

BOARD OF ZONING APPEALS DIVISION I

October 06, 2026

Case Number: 2026UV1028
Property Address: 625 Foltz St
Location: Wayne Township, Council District #17
Petitioner: Ruby Ramirez
Current Zoning: D-4 (FF) (TOD) and Airspace
Request: Variance of Use of the Consolidated Zoning Ordinance to permit the storage of construction materials (not permitted), storage of construction equipment (not permitted) and the storage of trailers and vehicles (not permitted)
Current Land Use: Residential
Staff Recommendations: Staff recommends denial
Staff Reviewer: Adrienne Baker, Principal Planner I

PETITION HISTORY

This is the first public hearing for this petition.

STAFF RECOMMENDATION

Staff recommends denial of this petition.

PETITION OVERVIEW

The petitioner seeks a Variance of Use to permit outdoor storage of construction materials, construction equipment, trailers, and vehicles at 625 Foltz Street. The property is zoned D4 and is also subject to the Transit Oriented Development, Airspace, and Flood Zone secondary zoning districts. The site is also currently used for residential purposes. The surrounding area consists primarily of residential properties, along with a nearby church and a clubroom facility. There is no industrial zoning in the vicinity that would support or accommodate the types of storage activities proposed.

The Comprehensive Plan identifies this area as Traditional Neighborhood. This classification supports walkable and compatible residential development, human scale design, environmental quality, and access to neighborhood serving amenities. The D4 zoning district is intended for low and medium intensity residential uses and does not allow outdoor storage of commercial vehicles, construction materials, or equipment. The TOD overlay reinforces compact and walkable development patterns that prioritize pedestrian and transit access. Uses that are automobile-oriented or reliant on outdoor storage directly conflict with TOD design objectives.

The property is also located within a regulated Flood Zone. Land use activities in these areas are subject to additional restrictions to protect public safety and prevent environmental hazards. Outdoor storage in floodway fringe areas is limited when it may obstruct the flow of floodwater, increase debris hazards, or introduce other risks during flood events. Construction materials, equipment, and vehicles stored outdoors can significantly increase these risks.

The property has an extensive history of open zoning violations, including outdoor storage of junk, debris, inoperable vehicles, commercial vehicles, and unpermitted business activities such as agricultural operations and vehicle repair, none of which are permitted in the D-4 district. Multiple violation cases remain open, demonstrating long-standing noncompliance with the zoning ordinance. These existing violations precisely include the types of uses the petitioner is now requesting to legalize.

Surrounding properties are predominantly residential, and the proposed storage activities do not align with the character of the neighborhood. The introduction of outdoor storage for construction materials, equipment, trailers, and vehicles would negatively affect adjacent properties through visual impacts, clutter, nuisance conditions, and increased commercial activity. These concerns are reinforced by ongoing zoning violations on the site for similar unpermitted uses.

There is no physical condition of the property that necessitates the requested outdoor storage. The request stems from existing activities and business practices occurring on the site rather than a unique characteristic of the land. These activities violate both the D4 zoning district and the Transit Oriented Development overlay, and therefore the need for the variance does not arise from a condition peculiar to the property.

The D4 district limits the property to residential use, and the petitioner has not demonstrated that meeting residential zoning requirements would create unnecessary hardship. Any hardship claimed is self-imposed, as it results from activities already occurring on the property without authorization.

The request is inconsistent with the Traditional Neighborhood classification, which prioritizes residential compatibility, walkability, and environmental quality. Industrial-style outdoor storage is contrary to these objectives and to the principles of the Transit Oriented Development overlay. The variance also conflicts with Flood Zone regulations that are intended to protect public safety and environmental integrity.

Overall, the proposed use is inconsistent with all applicable zoning and planning regulations. The D4 district does not allow outdoor storage of construction materials, equipment, trailers, or vehicles, and these activities do not align with the district's intended residential character. The Transit Oriented Development overlay prohibits auto-oriented uses that undermine walkable, transit-supportive development, and the property's location in a regulated Flood Zone adds restrictions meant to prevent obstructions to flood flows and other hazards. The requested uses do not meet these requirements.

