



Metropolitan Development Commission (November 19, 2025) Meeting Notice

Meeting Details

Notice is hereby given that the Metropolitan Development Commission of Indianapolis-Marion County, IN, will hold public hearings on:

Date: Wednesday, November 19, 2025 **Time:** 1:00 PM

Location: Public Assembly Room, 2nd Floor, City-County Building, 200 E. Washington Street

Business:

Adoption of Meeting Minutes: November 5, 2025

Special Requests

[Annual TIF Presentation](#)

Policy Resolutions:

REAL ESTATE:

1. 2025-R-051

Authorizes the Department of Metropolitan Development to utilize citywide contract #17763 with Nu-Tec Roofing for roof repair services at the Former Indiana Women's Prison.

ECONOMIC DEVELOPMENT / INCENTIVES:

2. 2025-A-036 (For Public Hearing)

Authorizes an amendment to the 2023 Real Property Tax Abatement approved by Resolution 2023-A-041 at 1011 East 22nd Street, 22 Monon Multifamily Partners, LLC, formerly known as DJBCG Monon 22, LLC, Council District #13, Center Township.

3. 2025-E-031

Authorizes funding of \$1,500,000 pursuant to I.C. 36-7-13 for affordable housing in the Lafayette Square Community Revitalization Enhancement District (CRED) to the International Marketplace Coalition for the purpose of the Hodges Commons development by Woda Cooper Companies, located at 3815 Moller Road in Pike Township.

4. 2025-E-036

Authorizes the Department of Metropolitan Development to negotiate and execute an Agreement with the J S HELD LLC to provide funding for technical and project management services in a contractual not-to-exceed amount of \$90,000 through December 31, 2027.

COMMUNITY INVESTMENTS:

5. 2025-C-007

Authorizes the Department of Metropolitan Development to contract for environmental services on an as-needed basis with a group of qualified contractors identified pursuant to a Request for Qualifications.

6. 2025-C-008

Authorizes the Department of Metropolitan Development to negotiate and execute an Agreement with the Circle Area Community Development Corporation to act as a fiscal agent for the Homeowner Repair Program in a not-to-exceed amount of \$1,600,000 through December 31, 2027.

7. 2025-C-009

Authorizes the Department of Metropolitan Development to negotiate and execute an agreement with the Circle Area Community Development Corporation to provide bridge housing at the St. George Bridge Housing facility for people who are experiencing homelessness and/or suffering from Substance Abuse Disorder in an amount not to exceed \$807,521 through December 31, 2026.

8. 2025-C-010

Authorizes the Department of Metropolitan Development to amend the agreement with The Damien Center to increase the total contractual not-to-exceed amount to \$1,483,536 to provide services and leasing for people who are experiencing homelessness and/or suffering from Substance Abuse Disorder for the 2026 Master Leasing program year.

Zoning Petitions:

PETITIONS OF NO APPEAL (RECOMMENDED FOR APPROVAL):

- 9. 2025-ZON-074 | 8221 and 8351 South Mitthoefer Road, 10100, 10550, and 10600 Maze Road**
Franklin Township, Council District #25
Christopher D. Reed, Kimberly K. Reed, Paul L. Walton, Cheryl H. Walton, Maze Family Farm, LLC, John Levinsohn, Alan Retherford and Shirley Retherford, by Tony Bagato

Rezoning of 273.127 acres from the D-A (FF) (FW) and I-3 (FF) (FW) districts to the D-4 (FF) (FW) district to provide for a single-family residential development.

- 10. 2025-ZON-091 | 6154 Michigan Road**
Washington Township, Council District #2
Lan Thi Thanh Pham and Tung Ba Huynh

Rezoning of 0.6-acre from the D-2 district to the C-1 district to provide for commercial office uses.

- 11. 2025-ZON-107 | 7560 East 71st Street**
Lawrence Township, Council District #3
Apostolic Christian Church of Indianapolis, Inc., by John Lichtle

Rezoning of 0.682-acre from the D-A district to the SU-1 classification to provide for religious uses.

- 12. 2025-ZON-109 | 8631 and 8701 Lepart Court, 6350, 6359, 6360, 6408 and 6416 Shamel Drive, 8620, 8621, 8631, 8632, 8643, 8644, 8719, and 8720 Mariesi Drive, 8723 – 8909 Bergeson Drive, 6202 Bergeson Drive, and 6652 Residence Drive**
Pike Township, Council District #1
Jeffrey M. Bellamy

Rezoning of 28.8 acres from the D-6II district to the D-4 district to provide to legally establish the existing detached single-family dwellings.

- 13. 2025-ZON-111 | 11207 East Washington Street**
Warren Township, Council District #20
Indianapolis Public Transportation Corporation d/b/a IndyGo, by Brian J. Tuohy

Rezoning of 1.433 acres from the D-5 (TOD) district to the SU-9 (TOD) district to provide for supportive uses for a proposed IndyGo transit center.

14. 2025-CZN-832 | 1140 East 46th Street, 4644, 4646, 4648, 4710, and 4716 Carvel Avenue

Washington Township, Council District #7
D-5 (W-1), D-P (W-1), and I-3 (W-1)
Arrow Street Development, LLC, by Joseph D. Calderon

Rezoning of 3.65 acres, from the D-5 (W-1), D-P (W-1), and I-3 (W-1) districts to the MU-2 (W-1) district to provide for a mixed-use development consisting of multi-family dwellings, commercial uses, a parking garage, and resident amenities.

15. 2025-REG-010 (Amended) | 1501, 1505, and 1507 West New York Street

Center Township, Council District 18
D-8 (RC)
Adam DeHart

Regional Center Approval to provide for construction of two structures, consisting of two attached, single-family dwellings in each structure.

16. 2025-REG-048 | 21 Virginia Avenue, and 122 and 130 East Maryland Street

Center Township, Council District #18
CBD-1 (RC) (TOD)
Virginia Street Capital, LLC, by Brian C. Schubert, AIA, NCARB

Regional Center Approval to provide for demolition of the existing building and construction of a mixed-use development, including a parking garage, commercial uses and residential uses.

17. 2025-REG-069 | 1200 Indiana Avenue

Center Township, Council District #12
CBD-S (RC) (FF)
Leslie Wolfe and Alex Kurrelmeier, by Kate Warpool

Regional Center Approval to provide for a proposed two-story, approximately 20,000-square-foot biotechnology and biomanufacturing research and development building.

Petitions for Public Hearing

PETITIONS FOR PUBLIC HEARING:

18. APPROVAL PETITION TRANSFERRED FROM HEARING EXAMINER FOR INITIAL HEARING:

2025-APP-003 (Amended) | 620 East 21st Street

Center Township, Council District #13
PK-2
DeQuan Branch, by Jorge Gonzales

Park District-Two Approval to provide for a 2½ -story single-family dwelling with an attached garage.

19. REZONING PETITION RECOMMENDED FOR DENIAL BY THE HEARING EXAMINER, APPEAL FILED BY PETITIONER:

2025-ZON-077 | 6501 Mann Road

Decatur Township, Council District #21
Kittle Property Group, by Joseph D. Calderon

Rezoning of 26.83 acres from the SU-1 (FF) (FW) and D-A (FF) (FW) district to the D-7 (FF) (FW) district to provide for a multi-family residential development.

20. COMPANION PETITIONS RECOMMENDED FOR DENIAL BY HEARING EXAMINER, APPEAL FILED BY PETITIONER:

2025-CPL-825 | 2025-CVR-825 | 7140 and 7142 East Washington Street

Warren Township, Council District #14

Approval of a Subdivision Plat to be known as Wawa Shortridge Primary Plat, subdividing 9.4 acres into three lots.

Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for the construction of an automobile fueling station, with 16 pump islands/service areas (eight permitted), with portions of a surface parking area in front of the front building line, with a parking area having a minimum 15-foot setback from Washington Street with parking area behind the front building line encompassing 88.1 percent of the lot width (surface parking areas required behind the front building line, 25 feet required, maximum 40 percent lot width for parking permitted behind front building line), with a front building line encompassing 37.1 percent of the lot width (60 percent required) and deficient first floor transparency (40 percent required).

Additional Business:

**The addresses of the proposals listed above are approximate and should be confirmed with the Division of Planning. Copies of the proposals are available for examination prior to the hearing by emailing planneroncall@indy.gov. Written objections to a proposal are encouraged to be filed via email at planneroncall@indy.gov before the hearing and such objections will be considered. At the hearing, all interested persons will be given an opportunity to be heard in reference to the matters contained in said proposals. The hearing may be continued from time to time as may be found necessary. For accommodations needed by persons with disabilities planning to attend this public hearing, please call the Office of Disability Affairs at (317) 327-7093, at least 48 hours prior to the meeting. Department of Metropolitan Development - Current Planning Division.

**METROPOLITAN DEVELOPMENT COMMISSION (MDC)
 MEMBER ROSTER**

Commissioner	Appointing Authority	Term
John J. Dillon III (President)	Mayor	01/01/2025 – 12/31/2025
Megan Garver (Vice-President)	Mayor	01/01/2025 – 12/31/2025
Brian P. Murphy (Secretary)	Mayor	01/01/2025 – 12/31/2025
Bruce Schumacher (Acting Secretary)	Mayor	01/01/2025 – 12/31/2025
Brandon Herget	City-County Council	02/03/2025 – 02/03/2026
Brent Lyle	City-County Council	12/02/2024 – 12/02/2025
Daniel Moriarty	City-County Council	08/11/2025 – 08/11/2026
Brigid Robinson	Mayor	01/01/2025 – 12/31/2025
Gregg West	City-County Council	05/05/2025 – 05/05/2026

This meeting can be viewed live at [indy.gov: Channel 16 Live Web Stream](https://www.indy.gov/Channel-16-Live-Web-Stream). The recording of this meeting will also be archived (along with recordings of other City/County entities) at [indy.gov: Watch Previously Recorded Programs](https://www.indy.gov/Watch-Previously-Recorded-Programs).

TIF Update for Taxing Units

Metropolitan Development Commission

Department of Metropolitan Development
Lucas Anderson, CFO/COO

Office of Finance and Management
Jenny Carter, Budget Manager

November 19, 2025



IC 36-7-25-8

Sec. 8. (a) Each redevelopment commission shall annually present information for the governing bodies of all taxing units that have territory within an allocation area of the redevelopment commission. The presentation shall be made at a meeting of the redevelopment commission and must include the following:

(1) The commission's budget with respect to allocated property tax proceeds.

(2) The long term plans for the allocation area.

(3) The impact on each of the taxing units.

(b) The governing body of a taxing unit that has territory within an allocation area of the redevelopment commission may request that a member of the redevelopment commission appear before the governing body at a public meeting of the governing body.

TIF Theory

- Tax Increment Financing (TIF) is a tool that may be used to help overcome redevelopment obstacles that have not been, and are not likely to be, overcome by normal operations of private enterprise.
- TIF is the use of new property taxes generated by redevelopment to help pay for the cost of removing the obstacles.
- The “but for” test

Per IC 36-7-15.1-20, TIF may be used to help remove obstacles such as:

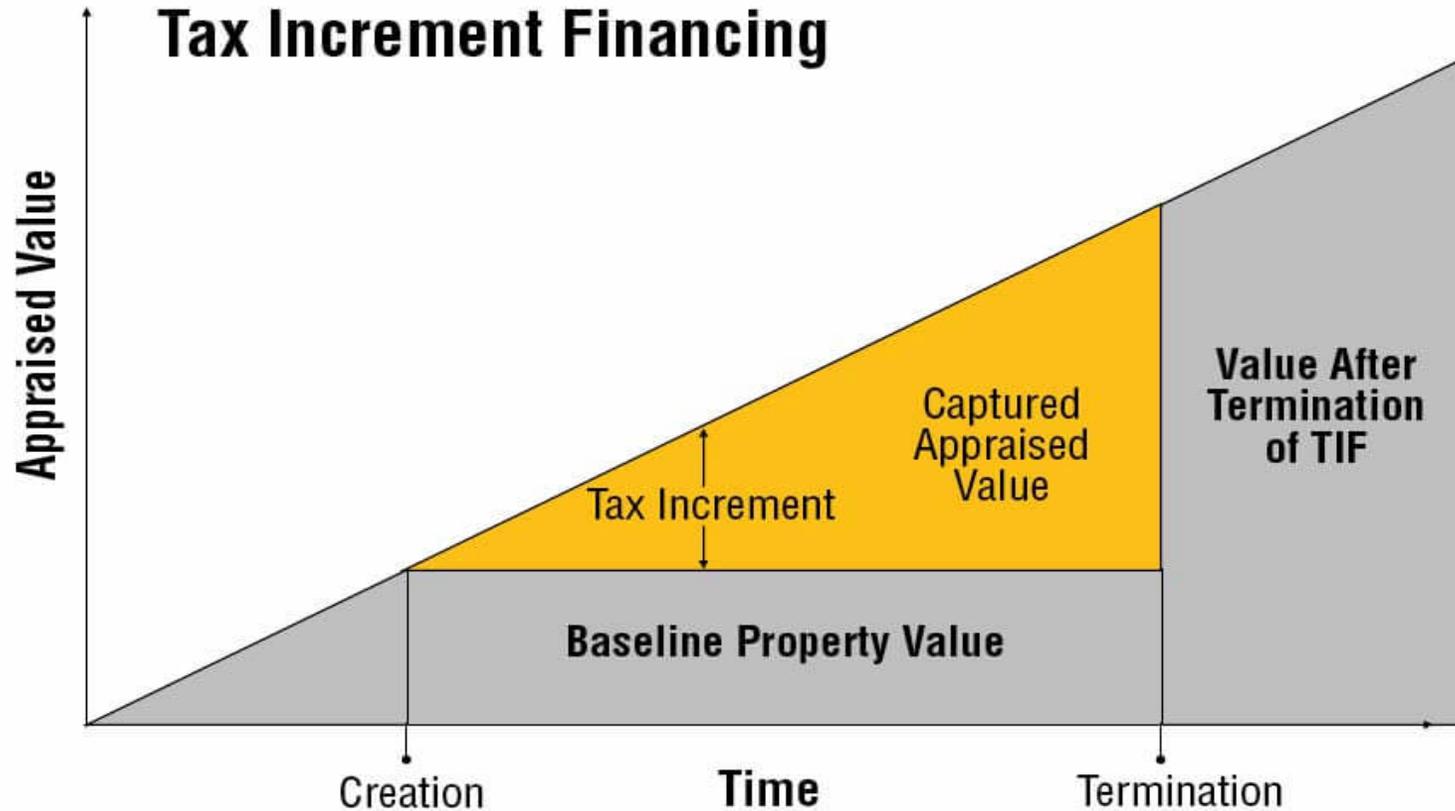
- Lack of needed public infrastructure
- Acquisition, rehabilitation or demolition of existing structures
- Environmental contamination
- High cost of land
- High cost of structured parking

How is a TIF Allocation Area designated?



- Per I.C. 36-7-15.1, DMD staff drafts a Redevelopment Area Plan and boundaries for an Allocation Area.
- The Metropolitan Development Commission (MDC) must determine the area is distressed, make a findings of fact, and vote to adopt the Redevelopment Plan and Allocation Area through a Declaratory Resolution.
- The City-County Council must vote to adopt the Redevelopment Area Plan and Allocation Area, and then the MDC must adopt a Confirmatory Resolution through a public hearing.

Incremental AV and Revenue



Long-Term Plans



Public Infrastructure



**Workforce
Development**



Environmental Remediation



**Affordable +
Workforce Housing**



Catalytic Redevelopment

TIF Budget

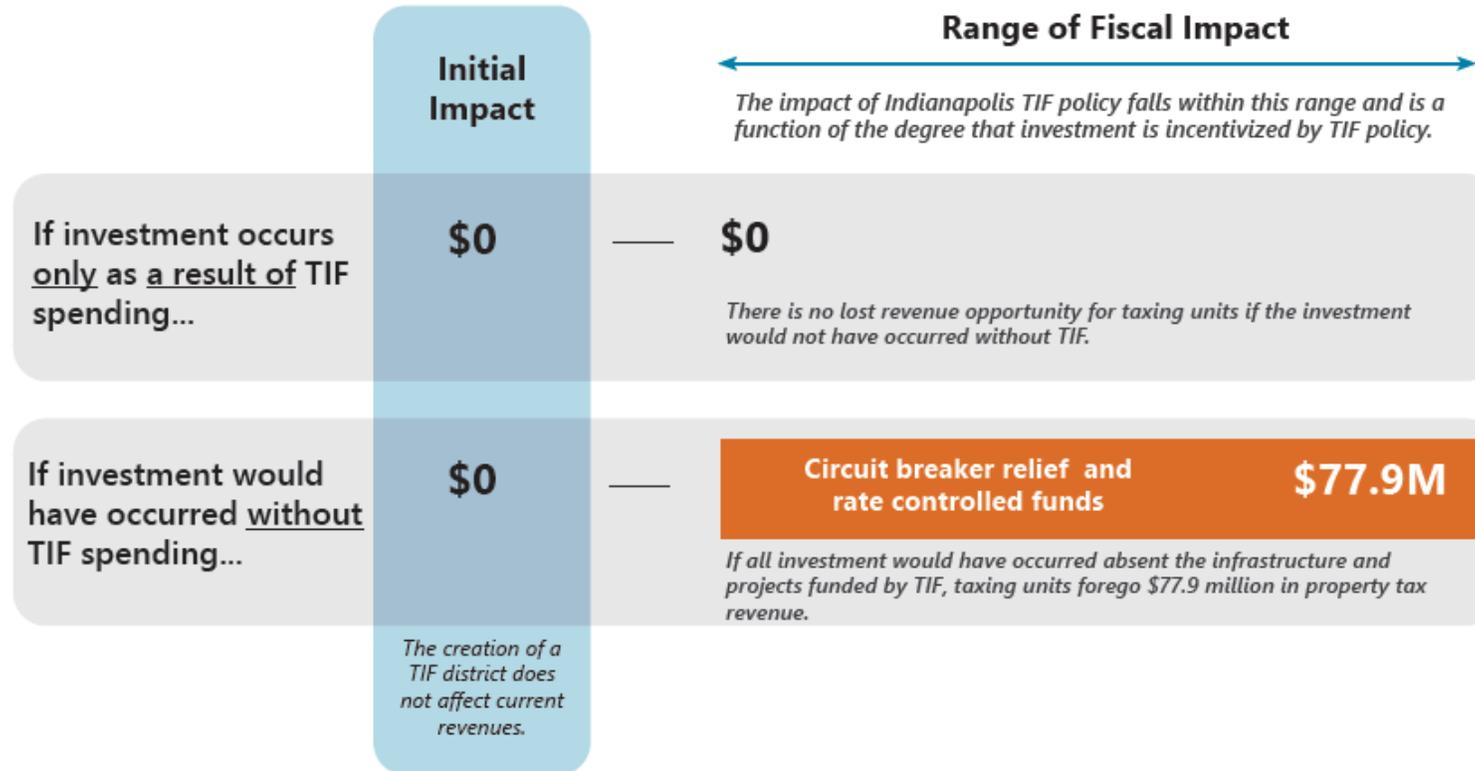
- See handout for budget information by TIF Allocation Area

2024 Percentage Expensed by Category	
Debt Service	85.06%
Redevelopment Contribution	10.25%
Land Acquisition	2.86%
Tourism	0.84%
Infrastructure	0.70%
Interlocal Contribution	0.27%
Environmental Remediation	0.02%

TIF Impact to Local Taxing Units

Fiscal Impact of Indianapolis TIF Capture

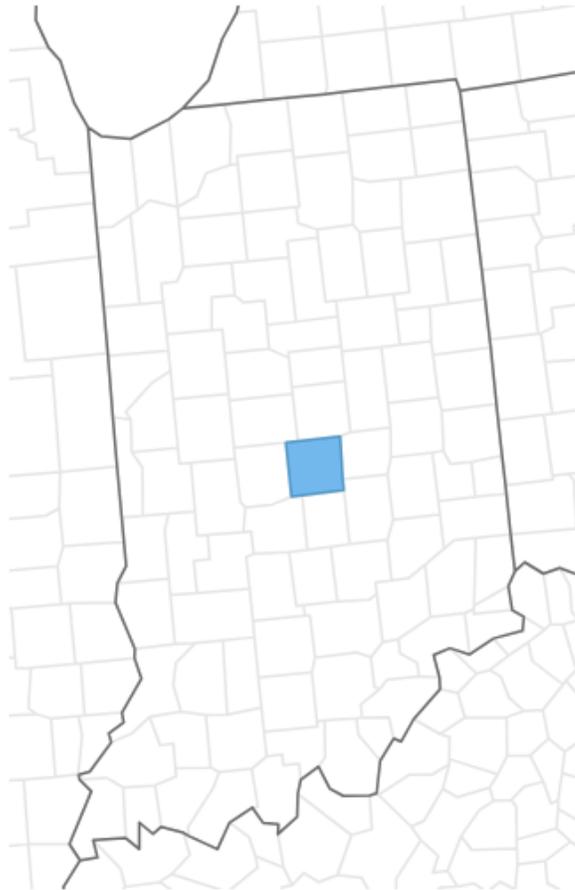
Outcomes are dependent on the degree to which TIF stimulates private investment



The diagram above illustrates the potential fiscal impact of Indianapolis TIF capture on the revenues of overlapping Marion County taxing units. The impacts are estimated using assessed values and levies for the 2024 tax year.

DLGF – Gateway TIF Viewer

TIF data is available anytime through the DLGF’s “TIF District Viewer” application (<http://gateway.ifionline.org/TIFviewer/>)



MARION COUNTY TIF District Summary

(Calendar year 2024 data submitted by April 2025)

	Total	County	City
Number of TIFs	81	0	81
Number of Parcels	20,874	0	20,874
Gross Assessed Value	\$15,111,478,770		\$15,111,478,770
Net Assessed Value	\$11,393,530,900		\$11,393,530,900
Base Assessed Value	\$4,463,151,056		\$4,463,151,056
Incremental Assessed Value	\$6,930,662,240		\$6,930,662,240
Revenues	\$260,512,860		\$260,512,860
Expenses	\$245,823,415		\$245,823,415

Questions?



Consolidated City of Indianapolis and Marion County TIF Reporting Presentation

Tax Increment Financing Reporting for Year 2024 – Per IC 36-7-25-8

Uses and Long-term Plans for TIF Allocation Areas (Sec. 8 (a)(2))

The long-term plans for Tax Increment Financing (TIF) Allocation Areas within the jurisdiction of the City of Indianapolis/ Marion County will continue to align with the traditional roles and uses that this economic development tool has served. Revenues generated from TIF Allocation Areas will be utilized to:

- Pay existing debt payments on bonds from previous economic development projects;
- Fund public infrastructure projects to induce further developments in areas of need;
- Remediate areas of environmental concern that are prohibitive to future development;
- Invest in the existing human capital of the community through workforce development initiatives;
- Strategically acquire parcels of land for targeted and controlled development in economically sensitive areas;
- Provide for strategic analyses and assessments of existing infrastructure and market sectors to target “best-uses” of TIF Allocation Area funds in the future

In all cases, TIF Allocation Area funds are expended accordingly with adherence to the strict requirements established by Indiana State law. These requirements ensure that all funds are utilized to expand the economic growth, opportunity, and overall vitality of the City of Indianapolis/ Marion County. In the spirit of this mission, when a TIF Allocation Area has fully succeeded in meeting these goals, the City of Indianapolis/ Marion County will pursue the appropriate measures to terminate the TIF Allocation Area.

