

**BOARD OF ZONING APPEALS DIVISION I**

**May 6<sup>th</sup>, 2025**

**Case Number:** 2025-DV1-020

**Property Address:** 1506 & 1510 Dunlap Avenue

**Location:** Wayne Township, Council District #17

**Petitioner:** Elore Alom LLC, by Matthew Peyton

**Current Zoning:** D-5

**Request:** Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for the construction of a single-family detached house on each lot, each with a front-loaded garage representing 56.4 percent of the façade width (prohibited).

**Current Land Use:** Residential

**Staff**

**Recommendations:** Staff is recommending **denial** of this variance petition.

**Staff Reviewer:** Kiya Mullins, Associate Planner

**PETITION HISTORY**

This is the first public hearing for this variance petition.

**STAFF RECOMMENDATION**

Staff is recommending **denial** of this variance petition.

**PETITION OVERVIEW**

- The petitioners are requesting a variance to allow for two (2) proposed single-family homes with front-loading garages, which is prohibited.
- These properties are 0.40-acre in size and within the D-5 zoning district.
- Front-loaded garages are not permitted by the Ordinance and are recommended against by the Infill Housing Guidelines.
- 1502 Dunlap Avenue was split into three (3) parcels in 2024 (2024-PLT-071), creating subject sites 1506 and 1510. This area was also rezoned 2024 from the D-3 zoning district to D-5 (2024-ZON-067).
- The front loading garages will face Dunlap Avenue.
- Staff is recommending **denial** of this variance petition; no practical difficulty would make the front-loading garages necessary. On both sites, there is enough space to place the garages in the property's backyard or create an alley behind all three (3) properties to provide access to garages

and ample green space. Dunlap Avenue already has multiple instances of front-loading garages, and adding additional ones can increase traffic on Dunlap Avenue, a local street.

## GENERAL INFORMATION

Existing Zoning	D-5		
Existing Land Use	Residential		
Comprehensive Plan	Traditional Neighborhood		
Surrounding Context	<b>Zoning</b>	<b>Surrounding Context</b>	
	North:	D-3	North: Traditional Neighborhood
	South:	D-3	South: Traditional Neighborhood
	East:	SU-2	East: Traditional Neighborhood
	West:	D-3	West: Traditional Neighborhood
Thoroughfare Plan			
Dunlap Avenue	Local Street	44 feet of right-of-way existing and 48 feet proposed.	
Context Area	Compact		
Floodway / Floodway Fringe	No		
Overlay	No		
Wellfield Protection Area	No		
Site Plan	3/25/2025		
Site Plan (Amended)	N/A		
Elevations	3/25/2025		
Elevations (Amended)	N/A		
Landscape Plan	N/A		
Findings of Fact	3/25/2025		
Findings of Fact (Amended)	N/A		

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

- Marion County Land Use Plan Pattern Book
- Infill Housing Guidelines

### Pattern Book / Land Use Plan

- The Traditional Neighborhood typology includes a full spectrum of housing types, ranging from single family homes to large-scale multifamily housing. The development pattern of this typology should be compact and well-connected, with access to individual parcels by an alley when practical.

Building form should promote the social connectivity of the neighborhood, with clearly defined public, semi-public, and private spaces. Infill development should continue the existing visual pattern, rhythm, or orientation of surrounding buildings when possible. A wide range of neighborhood serving businesses, institutions, and amenities should be present. Ideally, most daily needs are within walking distance. This typology usually has a residential density of 5 to 15 dwelling units per acre, but a higher density is recommended if the development is within a quarter mile of a frequent transit line, greenway, or park.

#### **Red Line / Blue Line / Purple Line TOD Strategic Plan**

- Not Applicable to the Site.

#### **Neighborhood / Area Specific Plan**

- Not Applicable to the Site.

#### **Infill Housing Guidelines**

- Accessory buildings should be of a secondary nature. Garages should be oriented towards alleys. Avoid front-loading garages and driveways where alleys are available. The Zoning Ordinance requires that entries should be clear and defined.

#### **Indy Moves**

(Thoroughfare Plan, Pedestrian Plan, Bicycle Master Plan, Greenways Master Plan)

- Not Applicable to the Site.