The petitioner has not demonstrated that the need for the variance arises from a physical condition that is unique to the property. Instead, the request reflects ongoing activities on the site that are already in violation of zoning regulations. The zoning ordinance provides a clear path for appropriate residential use of the property. Any hardship claimed is therefore self-imposed rather than the result of a peculiarity of the land.

Based on these considerations, the request does not meet the criteria for approval. The proposal conflicts with the Comprehensive Plan's standards of the D4 zoning district, the objectives of the Transit Oriented Development overlay, and the regulations governing Flood Zones. It would also intensify existing zoning violations already documented on the site. For these reasons, staff recommends denial.

GENERAL INFORMATION

Existing Zoning	D-4 (FF) (TOD) and Airspace	
Existing Land Use	Residential	
Comprehensive Plan	Traditional Neighborhood	
Surrounding Context	Zoning	Surrounding Context
North:	SU-1, D-5	North: Religious Use, Residential
South:	D-4	South: Residential
East:	SU-34	East: Club Room or Ballroom
West:	D-4	West: Residential
Thoroughfare Plan		
S Holt Rd	Primary Arterial	Existing ROW: 95-feet Proposed ROW: 78-feet
S Foltz St	Local Street	Existing ROW: 48-feet Proposed ROW: 48-feet
Context Area	Compact	
Floodway / Floodway Fringe	Yes	
Overlay	Yes	
Wellfield Protection Area	No	
Site Plan	August 10, 2026	
Site Plan (Amended)	N/A	
Elevations	N/A	
Elevations (Amended)	N/A	
Landscape Plan	N/A	
Findings of Fact	August 10, 2026	
Findings of Fact (Amended)	N/A	

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

The D-4 district is intended for low or medium intensity single-family and two-family residential development. Land in this district needs good thoroughfare access, relatively flat topography, and nearby community and neighborhood services and facilities with pedestrian linkages. Provisions for recreational facilities serving the neighborhood within walking distance are vitally important. Trees fulfill an important

cooling and drainage role for the individual lots in this district. The D-4 district has a typical density of 4.2 units per gross acre. This district fulfills the low-density residential classification of the Comprehensive General Land Use Plan. All public utilities and facilities must be present. Development plans, which may include the use of clustering, should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage, and wildlife.

The intent of the Transit Oriented Development {TOD} Secondary District is to coordinate more compact, walkable, and urban development patterns with public investment in the transit system. These development patterns ensure that walking and biking are viable options for short trips and transit is a priority for longer trips. Development patterns and site designs that prioritize automobile travel undermine these public and private investments. This district follows the policies and principles of the comprehensive plan, the transit-oriented development strategic plans, and the Livability Principles in this code, and has the following specific design objectives:

- Place a wide range of housing types within walking distance of commercial centers and transit stops or stations, and at a critical mass that supports these places.
- Create connections through many different modes of transportation between neighborhoods and places for commercial services and employment.
- Provide a concentration of many different and small-scale uses with a fine-grained pattern that integrates and transitions well with the neighborhoods they support.
- Ensure human-scale design that prioritizes relationships of sites and buildings to the streetscapes.

TRANSIT ORIENTED DEVELOPMENT SECONDARY ZONING DISTRICT (TOD)

The Transit Oriented Development Secondary District is established on all lots, wholly or partially, within 1,000' from centerline of a BRT Line established on the effective date of this section as depicted on the map contained in the 2015 IndyGo Comprehensive Operational Analysis (COA) except the following property in this area are not subject to the standards in Section 742-207:

1. Any property with D- district zoning.
2. Any property with CBD- district zoning.
3. Any property with I- district zoning.
4. All lots located within any locally designated historic preservation areas as established by, and under the jurisdiction of, the Indianapolis Historic Preservation Commission (IHPC).

