

**MINUTES  
COLUMBUS PLAN COMMISSION MEETING  
WEDNESDAY, APRIL 8, 2026 AT 4:00 P.M.  
COUNCIL CHAMBERS, CITY HALL  
123 WASHINGTON STREET  
COLUMBUS, INDIANA**

**Members in Person:** Dave Bush, Evan Kleinhenz, Zack Ellison, Sandy Sherman, Dennis Baute, Michael Kinder, Laura Garrett, Keerthi Alapati, Melanie Henderson, Andrew Beckort, and Christopher Bartels

**Members via Webex:** None

**Members Absent:** Tom Finke (Bartholomew County Plan Commission Liaison)

**Staff in Person:** Jeff Bergman, Andres Nieto, Audrey Lewis, Kyra Behrman, Jessie Boshell, Janie Meek, and Austin Whitted (Deputy City Attorney)

New Plan Commission member, Sandy Sherman, was sworn in by Mayor Mary Ferdon.

**CONSENT AGENDA**

Minutes of the March 11, 2026 meeting.

**Motion:** Mr. Ellison made a motion to approve the consent agenda. Ms. Garrett seconded the motion. The motion passed with a voice vote of 10 in favor and 0 opposed.

**OLD BUSINESS REQUIRING COMMISSION ACTION**

None

**NEW BUSINESS REQUIRING COMMISSION ACTION**

Mr. Bush joined the meeting.

**PC-26-4: 10<sup>th</sup> & Lafayette Avenue Rezoning** – A proposal by the Planning Department to rezone +/-1.16 acres from CN (Commercial: Neighborhood) to RE (Residential: Established). The properties are generally located along Lafayette Avenue, between 10<sup>th</sup> & 11<sup>th</sup> Streets, and along 10<sup>th</sup> Street between Lafayette Avenue and Pearl Street, in the City of Columbus.

Ms. Lewis presented for the Planning Department.

Mr. Kinder opened the meeting to public comment.

No one from the public requested to speak.

Mr. Kinder closed the meeting to public comment.

Mr. Bergman stated that the staff supports a favorable recommendation being sent to the City Council.

Ms. Alapati asked why some of the surrounding lots were excluded from the request. Ms. Lewis stated that some excluded lots have existing businesses on them that align with the current zoning; the other 2 excluded lots are vacant and have potential for neighborhood commercial business.

**Motion:** Mr. Ellison made a motion to send a favorable recommendation to the City Council for PC-26-4. Ms. Alapati seconded the motion. The motion passed with a voice vote of 11 in favor and 0 opposed.

**SUB-26-19: Columbus Gateway Major Subdivision Preliminary Plat Revision** - A request by Midland Atlantic Properties to revise a previously approved preliminary plat to create 7 new lots and 1 common area over +/- 12.7 acres. The revised plans include an updated plan for the re-routed People Trail and other changes to access for lots at the end of Gateway Trail. The property is located at the northeast corner of the intersection of State Road 46 / Jonathan Moore Pike and Interstate 65.

Mr. Nieto presented for the Planning Department.

Mr. Connor Strege, with Kimley-Horn & Associates, and Ms. Kelly Boyle represented the applicants.

Mr. Bush asked what the reasoning was behind relocating the People Trail. Mr. Strege stated that the original intended relocation of the trail would require multiple special approvals from INDOT (Indiana Department of Transportation) to a point where it would be impractical to obtain. The new proposed location would not require any INDOT approval. Mr. Strege added that relocating the trail through the development also removes it from the lower area that would be at risk of flooding.

Ms. Garrett asked if the low-lying trail to the north of the property, which often floods, would also be raised. Mr. Bergman stated the applicant is willing to work with the Parks Department regarding that section of the trail. Mr. Bush stated, speaking for the Parks Department, that it would be nice to get that northern section of the trail where it did not flood as much or as often.