## **ZONING HISTORY**

### **ZONING HISTORY – SITE**

- 2024-PLT-071: 1502 Dunlap Avenue
  - Approval of a Subdivision Plat, to be known as Brown's Replat of Part of Lots 139 and 140 in Lynhurst Heights Subdivision, dividing 0.645-acre into three lots.
    - Approved
- 2024-ZON-067: 1502 Dunlap Avenue
  - Rezoning of 0.643-acre from the D-3 district to the D-5 district to provide for residential uses.
    - Approved

### **ZONING HISTORY – SURROUNDING AREA**

- 2008-HOV-052: 1643 Dunlap Avenue
  - Variance of Development Standards of the Sign Regulations to legally establish a 6.083-foot tall, 33.33-square foot pylon sign (maximum four-foot tall ground sign permitted), containing a 24-square foot electronic variable message sign component (not permitted) being 72 percent of the total sign area (maximum 13.3 square feet or 40 percent of the total sign area permitted), within 42.5 feet of a protected district (minimum 600-foot separation required).
    - Approved
- 2008-ZON-814: 1401 South Lynhurst Drive
  - 0.83 acre from C-S to C-S to provide for a contractor's business, disaster restoration services and janitorial/cleaning services. Recorded commitment number 2008-0048039.
    - AP
- 2009-UV3-008: 4848 West Minnesota Street
  - Variance of Use and Development Standards of the Industrial Zoning Ordinance to legally establish: a) a towing business (not permitted, including outdoor storage of inoperable vehicles (not permitted), b) automobile sales (not permitted) of towed vehicles, c) approximately 102,950-square feet of outdoor storage or 655 percent of the total area of enclosed buildings and structures (maximum 7,866 square feet or 50 percent of the total area of enclosed buildings and structures permitted), d) outdoor storage of automobiles with a four-foot west side setback being within the required 100-foot west transitional yard (not permitted), without landscaping in the required west transitional yard (landscaping required), e) outdoor storage of automobiles with a zero-foot east side setback being within the required 30-foot east side yard (not permitted), without landscaping in the required east side yard (landscaping required), f) outdoor storage of automobiles with a 50-foot north side setback being within the required 100-foot rear transitional yard (not permitted), without landscaping in the required rear transitional yard (landscaping required), g) building "B" with a six-foot east side setback (minimum 30-foot east side setback required).
    - Approved



**Department of Metropolitan Development  
Division of Planning  
Current Planning**

- 2015-CZN-815: 4701 West Morris Street
  - Rezoning of 27.12 acres from the I-3-S district to the C-7 classification to provide for trailer sales and storage.
    - Withdrawn

