



Metropolitan Development Commission Hearing (January 21, 2026) 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, January 21, 2026 **Time:** 1:00 PM

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

Business:

Adoption of Meeting Minutes: January 7, 2026

Special Requests

Policy Resolutions:

REAL ESTATE:

1. 2026-R-001

Authorizes the Department of Metropolitan Development to dispose of real property through its Vacant to Vibrant land bank program.

ECONOMIC DEVELOPMENT / INCENTIVES:

2. 2026-A-002

Preliminary Economic Revitalization Area Resolution for TMC Winterton I LLC, located at 1010 East 86th Street and 8685 & 8699 Guilford Avenue, Council District #2, Washington Township. (Recommend approval of ten (10) years real property tax abatement.)

3. 2026-A-003 (For Public Hearing)

Resolution authorizing a hearing regarding termination of the Real Property Tax Abatement associated with Economic Revitalization Area Resolution 2019-A-052, 2019, for TWG Development Inc. and Northwood Partner LP, located at 9025 Compton Street, Council District #2, Washington Township.

COMMUNITY INVESTMENTS:

4. 2026-C-001

Authorizes the Department of Metropolitan Development to negotiate and execute an Agreement with Club 720 Development Corporation to establish a clear, data-driven understanding of housing needs, market conditions and development feasibility in a not to exceed amount of \$250,000 with a term through December of 2026.

Zoning Petitions:

PETITIONS OF NO APPEAL (RECOMMENDED FOR APPROVAL):

5. **2025-APP-019 | 8936 Southpointe Drive**

Perry Township, Council District #23
HD-2
ForMotion Clinic, by Ed Williams

Hospital District Two Approval to provide for a proposed wall sign along the south elevation for a medical clinic.

6. **2025-ZON-131 | 1255 Roosevelt Avenue**

Center Township, Council District #13
1255 Roosevelt Partners, LLC, by Tyler Ochs

Rezoning of 3.66 acres from the I-4 (FF) district to the C-S (FF) district to provide for indoor recreational uses including a pickleball facility, a bar/tavern, and all I-4 uses.

7. **2025-CZN-844 (Amended) | 127 East 34th Street**

Center Township, Council District #8
Hoosier Outreach, Inc., by Craig McCormick

Rezoning of 0.11-acre from the C-1 (TOD) district to the D-8 (TOD) district to provide for a small apartment consisting of four units.

8. **2025-CZN-852 | 2522 North Butler Avenue and 5200 East 25th Street**

Warren Township, Council District #9
D-4 and I-2
Eastside Coverage I70, LLC, by Joseph D. Calderon

Rezoning of 1.61 acres from the D-4 district to the I-2 district to provide for light industrial uses.

9. **2025-CZN-853 | 5023, 5047, and 5101 Madison Avenue, 1257 and 1265 East Thompson Road**

Perry Township, Council District #23
Indiana Members Credit Union, by Michael Rabinowitch

Rezoning of 0.22-acre from the C-1 (TOD) district to the C-5 (TOD) district to provide for an expansion of an existing used vehicle sales lot.

PETITIONS OF NO APPEAL (RECOMMENDED FOR DENIAL):

10. **2025-ZON-100 | 1231 West Troy Avenue**

Perry Township, Council District #22
Jaak Properties, LLC, by David Gilman

Rezoning of 1.125 acres from the D-4 (FF) and C-5 (FF) districts to the I-2 (FF) district to provide for light industrial uses.

****Petitioner has withdrawn the Petition**

Petitions for Public Hearing

PETITIONS FOR PUBLIC HEARING:

11. **REZONING PETITION RECOMMENDED FOR DENIAL BY HEARING EXAMINER, APPEAL FILED BY PETITIONER:**

2025-ZON-126 | 3441 West Washington Street

Wayne Township, Council District #17
Jesus Ivan Ibarra Tamayo

Rezoning of 0.76-acre from the I-3 (FF) (TOD) district to the C-5 (FF) (TOD) district to provide for general commercial uses.

12. COMPANION PETITIONS TRANSFERRED BY THE HEARING EXAMINER FOR INITIAL HEARING:

2025-ZON-108 (Amended) / 2025-VAR-008 | 1360 East 30th Street

Center Township, Council District #8

Monon Development Group, LLC, by Christopher White

Rezoning of 0.98-acre from the I-2 district to the C-S district to provide for a mixed-use development consisting of commercial retail hotel, entertainment and recreational amenities.

Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to eliminate the development standards of the C-S district and to provide for development generally consistent with the plans filed.

13. REZONING PETITION SCHEDULED FOR INITIAL HEARING:

2025-ZON-127 | 6051 North Rural Street and 6101 North Keystone Avenue

Washington Township, Council Districts #3 and #7

Kite Realty, by Joseph D. Calderon

Rezoning of 8.5 acres from the D-3 and C-4 districts to the D-P district, to provide for live-work units, townhomes, and multi-family dwellings, with a total of 247 units.

14. REZONING PETITION SCHEDULED FOR INITIAL HEARING:

2025-ZON-130 | 1033, 1037, 1041, 1045, 1049, and 1053 Harlan Street

Center Township, Council District #18

Harbours at Harlan, LLC, by Michael Rabinowitch

Rezoning of 1.05 acres from the D-5 district to the D-P district to provide for a townhome development, consisting of 15 dwelling units.

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	01/01/2026 – 12/31/2026
Megan Garver (Vice-President)	Mayor	01/01/2026 – 12/31/2026
Brian P. Murphy (Secretary)	Mayor	01/01/2026 – 12/31/2026
Bruce Schumacher (Acting Secretary)	Mayor	01/01/2026 – 12/31/2026
Brandon Herget	City-County Council	02/03/2025 – 02/03/2026
Brent Lyle	City-County Council	12/02/2025 – 12/02/2026
Daniel Moriarty	City-County Council	08/11/2025 – 08/11/2026

Brigid Robinson	Mayor	01/01/2026 – 12/31/2026
Gregg West	City-County Council	05/05/2025 – 05/25/2026

This meeting can be viewed live at [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](#).

Multiple Properties
Real Estate Conveyance
Multiple Transferees

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

Resolution No. 2026-R-001

WHEREAS, The City of Indianapolis ("City"), Department of Metropolitan Development ("DMD"), is engaging in disposition and redevelopment activities within the Marion County Redevelopment District in Marion County, Indiana ("Redevelopment District"); and

WHEREAS, pursuant to I.C. 36-7-15.1-6, the Metropolitan Development Commission ("MDC") is charged with the responsibility of promoting 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, the MDC has acquired real property listed on the attached Exhibit A located in the Redevelopment District, in multiple areas of the City ("Property"); and

WHEREAS, in accordance with IC 36-7-15.1-7, the MDC may hold, use, sell, exchange, lease, rent, invest in, or otherwise dispose of, through any combination of methods, property acquired for use in the redevelopment of areas needing redevelopment on the terms and conditions that the MDC considers best for the City and its inhabitants; and

WHEREAS, DMD desires to convey title or an option to purchase title to the Property to Transferees listed in Exhibit A for the sale prices listed in Exhibit A in consideration of and subject to the terms of a Project Agreement ("Agreement") to carry out the development proposal as presented to and approved by Vacant to Vibrant Review Committee for the purpose of providing development that will best serve the interest of the City.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Metropolitan Development Commission hereby authorizes the DMD to convey title or an option to purchase title of the Property to Transferees listed in Exhibit A, subject to the terms of the Agreement as described and for the sale listed in Exhibit A.
2. The DMD Director is hereby authorized to execute the necessary documents, with such terms and provisions as may be deemed necessary or appropriate, including without limitation, commitments to be made by Transferees listed in Exhibit A in the Agreement 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 the conveyance of said Property in accordance with this Resolution.

Approved as to Adequacy & Legal Form

Sheila Kinney

Sheila Kinney, Asst. Corp Counsel
Date: 1/2/2026

Metropolitan Development Commission

John J. Dillon III, President
Date: _____

Exhibit A

Address	Parcel Number	Transferee	Sale Program	Sale Price
2220 N Webster Ave	7015370	Eli Figueroa – CN Builders LLC	Standard	\$23,000
2403 Stuart St	1029449	Eric Simmons	Side Lot	\$4,000

**METROPOLITAN DEVELOPMENT COMMISSION OF
MARION COUNTY, INDIANA
PRELIMINARY ECONOMIC REVITALIZATION AREA RESOLUTION**

Resolution No. 2026-A-002

REAL PROPERTY TAX ABATEMENT

TMC Winterton I LLC

1010 East 86th Street, 8685 & 8699 Guilford Avenue

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

WHEREAS, I.C. 6-1.1-12.1 empowers the Metropolitan Development Commission (hereinafter "Commission") to designate Economic Revitalization Areas and determine the length of the abatement period, the annual abatement schedule during the term of the abatement and the abatement deduction limit for such property by following a procedure involving adoption of a preliminary resolution, provision of public notice, conducting of a public hearing, and adoption of a resolution confirming the preliminary resolution or a modified version of the preliminary resolution; and

WHEREAS, the Commission has established in Resolution No. 01-A-041, 2001, certain standards and procedures for the designation of Economic Revitalization Areas for the partial abatement of property taxes attributable to redevelopment or rehabilitation activities; and

WHEREAS, I.C. 6-1.1-12.1 requires an applicant for Economic Revitalization Area designation to provide a statement of benefits and requires the Commission, before it makes a decision to designate such an area as an Economic Revitalization Area, to determine that the Project can be reasonably expected to yield the benefits identified in the statement of benefits and determine that the totality of benefits arising from the Project is sufficient to justify Economic Revitalization Area designation; and

WHEREAS, a business (hereinafter "Applicant") named in the attachment to this Resolution, which is incorporated herein by reference, has an ownership interest in the geographical area (hereinafter "Subject Real Estate") described in such attachment; and

WHEREAS, during a hearing at 1:00 p.m. on Wednesday, **January 21, 2026**, the Commission received evidence about whether the Subject Real Estate should be designated as an Economic Revitalization Area, and sufficient evidence was provided which established Assertion 1 and some evidence was provided which tended to establish Assertions 2, 3, 4, 5, and 6 stated on the attachment to this Resolution.

NOW, THEREFORE, BE IT RESOLVED:

1. The Subject Real Estate is preliminarily designated as an Economic Revitalization Area for an abatement period of ten (10) years with a proposed abatement schedule as shown on the attachment to this Preliminary Resolution. Final designation as an Economic Revitalization Area does not occur unless a resolution confirming this Preliminary Resolution is adopted in accordance with the governing statute.
2. Designation as an Economic Revitalization Area allows abatement of property taxes, for the period indicated, only relative to the Project and **the effectiveness of the designation can be terminated by action of the Commission if:**
 - A. Construction on the Subject Real Estate is not in substantial conformance with the Project description contained in a final resolution as supplemented by information in the application, site plans, and elevations; or
 - B. Construction of the Project is not initiated within one (1) year of the date a final resolution designating the Subject Real Estate as an Economic Revitalization Area is adopted.
3. The Economic Revitalization Area (hereinafter the “ERA”) **designation terminates, 12/31/2029** three (3) years after the date a final resolution is adopted however, relative to redevelopment or rehabilitation completed before the ERA period, this termination does not limit the period of time the Applicant or successor owner is entitled to receive an abatement of property taxes to a period of not less than ten (10) years.
4. This Economic Revitalization Area designation is limited to allowing the abatement of property taxes attributable to redevelopment or rehabilitation activities: **This designation does not allow abatement of property taxes for new manufacturing equipment pursuant to I.C. 6-1.1-12.1-4.5.**
5. Pursuant to I.C. 6-1.1-12.1-17, the Commission desires to utilize an alternative abatement schedule. The alternative schedule shall allow for 100% deduction (abatement) of the increased property taxes for each of the ten years of the real property tax abatement.
6. Under the authority of I.C. 6-1.1-12.1, the Commission directs the Department of Metropolitan Development to survey projects receiving Economic Revitalization Area designation for compliance with job creation/retention figures, salaries associated with these figures and investment figures contained in the Applicant's approved statement of benefits form. The annual date of survey shall be contained in a final resolution designating the property as an Economic Revitalization Area.
7. The Commission fixes 1:00 p.m. on Wednesday, **February 4, 2026**, in the Public Assembly Room of the City-County Building for the public hearing of remonstrances and objections from persons interested in the Project and directs the publication of notice of public hearing in accordance with the governing statute. At this hearing, the Commission will take action relative to this Preliminary Resolution and determine whether the Subject Real Estate should be

designated as an Economic Revitalization Area, fix the length of the abatement period at ten (10) years, and establish an abatement schedule.

8. A copy of this Resolution shall be filed with the Marion County Assessor.

METROPOLITAN DEVELOPMENT COMMISSION

John J. Dillon, III President

Date

Approved as to Legal Form
and Adequacy this 9th day
January 2026.

Sheila Kinney

Sheila Kinney, Asst. Corp. Counsel
Office of Corporation Counsel

ATTACHMENT TO
METROPOLITAN DEVELOPMENT COMMISSION RESOLUTION
REAL PROPERTY TAX ABATEMENT

FACTUAL INFORMATION

Applicant: TMC Winterton I LLC
Subject Real Estate: 1010 E 86th Street, 8685 & 8699 Guilford Avenue
Washington Township Parcel Number: 8033992, 8040918, and 8040919

PROJECT DESCRIPTION

TMC Winterton I LLC, an affiliate of TM Crowley & Associates, is spearheading the Winterton Redevelopment, a transformative mixed-use project near Nora Plaza along 86th Street in Indianapolis. The plans call for the complete demolition of the aging Winterton Office Park, originally built in 1963, to transform the 7.2-acre site into a vibrant hub featuring 250 residential units, and 31,100 square feet of retail. This \$60 million investment will improve walkability, create new jobs, and provide modern amenities for the community. Construction is scheduled to begin in the second quarter of 2026, with delivery of the first units anticipated in the third quarter of 2028.