Summary of Expense Types

2024 Percentage Expensed by Category	
Debt Service	85.06%
Redevelopment Contribution	10.25%
Land Acquisition	2.86%
Tourism	0.84%
Infrastructure	0.70%
Interlocal Contribution	0.27%
Environmental Remediation	0.02%

Summary of 2024 TIF Allocation Area Activities (Sec. 8 (a)(1))

TIF Allocation Area Budgets* (2024)

Name	Consolidated Allocation Area	Harding Street	Airport EDA	Dow Elanco	Fall Creek HoTIF	Barrington HoTIF	Near East HoTIF	Glendale	North Midtown	Penn Center
Revenue Received	\$ 196,704,515	\$ 2,860,530	\$ 19,221,876	\$ 6,262,601	\$ 2,355,898	\$ 188,992	\$ 3,750,777	\$ 688,342	\$ 3,325,757	\$ 1,668,429
Total Debt Service	(175,410,475)	(2,796,075)	(9,930,808)	(5,977,882)	(1,383,507)	(127,353)	(688,980)	(501,911)	(2,354,311)	(1,143,145)
Non- Debt Service	(31,494,745)	-	(2,300,000)	-	-	-	(873,040)	-	-	-
Total Expenses	\$ (206,905,220)	\$ (2,796,075)	\$ (12,230,808)	\$ (5,977,882)	\$ (1,383,507)	\$ (127,353)	\$ (1,562,020)	\$ (501,911)	\$ (2,354,311)	\$ (1,143,145)

Name	Goodwill Riverview	Jackson Fountain Sq.	Ardmore	Duke Headquarters	Ford Plant	Martindale Industrial	Meridian I	UNWA	Avondale	Central State
Revenue Received	\$ 474,139	\$ 314,692	\$ 995,356	\$ 296,865	\$ 430,449	\$ 526,607	\$ 198,384	\$ 724,487	\$ 176,619	\$ 123,486
Total Debt Service	(326,859)	(250,300)	(480,500)	(183,720)	(256,204)	-	-	-	-	-
Non- Debt Service	-	-	-	-	-	-	(350,000)	-	-	(150,620)
Total Expenses	\$ (326,859)	\$ (250,300)	\$ (480,500)	\$ (183,720)	\$ (256,204)	\$ -	\$ (350,000)	\$ -	\$ -	\$ (150,620)

Name	86 th St. Redevelopment	Martindale-Brightwood	Infosys	421 N Penn	Sherman Park	Twin Aire	Hillside HoTIF	Irvington-Brookville Rd.	White River-Indianapolis North F.C.I.D.	White River-Rocky Ripple F.C.I.D.
Revenue Received	\$ 3,529,174	\$ 201,378	\$ 657,043	\$ 281,260	\$ 5,666	\$ 66,026	\$ 471,569	\$ 0.25	\$ 1,056,337	\$ 26,990
Total Debt Service	-	-	-	(193,614)	-	-	-	-	-	-
Non- Debt Service	-	-	-	-	-	-	-	(30,000)	-	-
Total Expenses	\$ -	\$ -	\$ -	\$ (193,614)	\$ -	\$ -	\$ -	\$ (30,000)	\$ -	\$ -

Name	Mars Hill F.C.I.D.	Glendale II	Block 20	PR Mallory North	Guilford Midtown	Oddfellows	Stutz I	Virginia-Buchanan	Domino
Revenue Received	\$ 1,185,673	\$ 408,851	\$ 540,131	\$ 57,669	\$ 15,384	\$ 0.05	\$ 13,169	\$ 23,251	\$ 0.13
Total Debt Service	-	-	(305,838)	-	-	-	-	-	-
Non- Debt Service	-	-	-	-	-	-	-	-	-
Total Expenses	\$ -	\$ -	\$ (305,838)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

**Only TIF Allocation Areas with financial activity in 2024 are included in the above tables*

TIF Allocation Areas Impact to Local Taxing Units (Sec. 8 (a)(3))

Estimated Range of Opportunity Costs of Indianapolis TIF AV Capture (2024)

Amounts in Thousands

Taxing Units		Amount	Taxing Units		Amount	Taxing Units		Amount
Cons. City-County	City-County Total	\$30,743	Municipalities	Civil Units Total	\$703	Schools	School Units Total	\$29,145
	Marion County	12,226		Lawrence Civ. City	344		Indianapolis Pub. Sch. Corp	14,651
	Indianapolis Fire Special Service	6,756		Beech Grove Civ. City	149		M.S.D. Wayne Twp.	4,739
	Indianapolis Consolidated County	3,724		Speedway City Civ. Town	113		M.S.D. Lawrence Twp.	2,009
	Indianapolis Consolidated City	,045		Clermont Civ. Town	39		Franklin Twp. Com. Sch. Corp	1,652
	Indianapolis Police Special Service	2,797		Cumberland Civ. Town	24		M.S.D. Pike Twp.	1,528
	Indianapolis Sanitation (Solid)	2,196		Meridian Hills Civ. Town	12		M.S.D. Perry Twp.	1,503
		Southport Civ. City		10	M.S.D. Decatur Twp.		1,487	
		Wynnedale Civ. Town		6	M.S.D. Warren Twp.		1,061	
		Homecroft Civ. Town		5	M.S.D. Washington Twp.		323	
		Rocky Ripple Civ. Town		-	Beech Grove City Sch. Corp		157	
		Warren Park Town		-	Speedway City Sch. Corp		36	
		Williams Creek Civ. Town		-				
Townships	Township Units Total	\$5,066					Other	Other Total
	Wayne Twp.	2,585			Marion Co. Health and Hosp.	5,667		
	Pike Twp.	1,022			Ind. - Marion Co. Pub. Library	3,631		
	Decatur Twp.	933			Indianapolis PUB. Transportation	2,973		
	Center Twp.	384			Speedway City Pub. Library	15		
	Washington Twp.	46			Speedway PUB. Transportation	5		
	Franklin Twp.	33						
	Lawrence Twp.	28						
	Perry Twp.	18						
Warren Twp.	18							

**Dollars of opportunity cost are in the form of Circuit Breaker impact on a units Net Levy*

For additional clarification on the information presented please contact the Office of Finance and Management at 317-327-4310

Repairs
Former Indiana Women’s Prison

**METROPOLITAN DEVELOPMENT COMMISSION
MARION COUNTY, INDIANA
Resolution No. 2025-R-051
UTILIZING NU-TEC ROOFING FOR ON-CALL REPAIRS
AT
THE FORMER INDIANA WOMEN’S PRISON**

WHEREAS, by authority of and pursuant to I.C. 36-7-15.1 ("Redevelopment Act"), the Department of Metropolitan Development ("DMD") engages in redevelopment activities and the Metropolitan Development Commission of Marion County, Indiana ("MDC") serves as the Redevelopment Commission of the Consolidated City Indianapolis, Indiana ("City"); and

WHEREAS, in that capacity, the MDC serves as the governing body of the City Redevelopment District ("District"); and

WHEREAS, pursuant to I.C. 36-7-15.1-6, the MDC is charged with the responsibility to promote the use of land in the manner that best serves the interest of the City and its inhabitants, both from the standpoint of human needs and economic values; and

WHEREAS, DMD, is engaging in redevelopment and planning activities within the District, including roofing repairs and maintenance; and

WHEREAS, the City of Indianapolis has signed citywide on-call contract #17763 with Nu-Tec Roofing Contractors to effect repairs to roofs available to all agencies within the City-County Enterprise;

WHEREAS, DMD now requests approval to use contract #17763 and expend funds in an amount not to exceed \$25,000;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Metropolitan Development Commission authorizes DMD to utilize the available citywide contract number 17763 and expend funds in an amount not to exceed \$25,000.
2. The DMD Director is hereby authorized to execute the necessary documents, with such terms and provisions as may be deemed necessary or appropriate, to best accomplish the objectives set forth herein; and all actions heretofore taken by any such official toward the completion thereof are hereby ratified, confirmed, and approved for actions taken in accordance with this Resolution.

Approved as to Adequacy & Legal Form

Sheila Kinsey

Sheila Kinney, Asst. Corp Counsel

Date: 11/12/2025

Metropolitan Development Commission

John J. Dillon III, President

Date: _____

**METROPOLITAN DEVELOPMENT COMMISSION OF
MARION COUNTY, INDIANA**

**RESOLUTION
AUTHORIZING AMENDMENTS TO THE MEMORANDUM OF AGREEMENT
ASSOCIATED WITH RESOLUTION 2023-A-041 REGARDING REAL PROPERTY TAX
ABATEMENT**

RESOLUTION NO. 2025-A-036

22 Monon Multifamily Partners, LLC.
1011 East 22nd Street

WHEREAS I.C. 6-1.1-12.1 allows a partial abatement of property taxes attributable to redevelopment or rehabilitation activities (hereinafter the “Project”) in Economic Revitalization Areas; and

WHEREAS, pursuant to I.C. 6-1.1-12.1, **DJBCG Monon 22, LLC.** (hereinafter “Applicant”) filed designation application requesting that the subject real estate at 1011 East 22nd Street (hereinafter “Subject Real Estate”) be designated as an Economic Revitalization Area for the purpose of achieving real property tax savings in connection with redevelopment or rehabilitation activities (hereinafter “Project”); and

WHEREAS, on Wednesday, November 23rd, 2023, the Metropolitan Development Commission (hereinafter “Commission”) adopted Preliminary Economic Revitalization Area Resolutions No. 2023-A-039 preliminary designating the Subject Real Estate as an Economic Revitalization Area; and

WHEREAS, on Wednesday December 20th, 2023, after conducting a public hearing, the Commission adopted Final Economic Revitalization Area Resolution No. 2023-A-041 (hereinafter “Resolution”), designating the Subject Real estate as an Economic Revitalization Area for the purpose of receiving up to seven (10) years real property tax abatement (hereinafter “Abatement”); and

WHEREAS, in the Statement of Benefits Form contained in the Resolution and the Memorandum of Agreement (hereinafter “MOA”) executed by and between the Applicant and the City of Indianapolis (hereinafter “City”), the Applicants indicated, among other requirements, that a minimum of \$17,780,144 in real property improvements would be made at the Subject Real Estate, and would have 2 full-time permanent positions would be created at wages of not less than \$27.00 per hour as a result of the Project (collectively, the “Commitments”); and

WHEREAS, DJBCG Monon 22, LLC. wishes to assign its responsibilities as Applicant under the Agreement to 22 Monon Multifamily Partners, LLC., and has agreed that it intends to fulfill all obligations as Applicant under the Agreement; and

WHEREAS, in the MOA it required the Applicant to complete the Commitments for 2 new position (average wage rate of \$27.00 per hour) by December 31, 2025 (the “Deadline Date”); and

WHEREAS, the Applicant submitted, on April 10, 2025, a request to extend the schedule for commitments to December 31, 2027, as the project was initially planned to be developed in a modular style, but it is now being built using a traditional approach.

WHEREAS the City and Applicant (collectively, the “Parties”) desire to amend the Resolution and MOA in the following manner: extend Economic Revitalization Area designation terminates designation December 31, 2026, assign the MOA to 22 Monon Multifamily Partners, LLC., and job creation commitment date to December 31, 2027. The applicant desire to achieve and maintain 2 positions at a rate of \$27 per hour through the years ending December 31, 2026, and continuing until December 31, 2045; and

WHEREAS the City and Applicant (collectively, the “Parties set forth in this Amending Resolution, and subsequently set 1:00 p.m. on Wednesday, November 19th, 2025, for the public hearing of remonstrances and objections from persons interested in the Applicant’s compliance with Resolutions and MOA, and whether the payment of the damages should be made to the City; and

WHEREAS, proper legal notices were published stating when and where such final hearing would be held; and

WHEREAS, at such final hearing, evidence and testimony (along with all written remonstrances and objections previously filed) were considered by the Commission; and

WHEREAS, the DMD and The City of Indianapolis have satisfied all other conditions precedent to hold the hearing to amend the terms of the Economic Revitalization Area designations, associated tax abatement deductions and the associated Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED:

1. The Commission hereby determines that the Applicant is unlikely to be able to comply with the job creation Commitments, as stated in the Statement of Benefits, the Resolution, and the MOA.
2. The Commission finds that allowing the extension to job creation, designating the MOA to 22 Monon Multifamily Partners, LLC., and extending ERA until December 31, 2026, is a reasonable deviation from the Commitments set forth in the SB-1, Resolution and MOA, and authorizes the Director of DMD to execute the Amended Memorandum of Agreement.
3. The Commission directs the Department of Metropolitan Development to continue to monitor the Applicant’s Project for the remainder of the term agreed upon in the Amended MOA.

METROPOLITAN DEVELOPMENT COMMISSION

John J. Dillion III, President

Dated

Approved as to Legal Form
and Adequacy October 16th, 2025.

Sheila Kinney

Approved for Legal Form and Adequacy
Office of Corporation Counsel

METROPOLITAN DEVELOPMENT COMMISSION
OF
MARION COUNTY, INDIANA
Resolution No. 2025-E-031

WHEREAS, the Department of Metropolitan Development (hereinafter “DMD”), by authority of and pursuant to IC 36-7-13, is engaging in affordable housing activities in the Lafayette Square Community Revitalization Enhancement District (hereinafter “CRED”); and

WHEREAS, DMD has received an allocation of funds from the State of Indiana (hereinafter the “Funds”) pursuant to the collection of tax increments within the CRED as provided in IC 36-7-13; and

WHEREAS, these Funds are to be used for activities within the CRED as prescribed by IC 36-7-13-3; and

WHEREAS, Lafayette Square Area Coalition, Inc., d/b/a International Marketplace Coalition, an Indiana nonprofit corporation (“IMC”), exists to promote the revitalization of the International Marketplace Area by creating an environment conducive to sustainable economic development for the benefit of the community, the City of Indianapolis, and the region; and

WHEREAS, IMC has agreed to partner with Hodges Commons Limited Partnership, an Indiana limited partnership, to develop a project known as Hodges Commons which will provide 98 units of affordable housing to be leased to individuals with incomes not exceeding 60% of the area median income (the “Project”); and

WHEREAS, IMC has requested that DMD provide it with a grant of Funds in the amount of \$1,500,000 to support the development of the Project; and

WHEREAS, in accordance with IC 36-7-13 DMD desires to grant \$1,500,000 of the Funds to IMC to support the development of the Project.

NOW, THEREFORE, BE IT RESOLVED:

1. DMD is hereby authorized to grant \$1,500,000 of the Funds to IMC to support the development of the Project.
2. The Director of DMD is hereby authorized to execute the necessary documents in accordance with this Resolution.

ADOPTED AND APPROVED at a meeting of the Metropolitan Development Commission of Marion County, Indiana held on November 19, 2025, at the City-County Building, 2nd floor, Public Assembly Room (Room 230), Indianapolis, Indiana.

Approved as to Adequacy of Legal Form:

Metropolitan Development Commission:

By: Sheila Kinney
Sheila Kinney,
Assistant Corporation Counsel

By: _____
John J. Dillon III, President

Date: November 19, 2025

Date: _____

**METROPOLITAN DEVELOPMENT COMMISSION
MARION COUNTY, INDIANA
RESOLUTION NO. 2025-E-036**

WHEREAS, the Department of Metropolitan Development (hereinafter “DMD”), by authority of and pursuant to I.C. 36-7-13, is engaging in redevelopment activities in the Lafayette Square Community Revitalization Enhancement District (hereinafter “CRED”); and

WHEREAS, DMD has received an allocation of funds from the State of Indiana (hereinafter “Funds”) pursuant to the collection of tax increments within the CRED as provided in IC 36-7-13; and

WHEREAS, these Funds are to be used for activities within the CRED as prescribed by IC 36-7-13-3; and

WHEREAS, DMD is in need of technical and project management services ("Services") for the Lafayette Square Mall Redevelopment to support the redevelopment efforts in the corridor and has identified J S HELD LLC as a firm with the requisite skills and expertise to perform such Services; and

WHEREAS, DMD desires to utilize Funds to contract with J S HELD LLC for Services in a total contractual not-to-exceed amount of \$90,000 with a two-year term through December 31, 2027 for technical and project management services.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The MDC hereby authorizes the DMD to enter into a contractual engagement with J S HELD LLC in a total not-to-exceed amount of Ninety Thousand Dollars (\$90,000.00) for a term through December 31, 2027.
2. The Director of the Department of Metropolitan Development is hereby authorized to execute the necessary documents for the Agreement in accordance with this resolution and to do all acts and execute all other documents and instruments deemed necessary or appropriate by such official on behalf of the MDC to best accomplish the objectives set forth herein, and all actions heretofore taken by any such official toward the completion thereof are hereby ratified and approved

ADOPTED AND APPROVED at a meeting of the Metropolitan Development Commission of Marion County, Indiana, held on November 19, 2025, at the City-County Building, 2nd floor, Public Assembly Room (Room 230), Indianapolis, Indiana.

METROPOLITAN DEVELOPMENT
COMMISSION OF MARION COUNTY,
INDIANA, acting as the Redevelopment
Commission of the City of Indianapolis,
Indiana

John J. Dillon III, President

Approved as to Adequacy of Legal Form:

Sheila Kinney

Sheila Kinney, Assistant Corporation Counsel

Date: 11/12/2025

Brownfield Redevelopment
RFQ On-Call Environmental Consultants
Contracts

**METROPOLITAN DEVELOPMENT COMMISSION
OF
MARION COUNTY, INDIANA
Resolution No. 2025-C-007**

WHEREAS, the Department of Metropolitan Development (“DMD”), by authority of and pursuant to I.C. 36-7-15.1, engages in Brownfield redevelopment activities within the Marion County Redevelopment District Area, Marion County, Indiana (“Brownfield Redevelopment Project”); and

WHEREAS, Pursuant to I.C. 36-7-15.1, the Metropolitan Development Commission (“Commission”) acts as the redevelopment commission of the Consolidated City of Indianapolis (“City”); and, consistent with the policy and purpose of I.C. 36-7-15.1, has a duty to promote the use of land in the manner that best serves the interests of the City and its inhabitants and broad authority to take actions to remediate environmental contamination and foster redevelopment; and

WHEREAS, in order to carry out the duties described in I.C. 36-7-15.1, DMD requires timely access to a broad array of environmental consulting services, including assessments and incidental related services (“Services”); and

WHEREAS, in order to identify environmental consultants qualified and willing to do such Services (“On-Call Environmental Consultants,”) DMD conducted a Request for Qualifications (**RFQ Reference #: RFQual-13DMD-2025-5**) and identified qualified and responsive contractors able to provide the required Services; and

WHEREAS, DMD desires to enter in to contracts, with an initial three-year term, to address the need for Services. The nature and volume of Services rendered will depend on the actual number of projects undertaken, with project-specific work plans and cost estimates to be issued as needed. All contracts pursuant to **RFQ Reference #: RFQual-13DMD-2025-5** will draw from a shared budget available for the Services and may be paid from all sources of funding available for such Services.

NOW, THEREFORE, BE IT RESOLVED:

1. That the DMD is hereby authorized by the Commission to contract for Services with those On-Call Environmental Consultants identified as qualified and responsive pursuant to **RFQ Reference #: RFQual-13DMD-2025-5**, for an initial term of three years, for shared use of the budget for such Services available from all sources of funding.
2. The Director of the DMD is hereby authorized to execute all necessary documents for the contract in accordance with this resolution.

Approved as to Adequacy & Legal Form
Sheila Kinney
Sheila Kinney, Asst. Corp Counsel
Date: 11/5/2025

Metropolitan Development Commission

John J. Dillon III, President
Date: _____

**METROPOLITAN DEVELOPMENT COMMISSION
MARION COUNTY, INDIANA
RESOLUTION NO. 2025-C-008**

WHEREAS, the Metropolitan Development Commission of Marion County, Indiana ("MDC") serves as the Redevelopment Commission of the City of Indianapolis, Indiana ("City") under I.C. 36- 7-15. 1 (the "Redevelopment Act"); and

WHEREAS, the Department of Metropolitan Development ("DMD") has established the Homeowner Repair Program designed to help income-qualified citizens of the City of Indianapolis who own and live in their home to receive assistance to keep their home decent, safe, and sanitary; and

WHEREAS, on July 7, 2025, the City-County Council adopted Fiscal Ordinance No. 8, 2025, which appropriated an additional Two Million Dollars (\$2,000,000) to DMD for purposes of funding additional homeowner repair programming and an investment in cultural districts; and

WHEREAS, in Resolution NO. 2025-C-002, the MDC previously awarded the use of \$2,000,000 to enter into contractual agreements with 12 qualified contractors for Homeowner Repair Program services across the City utilizing federal community development grant funding and funding from the Indianapolis Low Income Housing Trust Fund and expects to add additional qualified contractors ("the Contractor Pool"); and

WHEREAS, the DMD has encumbered \$400,000 of the provided funds on existing agreements in the Contractor Pool; and

WHEREAS, in the effort to seek efficiencies in the program by overcoming hurdles presented from the lapsing of appropriated funds, the DMD now seeks a Fiscal Agent to distribute funds to the Contractor Pool for Homeowner Repair Program services; and

WHEREAS, the DMD wishes to enter into a contractual agreement with the Circle Area Community Development Corporation ("CACDC") to serve as a Fiscal Agent in furtherance of the Homeowner Repair Program in a total not to exceed amount of One Million Six Hundred Thousand Dollars and 00/100 cents (\$1,600,000.00) for a term through December 31, 2027.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The MDC hereby authorizes the DMD to enter into a contractual engagement with the CACDC in a total not to exceed amount of One Million Six Hundred Thousand Dollars and 00/100 cents (\$1,600,000.00) for a term through December 31, 2027.
2. The Director of the Department of Metropolitan Development is hereby authorized to execute the necessary documents for the Agreement in accordance with this resolution and to do all acts and execute all other documents and instruments deemed necessary or appropriate by such official on behalf of the MDC to best accomplish the objectives set forth herein, and all actions heretofore taken by any such official toward the completion thereof are hereby ratified and approved

ADOPTED AND APPROVED at a meeting of the Metropolitan Development Commission of Marion County, Indiana, held on November 19, 2025, at the City-County Building, 2nd floor, Public Assembly Room (Room 230), Indianapolis, Indiana.

METROPOLITAN DEVELOPMENT
COMMISSION OF MARION COUNTY,
INDIANA, acting as the Redevelopment
Commission of the City of Indianapolis,
Indiana

John J. Dillon III, President

Approved as to Adequacy of Legal Form:

Sheila Kinney
Sheila Kinney, Assistant Corporation Counsel
Date: 11/12/2025

**METROPOLITAN DEVELOPMENT COMMISSION
MARION COUNTY, INDIANA
RESOLUTION NO. 2025-C-009**

WHEREAS, substance abuse and inadequate mental health services persist in the Indianapolis community; and

WHEREAS, The City of Indianapolis, Indiana ("City") desires to address, reduce, treat, and prevent substance abuse and the deleterious effects of inadequate mental health services in Indianapolis; and

WHEREAS, the national Opioid Settlement Fund has published a List of Opioid Remediation Uses to include programs and facilities that provide supportive housing for persons suffering from Substance Abuse Disorder; and

WHEREAS, the Circle Area Community Development Corporation ("CACDC") and their subcontractors are qualified to deliver the housing and services necessary to expand supportive housing and recovery services for persons suffering from Substance Abuse Disorder; and

WHEREAS, the Department of Metropolitan Development ("DMD"), with funding provided through the national Opioid Settlement Fund, desires to enter into an Agreement with the CACDC for the operations of the St. George Bridge Housing facility, to assist City efforts to provide recovery services and programs related to Substance Abuse Disorder and bridge housing to permanent supportive housing; and

WHEREAS, the DMD seeks authorization to enter into a contractual engagement in partnership with the CACDC to provide bridge housing at the St. George Bridge Housing facility for people who are experiencing homelessness and/or suffering from Substance Abuse Disorder in an amount not to exceed Eight Hundred Seven Thousand Five Hundred Twenty-One Dollars and 00/100 (\$807,521.00) through December 31, 2026.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The MDC hereby authorizes the DMD to negotiate and execute an agreement with the CACDC to provide bridge housing at the St. George Bridge Housing facility for people who are experiencing homelessness and/or suffering from Substance Abuse Disorder in an amount not to exceed Eight Hundred Seven Thousand Five Hundred Twenty-One Dollars and 00/100 (\$807,521.00) through December 31, 2026.
2. The Director of the Department of Metropolitan Development is hereby authorized to execute the necessary documents for the Agreement in accordance with this resolution and to do all acts and execute all other documents and instruments deemed necessary or appropriate by such official on behalf of the MDC to best accomplish the objectives set forth herein, and all actions heretofore taken by any such official toward the completion thereof are hereby ratified and approved.