EXHIBITS

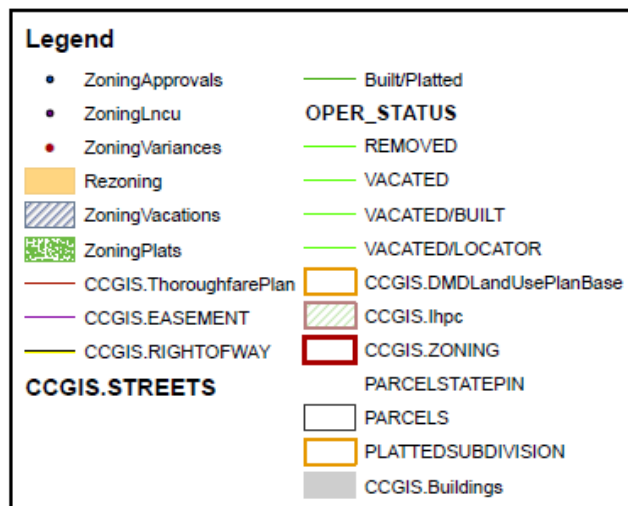
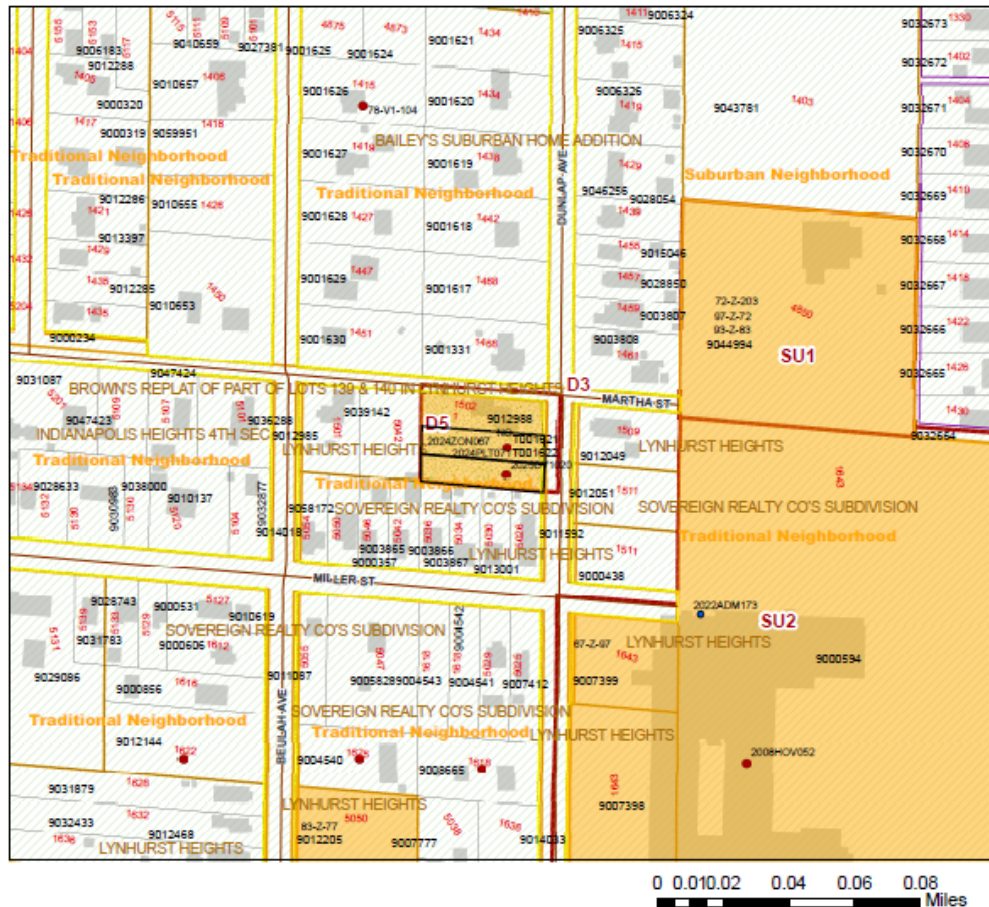


Exhibit 1: ArcGIS map of the subject sites and surrounding area.