FACTUAL ASSERTIONS

1. The Subject Real Estate:
 - A. Is in a planned area which has a tax abatement policy as a part of its plan, or
 - B. is in a planned area which has a tax abatement policy as part of its plan, but such plan does not contain a recommendation for Economic Revitalization Area designation and the recommended length of abatement, or
 - C. is not located in a planned area with a tax abatement policy.
2. The Subject Real Estate and the surrounding area are undesirable for normal development.
3. The project is allowed by zoning restrictions applicable to the subject real estate, or the necessary variance, rezoning or approval petitions are on file at the time of this application, and have final approval prior to a final hearing on this resolution.
 - A. Current zoning allows project.

- B. Appropriate petition is on file.
- C. Final approval for variance, rezoning or approval petition has been granted.

4. A. The application for Economic Revitalization Area designation was filed before a building permit was obtained or construction work was initiated on the property, or

B. substantial evidence has been provided supporting that work was started under the following appropriate exception:

5. A. The subject real estate is governed by Metropolitan Development Commission Resolution No. 01-A-041, 2001 Real Property Tax Abatement Policy for Commercial Projects, which allows up to ten years of abatement for qualifying development, or

B. The project is eligible to receive ten (10) years tax abatement due to the following recognized exceptional circumstances which justify the longer deduction period:

6. The Subject Real Estate is:

- A. Located outside of a previously established allocation area as defined in I.C. 36-7-15.1-26, or
- B. located in an allocation area, but Applicant's statement of benefits has been submitted to the legislative body for its approval as required by I.C.6-1.1-12.1-2(k)

PROPOSED ABATEMENT SCHEDULE
REAL PROPERTY TAX ABATEMENT
TMC Winterton I, LLCLLC

YEAR OF DEDUCTION	PERCENTAGE
1 st	100%
2 nd	100%
3 rd	100%
4 th	100%
5 th	100%
6 th	100%
7 th	100%
8 th	100%
9 th	100%
10 th	100%

STAFF ANALYSIS **REAL PROPERTY TAX ABATEMENT**

Area Surrounding Subject Real Estate: The site is located in the heart of Nora — just north of 86th Street, south of 91st Street, east of College Avenue, and west of Keystone Avenue.

Current Zoning: DP

New Jobs Created: Five at \$27.38/hr.

Jobs Retained: None

Estimated Cost of proposed project: \$,61,946,838.00

STAFF ANALYSIS

The Winterton redevelopment is a proposed mixed-use project near Nora Plaza along 86th Street in Indianapolis. The plan calls for the complete demolition of the aging Winterton Office Park, originally built in 1963, to transform the 7.2-acre site into a vibrant residential and commercial hub, an undertaking representing more than \$60 million in real property investment.

The development will include 250 apartment units integrated with over 31,100 square feet of retail space. A 756-space interior parking garage will serve both residential and commercial uses, while modern amenities such as a fitness center, rooftop courtyard, and active retail frontage along 86th Street are designed to enhance walkability and strengthen connections to the surrounding community.

Construction is scheduled to begin in the second quarter of 2026, with completion and delivery of first units anticipated in the third quarter of 2028. Phase One will deliver all 250 apartment units, most of the parking structure, and the retail components. The project is expected to create five new jobs with an above-average wage of \$27 per hour. Additionally, the redevelopment will support affordable housing through a \$1.3 million contribution to the Indianapolis Housing Trust Fund, benefiting Marion County.

The applicant is requesting tax abatement to assist in off-setting the high costs of investment associated with this proposed project. The granting of property tax abatement will assist the petitioner in making this project more economically feasible by phasing in the increased tax liability resulting from the investments. In staff's opinion, a project such as this would not be economically feasible without the tax abatement incentive. Staff believes that the use of tax abatement is an appropriate tool to assist with this project and support continued development within Marion County. For these reasons, staff believes tax abatement to be an appropriate tool for development.

Staff believes this project does comply with the requirements of Metropolitan Development Commission Resolution No. 01-A-041, 2001 concerning the granting of property tax abatement.

RECOMMENDATION: Staff recommends approval of ten (10) years real property tax abatement.

TOTALITY OF BENEFITS

PETITIONER: **TMC Winterton I LLC**

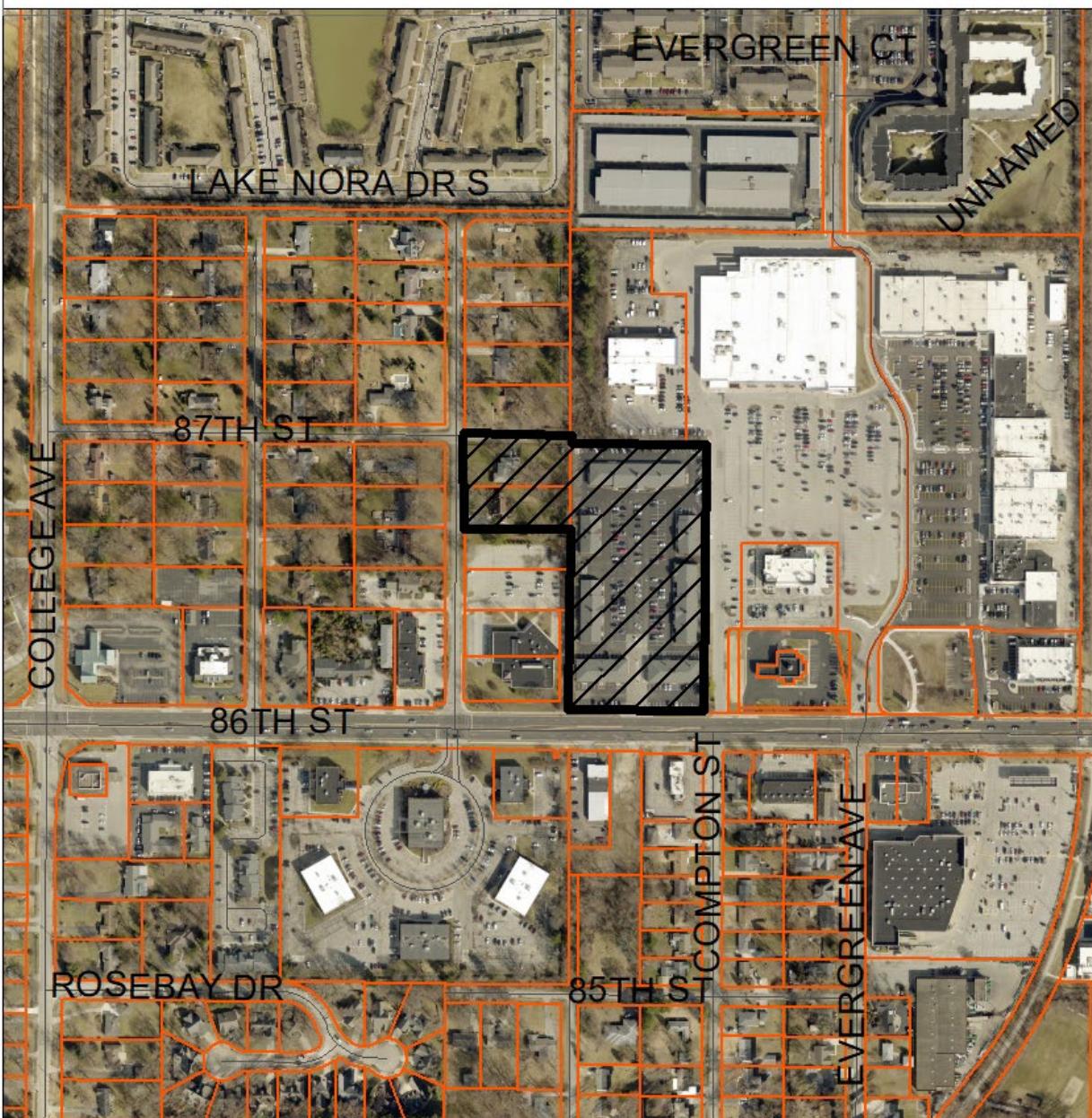
INVESTMENT: Staff estimates that the proposed investment of \$61,946,838.00 should result in an increase to the tax base of approximately \$35,267,700.00 of assessed value. Staff estimates that over the ten (10) year real property tax abatement period the petitioner will realize savings of \$7,555,530.81 (an 84.4% savings). During the abatement period, the petitioner is expected to pay an estimated \$1,398,938.22 in real property taxes on the project. This is in addition to the current taxes being paid on the property in the amount of \$103,565.64 annually (pay 2025 taxes). After the tax abatement expires, the petitioner can be expected to pay an estimated \$895,446.50 in real property taxes annually on the new improvements, in addition to the annual taxes attributable to the current value of the property.

EMPLOYMENT: The petitioner estimates that this project will create at least five (5) positions at an average wage of \$27.38/hr. Staff finds these figures to be reasonable for a project of this nature.

OTHER BENEFITS: Staff believes this project is significant for Washington Township in terms of new taxes and potential job creation and retention. Furthermore, staff believes the petitioner's project will lead to continued future investment and development in Marion County.

STAFF COMMENT: Staff believes the "Totality of Benefits" arising from the project are sufficient to justify the granting of the tax abatement.

TMC - Winterton Project 1
1010 E 86th St. and 8685 & 8699 Guilford Ave.
a.k.a. parcels# 8033992, 8040918, and 8040919



Produced by: DMD - Battle 12/2025

0 205 410 820 Feet



**METROPOLITAN DEVELOPMENT COMMISSION OF
MARION COUNTY, INDIANA
RESOLUTION TO
TERMINATE TEN (10) YEAR Real PROPERTY TAX ABATEMENT FOR**

TWG Development Inc. and Northwood Partner LP
9025 Compton Street

Resolution No. 2026-A-003

WHEREAS, I.C. 6-1.1-12.1 1 allows a partial abatement of property taxes attributable to redevelopment or rehabilitation activities; and

WHEREAS, I.C. 6-1.1-12.1 pursuant to I.C. 6-1.1-12.1, TWG Development Inc. and Northwood Partners LP (hereinafter "Applicant") filed a designation application requesting that the subject real estate at 9025 Compton Street (the "Subject Real Estate") be designated as an Economic Revitalization Area for the purpose of achieving real property tax savings in connection with the proposed redevelopment and rehabilitation activities (hereinafter "Project"); and

WHEREAS, on Wednesday, June 19th, 2019, the Metropolitan Development Commission (hereinafter "Commission") adopted Preliminary Economic Revitalization Area Resolution No. 2019-A-048, 2019 preliminarily designating the Subject Real Estate as an Economic Revitalization Area; and

WHEREAS, on Wednesday, July 3rd, 2019, after conducting a public hearing, the Commission adopted Final Economic Revitalization Area Resolution No. 2019-A-052, 2019 (the "Resolution"), confirming designation of the Subject Real Estate as an Economic Revitalization Area for the purpose of receiving ten (10) years real property tax abatement (the "Abatement"); and

WHEREAS, in the Statement of Benefits Form contained in the Resolutions and the Memorandum of Agreement ("MOA") executed by and between the Applicant and the City of Indianapolis ("City"), the Applicant indicated that \$8,000,000 in real property improvements would be made at the Subject Real Estate, and 5 new full-time permanent positions would be created at an average wage of \$20.00 per hour as a result of the Project (collectively the "Commitments") and in consideration thereof, the Commission approved the Resolutions and the Applicant accepted the terms and conditions of the Resolutions by accepting the benefits thereof; and

WHEREAS, the Resolutions directed the Department of Metropolitan Development ("DMD") to survey the Applicant's Project annually for twelve (12) years and the Commission reserved its rights to reduce the dollar amount, or rescind in its entirety, the deduction being received by the Applicant for failure to achieve the benefits described in the Statement of Benefits and/or the MOA or for failure to respond to the mandatory survey; and

WHEREAS, the Applicant has complied with terms and conditions of the MOA and shall have no obligation to repay any realized tax savings due to the Abatement; and

WHEREAS, the Department of Metropolitan Development, on behalf of the Commission and in agreement with the Applicant, determined that the Abatement should be terminated, and subsequently

they set 1:00 p.m. on Wednesday, January 21st, 2026, for the public hearing of remonstrances and objections from persons interested in whether the Abatement for the Subject Real Estate should be terminated; 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 termination of the Economic Revitalization Area designations and associated tax abatement deductions;

NOW, THEREFORE, IT IS RESOLVED:

1. The Commission hereby acknowledges that Applicant's agreement and consent to the termination of the tax abatement and as authorized by this Final Resolution

2. The Commission determines that the MOA for the Subject Real Estate shall be terminated upon adoption of this Final Resolution.

