

**BOARD OF ZONING APPEALS
MEETING MINUTES
December 14, 2021**

Chris Clark: The December 14, 2021 meeting of the Shelbyville Board of Zoning Appeals meeting will come to order. Mr. Secretary, will you please call the roll?

Adam Rude: Yes. Ms. Terrell - here, Mr. Cassidy - here, Mr. Clark - here, Mr. Lewis - here, Mr. Bradburn - here.

Clark: Our first order of business is to approve the minutes from November.

Doug Cassidy: Motion to approve.

Clark: Motion to approve.

Vince Bradburn(?): Second.

Wade Lewis: Second.

Clark:(inaudible)....all in favor of accepting the meeting minutes, signify by saying "Aye".

In Unison: Aye.

Clark: Opposed same sign.

No reply.

Clark: Okay, minutes are approved. We'll move on now to, since there's no Old Business, we'll move into New Business. Mr. Secretary?

Rude: The first and only item under New Business is BZA 2021-10 Trinity Alloys, LLC development standards variance. The petitioner's name tonight is Trinity Alloys, LLC. The property owner's name is Conagra Development, LLC. The petitioner's representative is from Hamilton Design. The address of the property is along Enterprise Drive. The subject property zoning classification is general industrial. The request tonight is approval of two development standards variances. One from UDO 5.15 which is a reduction in driveway separation and one from UDO 1.51b which is an increase in the maximum width of an access drive.

Clark: Okay, thank you. Would the petitioner please come to the podium and state your name for the record and let us know about your project.

Mike Thompson: Okay, thank you for hearing us this evening. I appreciate it. I'm Mike Thompson with Hamilton Designs 11 Municipal Drive Fishers IN 46038. Appreciate Adam and all the staff's help on this. It looks like it's gonna be a great project. The owner really wanted to be here and like everybody, he's been impacted by COVID by somebody close to him as of yesterday so apologize for that. But the two development standards variances we're asking for kind of go hand in hand in trying to get a truck into the site. We tried narrowing the drive down to 30' trying to get it slimmed down but it just the radiuses and if it if the right of way gets pulled in it gets tight. So I'll go over them a little bit here. We're asking for two variances. Both in regards to the proposed driveway. The location of driveway is approximately 115', 1-1-5 to the western edge of Enterprise Drive to the east edge of the proposed driveway. The tangent distances is significantly reduced due to the large radii at the intersection and into the site. The driveway is also impacted by the large driveway into the driveway and roads. The actual proposed drive is 30' and is less than the 36' that's permitted but it's measured at the right of way line and even if you tried to meet that 36' we'd have to go out to a 15' - 20' radii and I can just tell you that truck is going to run over that and rut that up pretty bad. So I'm trying to do the best I can here to try and find a good balance between getting my client a driveway that's gonna be usable for the long term. We tried to angle it some and then we moved the building over. It's 220 some feet from the right of way on Enterprise Drive on the east. We moved it 230' over trying to get this to work but trucks are big and hard to turn sometimes. So yeah we tried to angle it, tried to get the trucks so that when it came across we could reduce the drives down. A standard INDOT radii is 40'. We got it down to 34' or 36' on each side so we tried but 40' is just never the INDOT uses and we got it down as much as we could. I'm happy to answer any questions. It comes down to just trying to get vehicles into the site.

Clark: Okay so I'll start with questions from the board. Mr. Lewis?

Wade Lewis: I have no questions.....(inaudible)...

Clark: Mr. Bradburn?

Bradburn: No questions at this time. Thank you for trying to accommodate the intent of the ordinance (?).

Thompson: Yeah, thank you.

Clark: Ms. Terrell?

Nichole Terrell: No questions at this time.

Clark: Mr. Cassidy?

Cassidy: Just one; how much small (?) traffic is going to be coming into this site? Would it be most of it semis.....(inaudible)...

Thompson: The

Cassidy:(inaudible)....traffic I guess I should say.

Thompson: I don't think they anticipate, I think they anticipate more truck traffic than pedestrian traffic. I don't know the total number of employees they're gonna have at this facility. I know we looked at that at one point. We were trying to calculate parking and things. I don't know the answer to that. I can find out if you would like me to.

Cassidy: I was just curious in that smaller space how many smaller cars and semis....(inaudible)....That's the only question I had.

Thompson: There's a relatively small number of employees.