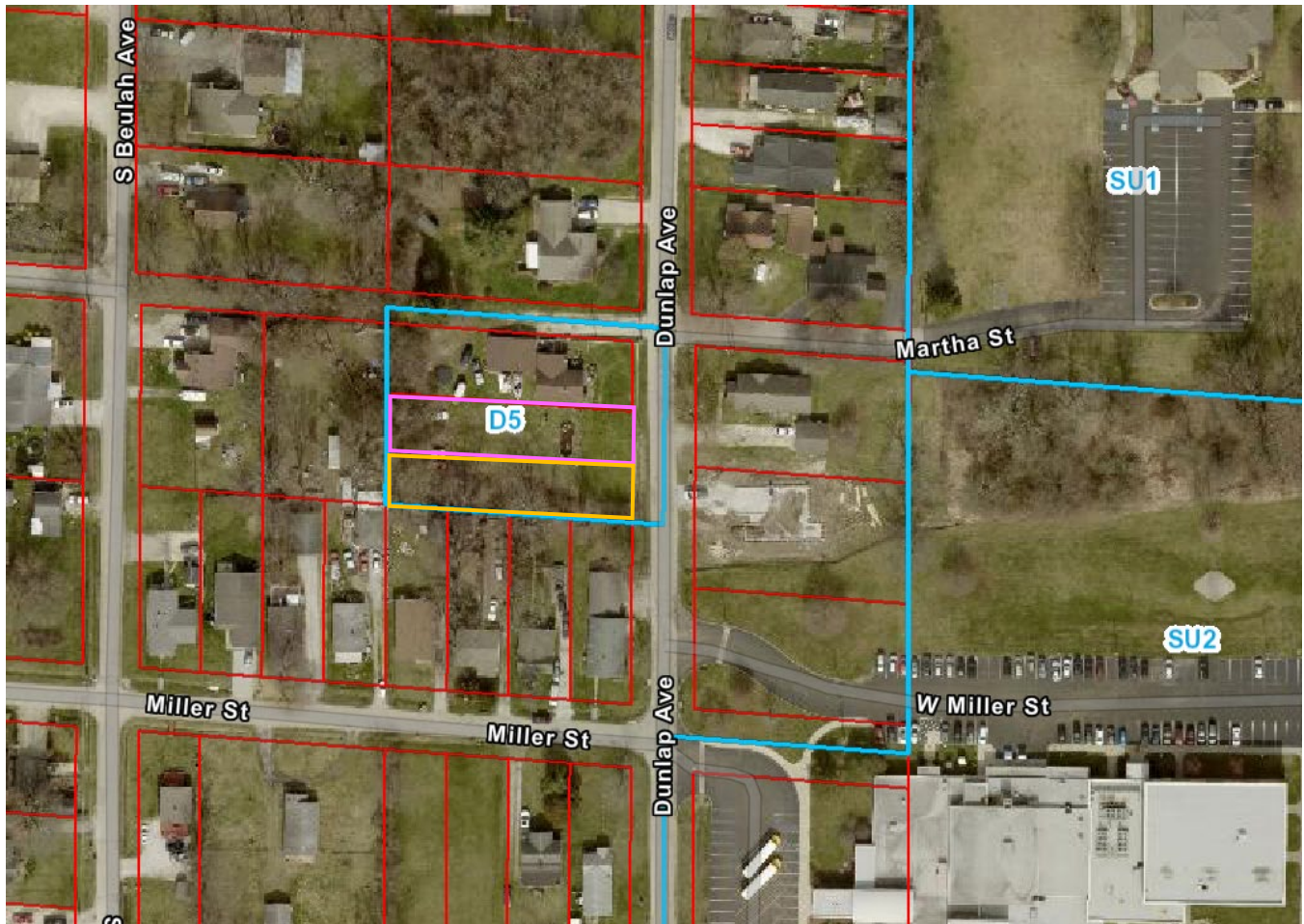


Exhibit 2: Aerial of the subject sites and surrounding area.



METROPOLITAN DEVELOPMENT COMMISSION  
HEARING EXAMINER  
METROPOLITAN BOARD OF ZONING APPEALS, Division \_\_\_\_\_  
OF MARION COUNTY, INDIANA

PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

FINDINGS OF FACT

1. The grant will not be injurious to the public health, safety, morals, and general welfare of the community because:

There are existing conditions within the neighborhood where the house has a front loaded attached garage at or in front of the front building line.

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2. The use or value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:

The condition of a front loaded attached garage is already present in the neighborhood.

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3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property because:

The strict application of the private frontage design standards would not allow for 2 parking spaces in the garage on a 44 foot wide lot. There is no alley access along the back of the property to locate the garage. Providing a driveway along the side of the property would be very costly and take up a large portion of the build-able width of the property as well as a substantial amount of space in the back yard.

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Exhibit 3: The submitted findings of fact.



