Tyler (?): Of course.

Evans: For all those in the room, obviously it's the Circle K store and fueling station site development plan. This is the one out at 2905 East State Road 44.

Tyler (?): Correct. So, our office last filed an application with the city of Shelbyville. I believe it was back in March. I have it in April. I mean sorry, February. We submitted February 7th, at which point we had a TRC meeting similar to the one we are having today to go over the project. One of the concerns voiced by the city was related to the existing access points to the site that were being maintained.

Evans: Hey, Tyler, I'm going to interrupt you just for a second. Can I have you back your volume down just a little bit? You're, I don't think that that will adjust on our side.

Tyler (?): Audio options.

Evans: You're fine. Just go ahead and present.

Tyler (?): I'll just try to speak a little softer. So, yeah, as you mentioned, this is an existing Circle K fuel station. It is considered a truck stop by the city's definitions under the existing condition, as it serves both passenger cars and truck trailer traffic. In order, the proposed plan continues to only provide services for passenger cars and truck traffic. There's no expansion of services associated with these, other than the addition of extra fuel pumps. There's no additional services or amenities being provided. The site was originally accessed at two points on State Route 44. One towards the south, south and west and another one on the northeast, edges of the lot. These driveways, the existing driveways accommodate what was a no access easement restriction, provided by Duke Energy, which is this hatched area. So, it sat outside of this no

access area because there are two, there are large, power lines traversing essentially bisecting the property in two. Now, during our initial submission, the city expressed concern, regarding the existing southwest access point and its proximity to the highway off-ramp. We've met with the city, we also met with INDOT, who shared in this concern. In the interest of satisfying these concerns, the applicant, agreed to remove what was once a full movement under existing conditions, I'm sorry, it's a right-in, right-out, but the applicant agreed to remove the right-in, right-out driveway at the south and west and leave only the north and east driveway. The north, I'm just going to simplify it to the eastern driveway. The eastern driveway meets the city's separation requirements for driveways. It is being improved with delineated exit lanes for left-turning traffic and then through and right-turning traffic, which should, it's also being oriented more perpendicular to the existing driveway, which will improve safety. And there's also a traffic study providing support, which provided recommendations for the driveway, including some signage related to limiting, prohibiting any, any parking along the driveway to make sure that the adequate queue length is provided without any impact onto the street. Other than that, it remains substantially the same as the initial. And then, sorry, and then with the removal of the western driveway, and by the recommendation of the city, we agreed to connect to Green Leaf Way as a secondary access point to the site. Other than that, it remains substantially similar to the initial submission to the city.

Evans: All right, thank you. Let's go to panel questions. Let's start with our engineer, Tyler, please.

Tyler Comstock: Hey, good morning, Tyler. Thank you for working with INDOT through that whole process, eliminating that drive, their concern for how close proximity it was to the exit ramp. In communications with them, have you received all full approvals from them?

Tyler (?): No. So, our office filed for an access permit, at a similar time frame as a submission to the city. Our INDOT access submission, I have a date of, well, at this time, we filed our application with INDOT. We haven't received any comments at this point.

Comstock: Okay. One item related to all the conversations we've had with INDOT. I just want to make sure it's crystal clear and I, please double check with INDOT on this, but, given that it is INDOT's right-of-way, there is always a risk that even at the, at that new full access entrance, if there becomes safety issues, if they start to see an increase of crashes there, they do have the right to add a median there, which then makes this a right-in, right-out. Due to that, I think it would be wise for the connection on the Green Leaf to also have a large enough radius, or actually radii for future going to the, what would that be? South as well. I think it would be wise if we make sure that a semi can make that entrance as well. That's going to impact that curb line. I believe there's an inlet there as well as the dry detention. Have you guys looked at this entrance to see if a semi can make that just in case that was ever to happen, if INDOT was to add that median?

Tyler (?): Yes, we did. We did run a truck path through this driveway. It does. I expect that the existing conditions kind of led to where we are today. There is a driveway there that I suspect

some tractor trailers are using just because you can see that the radius at this driveway entrance is already large today. And then we, our office also ran, you know, modeled a tractor trailer making this turn and the existing radius was sufficient.