ADOPTED AND APPROVED at a meeting of the Metropolitan Development Commission of Marion County, Indiana, held on November 19, 2025, at the City-County Building, 2nd floor, Public Assembly Room (Room 230), Indianapolis, Indiana.

RESOLUTION NO. 2025-C-009

METROPOLITAN DEVELOPMENT
COMMISSION OF MARION COUNTY,
INDIANA

John J. Dillon III, President

Approved as to Adequacy of Legal Form:


Christopher Steinmetz, Assistant Corporation Counsel
Date: November 12, 2025

**METROPOLITAN DEVELOPMENT COMMISSION
MARION COUNTY, INDIANA
RESOLUTION NO. 2025-C-010**

WHEREAS, substance abuse and inadequate mental health services persist in the Indianapolis community; and

WHEREAS, City desires to address, reduce, treat, and prevent substance abuse and the deleterious effects of inadequate mental health services in Indianapolis; and

WHEREAS, the Department of Metropolitan Development ("DMD"), with funding provided through the national Opioid Settlement Fund, was previously authorized to enter a contractual engagement in Resolution No 2024-C-006 with The Damien Center to assist City efforts to provide recovery services and programs related to Substance Abuse Disorder; and

WHEREAS, the national Opioid Settlement Fund has published a List of Opioid Remediation Uses to include programs and facilities that provide supportive housing for persons suffering from Substance Abuse Disorder; and

WHEREAS, The Damien Center is qualified to deliver the services necessary to expand supportive housing and recovery services for persons suffering from Substance Abuse Disorder; and

WHEREAS, DMD seeks authorization to amend the contract (#21566) with The Damien Center to increase the total not-to-exceed by Eight Hundred Seventy-Nine Thousand Two Hundred Dollars and 00/100 (\$879,200.00) for a total contractual not-to-exceed of One Million Four Hundred Eighty-Three Thousand Five Hundred Thirty-Six Dollars and 00/100 (\$1,483,536.00) to provide services and leasing for people who are experiencing homelessness and/or suffering from Substance Abuse Disorder for the 2026 Master Leasing program year.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The MDC hereby authorizes the DMD to amend the contract (#21566) with The Damien Center to increase the total not-to-exceed by Eight Hundred Seventy-Nine Thousand Two Hundred Dollars and 00/100 (\$879,200.00) for a total contractual not-to-exceed of One Million Four Hundred Eighty-Three Thousand Five Hundred Thirty-Six Dollars and 00/100 (\$1,483,536.00) to provide services and leasing for people who are experiencing homelessness and/or suffering from Substance Abuse Disorder for the 2026 Master Leasing program year.
2. The Director of the Department of Metropolitan Development is hereby authorized to execute the necessary documents for the Agreement in accordance with this resolution and to do all acts and execute all other documents and instruments deemed necessary or appropriate by such official on behalf of the MDC to best accomplish the objectives set forth herein, and all actions heretofore taken by any such official toward the completion thereof are hereby ratified and approved

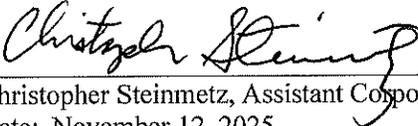
ADOPTED AND APPROVED at a meeting of the Metropolitan Development Commission of Marion County, Indiana, held on November 19, 2025, at the City-County Building, 2nd floor, Public Assembly Room (Room 230), Indianapolis, Indiana.

RESOLUTION NO. 2025-C-010

METROPOLITAN DEVELOPMENT
COMMISSION OF MARION COUNTY,
INDIANA

John J. Dillon III, President

Approved as to Adequacy of Legal Form:



Christopher Steinmetz, Assistant Corporation Counsel
Date: November 12, 2025



METROPOLITAN DEVELOPMENT COMMISSION **November 19, 2025**

Case Number: 2025-APP-003 (Amended)
Property Address: 620 East 21st Street
Location: Center Township, council District #13
Petitioner: DeQuan Branch, by Jorge Gonzales
Current Zoning: PK-2
Request: Park District Two Approval to provide for a 2½ -story single-family dwelling with an attached garage.
Current Land Use: Vacant
Staff Recommendations: Approval.
Staff Reviewer: Kathleen Blackham, Senior Planner

PETITION HISTORY

Following testimony from the petitioner and remonstrator, the Hearing Examiner transferred this petition to the Metropolitan Development Commission for their hearing on November 19, 2025, for initial hearing, with the understanding that the petitioner would amend the site plan and elevations to correct any discrepancies.

On November 3, 2025, petitioner and the petitioner’s representative submitted updated documents. Staff believes the discrepancies have been corrected and continues to **recommend approval**. See Exhibit A.

The Hearing Examiner continued this petition from the September 25, 2025 hearing, to the October 23, 2025 hearing, at the request of staff to provide additional time to meet with the petitioner and their representative.

On October 14, 2025, updated documents were submitted. After reviewing the documents, staff believes that development of the site with a single-family dwelling in accordance with the documents would be supportable. Based on the site plan and elevations the project would align with the PK-2 Ordinance provisions, including conformity with the Comprehensive Plan, compatibility with the surrounding neighborhood, pedestrian connectivity, and sufficient parking.

For these reasons, staff is **recommending approval** of this request.

The Hearing Examiner continued this petition from the August 14, 2025 hearing, to the September 25, 2025 hearing, at the request of the petitioner’s representative. No updated documents have been provided but if those are submitted in time for review, staff will provide comments at hearing.



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

Based upon the updated documents, file dated August 9, 2025, the height of the dwelling has been decreased by 5.48 feet to 2½ stories. Staff, however, is concerned that a more detailed site plan that provides for pedestrian connection from the dwelling to the existing sidewalk along East 21st Street, as well as providing features (such as a front porch) that are common throughout the neighborhood.

The Hearing Examiner continued this petition from the July 24, 2025 hearing, to the August 14, 2025 hearing, to provide additional time for further discussions with the petitioner’s representative.

The Hearing Examiner continued this petition from the August 14, 2025 hearing, to the August 28, 2025 hearing, at staff’s request, to provide additional time for submittal and review of amended documents. Staff has reviewed the amended documents and continues to recommend denial because the site plan does not provide site access in terms of sidewalk and a driveway. Staff believes that the development does not align with the Ordinance requirements for the PK-2 development district that would provide appropriate integration into the neighborhood development pattern.

STAFF RECOMMENDATION

Approval.

PETITION OVERVIEW

This 0.03-acre site, zoned PK-2, is vacant and surrounded by single-family dwellings to the east and west and a detached garage to the north, all zoned PK-2 and a park to the south, across East 21st Street, zoned PK-1.

This site was included in Petition 70-Z-260 that rezoned 80 acres to the PK-2 district.

Park District Two Approval

The Ordinance classifies Park District One and Two as Development Plan Districts. “No use, building or structure shall hereafter be established, constructed or used on any land in a Development Plan district for any purpose, until a Site and Development Plan for such land, including the proposed use or uses, has been filed with and approved by the Commission in accordance with this zoning ordinance.”

“The Commission may consider and act upon any such proposed use and Site and Development Plan, approve the same in whole or in part, and impose additional development standards, requirements, conditions, or commitments thereon at any public hearing of the Commission.”

Land in the development plan districts is subject to the following site and development requirements. In review of the proposed Site and Development Plan, the Commission must assess whether the Site and Development Plan, proposed use, buildings and structures must:



**Department of Metropolitan Development
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Current Planning**

- a. Be so designed as to create a superior land development plan, in conformity with the Comprehensive Plan;
- b. Create and maintain a desirable, efficient and economical use of land with high functional and aesthetic value, attractiveness and compatibility of land uses, within the development plan district and with adjacent uses;
- c. Provide sufficient and adequate multi-modal access, such as parking and loading areas, transit provisions, and bicycle facilities;
- d. Integrate a multi-modal transportation network using active and passive traffic control with the existing and planned public streets and interior roads;
- e. Provide adequately for sanitation, drainage and public utilities in a sustainable, low impact manner;
- f. Allocate adequate sites for all uses proposed - the design, character, grade, location and orientation thereof to be appropriate for the uses proposed, logically related to existing and proposed topographical and other conditions, and consistent with the Comprehensive Plan; and
- g. Provide pedestrian accessibility and connectivity, which may be paths, trails, sidewalks, or combination thereof. Pedestrian accessibility to available public transit must be provided. Sidewalks along eligible public streets consisting of the walkway and any curb ramps or blended transitions must be provided. If sidewalks are required to be installed, the Administrator or the Commission must be guided by the provisions of Section 744-304 for the installation of sidewalks.

The Site and Development Plan must include layout and elevation plans for all proposed buildings and structures, and must indicate:

- a. Proposed uses, buildings and structures.
- b. All existing uses, buildings, and structures, in addition to any proposed to be demolished.
- c. Proposed buildings and structures and the use of each.
- d. Elevations of all sides of each building.
- e. Zoning and existing land uses of adjacent properties.
- f. Off-street vehicle and bicycle parking layouts with summary table of the number of required off-street parking, loading, and stacking spaces.

Because the proposed dwelling would not be compatible with the surrounding neighborhood and the established architectural character, the Infill Housing Guidelines should be reviewed and considered as this site is redeveloped. Staff would note that historically the dwelling occupied the entire parcel, which would not be acceptable but the request, as submitted, would not be supportable.

The dwellings in this area are typically two-story with detached garages and larger footprints than the proposed dwelling. Admittedly, the site presents development challenges but in staff's opinion, the proposed site plan and elevations are not acceptable and do not align with the Ordinance or the Infill Housing Guidelines.



GENERAL INFORMATION

Existing Zoning	PK-2	
Existing Land Use	Vacant	
Comprehensive Plan	Traditional Neighborhood	
Surrounding Context	<u>Zoning</u>	<u>Land Use</u>
	North:	PK-2 Detached garage
	South:	PK-1 Park
	East:	PK-2 Single-family dwelling
	West:	PK-2 Single-family dwelling
Thoroughfare Plan		
East 21 st Street	Local Street	Existing 60-foot right-of-way and proposed 48-foot right-of-way.
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	No	
Wellfield Protection Area	No	
Site Plan	June 16, 2025	
Site Plan (Amended)	August 9, 2025 / October 14, 2025	
Elevations	June 27, 2025	
Elevations (Amended)	August 9, 2025 / October 14, 2025	
Landscape Plan	N/A	
Findings of Fact	May 15, 2025	
Findings of Fact (Amended)	N/A	
C-S/D-P Statement	N/A	

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

The Comprehensive Plan recommends Traditional Neighborhood typology. 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 five 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.

Pattern Book / Land Use Plan

The Comprehensive Plan consists of two components that include The Marion County Land Use Pattern Book (2019) and the land use map. The Pattern Book provides a land use classification system that guides the orderly development of the county and protects the character of neighborhoods while also being flexible and adaptable to allow neighborhoods to grow and change over time.

The Pattern Book serves as a policy guide as development occurs. Below are the relevant policies related to this request:

- *Conditions for All Land Use Types – Traditional Neighborhood Typology*
 - All land use types except small-scale parks and community farms/gardens in this typology must have adequate municipal water and sanitary sewer.
 - All development should include sidewalks along the street frontage.
 - In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged.
- *Conditions for All Housing*
 - A mix of housing types is encouraged.
 - Should be within a one-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly accessible recreational or cultural amenity that is available at no cost to the user.
 - Primary structures should be no more than one and a half times the height of other adjacent primary structures.
 - Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
 - Developments with densities higher than 15 dwelling units per acre should have design character compatible with adjacent properties. Density intensification should be incremental with higher density housing types located closer to frequent transit lines, greenways or parks.
- *Detached Housing* (detached housing refers to detached single-family homes. While this type of housing may include a secondary dwelling unit (such as a mother-in-law suite or carriage house), the secondary dwelling unit is usually smaller than the primary home and the entire property is under a single ownership).
 - The house should extend beyond the front of the garage. Garages should be loaded from an alley or side street when possible and should be detached if located on the side of the house.
 - Secondary units are encouraged.
 - Lots should be no larger than one and a half times the adjacent lots.



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

The Infill Housing Guidelines were updated and approved in May 2021, with a stated goal “to help preserve neighborhood pattern and character by providing guiding principles for new construction to coexist within the context of adjacent homes, blocks, and existing neighborhoods. These guidelines provide insight into basic design concepts that shape neighborhoods, including reasons why design elements are important, recommendations for best practices, and references to plans and ordinance regulations that reinforce the importance of these concepts.”

These guidelines apply to infill development in residential areas within the Compact Context Area and include the following features:

Site Configuration

- Front Setbacks
- Building Orientation
- Building Spacing
- Open Space
- Trees, Landscaping, and the Outdoors

Aesthetic Considerations

- Building Massing
- Building Height
- Building Elevations and Architectural Elements

Additional Topics

- Secondary Dwelling Units, Garages, and Accessory Structures
- Adapting to the Future

“As established neighborhoods experience new development, infill residential construction will provide housing options for new and existing residents. Increased population contributes positively to the local tax base, economic development, lively neighborhoods, and an interesting city. As infill construction occurs, it is important to guide development in a way that complements current neighborhoods. Each home in a neighborhood not only contributes to the existing context of adjoining houses and the block, but to the sense of place of the entire neighborhood.”

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

The Marion County Thoroughfare Plan (2019) “is a long-range plan that identifies the locations classifications and different infrastructure elements of roadways within a defined area.”

The following listed items describe the purpose, policies and tools:

- Classify roadways based on their location, purpose in the overall network and what land use they serve.
- Provide design guidelines for accommodating all modes (automobile, transit, pedestrians, bicycles) within the roadway.
- Set requirements for preserving the right-of-way (ROW)
- Identify roadways for planned expansions or new terrain roadways
- Coordinate modal plans into a single linear network through its GIS database



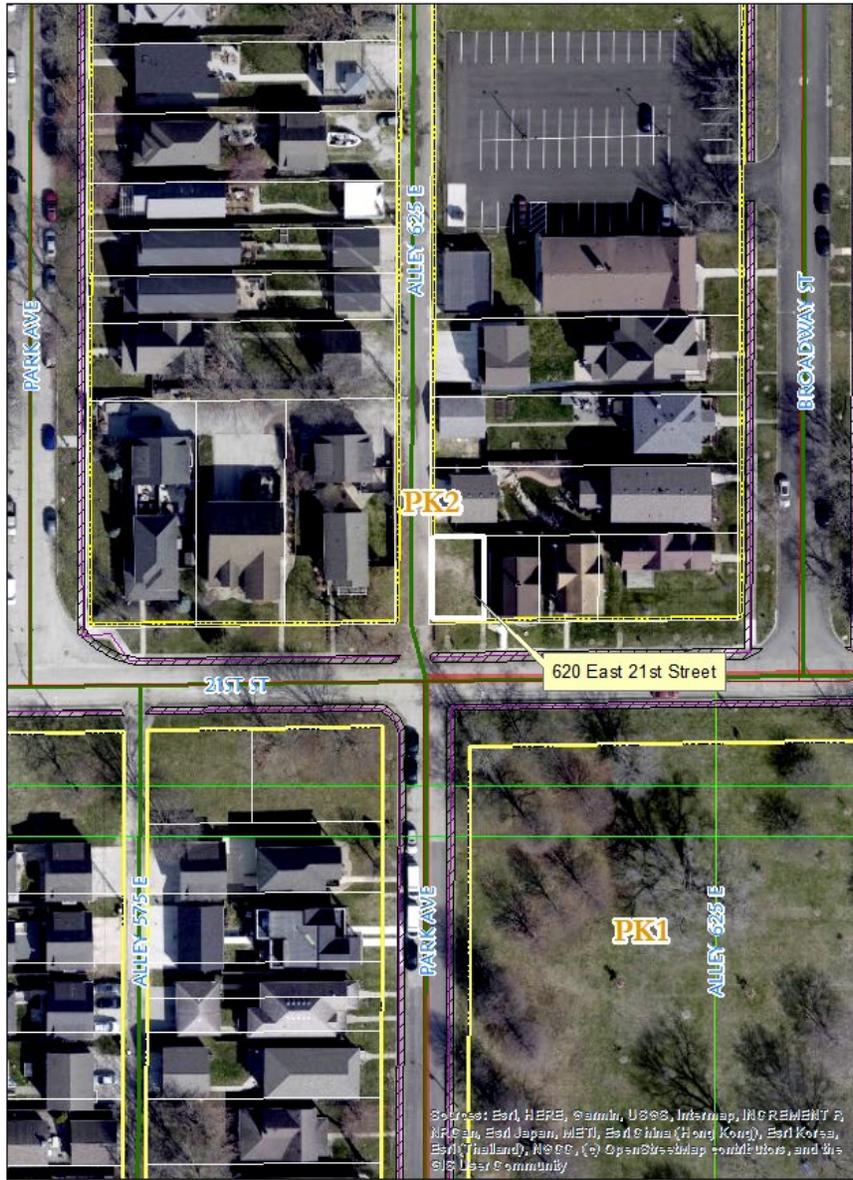
Department of Metropolitan Development
Division of Planning
Current Planning

ZONING HISTORY

70-Z-40; Park Avenue / Broadway Street and 17th / 21st Streets, requested rezoning of 12.88 acres, being in the D-8 and PK-1 districts to the PK-1 classification to provide for park use, **approved**.

70-Z-260; 16th / 22nd Streets and Central Avenue / College Avenue, requested rezoning of 8-0 acres, being in the C-3, C-3, C-4 and D-8 districts, to the PK-2 classification, **approved**.

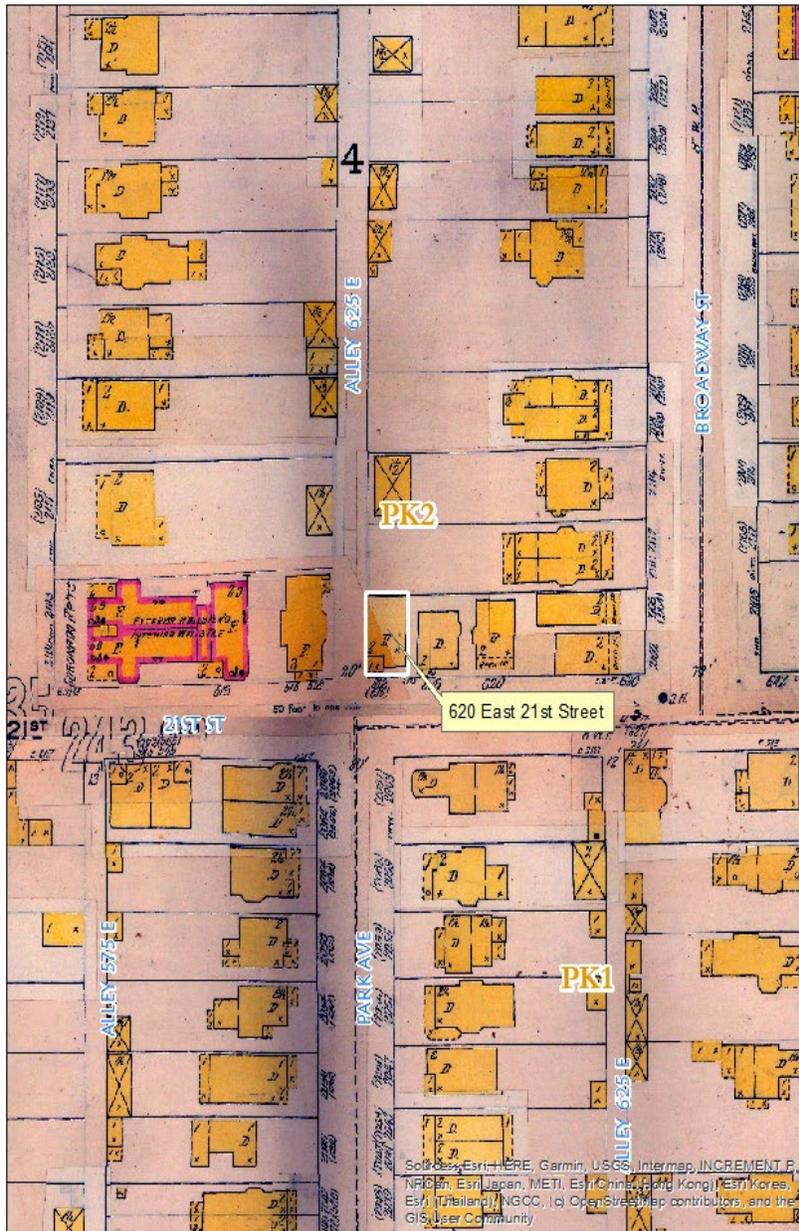
EXHIBITS





Department of Metropolitan Development
 Division of Planning
 Current Planning

Aerial – 1898 Sanborn



Source: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

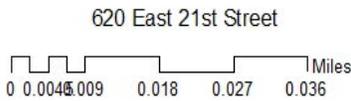
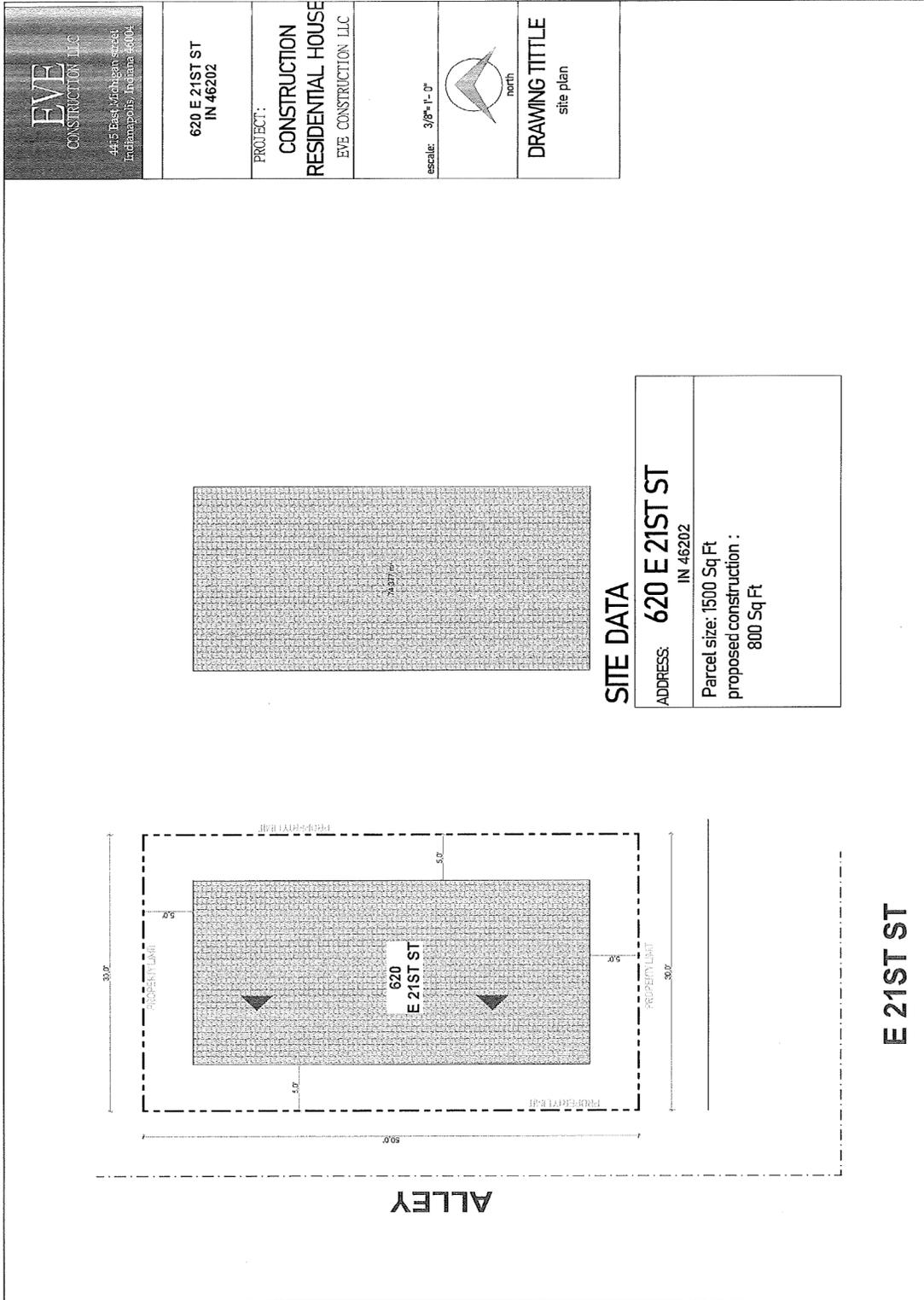
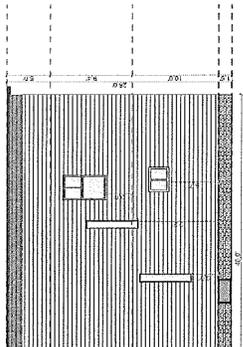