The intent of the Transit Oriented Development {TOD} Secondary District is to coordinate more compact, walkable, and urban development patterns with public investment in the transit system. These

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2. Create connections through many different modes of transportation between neighborhoods and places for commercial services and employment.
3. Provide a concentration of many different and small-scale uses with a fine-grained pattern that integrates and transitions well with the neighborhoods they support.
4. Ensure human-scale design that prioritizes relationships of sites and buildings to the streetscapes.

Development in the TOD Secondary District may be approved in the following manner:

1. Projects that meet all development and design standards may apply for permits unless Administrative Approval is required by this code.
2. Projects requesting relief from the use or development standards require approval by the Board of Zoning Appeals, in addition to all other approvals that may otherwise apply, including but not limited to approval by the Indianapolis Historic Preservation Commission or Regional Center Hearing Examiner.

AIRSPACE SECONDARY ZONING DISTRICT

Except as otherwise provided herein, no structure or tree shall be erected, altered, allowed to grow or maintain within the airspace district to a height in excess of the following height limits herein established for the applicable airport instrument approach surface area, airport no instrument approach surface area, airport transitional surface area, airport horizontal surface area and airport conical surface area and designated on the official zoning map. (Such height limits shall be computed from the applicable runway elevation or airport elevation as designated on the official zoning map).

GENERAL REGULATIONS APPLICABLE TO ALL FLOOD CONTROL ZONING DISTRICTS

Base Flood: The flood having a one percent chance of being equaled or exceeded in any given year. The base flood may also be referred to as the one percent (1%) annual chance flood or one hundred (100) year flood also known as the regulatory flood. Flood Hazard Area.

From and after October 4, 1971:

- No land, watercourse, building, structure, premises, or part thereof shall be used or occupied except in conformity with these regulations and for uses permitted by this article.
- No land, watercourse, building, structure, premises, use or part thereof shall be constructed, erected, converted, enlarged, extended, reconstructed, relocated, altered, improved, or repaired except in conformity with these regulations and for uses permitted by this Section 742-203.

No land alteration, watercourse alteration, open land use, legally established nonconforming use, or structure as defined in this article shall be constructed, erected, placed, extended, reconstructed, improved, repaired, restored, or relocated until a floodplain development permit is issued for the proposed activity as required by Section 742-203.

A Floodplain Development Permit shall be required in conformance with the provisions of this ordinance prior to the commencement of any development activities in areas of special flood hazard. Ordinary maintenance and repair conducted under Department of Public Works maintenance programs is excluded, such as mowing and activities required as part of necessary maintenance of drainage or flood control facilities so that the facilities will perform the function for which it was designed and constructed, provided that the maintenance of drainage or flood control facilities does not include any activities identified in subparagraphs 1 through 8 of the definition of “development” in Sec. 740-202.

Site plans for all platted subdivisions shall also include a delineation of the existing and proposed floodway and floodway fringe boundaries; a flood protection grade denoted for each building pad and floor; volumetric calculations demonstrating compensatory storage; and, for each lot located in a Flood Control zoning district, a plan note identifying the Flood Control zoning district in which it is located and the requirements and limitations imposed under this Section 742-203 for construction on the floodplain lot.

Nonbuilding structures shall be permitted in a Floodway only under the following conditions:

- The nonbuilding structure is designed, located, and constructed such that it is protected from potential damage resulting from flooding up to and including the flood protection grade.
- The nonbuilding structure is designed to resist displacement resulting from hydrostatic, hydrodynamic, buoyant, or debris loading forces associated with flooding up to and including the flood protection grade.
- The nonbuilding structure is designed to minimize potential contamination or infiltration of floodwaters or other potential environmental health or safety hazards associated with flooding up to and including the flood protection grade.
- The nonbuilding structure is designed to minimize the obstruction of floodwaters by such measures as providing flow-through rather than solid fencing, reduction of structure cross-section

area perpendicular to the flow path, and placement of the nonbuilding structure away from areas of greater depth or velocities.

- The IDNR first issued a certificate of approval of construction in a floodway, if applicable pursuant of IC 14-28-1; and
- The nonbuilding structure must meet the applicable flood protection grade required by IDNR and FEMA rules.