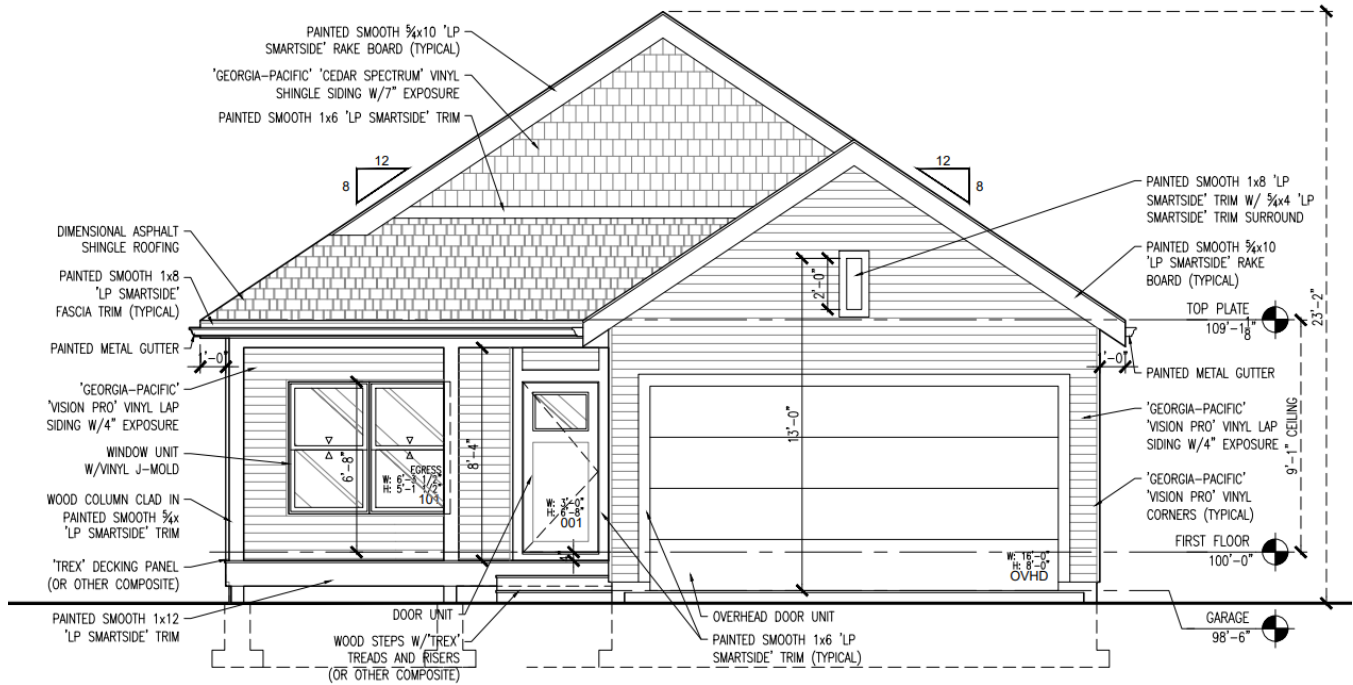


Exhibit 4: 1506 Dunlap Avenue front elevation.

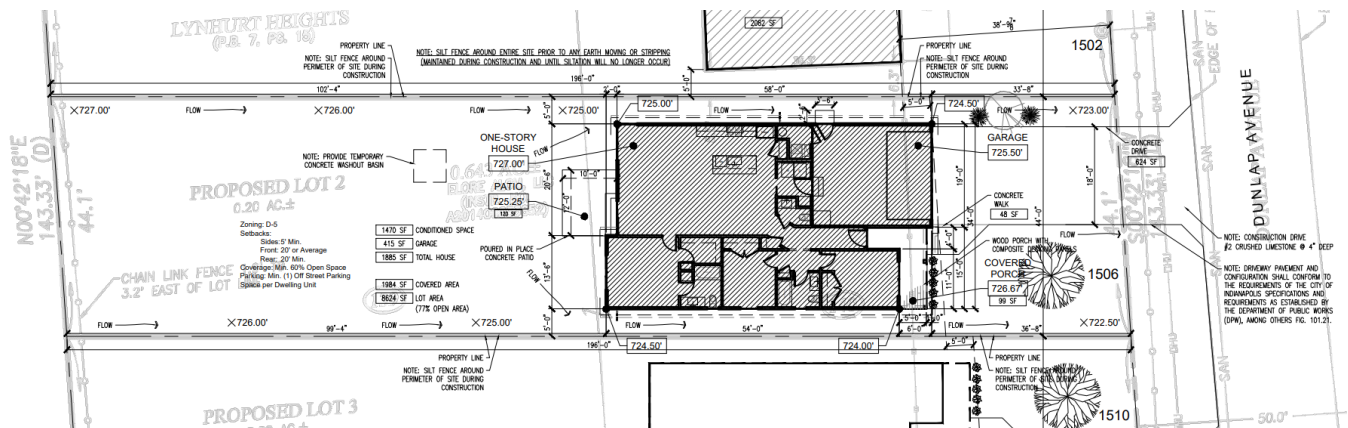


Exhibit 5: 1506 Dunlap Avenue enlarged site plan.