EXHIBIT A - November 3, 2025

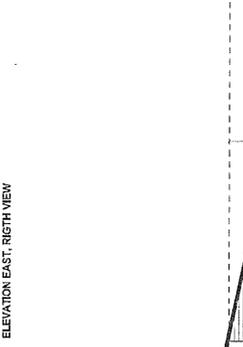
<p>EVE CONSTRUCTION LLC 4415 East Michigan Street Indianapolis, Indiana 46004</p>	<p>620 E 21ST ST IN 46202</p>	<p>PROJECT: CONSTRUCTION RESIDENTIAL HOUSE EVE CONSTRUCTION LLC</p>	<p>scale: GRAPHIC</p>	<p>DRAWING TITLE SHEET INDEX</p>	<p>SITE DATA address: 620 E 21ST ST N. LANE Parcel size: 8500 Sq. Ft. First floor area: 1938sq. Ft. Second floor area: 790 Sq. Ft. basement area: 738sq. Ft. total construction area: 2506sq. Ft.</p>
<p>SCOPE OF PROJECT</p> <p>This brand-new family home in Indianapolis is constructed to the highest standards, fully compliant with all city and international building codes (IRC, NEC) for safety, structure, and energy efficiency, ensuring peace of mind. Its premier location directly facing a park offers unparalleled access to green space, recreation, and permanent scenic views. The second level will feature a balcony to appreciate these park views in all their splendor. The design includes professional landscaping plans to enhance the exterior appeal, and the home features a finished basement to maximize the living area, making the most of the permitted buildable space. This makes it a perfect blend of modern living and natural tranquility.</p> <p style="text-align: right;">LOCATION MAP</p>					



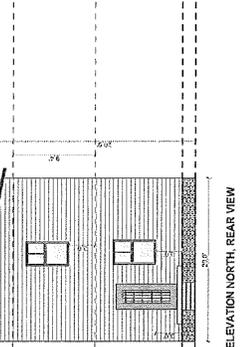
 <p>EVE CONSTRUCTION LLC 4415 East Michigan Street Indianapolis, Indiana 46204</p>	<p>620 E 21ST ST IN 46202</p>	<p>PROJECT: CONSTRUCTION RESIDENTIAL HOUSE EVE CONSTRUCTION LLC</p>	<p>scale: 3/16"=1'-0" </p>	<p>DRAWING TITLE elevation plan</p>
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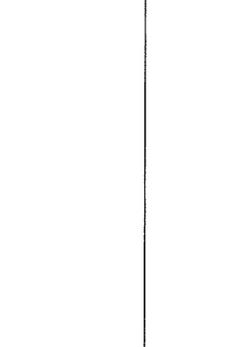
ELEVATION SOUTH, NORTH VIEW



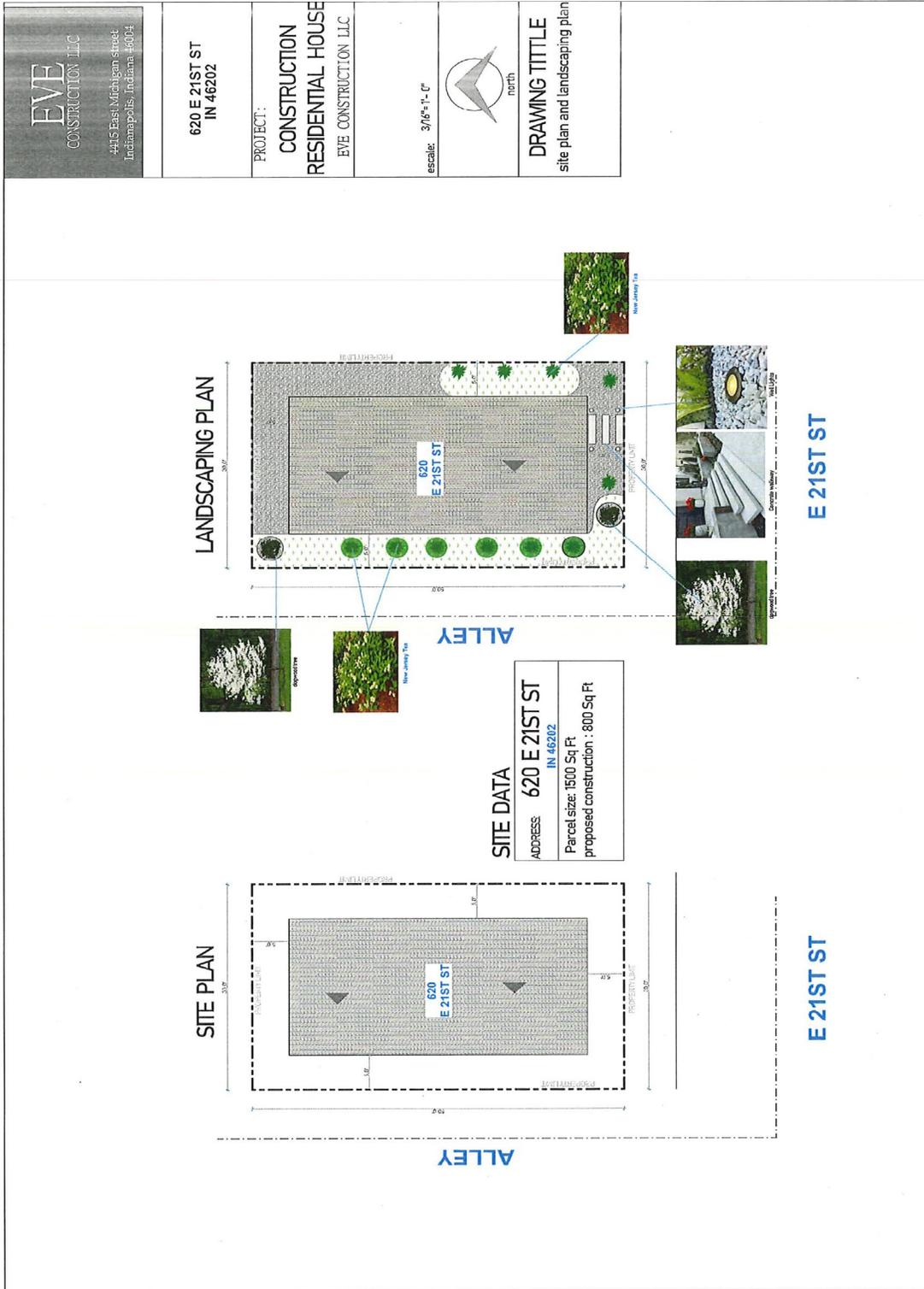
ELEVATION EAST, RIGHT VIEW



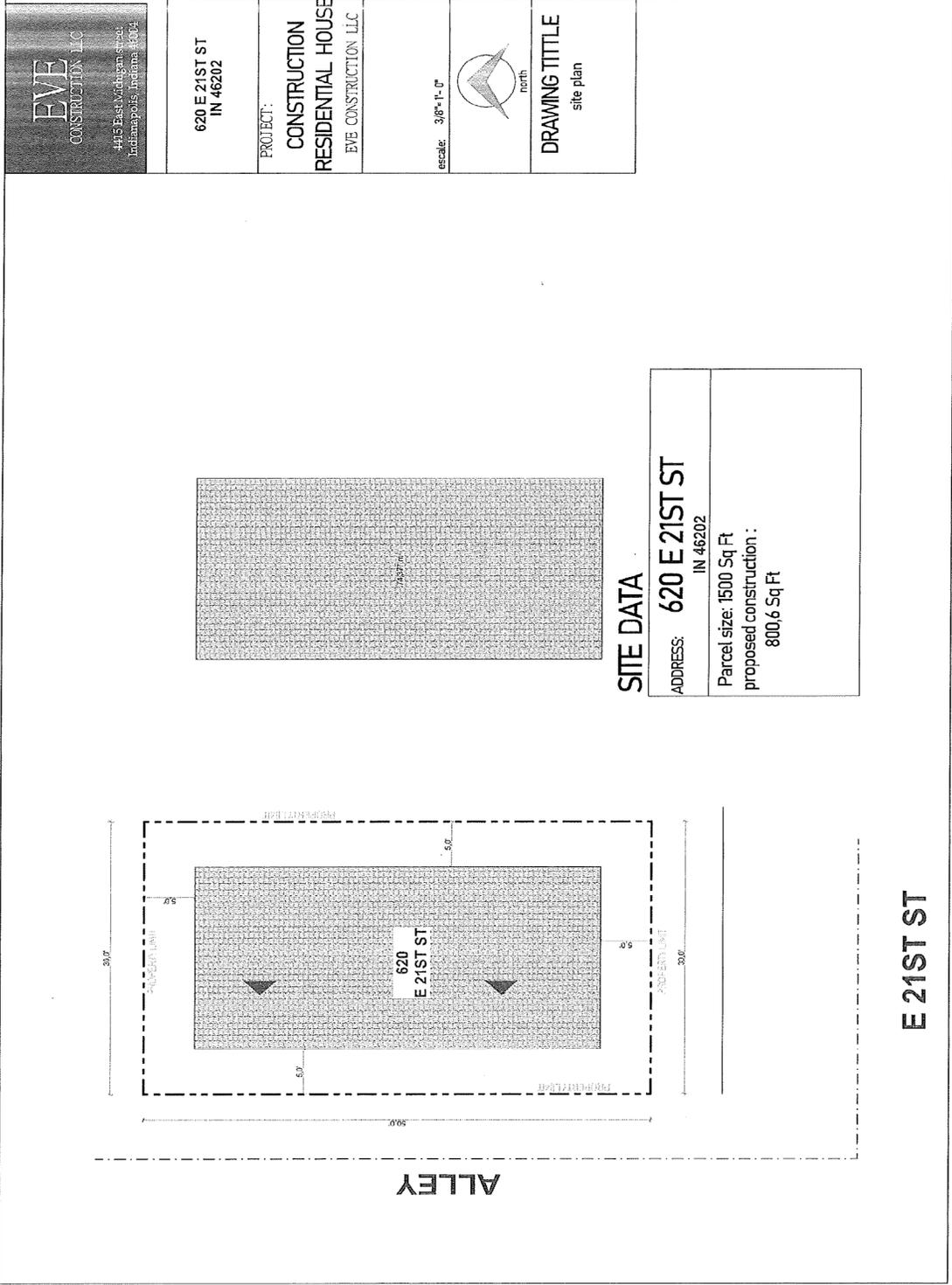
ELEVATION WEST, LEFT VIEW



ELEVATION NORTH, REAR VIEW



Site Plan – October 14, 2025



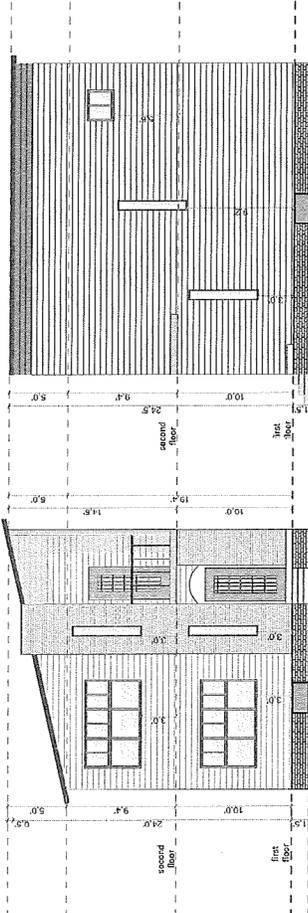
EVE CONSTRUCTION, LLC 4415 East Michigan Street Indianapolis, Indiana 46204	620 E 21ST ST IN 46202	PROJECT: CONSTRUCTION RESIDENTIAL HOUSE EVE CONSTRUCTION, LLC	ESCALE: 3/8" = 1' - 0"	 north	DRAWING TITLE site plan
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SITE DATA

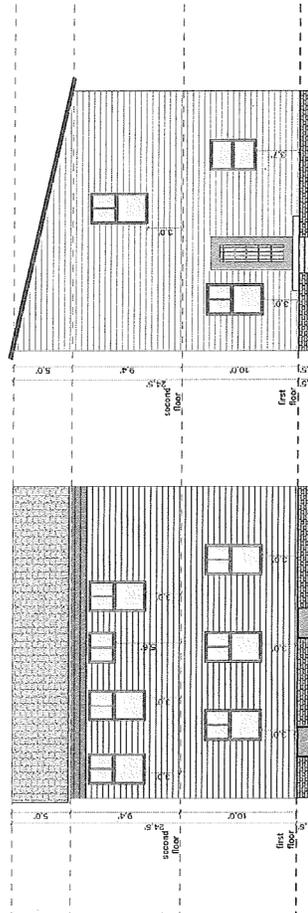
ADDRESS: 620 E 21ST ST IN 46202
Parcel size: 1500 Sq Ft proposed construction : 800,6 Sq Ft

Elevations – October 14, 2025

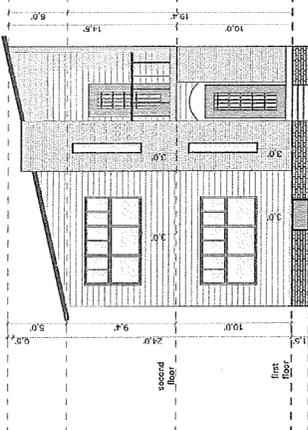
 EVE CONSTRUCTION LLC 4415 East Michigan Street Indianapolis, Indiana 46204	620 E 21ST ST IN 46202	PROJECT: CONSTRUCTION RESIDENTIAL HOUSE EVE CONSTRUCTION LLC	Scale: 1/4" = 1'-0" 
DRAWING TITLE ELEVATION PLAN		SITE DATA ADDRESS: 620 E 21ST ST IN 46202 Parcel date: 1/20/24 First floor area: 795 SF Second floor area: 59 SF Basement area: 735 SF Total construction area: 1209 SF	



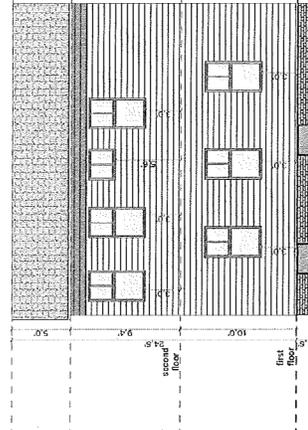
ELEVATION SOUTH, NORTH VIEW



ELEVATION EAST, RIGHT VIEW

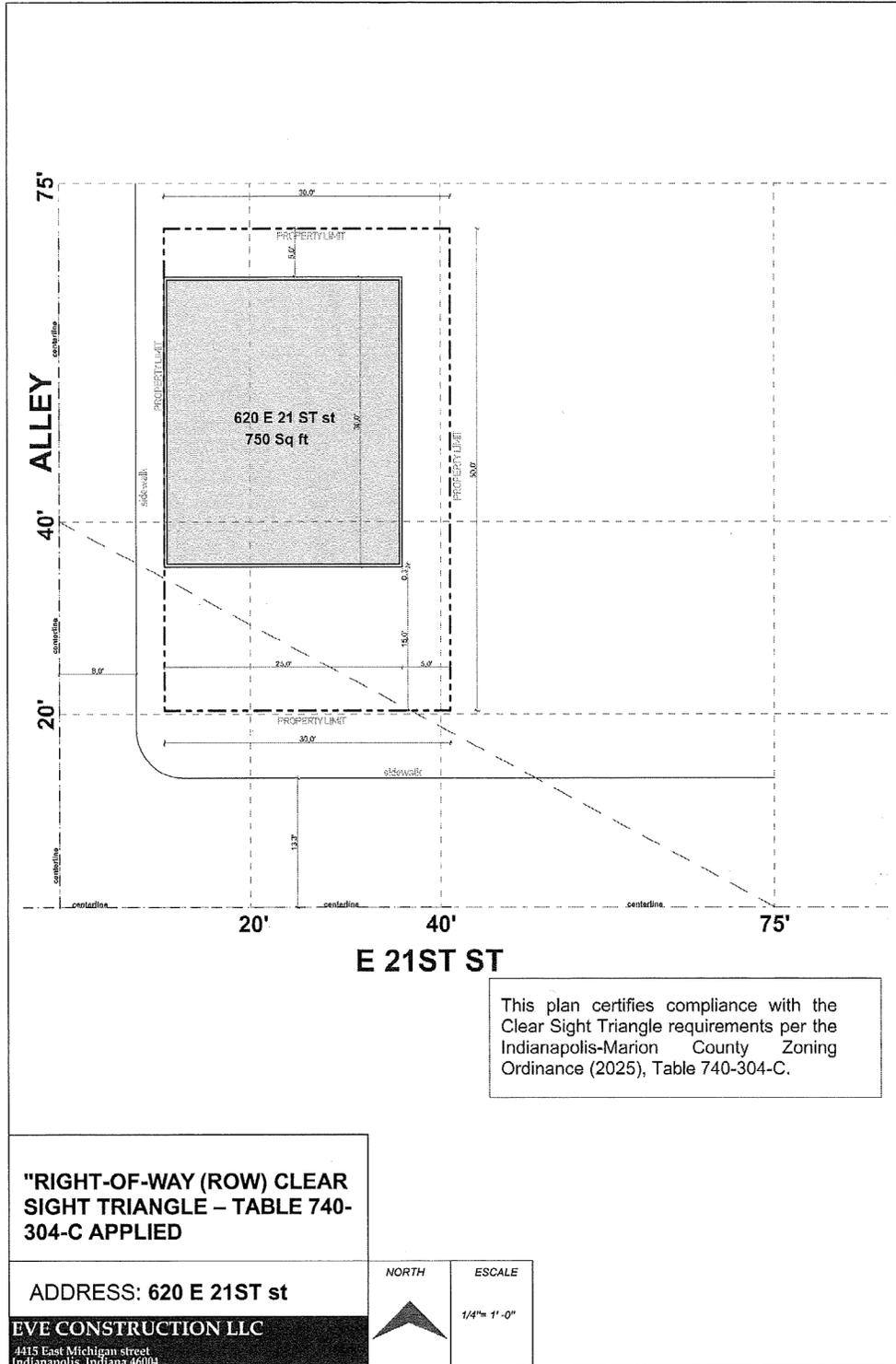


ELEVATION WEST, LEFT VIEW



ELEVATION NORTH, REAR VIEW

Site Plan - June 27, 2025



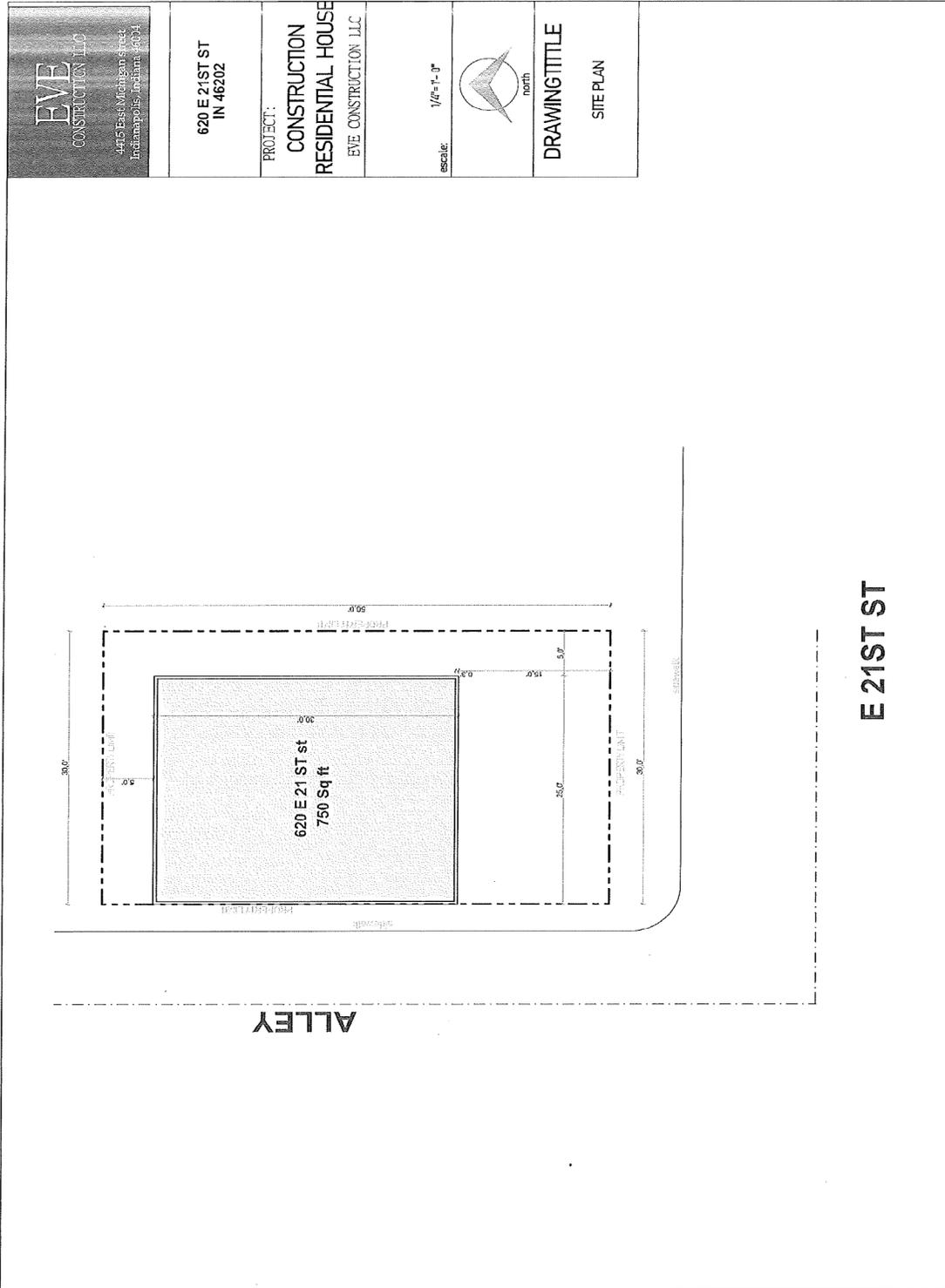
Elevations - June 24, 2025





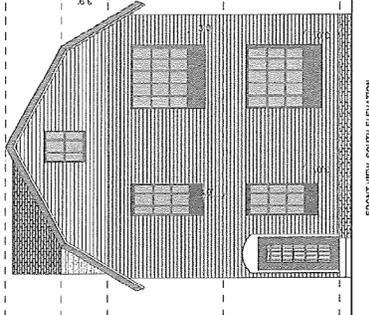
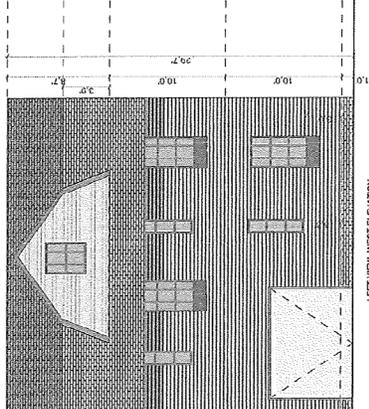
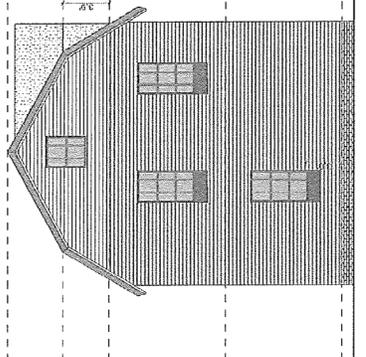
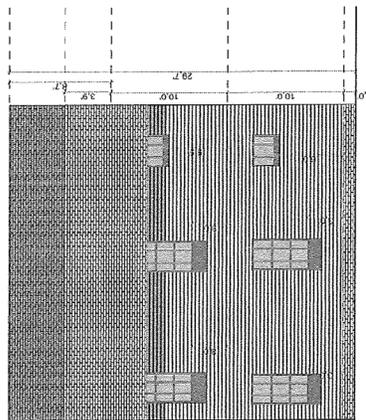
Department of Metropolitan Development
 Division of Planning
 Current Planning