Comstock: Okay. I just wanted to double check just in the event that that was to occur in the future. I wanted to make sure that, again, the detention sizing, if that had to be reduced, was all accounted for and, and everything works. So, it sounds like you guys took a look at that in the, in the just-in-case scenario that that becomes an issue with, INDOT. So, thank you for that. Actually, going back to that drive, along with the added sidewalk for the frontage, if you can add an ADA ramp at that crossing, because it is a stopped condition.

Tyler (?): So, you're looking for a ramp and a receiving sidewalk on the other side?

Comstock: I don't think you need to add anything to the south because there is no more roadway, but just right there. Yep. Right there. And then I will caution you, please check your topo. I believe that circle is an overhead pole. And per INDOT standards, you can have, I think it's four feet of a 24-inch clearance, but it looks like that pole might be the size that you can't get that full clearance around it. So, you might have to shift that, walk around it. So, just maybe double check that. But from everything that I saw, it looks like that's an existing pole that could create conflict there.

Tyler (?): We'll look, we'll confirm that. Thank you.

Comstock: Okay. Thank you. The next one, I apologize for this. I don't like giving new comments or throwing out wild cards on it, especially on a second round, but this is something that we recently learned, Adam and I, but have you coordinated with Duke Energy regarding the placement of their, of your dry detention under the overhead easement?

Tyler (?): Yes, we filed with Duke Energy for an encroachment permit for, you know, for essentially all encroachments within their easement. And we also met with them in February, February 11th of this year. He was aware the basin was there. He asked us to provide a plan showing the grading, for any grading changes that were to occur below the, the high power tension, high power lines, but he didn't see any immediate concerns, but we filed for the encroachment permit, provided the same application documents we provided to the city, in our, in our most recent submission. So, that will be vetted with Duke Energy.

Comstock: Okay, great to hear. We have a potential future project that's coming through on the same overhead easement and they won't allow us to put dry detention under it. So, it sounds like we're hearing two different things. So I'm glad that you have that acceptance or that approval from Duke to do that, and then my last comment again, it is just looking at that overhead easement in a different way. It's just kind of a somewhat new one just to check. I see that you have some light poles within that easement and then also on the landscape plan, there's some large shade trees. I'm just double checking that those are okay. And it sounds like you've gone through that approval.

Tyler (?): We applied, we're waiting for feedback. We were conscious in trying to lower the pole heights and try to keep reserve trees outside of the easement as much as possible if there's anything required from Duke. You know, they have the power to issue us an encroachment permit. So, they will review and if there's any adjustments, our plan will reflect that.

Comstock: Okay. Well, it sounds good. That's all I have at this time. I'll just state that all of our approvals and permitting will be contingent upon INDOT's approval. We don't want to give anything out until INDOT has their approval for your entrance. So, but that's all I have. Thank you.

Tyler(?): I'm not sure I heard exactly what you said. So, is the, is the approved it condition, would the approval be conditional on INDOT's approval or would you, the city, not issue any approval until INDOT provides their access permit? Typically, I see conditionally approved, but...

Comstock: Sorry, conditionally approved. Yeah.

Tyler(?): Okay.

Comstock: Sorry if I stated that incorrectly.

Tyler(?): No, I didn't hear exactly what you said. I just wanted to make sure that was clear. Thank you.

Derrick Byers: Good morning, Derek Byer, City of Shelbyville Storm Water. I do not have a whole lot of new comments since the February review. Once you receive your official approval from Duke, we would want to see some access easements around the dry detention. Other than that, it's the same comments as earlier. If you have any questions when you go over those, just let us know.

Tyler(?): Okay. Thank you.

Todd Anderson: Good morning, I'm Todd Anderson.

Tyler(?): Yeah, I'm sorry, just on the last question, something popped in my head. The last comment, is there a language that the city uses for the easement for the basin?

Byers: I can send you something for sure.

Tyler (?): Okay, I, I'd appreciate that. Thank you. All right, sorry for interrupting.

Anderson: No, that's okay. Only two things that I have. I saw the hydrant that you added to the property. I just want to ensure that I have a five-inch storage connection on that. I think that's in the details, but I wanted to say that to you. Also, I would like to see a Knox Box added near the

entrance to the building. And if you need information on that, I can provide that if you reach out to me.

Tyler (?): Typically, we're able to just call out a Knox Box on the facade unless there's a specific, you know, model or detail you want us to provide on the plan. We can do that. But we can definitely add the note to the Knox Box to be added.