Mr. Bergman stated that the City Engineering, Planning, and Parks Departments have been working with the applicant on this new location and prefer it over the previously approved location.

Mr. Kinder opened the meeting to public comment.

Tom Dell, 1063 Hummingbird Lane, stated that this proposal is far superior to the original approval and that he supports it.

Mike Bates, 7930 West Westpointe Drive, stated that he was curious about the type of businesses that would be located on the site and whether it would be safe for his children to ride on this section of the trail.

Mr. Kinder closed the meeting to public comment.

Ms. Boyle stated that the lots would be for commercial convenience-type uses, such as a car wash or a restaurant.

Mr. Bergman asked Ms. Boyle and Mr. Strege to discuss the placement of the access easement for Lots 1 and 7 along those lots' property line, rather than entirely on Lot 7. Ms. Boyle stated the easement location would involve owners of both lots in the future development and access needs of Lot 7. Mr. Bergman stated that the Lot 1 owner's involvement may complicate the future development of Lot 7, but he would defer to the developer's judgement.

Mr. Ellison asked the applicant if they were amenable to making the recommended revisions listed in the staff report. Mr. Bergman stated his recommendation would include all revisions listed in the staff report, except for the adjustment to the lot line between Lots 1 and 7. Ms. Boyle stated that they are amenable to those changes.

**Motion:** Mr. Kleinhenz made a motion to approve the request, including all revisions listed in the staff report except for those regarding the location of the lot line between Lots 1 and 7. Mr. Bush seconded the motion. The motion passed with a ballot vote of 11 in favor and 0 opposed.

**PC-26-5: Chase Point Rezoning** – A request by Chase Point Capital to rezone 7.17 acres from RM (Residential: Multi-Family) to RS4 (Residential: Single Family 4). The property is located generally on the north side of State Road 46, 500 feet east of 500 West, in the City of Columbus.

Ms. Behrman presented for the Planning Department.

Ms. Alapati asked about the discrepancy in acreage between the agenda and the staff report. Ms. Behrman explained that the original application stated the site as 7.17 acres, but 8.75 acres had later been determined to be correct.

Jack Laskey, Tom Laskey, and Tim Thomas represented the applicant. Mr. Tom Laskey explained that the property as a whole had lost a large portion of its buildable land due to wet soils in the original RS4 zoning area. They are asking to rezone their multi-family site to RS4, which would match the rest of the larger property and offset their single-family development area losses. They no longer wish to pursue a multi-family component of the development.

Mr. Kinder opened the meeting to public comment.

Janeen Blumenberg, 1451 North Hillside Drive, stated she was curious why the 10-foot gas easement was included in the rezoning request.

Tom Dell, 1063 Hummingbird Lane, stated that he believes that RS4 zoning of this property is more fitting for the area, and he supports a favorable recommendation being sent to the City Council.

Vickie Stover, 233 North 500 West, stated she wanted to know if the new homes would be single or double story, would they be affordable, and would 500 West be widened to accommodate additional traffic.

Mr. Kinder closed the meeting to public comment.

Mr. Thomas stated that the 10-foot gas easement is part of the rezoning due to it being part of the property.

Mr. Tom Laskey stated that the homes would be a mixture of one-story and two-story with a price point from \$350 to \$450 thousand throughout the entire development.

Mr. Thomas stated that there would be some widening done on county road 500 West along their development's frontage.

Mr. Bergman stated that the staff is recommending a favorable recommendation be sent to the City Council on this request. He stated that the previous rezoning commitments were reviewed and filtered for those that remain relevant for RS4 zoning. The favorable recommendation does include the two commitments listed in the staff report – regarding (1) an updated traffic study for the area and (2) improvements at the 500 West / State Road 46 intersection.

**Motion:** Mr. Baute made a motion that a favorable recommendation be sent to the City Council for PC-26-5, including the two commitments recommended by staff and detailed in the staff report. Mr. Ellison seconded the motion. The motion passed with a ballot vote of 11 in favor and 0 opposed.

