

**BOARD OF ZONING APPEALS DIVISION I**

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

**Case Number:** 2025-DV1-018

**Property Address:** 510 Kessler Boulevard West Drive

**Location:** Washington Township, Council District #2

**Petitioner:** Diana Steinhoff by Andrew Wert

**Current Zoning:** D-1

**Request:** Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for 60-foot-wide parking area within the front yard, including a second driveway access to Kessler Boulevard West Drive (maximum parking area width of 30 feet permitted, two driveway connections along one frontage not permitted).

**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 petitioner is requesting a variance to replace the existing driveway with a new driveway that is sixty (60) feet wide. The new design includes a second exit onto Kessler Boulevard West Drive.
- This property is 0.9-acre in a D-1 zoning district.
- Kessler Boulevard West Drive is a primary arterial thoroughfare with heavy traffic in both directions (South and Northeast).
- The Land Use Plan recommends this area for a Rural or Estate Neighborhood. This land use category is defined as "...urban areas with estate-style homes on large lots. In both forms, this typology prioritizes the exceptional natural features – such as rolling hills, high-quality woodlands, and wetlands – that make these areas unique. Development in this typology should work with the existing topography as much as possible...one dwelling unit per acre unless housing is clustered to preserve open space."

- Currently, the property has one (1) driveway approximately forty-five (45) feet wide at its widest point.
- The ordinance allows only one (1) driveway in front of a residential home, which can be a maximum of 30 feet wide.
- Within this section of the neighborhood (Kessler Blvd West Drive, Stafford Road, and Stafford Way), there are around thirteen (13) examples of existing double driveways.
- Staff is recommending **denial** of this variance petition. Though this is an intense location for traffic, the second driveway will cause more conflict between vehicles in the Kessler travel lanes and vehicles maneuvering into that traffic. There is no guarantee that the grant of the variance will provide safety to the residents and delivery drivers. The driveway is currently already over the permitted width of the driveways in the front yard. To approve this variance would destroy an even larger section of green space in the front yard of an area that is recommended to preserve open space.

## GENERAL INFORMATION

<b>Existing Zoning</b>	D-1	
<b>Existing Land Use</b>	Residential	
<b>Comprehensive Plan</b>	Rural or Estate Neighborhood	
<b>Surrounding Context</b>	<b>Zoning</b>	<b>Surrounding Context</b>
North:	D-2	North: Suburban Neighborhood
South:	D-S	South: Rural or Estate Neighborhood
East:	D-S	East: Rural or Estate Neighborhood
West:	SU-2	West: Suburban Neighborhood
<b>Thoroughfare Plan</b>		
Kessler Blvd W Drive	Primary Arterial	83 feet of right-of-way existing and 119 feet proposed.
<b>Context Area</b>	Metro	
<b>Floodway / Floodway Fringe</b>	No	
<b>Overlay</b>	No	
<b>Wellfield Protection Area</b>	No	
<b>Site Plan</b>	3/18/2025	
<b>Site Plan (Amended)</b>	N/A	
<b>Elevations</b>	3/18/2025	
<b>Elevations (Amended)</b>	N/A	
<b>Landscape Plan</b>	N/A	
<b>Findings of Fact</b>	3/18/2025	
<b>Findings of Fact (Amended)</b>	N/A	

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

- Marion County Land Use Plan: Pattern Book

### Pattern Book / Land Use Plan

- The Rural or Estate Neighborhood typology applies to both rural or agricultural areas and historic, urban areas with estate-style homes on large lots. In both forms, this typology prioritizes the exceptional natural features – such as rolling hills, high quality woodlands, and wetlands – that make these areas unique. Development in this typology should work with the existing topography as much as possible. Typically, this typology has a residential density of less than one dwelling unit per acre unless housing is clustered to preserve open space.

### 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

- Not Applicable to the Site.

### Indy Moves

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

- Not Applicable to the Site.