Anderson: Okay, great. That's all I got. Thank you.

Carrie Glisten: Carrie Glisten, Shelbyville Central Schools. No comment.

Miguel Morales: Hi, good morning. Miguel Morales with Indiana American Water. Just a few things that I want to make sure that we're clear on. The plans don't indicate that the water mains on the north side of the road. So, where you're making your connections, you just want to make sure that you know that that main is on the north side of the road, not on the south side. I imagine you'll want to either consider a jackbore, or another method, but the city probably wants you to open cut that trench. Do you have an anticipated closure of the existing structure?

Tyler (?): I'm not sure. Rich might, I think Rich from my office is on the call. He might have a better idea of when Circle K would start but, you know, clearly, we'd be looking at after the approval process.

Morales: Let me rephrase that. Will any of the existing structures remain open during construction or will it be shut down?

Tyler (?): I anticipate while Circle K usually does try to maintain the store open as long as possible based on the improvements and the disturbance to the driveways, I don't think that's going to be feasible on the site. So, I suspect they will be closing during most of the construction.

Morales: Perfect. So, the only last thing, Tyler, is I'm going to send you a private fire service application. It's going to require the vault details that you have called out here. So, I'll need the vault details and then just the irrigation and the domestic. You'll have an application to fill out for the new domestic. If you're going to transfer the existing domestic to use as irrigation as your plans indicate, there shouldn't need to be any more application or processing fees. But there will be an application process for both the fire service that will be needed because of the fire hydrant and, and then the new domestic service and I'll send you that information.

Comstock: Hey, Miguel, sorry to muddy the waters. I was looking at their utility plans. It looks like they show two separate taps, one for irrigation, one for domestic and fire. Given that the water main is on the north side of the road, does it make sense to have one tap and then tee off of that for the irrigation prior to the vault?

Morales: My understanding, the way I read this is that the irrigation is using the existing tap that's already there. So, that is the service that's currently feeding the structure. So, only one new tap will be made.

Comstock: Okay.

Tyler (?): That was an error on my part when I was drafting the red lines. Sorry. The other connection you might have seen was gas. Yes, you're correct. Indiana Water is correct. We're trying to reuse the existing service for irrigation and then a new service for the building, for the proposed building.

Morales: The last thing is when, as part of that application, it'll get called out. I anticipate that that line going across the street because it will feed both your domestic and fire service. I would anticipate it being a minimum of an eight-inch line, not a six-inch. You can reduce that down once we get across the street, but because it's going to be serving both domestic and fire, I would anticipate that being at least an eight. That'll come out in the application based on the information that you provide.

Tyler (?): Thank you. Okay.

Evans: Now for our planning comments. We have Mr. Adam Rude online.

Adam Rude: Morning, Tyler. Adam Rude, planning director. We had passed these along, but just begin by thanking you for working with us and the state to, kind of clean up those curb cuts and, and get that one closest to the interstate removed. In looking at comments since the last revisions, a vast majority of our comments have been addressed. The only outstanding items we have now, the two side facades on the building, the shorter facades, are missing. They're required to have three different facade elements, at least one horizontal and at least one vertical of those three and I believe we only counted one facade element on each of those two smaller facades. Then under the same section of the ordinance, the rear facade, because it's over 100 feet long, it's required to have a certain amount of projections and recesses to break up that facade and then the final architectural comment, the fueling canopy. The uprights were wrapped with brick or some other material, I believe, which satisfies that portion. But the actual roof of the canopy has to have a design element. Typically, we just see a 3D cornice added to the roof line to satisfy this, but there's a list of different options in the ordinance. Jumping into our commercial standards, any outdoor merchandise or storage areas, any permanent outdoor merchandise and storage areas. We need to know where those are going to be because there's some like partial screening requirements associated with those. We might have shared an example of what that looks like, but it's basically like some partition walls clearly identifying where those areas are so they don't grow over time and so we know that, you know, proper circulation and, and whatnot is being satisfied around it.

Tyler (?): As far as the side partition, I know our current plan, which I apologize, it probably could have been clearer on this plan, is that the display area will be limited to where the part of

the projection is over the top. And then this, this little bump out that I'm showing on the left, it'll be limited to this area and, you know, some minor items here.

Rude: Okay,

Tyler (?): Are you looking for... maybe here we could provide a fence or maybe I can work with architecture to try to get...