Site Plan – August 9, 2025



Elevations – August 9, 2025

 <p>EVE CONSTRUCTION LLC 4415 East Michigan Street Indianapolis, Indiana 46204</p>	<p>620 E 21ST ST IN 46202</p>	<p>PROJECT: CONSTRUCTION RESIDENTIAL HOUSE EVE CONSTRUCTION LLC</p>	<p>scale: 1/4" = 1'-0"</p> 	<p>DRAWING TITLE ELEVATION PLAN</p>
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 <p>FRONT VIEW, SOUTH ELEVATION</p>	 <p>LEFT VIEW, WEST ELEVATION</p>
 <p>REAR VIEW, NORTH ELEVATION</p>	 <p>RIGHT VIEW, EAST ELEVATION</p>



Petition Number _____

**METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA
PETITION FOR UNIVERSITY QUARTER ONE/TWO APPROVAL
PETITION FOR PARK DISTRICT ONE/TWO APPROVAL
PETITION FOR HOSPITAL DISTRICT ONE/TWO APPROVAL**

FINDINGS OF FACT

The Metropolitan Development Commission finds that the site and development plan file-dated _____, 20____

A. Has been designed to create a superior land development plan, in conformity with the Comprehensive Plan because:

The project aligns with the Comprehensive Plan by maximizing efficient land use and integrating _____ harmoniously with the nearby park. This location enhances the quality of life for residents by providing direct access to green space and promoting a healthy, sustainable environment.

B. Creates and maintains a desirable, efficient and economical use of land with high functional and aesthetic value, attractiveness and compatibility of land uses, within the development plan district and with adjacent uses because:

The project optimizes land use by combining efficiency and aesthetics. Being near a park ensures _____ compatibility with adjacent uses, creating an attractive and functional environment for residents and the community. _____ loading areas, and nearby public transit options. Additionally, bicycle facilities are incorporated, _____ promoting sustainable and accessible transportation choices for all users.

C. Provides sufficient and adequate multi-modal access, such as parking and loading areas, transit provisions, and bicycle facilities because:

The project is designed to ensure easy and efficient access through various modes of transportation, including adequate parking, _____ loading areas, and nearby public transit options. Additionally, bicycle facilities are incorporated, _____ promoting sustainable and accessible transportation choices for all users.

D. Integrates a multi-modal transportation network using active and passive traffic control with the existing and planned public streets and interior roads because:

The project design ensures the integration of a multi-modal transportation network by effectively linking _____ with existing and planned public streets as well as internal roads. Traffic control measures, both active and passive, are included to ensure smooth and safe traffic flow, enhancing accessibility and connectivity within and outside the development.

E. Provides adequately for sanitation, drainage, and public utilities in a sustainable, low-impact manner because:

The project is designed to meet sanitation, drainage, and public utility requirements using sustainable, low-impact solutions. _____ Efficient stormwater management systems, proper drainage infrastructure, and reliable public utility services will be implemented without compromising the natural environment, promoting responsible and environmentally respectful development.

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Department of Metropolitan Development
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F. Allocates adequate sites for all uses proposed, - the design, character, grade, location, and orientation thereof to be appropriate for the uses proposed, logically related to existing and proposed topographical and other conditions, and consistent with the Comprehensive Plan, because:

The project is designed so that the sites allocated for each proposed use are appropriately located, considering existing and proposed topographical conditions and other environmental factors. The design, orientation, and character of each area are suitable for the intended uses, ensuring harmonious integration with the surrounding environment.
Additionally, the layout follows the principles of the Comprehensive Plan, promoting a coherent and sustainable development.

G. Provides pedestrian accessibility and connectivity, which may be paths, trails, sidewalks (If sidewalks are required to be installed, the Administrator or the Commission must be guided by provisions of Section 744-304 for the installation of sidewalks), or combination thereof; provides pedestrian accessibility to available public transit; and provides sidewalks along eligible public streets consisting of the walkway and any curb ramps or blended transitions because:

The project ensures efficient and safe pedestrian connectivity through the installation of paths, trails, and sidewalks in accordance with required regulations. Pedestrian accessibility to public transit and internal spaces of the development is prioritized, promoting sustainable and accessible transportation options for all users. Additionally, sidewalks along eligible public streets are provided, ensuring barrier-free accessibility and safe movement for pedestrians.

DECISION

IT IS THEREFORE the decision of this body that this APPROVAL petition is APPROVED.

Adopted this _____ day of _____, 20 _____

Commission President/ Secretary



View looking east along East 21st Street



View of site looking northeast across East 21st Street



View of site looking north across East 21st Street



View of site looking east across abutting north / south alley



View looking west along East 21st Street east of site



METROPOLITAN DEVELOPMENT COMMISSION **November 19, 2025**

Case Number: 2025-ZON-077
Property Address: 6501 Mann Road (Approximate Address)
Location: Decatur Township, Council District #21
Petitioner: Kittle Property Group, by Joseph D. Calderon
Current Zoning: SU-1 (FF)(FW) and D-A (FF)(FW)
Request: Rezoning of 26.83 acres from the D-A (FF) (FW) district to the D-7 (FF) (FW) district to provide for a multi-family residential development.
Current Land Use: Single Family Residential
Staff Recommendations: Denial
Staff Reviewer: Desire Irakoze, Principal Planner II

PETITION HISTORY

This is the first public hearing for this petition.

STAFF RECOMMENDATION

ADDENDUM FOR NOVEMBER 19, 2025 METROPOLITAN DEVELOPMENT COMMISSION

This petition was continued from the October 19, 2025 hearing to the November 19 2025 hearing at the request of the petitioner's representative.

ADDENDUM FOR OCTOBER 15, 2025 METROPOLITAN DEVELOPMENT COMMISSION

This petition was heard by the Hearing Examiner on September 25, 2025. After a full hearing, the Hearing Examiner recommended denial of the request. Subsequently, the petitioner filed an appeal of the Hearing Examiner's decision. A memorandum of her recommendation is attached

A day prior to the hearing, the petitioner submitted an updated site plan. Due to time constraints, staff had not completed its review of the revised plans before the hearing date.

The updated site plan includes a reduction in the number of parking spaces and an increase in public amenities, as summarized below

PARKING	PREVIOUS	UPDATED	CHANGE
Surface Spaces	447	377	-70
Garage Spaces	57	47	-10
Total Parking Spaces	504	424	-80
Dwelling Units	252	252	0



Parking Ratio (spaces/unit)	2.0	1.7	-0.32
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The updated site plan also introduces four new amenities, including:

1. An entertainment pavilion with grills
2. Multiple open activity spaces
3. Multiple pocket parks with seating
4. A walking trail easement access

While these revisions represent an improvement over the prior submission, staff continues to recommend **denial** of this request for the reasons outlined in the original staff report.

September 25, 2025

Staff recommends **denial** of the request.

PETITION OVERVIEW

LAND USE

This petition would rezone 26.83 acres from the SU-1 (FF) (FW) and D-A (FF) (FW) to the D-7 (FF) (FW) classification to provide for a 252-unit multi-family development. Most of this site is zoned D-A, which is consistent with the Rural or Estate Neighborhood recommendation of the Comprehensive Plan.

The site is surrounded by residential uses of varying intensity. Properties to the north and south are zoned D-A and developed with single-family dwellings. Across Mann Road to the east are both single-family subdivisions (D-4) and multi-family developments (D-7).

In 2014, petition 2014-UV2-008, sought a Variance of Use to provide for a wireless communications facility but was withdrawn.

This proposal is inconsistent with the recommendation of the Comprehensive Plan for rural or estate neighborhood, which emphasizes estate-style homes on large lots and the preservation of natural features such as woodlands, wetlands, and rolling terrain. The typical density is less than one unit per acre, in contrast, the proposed development density is 9.5 units per acre.

The eastern boundary of the site includes a portion of those environmentally sensitive areas, consisting of floodplain, floodway and natural woodlands. A few natural woodlands exist in the central portion of this site (Forest Alliance Woodlands). A Stream Protection Corridor exists on the site; the proposed site plan does not indicate development within this area.



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Division of Planning
Current Planning**

Staff has concerns about this development, primarily because of the lack of services in the surrounding area to support denser development, particularly the lack of nearby neighborhood retail and other services, sidewalk network and bus service. In staff's opinion, isolated multifamily developments have greater impacts on adjoining areas than multi-family developments situated in a mixed-use area with the proper amenities. Although a large park exists just south of the Southport Road / Mann Road intersection, the narrow roads and lack of sidewalks restrict traveling to the park in any manner other than driving.

REZONING

The property is currently zoned SU-1 and D-A. The SU-1 district is reserved for religious uses, while the D-A district is intended for agricultural uses and estate-sized dwellings. The petitioner seeks rezoning to the D-7 District.

The D-7 district is intended for multi-family uses and may be applied throughout the metropolitan area; however, its placement should be closely associated with intensity generators such as commercial centers or employment hubs. This site is not so situated. Additionally, staff believes that the design of the site, as proposed, is more closely aligned with a higher intensity dwelling district like D-9 or D-10—which would be even more incompatible with the surrounding area.

SITE PLAN

The site plan proposes a primary entrance to the south from Mann Road and an emergency services connection to the north. Any approval of this rezoning should be subject to a commitment requiring a Knox box loc on the norther entrance.

The site plan proposes 447 surface parking spaces and 57 garage spaces for a total of 504 parking spaces or 2 parking spaces per unit. The proposed D-7 District requires 1 parking spaces per unit, twice the amount required.

The site consists of five (5), three-story apartment buildings and two (2) one-story single family attached buildings. The development is proposing amenities: clubhouse/leasing office, pool, playground, bark park as well as thirteen (13) Type A accessible units (5%) and seventy-nine (79) Type B adaptable units (31%)

While the proposed development would meet the standards of the D-7 district, the Floodplain makes up approximately 47.4% of the total size of the proposed rezone. If you calculate the development outside the floodplain, the development closer aligns with the D-9 district. The density jumps from 9.5 units per acre to 18. The D-7 has a typical density of 12-15 units per acre, while a medium apartment in D-9 is 13-50 units per building.



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DEVELOPMENT	D-7	D-9	Site (13.94 ac.)	Site (26.51 ac.)
Maximum FAR	0.70	0.50	0.74	0.28
Minimum LSR	0.95	0.75	0.75	2.22

Traffic Study

A traffic study commissioned by the petitioner includes recommendations regarding the existing road network, specifically the intersection of proposed access drive and Mann Roads. The study looked at three (3) intersections: the Mann Road & Southport Road intersection, the Mann and Mills Road intersection and the Mann Road and proposed access drive.

The Mann Road & Southport Road intersection and the Mann and Mills Road intersection operates at acceptable levels of service during the AM and PM peak hours. No improvements to this intersection are recommended by the study.

The study recommends the construction of the proposed full access drive with one inbound and at least one outbound lane. The construction of a dedicated southbound left-turn lane along Mann Road at the access drive. The intersection should be stop-controlled with the access drive stopping for Mann Road.

If this rezoning would be approved, at a minimum, the recommendations of the traffic study should be included as commitments and implemented for this development.

STAFF ANALYSIS

The Comprehensive Plan identifies this area as Rural or Estate Neighborhood. This typology emphasizes estate-style homes on large lots and the preservation of natural features such as woodlands, wetlands, and rolling terrain. The typical density is less than one unit per acre, unless clustering is used to preserve open space.

Although the project meets the development standards of the D-7 District, the requested density and intensity of development are inconsistent with the Comprehensive Plan and the environmental overlays affecting the site.

Staff recommends **denial** of this petition.

GENERAL INFORMATION

Existing Zoning	SU-1/ D-A (FF)(FW)
Existing Land Use	Single Family Residential

Comprehensive Plan	Rural or Estate Neighborhood	
Surrounding Context	Zoning	Land Use
North:	SU-1	Religious Use
South:	D-A	Residential (Single-family dwelling)
East:	SU-13	Sanitary Land fill
West:	C-3	Vacant
Thoroughfare Plan		
Mann Road	Primary Arterial	50-foot existing and 140-foot proposed right-of-way.
Context Area	Metro	
Floodway / Floodway Fringe	Yes	
Overlay	Airspace Secondary District.	
Wellfield Protection Area	No	
Site Plan	April 14, 2025	
Site Plan (Amended)	September 16, 2025	
Elevations	June 3, 2025	
Elevations (Amended)	N/A	
Landscape Plan	N/A	
Findings of Fact	N/A	
Findings of Fact (Amended)	N/A	
C-S/D-P Statement	N/A	

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

- Marion County Land Use Pattern Book (2019)
- Indy Greenways Master Plan (2014)
- Infill Housing Guidelines (2021)

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.

The **Environmentally Sensitive Areas (ES) Overlay** is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is



also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of 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)

INDY GREENWAYS MASTER PLAN (2014)

Southwest Trail

The Southwest Trail is one of the new greenways identified in the Full Circle Plan. Its 7.7 mile-route completes the southern portion of the circle and connects Southwest way Park to the proposed White Lick Creek Greenway, the western portion of the circle. The Southwest Trail brings a tremendous opportunity to the system in that its route uses portions of the shared-use pathway system of the Ameriplex Business Park, adding almost 4 miles of built trail to the system upon its designation. The Southwest Trail also provides an important connection to Decatur Central High School, the public library and several far southwest neighborhoods dissected by large industrial areas, major thoroughfares, and active rail lines in the southwest portion of the county, many associated with Indianapolis International Airport. This greenway completes the southern stretch of the Circle.

White River Greenway

The White River is the largest river that begins and ends in Indiana and one of the largest watersheds in the State of Indiana. The White River’s headwaters are in Randolph County in the eastern part of the state, and the river flows through the central portion of Indiana to the southwest. The White River bisects Marion County and flows south into Johnson County, eventually joining the Wabash River in Gibson County at the Indiana/Illinois border.



ZONING HISTORY

2014-UV2-008; 6501 Mann Road (subject site) Variance of Use of the Wireless Communication Zoning Ordinance to provide for a wireless communications facility, with a 145-foot-tall monopole tower, topped by a five-foot tall lightening rod, with accessory equipment cabinets (not permitted), **withdrawn**.

VICINITY

2018-ZON-082; 5500 Mills Road (west of subject site) requested Rezoning of 9.363 acres from the D-7 and D-6 II districts to the C-3 classification, **approved**.

2013-ZON-016; 5500 Mills Road (west of subject site), requested Rezoning of 15.52 acres, from the D-7, D-11 and C-4 Districts to the **D-7** classification to provide for multifamily uses, **approved**.

2006ZON131; 6505 Tanner Drive, requested Rezoning of 2.49 acres, from the D-11 District, to the D-7 classification to provide for multi-family residential uses, **withdrawn**.

2001-SE3-012; 6341 Mann Road (north of site); Special Exception of the Wireless Communications Zoning Ordinance to provide for the construction of a 105-foot-tall wireless communication tower, **granted**.

2000-ZON-098; 5500 Mills Road (west of subject site), requested Rezoning of 96 acres from D-7, D-11, D-611, D-4 and C-4 to DP to provide for a maximum of 405 single-family dwellings and condominiums, yielding a density of 4.19 dwelling units per acre, **withdrawn**.

95-Z-72; 5880 Mann Road (west of subject site), requested Rezoning of 231.30 acres from D-2 (FF), D-3 (FF), D-6 and D-6II (FF) to the D-4 (FF) classification.

90-Z-39; 5393 West Mills Road, requested Rezoning of 34.63 acres, being in the D-7 District, to the D-11 classification to provide for the development of a mobile home park, **denied**.

78-Z-95; 5155 West Epler Avenue, requested Rezoning of 29.88 acres, being in the D-6 and PK-1 Districts, to the SU-2 classification to permit school uses, **approved**.

73-Z-319; 5701 Furnas Road, requested Rezoning of 228.10 acres, being in the A-2 District, to the D-3 classification to provide for residential use, **approved**.

71-Z-178; 5510 Mann Road, requested Rezoning of 4.81 acres, being in the A-2 District, to the C-3 classification to provide for a convenience shopping center, **approved**.

71-Z-177; 6950 Mann Road, requested Rezoning of 42 acres from the A-2 to the C-4, **approved**

71-Z-176; 5349 West Epler Avenue, requested Rezoning of 15.0 acres, being in the A-2 District, to the SU-2 classification to provide for a school, **approved**.



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71-Z-175; 5560 Mann Road, requested Rezoning of 2 acres, being in the A-2 District, to the SU-9 classification to provide for a fire station, **approved**.

71-Z-174; 5155 West Epler Avenue, requested Rezoning of 5 acres, being in the A-2 District, to the PK-1 classification to provide for a park, **approved**

71-Z-173; 5401 West Mills Road, requested rezoning of 49.6 acres from A-2 to D-11, **approved**.

71-Z-172; 6100 Mann Road, requested Rezoning of 101.29 acres, being in the A--2 District, to the D-6II classification to provide for multi-family dwellings, **approved**.

71-Z-171; 6560 Mann Road, requested Rezoning of 60.06 acres, being in the A-2 District, to the D-7 classification to provide for multi-family dwellings, **approved**.

71-Z-170; 5470 West Mills Road, requested Rezoning of 69.62 acres, being in the A-2 District, to the D-3 classification to provide for residential development, **approved**.

71-Z-169; 5745 West Mills Road, requested Rezoning of 61.38 acres, being in the A-2 District, to the D-4 classification to provide for residential development, **approved**.

71-Z-168; 5491 West Epler Road, requested Rezoning of 56.84 acres, being in the A-2 District, to the D-2 classification to provide for residential development, **approved**.

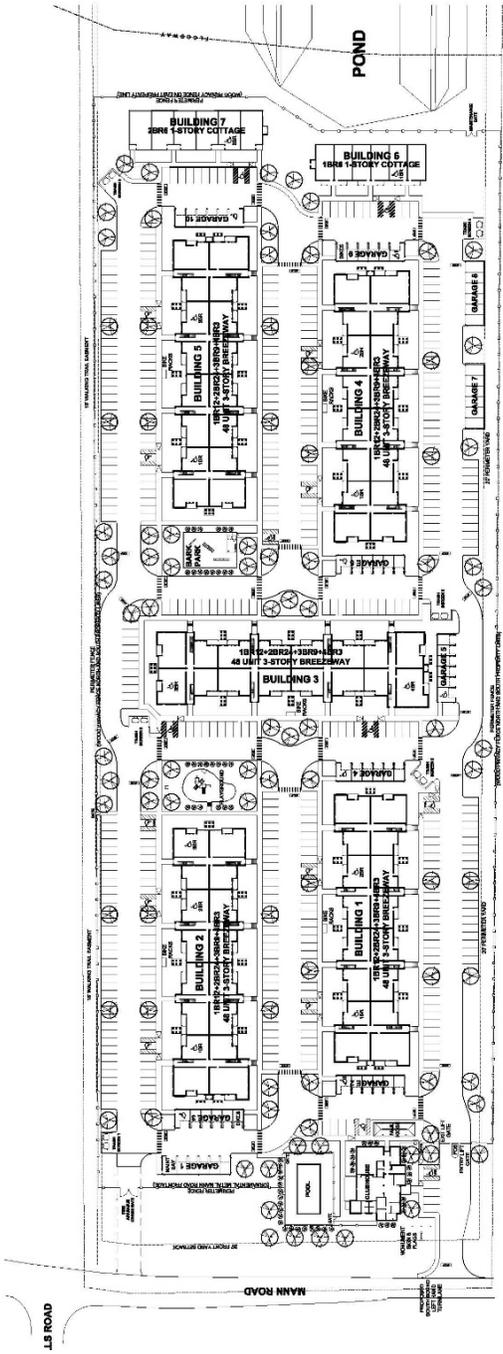
71-Z-167; 5700 Mann Road, requested Rezoning of 53.77 acres, being in the A-2 District, to the D-6 classification to provide for multi-family dwellings, **approved**.

