

PLYMOUTH BOARD OF ZONING APPEALS

December 2, 2025

The Plymouth Board of Zoning Appeals met in regular session in the Council Chambers of the City Building, 124 North Michigan Street, Plymouth, Indiana, on December 2, 2025, at 7:30 p.m.

Board President Art Jacobs called the meeting to order for Board members Jack Garner, Mark Gidley, and Paul Wendel. Board member Brandon Richie was absent. Alternate Linda Secor was absent but not needed. Others present were Building Commissioner Dennis Manuwal Jr., City Attorney Jeff Houin, Plan Director Ty Adley, and Mayor Robert Listenberger. The public was able to see and hear the meeting through Zoom and streamed live at <https://www.youtube.com/@CityofPlymouth>.

Board members Wendel and Garner moved and seconded to approve the minutes of the regular session of November 4, 2025, as presented. The motion carried.

The following legal notice was advertised in the Pilot News on November 20, 2025:

<p style="text-align: center;">116 Legals</p> <p>ance of Development Standard to reduce the side yard setback from 20' to 8' at a property located at 2155 Oak Road and 2131 Oak Road Plymouth, IN 46563. Identified as parcels 50-42-31-202-004.000-019, 50-42-31-202-008.000-019, 50-42-31-202-007.000-019 and 50-42-31-202-009.000-019, zoned C-3, Corridor Commercial District.</p> <p>BZA 2025-22: Julie A Blount and Beachview Properties LLC, 10859 3B Road Plymouth, IN 46563 and 1619 N Oak Drive Plymouth, IN 46563: A Variance of Development Standard to reduce the front yard setback from 30' to 17.6' at a property located at 2155 Oak Road and 2131 Oak Road Plymouth, IN 46563. Identified as parcels 50-42-31-202-004.000-019, 50-42-31-202-008.000-019, 50-42-31-202-007.000-019 and 50-42-31-202-009.000-019, zoned C-3, Corridor Commercial District.</p> <p>BZA 2025-23: Julie A Blount and Beachview Properties LLC, 10859 3B Road Plymouth, IN 46563 and 1619 N Oak Drive Plymouth, IN 46563: A Variance of Use to allow for a car-</p>	<p style="text-align: center;">116 Legals</p> <p>wash at a property located at 2155 Oak Road and 2131 Oak Road Plymouth, IN 46563. Identified as parcels 50-42-31-202-004.000-019, 50-42-31-202-008.000-019, 50-42-31-202-007.000-019 and 50-42-31-202-009.000-019, zoned C-3, Corridor Commercial District.</p> <p>Information on these matters may be obtained at the office of the Clerk-Treasurer, 124 N. Michigan St., Plymouth, IN, and telephone #574-936-2124. Written objections to the proposal filed at the Clerk-Treasurer's office will be considered and oral comments will be heard. The hearing may be continued from time to time as may be found necessary. If you are disabled and need special accommodations, please call the ADA Coordinator at 574-936-2948. Kyle Williams, Recording Secretary, Board of Zoning Appeals, November 20th, 2025.</p> <p style="font-size: small;">November 20, 2025 PN38490 hspaxlp</p>
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NOTICE OF PUBLIC HEARING

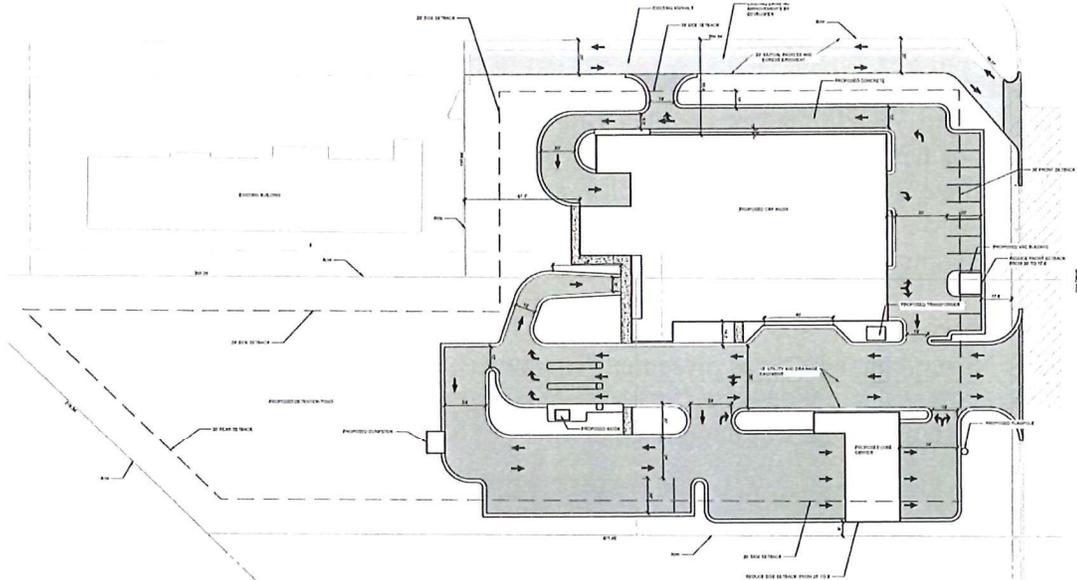
The Board of Zoning Appeals of the City of Plymouth, Indiana will hold a public hearing on December 2nd, 2025, at 7:30 p.m. in the Council Chambers of the City Building, 124 N. Michigan St. (Garro St. entrance), Plymouth, Indiana on the following matters:

Adley proposed that BZA 2025-23 be read first before the other two cases. Jacobs agreed.

BZA 2025-23: Julie A Blount and Beachview Properties LLC, 10859 3B Road Plymouth, IN 46563 and 1619 N Oak Drive Plymouth, IN 46563: A Variance of Use to allow for a carwash at a property located at 2155 Oak Road and 2131 Oak Road Plymouth, IN 46563. Identified as parcels 50-42-31-202-004.000-019, 50-42-31-202-008.000-019, 50-42-31-202-007.000-019 and 50-42-31-202-009.000-019, zoned C-3, Corridor Commercial District.

Plan Director Adley reviewed the findings of fact and the request from the applicant. The applicant provided the same project narrative and letter of intent for each case. See the applicant's project narrative and letter of intent below.

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Drive and Shine Project Narrative and Letter of Intent
2155 Oak Drive, Plymouth IN

Dear Members of the Zoning Board,

On behalf of Drive & Shine, Inc., we respectfully submit this Letter of Intent in support of our variance requests associated with the proposed development located at 2155 Oak Dr., Plymouth, IN. The proposed project includes a tunnel car wash, a climate controlled indoor vacuum facility, outdoor vacuum stations, and an oil change/lube center designed to serve the local community with high-quality, environmentally responsible vehicle services.

As part of this development, we are requesting the following variances:

1. **Side setback reduction from 20 feet to 8 feet for the proposed lube center,**
2. **Front setback reduction from 30 feet to 17.6 feet for the proposed vacuum building, and**
3. **A variance of use to permit the inclusion of a car wash as part of the development.**

These variances are being requested due to the unique configuration, existing easements, and dimensional limitations of the property. The site's existing layout, access requirements, and surrounding land uses create constraints that make strict compliance with current setback requirements impractical without significantly impairing the functionality and viability of the project.

The proposed design has been carefully planned to maintain compatibility with neighboring properties and the intent of the zoning ordinance. All structures have been designed to minimize visual impact and maintain a clean, professional aesthetic. Additionally, the project incorporates modern stormwater management practices and environmentally conscious site design elements to ensure there is no adverse effect on adjoining properties or the surrounding area.

We believe this development represents a thoughtful, community-oriented improvement to the property that aligns with the city's long-term goals for economic growth and responsible land use. Approval of the requested variances will allow for efficient utilization of the site while preserving its overall character and function. We appreciate your consideration of this request and look forward to the opportunity to discuss the project further.

Respectfully submitted,

Brandi Lintz, Project Coordinator

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Project Overview:

Drive and Shine is an industry leader in the car care business and is excited at the opportunity to develop a new facility within the City of Plymouth on the property located at 2155 Oak Dr., Plymouth, Indiana. This facility will provide customers multiple alternatives for their car care, including a tunnel car wash, both indoor (climate controlled) and outdoor vacuum stations, and an oil change/lube center.

About Drive & Shine:

Drive & Shine Car Wash is a dominating force in the car care industry. Drive & Shine has been providing the BEST quality, value, and experience for over 27 years. Family-owned and operated, we've been voted #1 car wash, oil change, and detail center all years we've been open.

Drive & Shine distinguishes itself through its commitment to sustainability, advanced technology, and a full-service approach to vehicle care. We are known for our more modern building designs, eco-friendly practices, use of non-scratch Neoglide foam wraps, and all-in-one car care services including washes, detailing, and oil changes.

Our building design, and operational systems are top notch and aesthetically pleasing to look at. Our outdoor vacuums are quieter than other carwash chains because we keep the equipment enclosed in a single location as opposed to equipment at each vacuum spot.

Drive & Shine has been a leader in sustainability, implementing LED lighting and utilizing water conservation practices with water recycling technology that results in using significantly less fresh water than traditional car washes. Water conservation is an area where we lead the way. We were among the first to implement water recycling technology, now using only 10% fresh water for every 200 gallons of wash water. Our advanced filtration system ensures that wash water goes through eight tanks for contaminants separation before being released, surpassing the industry standard of 1 to 4 tanks. Additionally, we responsibly handle wash solids by having them picked up by licensed haulers, ensuring proper disposal and minimizing environmental impact.

Drive & Shine is equipped with advanced technologies that ensure best environmental protection and safeguard public health. Furthermore, Drive & Shine services contribute positively to vehicle maintenance, aligning with the community's welfare and convenience. The Drive & Shine facility will not impede the normal and orderly development of surrounding properties. As a matter of fact, Drive & Shine's project will enhance the neighborhood aesthetic while promoting vehicle maintenance.

In addition to single wash purchases, we offer a VIP Membership that provides access to unlimited washes, free vacuum use, and other benefits.

In short, Drive & Shine stands out for its commitment to sustainability, its use of advanced technology to ensure quality washes, and its full-service approach to car care.

Operational Details:

- The facility will be open 7 days a week, Mon - Sat: 7:30am - 8:00pm and Sun: 8:30am - 7:00pm.
- The facility has a maximum of 8 employees (7 staff & 1 maintenance) onsite.
- There are multiple VIP membership programs, based on service provided: Basic, Gold, Platinum & Titanium.
- Single washes are available for purchase.

Adley stated that the use was not listed within the standard zoning districts but was mentioned within the overlay district so it creates a complication within the use table.

Haji Tehrani (16915 Cleveland Road, Goshen, IN 46530)

Tehrani stated he was the CEO of Drive and Shine and they have been asked for multiple years, with their marketing department telling him since they started in South Bend 30 years ago, to be in this community for a long time. He stated that he personally thought it was a little too small for what they do and he was afraid to build \$15 million worth of operation in a smaller community. He stated it was not the typical car wash that would be built for \$3 million. He explained that the big

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space that they have was not anywhere else in the State of Indiana, Michigan, or Ohio. He added they were building a couple in Chicago but nobody does that portion as it was very expensive. He stated the operation requires a lot of customers and since they were so successful building in Niles, Michigan which this one mimics that exact location, he thought this was a small community so we could do well and this site came about. He stated it was only natural to be about location because if you were going to spend that amount of money, you can't be hiding behind something. He stated they were first under contract with something else when they first considered it and that didn't happen and then it became available to them. He stated to fit everything they wanted to do they also had to combine the southern part. He went up to the monitor and explained the daily operations and traffic flow.

Board members Garner and Wendel moved and seconded to open the public hearing. The motion carried.

Andy Beckmann (13585 11th Road, Plymouth, IN 46563)

Beckmann stated that he owned the property to the west of Sherwood Tire and he had been Blount's neighbor for 30 years now. He stated that he had used Drive and Shine in South Bend and he was in favor of the car wash there. He stated he wanted to bring up the easement to the north of where Sherwood Tire was currently. He stated the easement was 20 foot and he had used Blount's property to go in and out of his property for 30 years. He stated the road they use was 20 foot wide and the easement says 20 foot ingress/egress, so he had always assumed what was there was the road. He stated it was apparently 20 feet from the fence, 5 feet of grass, which leaves only 15 feet of pavement. He stated he worked with Mayor Listenberger and Adley to put a proposal together with Tehrani and maybe we could get that wider. He stated a 15 foot road was not going to work and if you had a fire truck trying to get back there or anything else that was large that it would be difficult with just a 15 foot road. He stated that was the only thing he thought could be changed or that we could do something about.

Jacobs stated for this case here they were voting whether a car wash could go on the property.

Julie Blount (10859 3B Road, Plymouth, IN 46563)

Blount stated she was in favor of this and Tehrani had been great to work with. She thanked everyone for the past business as it was very emotional last week, but the outpouring of affection from the community was awesome.

Board members Wendel and Gidley moved and seconded to close the public hearing. The motion carried.

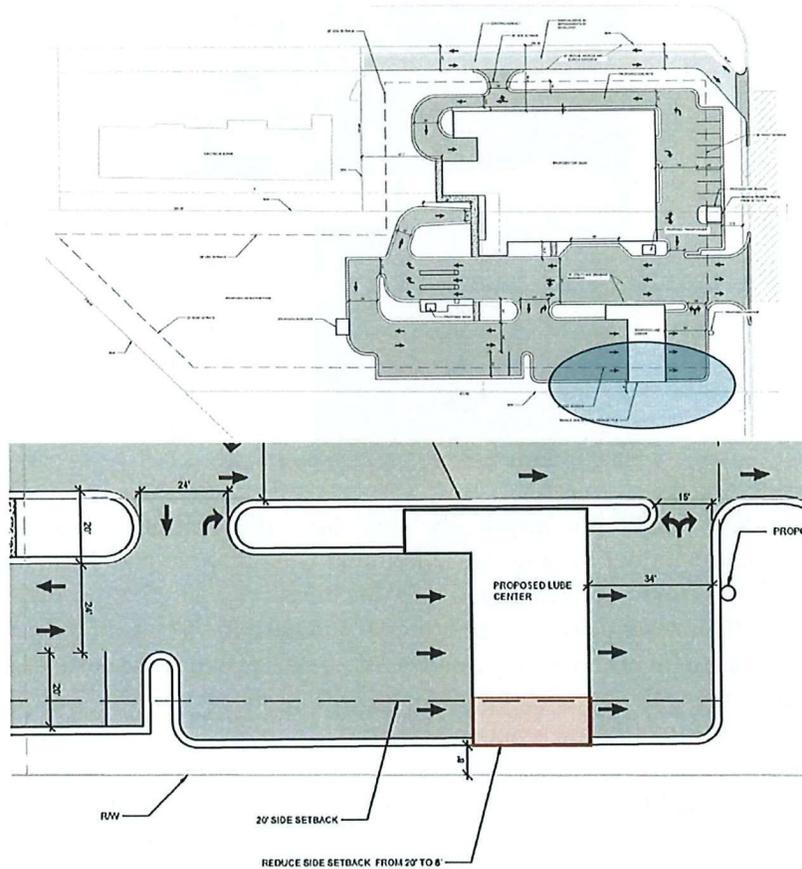
Board members Gidley and Garner moved and seconded to approve BZA 2025-23 as presented. The motion passed by roll call vote.

In Favor:	Garner, Gidley, Wendel, Jacobs
Against:	None
Absent:	Richie

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BZA 2025-21: Julie A Blount and Beachview Properties LLC, 10859 3B Road Plymouth, IN 46563 and 1619 N Oak Drive Plymouth, IN 46563: A Variance of Development Standard to reduce the side yard setback from 20' to 8' at a property located at 2155 Oak Road and 2131 Oak Road Plymouth, IN 46563. Identified as parcels 50-42-31-202-004.000-019, 50-42-31-202-008.000-019, 50-42-31-202-007.000-019 and 50-42-31-202-009.000-019, zoned C-3, Corridor Commercial District.

Plan Director Adley reviewed the findings of fact and the request from the applicant. See the applicant's project narrative and letter of intent from BZA 2025-23. He shared the map of what was being discussed for this case as seen below.



Gidley asked what the bump out was for on the south side of the property that extends up into the parking lot.

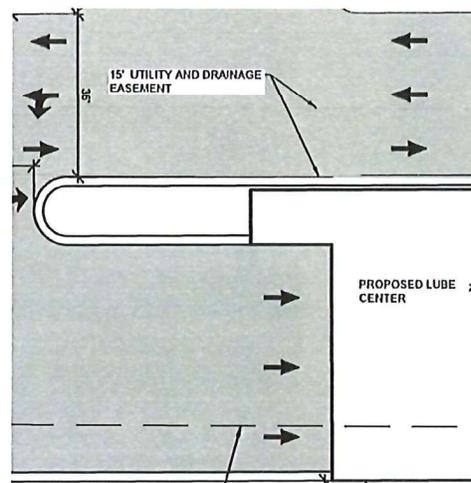
Dan Yerks (1405 N. Michigan Street, Plymouth, IN 46563)

Yerks of Wightman replied that was a curb island to separate the parking stalls and lube center.

Tehrani stated there was both a practical difficulty and financial hardship that caused this. He stated they have never built a facility with less than three bays of oil change as a two bay would be very inappropriate. He explained it would stack up their customers and it would just delay the processing

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time which in turn would not be the way that they operate. He stated they were the only oil change that he knows of in the entire State of Indiana or Michigan that was as time oriented as them. He stated the customer had a split screen that showed them what was going on in the basement and the upper section. He stated the employees have a timer that the customer does not see and that information gets sent to corporate and we expect a 10 minute cycle. He stated they run over that and average 12 minutes. He stated at any other oil change, 45 minutes was about what you would expect to see. He stated with how time oriented they were, having a two bay oil change would be a no-go as he would not even be sure how they would process cars with only two bays. He explained the reason why the building was not shifted north, because they do have plenty of land there, was because there was an easement that runs adjacent to that edge of the building. See referenced easement below:



Tehrani explained they could not physically shift the lube building because if they shifted everything, this would come out of here. He stated that was the practical difficulty of the site and an imposed condition of the site. He added that the three bay oil change was integral to their operations as 25% of their revenue comes from the oil change and 75% from the car wash. He stated the 25% adds up to quite a bit because they don't have any extra overhead because once it was built, a lot of the overhead was already absorbed. He stated that having multiple profit centers is how many businesses can justify building a big site like this.

Board members Garner and Gidley moved and seconded to open the public hearing. The motion carried.

Chuy Garcia (13235 7th Road, Plymouth, IN 46563)

Garcia stated he was in favor of the car wash and expected to get membership for it. He stated the only question he had as the Assistant Chief of the Fire Department was the easement. He asked if there was a way they could have a south easement in the discussion at all so there isn't just a northern entrance to the property on the back end being that close to US 30. He reiterated that he was in favor of the car wash, but his concern was safety of one way in and one way out. He asked if there was any way to connect with the south lot, even by an easement.

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Yerks wished to note that the large white open space on the west end that looks like it was completely empty would be where the detention pond would go. He stated that they had not gotten to the point of detailing that out, but that was going to take up some of that space. Yerks asked for a point of clarification that Garcia was just asking about getting emergency vehicles back around another way.

Garcia replied another way or for anyone in that building to come out that way versus the only in and out for that building being close to an intersection. He stated he had come out a few times and it takes forever and you can only go right and not left. He stated there was a lot of hazards there, especially if that was going to be the only access to those buildings in the back as it would become a bottleneck for them bringing the fire engines in.

Jacobs stated he had fought the fire that was back there originally when it burned down. He stated when we come in there with a fire apparatus, we may want to stop it somewhere that's going to prevent you from getting all the way back there. He stated if they wanted to bring a second apparatus in and bring in from a different hydrant, that's why when you have a landlock somewhere with one way in and out for them it creates a hazard.

Yerks asked if it was because there was one way or because that one way was right next to US 30. Garcia and Jacobs replied both.

Jacobs stated it was a very busy intersection and as soon as people see a fire, some don't know what to do and stop to get around.

Garner stated it could also cause problems if lines come down from a storm and people can't get back there.

Jacobs asked if there was any way they could have egress on the back side of that pond to go back to that building.

Yerks stated as Adley alluded to, we went through a few different iterations of this layout trying to make things work for everyone involved and trying to get that access further away from the intersection. He stated he did not think that in any of the iterations that they had multiple access but rather one route.

Jacobs asked if Fire Inspector Rod Miller was a part of those discussions.

Adley replied that he was initially.

Yerks stated that they ultimately couldn't come to an agreement with the rear property owner on a different route to get back there.

Jacobs added with the layout that he was not even sure if it would be feasible.

Yerks stated because the pond was not laid out, he did not know if that was feasible. He stated he did not want to promise anything.

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Garcia added that the closest hydrant was also across the street so you would have to shut down Oak Drive if there was a fire anyway.

Jacobs stated you could bring an apparatus farther back across the tracks in front of Bomarko, shut the railroad down, and come in that way because that was the way it was laid out now.

Manuwal stated he also was in favor of this but if the northern easement was left, the roadway would have to be 20 foot wide by fire code. He stated whoever ends up with it, somebody would need to pave a 20-foot parcel for a fire lane. He stated at one of the very first meetings it was brought up at the Technical Review Committee (TRC) that they would have to shut down Oak Drive to get to the hydrant. He stated if that was how the plan was, his only concern was that there would need to be 20-foot drive to be able to get back there.

Tehrani stated there was a 20-foot easement and they could build a 20-foot road. He stated it would be the same thing once we own the property. He stated they could add 5 feet of pavement to the north to make it 20 feet under the easement.

Manuwal wished to clarify that it would need to be paved by someone.

Tehrani stated that they often end up with engineering teams versus Fire Department as they have opposing views. He stated there was a safety issue from an engineering perspective and a safety issue for Fire Department access. He stated they initially considered leaving that open access to allow circular access so that you would have more than one way to get in and out. He stated the problem was the northern exit was so close to the traffic light there, so they wanted to limit the traffic to the very few cars going back there. He added it was a very limited use operation, unlike a fast-food business. He stated it would not cause much of a problem if we added our traffic to it as well. He stated if it would help, we could leave it open with a gate, or you could knock the gate down with a fire engine. He stated he would not be opposed to having a 20-foot gate access or cones that would not allow anybody to go through it except in an emergency.

Jacobs asked if Beckmann would be allowed to have people use that route as well.

Tehrani replied that Beckmann would continue to have northern access and we were not talking about taking that away. He stated he was only suggesting this second opening on the north side if it was necessary to the Fire Department.

Garcia stated that it would help on the north side, but he was still concerned about the flow of traffic, getting back to the property, and access on both sides.

Mayor Robert Listenberger stated what they were looking at currently was only the setback on the south side of the property and it really had nothing to do with anything else. He stated they also had a letter from the property owner to the south side of the property who supports it and it may be in the packet. It was not as if it was sent to the property owner. He read the following letter aloud.

Burke Richeson (1619 N. Oak Drive, Plymouth, IN 46563)

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Drive and Shine Development, Inc.
16915 Cleveland Road
Granger, Indiana 46530

Re: Side Yard Setback Variance Request

Dear Ms. Lintz

My clients, ACA Properties LLC and Beachview Properties LLC, are in receipt of the Drive and Shine Development, Inc. application for variance from building standards for side yard setbacks. After having reviewed the application and the site plan, my client has no objection to granting the variance request to reduce the side yard setback from 20 feet to 8 feet.

Very truly,

A handwritten signature in black ink, appearing to read 'Burke L. Richeson', is written over a circular scribble.

Burke L. Richeson, 29739-50
In-House Counsel
ACA Properties LLC and Beachview Properties LLC

Mayor Listenberger stated they had discussed the project and Tehrani was open to a lot but they're at a point where they have got to get this done. He believed we should approve of this location, which they did for the use, and they should also approve of these setbacks.

Yerks stated the easement right along the north edge of the proposed lube center had an 18-inch diameter storm sewer, gas, and electric lines. He stated the storm sewer came across Oak Drive and it was draining other properties through it. He stated those would be the utilities impacted if things needed to be moved or relocated. He also wished to remind them that the existing garage on the southern property was closer to the property line than what we were proposing with this. He stated they understood setbacks and that you're redeveloping the area, so we want to try and be cognizant of that, but to the impact of the neighbor, it would still be further away than what they've got now.

Board members Gidley and Wendel moved and seconded to close the public hearing. The motion carried.

Board members Wendel and Gidley moved and seconded to approve BZA 2025-21 as presented. The motion passed by roll call vote.

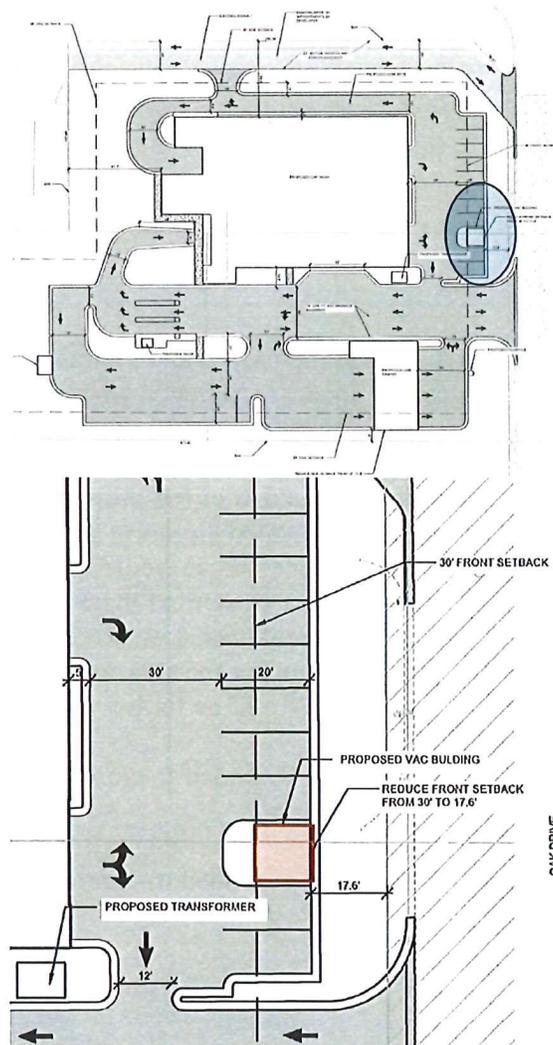
In Favor:	Garner, Gidley, Wendel, Jacobs
Against:	None
Absent:	Richie

A long discussion was held about the north easement that did not pertain to any case tonight. An easement is a private agreement between property owners.

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Plan Director Adley reviewed the findings of fact and the request from the applicant. See the applicant's project narrative and letter of intent from BZA 2025-23. He shared the map of what was being discussed for this case as seen below.



Gidley stated he was concerned about signage and sight lines along Oak Drive. He stated he was also concerned about people making lefts or rights and that he was aware when Jimmy John's went in that said entrance only.

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Tehrani stated they could put a vacuum unit there without putting a building around it and most car washes actually do. He stated it does not look terrible but he was all about aesthetics as it was important to look right. He stated the building was put there to hide what appears to be mechanical. He stated other car washes have arches that come up, they light them up with LEDs and it looks cheesy. He stated they put a very narrow stainless structure that the vacuum system rests on.

Jacobs asked Adley if somebody was looking at the safety of pulling out, pulling in, and obstruction of view. Adley replied that would be part of the site planning.

Garner stated from the plan currently, if you were pulling out, the building should be behind you. He stated it really shouldn't be an obstruction if it's 17 ½ feet back.

Board members Garner and Wendel moved and seconded to open the public hearing. The motion carried.

There were no comments at that time.

Board members Garner and Wendel moved and seconded to close the public hearing. The motion carried.

Recommendation

- Based on the information provided and general description of the proposal, staff would recommend approval of the front yard setback reduction with the condition that the applicant coordinate sidewalk accessibility with the City Office for future development of the Oak Road sidewalk.

Board members Garner and Wendel moved and seconded to approve BZA 2025-22 with staff's recommendation as seen above. The motion passed by roll call vote.

In Favor: Garner, Gidley, Wendel, Jacobs
Against: None
Absent: Richie

Other Business:

There was no other business at that time.

There being no other business, Board members Wendel and Gidley moved and seconded to adjourn the meeting. The motion carried, and the meeting adjourned at 8:43 p.m.



Kyle Williams, Recording Secretary