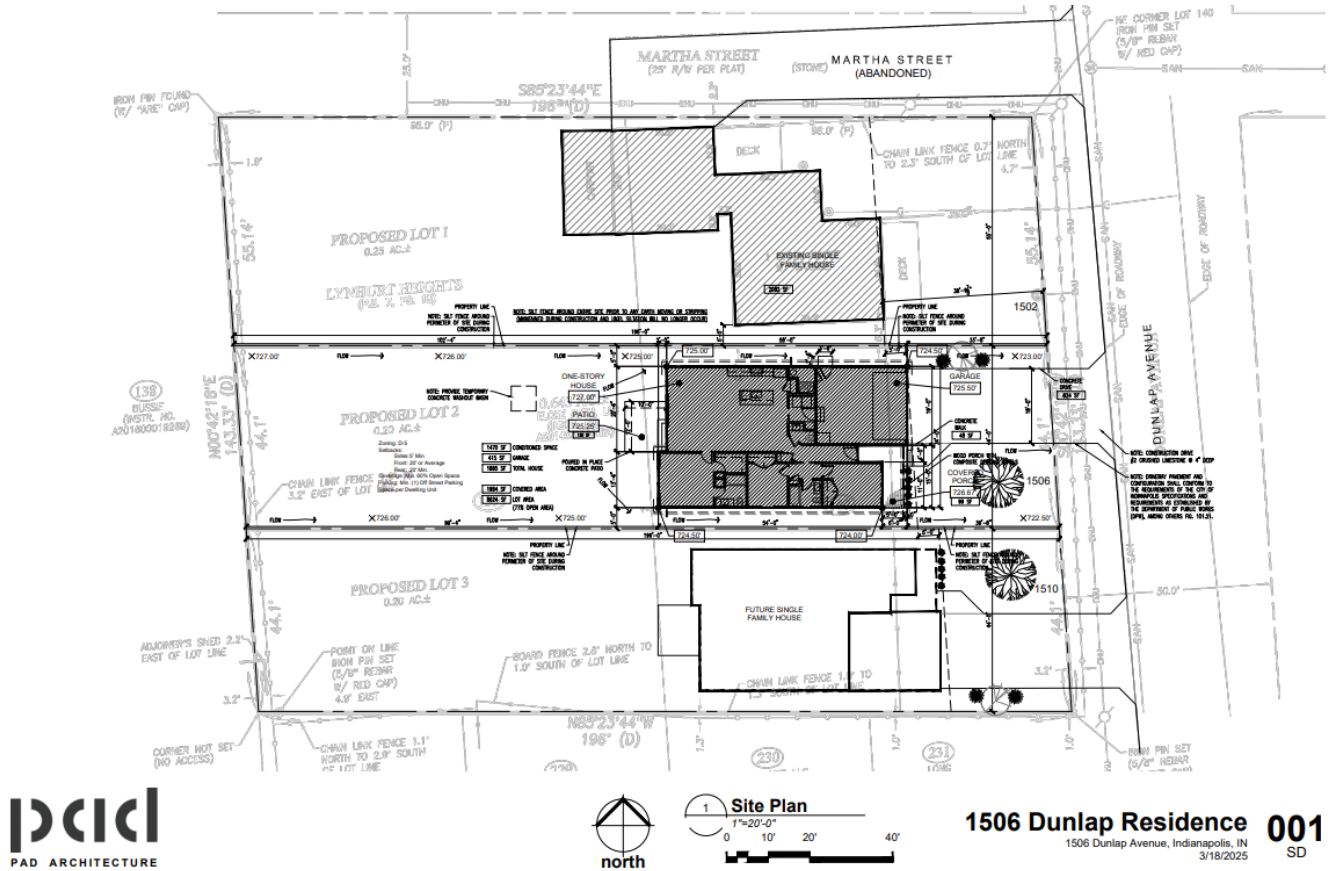


Exhibit 6: 1506 Dunlap Avenue full site plan.