Rude: Yeah, and we can share that image if we didn't share it before. On the plan, on the site plans themselves, if we could just see, I believe there's a, there's a maximum square footage. So if we could see that shown on the site plan so we can make sure it's within that maximum outdoor merchandise square footage and then, yeah, work with the architect because there are some screening requirements and we can pass along those images. In addition to just the citation in the code.

Tyler (?): Okay. Only, trying to pull it up. I believe I just found it. Planning comments. I believe you did provide me that and, you know, we'll definitely work with you. Is this the photo?

Rude: Yes. Yep.

Tyler (?): Yeah, I don't have any issue with most of it. My only comment is just that I'd rather refrain from these middle vertical elements that really restrict any future change. Say like these propane tanks. Like I know most at least Wawa's now use self-service propane tanks. I don't know if Circle K's made that transition yet, but those may have a different width and I'd hate to have them like a future issue where this vertical wall becomes a problem for them. So, I'm fine partitioning like the outsides maybe.

Rude: Yeah, and that's all the more we really need is those outside partitions just so we can clearly delineate where that outdoor merchandising is allowed to happen. So, if in five years it grows beyond that, we know that it's a problem. So, yeah, just those outside partition walls are all the more we need for delineating that space.

Tyler (?): Okay.

Rude: In this picture, there's an awning over that. I forget what community we pulled this from. We don't have that requirement. So if you want to do it, that's great. In some of these areas, it looks like you might already be doing that anyways.

Tyler (?): Yeah, the front facade, at least in this display area, it's partially covered, but there's really no need to provide any more cover over some propane storage.

Rude: Yes and that leads me into another comment from the commercial standards is the required awning coverings over the customer entrances. So, both the front and rear doors, those have to be at least six feet deep and they have to extend on either side of the door

openings by 10 feet. It looks like maybe that is being satisfied or partially satisfied in the front. That awning in the back is too small but we'll need dimensions on all of those to make sure it's that six feet deep and that 10 feet on either side of the door.

Tyler (?): Okay. Yeah, I'd imagine, I mean, we'll make it work while reviewing with architecture. I know a six feet deep awning can get a little bit more structurally demanding but that's not, I think we can, we can resolve that.

Rude: Okay and then last two comments. The curb cut on State Road 44. Our maximum curb cut width is measured at the right of way line and our maximum curb cut width is 36 feet in this district. I forget what number you're at, but you're over that. So either a reduction there or requesting a variance, because I think you're at maybe 60 feet,

Tyler (?): Correct.

Rude: I assume that is probably because of the turning radius coming off of State Road 44. So that'll probably be a variance.

Tyler (?): Yeah, I anticipate that'll require a variance just for safe use of the driveways with the tractor trailer traffic.

Rude: Yeah, and I don't anticipate that being an issue. The last piece, and it's more of a general comment for all the landscaping standards, but based on your guys' feedback, it looks like potentially the correct number of plantings are being provided, but not the correct makeup of shrubs versus trees, especially in the foundation plantings. So, that will have to change, because I think there's maybe a 30% requirement for those plantings to be trees, in this district. And right now, I believe they're all being shown as shrubs.

Tyler (?): I'm sorry, Lance. Yeah, I hesitate to squeeze a tree in. There's utilities running along the back side of the store. I can't say we're going to commit to that one yet. I know we were cognizant of trying to get as many plantings as required around the store footprint. Oh, I know why I can't find it here, because we submitted a separate professional signed to the landscape plans a separate PDF.

Rude: Yeah. And if that's the case, obviously you'll need variances for all those individual standards that aren't being met then. And it sounds like it's at least the foundation plantings. The board, the BZA in the past, they've always required that the number of plantings still exist on the site, but they've sometimes given a relief as to where they're placed. So, I would just kind of anticipate that being the direction they'll probably head.

Tyler (?): Okay. Yeah. I, I see there's, you know, we didn't spec trees around the building and the landscape plan shows the utilities that are running around there. But, you know, we will, we'll review to try to make sure we hit that number and we'll just have to review with the board issuing relief.

Rude: Awesome. That's all I have from a planning standpoint.

Evans: All right. Any general questions that came up from anyone else before we move on to the next petition? Okay, thank you very much, gentlemen, for your presentation on Circle K and, we'll get these comments out to you here shortly so that way you have a written record of what came up. Okay.