**SUB-26-20: Tipton Ridge Major Subdivision Preliminary Plat** - A request by Chase Pointe Capital for preliminary plat approval to create 180 new lots and 8 common areas over +/- 107 acres. This project

also includes 5 modification requests. The subject property is located generally on the north side of State Road 46, between 500 West and Belmont Drive, in the City of Columbus.

Mr. Nieto presented for the Planning Department.

Mr. Ellison asked about the applicant's proposed 27.5-foot right-of-way dedication on 500 West and its adequacy. Mr. Beckort stated that, at some point, the county will be installing a new bridge just north of the development on 500 West, and they will have to raise it significantly compared to the current bridge, so having additional right-of-way would be greatly beneficial. He added that the replacement bridge will be longer and taller than the current bridge.

Mr. Bergman explained that the 27.5-foot right-of-way offered by the developer is what the Thoroughfare Plan recommends for a rural setting. He stated that, by the nature of this development, the Plan Commission should consider the 45-foot right-of-way that the Thoroughfare Plan recommends for a suburban setting.

Mr. Baute asked about the 1,400-foot cul-de-sac length and why the city subdivision control ordinance limits the length to 650 feet, but the county subdivision control ordinance allows up to 1,000 feet. Mr. Bergman stated that the intention is to limit the number of lots with a single access point. It is a matter of probability and public safety. Every community has to choose its threshold and, for Columbus, it is the 650 feet of cul-de-sac length with a maximum of 30 lots. Mr. Baute asked, if the fire department didn't have any objections to the length, should the Plan Commission be concerned. Mr. Bergman stated that there are concerns, the primary concern being safety and the ability to get emergency equipment into those locations. It is also a concern when trying to get people out in the event of an emergency. The secondary concern is maintaining a well-connected street and sidewalk system throughout the city.

Mr. Baute asked if there was a way to guarantee future access if a subdivision were to be built to the northeast adjacent to this property. Ms. Garrett stated that she would like to guarantee access not just to vehicles, but to bicyclists and pedestrians, as well. Mr. Bush added that, in his opinion, the adjoining property has similar topography to this development and a similar potential for home development.

Mr. Bush stated that, in his opinion, with the RS4 density, the cul-de-sacs are way too long. He stated that unless it is egregiously impossible, they should be shortened, at or very close to the 650-foot maximum.

Mr. Ellison stated that, with the emergency access path requested by the fire department, he didn't see where the length of the cul-de-sac would be a safety issue.

Mr. Kleinhenz asked what the required width of the access path was. Mr. Nieto stated that the access easement would be 25 feet wide, but the paved path in the easement would only be 12 feet wide. Mr. Bergman stated that the fire department is agreeable to this design.

Mr. Ellison asked if this development would be served by the Harrison Township Fire Department. Mr. Bergman stated it would be served by the City of Columbus Fire Department.

Jack Laskey, Tom Laskey, and Tim Thomas represented the applicant.

Mr. Bartels asked about the intersection of Dogwood Way and county road 500 West and whether the lots in this area would be raised out of the floodplain. Mr. Laskey stated that they would be required to raise those lots to flood protection grade before building.

Mr. Thomas stated that he did not believe that a cul-de-sac length of 707 feet would be an egregious extension from the 650-foot requirement. There will only be 24 lots on this cul-de-sac due to topography. The intersection location would need to be in the location shown on the preliminary plat because of that topography.

Mr. Tom Laskey stated when they discovered the bad soil, it eliminated approximately 20 acres of buildable land. With this new proposed plan, they are trying to maximize what is left to build on, which

reduces the development to approximately 180 single-family homes and no multi-family units. He stated that they are working with a site that has a lot of challenges. Even though they are maximizing the buildable area, the density is still significantly lower than what RS4 zoning would allow.