The following uses are prohibited from locating in the Floodway Fringe zoning district.

- Truck, train, or bus terminal, storage, or maintenance facility.
- Other public equipment storage facilities.

Nonbuilding structures shall be allowed in a floodway fringe district only if constructed in a manner that will not impede the flow of floodwater and debris carried by floodwater, and the following conditions are met:

- The nonbuilding structure is designed, located, and constructed such that it is protected from potential damage resulting from flooding up to and including the flood protection grade.
- The nonbuilding structure is designed and constructed to resist displacement resulting from hydrostatic, hydrodynamic, buoyant, or debris loading forces associated with flooding up to and including the flood protection grade.
- The nonbuilding structure is designed and constructed to minimize potential contamination or infiltration of floodwaters or other potential environmental or safety hazards associated with flooding up to and including the flood protection grade.
- The nonbuilding structure is designed and constructed to minimize the obstruction of floodwaters by such measures as providing flow-through rather than solid fencing, reduction of structure cross-section perpendicular to the flow path, and placement of the nonbuilding structure away from areas of greater depth or velocities; and
- The nonbuilding structure shall meet the applicable flood protection grade required by IDNR and FEMA rules.

The Board of Zoning Appeals may only issue a variance to the permitted uses or development standards of the Floodway (FW) or Floodway Fringe (FF) districts, provided no other zoning district prohibits the land use, and if the applicant submits evidence that the grant of the variance(s) meet the statutory criteria for approval of Indiana Code 36-7-4-918.

The Board of Zoning Appeals may only issue a variance to the permitted uses or development standards of the Floodway (FW) or Floodway Fringe (FF) districts, provided no other secondary zoning district imposes stricter development standards, and if the following conditions are met:

- No variance for the construction of a new residential structure in a Floodway (FW) district may be granted.
- All variances granted for an associated use in a Floodway (FW) district shall first require a permit from IDNR if such permit is required by IDNR rules and procedures.
- Variances may be granted for the reconstruction or restoration of any structure individually listed on the National Register of Historic Places or the Indiana State Register of Historic Sites and Structures.
- All variances shall give the minimum relief necessary and be such that the maximum practical flood protection will be given to the proposed construction.

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.

Conditions for housing: A variety of housing types is encouraged. Housing should be located within one mile, measured along streets, sidewalks, or off-street paths, of a school, playground, library, public greenway, or another publicly accessible recreational or cultural amenity that is available at no cost to the user. Primary structures should not exceed one- and one-half times the height of adjacent primary structures. All buildings should be oriented toward the street and should provide a direct pedestrian connection from the front door to the sidewalk. Driveways and parking areas do not qualify as a pedestrian connection.

For detached housing, the primary structure should extend beyond the front elevation of the garage. Whenever feasible, garages should be accessed from an alley or side street, and those located along the side of the dwelling should be detached. The inclusion of secondary units is encouraged. Lot sizes should not exceed one and one-half times the size of adjacent lots.

Red Line / Blue Line / Purple Line TOD Strategic Plan

The Washington Street corridor is one of the main east-west travel routes across Marion County. The corridor encompasses some of the region's largest trip generators, including the Indianapolis



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International Airport, the Indianapolis Zoo, downtown Indianapolis, and regional shopping centers, as well as several planned redevelopment areas and a population with a higher poverty rate than Indianapolis as a whole. IndyGo's busiest bus route currently serves the corridor with 15-minute daily service over most of the route. The Blue Line would provide this east-west travel route across Indianapolis and Marion County, Indiana.