3. A copy of this Final Resolution shall be filed with the Marion County Auditor and Marion County Assessor.

METROPOLITAN DEVELOPMENT COMMISSION

John J. Dillion III, President

Dated

Approved as to Legal Form
and Adequacy this 14th day
of January 2026

Sheila Kinney

Approved for Legal Form and Adequacy
Office of Corporation Counsel

**METROPOLITAN DEVELOPMENT COMMISSION
MARION COUNTY, INDIANA
RESOLUTION NO. 2026-C-001**

WHEREAS, the Metropolitan Development Commission of Marion County, Indiana (the "Commission") is authorized to approve the employment of all persons engaged by contract to render professional or consulting services for the Department of Metropolitan Development ("DMD"); and

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

WHEREAS, the Commission and the DMD desire establish a clear, data-driven understanding of housing needs, market conditions and development feasibility; and

WHEREAS, the DMD seeks authorization to enter into a contractual engagement with Club 720 Development Corporation in a total not to exceed amount of \$250,000 with a term through December of 2026 to establish a clear, data-driven understanding of housing needs, market conditions and development feasibility; and

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The MDC hereby authorizes the DMD to enter a contract engagement with Club 720 Development Corporation for a total not to exceed amount of Two Hundred Fifty Thousand dollars (\$250,000.00) for a term through December of 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 January 21, 2026, 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:

Christopher Steinmetz

Christopher Steinmetz, Assistant Corporation Counsel

Date: January 14, 2026



METROPOLITAN DEVELOPMENT COMMISSION

January 21, 2026

Case Number: 2025-ZON-126
Property Address: 3441 West Washington Street (Approximate Address)
Location: Wayne Township, Council District #17
Petitioner: Jesus Ivan Ibarra Tamayo
Current Zoning: I-3 (FF) (TOD)
Request: Rezoning of 0.76-acre from the I-3 (FF) (TOD) district to the C-5 (FF) (TOD) district to provide for general commercial uses.
Current Land Use: Commercial
Staff Recommendations: Denial
Staff Reviewer: Marleny Iraheta, Senior Planner

PETITION HISTORY

ADDENDUM FOR JANUARY 21, 2026, METROPOLITAN DEVELOPMENT COMMISSION

Due to an indecisive vote by the Commission, this petition was continued from the January 7, 2026 hearing to the January 21, 2026 hearing.

In staff's opinion, the viability of the Transit Oriented Development Secondary District and overall success of the Blue Line Transit-Oriented Development Strategic Plan (2024) proposed along Washington Street is directly affected by how the City promotes the highest and best use of the small percentage of valuable land at its disposal.

Opportunities to promote safe and walkable neighborhoods, smart economic growth, and job generating uses along these heavily established corridors are far and few between. Therefore, **staff strongly recommends denial** of this request.

ADDENDUM FOR JANUARY 7, 2026, METROPOLITAN DEVELOPMENT COMMISSION

This petition was heard by the Hearing Examiner on December 11, 2025. After a full hearing, the Hearing Examiner recommended denial of the rezoning request. Subsequently, the petitioner filed an appeal of the Hearing Examiner's decision. A memorandum of her recommendation is attached.

December 11, 2025

This is the first public hearing for this petition.

STAFF RECOMMENDATION

Staff **recommends denial** of the request.

If approved against staff's recommendation, approval shall be subject to the following commitments being reduced to writing on the Commission's Exhibit "B" forms at least three (3) days prior to the MDC hearing:

A 44-foot half right-of-way shall be dedicated along the frontage of Washington Street, as per the request of the Department of Public Works (DPW), Engineering Division. Additional easements shall not be granted to third parties within the area to be dedicated as public right-of-way prior to the acceptance of all grants of right-of-way by the DPW. The right-of-way shall be granted within 60 days of approval and prior to the issuance of an Improvement Location Permit (ILP).

PETITION OVERVIEW

LAND USE

The subject site is comprised of three (3) parcels and consists of approximately 0.76-acre developed with a commercial building and associated parking areas. The site abuts the public right-of-way of West Washington Street to the north with a commercial property across the street, zoned C-5, an auto repair business to the east, zoned I-3, railroad tracks to the south, zoned I-3, and Eagle Creek Stream to the west, zoned I-3 and D-5.

REZONING

The grant of the request would rezone the property from the I-3 district to the C-5 district to provide for general commercial uses, but specifically a used car dealership.

The I-3 district is an intermediate district for industries that present moderate risks to the general public. Wherever practical, this district should be away from protected districts and buffered by intervening lighter industrial districts. Where this district abuts protected districts, setbacks are large, and enclosure of activities and storage is required.

The C-5 District is designed to provide areas for those retail sales and service functions whose operations are typically characterized by automobiles, outdoor display, or sales of merchandise; by major repair of motor vehicles; by outdoor commercial amusement and recreational activities; or by activities or operations conducted in buildings or structures not completely enclosed. The types of uses found in this district tend to be outdoor functions, brightly lit, noisy, etc. Therefore, to provide a location where such uses can operate in harmony with the vicinity, the C-5 district should be located on select heavy commercial thoroughfares and should avoid locating adjacent to protected districts.



Department of Public Works

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a 44-foot half right-of-way along Washington Street. This dedication would also be consistent with the Marion County Thoroughfare Plan.

FLOODWAY FRINGE

This site has a Secondary Zoning classification of a Floodway Fringe (FF), which is the portion of the regulatory floodplain that is not required to convey the 100-year frequency flood peak discharge and lies outside of the floodway.

The designation of the FF District is to guide development in areas subject to potential flood damage, but outside the Floodway (FW) District. Unless explicitly prohibited by ordinance, all uses allowed by the primary zoning would also be allowable within the FF secondary zoning layer and subject to certain development standards of the Flood Control Districts Zoning Ordinance.

This site lies partially within the Floodway Fringe of Eagle Creek, which runs outside of the site's west property boundary line. Aerial imagery does not indicate development within these areas.

However, runoff water with oil or other contaminants would be detrimental to the waterways.

STAFF ANALYSIS

The site falls within the Transit Oriented Development (TOD) Secondary District which is intended 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.
4. Ensure human-scale design that prioritizes relationships of sites and buildings to the streetscapes.

The Ordinance notes that Automobile, Motorcycle, and Light Vehicle Sales or Rental use in its typical form as well as other vehicular related uses when concentrated in areas have a detrimental effect on the intent and design objectives of the Transit Oriented Development Secondary District. Where these uses are enabled by the primary zoning district, they shall be further limited in the TOD Secondary District as stated in Table 742- 707-2 Location and Limitation of Specific Uses.

An automobile dealership would be limited to lots no larger than 0.5-acre in the TOD Secondary District. If the intended use of an automobile dealership as noted in the application form were proposed, a variance of use would be required. This information was relayed to the petitioner.

To allow for general commercial uses to be permitted on site, staff would support a rezoning to the C-3 district which would align with the Community Commercial Uses recommendation of the West Washington Street Corridor Plan (2012).

In staff's opinion, the C-5 district at this location within the newly proposed Blue Line Bus Rapid Transit Corridor would be counterintuitive to the purpose of the Transit Oriented Secondary District which promotes walkable development with a variety of services for the community.

One final item to note is that the dumpster on site would need to be enclosed per the Ordinance standards.

For these reasons, staff is recommending denial of the request.

GENERAL INFORMATION

Existing Zoning	I-3 (FF) (TOD)	
Existing Land Use	Commercial	
Comprehensive Plan	Community Commercial Uses and Park	
Surrounding Context	Zoning	Land Use
North:	C-5	Auto Dealer
South:	I-3	Railroad
East:	I-3	Auto Repair Shop
West:	I-3	Eagle Creek Stream
Thoroughfare Plan		
Washington Street	Primary Arterial	88-foot proposed right-of-way and 73-foot existing right-of-way.
Context Area	Compact	
Floodway / Floodway Fringe	Yes	
Overlay	Yes	
Wellfield Protection Area	No	
Site Plan	N/A	
Site Plan (Amended)	N/A	
Elevations	N/A	
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

- Blue Line Transit-Oriented Development Strategic Plan (2024)
- West Washington Street Corridor Plan (2012)
- Indy Moves Transportation Integration Plan (2018)

Pattern Book / Land Use Plan

- Not Applicable to the Site. Please see West Washington Street Corridor Plan (2012) below.

Red Line / Blue Line / Purple Line TOD Strategic Plan

- The site falls within the Blue Line Transit-Oriented Development Strategic Plan (2024).
- It falls within a ½ mile from the Hole Road and Washington Street station to the west and Central Greens Boulevard station to the east.
- The Community Center station typology to the west calls for the following:
 - 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
- This typology would have varying types of commercial developments, from large strip centers to shopping malls, along arterial corridors. Development opportunities vary from redevelopment into mixed-use, walkable patterns to multi-family residential infill development.
- The District Center station typology to the east calls for the following:
 - A dense mixed-use hub for multiple neighborhoods with tall buildings
 - Minimum of 3 stories at core with no front or side setbacks
 - Multi-family housing with a minimum of 5 units
 - Structured parking only with active first floor



**Department of Metropolitan Development
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- This typology is located at the center of regionally significant districts with several blocks of retail or office at their core. Development opportunities include infill and redevelopment, dense residential, employment near transit stations, neighborhood retail and a focus on walkability and placemaking.

Neighborhood / Area Specific Plan

- West Washington Street Corridor Plan (2012) recommends Community Commercial Uses along the eastern two-thirds of the site and Park development on the western third.
- The Community Commercial Uses land use category is for low-intensity retail commercial and office uses, which serve a predominantly residential market adjacent to or very near, the location of the use. The uses in this land use category are designed to fulfill a broad range of retail, personal, professional and business services and are either freestanding or part of a small integrated center typically anchored by a grocery store. These centers contain no, or extremely limited, outdoor display of merchandise. Generally, these uses are consistent with the following characteristics:
 - Maximum Gross Floor Area: 125,000 square feet
 - Maximum Acreage: 25 acres
 - Service Area Radius: 2 miles
 - Location: On an arterial or at the intersection of an arterial with a collector.
 - Maximum out lots: 3
- The Park land use category consists of public or private property designated for active and/or passive recreational amenities. It also includes publicly and privately held conservation and preservation areas.
- The plan anticipated that the future needs of the pedestrian will reverse the proliferation of automotive uses and continue to increase the need for transit and pedestrian connections to transit facilities.
- For the West Washington Street corridor, Bus Rapid Transit is proposed for the length of West Washington Street, connecting from downtown to the airport.

Infill Housing Guidelines

- Not Applicable to the Site.

Indy Moves

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

- Indy Moves Transportation Integration Plan (2018) proposes a Complete Streets Upgrade of an off-street multi-use path along Washington Street from Eagle Creek to Koehne Street.
- Right-of-way dedication would ensure that these projects would be possible to complete.

ZONING HISTORY

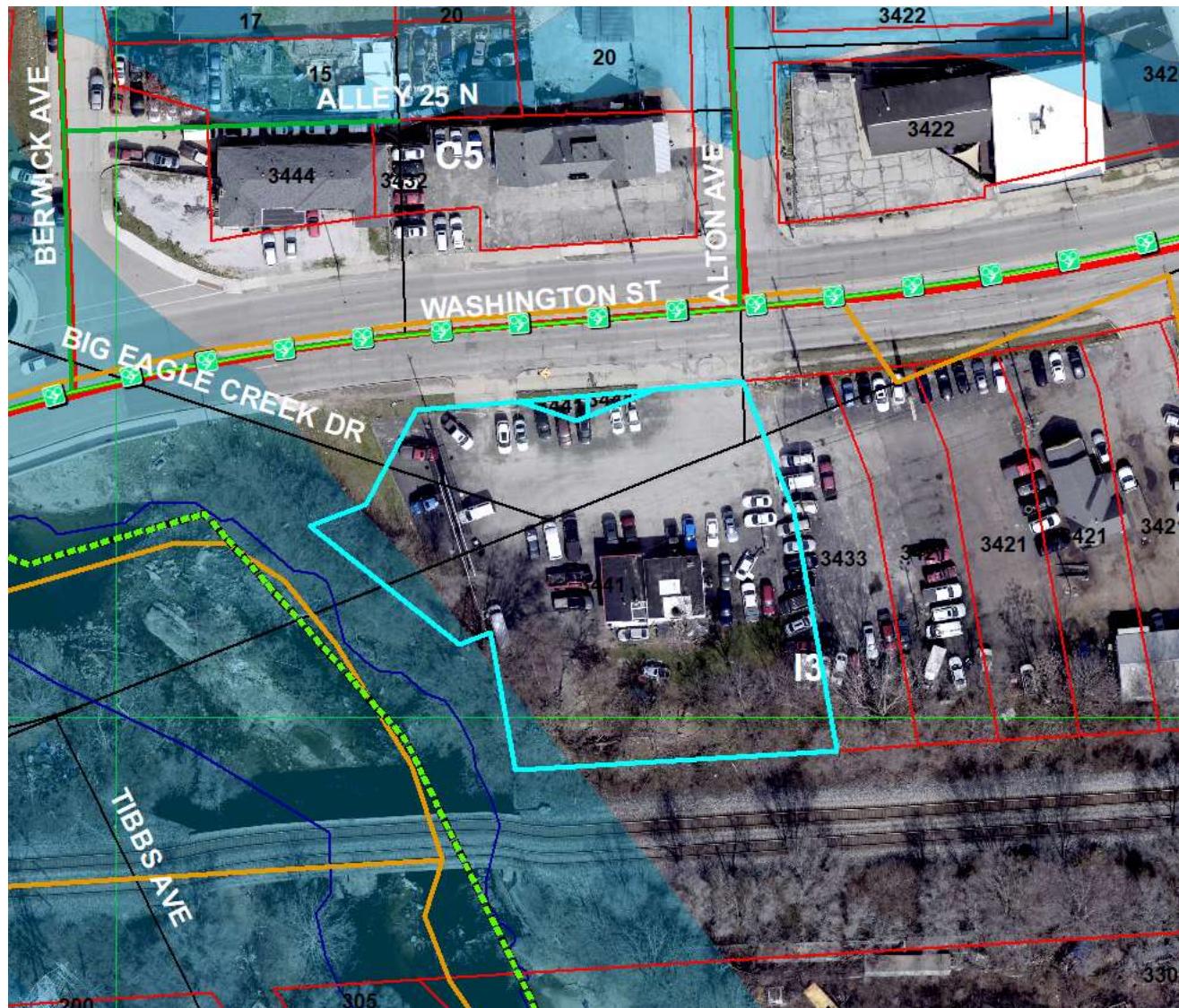
Zoning History - Vicinity

2004-ZON-164; 3409-3415 West Washington Street (east of site), Rezoning of 1.2 acres, being in the I-3-U District, to the C-5 classification to provide for commercial uses, **approved**.