EXHIBITS

Amend Site Plan Dated 09/16/2025

KITTEL
PROPERTY GROUP, INC.
310 EAST 58TH STREET, SUITE 400
INDIANAPOLIS, IN 46286
(317) 683-3111
www.kittelcorp.com

OAK HAVEN
6501 MANN RD
INDIANAPOLIS, IN



PROPOSED SITE PLAN
SCALE: 1"=50'-0"

DATE	09/16/2025
SCALE	1"=50'-0"
PROJECT NO.	24-011
PROJECT TITLE	PRELIMINARY ARCHITECTURAL SITE PLAN
SHEET NUMBER	ASP-1

PROJECT SCOPE:
(5) 1BR12x2BR24+3BR3+4BR3 - 48 UNIT BREZEWAY (3-STORY)
(1) 1BR 6 - 6 UNIT COTTAGE (1-STORY)
(1) 2BR6 - 6 UNIT COTTAGE (1-STORY)

UNIT MIX: FAMILY
66 1BR UNITS (23%) (5 ACCESSIBLE)
126 2BR UNITS (60%) (5 ACCESSIBLE)
45 3BR UNITS (19%) (2 ACCESSIBLE)
15 4BR UNITS (6%) (4 ACCESSIBLE)
232 TOTAL FAMILY DWELLING UNITS (13 ACCESSIBLE)

ACCESSIBILITY: (15% TYPE A AND B UNITS REQUIRED)
13 TYPE - A ADAPTABLE DWELLING UNITS (5% REQ)
79 TYPE - B ADAPTABLE DWELLING UNITS (REMAINING 1ST FLOOR UNITS)

AMENITIES:
CLUBHOUSE / LEASING OFFICE
POOL
PLAYGROUND
BARK PARK
MONUMENT SIGN AND FLAGS
PERIMETER FENCE
BIKE GARAGE BUILDINGS
6 DUMPSTER SCREENS (NO GATES)
STORMWATER POND

PARKING REQUIREMENT:
REQUIRED PARKING - 1 SPACE / UNIT = 252 SPACES
REQUIRED BIKE SPACES - 10% OF PARKING = 23
80% OF BIKE SPACES REQUIRED TO BE COVERED = 31

PARKING PROVIDED:
447 TOTAL SURFACE SPACES PROVIDED
1.77 SPACES / UNIT
57 GARAGE SPACES
504 TOTAL PARKING COUNT
2 SPACES / UNIT

ACCESSIBLE PARKING
23 TOTAL ACCESSIBLE PARKING SPACES
17 TOTAL ACCESSIBLE SURFACE SPACES
13 STANDARD ACCESSIBLE SURFACE SPACES
4 VAN ACCESSIBLE SURFACE SPACES
6 TOTAL ACCESSIBLE GARAGE SPACES
5 STANDARD ACCESSIBLE GARAGE SPACES
1 VAN ACCESSIBLE GARAGE

PROPOSED DENSITY:
252 DWELLING UNITS
9.5 DWELLING UNITS / ACRES

FLOOR AREA RATIO: 322,629 / 1,155,037 = 0.279
EXISTING FLOOR AREA RATIO: 322,629 / 1,155,037 = 0.279
LIVABILITY SPACE RATIO: 541,108 / 322,629 = 1.68
MAJOR LIVABILITY SPACE RATIO: 547,903 / 322,629 = 1.7
TOTAL CAR RATIO: 461 PARKING SPACES / 232 DWELLING UNITS = 2



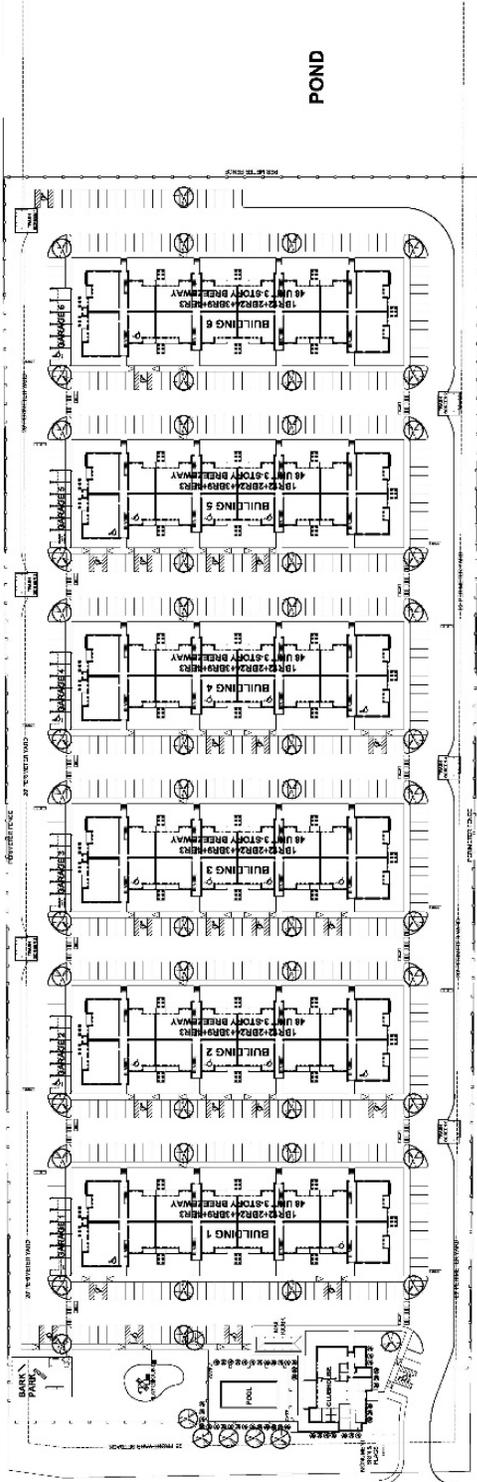
Department of Metropolitan Development
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2025ZON077_Site_Plan Dated 04-12-2025

KITTLE PROPERTY GROUP, INC.
70 East 82nd Street, Suite 400
Indianapolis, IN 46240
(317) 365-3111
400 EAST 82ND STREET, SUITE 400
INDIANAPOLIS, IN 46240

OAK HAVEN
6501 MANN RD
INDIANAPOLIS, IN

24-011
PRELIMINARY ARCHITECTURAL SITE PLAN
SHEET NUMBER
ASP-1



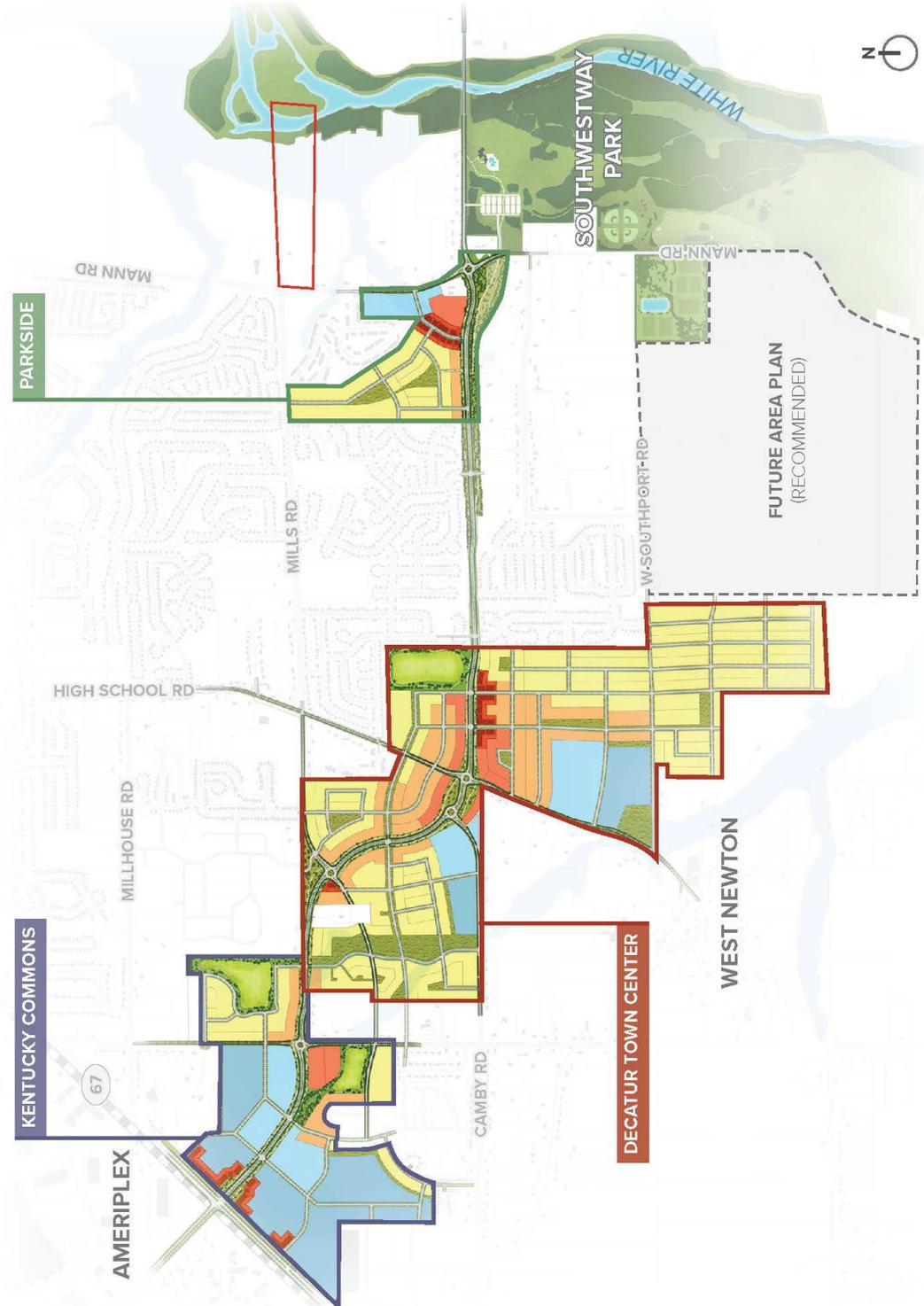
PROPOSED SITE PLAN
SCALE: 1"=50'-0"

- OAK HAVEN - FAMILY HOUSING**
6501 MANN ROAD, INDIANAPOLIS, INDIANA
- SITE:**
± 26.616 ACRES (INCLUDES FLOOD PLAIN)
± 13.94 NET ACRES (OUTSIDE FLOOD PLAIN)
- ZONING:**
EXISTING - SU1 & DA
PROPOSED - D7
- ALLOWABLE DENSITY:**
12-15 UNITS / ACRE
- PROPOSED DENSITY:**
288 DWELLING UNITS
11 DWELLING UNITS / ACRES
- FLOOR AREA RATIO = 32**
MINIMUM LIVABILITY SPACE RATIO = 1.55
- PROJECT SCOPE:**
(6) 1BR12'2BR24'3BR9'4BR3 - 48 UNIT BREZEWAY (3-STORY)
- UNIT MIX: FAMILY**
72 1BR UNITS (25%) (5 ACCESSIBLE)
144 2BR UNITS (50%) (8 ACCESSIBLE)
54 3BR UNITS (19%) (3 ACCESSIBLE)
18 4BR UNITS (6%) (2 ACCESSIBLE)
288 TOTAL FAMILY DWELLING UNITS (18 ACCESSIBLE)
- ACCESSIBILITY:**
18 TYPE - A ACCESSIBLE DWELLING UNITS (6% REQ.)
28 TYPE - B ADAPTABLE DWELLING UNITS
(15% REQ. TYPE - A AND TYPE - B UNITS)
- AMENITIES:**
CLUBHOUSE / LEASING OFFICE
POOL
MAIL KIOSK
PLAYGROUND
BARK PARK
MONUMENT SIGN AND FLAGS
PERIMETER FENCE
6 GARAGE BUILDINGS
BIKE RACKS & COVERED BIKE PARKING
8 DUMPSTER SCREENS (NO GATES)
STORMWATER POND
- PARKING:**
REQUIRED PARKING - 1 SPACE / UNIT = 397 SPACES
REQUIRED BIKE SPACES - 10% OF PARKING = 57
60% OF BIKE SPACES REQUIRED TO BE COVERED = 36
- 537 SURFACE SPACES PROVIDED
1,86 SPACES / UNIT
33 GARAGE SPACES
570 TOTAL PARKING COUNT
1.98 SPACES / UNIT
- ACCESSIBLE PARKING**
44 ACCESSIBLE SURFACE SPACES
3 VAN ACCESSIBLE GARAGES



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Decatur Green Way Area Plan , In red is the development location.





Traffic Study Recommendation



*KITTLE PROPERTY GROUP -OAK HAVEN
DECATUR TOWNSHIP, INDIANAPOLIS*

TABLE 5 – LEVEL OF SERVICE SUMMARY: MANN ROAD & SOUTHPORT ROAD

APPROACH	AM PEAK			PM PEAK		
	Scenarios			Scenarios		
	1	2	3	1	2	3
Northbound Approach	B	B	B	A	A	A
Southbound Approach	A	A	A	C	C	C
Westbound Approach	A	A	A	B	B	B
Intersection	A	A	A	B	B	B

The HCM 7th Edition does not support non-NEMA phasing. Therefore, the levels of service for all the scenarios are taken from Synchro methodology.

TABLE 6 – LEVEL OF SERVICE SUMMARY: MANN ROAD & PROPOSED ACCESS DRIVE

APPROACH	AM PEAK	PM PEAK
	Scenarios	Scenarios
	3	3
Southbound Left-Turn	A	A
Westbound Approach	C	C

Analysis considers the construction of a dedicated southbound left-turn lane along Mann Road and the construction of the access drive with one inbound and one outbound lane.

CONCLUSIONS & RECOMMENDATIONS

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, capacity level of service analyses and a field review conducted at the site. Based on the analyses and the resulting conclusions of this study, recommendations are formulated.

MANN ROAD & MILLS ROAD

Capacity analyses for all traffic volume scenarios have shown that this intersection currently operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.

MANN ROAD & SOUTHPORT ROAD

Capacity analyses for all traffic volume scenarios have shown that this intersection currently operates and will continue to operate at acceptable levels of service during the AM and PM peak hours with existing intersection conditions. Therefore, no improvements are recommended at this intersection.



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*KITTLE PROPERTY GROUP -OAK HAVEN
DECATUR TOWNSHIP, INDIANAPOLIS*

MANN ROAD & PROPOSED ACCESS DRIVE

Capacity analyses have shown that all approaches to this intersection will operate at acceptable levels of service during the AM and PM peak hours with the following intersection conditions:

- Construction of the proposed full access drive with one inbound and at least one outbound lane.
- Construction of a dedicated southbound left-turn lane along Mann Road at the access drive.
- The intersection should be stop-controlled with the access drive stopping for Mann Road.



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MEMORANDUM OF EXAMINER'S DECISION

2025-ZON-077

6501 Mann Road

The petition requests the rezoning of 26.83 acres from the SU-1 (FF) (FW) and DA (FF) (FW) districts to the D-7 (FF) (FW) district to provide for multi-family residential development.

Your Hearing Examiner visited the site prior to the hearing and noted the single-family residence without buildings on it. A religious use is north of the site, and a mixture of residential and agricultural uses are south of it. A single-family residential subdivision is northwest of it, and a multi-family residential development is southwest of it.

The petitioner's representative explained that the petitioner wants to provide work force housing in this area. The site plan was revised several times to reduce the number of units, reduce parking, and add pocket parks. The proposed development would help with pedestrian connectivity in the area and would extend sewer service. Given development constraints due to the flood fringe and floodway on the site, the petitioner's representative opined that developing the site for rural or estate neighborhood use was not viable.

Several remonstrators spoke, including representatives of the Decatur Township Civic League and the Decatur Township Fire Department as well as a neighbor. Concerns included density, impact on an environmentally sensitive area, traffic, trespassing, and code violations on another multi-family development in the township owned by the petitioner.

Staff acknowledged changes made to the site plan and confirmed the overall density of 9.5 units per acre. Because the development is limited to the western portion of the site, however, staff likened the proposed development to a D-9 development. Staff stated that the requested rezoning was not in conformance with the Comp Plan recommendation.

In your Hearing Examiner's opinion, because of the development constraints on the site, a residential density of more than one unit per acre may be warranted, with particular attention given to the environmentally sensitive areas. The requested D-7 district, however, would allow an over-intensification of the site. Denial of this petition was recommended.

For Metropolitan Development Commission Hearing on October 15, 2025

Site Photos

Intersection of Mann Rd and Mills Rd



Current entrance to the property looking east towards Mann Rd



Looking east towards the rear of the property



Looking at the easting accessory building





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METROPOLITAN DEVELOPMENT COMMISSION

November 19, 2025

Case Number: 2025-CPL-825 / 2025-CVR-825

Property Address: 7140 and 7142 East Washington Street (approximate addresses)

Location: Warren Township, Council District #14

Petitioner: Fieldstone Financial, LLC, by Joseph D. Calderon

Current Zoning: C-4 (TOD)

Request: Approval of a Subdivision Plat to be known as Wawa Shortridge Primary Plat, subdividing 9.4 acres into three lots.

Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for the construction of an automobile fueling station, with 12 pump islands/service areas (eight permitted), with portions of a surface parking area in front of the front building line, with a parking area behind the front building line encompassing 88.1 percent of the lot width (maximum 40 percent lot width for parking permitted behind front building line), with deficient first floor transparency (40 percent required).

Current Land Use: Commercial

Staff Recommendations: **Denial**

Staff Reviewer: Desire Irakoze, Principal Planner II

PETITION HISTORY

ADDENDUM FOR NOVEMBER 19, 2025 METROPOLITAN DEVELOPMENT COMMISSION

This petition was heard by the Hearing Examiner on October 23, 2025 hearing. After a full hearing, the Hearing Examiner recommended denial of the request. Subsequently, the petitioner filed an appeal of the Hearing Examiner's decision. A memorandum of her recommendation is attached.

An updated site plan, dated October 20, 2025, has been submitted. The revised plan includes an internal sidewalk connection and the removal of asphalt within the front yard to provide additional greenspace. This update eliminates Variance Request #2, related to parking area placement in front of the Front Building Line (FBL). However, staff recommends that a commitment be included with plat approval to ensure that parking is not reintroduced within that area in future development phases.

Despite these modifications, the updated site plan remains inconsistent with several provisions of the TOD Overlay and the C-4 Commercial District development standards.

Therefore, staff continues to recommend **denial** of this request.



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ADDENDUM FOR OCTOBER 23, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the September 11, 2025 hearing to the October 23, 2025 hearing at the joint request of staff and the petitioner's representative to address concerns regarding the plat portion of the request. To date, no new information has been submitted.

Staff continues to strongly recommend denial of both the variance and plat requests.

For additional context, please refer to the Gas Stations Within a 2-mile radius and Blue Line TOD exhibits. Within a two-mile radius of the proposed site, there are 28 existing gas stations, with an average of 4.7 pumps and 9.4 parking spaces. The current proposal for six pumps and twelve parking spaces would exceed the typical intensity of similar facilities in the surrounding area and is inconsistent with the development objectives of the Blue Line TOD Overlay.

ADDENDUM FOR SEPTEMBER 11, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the August 14, 2025 hearing to the September 11, 2025 hearing at the joint request of staff and the petitioner's representative to address concerns regarding the plat portion of the request. To date, no new information has been submitted.

The petitioner has indicated that additional time is needed and is requesting a continuance from the September 11, 2025 hearing to the October 23, 2025 hearing.

Staff notes that this will be the final continuance it will support

ADDENDUM FOR AUGUST 14, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the July 24, 2025 hearing to the August 14, 2025 Hearing at the joint request of staff and the petitioner's representative to allow additional discussion and submission of updated materials for further discussions. On July 28, 2025, the petitioner provided revised building elevations indicating increase glazing area.

While transparency ratios improved, staff noted that much of the additional glazing is spandrel glass, which is opaque and does not count toward the transparency requirements. Staff recommends a commitment regarding that all glazing materials used meet the definition of transparency as outlined in the Zoning Ordinance.

The updated site plan also remains noncompliant with multiple development standards of the C-4 Zoning District, the Transit Oriented Development (TOD) Overlay, and the Blue Line Transit-Oriented Development Strategic Plan.

The site plan has been updated to show connections to from the building rest of the integrated commercial center.

Staff continues to strongly recommend denial of these petitions.

ADDENDUM FOR JULY 24, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the June 12, 2025 hearing, to the July 24, 2025 hearing, at the request of staff and the petitioner's representative for further discussions, provide new



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notice and submit updated documents.

An additional site plan was submitted on July 15, 2025, reflecting the following modifications:

- The site plan shows a reduction in the number of pump islands/service areas and associated landscaping, from 16 to 12. However, this remains in excess of the eight (8) pump islands permitted under the Transit Oriented Development (TOD) Overlay regulations.
- The petitioner has withdrawn the variance request related to the Front Building line encompassing 37.1 percent of the lot width (where 60 percent is required).

Despite these revisions, the proposed plan continues to fall significantly short of compliance with both the C-4 District development standards and the TOD Secondary Overlay requirements.

Staff continues to strongly recommend denial of these petitions.

June 12, 2025 Hearing Examiner

This is the first public hearing on these petitions

STAFF RECOMMENDATION

Staff strongly **recommends denial** of the request.

Should the Hearing Examiner approve and find that the plat, file dated April 11, 2025, complies with the standards of the Subdivision regulations, subject to the following conditions:

1. That the applicant provides a bond as required by Section 741-210, of the Consolidated Zoning and Subdivision Ordinance.
2. Subject to the Standards and Specifications of Citizens Energy Group, Sanitation Section. 3.
3. Subject to the Standards and Specifications of the Department of Public Works, Drainage Section.
4. Subject to the Standards and Specifications of the Department of Public Works, Transportation Section.
5. That addresses and street names, as approved by the Department of Metropolitan Development, be affixed to the final plat prior to recording.
6. That the Enforcement Covenant (Section 741-701, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
7. That the Site Distance Covenant (Section 741-702, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
8. That the Sanitary Sewer Covenant (Section 741-704, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
9. That the Storm Drainage Covenant (Section 741-703, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
10. That the plat restrictions and covenants, done in accordance with the rezoning commitments, be submitted prior to recording the Final Plat.
11. That all the standards related to Secondary Plat approval listed in Sections 741-207 and 741-208 of the Consolidated Zoning and Subdivision Ordinance be met prior to recording the Final Plat.



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12. That the plat shall be recorded within two (2) years after the date of conditional approval by the Hearing Examiner.

PETITION OVERVIEW

LAND USE

This 9.4-acre site, zoned C-4 (TOD), is developed with a commercial center, that includes an IU Health clinic, a fitness gym, and other commercial tenants. The petitioner proposes to construct an automobile fueling station consisting of 12 pump islands—1.5 times the maximum permitted under TOD regulations

This petition would provide for the construction of an automobile fueling station with 12 pump islands/service areas (eight (8) permitted) with a parking area having a minimum 15-foot setback from Washington Street with parking area behind the front building line encompassing 88.1 percent of the lot width (25 feet required, maximum 40 percent lot width for parking permitted behind front building line), with a front building line encompassing 37.1 percent of the lot width (60 percent required) and deficient first floor transparency (40 percent required).

PLAT

Site Plan

This petition requests the approval of a Subdivision Plat to be known as Wawa Shortridge Primary Plat, subdividing 9.4 acres into three (3) lots.

While the configuration appears to be crafted to technically avoid certain variance triggers, most notably the Front Building Line width requirement, it does so through the introduction of a shared parking easement. This easement appears to serve no functional shared purpose and instead functions primarily to reduce the frontage calculation of Lot 1. Staff does not support this approach, as it undermines the intent of the TOD Overlay's frontage requirements and circumvents the established form-based development expectations. A design that complies with the spirit and letter of the ordinance—rather than one that relies on artificial lot divisions—is strongly preferred

Streets

No new streets are proposed

Waivers

None requested

VARIANCE OF DEVELOPMENT STANDARDS

Variance Request #1 To allow for 12 pump islands/service areas (eight permitted)

TABLE 742-207-2 Location and Limitation of Specific Uses



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Use Type	Specific Restrictions
Automobile Fueling Station (primary or accessory use)	<ul style="list-style-type: none"> • Within 600' of a Transit Station*--Prohibited • Greater than 601' from a Transit Station—Limited to no more than 8 pump islands/services areas.