## ZONING HISTORY

### ZONING HISTORY – SITE

- N/A

### ZONING HISTORY – SURROUNDING AREA

- 2011-CVR-801: 5951 Stafford Way
  - Variance of Development Standards of the Dwelling Districts Zoning Ordinance to provide for a single-family dwelling (5951) with a 50-foot front setback (77-foot front setback required) from Stafford Way.
    - Approved
- 2011-DV1-047: 5880 Stafford Way
  - Variance of Development Standards of the Dwelling Districts Zoning Ordinance and Sign Regulations to provide for a) a six-foot tall wrought iron fence and chain link fence, with 7.75-foot tall and 10-foot tall columns in the front yard of Hoover Road, Stafford Road and Kessler Boulevard West Drive and with portions of the fence being within the right-of-way of Stafford Road and Kessler Boulevard, West Drive (fences not permitted in the right-of-way, maximum 42-inch fence permitted in the front yard, columns cannot exceed maximum height of fence by more than one foot), and b) to provide for subdivision identification signs on 10-foot tall columns located in the right-of-way (four-foot maximum height for subdivision signs, 15-foot setback required, signs not permitted in the right-of-way).
    - Approved
- 2021-DV2-040: 5921 Stafford Road
  - Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for 50-foot front setbacks from the front property line of the adjacent streets (30-foot from the proposed right-of-way or average setback, whichever is greater).
    - Approved

EXHIBITS

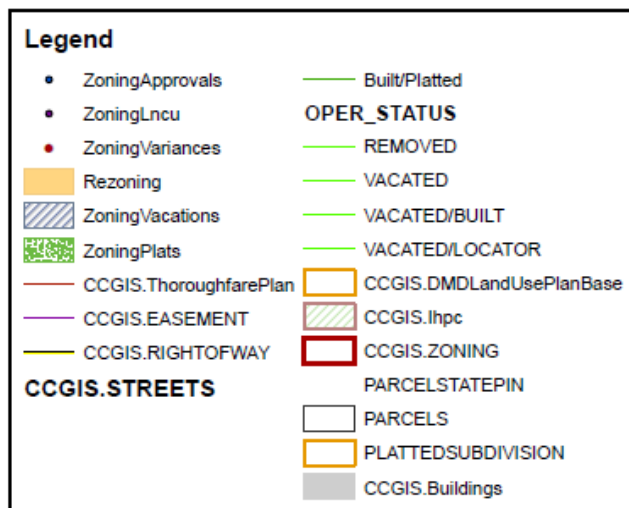
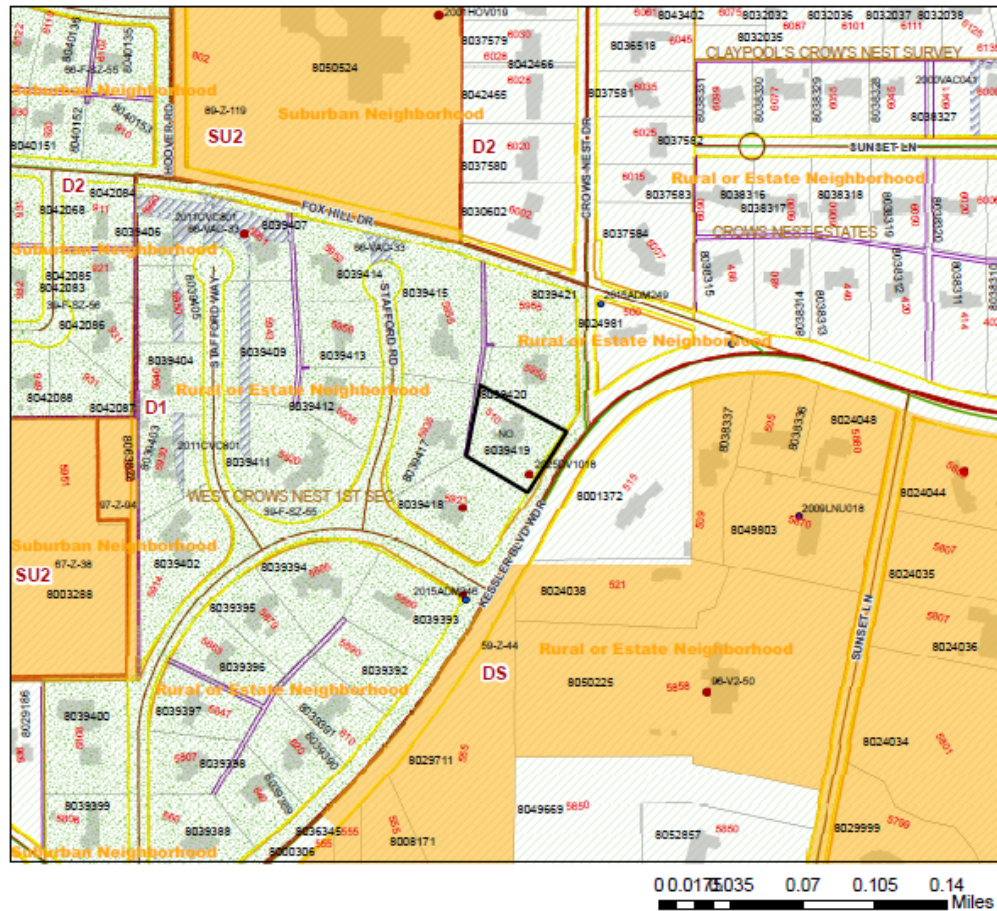