93-UV1-31; 3421- 3429 West Washington Street (east of site), Variance of Use of the Industrial Zoning Ordinance to provide for the expansion of an existing automobile sales lot with parking in the front yard (10% permitted only), **granted**.

90-UV1-91; 3241 West Washington Street (east of site), Variance of Use and Development Standards to permit the outdoor display and sales of automobiles with parking in the front yard, **granted**.

EXHIBITS



AERIAL MAP



Item 11.

Department of Metropolitan Development
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HEARING EXAMINER'S MEMORANDUM

MEMORANDUM OF EXAMINER'S DECISION

2025-ZON-126

3441 West Washington Street

The petition requests the rezoning of 0.76 acre from the I-3 (FF) (TOD) district to the C-5 (FF) (TOD) district to provide for general commercial uses.

Your Hearing Examiner visited the site prior to the hearing and noted the large number of vehicles parked on it, many of which appeared to be inoperable. A number of auto related uses are in the area, and Eagle Creek is west of it.

The petitioner's representative stated that the site is currently being used for auto repair, and the primary desired use of the site is auto sales. The number of auto sales lots in the area was referenced, and letters of support were presented, although no supporters appeared at the hearing.

Although no one appeared at the hearing to speak in opposition to the petition, there was a letter of opposition from the City-County Councilor for the district. Reasons for opposition included the inundation of used car lots and auto related uses in the area and its impact on quality of life for area residents.

Staff explained that, because the site is in the TOD overlay, uses should be walkable and should be pedestrian oriented, and expressed concern that runoff water containing oil and other contaminants would drain to Eagle Creek. Staff also reiterated that a use variance would be required, because auto sales in a TOD are limited to no more than 0.5 acre.

In your Hearing Examiner's opinion, auto related uses, and other heavy commercial uses, should not be encouraged on this site. Denial of this petition was recommended.

For Metropolitan Development Commission Hearing on January 7, 2026



WEST WASHINGTON STREET CORRIDOR PLAN – Park in Pink / Community Commercial Uses in Orange.



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Photo of the subject site looking south on Washington Street.



Photo of the subject site looking southwest.



Photo of the wooded area around Eagle Creek Stream west of the site.



Photo of an auto repair shop east of the site.



Photo of a used car dealer north of the site.



Photo of the subject site's rear yard.



Photo of the subject site's front parking area looking west.



Photo of the site's western side yard and unenclosed dumpster.



Subject site's street frontage looking west along Washington Street.

METROPOLITAN DEVELOPMENT COMMISSION

January 21, 2026

Case Number: 2025-ZON-108 (Amended) / 2025-VAR-008
Property Address: 1360 East 30th Street
Location: Center Township, Council District #8
Petitioner: Monon Development Group, LLC, by Christopher White
Current Zoning: I-2
Rezoning of 0.98-acre from the I-2 district to the C-S district to provide for a mixed-use development consisting of commercial retail hotel, entertainment and recreational amenities.
Request: Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to eliminate the development standards of the C-S district and to provide for development generally consistent with the plans filed.
Current Land Use: Vacant
Staff Recommendations: Approval of the rezoning and variance requests.
Staff Reviewer: Kathleen Blackham, Senior Planner

PETITION HISTORY

The Hearing Examiner continued these petitions from the October 23, 2025 hearing, to the November 20, 2025 hearing, to amend the request and provide new notice.

The Hearing Examiner continued these petitions at the request of staff from the November 20, 2025 hearing, to the December 18, 2025 hearing, to provide time to resolve issues related to property ownership.

These petitions were heard on December 18, 2025. During the petitioner's representative's presentation, questions arose related to the requested dedication of right-of-way along East 30th Street and building setbacks. The Hearing Examiner forwarded these petitions to the Metropolitan Development Commission for a full hearing on January 21, 2026, to maintain the project's schedule and provide additional time for discussions with staff regarding the dedication of right-of-way and proposed building setbacks along East 30th Street.

STAFF RECOMMENDATION

Approval, subject to the following commitments being reduced to writing on the Commission's Exhibit "B" forms at least three days prior to the MDC hearing:

1. A 44-foot half right-of-way shall be dedicated along the frontage of East 30th Street, as per the request of the Department of Public Works (DPW), Engineering Division. Additional easements shall not be granted to third parties within the area to be dedicated as public right-of-way prior to the acceptance of all grants of right-of-way by the DPW. The right-of-way shall be granted within 60 days of approval and prior to the issuance of an Improvement Location Permit (ILP).
2. The site and improved areas within the site shall be maintained in a reasonably neat and orderly manner during and after development of the site with appropriate areas and containers / receptables provided for the proper disposal of trash and other waste.
3. The final site plan and building elevations shall be submitted for Administrator Approval prior to the issuance of the Improvement Location Permit (ILP).

PETITION OVERVIEW

This 0.98-acre site, zoned I-2, is developed with industrial uses. It is surrounded by multi-family dwellings to the north, zoned C-S; vacant land to the south, across East 30th Street, zoned C-S; industrial uses to the east, zoned I-2; and the Monon Trail to the west, zoned C-3.

Petitions 2021-ZON-069 / 2025-VAR-010 rezoned adjacent parcels (approximately 14 acres) to the C-S district to provide for mixed-use, consisting of a retail hotel, entertainment and recreational amenities. This site would be integrated into and become part of this larger proposed development.

REZONING

The request would rezone the site from the C-S (Special Commercial) district to the C-S district to renovate the two existing hotels to provide for multi-family uses. "The C-S District is designed to permit, within a single zoning district, multi-use commercial complexes or land use combinations of commercial and noncommercial uses, or single-use commercial projects. The primary objective of this district is to encourage development which achieves a high degree of excellence in planning, design or function, and can be intermixed, grouped or otherwise uniquely located with maximum cohesiveness and compatibility. The district provides flexibility and procedural economy by permitting the broadest range of land use choices within a single district, while maintaining adequate land use controls. The C-S District can include high-rise or low-rise developments, can be applied to large or small land areas appropriately located throughout the metropolitan area, and can be useful in areas of urban renewal or redevelopment."

The Comprehensive Plan recommends village mixed-use typology for the site.

Recommended land uses in this typology include detached housing / attached housing / small-scale multi-family housing / large-scale multi-family housing; assisted living facilities / nursing home; group homes; bed and breakfast; small- scale offices, retailing, and personal or professional services; small- and large- scale schools, places of worship, neighborhood serving institutions / infrastructure, and other places of assembly; and small-scale parks; artisan manufacturing and food production; structured parking; and community farms / gardens.

C-S Statement / Site Plan

The C-S Statement file dated September 30, 2025, describes the intent of the proposed development and integration of this site into the previous rezoning (Petition 2021-ZON-069 / 2021-VAR-101).

The site plan that is included in the Statement depicts development of this site for parking on the eastern portion of the site, with a proposed container hotel and restaurant on the western portion.

Proposed development would allow for encroachment into the right-of-way of the Monon Trail / Nickle Plate Trail with amenities associated with the hotel and a picnic area. Staff has concerns with this encroachment because the Monon Trail is a public controlled infrastructure amenity that is available for public and community use.

The Statement also includes the following provision: "The Hoosier Heritage Port Authority (HHPA) has been engaged and the Developer plans to enter into an agreement to manage and operate the Nickle Plate Trail from 29th Street to 38th Street."

Additionally, the Statement and the developer recognizes the environmental contamination of the site that will need to be addressed prior to development of this site.

Department of Public Works

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a 44-foot half right-of-way along East 30th Street. This dedication would also be consistent with the Marion County Thoroughfare Plan.

Environmental Public Nuisances

The purpose of the Revised Code of the Consolidated City and County, Sec.575 (Environmental Public Nuisances) is to protect public safety, health and welfare and enhance the environment for the people of the city by making it unlawful for property owners and occupants to allow an environmental public nuisance to exist.

All owners, occupants, or other persons in control of any private property within the city shall be required to keep the private property free from environmental nuisances.

Environmental public nuisance means:

1. Vegetation on private or governmental property that is abandoned, neglected, disregarded or not cut, mown, or otherwise removed and that has attained a height of twelve (12) inches or more;
2. Vegetation, trees or woody growth on private property that, due to its proximity to any governmental property, right-of-way or easement, interferes with the public safety or lawful use of the governmental property, right-of-way or easement or that has been allowed to become a health or safety hazard;
3. A drainage or stormwater management facility as defined in Chapter 561 of this Code on private or governmental property, which facility has not been maintained as required by that chapter; or
4. Property that has accumulated litter or waste products, unless specifically authorized under existing laws and regulations, or that has otherwise been allowed to become a health or safety hazard.

Staff would request a commitment that emphasizes the importance of maintaining the site in a neat and orderly manner at all times and provide containers and receptacles for proper disposal of trash and other waste.

Planning Analysis

As proposed, this request and its integration into the larger proposed mixed-use development would generally be consistent with the land use Plan recommendation of village mixed-use. Although a hotel is considered lodging within the Ordinance Use Table (defined as "any building or group of buildings containing guest rooms designed or intended to be occupied for sleeping purposes by guests for a fee, often with general kitchen and dining room facilities provided within the building or an accessory building, and that caters to the traveling public. The use may include associated administrative offices and the sale of food, beverages, and convenience items, and meeting rooms"), staff believes it would be an acceptable use because it would be a comparatively small area within the overall development.

Staff would note that the proposed hotel would be similar to the five-story building to the north for multi-family dwellings that was recently constructed.

As with any C-S development, Administrator Approval would be required as development progresses, including, but not limited to, a site plan, building elevations, landscaping plan and photometric plan.

The scale, design and massing of the proposed development would be considered when development documents for this site would be submitted for Administrator Approval. Pedestrian connections and amenities within the overall development and to perimeter sidewalks would be vital to the success of this development. Those connections should provide a high degree of pedestrian safety and experience.

Staff is concerned with the encroachment into the Monon Trail / Nickle Plate Trail rights-of-way along the western boundary of this site and would require that future development comply with the Department of Public Works standards and requirements related to trail and greenways development.

GENERAL INFORMATION

Existing Zoning	I-2	
Existing Land Use	Industrial uses / parking	
Comprehensive Plan	Village Mixed-Use	
Surrounding Context	Zoning	Land Use
North:	C-S	Multi-family dwellings
South:	C-S	Vacant land
East:	I-2	Industrial uses
West:	C-S	Monon Trail
Thoroughfare Plan		
East 30 th Street	Primary Arterial	Existing 50-foot right-of-way and proposed 88-foot right-of-way.
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	No	
Wellfield Protection Area	No	
Site Plan	September 30, 2025	
Site Plan (Amended)	N/A	
Elevations	N/A	
Elevations (Amended)	N/A	
Landscape Plan	N/A	
Findings of Fact	October 15, 2025	
Findings of Fact (Amended)	N/A	
C-S/D-P Statement	September 30, 2025	

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

The Comprehensive Plan recommends Village Mixed-Use typology. The Comprehensive Plan recommends Village Mixed-Use typology. "The Village Mixed-Use typology creates neighborhood gathering places with a wide range of small businesses, housing types, and public facilities. This typology is intended to strengthen existing, historically small-town centers as well as to promote new neighborhood centers. Businesses found in this typology serve adjacent neighborhoods, rather than the wider

community. This typology is compact and walkable, with parking at the rear of buildings. Buildings are one to four stories in height and have entrances and large windows facing the street. Pedestrian-scale amenities such as lighting, landscaping, and sidewalk furniture also contributes to a walkable environment in this typology. Uses may be mixed vertically in the same building or horizontally along a corridor. Public spaces in this typology are small and intimate, such as pocket parks and sidewalk cafes. This typology has a residential density of 6 to 25 dwelling units per acre.”

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 – Village Mixed-Use 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.
- Where possible, contributing historic buildings should be preserved or incorporated into new development.

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)

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.