Tyler (?): All right. And then, just for my own sake and I think Adam may be able to assist me with this and I don't want to take too much of your time because I know there's other applications behind me. But my understanding is we do the TRC meeting and we'll receive your comments and we'll try to address them before, at least the ones we're willing, you know, to work with before re-submitting. The next step would be a Plan Commission hearing, which is the fourth Monday of the month?

Rude: If you don't need variances, that would be your next step. That's correct. It's the fourth Monday of every month, but assuming you're going to need to apply for and receive some variances, that will actually be your next step. So, the Board of Zoning Appeals, second Tuesday of the month.

Tyler (?): Okay. Okay. So, it'll be the Board of Zoning Appeals first and the Plan Commission.

Rude: Yes. Yep. Correct.

Tyler (?): Okay. All right. Thank you. I appreciate everyone jumping on hearing us.

Rude: Take care, Tyler.

Tyler (?): Thanks. Bye.

Evans: All right, that was all under old business. Moving on to new business, we have the amphitheater at Blue River Memorial Park site development plan with an address right now of 725 Lee Boulevard. So, if I can have the petitioner step forward and we can start with plans. Give me just a second. I did not anticipate both of you being here in person. So, I did not send plans up here. So, let me try to.

Rude: Mike, I can pull up plans. I think I've got them pulled up. But, can you guys unmute that microphone at the podium? There we go. I'll try to share plans here in a sec.

(?): Well, and I know we received Tyler's comments yesterday and we've already worked through most of those and, and I know this is that kind of fun project where you got a little bit of ownership, a little bit of tech. So, we've addressed some of the owner issues and we're working through tech. Now we got us in like a double tandem. Thanks, Mike. That almost looks like it's intimidating. Two microphones. Well, I, I apologize. I had to step out. It was loud. Basically, this

is for the new proposed amphitheater at Blue River Memorial Park. This is the site development plan with a proposed stage building with an open lawn area and a restroom vendor building and all the associated site infrastructure that goes with such a project. It adds 300 parking spaces to accommodate plus the existing parking that was already there. We have worked through, we've really attempted to try to coordinate with all the utilities, etc. early and often as we like to say, trying to know the urgency of getting dirt flying, as they say. So, we are here to answer any questions that you might have related to this submission and address if Tyler has additional questions and we can talk through some of those or respond to those as appropriate.

Evans: All right, thank you very much. Let's start with Tyler again since he seems to have the most questions.

Comstock: What's that supposed to mean? No. Thank you for working through this. This is kind of like Deb says, it's kind of a different one where some of my comments are somewhat kind of owner-driven, some of them are kind of regulation-driven. I'll try to separate them or at least mention the difference. But, I know you've already seen all these, but just since we're going through the technical process, I'll still go through everything and then we'll kind of have a conversation as needed on each one. So, my first comment, big thing for me is we have some large equipment that might come through here, whether it's emergency apparatus or semis for some of the loading and such. So, my first comment is just double-checking the turning movements, that's semi-trucks, fire trucks, and everything has access throughout the site to the loading docks to make some of those turns within the park there. So, Deb sent me their turning movements, so that's been taken care of. Number two, this is kind of more of a question, but all of the ADA details, even the ones that we have as well as INDOT's, show the detectable warnings and they call out the brick pavers. This is just something I keep saying is if we can, this is more of a preference, but those pavers just always get, they're a maintenance nightmare. They start getting unlevel.

(?): Tyler, you don't even have to go into it. If that's what your preference is we've already switched it on the drawing. We were trying to be consistent with phase one and phase two.

Comstock: Okay. Yep. No, that's good. Number three, as kind of mentioned with the, he'll mention as well, but Knox Box on the building for the, for the doors as well as a Knox Lock, probably for the gate, that way.

(?): Those are shown on the architectural plans, just not on our plans, but we've already made the architect double check. So, we got you covered.

Comstock: In the areas of the ADA ramp and parking. Again, this is just something that we're seeing more and more. If we can just get some more detail on the grading around there, so that way we just know.

(?): I will say for the record, Tyler, that I submitted drawings, it doesn't mean I stopped working on them.

Comstock: No, no, no, you're good. Again, these are just things again...

(?): Most of those have already been addressed and I will tell you that as a person who does a lot of ADA work. I double check my engineers all day, every day, all day long.

Comstock: Unfortunately, this is nothing towards the engineers. I know the engineer is good. I just want to make sure it is clear. Sorry, sorry, Justin. Just a lot of times we see a lot of interpolation or the contractors kind of take some freedom and it's not ADA compliant.

(?): I've had the same issues. I triple, quadruple check.

Comstock: Demolition plan and utility plan. There's an existing sanitary line under the new bathroom. I just wanted to check if that was being removed or if it was being abandoned in place. I think it's a good idea to maybe remove it just so there's no void under a building. I think she mentioned that it's been updated to be removed. Number six, a clean out on the roof drain at the southeast corner of the bathroom.

(?): Already added.

Comstock: I always think those are good for maintenance purposes.

(?): Again, it was the things you noticed. Oh, that it was on a frozen layer.

Comstock: Yeah, no, no, no, this, this is fine. It's just, number seven, bioswale.

(?): That was an accident, that was left over from when we weren't sure all the details and it just didn't get pulled out.

Comstock: Okay, cool. So, good to see that. Number eight, for the sanitary sewer. I just always list the minimum slope of six in 1.04. I think you actually exceed this in most places.

(?): We went back and straightened it all out to make it consistent.

Comstock: Okay, awesome. No problem. Sounds good. Sewer. Okay, we already discussed this one but, at first, I was looking at it a little too much blinders. That the sanitary sewer outside of the bathroom is so deep. You mentioned, and I'm glad you mentioned it because I totally forgot about it. Having that depth, even though there will be some added cost now, it gives us the freedom in the future to extend some possible future buildings towards the east. So, I do think that would be a good idea. It's not that long of a run, so I don't think we're killing ourselves but, it's good to have that freedom. Now's the time to have freedom.

(?): Yes, sir.

Comstock: Sanitary plan L41. I think there were just some keynotes on there. Number 11. I want to make sure I'm stating this right. So, you know how the water line comes into the site and then it splits off towards the bathroom and the drinks and then it goes to the building. You guys let me know if you think this is a good idea or not, but I think maybe if we can put a valve on each of the Y, that way we can sectionalize it. If there is something that we need to turn off the bathroom, you can sectionalize it, but keep the amphitheater going. I don't think valves are that expensive.

(?): It might have already been done. I already had done some of those things. So, but I think we're on the same page.

Comstock: Okay.

(?): Unless Justin tells me that something is not.

Comstock: Miguel, for your knowledge, it's on the private side. On the site water plan, I think there was just a little bit of a typo of which one was on top of the other. Just double checking the conflicts.

(?): Yep, we double. We got you.

Comstock: 13 We've had some coordination with Steve Lee with Duke Energy regarding the lighting plan getting that going. Again, just for my background, it always seems that lighting designers always want to put those light poles right on top of our underground utility lines. So, I just always have a comment. Make sure there's no conflicts with underground utilities as well as on the landscaping side. We don't have any trees kind of sitting right under...

(?): There are a lot of utilities out there. So, that was the reason we tried to coordinate that so early, but they are not as far along as we are. So, yes, providing those plans, and I don't want to say work around us, but I think they're going to have to because I can't move stuff and meet all...

Comstock: They're late to the party. So, I think they're going to have to just work their lighting design and photometrics around it. See what they can do.

(?): Well I do site lighting, so I mean, if there's, if there's real issues, they can send me the photometric, and I'll adjust for them.

Comstock: Number 15. We already discussed this one. I wasn't sure of the history behind all the detention if that was provided. It sounds like that was included.

(?): There was a lot included because there was a huge alternate taken back when we did phase two. A lot of which never happened. Most of it which never happened. Everything south of the Veterans Plaza and everything that was associated with the soccer area. So, we had

planned for quite a bit of pavement. Now, obviously, this is slightly different than what that design was, as I hesitate to say almost 15 years ago. So, we felt like we were in good stead. Then in our conversations back in June, we had talked about the 10-year, 100-year and it's in the flood plain.

Comstock: This is a good mixture of pervious and impervious. So, like, if this was just a sheet or if it was a large, like warehouse building that maybe had indoor facility, that it's just a couple thousand square feet of 100,000 square feet of impervious, that'd be slightly different, but this is a good mixture. So, I think it'll be fine. I think we mentioned this, the southeast basin.

(?): Yeah. I think that's a bigger challenge than it probably looks because it's so flat to try to put a swale and connect that along. I mean, like that swale would be 0, like a tenth of a percent, which means it's going to stand to be wet and to put a pipe in, you're talking almost 400 feet of pipe to take it back west. I don't know if that makes a lot of sense. So, I know that there is a swale off further to the east, but the reality is the surveyor that was provided to us by the city does not show any improvements that might have been done by the cross-country, etc., that was later on after, was after phase two back in 2010. So, the survey portion that we have, I don't know if there's something else that you could tie into the east. I had said to Justin, I was going to go out to the site after we get done, take a look, but I'm just concerned. It's super flat out there. I've got nowhere to take it to. I mean, we can, we can put a swale in to just hold the water until it...

Comstock: Yeah, I kind of in the same boat. I am not too familiar with that exact area. Trish, are you familiar with that area? It looks to me...

(?): Well, the reality is there's parts in the course that are really flat in and of themselves. So, they never put in drainage when they were doing things. So, as a part of phase two, there was a swale that was incorporated that handles part of the soccer parking lot and it went down and eventually it wanders its way all the way back down, down further south. What I don't know is whether there was additional infrastructure, not a part of anything I worked on. All I know is what I worked on in phase two. I knew there's just there's you've also got the spectator mound that was added at some point with no drainage really put in there except for a pipe that went under the mound that really is almost identically where ours is draining out. I went back and pulled the demo plan and pulled up the original survey late yesterday just because I was curious. That pipe is outletting almost at the exact same spot that that previous existing pipe that was there, for the old mound that was there. So, from a standpoint that we're introducing an outlet at a different spot. But it's really just that small section of parking on that one side. It's just that it's really flat. And part of the reason, Tyler, too, was that it was a constant balance of cut and fill. So, we were trying to make the amphitheater lawn with the angles and the viewing angles and stage and trying not to add another thousands of cubic yards of dirt because then it made it hard to connect everything back in at the salvage.

Comstock: Yeah, I think it, again without going out there and looking at it off the top of my head, I don't know. It looks like there might be some existing swales that are already maybe cut.

(?): There's some swales out there. My question would be whether the course has cut them off.

Byers: I think the course has cut them off.

Comstock: That's maybe something we have to do. That's maybe best for everybody if we work with the cross country course. If they cut some of that drainage off, maybe we talk to them, say, 'Hey, can we put some kind of small culvert in here to be able to convey that water through versus stopping this up?' Because looking at that basin, that basin's over an acre. So, there's going to be quite a bit of impervious area going to it. So, that may be just something we need to work out with them. Go out there and take a look at it to see what we can do. Maybe they want to add steeper chase to cross country.

(?): It's a new form of cross country for the NCAA.

Comstock: Yeah, I think this is the last comment, and this is a new one for you, Deb, so, sorry. That area in front of the stage, directly in front of the stage looks like there might be some slopes that are a little over 2%. I'm assuming that that still needs to be ADA in there. It's very, we're talking fractions of an inch, but you know how ADA is.

(?): My, my hunch would be that it's, I'd have to, I'd have to go look at what you're talking about specifically.

Comstock: Adam, do you have the plans or is that Mike?

(?): I mean, I have a set of plans.

Rude: I can pull up a different sheet.

Comstock: It's going to be some, we're talking inches, just fractions of an inch if not inches. So, I just want to make sure that everything is ADA compliant out here. The reason why I bring that up is last night at our Livable Communities with all the senior citizens. We looked at the plans. They thank you for including way above and beyond the ADA parking stalls. That's huge for the senior community. Just to kind of give everybody, to quantify it, this size of parking, you only need eight, eight ADA spots, but you guys have 24. So, that is great for everybody's access.

(?): I know what I'm doing.

Comstock: What's that?

(?): I said I knew what we were doing.

Comstock: Livable Communities, senior citizens. We sit down and look at them. They're really big into ADA access, making sure everything's ADA compliant counts.

(?): I mean, even to the degree, and I would say this, and Trish and I talked about this a lot in the early design, that it's not even necessarily that they, quote unquote, have to be marked as ADA. It's about providing places that are easy for people who just can't walk a long distance. And having those marked officially and even if they don't have an ADA, you know, sticker or plate. We were just trying to provide enough different places that made it multiple different ways depending on how they might be using the amphitheater. And that there was a reason for the abundance and it was also to help them facilitate other park programs depending on what was going on. So, I think it's great. I'm glad to hear that they recognize that because sometimes I take a lot of heat for that. On the other hand, it is not just one facility for one thing and that was one of the reasons Trish and I really tried to think through where they would have a program, whether it was playground or graduation or whatever it could be. So, we've worked really hard to keep those ramps really, instead of having a lot of warped surfaces that create challenges for the visually impaired. It's part of the reason we tried to flatten out, flatten out the whole area and then just come back up with one ramp so that, because it's easier for the visually impaired, it's easier for a wheelchair, it's easier for a cane. I just say that since I know this is in a public venue for someone who'd be interested. So...

Comstock: Yep. So, I just wanted to pass along that appreciation.

(?): Well, that's awesome.

Comstock: That's it for me.

Byers: All right. Derek Byers, City of Shelbyville Storm Water. During the plan review for the mass grading, IDEM said they may want to review this one. So, I emailed them. I have not heard back. So, we'll probably submit it in the portal. Also, continue on with the inspections. We don't need to do any kind of precon. We'll just continue on with where we're at. So, once I hear back from them, I'll let you know what they say. Thank you.

(?): Thanks, Derrick.

Anderson: Todd Anderson, Shelbyville Fire Department. Tyler touched on my concerns. So, that's all I have. Thank you.

(?): He stole your thunder.

Anderson: Yeah, it's okay. Steal it all day. It's all right.

Carrie Glisten: Carrie Glisten. No comment at this time.

Morales: Hey, good morning, Miguel Morales, Indiana American Water. Good to see you. I know that you've requested some information, both Runnebohm and independently. We've talked about what pressures and what water can we provide currently to the site, and I've not seen that from our engineering yet. So, as soon as I have that, I think it'd be beneficial for us to get together and maybe virtually or otherwise and just try to make sure that we understand what water is going where.

(?): Absolutely.

Morales: But I think from what we last discussed, I think I think it's all going to work fine, but I want to make sure you want to make sure that we have the right hydraulic information for you.

(?): Okay. Well, and I know parks in our owner's reps meetings have been expressing concerns with water pressure they do have out there, maybe not affiliated with our project, but issues we currently have. You have many issues.

Morales: So, let's talk about. Trish, you and I have not spoken that. So, I don't know what water pressure concerns we currently have.

Inaudible: (?)

Morales: We have... Yeah, and I think those are the types of things that we're not going to solve in this room. But let's make sure before we get too far ahead that we understand.

Inaudible: (?)

Morales: Yeah. So, and that's a great point. A lot of the concern that we have isn't necessarily about the flow. It's just how far water has to travel to get to where we want it to go. So, unfortunately, that could mean maybe moving meters in a different location or adding meters. In this case, what we're doing for this, the amphitheater, we're adding a meter and it still has to travel quite a ways. So, those are trying the logistics that I think we and you're doing. Let's have those conversations up front. Thank you.

Evans: All right. For the planning department, Adam, do you want to take this one since you're still online or do you want me to take it?

Rude: I'll let you take it. I haven't pulled up the email yet, so...

Evans: Okay, you're fine. We just have that obviously you'd have to get the variance for the floodway. And then our other one is, we have a maximum height of 35 feet, and this one is 9 and a half feet taller. So, you would need to get a variance for that height.

(?): We've provided that information to Justin, and he will be filing it later today.

Justin (?): It's with me right here.

Evans: So, other than that, that's all that we had from the planning department. So, it looks like it's nice. Looks like it'll be a nice property when it's all done or development. So, any other questions before we conclude?

Morales: Oh, just to follow up specifically, should I set something up with Doug to look at what's currently going on at what you might have?

Inaudible: (?)

Morales: Correct. Yeah. So, if I can share these plans preliminary to our engineering, I can pull hydraulic information off our existing hydrants and the numbers show that you guys have water in abundance. It's just getting it to the point where you're using it and what do you have left at that point? So, yeah. Thank you, all.

(?): Thanks, guys.

Evans: All right. Thank you, everybody, for your attendance and we'll get your notes sent to me and I will get them compiled.

Meeting Adjourned.