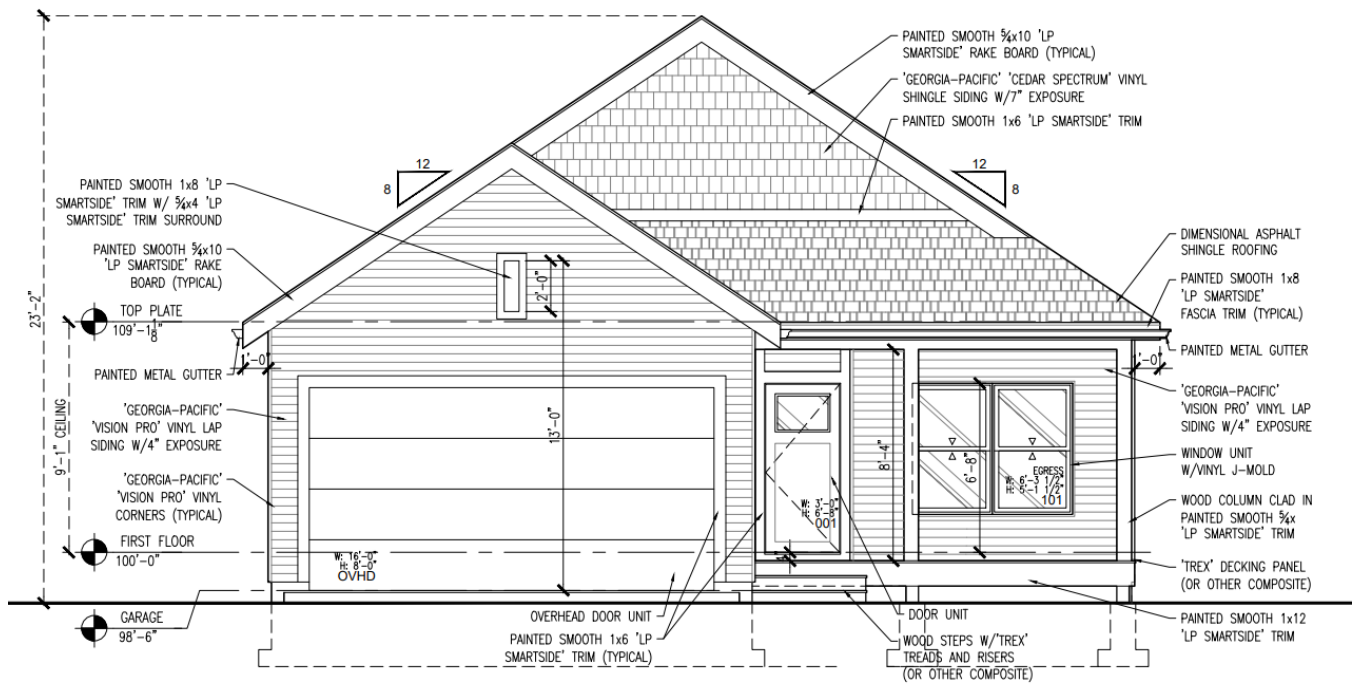


Exhibit 7: 1510 Dunlap Avenue front elevation.

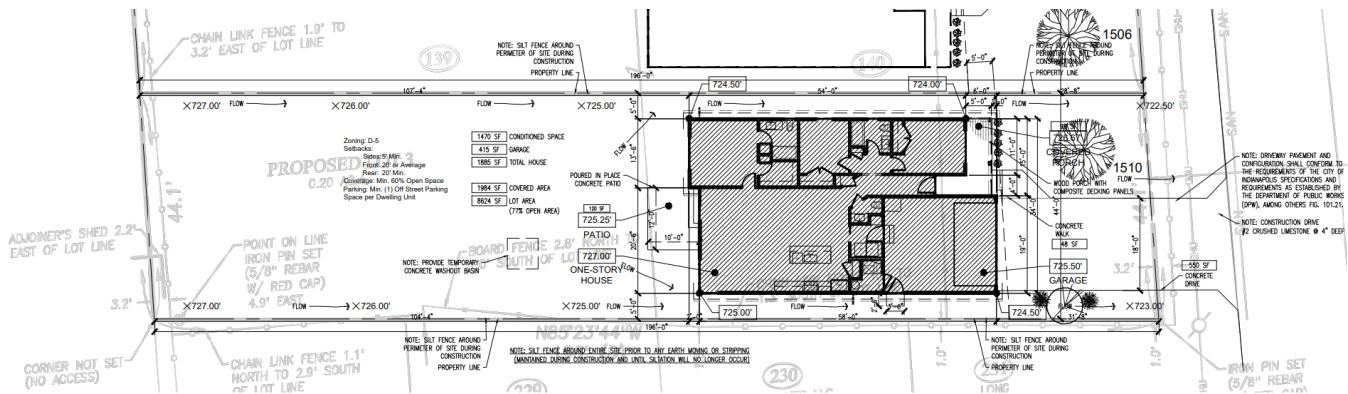


Exhibit 8: 1510 Dunlap Avenue enlarged site plan.