ZONING HISTORY

2021-ZON-069 / 2021-VAR-010; 1118 East 30th Street, 1120 East 32nd Street, 3112, 3118, 3122, 3132, 3212, 3216, 3228, 3254 Dr. Andrew J. Brown Avenue and 2906 Columbia Avenue, requested rezoning of 14.49 acres from the I-2 and I-4 districts to the C-S district to provide for a mixed-use development consisting of single-family residential, multi-family residential, commercial, recreational, cultural and industrial uses, including but not limited to, retail sales; restaurants; pop-up events; freestanding vendors; temporary and permanent offices; meeting spaces; art galleries; displays and studios; food festivals; indoor and outdoor recreation and entertainment; artisan food and beverage; business home, personal services or repair; community, cultural and educational facilities; lodging; fitness activities; seasonal events; temporary events and outdoor display and sales; farmer market; outdoor displays, seating and sales; walk-up windows; grocery stores; parking; 120 two-three-story apartment homes on a private drive; and 220 multifamily units in a five-story building with 286 parking spaces; and including secured bike parking; fitness room /center; swimming pool; trail access' observation decks; specialty walkways and landscaping and a variance of development standards of the Consolidated Zoning and Subdivision Ordinance to eliminate the development standards of the C-S district and to provide for development generally consistent with the plans filed, **approved and granted**.

2021-UV2-008; 3112, 3118 and 3122 Dr. AJ Brown Avenue and 1118 East 30th Street, requested a variance of use and development standards of the Consolidated Zoning and Subdivision Ordinance to provide for primary uses, including event center, museum, library, art gallery, artisan food and beverage, farmers market, eating establishment or food preparation, indoor recreation and entertainment, indoor spectator venue, outdoor recreation and entertainment, ongoing outdoor display and sales, outdoor seasonal produce sales, recreational vehicle parking, tattoo parlor, walk-up window; accessory uses including light general retail, commercial parking lot, automated teller machines, radio or television broadcasting antenna, game courts sign; temporary uses including temporary outdoor display and sales, produce sales, temporary outdoor events; to permit an accessory commercial parking lot, and to permit a 10-foot front yard setback along 30th Street two-foot transitional west side yard setback, a zero-foot east side yard and zero-foot north rear yard (1118) and zero-foot front (without landscaping), side and rear yards, and to provide for 335 parking spaces, **withdrawn**.

2019-ZON-020; 2942, 2946, 2950 and 2954 McPherson Street, requested rezoning of 0.5 acre from the D-5 district to the C-3 classification, **withdrawn**.

2019-UV3-008; 2954 McPherson Street, requested a variance of use and development standards of the Consolidated Zoning and Subdivision Ordinance to provide for four, two-family dwellings, with six feet between dwellings, each with a 24' x 24' detached garage containing a 799-square foot dwelling unit (three dwelling units not permitted) on 40-foot wide, 5,440-square foot lots (minimum 70-foot lot width and 7,200-square feet lot area required), **granted**.

2017-UV1-018; 1120 E 32nd Street, requested a variance of use of the Consolidated Zoning and Subdivision Ordinance to provide for an emergency shelter care / group home for up to 10 foster children between the ages of six and 17 (not permitted), **granted**.

2010-UV3-018; 3145 Dr A J Brown Avenue, requested a variance of use and development standards of the Commercial Zoning Ordinance to provide for a storage shed, with a six-foot side transitional setback (10-foot side transitional setback required) and a variance of development standards of the Sign Regulations to provide for a 10-foot-tall free-standing sign encroaching five feet into the right-of-way of Dr. Andrew J. Brown, **withdrawn**

2008-UV3-010; 3145 Dr A J Brown Avenue requested a variance of use and development standards of the Commercial Zoning Ordinance to provide for indoor sales, restoration and service of automobiles and motorcycles (not permitted), without off-street parking (minimum 30 parking spaces required for a freestanding retail use), with three parking spaces being located partially in the right-of-way of East 32nd Street with maneuvering area in the right-of-way of East 32nd Street (not permitted), and with three dumpsters being located in the required front yard along East 32nd Street (not permitted), **granted**.

2008-VAR-811 / 2008-VAC-811; 2939 Columbia Avenue and 2902 and 2906 Dr. Andrew J. Brown Avenue, requested a variance of Use and Development Standards of the Industrial Zoning Ordinance to provide for the manufacture of solvents, detergents and cleaners (not permitted), and provide for a 31,000-square foot building addition with a three-foot front setback from the east right-of-way line of Columbia Avenue, as proposed by the companion vacation petition (minimum twenty-foot front setback required), to provide for loading area within the required twenty-foot front yard along Columbia Avenue, and to provide for maneuvering area for loading vehicles within the right-of-way of Columbia Avenue and Vacation of a portion of Columbia Avenue, being eight feet in width, **granted and approved**.

2004-ZON-096; 3005-3025 Winthrop Avenue and 1102 East 30th Street, requested rezoning of 1.08 acres, being in the C-1 District, to the SU-1 classification to provide for religious uses, **approved**.

86-UV3-24; 2920 Martindale Avenue, requested a variance of use of the Dwelling Districts Zoning Ordinance to provide for the construction of an off-street parking lot associated with an adjacent industrial operation, **granted, subject to the provision of landscaping**.

84-UV1-44; 3143 Winthrop Avenue; requested a variance of use of the Dwelling Districts Zoning Ordinance to provide for a 22' x 32' addition to an existing office building; **granted**.

71-UV3-136; 3143 Winthrop Avenue; requested a variance of use to provide for an addition to an existing office building; **granted**.

69-V2-206; 3143 Winthrop Avenue; requested a variance of use to provide for an addition to the south side of an existing office building; **granted**.

69-V2-121; 2881 Columbia Avenue (south of subject site), requested a variance of use of the Industrial Zoning Ordinance to provide for the construction warehouse with reduced side and rear yard setbacks, **granted**.

65-V-448; 2920 Martindale Avenue (portion of subject site), requested a variance of use of the Dwelling Districts Zoning Ordinance to provide for the construction of an office building associated with an adjacent industrial operation, **granted**.



Item 12.

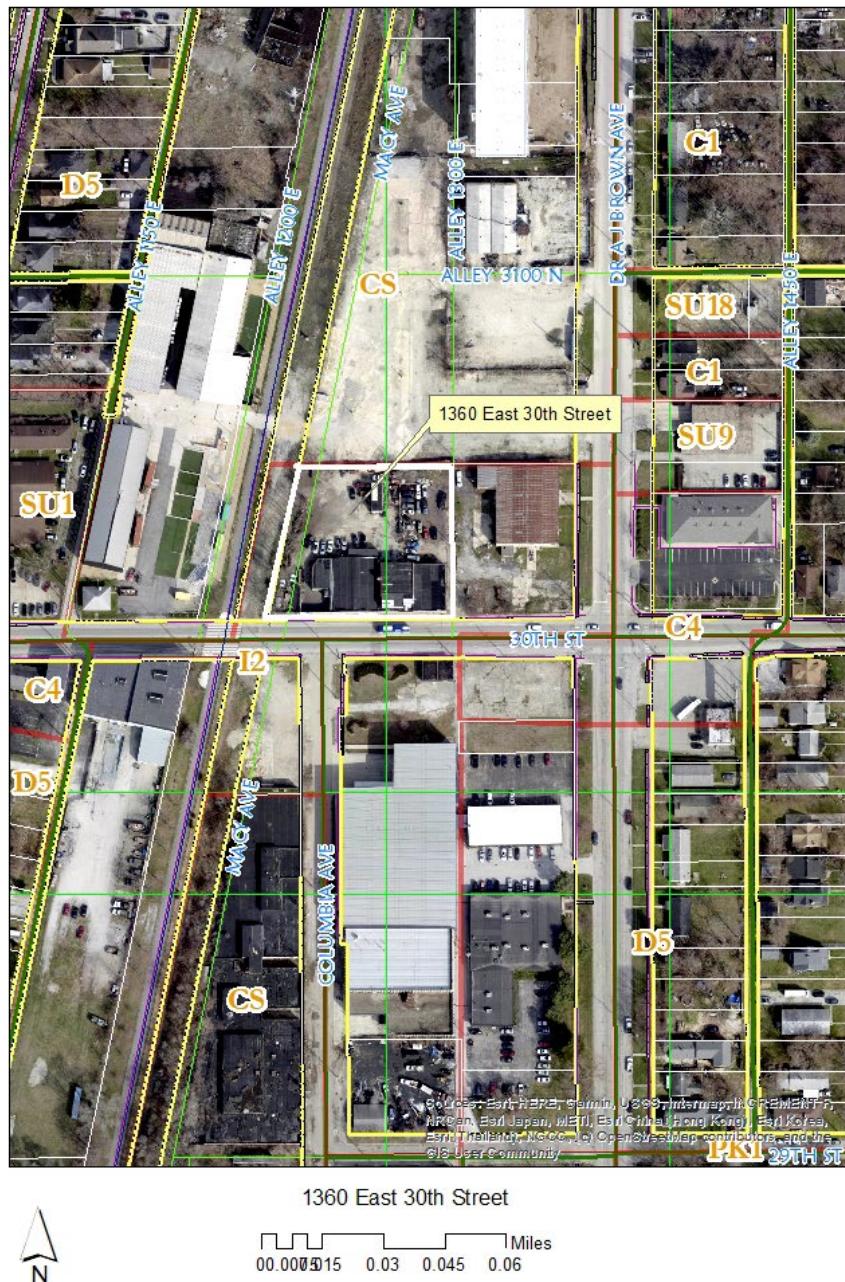
Department of Metropolitan Development
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61-V-402; 2936 Martindale Avenue (portion of subject site), requested a variance of use of the Dwelling Districts Zoning Ordinance to provide for the construction of an off-street parking lot associated with an adjacent industrial operation, **granted**.

56-V-200; 2900 Columbia Avenue (portion of subject site), requested a variance of use to provide for a laboratory and off-street parking associated with an adjacent industrial use, **granted**.

23-V-146; 2900 Columbia Avenue (portion of subject site), requested a variance of use to provide for the construction of a factory for the manufacture of pen holders, **granted**.

EXHIBITS





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Item 12.

MONON DEVELOPMENT GROUP

MONON | 30



2025-ZON-108 Submittal

C-S DEVELOPMENT STATEMENT

1360 E 30th Street

Christopher White, member of and
on behalf of MONON Development Group, LLC
8555 N River Rd, Suite 220, Indpls, IN 46240
317.702.8484
Cwhyt@cwhyt.com



Department of Metropolitan Development

Division of Planning

Current Planning

I. Background & Approach

COMMITMENT: We are a coalition of experienced local developers united by a comprehensive vision to simultaneously transform a forgotten community core of economically distressed, blighted & brownfield contaminated industrial properties along the Monon Trail.

UNITY: We are engaged with and working alongside residents, community members, business owners, local leaders and municipal officials, to optimize development and growth and foster equitable access and community resilience.

INNOVATIVE AND INCLUSIVE

DEVELOPMENT: We are creating a project designed to welcome and empower those who live in the community to spur social activity and to encourage a strong foundation of resident engagement that will catalyze neighborhood revitalization and unity.

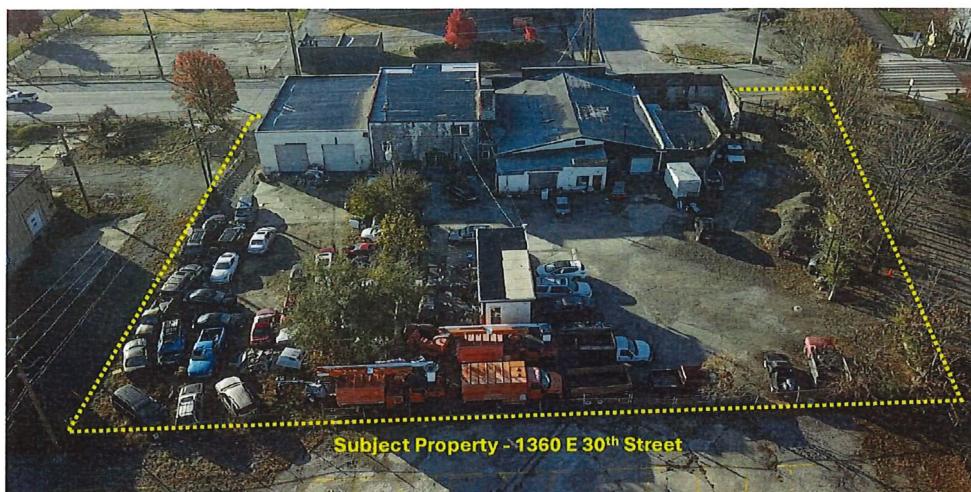
VISION: We are transforming this aging industrial area into multi-use urban, inviting, and vibrant gathering places with a wide range of businesses and amenities that add to the neighborhood public life and provide quality, modern residential options for individuals and families.

Once a neglected "ride-thru" or "walk/run-thru" area along the Monon Trail, the approachable development will provide placemaking public spaces that invite access and connectivity and that encourage neighborhood interaction along the Monon.