The Blue Line would improve pedestrian access by providing continuous sidewalks on both sides of Washington Street for the entire length of the corridor, excluding the sections within the Airport property, along I-70, and along Holt Road. New sidewalks would be constructed along the corridor where none currently exist. Existing sidewalks in poor condition would be repaired or replaced. Existing sidewalks that meet ADA requirements and are in good condition would not be widened or replaced. There would be sidewalk construction and improvements to help fill linear gaps in sidewalk along Washington Street. Approximately 1,500 feet of an 8 – 10 feet sidewalk path occurs on the south side of Washington Street between Holt Road and South Tibbs Avenue. The path would connect to, but not preclude, a future greenway project planned west of Holt Road that is separate from the Blue Line. A five-foot grass buffer between the curb and sidewalk would be provided, where possible, within the existing right-of-way.

The Blue Line would reduce transit travel times in the corridor by up to 40 percent, support redevelopment efforts, and provide improved service levels to the high concentrations of underserved populations; thereby providing increased access to the community, improving urban mobility, and connecting neighborhoods to economic opportunities and cultural amenities within Marion County.

Additionally, new crosswalk pavement markings, consisting of continental-type crosswalk pavement markings, would be installed at station locations and signalized intersections within the project limits. Where practical, median pedestrian refuges that are a minimum of eight-feet wide and curb extensions would be added to reduce pedestrian crossing distance. Pedestrian refuges would occur through either Rectangular Rapid Flashing Beacons (RRFB) or High-Intensity Activated Crosswalk Beacons (HAWK). Existing refuges near Randolph Street, Oxford Street, Layman Street, Audubon Road, Bolton Avenue and Woodlark Drive would become either HAWKs or RRFB. New pedestrian refuges would occur between Traub and Elder (RRFB), Keystone (HAWK), near the Fenton Station and at the Mitthoeffer traffic signal. All corners of intersections, with or without stations, would include new ADA curb ramps, unless the existing curb ramps are in good condition and within ADA standards.

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

98-Z-176; 625 Foltz St; Rezoning of 9.4 acres, being in the D-4 District, to the I-1-S classification to provide for commercial-industrial uses including a paper goods distribution center and warehouse; **denied.**

ZONING HISTORY – VICINITY

2023SE2005; 3845 Oliver Ave; Special exception of the Dwelling Districts Zoning Ordinance to provide for the placement of one manufactured home on an individual lot; **approved.**

2019ADM117; 601 S Holt Rd; Construction of an outdoor shelter; **approved.**

2015DV3010; 601 S Holt Rd; Variance of development standards of the Sign Regulations to provide for a seven-foot tall, 24.8-square foot electronic variable message sign (not permitted), approximately 80 feet from the nearest protected district (maximum four-foot-tall sign permitted within 600 feet of a protected district, electronic variable message sign not permitted within 600 feet of a protected district); **approved.**

2012ADM058; 601 S Holt Rd; to provide for a seven-foot tall, 24.8-square-foot electronic variable message sign, approximately 80 feet from the nearest protected district, **denied.**

2012SE1003; 642 Foltz St; Special exception of the Dwelling Districts Zoning Ordinance to provide for a 5,760-square foot, two-story building for religious uses with a four-foot south front yard setback, parking with a zero-foot east front yard setback and maneuvering within the right-of-way of Foltz Street, a seven-foot tall, 17.5-square foot pylon sign and expanded parking to the north and west of the primary building; **approved.**

2011UV3003; 3821 Oliver Ave; Variance of use of the Dwelling Districts Zoning Ordinance to legally establish a second dwelling unit (one single-family dwelling permitted); **approved.**

2001DV2005; 3831 Oliver Ave; Variance of development standards of the Dwelling Districts Zoning Ordinance to provide for the placement of a dwelling with an 8.33-foot front setback along Albert Street; **approved.**

2001SE2002; 3831 Oliver Ave; Special exception of the Dwelling Districts Zoning Ordinance to provide for the placement of a 26.67 by 40-foot manufacture home; **approved.**

98-Z-240; 525 Foltz St; Rezoning of 4.21 acres, being in the C-1 District, to the SU-1 classification to provide for development of a church; **approved.**

90-Z-32; 601 S Holt Rd; Rezoning of 24.52 acres to the SU-34 classification to provide for the existing use of an American Legion Headquarters with clubroom and to construct a shelter house for use by other veteran organizations and the general public; **approved.**