The petitioner is requesting a variance to increase the number of pump islands for an automobile fueling station from the eight (8) islands permitted under the Transit Oriented Development (TOD) Overlay standards to twelve (12) islands. The TOD Overlay specifically limits fueling stations beyond 600 feet from a transit station to no more than eight (8) pump islands as a means to control the scale of auto-oriented uses and maintain a pedestrian-friendly environment. This requirement doesn't preclude an owner from having a fueling station but rather requires fuel stations within a specialized geographical area to be limited by design. This approach is no different than other Overlay Districts that seek to place limitations on uses due to the policy recommendations for that area: examples include environmentally sensitive areas like Wellfields and Floodplains and the Regional Center.

The petitioner originally proposed 16 islands and, following staff feedback, reduced the request to 12. However, this remains non-compliant with TOD regulations. Staff finds that there is no demonstrated hardship or site condition necessitating the additional islands.

Furthermore, other recent rezonings in the same corridor have complied with the 8-island standard, confirming the feasibility of such development. Granting this variance would run counter to the goals of the TOD Overlay, which seeks to reduce automobile-centric uses along key transit corridors.

Therefore, staff recommends **denial** of this variance request and advises the petitioner to further revise the site plan to comply with the permitted number of pump islands

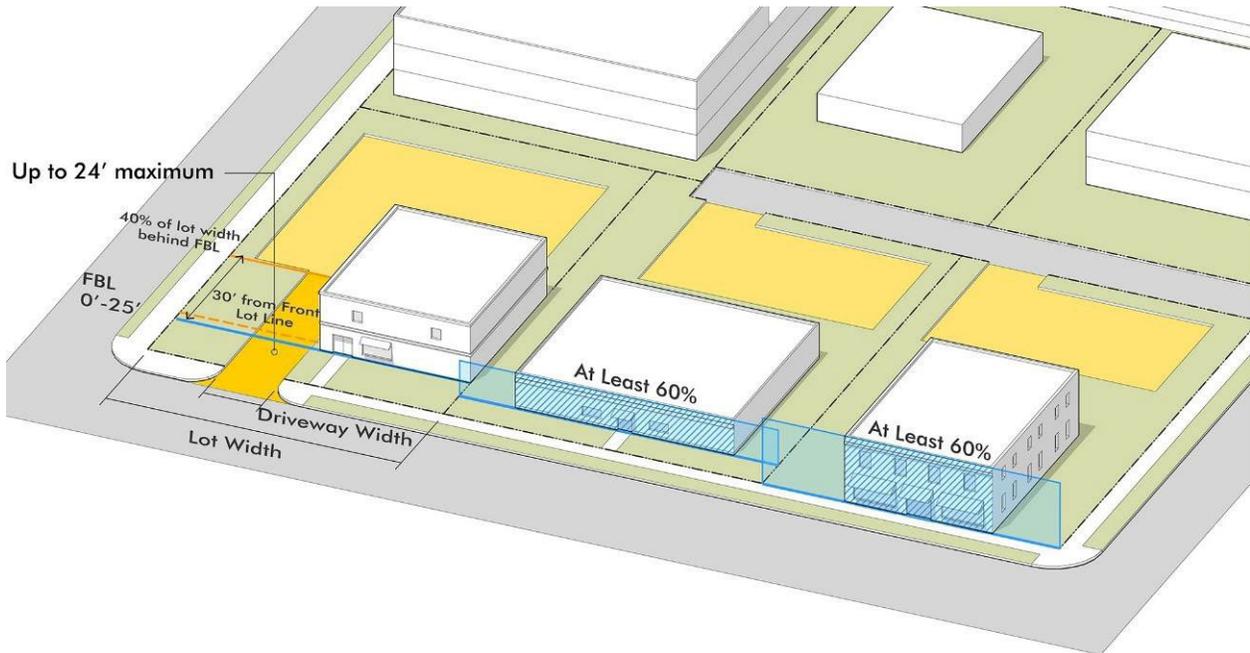
Variance request #2 Parking Area in Front of Front Building Line (FBL)

Private Frontage Types. The design of private frontages on lots establishes the relationship of buildings and lots to the streetscape. Coordinating the quality and character of the streetscape, the placement of the building, and the details of building design creates better relationships. The private frontage design standards in Table 744-702-2 coordinate the access, building location and building design on a block-by-block basis to create a consistent frontage along the block.

FRONTAGE ELEMENT		FRONTAGE	CONNECTOR
FRONTAGE DESIGN			
<i>Surface Parking Limits</i>		<i>25' setback; AND 40% maximum of lot width behind FBL</i>	
<i>Landscape [See Section 744, Article V. for standards and specifications.]</i>		<i>1 street tree per 35' of frontage</i>	
BUILDING PLACEMENT & FORM			
<i>Front Building Line (FBL)</i>		<i>0' – 25'</i>	
<i>Required FBL (minimum)</i>		<i>60%</i>	
BUILDING SCALE & DESIGN			
<i>First Story Transparency</i>		<i>40% - 90%</i>	

Upper Story Transparency	15% - 40%
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Figure 744.701.05 Connector: Frontage Design & Building Placement & Form



The petitioner is seeking relief from the requirement that surface parking areas be located entirely behind the front building line (FBL), with a minimum 25-foot setback from Washington Street. The submitted site plan depicts a parking area encroaching into the required setback, with certain parking spaces located within the front yard.

According to Table 744-402-1 of the zoning ordinance, the proposed 6,372 square-foot fueling station requires a minimum of 26 off-street parking spaces. The petitioner, however, is providing 62 spaces—more than double the required minimum. Staff finds that this surplus of parking indicates there is no true hardship necessitating the placement of parking within the front yard setback. By simply relocating the eight (8) electric vehicle (EV) charging spaces and two (2) regular spaces currently situated in the setback area to the rear of the site, the petitioner could maintain compliance with parking count requirements while adhering to the TOD Overlay’s form-based development standards.

The intent of these requirements is to maintain a pedestrian-oriented streetscape and prevent vehicular dominance along primary transit corridors. Allowing parking in the front yard would undermine this intent and detract from the urban design character the overlay seeks to establish.

Staff, therefore, **recommends denial** of this variance request as the petitioner has clear and reasonable options for compliance without undue hardship.

Variance Request #3 Parking Area Covering 88.1% of Lot Width Behind FBL



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This variance pertains to the TOD Overlay’s limitation that surface parking areas behind the front building line may not occupy more than 40 percent of the lot’s width. The petitioner’s proposed site plan indicates a parking width of 88.1 percent, more than double the allowable maximum.

Staff’s analysis indicates that this excessive parking width is a direct result of the lot’s oversized frontage dimensions and the building’s relatively narrow footprint. Specifically, the subject lot has a width of 209 feet, while the proposed building has a length of only 92.2 feet. According to the standards, a compliant lot would be no wider than 154 feet for the proposed building length.

Staff notes that this is a newly created lot as part of the accompanying companion plat petition, meaning its dimensions can still be revised. The petitioner could reduce the lot width by approximately 55 feet or increase the building width to better meet the frontage requirements. Both options are feasible given the site’s size and context.

There are no unique or unusual conditions on the site that would necessitate retaining the proposed excessive lot width and parking coverage. This variance is sought purely as a matter of design convenience rather than necessity, and its approval would undermine the TOD Overlay’s intent to establish pedestrian-scale development patterns. Again, staff asserts that a fueling center can be built at this location, its design must meet the standards of the Ordinance absent any actual hardship.

Staff therefore **recommends denial** of this variance request and encourages the petitioner to adjust the lot configuration and building footprint accordingly.

Variance request #4 Deficient First-Floor Transparency

Transparency Definition: Expressing the level of visibility provided and maintained between an inside and outside activity area of the whole building, which is usually through the windows and doors; this ratio is expressed as a percentage. Transparency must be maintained and unobstructed to allow visibility between the two areas.

Transparency Calculation Formula:

Transparency Ratio	$\frac{\text{Sum of the transparent areas of the ground floor wall area. (sq.ft.)}}{\text{Ground floor wall area between 3 ft. and 8 ft. above grade level (sq.ft.)}} \times 100$
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Staff Transparency Calculations.

<i>ELEVATIONS</i>	FRONT		REAR		LEFT		RIGHT	
<i>MATERIALS</i>	SQFT	%	SQFT	%	SQFT	%	SQFT	%
<i>TRANSPARENT GLAZING</i>	113	25 %	35	8 %	81	23 %	0	0 %
<i>SPADREL GLAZING</i>	132	29 %	155	34 %	31	9 %	60	17 %



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TOTAL GLAZING
 REQUIRED
 WALL AREA

245	54 %	190	42%	117	31%	60	17%
181	40%	181	40%	143	40%	143	40%
457		457		360		360	

The final variance request seeks relief from the Ordinance requirement that at least 40 percent of the wall surface area on all public-facing building facades between three and eight feet above grade be composed of transparent glazing. This standard is intended to ensure active, engaging frontages that support pedestrian interaction, safety, and visual interest along transit corridors.

As the subject property is located within both the C-4 zoning district and the Transit Oriented Development (TOD) Secondary District, both sets of standards apply. Specifically, the C-4 District Dimensional Standards require that any façade with a public pedestrian entrance, as well as any façade within 50 feet of an arterial street, maintain a minimum of 40 percent transparency within the defined area. In this case, both the northern and southern facades of the proposed building are affected by this standard.

The submitted building elevations indicate substantial non-compliance. The proposed design provides transparency ratios as low as 0 percent (right elevation) and 8 percent (rear elevation), with the front elevation providing only 25 percent transparent glazing—far below the required minimum. Furthermore, much of the glazing depicted on the elevations is spandrel glass, which does not meet transparency standards as it is opaque and does not allow visibility into or out of the building.

The petitioner has offered no compelling justification for retaining such a low level of transparency, and staff finds that allowing this variance would directly contradict the TOD Overlay’s pedestrian-oriented design objectives. Accordingly, staff **recommends denial** of this variance request and advises the petitioner to revise the building elevations to meet the transparency requirements outlined in both the TOD Overlay and the C-4 district standards.

STAFF ANALYSIS

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:

1. 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.
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.



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- 4. Ensure human-scale design that prioritizes relationships of sites and buildings to the streetscapes.

The Transit Oriented Development Secondary District aims to reduce or limit auto-related businesses along transit lines through design standards that assert pedestrian-oriented scale rather than autocentric configuration. Allowing a fueling station of this scale—along with the extensive deviations from design standards—runs counter to the very principles the overlay seeks to uphold.

Allowing a fueling station of this scale—along with the extensive deviations from design standards—runs counter to the very principles the overlay seeks to uphold.

The proposed plan increases vehicular dominance at the expense of pedestrian access and undermines long-term investment in transit infrastructure. Further, staff sees no justifiable hardship or design constraints that prevent a compliant development.

The development pattern in this corridor is evolving. This site has the opportunity to contribute positively to that evolution. Instead, the proposal signals a regression toward an auto dominated typology.

Further, Staff does not believe there to be any practical difficulty for needing the requested variances. The subject site contains sufficient lot frontage and does not contain any significant obstructions or natural difficulties that impact the manner in which it can be developed.

Staff encourages the petitioner to submit a revised site plan that aligns with TOD principles and ordinance requirements to promote better land use compatibility, pedestrian orientation, and long-term neighborhood vitality.

GENERAL INFORMATION

Existing Zoning	C-4 (TOD)	
Existing Land Use	Commercial (Parking Lot)	
Comprehensive Plan	Office/Industrial Mixed-Use	
Surrounding Context	Zoning	Land Use
	North: C-S	Commercial (Auto-Repair)
	South: C-5/ SU-9	Auto-Dealer / State Government Offices
	East: C-4	Commercial
	West: ROW	Highway Interchange
Thoroughfare Plan		
East Washington Street	Primary Arterial	120 feet of right-of-way existing and 102 feet proposed
North Shortridge Road	Local Street	74 feet of right-of-way existing and 48 feet proposed
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	Yes -TOD	



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Wellfield Protection Area	No
Site Plan	April 29, 2025
Site Plan (Amended)	July 15, 2025
Elevations	April 29, 2025
Elevations (Amended)	July 28, 2025
Landscape Plan	October 10, 2025
Findings of Fact	April 29, 2025
Findings of Fact (Amended)	N/A
C-S/D-P Statement	N/A

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

- Marion County Land Use Plan (2019)
- Blue Line Transit-Oriented Development Strategic Plan (2022)
- IndyMoves (2019)

Pattern Book / Land Use Plan

- The Comprehensive Plan consists of two components that include The Marion County Land Use Pattern Book (2019) and the land use map. The Pattern Book provides a land use classification system that guides the orderly development of the county and protects the character of neighborhoods while also being flexible and adaptable to allow neighborhoods to grow and change over time. The Pattern Book serves as a policy guide as development occurs. Below are the relevant policies related to this request:
- The Marion County Land Use Plan pattern Book recommends the Office/Industrial Mixed Use working typology for this site.
 - The **Office/Industrial Mixed-Use (Business Park)** typology is intended to provide for light industrial, distribution, and office uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. The typology is characterized by groups of buildings within office/warehouse parks. Examples of typical uses include warehousing, wholesaling, research and development facilities, testing and evaluation facilities, offices, education resource centers, assembly of high technology products, and conference centers. Industrial or truck traffic should be separated from local/residential traffic in this typology.

Red Line / Blue Line / Purple Line TOD Strategic Plan

- Blue Line Transit-Oriented Development Strategic Plan (2022)



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- The subject site is located approximately 1,000 feet from the Sadlier Drive Blue Line transit station.
- The Sadlier Drive transit station has been categorized as the community center typology, which is characterized as a dense, mixed-use neighborhood center with minimum 2 stories at the core with no front or side setbacks, and 0–10-foot setbacks at the periphery.

The Blue Line Transit-Oriented Development Strategic Plan TOD recommends Community Center Typology Characteristics

- Community Center
 - A dense mixed-use neighborhood center
 - Minimum of 2 stories at core
 - No front or side setbacks at core; 0-10 ft. front setbacks and 0-10 ft. side setbacks at the periphery
 - Multi-family housing with a minimum of 3 units
 - Structured parking at the core and attractive surface parking at the periphery

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

SITE

2024-DV3-026; 7140 and 7142 East Washington Street (subject site) Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for the construction of an automobile fueling station with 16 pump islands/service areas (eight permitted) with a parking area having a minimum 15-foot setback from Washington Street with parking area behind the front building line encompassing 88.1 percent of the lot width (25 feet required, maximum 40 percent lot width for parking permitted behind front building line), with a front building line encompassing 37.1 percent of the lot width (60 percent required) and deficient first floor transparency (40 percent required), **withdrawn.**



Department of Metropolitan Development
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83-HOV-44A, 7140 and 7142 East Washington Street (subject site) variance of development standards of the Sign Regulations to allow for the relocation of an integrated-center pole sign containing 678.31 square feet, **granted**.

VICINITY

2022-CZN-804 / 2022-CVR-804; 7150 East Washington Street (northwest of site), Rezoning of 3.57 acre from the C-4 (TOD) districts to the C-S (TOD) districts, **withdrawn**.

2016-DV1-044, 7101 E Washington Street (south of site), Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to provide for an approximately 38-foot-tall freestanding pylon sign, within 158 feet of an existing freestanding sign on the 372-foot frontage of East Washington Street (300-foot separation and 600 feet of frontage required for two signs), **granted**.

2015-UV3-031, 7410 E Washington Street (east of site), Variance of use and development standards of the Commercial Zoning Ordinance to provide for the expansion of a carwash, with additional vending, change and storage structures and 16 vacuum stations (not permitted), with a five-foot north side transitional yard (20-foot transitional yard required), with said facilities being within 100 feet of a protected district (not permitted), **denied**.

2014-DV3-024, 7 N Shortridge Road (east of site), Variance of development standards of the Commercial Zoning Ordinance to provide for a fast-food restaurant, with carry-out and delivery services within approximately 10 feet of a D-3 zoned protected district (fast food restaurants and carryout food service not permitted within 100 feet of a protected district), **granted**.

2013-ZON-026; 401 N Shadeland Avenue (north of site), Rezoning of 37 acres from the C-S District to the C-S classification to provide for a solar power generation in addition to the uses previously approved by 2010-ZON-063, **approved**.

2010-ZON-063, 401 N Shadeland Avenue (north of site), Rezoning of approximately 36 acres from the C-4 District to the C-S classification to provide for a data processing center, C-4 uses, with certain use prohibitions, and public safety uses, including an impound lot, **approved**.

2010-UV2-003; 401 North Shadeland Avenue (north of site), requested a variance of use to provide for the parking and storage of automobiles for a three-year period, **granted**.

2006-ZON0-65; 41 N Shadeland Avenue (east of site), rezoning of .43 acres, being in the D-3 District, to the C-3 classification to provide for neighborhood commercial uses, **approved**

2005-ZON-200; 7206 E Washington Street (east of site), rezoning of 0.49 acre, being in the C-4 district, to the C-5 Classification to provide for general commercial uses, **approved**.

2004-UV2-028, 41 North Shortridge Road (east of site), variance of use to provide for a restaurant with alcoholic beverage sales within an existing building in D-5; **denied**.



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97-Z-171; 7101 East Washington Street (south of site), Rezoning of 1.26 acres, being in the C-4 and D-2 Districts, to the C-5 Classification to provide for retail commercial uses including an automobile dealership for new and used vehicles, **approved.**

94-V1-19; 7150 East Washington Street, requested a second integrated center sign with excess area, **granted.**

93-V2-111, 41 North Shortridge Road (east of site), variance of use to provide for a grocery store on the first floor of an existing two-story office building in D-5; **approved.**

90-Z-214; 7201 East Washington Street (southeast of site), Request the rezoning of 6.356 acres, being in the C-4 District, to the C-5 classification to provide for the sale of the Automobile parts, and automobile repair, **approved.**

90-CV-32A; 7201 East Washington Street (southeast of site), Variance of development standards of the Commercial Zoning Ordinance to permit the construction of a care center, having a 3-foot transitional yard along the south property line, **granted.**

89-Z-191; 7201 East Washington Street (southeast of site), request the rezoning of 16.9 acres, being in the D-2 and C-2 Districts, to the C-4 classification to provide for commercial development, **approved.**

89-UV2-96; 7101 East Washington Street (south of site), Request a variance of use of the Commercial Zoning Ordinance to permit the continued operation of a portable sales office, with the outdoor display and sales of mini barns and garages, **granted.**

89-Z-27; 350 North Shadeland Avenue, requested a zoning of four acres from the C-2 and C-4 districts to the C-5 district, **approved.**

87-UV3-50, 7206 East Washington Street (east of site), variance of development standards to provide for a fast-food restaurant with a drive-through component located within 100 feet of a protected district; **approved.**

EXHIBITS



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

MEMORANDUM OF EXAMINER'S DECISION

2025-CPL/CVR-825

7140, 7142 E. Washington St.

The petitions request the subdivision of 9.4 acres into three lots and variances of development standards to provide for the construction of an automobile fueling station with 12 pump islands/service areas (8 permitted), with parking area behind the front building line encompassing more than 40% of lot width, and with deficient first floor transparency on a site that is zoned C-4 (TOD).

Your Hearing Examiner visited the site prior to the hearing and noted that it is a parking lot. It is surrounded by commercial uses, and located along a busy thoroughfare. Your Hearing Examiner also noted that this site is located along the developing route of the Bus Rapid Transit (BRT) Blue Line.

The petitioner's representative described the proposal as a redevelopment of a parking lot that would reduce the existing impervious surface and add a building and landscaping. The site plan was revised several times in an effort to address concerns of staff and remonstrators, and the revisions included reducing the number of pump islands, removing parking from the front yard, meeting the front building setback requirement, adding landscaping, and adding sidewalk/ pedestrian areas. Letters of support were provided by Warren Township Development Association, which also spoke in support, and the State Senator. Letters and petitions of support numbering several hundred were also submitted, although many of the signatures did not include an address.

Several remonstrators spoke, including the City-County Councilor for the district. Concerns focused on the proliferation of larger fueling stations in the area, the need for mixed uses, and incompatibility with the BRT Blue Line. Letters of opposition were submitted by the Metropolitan Planning Organization, IndyGo, and Irvington Community Council, as well as by the Councilor. The letters focused on non-compliance with the Transit Oriented Development (TOD) overlay.

Staff acknowledged changes made to the site plan, and that an automobile fueling station is a permitted use on the site. Although proposed landscaping has increased and proposed transparency has improved, staff opined that the development did not meet the TOD goal of allowing land uses that are walkable and encourage use of mass transit.

In your Hearing Examiner's opinion, redevelopment of the site would be an improvement. Although the petitioner made revisions to the site and landscape plans and the building elevations that, in your Hearing Examiner's opinion, made it a much better development, the standards of the TOD overlay should be met. Denial of these petitions was recommended.

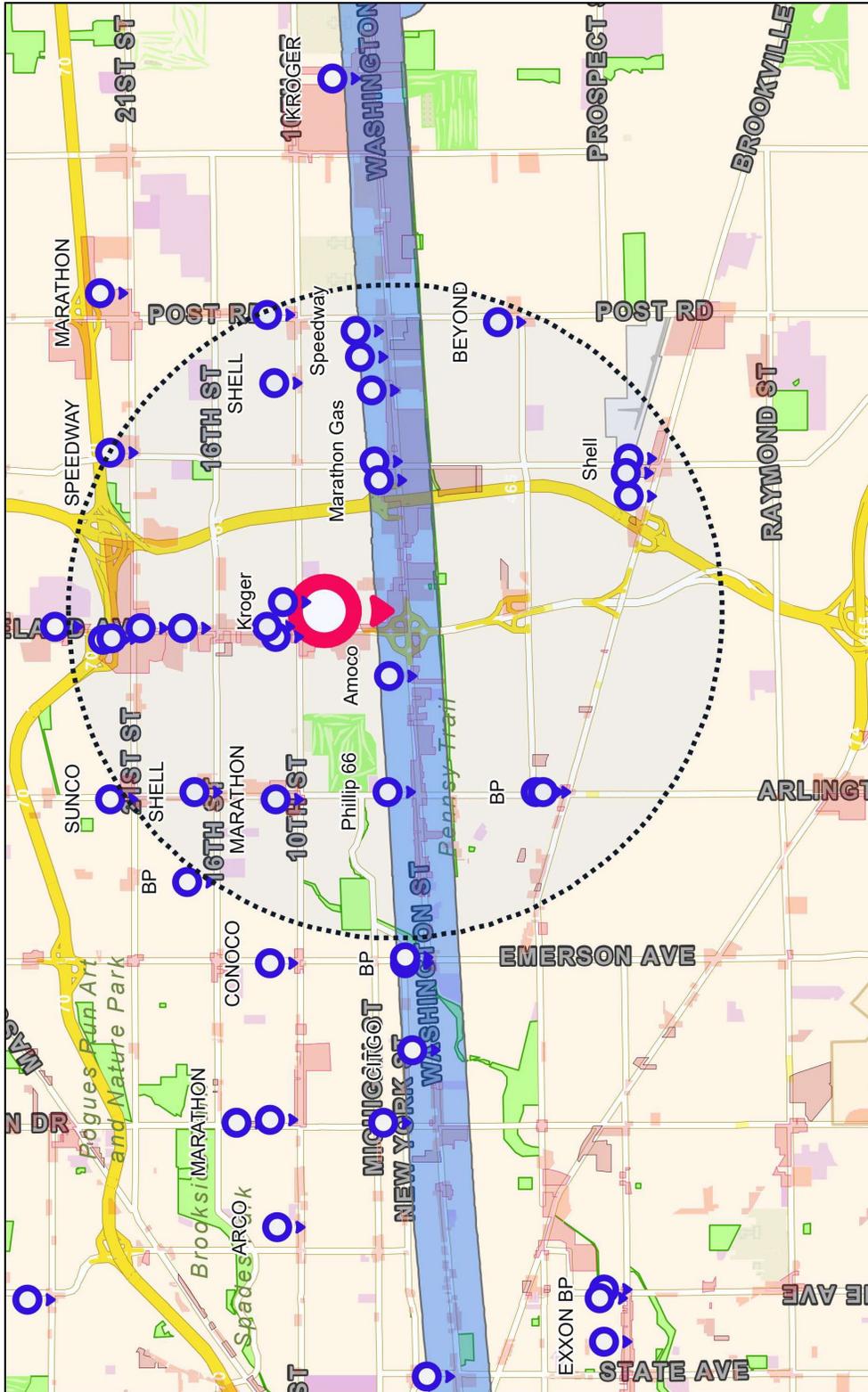
For Metropolitan Development Commission Hearing on November 19, 2025

Distance to Bus Station Map



Gas Stations in 2 Mile Radius and Blue Line TOD.