II. The Property

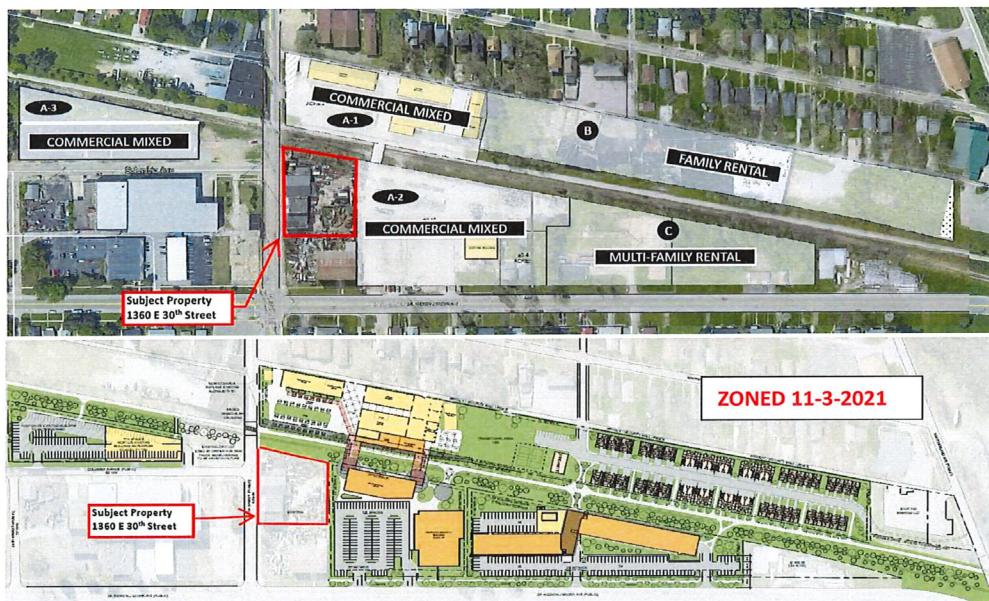
The property is currently Zoned I-2 and is in violation of the zoning ordinance as the owner utilized the property as a residence as well as is in violation by utilizing the property for outside storage, which is not allowed under I-2 Classification. The property was originally the former Hoosier Coal and Oil and has environmental concerns as underground storage tanks exist.



III. Proposed Land Use, Rezoning & Variance

The Monon 30 Project is the redevelopment of properties collectively making up approximately 14.49 acres located immediately adjacent to and along both sides of the Monon Trail, specifically between E. 29th Street to the south and Sutherland Ave. to the north.

The surrounding properties were zoned C-S in November 2021 (2021-ZON-069/2021-VAR-010) and this segment of the Monon Trail are/were largely vacant or blighted environmental liabilities.



Petitioner is seeking to rezone the subject property to the C-S Zoning District, to be the same as the surrounding parcels (A-1,A-2,A-3). Because the Monon 30 Project presents a unique opportunity to improve the quality of life in the neighborhood with new residential, retail and commercial uses, no industrial uses or operations are requested or proposed as part of the C-S rezoning.

Rezoning Request to the C-S District

"The C-S District is designed to permit, within a single zoning district, multi-use commercial complexes or land use combinations of commercial and noncommercial uses, or single-use commercial projects. The primary objective of this district is to encourage development which achieves a high degree of excellence in planning, design or function, and can be intermixed, grouped or otherwise uniquely located with maximum cohesiveness and compatibility. The district provides flexibility and procedural economy by permitting the broadest range of land use choices within a single district, while maintaining adequate land use controls."

The Comprehensive Plan

The Comprehensive Plan recommends Village Mixed-Use for these properties.

"The Village Mixed-Use typology creates neighborhood gathering places with a wide range of small businesses, housing types, and public facilities. This typology is intended to strengthen existing, historically small town centers as well as to promote new neighborhood centers. Businesses found in this typology serve adjacent neighborhoods, rather than the wider community. This typology is compact and walkable, with parking at the rear of buildings. Buildings are one to four stories in height and have entrances and large windows facing the street. Pedestrian scale amenities such as lighting, landscaping, and sidewalk furniture also contributes to a walkable environment in this typology. Uses may be mixed vertically in the same building or horizontally along a corridor. Public spaces in this typology are small and intimate, such as pocket parks and sidewalk cafes. This typology has a residential density of 6 to 25 dwelling units per acre."

Variance Request

Petitioner seeks a variance to eliminate the development standards established for the C-S Zoning District. Creativity and flexibility are necessary to achieve the full growth potential of the Monon 30 Project for several area-specific reasons:

- the property has varying degrees of environmental issues that may impact development;
- The existing structure will be demolished to be immediately utilized for some immediate commercial and community uses and primarily intended for 6+/- story hotel use;
- the development standards are not consistent with the urban theme of the Monon 30 Project, needed placemaking and creative land uses;
- from time to time community needs in commercial and gathering spaces may fluctuate to be sustainable and to assure long-term viability; and

- none of the properties north of 30th Street are within an Opportunity Zone.

Monon 30 Project Conceptual Land Use Areas
*all areas are approximate

Lots A-1,A-2,A-3 are currently zoned and allow for, Community-Focused Commercial, Public and Civic uses, including, Retail Sales, Restaurants, Popup Events, Freestanding Vendors, Temporary & Permanent Offices, Meeting Spaces, Art Galleries Displays & Studios, Food Festivals, Indoor and Outdoor Recreation and Entertainment, Artisan Food & Beverage, Business, Home & Personal Services or Repair, Community, Cultural & Educational Facilities, Lodging, Fitness Activities, Seasonal Events, Temporary Events and Outdoor Displays and Sales, Farmers Market, Outdoor Displays Seating & Sales, Walk-Up Windows, Grocery and Parking.

The proposed Property is partially and intended to be used for lodging, but may incorporate and of the above uses listed for Lots A-1,A-2,A-3.

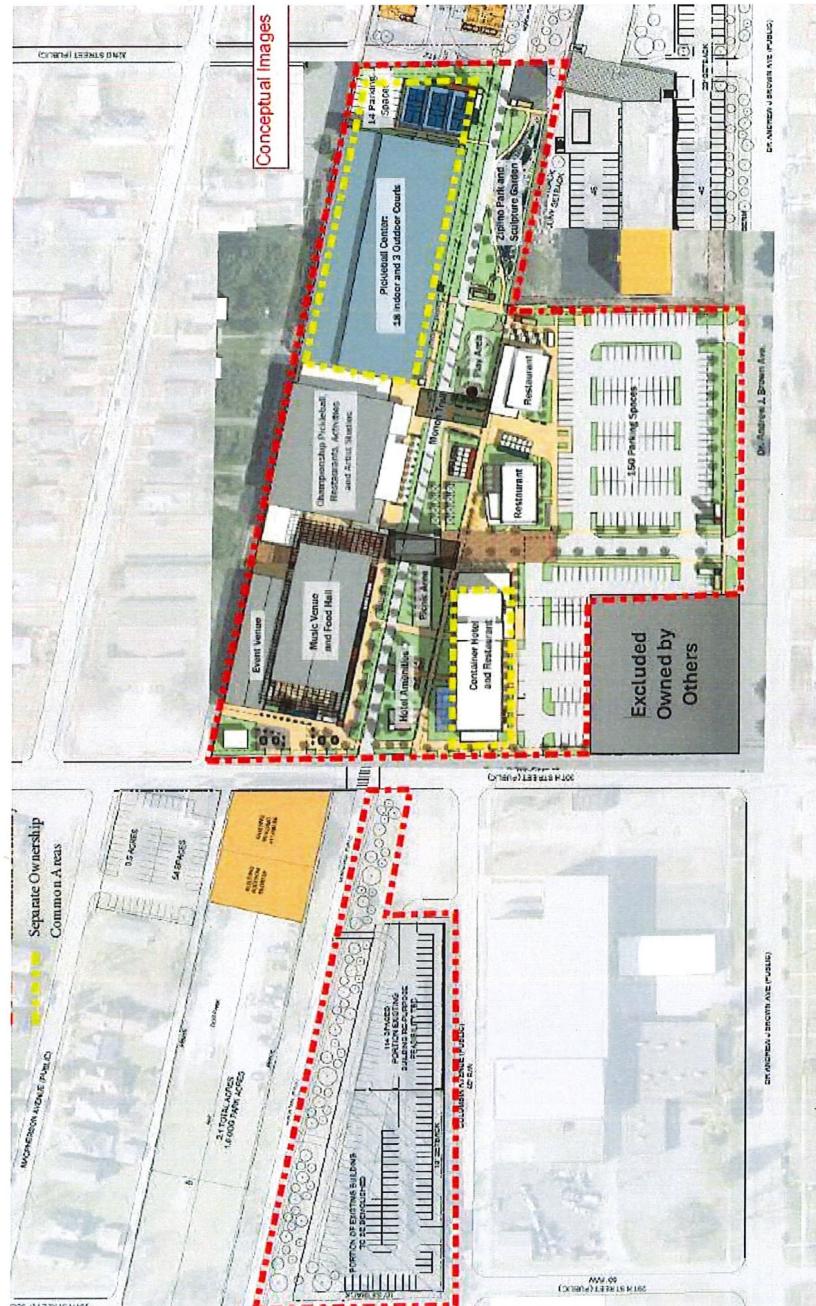
In Addition the uses are intended to Activate the trail to encourage use of public spaces by persons of all ages and connectivity with Lots A-1, A-2 and A-3

III. The Monon 30 Project Roadmap, Together with the Subject Property.

- for the past 5+ years the community has Continued involvement by citizens, stakeholders and the developer group in a transparent and community-driven process to understand challenges and opportunities and to define what success looks like at Monon 30;
- Environmental assessment currently underway;
- Civil engineering coordination with all parcels and consideration of impact from integration with the adjacent Monon Trail;
- Engage DMD Staff and Parks to incorporate physical connectivity improvements and to ensure neighborhood access, taking into account pedestrians, bicycle and vehicular traffic;
- The HHPA has been engaged and Developer plans to enter into and agreement to manage and operate the Nickel Plate Trail from 29th to 38th Street.
- Redevelopment and infrastructure improvements to commence upon receipt of necessary approvals and permits.



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





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Current Planning

Item 12.

Petition Number _____

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

PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

FINDINGS OF FACT

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

the project will transform economically distressed, blighted and brownfield contaminated industrial properties and will enhance neighborhood public life and resident engagement. Vacant and run down properties will no longer pose a public health and/or safety risk.

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:

Public health and safety risks associated with the presence of abandoned and vacant properties will be eradicated. Industrial uses and operations that are not typically compatible with walkable neighborhoods will be removed, while business and hundreds of jobs that are compatible will be added.

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

The property has been left out of designated opportunity zones and have remained blighted and vacant for decades. The property has environmental issues that present obstacles for use and redevelopment.

DECISION

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

Adopted this _____ day of _____, 20 _____



View looking west along East 30th Street



View looking east along East 30th Street



View from site looking southeast across East 30th Street



View looking north along Columbia Avenue



View of site looking northwest across intersection of East 30th Street and Columbia Avenue



View from site looking west across the Monon Trail



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View from site looking northwest across the Monon Trail



View from site looking northwest across the Monon Trail



View from site looking north



View of site looking east towards Dr. Andrew J Brown Avenue



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View of site looking southeast



View of site looking south



View of site looking south (Monon Trail on right)



View of site looking east



View of site looking east



View of site looking southeast towards East 30th Street

METROPOLITAN DEVELOPMENT COMMISSION

January 21, 2026

Case Number:	2025-ZON-127
Property Address:	6051 North Rural Street and 6101 North Keystone Avenue (approximate addresses)
Location:	Washington Township, Council District #3 and #7
Petitioner:	Kite Realty, by Joseph D. Calderon
Current Zoning:	D-3 and C-4
Request:	Rezoning of 8.5 acres from the D-3 and C-4 districts to the D-P district, to provide for live-work units, townhomes, and multi-family dwellings, with a total of 247 units.
Current Land Use:	Movie theater and parking lots
Staff Recommendations:	Approval with commitments
Staff Reviewer:	Marleny Iraheta, Senior Planner

PETITION HISTORY

This is the first public hearing for this petition.

STAFF RECOMMENDATION

Staff **recommends approval** of the request subject to the following commitments being reduced to writing on the Commission's Exhibit "B" forms at least three (3) days prior to the MDC hearing:

1. There shall be 10-foot wide ADA ramps and 10-foot-wide sidewalks installed west of Rural Street.
2. Final bus shelter and bus pull-off location and design shall be submitted for review and approval by IndyGo.

PETITION OVERVIEW

LAND USE

The 8.5-acre site, zoned D-3 and C-4, is comprised of two parcels, separated by North Rural Street and developed with parking lots and a movie theater. The site is surrounded by commercial and residential uses to the north, zoned D-P; multi-family dwellings to the east, zoned D-P, and single-family dwellings to the east, zoned D-3; and commercial uses to the west, zoned C-4.



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Current Planning**

REZONING

The request would rezone the site from the D-3 and C-4 districts to the D-P classification to provide for live-work units, townhomes, and multi-family dwellings, with a total of 247 units.

The D-P District is a planned-unit development that encourages development plans that incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions.

The site is the eastern portion of a large commercial complex that was developed in the late 1950s. There have been subsequent changes to the complex in response to changing consumer demands.

Staff finds that connectivity is crucial to the success of this development, including five-foot wide sidewalks along the east side of North Rural Street that are appropriately landscaped to enhance the pedestrian experience and with continued 10-foot-wide sidewalks along the west side of North Rural Street in continuation of the D-P development to the north. The ADA ramps should be updated to be 10 feet wide on the west side of North Rural Street.

DEVELOPMENT STATEMENT

The Development Statement (Preliminary), prepared October 27, 2025, indicates that eight townhome style buildings east of Rural Street would measure no more than 36 feet 8 inches in height and four apartment buildings west of Rural Street would measure 52 feet from grade. The D-P Statement indicates 247 units with a maximum density of 48 units per acre for the total site and a maximum of 13 units per acre on 6051 North Rural Street. A maximum 4 percent live/work units would be allowed on the first floor of any of the west buildings with direct access to the parking lot and street.