Cassidy: Oh, is there? Okay (?).

Clark: My question would be the drive standard. I know you said that INDOT uses a 40' standard. What standard did you use to create your radii?

Thompson: Yeah so we use a WB(?)67. It's the standard full size truck that the cab of the truck that's the one that has the sleeper in it. That's the 67'. You can go to 65'. That's the shorter one. There's even a 62' I think but that's the one that you mostly just use to move the trailer from the front to the back. Most of the trailers now are long distance trailers or are cabs, long distance cabs so they're 67'. So it's called WB67. We use a program called AutoTurn and AutoCad and I will say that if we can get it to work in AutoCad, me being an engineer you know I'm sure they can do it in real life 'cause I'm not good but we do our best and then we know if we can get it to work, then they can figure it out. I learned some terms on this job like blind side. They don't like to look over and back up looking at the side near. They like to look out to the left. So I learned a lot of good terms on this job trying to get this down so this is what we came up with so appreciate that.

Clark: The reason I asked about that was I was wondering if you used Auto(?) to design this because I know that in the past we've had some issues with the tightest radii that's made in Auto(?) isn't

Thompson: Yeah.

Clark:tight enough to accomodate in real life.

Thompson: Okay.

Clark: On the west side of town we've got it....(inaudible)...

Thompson: Are you saying it should be a bigger radius, like 40'?

Inaudible reply.

Thompson: Okay so if you want it to be 40', I don't think there's any thing, I think that they would do that. We've tried our best to meet the intent of the code the best we could and that's how we got it down to 36. If you want it to be 40, there's no gonna (?) that fights you on that.

Clark: Don't necessarily want it to be 40 but

Thompson: Okay.

Clark:for the practicality of the matter, I think it might be a good option to discuss.

Thompson: I think if the road was perpendicular, straight up, I think it had to be 40. That's why it's angled and we have them coming over and the trailer's actually slightly closer to the center line and when they turn in they can still make it. But that's why it's, it drives an engineer for it to be off-skewed. Like I'll probably have nightmares about that driveway but it works and we think it does work. We really do. Yeah.

Clark: No that's the only question that.....anybody else have any questions before I turn it over to the nonexistent public unless someone has a

Rude: No one has joined us online.

Clark: Alright so I guess I will close comments from the board and open it to comments from the public. Seeing no public out there, close public comment and I don't know if we wanna discuss or if we're ready for a motion but anybody to discuss?

Lewis: Inaudible comment.

Rude: You can do that, yeah. That would be good. 40, so it gives them the freedom to make sure it's the safest. 40' radii?

Lewis: I'll make a motion to approve the requested development standard variance to allow for(inaudible)....reduction of driveway separation distance in accordance with the plans presented to this pursuant to the Findings of Fact to a 40'.

Rude: The first one's the separation. The second one's the one that

Inaudible comments.

Clark: And no conditions.

Cassidy: Second.

Clark: Second. Please cast your ballot for BZA 2021-11A.

Rude: A motion for approval on BZA 2021-11A which is the reduction in a driveway separation: Mr. Lewis - yes, Mr. Bradburn - yes, Ms. Terrell - yes, Mr. Cassidy - yes, Mr. Clark - yes. Motion carries. Now B is the (?).

Lewis: I'll make a motion to approve the (?) development standard variance to allow a wider access road that will be 40 (?) plans presented to this body and the Findings of Fact presented(inaudible)....

Bradburn: Same.

Clark: Please cast your ballot for BZA 2021-11B.

Inaudible comments.

Rude: This is for BZA 2021-11B increase in the maximum drive width up to a 40' radii: Ms. Terrell - yes, Mr. Cassidy - yes, Mr. Clark - yes, Mr. Lewis - yes & Mr. Bradburn - yes.

Clark: Congratulations. Good luck with your project.

Thompson: Appreciate it.

Inaudible comments.

Clark: Do we have anything for Discussion?

Rude: Nothing under Discussion. As I said in the pre-meeting, we'll follow up with the board on when the annual meeting will be. It will be at 5:00 the day of the Plan Commission, but that is not necessarily set in stone yet. We will follow up when it is set in stone. Like every meeting, we'll have a zoom option. The meeting will be....(inaudible)...

Inaudible comments.

Rude: But that's all I have.

Clark: Alright. Motion to adjourn?

Lewis: Motion to adjourn.

Meeting adjourned.