ZONING VIOLATIONS

LGL24-00578; OPEN-LEGAL; Upon inspection of property found the following violations remain:

1. The outdoor storage of junk, trash, or debris in any zoning district, the provisions of which do not specifically permit such a use; (Litter, debris, and other miscellaneous items throughout the property).
2. The outdoor storage of inoperable vehicles or vehicle parts in any zoning district, the provisions of which do not specifically permit such a use; (Multiple unlicensed vehicles and vehicle tires, rims, batteries, etc.).
3. The parking or storage of a commercial vehicle in any zoning district, when the provisions of which do not specifically permit such a use; (Trailer, open or enclosed, with a cargo holder exceeding 12 ft. in length, reefer trailer and multiple commercial trailers holding construction materials).

VIO24-007040; OPEN- based upon the evidence, it is therefore ordered, adjudged, and decreed the property is in not in compliance with the agreed judgment order.

1. The outdoor storage of junk, trash, or debris in any zoning district, the provisions of which do not specifically permit such a use; (Trash, cardboard, milk crates, coolers, and other miscellaneous items throughout the property).
2. The outdoor storage of inoperable vehicles or vehicle parts in any zoning district, the provisions of which do not specifically permit such a use; (Multiple inoperable vehicles, vehicle tires, and bumpers).
3. The parking or storage of a commercial vehicle in any zoning district, when the provisions of which do not specifically permit such a use; (Trailer, open or enclosed, with a cargo holder exceeding 12ft. in length, multiple trailers, and reefer trailer).
4. The conduct of any activity in a zoning district, not specifically enumerated as permitted primary or accessory use in that zoning district.
5. The conduct of any activity in a zoning district, not specifically enumerated as a permitted primary or accessory use in that zoning district; (An agricultural enterprise is not a permitted use in a D-4 zoning district- poultry and cattle farm), (Vehicle repair is not a permitted use in a D-4 zoning district), and (Outdoor storage and operations is not a permitted accessory use in a D-4 zoning district).

VIO18-007372; VIO-CLOSED.

1. The outdoor storage of junk, trash, or debris in any zoning district, the provisions of which do not specifically permit such a use; (washer, dryer, pallets, and miscellaneous items).
2. The parking or storage of a commercial vehicle in any zoning district, when the provisions of which do not specifically permit such a use; (semi-trailer, trailers with cargo holders measuring more than 12 feet in length).



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3. Failure to comply with use-specific standards and zoning district development standards for the D-4 district; (approved safety cover or fencing not installed for pool).

VEH18-002728; Inoperable Vehicle on Private Property: It is a violation of the Revised Code to store, maintain, or keep any inoperable vehicle outdoors on private property in a zoning district, the provisions of which do not specifically permit such a use. Section 621-127 of the Revised Code; **CLOSED.**

VIO16-005310; The failure to obtain an Improvement Location Permit when one is required by the terms and provisions of the Zoning Ordinance; (Pool in backyard taller than 18"); Failure to comply with use-specific standards and zoning district development standards for the D4 district; (Approved safety cover or fencing not installed for pool); **CLOSED.**

EXHIBITS

AERIAL VIEW:



ZONING:



OVERLAY:

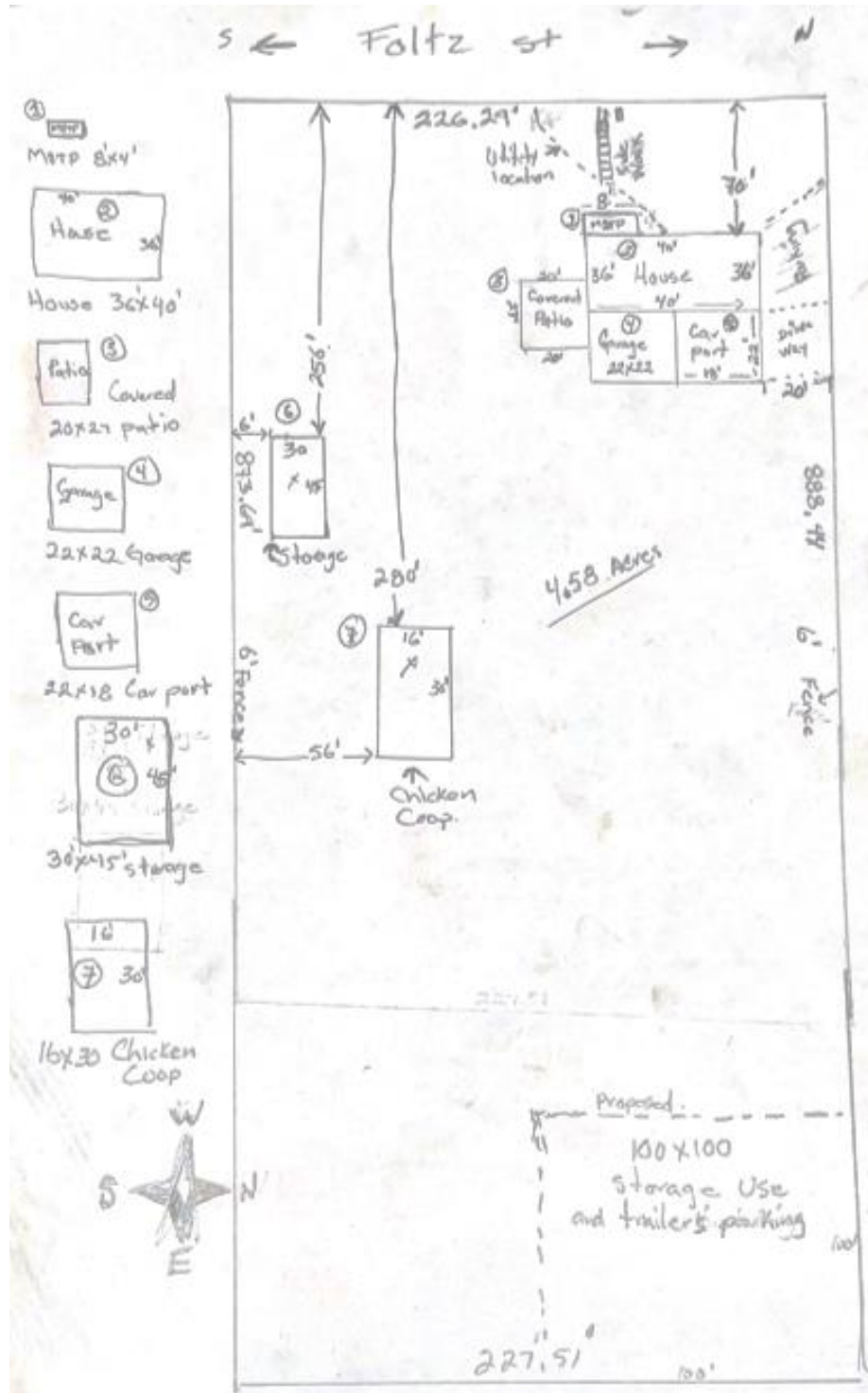


100 yr flood



TOD

SITE PLANS:



PLAN OF OPERATION:

Plan of Operation

Proposed Use

The property will be used for the storage of construction-related materials, equipment, trailers, and business-related vehicles. The proposed use is primarily for storage purposes and is not intended to operate as a retail establishment or a facility open to the general public.

Proposed Facilities

The existing property and designated outdoor storage/parking areas will be used for the proposed storage. Existing gravel areas will be utilized for the parking and storage of vehicles, trailers, and equipment. No major new structures are proposed as part of this request.

Employees

There will be no employees regularly working at the property as part of the proposed storage use. The property will not function as an employee workplace or office.

Security

The storage area will be maintained in a secure and orderly manner. Existing fencing on the property will assist in securing and screening the stored materials, equipment, trailers, and vehicles.

Hazardous or Explosive Materials

No hazardous or explosive materials will be stored on the property as part of the proposed use.

