

September 8, 2020

A meeting of the Hendricks County Area Plan Commission was held on Tuesday, September 8, 2020 at 6:30 p.m. in Meeting Rooms 4 & 5 of the Hendricks County Government Center, 355 South Washington Street, Danville, Indiana 46122. Members present were Mr. Brad Whicker; Mr. Ron Kneeland; Mrs. Margaret Gladden; Mr. Tim Whicker; Mr. Bob Gentry and Mr. Damon Palmer. Members absent were Mr. Walt O'Riley. Staff members present were Mr. Tim Dombrosky, Secretary and Director of Planning; Mr. Greg Steuerwald, County Attorney and Mrs. Brandy Swinford, Recording Secretary. Also present was Mr. Jeff Pell.

The meeting was opened with the Pledge of Allegiance. There were five (5) members present.

Mr. Brad Whicker stated the first order of business was the approval of the minutes from the August 11, 2020 meeting.

Mr. Gentry motioned for approval for minutes from the August 11, 2020 meeting.

Mr. Kneeland seconded the motion.

FOR – 5 – AGAINST – 0 – ABSTAINED – 0 –

Mr. Palmer arrived at this time after the voting of the minutes.

DPR 483/20: JP EXPRESS INC. (PRIMARY); a development plan review for an over the road truck storage facility; 5.39 acres; Liberty Township; S25-T14-R1W; located at 9084 S. State Road 39, Mooresville (Moench Engineering)

Mr. Brad Whicker acknowledged that the petition for JP Express had been withdrawn.

DPR 452/20: HEARTLAND CROSSING SELF-STORAGE EXPANSION (PRIMARY); a development plan review for additional self-storage; 6.996 acres; Guilford Township; S20-T14N-R2E; located at 10413 Prosperity Circle, Camby IN (Holloway Engineering)

Mr. Jeremy Keiser with Holloway Engineering, 100 Professional Court, Mooresville IN, appeared. He went over the plans and showed the existing site and noted that this would be Phase II. The existing site was developed in 2016-2017. He stated that there would be five (5) buildings. There would be one building that was climate controlled. The others would be regular storage buildings and RV storage. He stated that they are proposing the new buildings be the same as the existing with the metal roofs and doors, and hardiplank stucco board. They are requesting modifications. The first one is for architectural design standards. When it was approved originally in 2016, they received modifications to allow the stucco boards on the ends of the buildings and between the doors. Another modification they requested is for the fencing in the front yard. They want to extend the 8-foot chain link fence with barbed wire to match what is there now. Also, they have requested no bicycle spaces, as they do not see a need for that in this type of facility. They have received drainage board approval from VS Engineering, which is who does the reviews for Heartland Crossing. He stated that they feel that this fits the area architecturally with what surrounds it.

Mr. Brad Whicker asked if there were any questions from the plan commission members before opening the public hearing.

He then opened the public hearing. Seeing there was no one in attendance signed up to speak, he then closed the public meeting.

Mr. Dombrosky recapped the previous petition. He stated that they applied in April or May of 2016. They presented these buildings as they are shown with a masonry product on the outside. They showed pictures of the split face block. By the time he had arrived they were in the secondary phase, and

Lesia Ternet was handling it at the time. They had asked for the modification to change from the split face block to the hardiplank. He stated it is debatable whether that was a masonry product. It is cement fiberboard, so it is technically made of masonry product, but it does not have the same texture as a masonry product. They were granted approval without much discussion about architectural design. He noted that as you can see it is a plain face product. He believed the intent of the masonry requirement is to provide texture and relief on the façade of the building. If this were a new project, he would recommend that they must meet the requirements on the exterior. Usually they would be required to have offsets in the façades. They usually do not apply that for self-storage buildings since they are all doors. They also require an articulated roof line of some kind, and this is a singular face. With this being an expansion, he does not see an issue with matching what is there now.

Mr. Brad Whicker stated that he would tend to agree based on the location and that no one had come out to voice their concerns otherwise.

Mr. Keiser replied that he did not believe there would be any further expansion.

Mr. Tim Whicker asked what the difference was in the fence variance.

Mr. Dombrosky stated that they only allow 4-foot fences in the front yard. Self-storage is the only situation that merits a higher fence height.

Mr. Gentry motioned for approval of **DPR 452: Heartland Crossing Self-Storage Expansion (Primary)** with the modifications requested.

Mr. Tim Whicker seconded the motion.

FOR – 6 – AGAINST – 0 – ABSTAINED – 0 –

DPR 452/20: HEARTLAND CROSSING SELF-STORAGE EXPANSION (SECONDARY); a development plan review for additional self-storage; 6.996 acres; Guilford Township; S20-T14N-R2E; located at 10413 Prosperity Circle, Camby IN (Holloway Engineering)

Mr. Kneeland motioned for approval of **DPR 452/20: Heartland Crossing Self-Storage Expansion (Secondary)**.

Mr. Palmer seconded the motion.

FOR – 6 – AGAINST – 0 – ABSTAINED – 0 –

Mr. Brad Whicker stated that he was acknowledging the withdrawal again of the JP Express petition in its secondary phase.

Mr. Brad Whicker announced that Mrs. Gladden was the new member on the plan commission board. She would be taking Mr. Pell's spot. He noted that Mr. Pell had agreed to stay on as a non-voting member. He encouraged him to engage, ask questions, and provide his expertise. He stated he appreciated his willingness to still attend the meetings and do that.

Mr. Brad Whicker asked if there was anything else to discuss.

Mr. Dombrosky replied that he is thinking about revisiting the ordinance changes. He stated that now that the transportation plan is complete and the ROW's and widths are set, he wants to bring up some changes to the development standards, mainly being front setbacks. He would like to suggest some changes. He believes they have some high setbacks currently. He wanted them to be thinking of the setbacks when they are driving around the county. He wanted their feedback on the feel of it while driving through different areas like county roads, subdivisions, etc.

September 8, 2020

Mr. Tim Whicker asked what the setbacks were currently.

Mr. Dombrosky replied that it was 25-feet at a minimum in subdivisions on local roads up to 50-feet on state highways. County roads are anywhere from 35-50 feet.

There being no further business, the meeting was adjourned at 6:50 p.m.

Tim Dombrosky, Chairman