Gas Stations



10/16/2025

- 2mileBufferWawa
- Gas Stations
- BL_TOD
- Zoning
 - C1
 - C3
 - C4
 - C5
 - C7

1:54,000

0 0.45 0.9 1.5 1.8 mi
0 0.75 1.5 3 km

Desire Inakozze

Wawa_2025CMP825



Department of Metropolitan Development
Division of Planning
Current Planning

2025-CVR-825/2025-CPL-825 Finding of Fact

Petition Number 2025-CVR-_____

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 project allows for a development on an unused portion of a commercial parking lot which has safe ingress/egress, and which provides for a building and other improvements which attempt to provide elements desired under the Transit Oriented Development requirements in the Zoning Ordinance

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:
there is adequate vehicular circulation proposed by the development and the investment in redeveloping an unused portion of an existing parking lot will add value to existing adjoining uses, which are all commercial and suburban in nature. The Subject Property is largely surrounded by pavement and with suburban retail, and automotive uses to the west and south. The variances will not interfere with access or visibility to or from the adjoining properties.

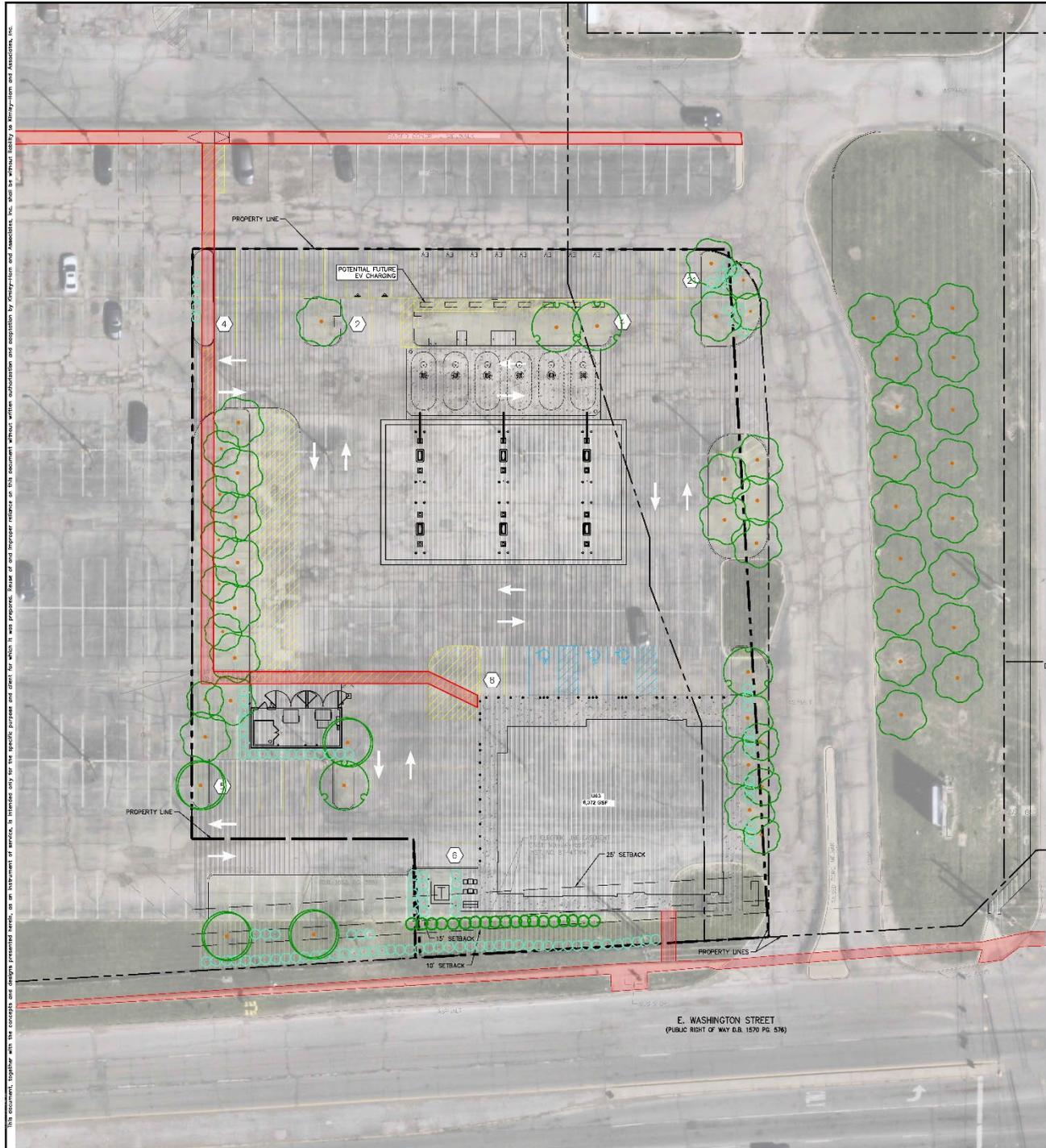
3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property because:
the use is a permitted use, but has to be oriented to south, in order to meet the front build to line, which restricts available transparency on the south facade, due to interior components on the inside of the south facade. There are parking spaces in excess of 40% of the lot width on the north end of the subject property, but there are parking spaces in the same location today. Finally, the only difference between the proposed fueling stations and the Zoning Ordinance requirements is that the proposed fueling stations are double sided, whereas the Zoning Ordinance would require single sided fueling stations, which would not even necessarily reduce the canopy and fueling station area, and which is neither practical or economically feasible.

DECISION

IT IS THEREFORE the decision of this body that this VARIANCE petition is APPROVED.

Adopted this _____ day of _____, 20 ____

2025-CVR-825/2025-CPL-825 Updated 10/20/2025 WaWa Color Site Plan



2025-CVR-825/ 2025-CPL-825 Updated Elevations



1 FRONT ELEVATION
 2 REAR ELEVATION
 3 LEFT ELEVATION
 4 RIGHT ELEVATION

KEY PLAN

MATERIALS:

- 1 BRICK
- 2 COMPOSITE SIDING
- 3 EIFS OR STUCCO
- 4 ROOF SIPS
- 5 TILE
- 7a METAL OVERHANG WHITE RED

U63FB-R
 N. SHORTRIDGE RD & HIGHWAY 40
 INDIANAPOLIS, IN




2025-CVR-825/ 2025-CPL-825 Old Elevations



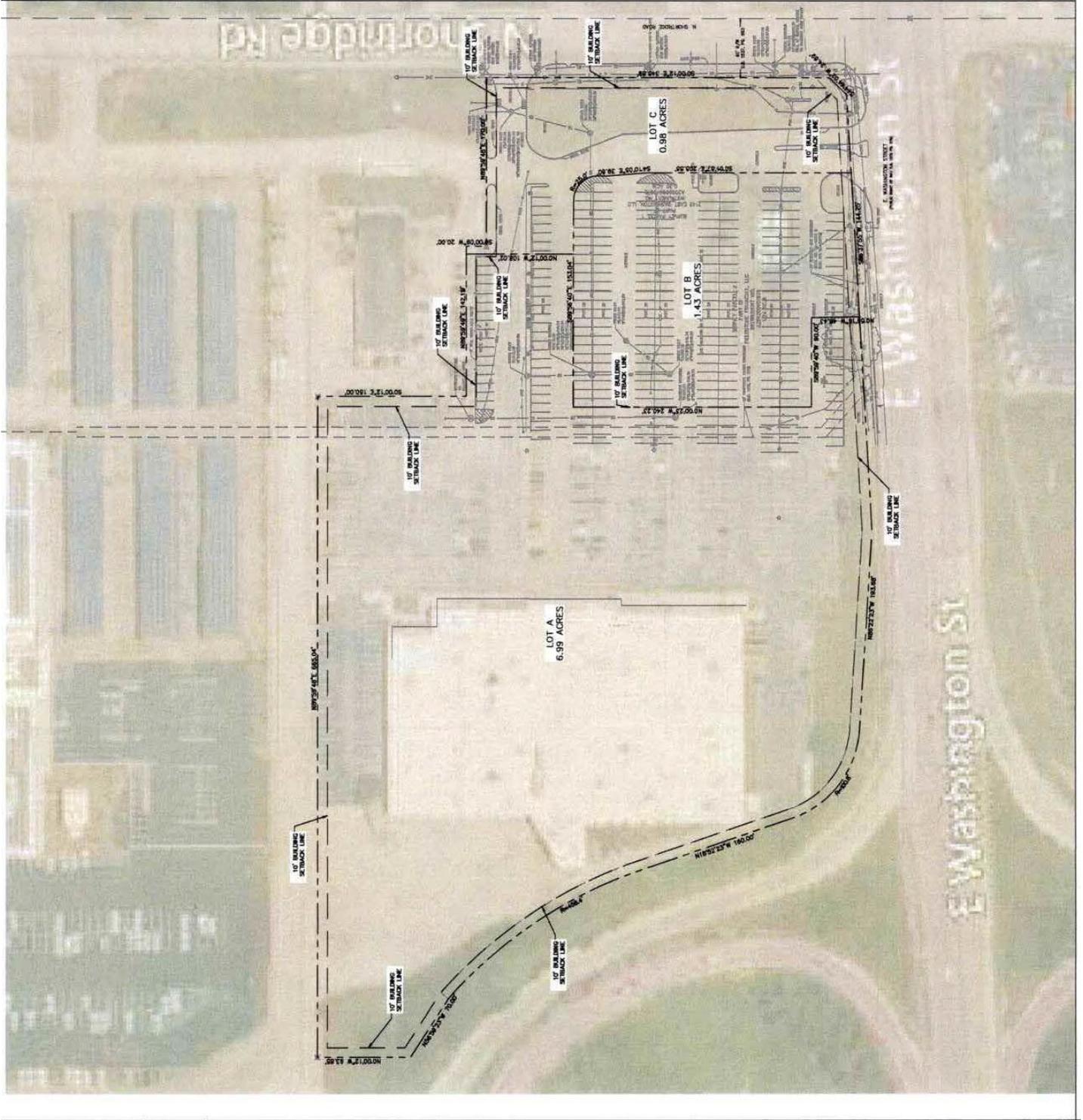
The architectural drawings include:

- 1 FRONT ELEVATION:** Shows the main facade with a large glass entrance, a brick section, and a white section with the Wawa logo.
- 2 REAR ELEVATION:** Shows the back of the building with a large garage door and brickwork.
- 3 LEFT ELEVATION:** Shows the side profile of the building.
- 4 RIGHT ELEVATION:** Shows the other side profile of the building.
- FLOOR PLAN:** A detailed layout of the building's interior.
- MATERIALS:** A legend defining the materials used:
 - 1 BRICK
 - 2 COMPOSITE SIDING
 - 3 EPS OR STUCCO
 - 4 COOP
 - 5 T.I.C.
 - 7a METAL OVERHANG OR T.E.S.D.

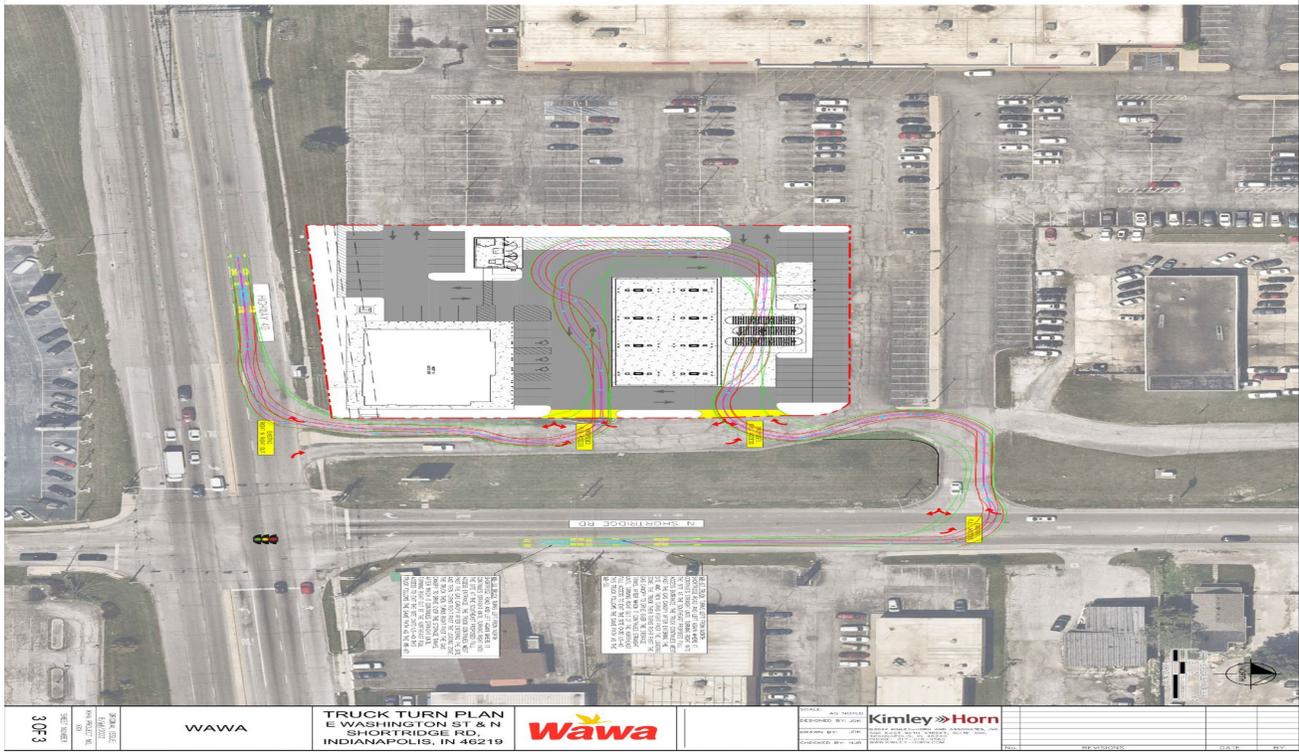
HFA **U63FB** **Wawa**

N. SHORTRIDGE RD & HIGHWAY 40
INDIANAPOLIS, IN

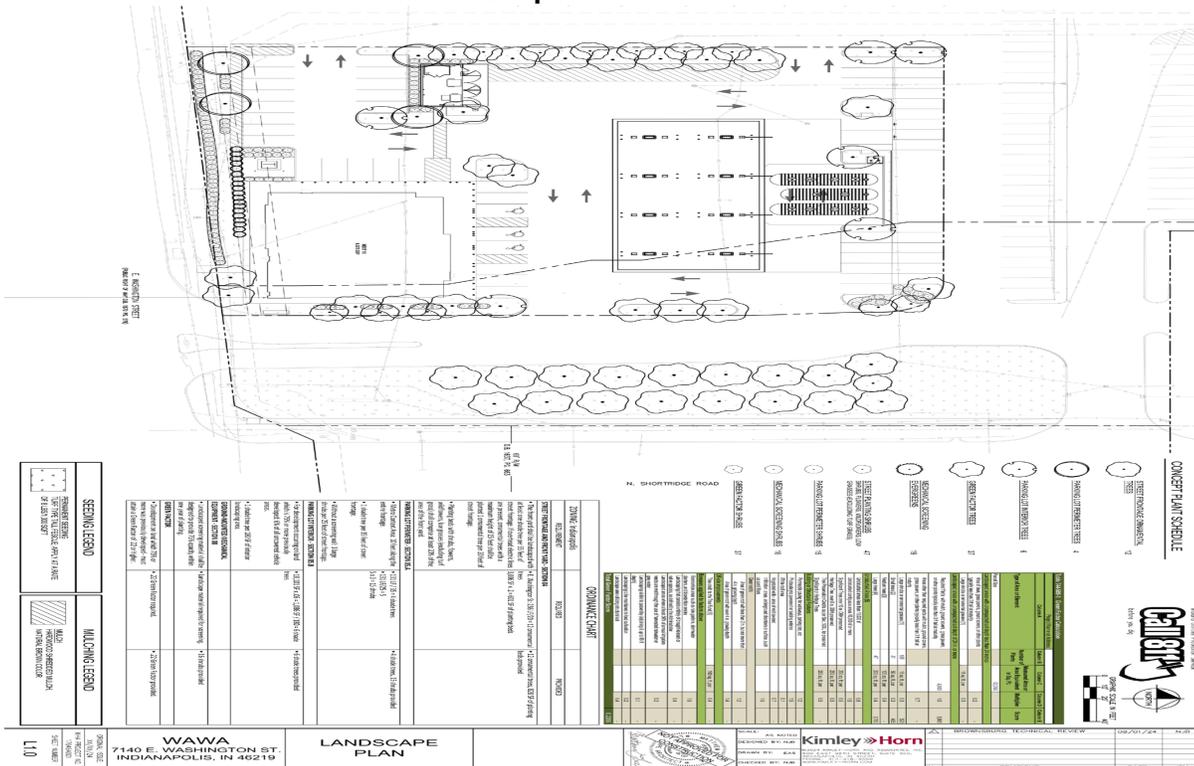
2025-CVR-825/ 2025-CPL-825 PLAT



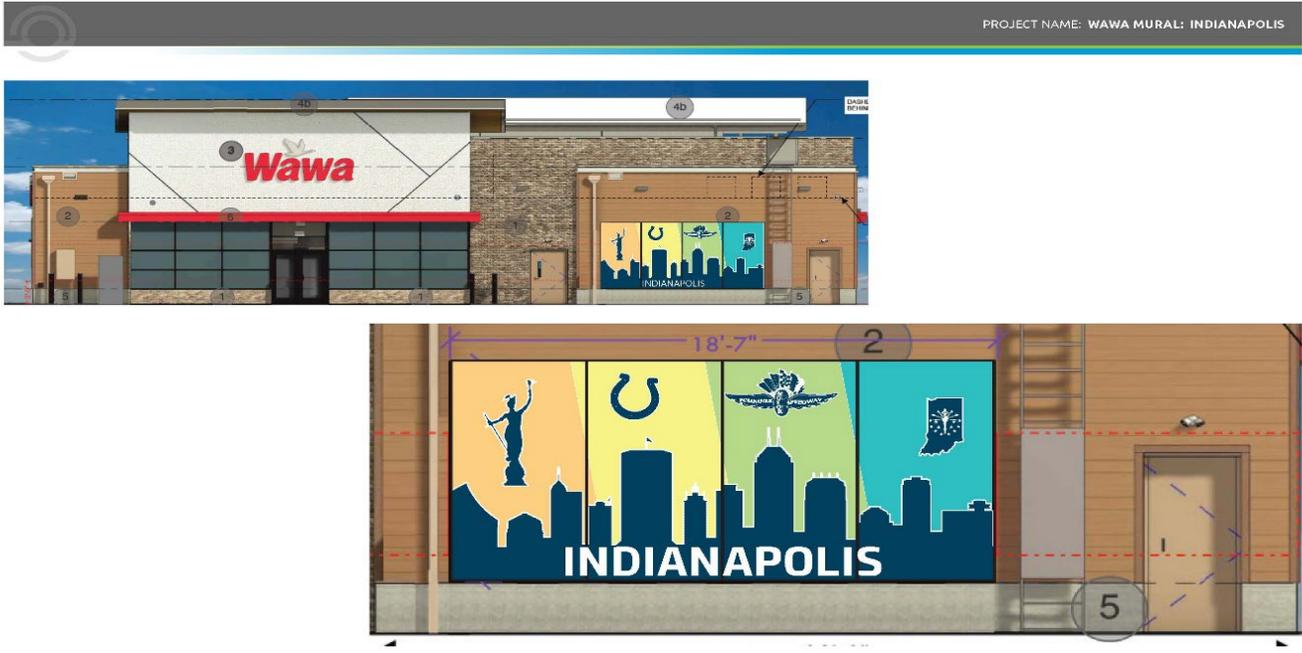
2025-CVR-825/ 2025-CPL-825 Site Circulation



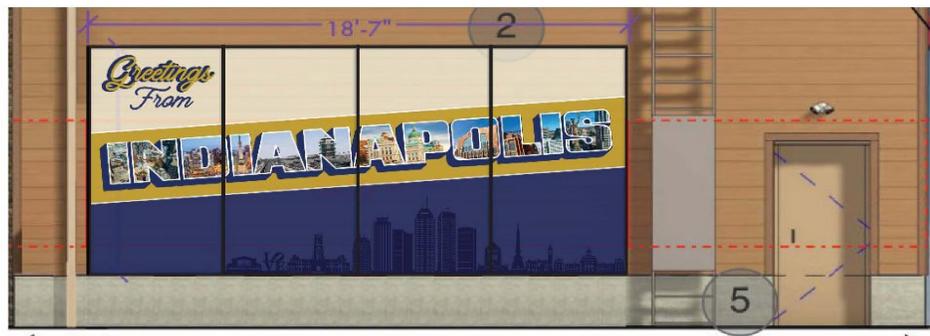
2025-CVR-825/ 2025-CPL-825 Landscape Plan



2025-CVR-825/2025-CPL-825 Front Elevation Concept #1



2025-CVR-825/2025-CPL-825 Front Elevation Concept #2



CONCEPT #2

2025-CVR-825/2025-CPL-825 Front Elevation Concept #3

PROJECT NAME: WAWA MURAL: INDIANAPOLIS



Petitioner's Exhibit

List of Variances

7140-7142 East Washington:

1. **Ch. 742, Art. II, Sec. 07, Table 742-207-2:** Automobile Fueling Station limited to 8 pump islands/service areas; 8 two-sided pump islands/service areas proposed.
2. **Ch. 744, Art, VI 1, Sec. 702, Table 744-702-3:** Surface parking in connector frontage has a 40% maximum of lot width behind the front building line; portions of parking are located north of the front building line exceed 40% of the lot width.
3. **Ch. 744, Art. VII, Sec. 702, Table 744-702-3:** First story street frontage transparency of 40% - 90% required; Less than 40% first floor transparency on Washington Street frontage provided.



From proposed Lot 1 looking west.



Looking south along the proposed entrance drive on to East Washington Street



Looking South from the subject property at the bus station along East Washington Street.



Looking from, the subject property west towards the exiting commercial center



Looking west from subject site along proposed western entrance.



Looking North toward



Looking east across proposed entrance to site at existing pylon sign.



Looking west from E Washington Street at I U Connected Health Care and Get Fit Athletic Club