Hours of Operation

There will be no regular business hours or public operating hours because the property is primarily being used for storage. Access to the stored equipment, materials, trailers, and vehicles will occur as needed.

There will be no retail sales, customer traffic, or public assembly associated with the proposed use. The storage will remain contained within the property and will be maintained to minimize impacts on neighboring properties.

FINDINGS OF FACT:

1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS, AND GENERAL WELFARE OF THE COMMUNITY BECAUSE

The proposed storage use will be contained on the property and maintained in an orderly manner. The construction materials, equipment, trailers, and business-related vehicles will be stored safely and will not create a hazard or interfere with surrounding properties or public roadways.

2. THE USE AND VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE

The proposed use will not substantially change the existing character of the property. The storage will take place within the property and will be maintained in an orderly manner. Existing improvements such as fence will help contain the use.

3. THE NEED FOR THE VARIANCE ARISES FROM SOME CONDITION PECULIAR TO THE PROPERTY INVOLVED BECAUSE

The property consist of 4.577 acres and has sufficient space to accommodate the proposed storage use without overcrowding the property or interfering with neighboring properties. The size, layout, and existing improvements of property make it suitable for the proposed use.

4. THE STRICT APPLICATION OF THE TERMS OF THE ZONING ORDINANCE CONSTITUTES AN UNUSUAL AND UNNECESSARY HARDSHIP IF APPLIED TO THE PROPERTY FOR WHICH THE VARIANCE IS SOUGHT BECAUSE

Strict application of current zoning requirements would prevent reasonable use of the property's available space, even though the property has adequate acreage and existing improvements to accommodate the use safely.

5. THE GRANT DOES NOT INTERFERE SUBSTANTIALLY WITH THE COMPREHENSIVE PLAN BECAUSE

The proposed use is limited in scope and will remain contained within the property. It will not substantially alter the character of surrounding area or prevent the continued residential use of the property.



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LETTERS OF REMONSTRANCE:

From: [JERRY CLEVINGER](#)
To: [Baker, Adrienne](#)
Subject: Case# 2026UV1-028
Date: Thursday, September 17, 2026 12:14:30 PM

[You don't often get email from jjerclev@sbcglobal.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

My name is Jerry Clevenger and my wife is Judy Clevenger. We live at 3830 W. McCarty St. Indianapolis, IN 46241.

We are writing this letter to "OPPOSE" the variance request at 625 Foltz St.

We believe, along with other neighbors that they are attempting to start some sort of construction business including storage of construction equipment, various types of building materials, trailers and vehicles.

They already have some vehicles, trailers, sheds and barns for cows, horses, goats, and chickens on the property.

There is no good entrance or outlet for trucks and trailers. (except for city streets). That will be bad for local traffic.

This neighborhood is quiet, peaceful and serene, We do not need a Construction company in our midst with the traffic, noise, dust, and any unknown employees .

We moved here because this area was nice and peaceful. Alot of the other residents are old and moved here for the same reasons.

We also feel that having this business here would decrease our property value by having an "EYESORE" in our midst.

Thank You



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From: [Beverly Goodwin](#)
To: [Baker, Adrienne](#)
Subject: Case number 2026-UV1-028 625 Foltz Street Wayne Township, Council District #17 Requesting a Variance to store construction materials, trailers, and vehicles.
Date: Tuesday, September 22, 2026 1:12:26 PM

You don't often get email from indybev1234@gmail.com. [Learn why this is important](#)

My husband Robert E Goodwin Jr and myself Beverly S Goodwin are opposed to this variance. We are adjacent to two properties that are adjacent to 625 Foltz St. Our address is 810 S Holt Road Indianapolis IN 46241. We have lived here since 1970. We have one way in and one way out and these streets are not made for the traffic etc that this would bring. We feel that this would adversely affect our property values. We are also in a flood zone and feel it would cause more drainage problems. Thank you for your time, public service, and your consideration of the integrity of our neighborhood. 317-247-8336.

SITE PHOTOGRAPHS:







