

**PLAN COMMISSION
STUDY SESSION NOTES
February 7, 2022**

I. Call To Order

The Plan Commission Study Session was called to order at 6:00 P.M. by President Thomas Anderson at the Schererville Town Hall, 10 E. Joliet St.,

A. Pledge of Allegiance

The Pledge of Allegiance was recited.

B. Roll Call

Roll Call was taken with the following members present: President Thomas Anderson, Secretary Gary Immig, Mr. Drew Thomas, Mr. Chris Rak, Mr. Alex Gorman, and Mr. Tom Kouros. Staff present: Town Manager Robert Volkmann, Director of Operations James Gorman, Planning Coordinator/Office Manager Denise Sulek, Recording Secretary Norma Hollingsworth Rico, and Councilmen Caleb Johnson and Tom Schmitt. Absent was William Jarvis.

II. Commission Business

A. Scherwood Park

General Location: 500 E. Joliet St. – Scherwood Park, Lot 1

Petitioner(s): Schererville Parks & Recreation – John Novacich, Park Superintendent

Request: Joliet Street Overlay District Plan Review

Mr. John Novacich, Park Superintendent, represented the Petitioners. Mr. Novacich explained that they are looking to put up an LED sign at Scherwood Park which is similar to the sign at Rohrman Park. Mr. Novacich stated that the sign would be in an area on the east side of the park between the sidewalk and trail approximately 30' from the edge of the street. Mr. Novacich provided a landscape plan and site map.

Mr. Novacich stated that this is a Watchfire electronic programmable sign; and that at Rohrman they have been utilizing that sign to list events as well as community messages. Mr. Novacich further stated that they have the ability to program different messages and to control the lighting and the time when the messages are on. Mr. Novacich said that it would be a dark bronze aluminum shell, and most likely it will have the Schererville Park logo on top. Mr. Novacich added that there will be landscaping around it per the Ordinance, and that it will be a 14' x 20' oval, and that they want to go up to the existing trail to use as the edge. Mr. Novacich said that they discussed this with Staff, and that some of the plantings will be more perineal shrubs with flowers, daylilies in the front, and will be something low profile and low maintenance.

President Anderson stated that the one at Rohrman has a concrete barrier around it, and asked if they had thought about it for this one. Mr. Novacich replied no, and added that the Rohrman sign is at the entrance and already had an existing concrete curb, so they kept it. Mr. Novacich stated that with the traffic coming in and out it made sense but this location is not that far from the intersection but far enough where it wouldn't warrant that, and that they plan on using steel edging as a boarder.

President Anderson asked for questions from the Board. There were none. Mr. Volkmann informed the Board that this will also require B.Z.A. approval. President Anderson said that there were no issues from anyone and that after their B.Z.A. approval, they should come back before the Plan Commission. President Anderson asked if they could still get on the February B.Z.A. Ms. Sulek replied yes and that they could be on the March 7 Public Hearing Agenda. Mr. Novacich said that was their goal.

B. Sammons Division Street Industrial

General Location: 204 W. Division St.

Petitioner(s): Logan Sammons

Represented by: Engineer Gary Torrenga, Torrenga Engineering

Request: 5-Lot (G.I.) General Industrial Subdivision

Mr. Sean Walker from Torrenga Engineering represented the Petitioners Doug & Steve Construction. Mr. Walker said that on the corner of Gatlin and Division, they have a proposed 3-Lot Subdivision which consists of two large buildings and a smaller one. Mr. Walker explained that they will have the storm water drain to the existing pond on the property to the north; that there is a water main that runs along the west side of Gatlin Rd. which they would be tying into; and that as far as sanitary, there is an existing manhole that they would tie into on the west side of Gatlin Rd. Mr. Walker added that because there is a pipe easement running along that west side, that they would be using a private lift station on the premises that would force main the sanitary over to.

President Anderson asked about fire hydrants. Mr. Walker replied that they hadn't decided the placement of the fire hydrant, but that they were thinking in between the first two lots that you see on the left of the landscaping to service all three lots and the existing building to the northeast. President Anderson asked what was directly across Division. Mr. Walker was not sure.

President Anderson asked what materials would be used for the three buildings. Mr. Walker replied that he wasn't sure, and that the buildings would be built by a different engineering firm. President Anderson asked for questions from Board members. President Anderson asked if the entire parcel was in a flood plain. Mr. Walker replied no, but there is a flood plain to the east that goes from where the dash lines end straight to the ditch to the north of it. Mr. Walker stated that where they are building is not in a flood plain at all.

President Anderson asked if these buildings would be rentals. Mr. Walker replied he believed that is the intention. President Anderson asked if they would be like FBI buildings. Mr. Walker replied that he didn't know who he would be renting these out to. Mr. Volkmann stated that they would be office warehouse combo types.

President Anderson asked for questions. Mr. Volkmann said it is pretty cut and dry. President Anderson asked when they planned on coming back. Mr. Walker replied at the next meeting or the one after. President Anderson said it would be March 7. Ms. Sulek said that she wasn't sure how far along they are with their final engineering, and that it could be March or possibly April. .

C. 1675 U.S. 41 (Baker's Square Redevelopment)

General Location: 1675 U.S. 41 – Re-subdivision of Lots 4 & 5 of the Crossroads, Lot B
Except the Westerly Part (U.S. 41 R.O.W.)

Petitioner(s): Schererville Retail Management, L.L.C. – Jordan Chapman

Represented by: Engineer J. Reid Cooksey – Stonefield Engineering

Request: U.S. 41 Commercial Corridor Overlay District Development Plan Review

Mr. Mitchel Harvey from Stonefield Engineering represented the Petitioners, and stated that because this was already in front of the Plan Commission a few months ago, he would only go over the improvements they have made to the drive-thru lane. Mr. Harvey explained that they modified the island to the south of the proposed building to accommodate more stacking which was one of the concerns brought up. Mr. Harvey elaborated that they designed an overflow stacking area so that in the event there is any stacking necessary above the fourteen spaces that are provided within the physical lane, that there is an auxiliary lane capable of handling another six spaces making twenty total stacking spaces on site. Mr. Harvey said this will not impede any traffic flow on their site nor the adjacent property as well as keeping access to all of the parking spaces.

President Anderson asked if there were two users with one restaurant and one retail. Mr. Harvey replied that is correct. President Anderson said that there is the potential for a second lane. Mr. Harvey explained that it is a bypass lane to allow circulation around the whole building as well as for fire protection, and gives them access to three sides of the building without having to drive through the drive-thru lane.

President Anderson said the question before was the stacking, and that with the adjustments to the parking lot, you can get a few more cars there. Mr. Harvey said that they can maintain the overall flavor of the site and include the auxiliary lane without too much impact. President Anderson said that they still meet the minimum requirements for parking. Mr. Harvey said that is correct, and they have thirty-eight and that thirty-three are required.

Mr. Kouros, referring to the proposed plan, said that there are six cars on the south side of the building, and then the Dunkin Donuts right there. Mr. Harvey replied that it is further south and pointed it out to Mr. Kouros and showed that it is completely independent of the Dunkin Donuts. Mr. Kouros asked for confirmation that the two arrows at the far southeast is the existing entrance. Mr. Harvey replied correct. Mr. Kouros asked if they were getting rid of the parking that is up against the building now. Mr. Harvey replied yes.

Mr. Kouros asked Mr. Volkmann that if this comes to town and it is not working out in the mornings and we see it is a problem, if the town has the ability to go back and review this; or if once a decision is made, it is done. Mr. Volkmann said they can put that condition on any approval that we can call them back to review if there isn't enough stacking. Mr. Kouros said that if in one, three or six months we are having a problem with it, we can we ask them to come back so we can review it. Mr. Volkmann said that we watched the number of vehicles at the current Starbucks at Main St. since the petition came in the first time to see how many cars there were; and on a typical morning, it never exceeded twenty, and that he never saw it exceed fifteen.

Mr. Kouros said that his concern is not about the individual one, but his concern is between the two of them because in the mornings, it is "OOOF" right there. Mr. Kouros asked for confirmation that we could put a condition on the motion so that if we see it is a problem three months down we could have them back for review. Mr. Volkmann said that the business owners want their site to work efficiently and properly, and there is no gain for them if it doesn't; however he didn't know what options would be available after the fact to reconfigure it. Mr. Volkmann added that he doesn't see it stacking with twenty cars there, but he didn't know how fast you can run the cars through that line.

Mr. Volkmann said that when Dunkin Donuts went in next door, drive-thrus were not as popular as they are today; and drive-thrus have evolved over the twenty-five years that the store has been there. Mr. Volkmann pointed out that Dunkin gets congested because they have the entrance off of 41, so cars can come in there and work around the building, and that they are also coming in from the back which is where it gets chocked up. Mr. Volkmann said the proposed drive-thru channels cars in one direction on site.

Mr. Kouros asked if the other user was also a restaurant. Mr. Harvey replied no, that it is a proposed retail space. Mr. Harvey said adding to Mr. Volkmann's comments, what you will see with these both being similar uses, it will relieve some of the stress on the Dunkin and follow some of those cars north; and you will see a more even breakdown between the two uses. Mr. Harvey further stated that they do ten to fifteen of these in the Midwest every year, and normally they are proposing ten to twelve stacking spaces, and that they operate just fine. Mr. Harvey said otherwise, they would hear about it, and people would be mad at them for not giving them enough stacking spaces. Mr. Harvey added that in their professional opinion, they are very adequately stacked here.

Mr. Kouros referred to the Starbucks at Main St. and 41 and asked if the other tenants there minded that the Starbucks traffic was blocking their parking situation. Mr. Harvey said he was unaware because he didn't believe they were affiliated with that location.

Mr. Immig asked with the radius being 18', if a car could make that turn-around, and said he has pickup trucks that are 18'. Mr. Harvey said if you notice they striped that aisle and pulled it back a little bit to make room for that turning movement for something like an F150 or a Suburban. Mr. Immig asked if they can make it. Mr. Harvey replied yes.

Mr. Volkmann asked if they had secured a cross access with the adjoining property to the north. Mr. Harvey replied that they are working on it and will have to have it finalized before any construction or final approval.

Mr. Volkmann said that the intersection project for 41 which was done in 1999 or 2000 was just a repaving project, and that INDOT did not include any pedestrian walkways along there; but as you go further north or even south of the intersection where they did reconstruction projects, they included sidewalks. Mr. Volkmann said that this may be

sort of a sidewalk in an island, but may be something to consider on a Plan Commission level to have the developer put in a sidewalk so as these parcels get attention or come before the board in the future, we can keep those connections. President Anderson asked if it was on the west side end of the property. Mr. Volkmann said yes against the right-of-way, and that the state puts them right against the curb, but that he isn't that familiar with the nuances of the site.

President Anderson said that the existing monument sign still has 8'8" left. Mr. Harvey said they would have to look into the existing grades to make sure they can meet ADA cross slopes there; and that he doesn't have an issue providing a sidewalk as long as it works from an ADA standpoint. Mr. Harvey said they don't want to put anything there that won't meet the ADA Code, because someone could fall or get injured. Mr. Harvey added that pending review of the topo survey of that specific area, they would be agreeable to that.

President Anderson said it looks good and they did what the Board asked them to do with more staking. President Anderson said he thinks they will be good with it.

D. 67th Avenue & U.S. 41 (Proposed: Portillo's)

General Location: Southeast corner of 67th Ave. & U.S. 41

Petitioner(s): David Hene – Location Finders International

Represented by: Amanda Schwerin – HD Group

Request: U.S. 41 Commercial Corridor Overlay District Development Plan Review

President Anderson read correspondence from Nies Engineering regarding the Portillo's Traffic Study done by KLOA. The KLOA study analyzed the cross access drive on the south side of the new site to the north side of the Crossroads Shopping Plaza; and Nies Engineering stated that if this is planned that an agreement will need to be set up between the two property owners. Nies also pointed out that the study included an alternative development access which eliminated the south drive and only includes the north drive, and that both options are acceptable as long as the signal timing is adjusted as recommended. Nies Engineering concluded the following:

- Add a US 41 northbound 242 if right turn lane onto 67th Pl.;
- Add a 67th Pl westbound 170 if left turn lane onto US 41
- Relocate the existing southeast traffic signal pole; and
- Adjust the signal timing

Nies' letter also stated that with the proposed suggested improvements, the existing intersection of US 41 & 67th Pl. will operate a Level of Service (LOS) C during the weekday, midday, a LOS D for weekday evening and Saturday midday peak hours as shown on page 25 of the report. With this information at hand, the proposed development should operate with minimal traffic impact with either option of the south drive or without the south drive to the Crossroads Shopping Plaza.

Also stated in the Nies letter was that the proposed site plan sheet C2.0 depicts the proposed 25' radius of the back of curb on the southeast corner of the intersection of US 41 & 67th Pl. is encroaching onto the proposed property; and that additional dedication of Right-of-Way or roadway easement will be required as well as southeast corner traffic control strain pole, fire hydrant and other utility relocations for the additional lane turn construction. Further that INDOT review of the Traffic Impact Study and their approvals shall be made as a condition of the review enclosed herein of the proposed improvements. Mr. Neil J. Simstad, Principal of Nies Engineering signed the letter dated February 5, 2022.

Ms. Amanda Schwerin from the HD Group represented the Petitioners. Ms. Schwerin stated that the following team members were also in attendance: Mr. Tom Petermann from Cage Engineering; Mr. Preston Funkhouser, Vice President Construction & Facilities of Portillo's; Mr. Luay Aboona from KLOA who submitted the traffic study; Mr. Rimas Grabliauskas, the landlord from LFI; and Mr. Basman Metti, the Construction Manager with Portillo's.

Ms. Schwerin stated that they had a list of items that they were asked to take care of from the last Study Session, and that they tried to take care of all of them prior to this meeting. Ms. Schwerin added that the south entrance was removed after the traffic study was

completed which makes the cross-access no longer needed. Ms. Schwerin pointed out that they provided the landscape plan, menu board, and the traffic study; and that the signage package is on their laptop to be shared with the members as the printer neglected to print it out.

President Anderson referred to the level of service mentioned in the traffic study being “C” during weekday midway; and “D” weekday evening and Saturday peak hours, and asked what that level is currently. Mr. Volkmann stated that he has never seen an intersection that operates at a level “A” or “B”; and that they are always “C” or lower, and that there really isn’t a lot of traffic from 67th Ave. Mr. Volkmann said that he imagines typically it operates closer to a “B” because the only thing they service there now is the car dealership Napleton and a car wash in the back. Mr. Volkmann added that most of their traffic comes in from the back of 65th. Mr. Aboona from KLOA that prepared the traffic study, stated that the overall level of service of the intersection based on their analysis was a “B” both at midday and evening weekday and then also Saturday midday. Mr. Aboona added that under future conditions with no access to the south, the level of service of the intersection overall will be at a level of service “C”. Mr. Aboona clarified that it was overall and not by approach.

President Anderson said that the intersection is going to be widened with a left turn lane; and asked if the entrance was moved further east to accommodate the stacking. Mr. Aboona replied that it was the same location as it was before; and that they are widening 67th to provide a left turn lane coming westbound to southbound; that they are also adding the northbound deceleration lane on 41 at the signal; and that the signal will be modified so that there will be left turn arrows for the traffic coming out of 67th Pl. which will increase the capacity and the ability to clear the intersection as efficiently as possible.

President Anderson asked if they were unable to get cross-access to the south, and whether it was not required as it was before. Mr. Volkmann replied that it is not required, and going back to the late 80’s or 90’s, they didn’t require a cross-access at that time. Mr. Volkmann added that every other attempt to get cross-access there has not been fruitful.

Mr. Thomas asked for confirmation that there is only one entrance and exit. Mr. Volkmann replied correct. Mr. Thomas asked how many cars can stack on 67th at the stoplight. Mr. Aboona replied about six to eight cars. Mr. Thomas stated that he sees a problem with only one exit with all of the traffic and only being able to stack six cars on 67th Pl. Mr. Aboona said that part of their plan is to provide a protected arrow phase for that approach so that when the light comes and you get an arrow, the cars are able to turn left and go south uninterrupted which would help clear the traffic in the que from that intersection. Mr. Thomas asked how many cars would be going through there at their peak time during lunch. Mr. Aboona replied that they are estimating about one-hundred cars that would turn left during the lunch hour from 67th to go south onto 41 over a one-hour period. President Anderson agreed that it is a concern of getting backed up and not being able to turn left out of there. Mr. Aboona said that based on their counts of that intersection, the amount of traffic that uses 67th Ave. is very limited today with a very low traffic count; so essentially, most of the traffic that will be utilizing that approach is really coming out of the Portillo’s. Mr. Aboona added that they are increasing the capacity by adding the left-turn lane, and that they are also providing that protected phase to allow for the ability of those left-turners to clear that intersection quickly.

Mr. Immig said that with the whole lane of 67th, there has to be more than six cars, and asked if there were 250’ there. Mr. Aboona replied that from the stop bar to the driveway it’s about 170’ to 180’, and that it depends on how close the cars stack next to each other. Mr. Aboona pointed out and that you can squeeze in more cars which is why they gave the range of six to eight cars. Mr. Aboona added that if there are any backups, they will occur on site because these cars will be coming out of the driveway; and that it is not like they are coming from the east on 67th they are coming out of the driveway.

Mr. Kouros asked to be walked through the process from turning off of 41 on 67th now and the entrance is and where there is the drive-thru sign. Mr. Tom Petermann from Cage Engineering said that they have a right-in that is supposed to come around and go into the drive-thru and that the middle lane acts as a an access to the parking lot, so there are two lanes of access coming in and one lane going out. Mr. Kouros said where he says three lanes, the first lane is going through the drive-thru, and asked if the middle goes to the parking along the side. Mr. Petermann replied yes. Mr. Kouros said that the far lane is exiting. Mr. Petermann replied yes. Mr. Kouros said walking through it, they are turning in and going into one of the three lanes for service. Mr. Petermann said correct.

Mr. Kouros said that the first lane is for pre-sales such as order-on-line type of thing. Ms. Schwerin said yes. Mr. Funkhauser said that the pre-sale board that you see on the inside radius on the left side as you are pulling into one of the three drive-thru lanes, is a menu board and just beyond that there will be three to four order takers. Mr. Funkhauser said that the pre-sale board is for the driver to get a visual reference as to what you are about to have to make a decision on. Mr. Funkhauser said that the driver will experience that over the next four to five car lengths, then the next thing you will see digitally after passing some of their employee order takers is the digital menu board itself which is typically where in a quick-serve drive-thru you are actually placing your order to the machine; but you will have already done that with one of the order takers. Mr. Funkhauser added that it is another opportunity for the driver to see what they have to offer; so there are two places to see what the offerings are. Mr. Kouros said that between the pre-sale board and the menu board, their team is taking orders. Mr. Funkhauser replied that is correct. Mr. Kouros said then you pay at the employee canopy. Ms. Schwerin stated that you can actually pay the employee that takes your order. Mr. Kouros said that you are turning and passing the employee canopy and driving up to the drive-thru stall to pick up the order. Ms. Schwerin replied yes. Mr. Kouros continued asking if you are driving through the drive-thru stall and you will have your order and will have to go to one lane to exit. Ms. Schwerin explained that the third lane will really only be used to filter traffic in the busiest times, and that when Mr. Kouros mentioned on-line orders, they can use that third lane to pick up their order as well. Ms. Schwerin added that the second and third lanes will actually be closed off when they are not at their peak hours so that they act as bypass lanes. Mr. Kouros said that now everyone is coming around on the side where Strack's is and they stop at cross-over traffic and driving back around and getting out back again onto 67th. Mr. Funkhauser said correct. Mr. Kouros asked the total number of backups you have in all three lanes in a peak time. Mr. Petermann replied that the drive-thru can handle sixty-six cars stacked. Mr. Kouros said that does not include the cars on 67th if they had to. Mr. Petermann replied correct.

Mr. Funkhauser said he wanted to point out that the drive-thru canopy is an employee shelter and not part of the ordering process. Mr. Funkhauser added that it is where the employees retreat to get out of the wind, rain, and snow; and that if it is too severe, they will be working inside. Mr. Kouros asked if their staff takes money outside. Mr. Funkhauser replied yes. Mr. Kouros asked if there was no shelter for the employees from the elements other than the canopy. Mr. Funkhauser said that is correct; but of course they are on a rotational schedule and will be rotating in and out of the building and will not be out in the elements too long. Mr. Funkhauser added that unlike most quick serve, the employees take the order out there in the drive-thru. Mr. Kouros asked that if in inclement weather, the employees are still out there, and if there was not a place where they have an overhang or something of that nature. Mr. Funkhauser replied correct. Mr. Kouros asked if that from beginning to end, their employees are out there. Mr. Funkhauser replied that is correct.

Mr. Alex Gorman asked if every part of the parking lot is not a one-way at any point, and that if one were coming in from 67th and going to the south side of the building to the curb-side pick-up lane they would just go straight and enter at the middle lane of the entrance of the parking lot, go all the way down that side of the parking lot and then enter the curb-side and you wouldn't have to turn around basically. Mr. Funkhauser replied that all of the drive-aisles are two lanes.

Mr. Kouros asked that if it does stack up as much as anticipated and as people are exiting, if they are losing all of those parking spaces in the back and if those particular parking spaces are for employees. President Anderson said that they were listed as employee parking only. Mr. Petermann replied that at the south end of the project there are twenty employee parking stalls to minimize any conflict. Mr. Kouros said he was referring to the east side parking stalls, and reiterated that if traffic gets tricky exiting, they would lose all of those. Mr. Petermann replied correct, then added that they are not losing any access to parking, it will just be if there is any stacking, it will be four cars.

Mr. Kouros asked what amount of time they give a car from point of ordering to the order in hand. Ms. Schwerin replied eight minutes; and that typically you are not going to see the cars coming out of the drive-thru stacked the way they are going to stack in the drive-thru because your orders come out so staggered. Ms. Schwerin added that she goes to Portillo's every time she comes to town because she flies into Chicago, and that she has never had any issues getting out. Ms. Schwerin also said that she has been in lines backed up and you can use that bypass lane to get right out. Mr. Kouros asked if the same system they have in Merrillville will be used in Schererville with the people out there taking orders. Mr. Funkhauser replied that the Schererville site is a little different,

and in terms of having order takers outside and actively managing the que as far as choosing what lane and when to go down to two lanes or one lane, using phones to manage the traffic on the site with employees outside, yes in respect to that. Mr. Petermann pointed out that the Merrillville drive-thru only has one lane with a little bypass at the beginning; and that Schererville will have a drive-thru three times that size.

Mr. Rak asked about the time frame for getting their roads in, and added that 67th is planned for a resurface this year. Mr. Rak stated that it might be something they want to speak to Staff about. Mr. Volkmann replied that they have already had that discussion.

Mr. Kouros said that after a snow like we just had, that the turn lanes on 41 never get plowed until an afterthought. Mr. Kouros asked Mr. Volkmann if it were up to the town to get those plowed. Mr. Volkmann replied that it 41 is a state highway, and that the state will bypass a decel lane to keep the main lanes open. Mr. Volkmann added that in cases of emergency where the state plow doesn't get here, the town has plowed 41.

Mr. Immig referred to the 30' back yard building setback and the storm water detention, and said that there is a space between the setback and the parking spaces on the east side and asked what was in that area. Mr. Petermann asked if it was from the high water line and the storage facility and the curb line. Mr. Petermann said to refer to the engineering set because the printer bound the landscape plans with the engineering when they should have been separate. Mr. Petermann pointed out that the landscape plans begin on L-1 which is the 7th page. President Anderson said that entire piece is their detention. Mr. Petermann replied correct.

Mr. Kouros asked for confirmation that there was no cross-access agreement with the shopping center next door, and asked if they were unable to come to an agreement. Mr. Grabliauskas replied that there was a potential agreement, but then they also needed Walmart and Strack's and they decided to go without it. Mr. Kouros asked if they were open to revisit this if the traffic shows it is warranted. Mr. Grabliauskas replied yes. Mr. Kouros asked if they even tried or how strong the neighbors were against it and if they could provide some input. Mr. Grabliauskas replied that they did try, but that the initial reception they got from them was that it was not feasible due to outside factors. Mr. Grabliauskas added that their initial plan included the two access points, and they were going to move it over. Mr. Kouros asked again if they were open to it if they see that they have to do something Mr. Grabliauskas replied yes. President Anderson referred to what Mr. Volkmann said previously, that potential users from previous Petitioner's attempts ran into the same problem. Mr. Volkmann said that no one has been successful in getting that cross-access from that mall. Mr. Kouros asked if the town could mandate that if we see that it is a situation. Mr. Volkmann replied that the challenge we have with a lot of development sites is that every tenant's lease is tied in with all of those cross-easements and everything else; and that you might have an agreement from the management team, but then you have to go and get all of the tenants to sign off on it as well which is where the trouble comes in. Mr. Volkmann further stated that if the mall was in front of the Plan Commission for some type of modification to their development, that we could venture that in. Mr. Volkmann said that place has been there for thirty years and there have probably been a half a dozen attempts trying to get a cross access to that site to no avail. Mr. Volkmann pointed out that when you get someone like a Walmart who has corporate offices in Arkansas, getting someone's attention on that is almost impossible.

Mr. Immig asked that when you leave the one, two, or three lanes after you get your order, but primarily the two lanes, how do you get from the one, two or three lanes out. Mr. Immig also asked if there were two lanes or if it were a free-for-all. Mr. Immig asked how you go from three lanes down to one and you have to go past this landscaping area in the back because that is the only exit, and said that is the spot where it looks like it could be a little chaotic. Mr. Funkhauser replied that it would be if they didn't manage it, but that they will be actively managing it with cones. Mr. Funkhauser said that on a slow day, there will be cones that actually mark off the outside two lanes so you will just be funneled down to that lane closest to the building and then you will come to the end make a left turn transit to the east and then go north to exit the property. Mr. Immig asked if the release points of those cars were timed as well. President Anderson said that people get their food at different times and that you aren't going to have three cars leaving at the same time. Mr. Funkhauser said that Mr. Anderson was right; and that in addition to the order takers outside, they also have runners outside and right up against the building taking the food to the actual car, and that becomes the release point. Mr. Funkhauser said that they are handed their food, and then they are leaving. Mr. Immig said that it sounded like you could have more than one car leaving at one time with

multiple lanes going like that. Mr. Funkhauser replied that theoretically you can, but that they would help manage that as well.

Mr. Immig asked that if in the summer when the outdoor patio is busy, if most people will park on that north side or if they would park on that far east side. Mr. Immig asked if they had thought about that and if there were enough spaces on the north side if that is where most people for people would go in for sitting outside or even going indoors. Mr. Funkhauser said that is a good question. Mr. Immig asked where the walking path would be and said that some of that to the east of the patio will be the handicap. Mr. Funkhauser said that is correct. Mr. Immig asked if the be parking would be primarily on the north. Mr. Funkhauser replied that he didn't think so, and that he thinks the patio is actually on the southeast corner, and that Mr. Immig may be looking at the trash corral. Mr. Funkhauser pointed out that if you look at the building, the bottom right corner that is where the patio is. Mr. Funkhauser said that he thinks probably when parking spaces are available, they will probably come straight south off 67th at the bottom of the parking lot and then come back up; or, as President Anderson said earlier, these are all two-way lanes, so they will probably park closer to that southeast corner. Mr. Funkhauser pointed out that they will all go in the front door, and that some will park as close as they can and that others will park as far away as they can for the exercise and that it will be up to the individual.

President Anderson asked for questions regarding the landscape plan. There being no questions, he asked about the signage. Because of the printer's error and having no prints of the signage, Mr. Petermann took the laptop up to the dais so the Board could view the signage, and he explained what they were proposing. President Anderson asked for the total square footage of the signage and the height. Mr. Petermann replied that the sign at the intersection was 18'. They were mostly speaking off-mike and the conversation was inaudible. Mr. James Gorman said that 6 S.F. was allowed for a monument sign. Mr. Petermann asked if they allowed for variances. Mr. James Gorman said they do allow variances, but that it can also be part of the plan, but that if the Board feels it is too big, they would have to modify it to where the Board feels comfortable with it. President Anderson added that they could create a Sign District for the property which will provide some leeway. President Anderson said that the town is re-doing the ordinances right now, and that the sizes for drive-thru menu boards and preview boards are changing. President Anderson reiterated that what they are currently looking for is not going to match what the town's ordinance currently states because it needs to be updated and that we are in the process of changing it.

President Anderson asked Mr. Volkmann's opinion about coming up with a Sign District. Mr. Volkmann said that within the Overlay District standards, you have the latitude at looking at the overall Development Plan, and that they have done that with a lot of the developments. Mr. Volkmann stated that being a single user they will still have directional signs, menu boards, pre-menu boards, and that there will be a lot of information on the site. Mr. Volkmann added that it is important to look at it when they bring in the sign plan, and advised the Petitioners to bring in a complete sign plan. Mr. Metti said that this is what they would submit. President Anderson said that if their sign company says they are needing this square footage wise, then it is just the fact of the height and the multiples on the drive-thru. Mr. Metti said that he would have to check to make sure that they are in compliance, and that he knows they did not count all of the directional signage. Mr. Metti said they will check to see how close they are. Mr. Thomas and Mr. Metti had a conversation that was inaudible.

Ms. Schwerin stated that their sign plan will be added to their packet, and asked about the details of a Sign District. President Anderson replied that it would be a comprehensive plan that the Board could look with the total square footage, and other details. Ms. Schwerin said that they could get that package together and if they find out they need to make changes they can. President Anderson said that he realizes the building signs are standard, but that the height on the main sign may be an issue. Mr. Volkmann stated that once we get the whole sign plan, we can give them direction from there; and that it shouldn't really hold up the development process.

Mr. Alex Gorman stated that the town has had other restaurants with outdoor patio spaces that had been putting fences around the patio and asked if that was part of their plan. Mr. Petermann replied that they would have a fence around it.

President Anderson asked for confirmation that they would have twenty-four exterior seats. Mr. Petermann replied there would be thirty-six. Mr. Funkhauser said that there would be a steel fence or steel bollards in concrete around the patio.

President Anderson asked if the storm water would drain to the east. Mr. Petermann replied yes. Mr. Volkmann asked if they would be back for another Study Session for the signage. President Anderson said he would like another Study Session to hammer out the signage on February 21; and that they need to get the sign plan to Ms. Sulek. President Anderson said that the other things seem to be dialed in well, but the signage is an important aspect that they can do on the 21st, and then hopefully move forward from that point. President Anderson asked for any further questions and said that this is the time to ask them.

Mr. Funkhauser asked if they would consider running that parallel with instead of in series with allowing them to go to the Plan Commission in March; and do the signage in parallel. Mr. Funkhauser added that if they break ground in June, the signage would come in October or November. Mr. Funkhauser said they wouldn't go into production until they actually had a signage permit, and that typically the signage runs separately from the site permit and the building permit. Mr. Funkhauser reiterated that typically the signage equally runs separately which would allow them to help them maintain their schedule and allow them to get in prior to 2022. President Anderson asked if he was asking to advertise for March. Mr. Funkhauser said yes, that is his request. Mr. Volkmann said that isn't a problem. President Anderson said that we need a little more comprehensive plan for the signage. Ms. Schwerin asked if that mainly they are looking for the correct height on the monument sign and the table for the square footages. President Anderson said yes, and added that we are going to want to see their total square footage and that the 18' monument sign will have to be reduced. Ms. Schwerin asked if they could split the difference. Mr. Volkmann said they can work that out with Staff and at least provide direction whether they want do a Sign District, and they have time. Ms. Schwerin asked if she should wait to send the prints until they work that out. Mr. Volkmann said that they can advertise for March for the Development Plan; but that they haven't seen any of the signage plan.

Ms. Schwerin asked if the signs would be for February 21. Mr. Volkmann said yes, and that they should get it all straightened out.

III. Adjournment

There being no further business, the meeting was adjourned at 7:21 P.M.

Respectfully Submitted:

Gary Immig, Secretary