Mr. Thomas stated that regarding the Bur Oak Court cul-de-sac, it would only extend to an additional 751 feet past the 650-foot maximum if the upper northeast area of the subdivision is developed. If that is completed, then they will add the emergency access path. If the northeast area development is not done, the cul-de-sac will be finished at the 650-foot required maximum stated in the Subdivision Control Ordinance, and they will not install the emergency access path. Mr. Thomas stated that the preliminary plat shows that long cul-de-sac and the development of the northeast portion of the property; however, that may be cost prohibitive.

There was much discussion amongst the Plan Commission, applicants, and staff regarding connections from this site to the adjoining property to the northeast. It was determined that due to the existing gas easement in this area and its topography it would not be appropriate to extend the street to the east property line and instead it should terminate in a cul-de-sac as proposed.

Mr. Bergman asked Mr. Thomas to explain their request to eliminate the sidewalk on one side of Dogwood Way as well as the street trees. Mr. Thomas stated that regarding the trees, a large gas easement cuts through this area, and they are not allowed to install trees in that easement. Also, they would not be building any homes on the south side of Dogwood Way, and having only 50 feet of right-of-way for utilities, street trees, and sidewalks to connect to Belmont Drive is challenging. He stated that omitting the sidewalk on the side of the street with no homes would help fit the other required street components in that limited, 50-foot width. He added that there is topography along the south side of Dogwood Way that would also make it difficult to install a sidewalk there.

Mr. Kinder opened the meeting to public comment.

Nancy Battin, with the Tipton Lakes Association, stated that she is concerned with the name of the development, with Tipton Ridge being very similar to Tipton Lakes. She stated that residents of this development may believe that they are part of the Tipton Lakes community, which is trademarked. She asked that the name be changed to something that does not include "Tipton".

Erwin Schindel, 1283 North 500 West, asked what the developers plan to do with the area of this property that is in the floodway. He also wanted to know if anything was going to be done with the bridge on 500 West, and would 500 West be closed if they were to work on the bridge. He wanted to know if 500 West would be raised in this area to prevent flooding.

Tom Dell, 1063 Hummingbird Lane, stated that Columbus needs housing in all areas, and in his opinion, the applicant has done their due diligence to try and get as many homes as they possibly can on a property that has provided so many obstacles. He supports the approval of this request with all of the requested modifications.

Janeen Blumenberg, 1451 North Hillside Drive, asked how and where the water will be directed for the homes nearest to the floodplain. She is concerned with this development causing flooding to the surrounding homes. She was also concerned about the traffic congestion in this area from the increased density, as well as the protection of wildlife.

Vickie Stover, 233 North 500 West, stated that she was concerned with the increased traffic congestion, that the homes being built would not be affordable to the average income family, increased traffic accidents, impacts on the wildlife, and whether there would be a buffer between this development and the existing homes.

Logan Fowler, 401 North 500 West, stated that he admires the developer's vision in trying to offer as many homes as possible on this site, but he does not believe that this is where the increase in density should be taking place. He also believes that the Plan Commission should not grant modifications to rules where safety is concerned.

Mr. Whitted noted that the Plan Commission received letters from David Bex on behalf of Barbara Bex, 7370 West State Road 46. They opposed approval of the request.

Mr. Kinder closed the meeting to public comment.

Mr. Thomas stated that any changes to the bridge or elevation of 500 West would not be a part of this development and would instead be a future city or county project. He added that the entrance to the development would be located on 500 West, and would be at the current grade of the road where it is outside of the floodplain. He stated that the applicants are also concerned about the wildlife in the area, and there will be a vast amount of this property that will be left in a natural state. Mr. Thomas added that the traffic study required through the initial rezoning of the property has already been initiated.

Mr. Ellison stated that it may be helpful for the public to know that a stormwater review has been performed on the property, which requires the stormwater to be retained and released in a controlled manner to help prevent additional flooding in the area from this development. Mr. Beckort and Mr. Thomas agreed. Mr. Thomas added that even when a development is near a waterway, the stormwater must be gathered and treated in some way before it can be slowly released into the waterway.

Mr. Ellison asked what a traffic signal would do to help traffic at an intersection that is approximately a block away from the signal, as will be the case for 500 West with the new signal at Belmont Drive. Mr. Beckort stated that it helps platoon vehicles at the intersection with the light, leaving a gap at the other intersection for people to turn onto the road. Mr. Kleinhenz stated that, in his opinion, those wanting to turn left onto State Road 46 from 500 West would be able to do so much more safely if they went through the new subdivision over to the traffic signal at Belmont Drive and State Road 46.

Mr. Ellison asked if a 45-foot right-of-way dedication from the center line of 500 West would impact the plans at the entrance to the subdivision. Mr. Thomas stated that, as proposed, there is a 27.5-foot dedicated right-of-way and a 25-foot wide common area at the entrance, for a total width of 52.5 feet. The common area can be used as a utility easement. He added that the applicants would not be opposed to the 45-foot right-of-way, then narrowing the common area.

Ms. Sherman asked if there would be a request for a letter of floodplain map change for the site, for those lots that would be elevated out of the floodplain. Mr. Thomas indicated that there would.

Mr. Kleinhenz asked which would be better for future road improvements, the 45-foot right-of-way or the 27.5-foot right-of-way with the common area. Mr. Beckort stated that the larger right-of-way would be better for future road improvements. Mr. Thomas interjected that the applicants are not opposed to the 45-foot right-of-way, but they would prefer not to install sidewalks or curb and gutter along the property's short 500 West frontage.

Mr. Kinder reopened the meeting to public comment.

Erwin Schindel, 1283 North 500 West, asked what they were going to do with the northern section of the property and with the bridge on 500 West. Mr. Kleinhenz stated that the developer would not be doing anything to the bridge; it would be a future project for the city or county. Mr. Beckort stated that there are no current plans to upgrade the bridge on 500 West. Mr. Thomas stated that the applicants would not be touching any of the property along the north side of this development, which is located in the floodway.

Mr. Kinder closed the meeting to public comment.

Mr. Kleinhenz asked about the subdivision name and the concerns expressed by Tipton Lakes.

Mr. Bergman stated that the Subdivision Control Ordinance gives the Plan Commission authority to determine whether or not a proposed subdivision name is confusingly similar to an existing subdivision. Mr. Tom Laskey stated that he is not interested in changing the subdivision's name.

Mr. Kleinhenz stated that there are several amenities that come with living in a Tipton Lakes neighborhood. He was fearful that, if using the name Tipton Ridge, residents of this development might assume they have the same rights to those amenities. Mr. Kleinhenz stated that the Tipton Ridge name is a great marketing tool since Tipton Lakes is considered a premium residential area.

There was much discussion amongst the Plan Commission members, applicants, and the staff about the name Tipton Ridge being closely related to Tipton Lakes. Mr. Bergman stated that it would not be procedurally difficult to require the name change as part of this subdivision request.

Mr. Bartels asked what the length of the cul-de-sac on Bur Oak Court would be if the northeast section were not developed. Mr. Thomas stated it would be 650 feet, which is the allowed maximum according to the Subdivision Control Ordinance.

Mr. Bergman stated that Modification #1 would allow the cul-de-sac on Golden Ray Court to be 707 feet long, which exceeds the maximum of 650 feet. He noted that on that street, they are still under the maximum number of lots for a cul-de-sac; the maximum being 30 lots, with 24 proposed. Mr. Bergman stated that the Plan Commission must find that all 5 modification criteria have been met to approve the modification. He added that the staff supports approval of this modification, finding that all 5 criteria have been met as indicated in the staff report.

Mr. Kleinhenz and Mr. Bush were concerned that modification criteria number 3, regarding unique physical conditions, had not been met. They asked for specific information as to why the applicants are unable to move the nearest street intersection so the cul-de-sac would be 650 feet or less. Mr. Thomas stated that, based on the topography in this area, it would be safer to have the cul-de-sac longer for a more gradual grade change and a safer distance for the intersection. Mr. Thomas added that the proposed intersection location also provides better sight visibility for those coming off the cul-de-sac than any of the other possible locations.

**Motion:** Mr. Baute made a motion to approve Modification #1 to allow the length of the cul-de-sac on Golden Ray Court to be 707 feet, accepting the findings in the staff report that all criteria have been met. Mr. Ellison seconded the motion. The motion passed with a voice vote of 11 in favor and 0 opposed.

Mr. Bergman stated that staff supports approval of Modification #2 to allow the length of the cul-de-sac on Bur Oak Court to extend +/- 1,401 feet. Similar to Modification #1, the topography on the site dictates where the usable ground is and the resulting street layout. Mr. Bergman noted there were no objections from the Engineering or Fire Departments, with the inclusion of the emergency access.

Mr. Bush asked if the subdivision would need to come back to the Plan Commission if the developer decided that constructing that longer cul-de-sac is not cost effective and they instead end it at 650 feet. Mr. Bergman stated that they would not have to come back to the Plan Commission because they would not be adding more lots than were originally approved or seeking some other modification.

Ms. Garrett asked if there was a maximum street grade for subdivisions. Mr. Beckort stated that they would cut and fill as needed for a level road grade. Mr. Thomas added that there is approximately a 40-foot grade change along the length of the cul-de-sac as now planned; they would have to cut down the existing cliff and use that dirt to create a level road connection, if they choose to add those additional 20 lots on the bluff. Mr. Bergman stated that this is why a cul-de-sac is more desirable than a stub street to the adjacent property - when the developer grades that area, it will be at least 15 feet lower than the adjoining property. Mr. Bergman added that the area on the adjoining property is crossed by a large gas easement that would prohibit construction. He summarized that, between the two properties, the grades will not align and the adjacent property has limited development potential.

**Motion:** Mr. Ellison made a motion to approve Modification #2 to allow the length of the cul-de-sac on Bur Oak Court to be 1,401 feet, accepting the findings in the staff report that all criteria have been met. Mr. Kleinhenz seconded the motion. The motion passed with a voice vote of 11 in favor and 0 opposed.

Mr. Bergman stated that the motivation for Modification #3, to waive the requirement to install a sidewalk along the south side of Dogwood Way between Belmont Drive and Golden Ray Court, was a combination of the limited 50-foot width available to provide the road and utility connections to Belmont Drive and the challenging topography on the south side of Dogwood Way. The applicants propose a sidewalk on the north side of Dogwood Way. The staff supports approval of this modification and finds that all criteria have been met as indicated in the staff report.

**Motion:** Mr. Kleinhenz made a motion to approve Modification #3 to waive the requirement to install a sidewalk along the south side of Dogwood Way between Belmont Drive and Golden Ray Court, accepting the findings in the staff report that all criteria have been met. Mr. Ellison seconded the motion. The motion passed with a voice vote of 11 in favor and 0 opposed.

Mr. Bergman stated that staff recommends approval of Modification #4, to waive the requirement to install street trees along a portion of Dogwood Way, on both the north and south side, west of Belmont Drive (for 250 feet on the north side and 820 feet on the south side), for the same reasons that supported Modification #3 and adding that there is a large gas easement that prohibits the tree planting in much of that same area. Mr. Bergman stated that all criteria have been met.

**Motion:** Mr. Kleinhenz made a motion to approve Modification #4 to waive the requirement to install street trees along a portion of Dogwood Way, on both the north and south side, west of Belmont Drive (for 250 feet on the north side and 820 feet on the south side), accepting the findings in the staff report that all criteria have been met. Ms. Henderson seconded the motion. The motion passed with a voice vote of 11 in favor and 0 opposed.

Mr. Bergman stated that staff supports approval of Modification #5, to waive the requirement for the development's open space to be configured in a way that is suitable for potential future lots. He stated that over half of the property will be left in its natural state, due to the topography, floodway, and soil conditions, and it would be in the best interest of the area to preserve those natural areas. Mr. Bergman stated that all criteria have been met.

**Motion:** Mr. Kleinhenz made a motion to approve Modification #5 to waive the requirement for the development's open space to be configured in a way that is suitable for future lots, accepting the findings in the staff report that all criteria have been met. Mr. Ellison seconded the motion. The motion passed with a voice vote of 11 in favor and 0 opposed.

Mr. Bergman stated that staff supports approval of SUB-25-20 noting the 5 approved modifications and subject to the following:

1. The INDOT-requested improvements to the intersection of 500 West and State Road 46 shall be noted on the preliminary plat drawings.
2. Revisions #2 through 12 as listed in the staff report shall be completed, which includes the dedication of a 45-foot half right-of-way along 500 West.
3. The review of the proposed sidewalk design at street intersections with the Planning and Engineering Departments and the revision of those sidewalks as required by those Departments.
4. The identification of a new name for the subdivision, subject to approval by the Planning Department, that does not include "Tipton".

Mr. Bergman noted that the subdivision approval should also be contingent upon the completion of the PC-26-5 rezoning of the currently RM portion of the property.

Ms. Garrett stated that she would also like to see crosswalk markings across Dogwood Way where the sidewalk ends along the south side.

**Motion:** Mr. Ellison made a motion to approve SUB-26-20, noting the 5 approved modifications, with the revisions indicated by Mr. Bergman and Ms. Garrett, and contingent upon the PC-26-5 rezoning. Mr. Baute seconded the motion. The motion passed with a ballot vote of 9 in favor and 2 opposed. Mr. Bartels and Ms. Alapati voted no.

## **DISCUSSION ITEMS / DIRECTOR'S REPORT**

### **Discussion of Columbus Zoning Ordinance Revisions – Parking Standards**

Mr. Bergman led the discussion of proposed parking regulation revisions.

Mr. Bergman discussed on-street parking versus off-street parking for residential properties. He discussed the challenge of providing off-street parking for infill development. By consensus, the Commission agreed that up to half of the required parking spaces for new residential development should be allowed on-street.

Mr. Bergman discussed non-residential use and on-street parking, specifically allowing on-street parking in adjacent residential areas to be counted as meeting nearby commercial requirements. By consensus, the Commission members indicated that the use of available on-street parking should be maximized to the extent practical and that on-street parking in front of homes near commercial areas should be allowed to meet the commercial requirements.

Mr. Bergman discussed allowing stackable off-street parking for single-family and two-family residential uses to meet the parking requirements, where one space in a garage may be obstructed by another in the driveway. The Commission unanimously agreed to allow that parking at a maximum of 2 spaces deep – a maximum of 1 obstructed by another.

Mr. Bergman discussed reducing the parking space requirement for multi-family residential from 1.5 spaces per unit to 1.25 spaces per unit. He also discussed adding parking standards for shared housing facilities, 1 space for every 2 adults at maximum occupancy for those facilities that house residents with the ability to obtain a driver's license. For those with residents who do not have the ability to obtain a driver's license it will be 1 parking space per employee. By consensus, the Commission expressed support for these changes.

Mr. Bergman discussed parking off an alley in an RE - Residential: Established zoning district being allowed to use crushed stone instead of concrete or asphalt as the surface. By consensus, the Commission expressed support for this change.

**ADJOURNMENT:** 7:34 p.m.

**Motion:** Mr. Ellison made a motion to adjourn. Ms. Alapati seconded the motion. The motion passed with a voice vote of 11 in favor and 0 opposed.

These minutes approved at the Plan Commission meeting on \_\_\_\_\_.

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Michael Kinder, President

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Laura Garrett, Secretary