Exhibit 1: ArcGIS map of the subject site and the surrounding area.





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



Department of Metropolitan Development  
Division of Planning  
Current Planning

Petition Number \_\_\_\_\_

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:

the current driveway access is unsafe. The proposed configuration will increase safety for the motoring public and delivery vehicles exiting the property.

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 proposed dual access driveway is common in this area of large lots large and heavy traffic along Kessler Boulevard.

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

it will not permit turnaround space for vehicles exiting the property, forcing those vehicles to back out onto Kessler Boulevard. The property is located on a curve and the current driveway configuration is a safety issue.

Exhibit 3: The submitted Findings of Fact.

## **Narrative Statement**

**Bill & Diana Steinhoff**

510 Kessler Boulevard West Drive, Indianapolis, IN 46228

We live on a section of Kessler that, unlike other areas, is free of potholes, which leads to consistently high vehicle speeds. Adding to this, there is a partially blind curve near our home, resulting in poor visibility around the bend.

Directly in front of our house, it is common for cars to drift off the road, through our easement and driveway. The previous homeowners even had to relocate the mailbox because it was repeatedly destroyed.

### **Why Does Dual Access Improve Safety?**

Currently, delivery vehicles from Amazon, UPS, and FedEx must either park directly on Kessler or reverse out of our driveway to exit. Given the speed and visibility challenges, this maneuver is extremely hazardous. If the current setup remains unchanged, an accident is inevitable.

I shared the best available option for a turnaround using a single-access driveway. However, due to the right-of-way width, there is insufficient depth to create an effective turnaround, and the space needed to turnaround would result in the front yard looking like a parking lot.

In my proposed dual-access design, we have minimized the driveway footprint while significantly improving safety and accessibility. This solution ensures safer entry and exit for both residents and delivery vehicles, reducing the risk of accidents in a dangerous traffic environment. The impact on the easement is essentially the same.

We respectfully seek approval from the board for this driveway variance.





Exhibit 5: Submitted site plan.





Exhibit 6: The primary dwelling and current driveway.



Exhibit 7: General location where second exit of the driveway would be constructed.





Exhibit 8: Proposed driveway will lead up to this new addition to the primary dwelling.



Exhibit 9: Neighbor across Kessler Blvd West Drive from subject site.





Exhibit 10: Looking north up Kessler Blvd West Drive.



Exhibit 11: Looking south down Kessler Blvd West Drive.