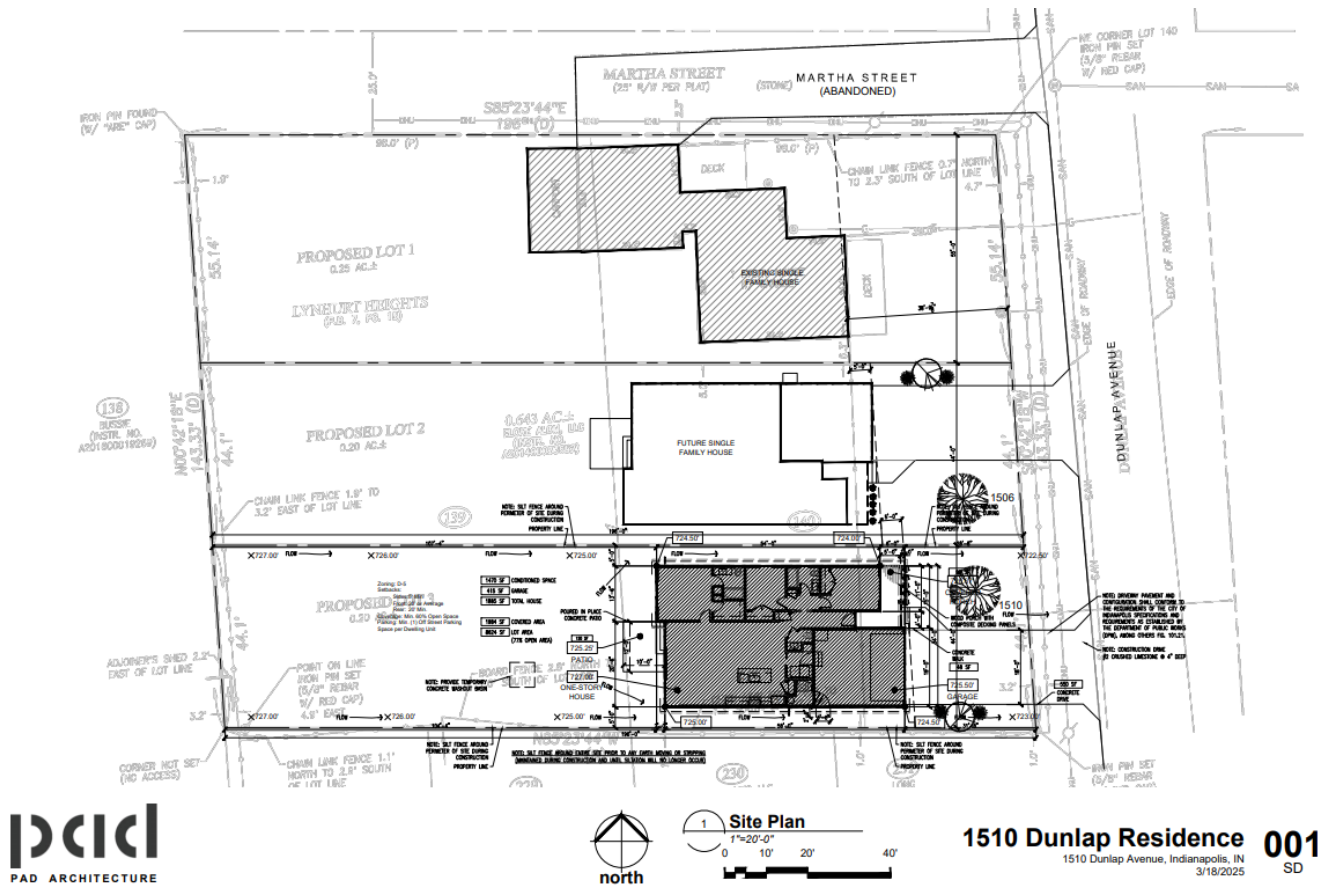


Exhibit 9: 1510 Dunlap Avenue full site plan.





Exhibit 10: 1502 Dunlap Avenue and the proposed locations for subject sites 1506 and 1510 Dunlap Avenue.



Exhibit 11: Another view of the proposed subject sites.





Exhibit 12: Home across the street from subject sites.





Exhibit 13: Looking south down Dunlap Avenue.



Exhibit 14: Looking north up Dunlap Avenue.



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