The development would have an urban character, with Rural Street serving as the front façade. No front setback would be provided. A minimum 50-foot setback from the eastern property line abutting the residential neighborhood is proposed for the buildings at 6051 North Rural Street with 10-foot north setback and 40-foot south setback. Minimum setbacks for the buildings on the west side of Rural Street would be 15 feet from the north and west property lines. A zero-foot setback is noted for the south setback on the preliminary site plan. The final site and landscaping plan would be submitted for Administrator's Approval prior to the issuance of an Improvement Location Permit (ILP).

Parking would be provided at a ratio of one parking space per dwelling unit for the west buildings and two parking spaces per dwelling unit for the east buildings. Bicycle parking would also be provided. Staff let the petitioner know that the Green Factor standard would need to be met, which would create a reduction in parking if there were not sufficient room on site. Staff would not support a variance request.

IndyGo Bus Routes 4 and 19 stop on Rural Avenue and would continue to do so with this development. However, the location of the bus shelters will change slightly and would need to be approved by IndyGo as a commitment.

A building identification sign program would be submitted for Administrator's Approval. The sign program would comply with the July 1, 2019, adopted Sign Regulations.



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Current Planning**

Exterior materials would include masonry, finished wood products, fiber cement panels, fiber cement lap siding, board and batten, and metal trim. Windows would be vinyl with select portions of storefront glass at the ground floor.

Final elevations would be submitted for Administrator's Approval, prior to the issuance of an ILP.

SITE PLAN

The site plan, file-dated January 12, 2026, depicts four apartment buildings west site of North Rural Street. Street parking is indicated along the west side of Rural Street with surface parking to be behind and between buildings. Approximately 259 parking spaces would be proposed for the 200 units.

Eight townhome style structures would be located on the east side of North Rural Street. These structures would face interior courtyards with parking interior of the site to the east and within the individual buildings.

Staff determined that connectivity, both pedestrian and vehicular, would be critical. Specifically, sidewalks should be five-foot wide minimum along the east side of Rural Street and 10-foot wide along the west side of Rural Street. Existing crosswalks should be provided on the final site plan with the addition of crosswalks across driveway and interior drive aisles for complete interior connectivity to be possible. Landscaping should be provided along the street frontages.

TRAFFIC IMPACT STUDY

The parameter used to evaluate traffic operation conditions is referred to as the level-of-service (LOS). There are six LOS (A through F) categories, which relate to driving conditions from best to worst, respectively.

Capacity analysis occurs for two different scenarios. Scenario One for existing traffic volumes is based on existing peak hour traffic volumes. Scenario Two for proposed development traffic volumes is based on sum of the existing traffic volumes and the generated traffic volumes from the proposed development.

Conclusions and recommendations were provided for intersections of 62nd Street and Rural Street as well as Kessler Boulevard and Rural Street.

The study indicated that all intersections for all traffic volume scenarios currently operates and would continue to operate at acceptable levels. No improvements were recommended.

STAFF ANALYSIS

This request would be consistent with the Village Mixed-Use recommendation of the Comprehensive Plan. Staff determined that the increased density would not negatively impact surrounding land uses because of the commercial uses to the north, west and south while the existing 10-foot-tall masonry wall separating this site from the residential uses to the east, which would remain, provides an appropriate buffer.

For these reasons, staff is recommending approval of the request subject to two commitments for 10-foot-wide sidewalk installations and 10-foot-wide ADA ramps west of Rural Street and final bus shelter and bus pull-off location and design to be submitted for review and approval by IndyGo.

GENERAL INFORMATION

Existing Zoning	D-3 and C-4	
Existing Land Use	Movie theater and parking lots	
Comprehensive Plan	Village Mixed-Use	
Surrounding Context	Zoning	Land Use
North:	D-P	Residential (Multifamily dwellings)
South:	D-3 / C-4	Residential (Single-family dwellings)/ Commercial
East:	D-3 / D-P	Residential (Single-family dwellings)/ Residential (Multifamily dwellings)
West:	C-4 /	Commercial
Thoroughfare Plan		
Rural Street	Primary Collector Street	56-foot proposed right-of-way and 58-foot existing right-of-way.
Context Area	Compact (Wes) and Metro (East)	
Floodway / Floodway Fringe	No	
Overlay	No	
Wellfield Protection Area	No	
Site Plan	October 30, 2025	
Site Plan (Amended)	January 12, 2026	
Elevations	October 30, 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	October 31, 2025	

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

- Marion County Land Use Plan Pattern Book (2019)

Pattern Book / Land Use Plan

- The Comprehensive Plan recommends Village Mixed-Use development of the site.
- The Village Mixed-Use typology creates neighborhood gathering places with a wide range of small businesses, housing types, and public facilities. This typology is intended to strengthen existing, historically small-town centers as well as to promote new neighborhood centers. Businesses found in this typology serve adjacent neighborhoods, rather than the wider community. This typology is compact and walkable, with parking at the rear of buildings. Buildings are one to four stories in height and have entrances and large windows facing the street. Pedestrian-scale amenities such as lighting, landscaping, and sidewalk furniture also contributes to a walkable environment in this typology. Uses may be mixed vertically in the same building or horizontally along a corridor. Public spaces in this typology are small and intimate, such as pocket parks and sidewalk cafes. This typology has a residential density of 6 to 25 dwelling units per acre.
- **Conditions for All Land Use Types**
 - 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.
 - Where possible, contributing historic buildings should be preserved or incorporated into new development.
- **Conditions for All Housing**
 - Should be within a one-quarter-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.
 - 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.
- **Attached Housing**
 - Recommended without additional conditions.
- **Small-Scale Multi-Family Housing**
 - Mixed-Use structures are preferred.
 - Parking should be either behind or interior to the development.
- **Large-Scale Multi-Family Housing**
 - Should be located along an arterial or collector street.
 - Mixed-Use structures are preferred.
 - Parking should be either behind or interior to the development.
- **Small-Scale Offices, Retailing and Personal or Professional Services**
 - Mixed-Use structures are preferred.
 - Automotive uses (such as gas stations and auto repair) and uses with drive-through lanes are excluded.
 - Should not include outdoor display of merchandise.

Red Line / Blue Line / Purple Line TOD Strategic Plan

- Not Applicable to the Site.

Neighborhood / Area Specific Plan

- Not Applicable to the Site.

Infill Housing Guidelines

- Not Applicable to the Site.

Indy Moves

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

- Not Applicable to the Site.

ZONING HISTORY

Zoning History – Site

2019-PLT-080; 6101 North Keystone Avenue and 6179 North Rural Street (subject site), Approval of a Subdivision Plat, to be known as Glendale Centre, dividing 19.89 acres into four lots, **approved**.

69-VAC-16; Lots 39-61 inclusive and East 61st Street, Vacation to provide for off-street parking facilities, **approved**.

69-Z-235; 5903 to 6163 North Rural Street (subject site), Rezoning of 8.04 acres, being in the D-3 District to the C-4 classification to provide additional off-street parking facilities for Glendale Shopping Center; located on the east side of Rural Street from 285 feet north of Kessler Boulevard to 278 feet south of East 62nd Street, **approved**.

Zoning History - Vicinity

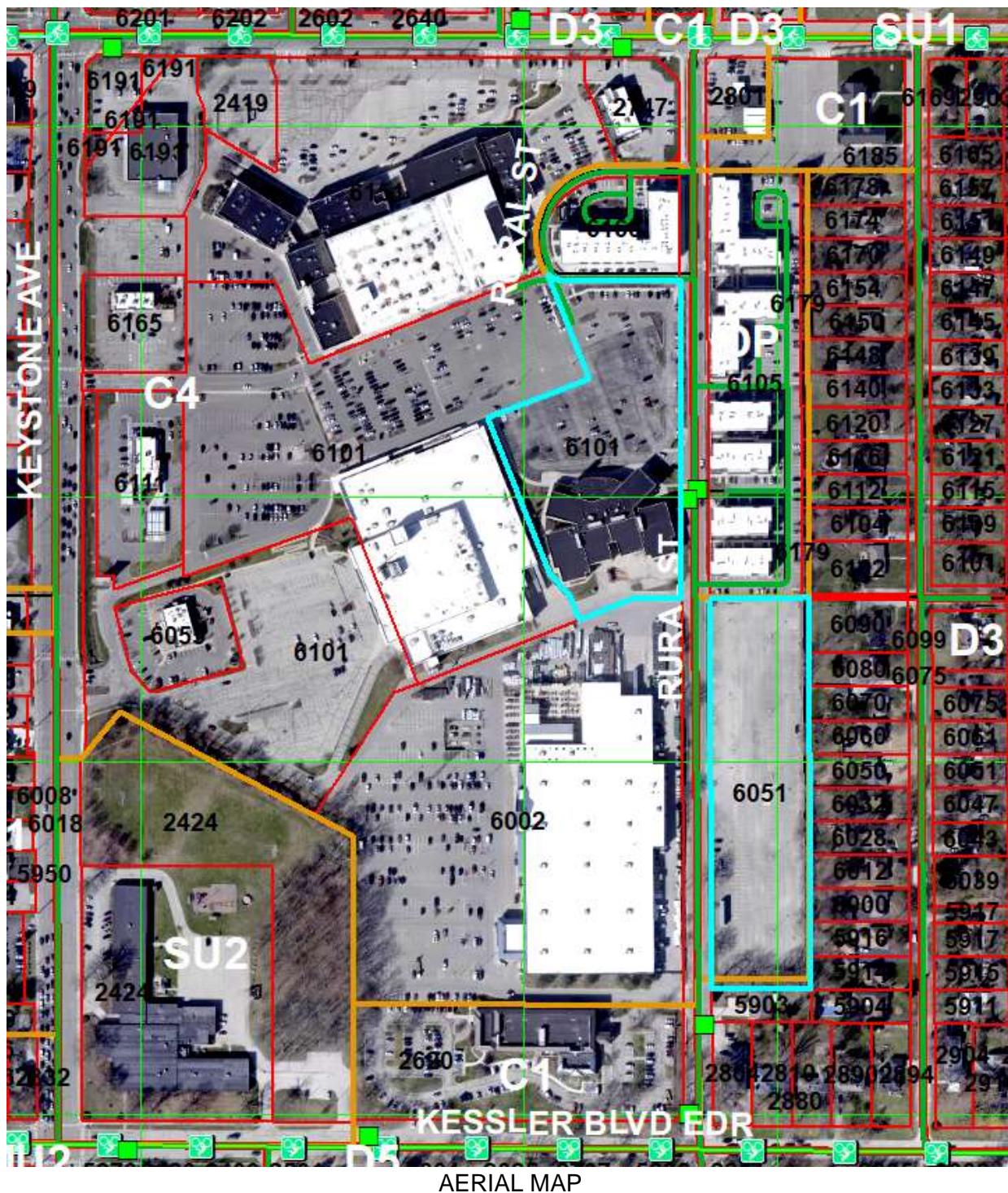
2019-CZN-819 / 2019-CAP-819; 6101 North Keystone Avenue and 6179 North Rural Street (north of site), Rezoning of 5.7 acres from the C-4 to the D-P classification to provide for multi-family dwellings at a maximum density of 60 units per acre and Modification to terminate the Parole Covenants related to 69-VAC-16 and 69-Z-235 for 6179 Rural Street (Rural Street shall not be relocated or vacated; the site shall be used for a parking lot only; 30-foot buffer required along east property line; masonry fence required within buffer area; the area east of said fence shall be conveyed by general warranty deed to the abutting properties; the fence shall be six feet above the landscape grade and 7.5 feet above the pavement grade and shall not contain gates or openings; Riddle Manor committee shall be provided samples of the brick for the fence for review and approval; lighting shall shine away from the residential property and illumination shall end by 10:30 pm; traffic calming / control measures shall be used to prevent drag racing or other speed contests; Culverts shall be covered by iron grills and drainage system permitted to breach the fence; arrange to allow parking for the church to the northeast; submit and incorporate final detailed plans; and construct the parking area consistent with the standards of the Commercial Zoning Ordinance), **approved**.

2003-ZON-175; 2815 East 62nd Street and 6185 North Rural Street (north of site), Rezoning of 1.71 acres, being in the D-3 District, to the C-1 classification to provide for office uses, **approved**.

92-Z-16; 2802 Kessler Boulevard (southwest of site), Rezoning of 3.9422 acres from D-3 to the C-1 classification for medical offices, **approved**.

60-Z-155; West side of North Rural Street and north of Kessler Boulevard (west of site), Rezoning of 5.077 acres, being in U1-H1-A1 district to U3-H1-A1 classification to a professional office building and accessory parking lot, **approved**.

EXHIBITS



SITE PLAN



APARTMENTS	
TOTAL UNITS	238
TOTAL PARKING	301
LEASING + AMENITY	5,500 SF
BACK OF HOUSE	2,000 SF

TOWNHOMES	
UNITS	193
PARKING	124
RATIO	2.59



GLENDALE SCHEMATIC SITE PLAN
OCTOBER 27, 2025

AMENDED SITE PLAN





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

Item 13.

AMENDED SITE PLAN (CLOSE-UP)





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

Item 13.

AMENDED SITE PLAN (CLOSE-UP)



ENLARGEMENT SITE PLAN 02

GLENDALE APARTMENTS
INDIANAPOLIS, IN

The logo for Sigma, featuring a stylized Greek letter Sigma inside a green square.

50% SCHEMATIC DESIGN | **B** 12 JANUARY 2025



Department of Metropolitan Development
Division of Planning
Current Planning

SCHEMATIC DESIGNS



CONCEPT: NATURAL MATERIALITY WITH MODERN LINES

- WARM WOOD ELEMENTS TO SOFTEN MODERN EDGES
- USE OF BROWNS AND TAN IN METAL ELEMENTS
- COLORFUL ACCENTS IN FURNISHINGS
- INTERESTING AND DETAILED HARDCAPES TO CREATE SPACES



GLENDALE APARTMENTS
 INDIANAPOLIS, IN

50% SCHEMATIC DESIGN | 12 JANUARY 2026



ELEVATION



ELEVATIONS (Continued)



ELEVATIONS (Continued)



END ELEVATION 1



END ELEVATION 2



GARAGE ELEVATION



ENTRY ELEVATION



Department of Metropolitan Development
Division of Planning
Current Planning

Item 13.

6101 NORTH KEYSTONE AVENUE
6051 NORTH RURAL STREET

PRELIMINARY DP PLAN

PREPARED: October 27, 2025

CASE #: 2025-ZON-____

PETITIONER:
Glendale Centre, L.L.C.
30 South Meridian Street
Indianapolis, IN 46204

6101 North Keystone Avenue
6051 North Rural Street

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SITE PLAN.....	Exhibit "A"
CONCEPTUAL ELEVATIONS...	Exhibit "B"

6101 North Keystone Avenue 6051 North Rural Street

USE, DENSITY, AND SCALE

The development of a portion of 6101 North Keystone Avenue and 6051 North Rural Street, collectively comprising approximately 8.5 acres ("Site") shall allow for multi-family residential use in buildings, substantially as shown on the conceptual site plan attached to this DP Plan as Exhibit "A" (the "Conceptual Site Plan"). The Conceptual Site Plan shows 247 residential units including both apartment and townhome units. Residential density shall not exceed 48 units per acre for the total Site, and shall not exceed 13 units per acre on the 6051 N. Rural Street Parcel. Proposed maximum building heights are 36 feet, 8 inches for the East Buildings (as hereinafter defined) and 52 feet for the West Buildings (as hereinafter defined), measured from grade, and are referenced on the conceptual elevations attached to this DP Plan as Exhibit "B" (the "Conceptual Elevations").

There are eight (8) townhome style buildings proposed east of Rural Street on the 6051 North Rural Street Parcel ("East Buildings") and four (4) buildings proposed west of Rural Street on the 6101 North Keystone Avenue Parcel ("West Buildings"). Construction shall be completed within three years of final DP plan approval.

THE BUILDINGS & SITE LAYOUT

The project shall address Rural Street with an urban character, with Rural Street serving as the "front" facade. No front setback for the Buildings along the Rural Street right of way shall be required, though a contextual setback is encouraged. Design elements such as building stepbacks, doors on the street, residential entries, landscaping, and Site improvements shall be included. Minimum setbacks for the East Buildings shall be 0 feet along the Rural Street right of way, and 50 feet from the eastern property line, 10 feet from the northern property line and 40 feet from the southern property line. Minimum setbacks for the West Buildings shall be 0 feet along the Rural Street right of way, and 15 feet from the north and west property lines. Final Site and Landscaping plans shall be submitted for Administrator's approval, and final Elevations shall be subject to the approval of the City Architect prior to obtaining an Improvement Location Permit (ILP).

UTILITIES & WASTE FACILITIES

Stormwater and wastewater shall exit the Site in separate pipes to existing dedicated storm and sanitary sewer lines located adjacent to the Site.

Any electrical transformer(s), electrical meters, cable box(es), and recycling facilities shall be provided a minimum of 22 feet from the rear eastern boundary of the Site, hidden from any primary elevations. Electrical transformers and appurtenances shall be designed and constructed in a manner fitting residential developments of this nature.

PARKING

The total off-street parking shall be provided at a ratio not less than 1.0 parking space per dwelling unit for the West Buildings and 2.0 parking spaces per dwelling unit for the East Buildings. Bike parking shall also be provided for each use consistent with the following requirements.

**6101 North Keystone Avenue
6051 North Rural Street**

PARKING OFFSETS*

- Given that the Site is located along IndyGo RP Transit Route and within $\frac{1}{4}$ mile of a transit stop improved with a waiting pad, the number of parking spaces required may be reduced by 10%.
- For every five bicycle parking spaces provided in excess of the required bicycle parking spaces (or where no bicycle parking is required), the minimum number of required off-street parking spaces may be reduced by one, up to a maximum reduction of five off-street parking spaces.

*These potential parking offsets are noted for reference. The petitioner intends to maintain the space per unit parking ratio as set forth herein to comply with both neighborhood requests and match the anticipated demand in a predominately auto-oriented corridor.

TRAFFIC

The primary pedestrian entrance shall be off Rural Street with proposed crosswalks connecting development on both sides of the street. Vehicular traffic into the Site shall be via Rural Street off both 62nd Street and Kessler Boulevard East Drive.

SIDEWALKS, LANDSCAPING & OPEN SPACE

Landscaping shall be added at the base of the Buildings and on the sides of the Buildings fronting Rural Street. Trees and other landscaping improvements such as groundcover, shrubs, bushes, flowers, and gardens shall be added to the front yard space along each of these frontages in addition to landscape courtyards. Additional landscaping shall be located in parking areas to soften these spaces, and a dog park will be added. Sidewalks at least five (5) feet in width shall be installed along the east right of way line of Rural Street, and a bike path will be installed both on and off site.

BUILDING IDENTIFICATION SIGNAGE

Up to two (2) building identification signs of up to 100 sf in surface area per sign face may be erected on each of the West Buildings. Sign types may include blade signs, wall signs, or awnings. Two monument style signs may be erected along the Rural Street frontage with panels dedicated for both the developments proposed for the Site as well as the adjacent retail center with a maximum signage area of 60 square feet each. Final proposed signs shall comply with the Sign Regulations updated as of July 1, 2019 and as set forth in Chapter 744, Article IX of the City of Indianapolis Consolidated Zoning/Subdivision Ordinance (the "Zoning Ordinance") and be included in a sign program submitted for Administrator's approval, prior to the installation of any signs.

LIVE/WORK

Live/Work units may be located on the first floor of any of the West Building and have direct access to the parking lot and street. A maximum of 4% of the units in the project may be Live/Work units. Each unit may install a blade sign with the maximum dimensions as set forth in the Sign Regulations of the

6101 North Keystone Avenue 6051 North Rural Street

Zoning Ordinance. Permitted commercial uses in this space will require prior approval from the Owner, even if otherwise permitted under the Zoning Ordinance.

EXTERIOR BUILDING MATERIALS

Exterior materials are referenced on the Conceptual Elevations and include masonry, finished wood products, fiber cement panels, fiber cement lap siding, board and batten, and metal trim. Windows will be vinyl with select portions of storefront glass at the ground floor. Final elevations shall be submitted for Administrator's Approval prior to the issuance of an ILP.

EXISTING WALL AND LANDSCAPING

The Masonry Wall located on the east property line of the 6051 North Rural Street Parcel shall remain in place, and all existing, healthy landscaping located on the Site located east of the Masonry Wall shall remain undisturbed, subject to the rights of utility companies with respect to plantings located in any easement.

LIGHTING

All lighting shall meet the requirements set forth in the Zoning Ordinance. No new freestanding lighting fixture shall exceed twenty feet (20') in height.

AMENITIES

The development shall provide for indoor/outdoor amenities, which may include, but not be limited to (1) secured bicycle parking/delivery area; (2) fitness room/center; (3) meeting/community rooms; (4) swimming pool; (5) game courts; (6) passive sitting/recreational areas; (7) dog park or dog runs.

GLENDALE TOWN CENTER MULTIFAMILY - PHASE 2
LOCATION MAP





Department of Metropolitan Development
Division of Planning
Current Planning

TRAFFIC IMPACT STUDY



TRAFFIC IMPACT STUDY

PROPOSED RESIDENTIAL DEVELOPMENT

INDIANAPOLIS, INDIANA

PREPARED FOR



DECEMBER 2025

TRAFFIC IMPACT STUDY (Continued)



PROPOSED RESIDENTIAL DEVELOPMENT
MILHAUS DEVELOPMENT – INDIANAPOLIS, INDIANA

INTRODUCTION

This TRAFFIC IMPACT STUDY, prepared at the request of the City of Indianapolis, on behalf of Milhaus Development, is for a proposed residential development that is to be located along Rural Street, between Kessler Boulevard & 62nd Street, in Indianapolis, Indiana.

PURPOSE

The purpose of this analysis is to determine what impact the traffic generated by the proposed development will have on the existing adjacent roadway system. This analysis will identify any existing roadway deficiencies or ones that may occur when this site is developed.

Conclusions will be reached that will determine if the roadway system can accommodate the anticipated traffic volumes or will determine the modifications that will be required to the system if there are identified deficiencies.

Recommendations will be made that will address the conclusions resulting from this analysis. These recommendations will address feasible roadway system improvements to provide safe ingress and egress, to and from the proposed development, with minimal interference to traffic on the public street system.

SCOPE OF WORK

The scope of work for this analysis is as follows:

First, obtain turning movement traffic volume counts between the hours of 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:00 P.M. during a typical weekday at the existing study intersections.

Second, estimate the number of peak hour trips that will be generated by the proposed development.

Third, assign and distribute the generated traffic from the proposed development to the study intersections.

Fourth, prepare a capacity analysis/level of service analysis at the study intersections for each of the following scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes.

Scenario 2: Proposed Development Traffic Volumes – Based on the sum of existing traffic volumes and generated traffic volumes from the proposed development.

Fifth, prepare recommendations for the roadway geometrics that will be needed to accommodate the total traffic volumes once the proposed development is constructed.

TRAFFIC IMPACT STUDY (Continued)


 PROPOSED RESIDENTIAL DEVELOPMENT
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Finally, prepare a TRAFFIC IMPACT STUDY report documenting all data, analyses, conclusions, and recommendations to provide for the safe and efficient movement of traffic through the study area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development will be located along Rural Street, between Kessler Boulevard & 62nd Street, in Indianapolis, Indiana. As proposed, the development will consist of approximately 200 apartments and 48 townhomes that will be served by four full access drives along Rural Street. A portion of this new development will replace an existing movie theatre. Figure 1 is an area map showing the location and general layout of the proposed site. The detailed site plan for the proposed development is included in the Appendix.

STUDY AREA

The study area for this analysis has been defined to include the following intersections:

- 62nd Street & Rural Street
- Kessler Boulevard & Rural Street

Figure 2 shows the existing intersection geometrics.

DESCRIPTION OF ABUTTING STREET SYSTEM

The proposed development will be primarily served by 62nd Street, Rural Street and Kessler Boulevard.

TABLE 1 – DESCRIPTION OF THE ABUTTING STREET SYSTEM

STREET NAME	NUMBER OF LANES	SPEED LIMIT (MPH)	ROADWAY CLASSIFICATION
62 nd Street	2	35	Major Collector
Rural Street	2	30	Minor Collector
Kessler Boulevard	2	40	Principal Arterial

Roadway classification based on INDOT Roadway Inventory & Functional Class Viewer

TRAFFIC IMPACT STUDY (Continued)



PROPOSED RESIDENTIAL DEVELOPMENT
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CAPACITY ANALYSIS

The "efficiency" of an intersection is based on its ability to accommodate the traffic volumes that approach the intersection. It is defined by the Level-of-Service (LOS) of the intersection. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis includes traffic volumes, intersection geometry, and number and use of lanes. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro/Sim Traffic*². This program allows intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM 7th Edition)*³. The following list shows the delays related to the levels of service for signalized intersections:

<u>Level of Service</u>	<u>Control Delay (seconds/vehicle)</u>
	<u>SIGNALIZED</u>
A	Less than or equal to 10
B	Between 10.1 and 20
C	Between 20.1 and 35
D	Between 35.1 and 55
E	Between 55.1 and 80
F	greater than 80

CAPACITY ANALYSIS SCENARIOS

To evaluate the proposed development's effect on the public street system, a series of traffic volume scenarios were analyzed to determine the adequacy of the existing roadway network. From this analysis, necessary recommendations can be made to improve the public street system so it will accommodate future traffic volumes. An analysis has been made of the peak hours at each of the study intersections for the following traffic volume scenarios:

Scenario 1: Existing Traffic Volumes – Based on existing peak hour traffic volumes.

Scenario 2: Proposed Development Traffic Volumes – Based on the sum of existing traffic volumes and generated traffic volumes from the proposed development.

The following tables summarize the level of service results at each study intersection. The *Synchro (HCM 7th Edition)* intersection reports illustrating the capacity analysis results are included in the Appendix.

² *Synchro/Sim Traffic 12*, Cubic Transportation Systems, 2023.

³ *Highway Capacity Manual (HCM), 7th Edition* Transportation Research Board, The National Academies of Sciences, Washington, DC, 2022.



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TRAFFIC IMPACT STUDY (Continued)



*PROPOSED RESIDENTIAL DEVELOPMENT
MILHAUS DEVELOPMENT – INDIANAPOLIS, INDIANA*

TABLE 3 – LEVEL OF SERVICE SUMMARY: 62ND STREET & RURAL STREET

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

TABLE 4 – LEVEL OF SERVICE SUMMARY: KESSLER BOULEVARD & RURAL STREET

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

CONCLUSIONS & RECOMMENDATIONS

The conclusions that follow are based on existing traffic volume data, trip generation, assignment and distribution of generated traffic, and the capacity analyses/level of service results. Based on the analysis and the resulting conclusions of this study, the following recommendations are formulated to ensure that the roadway system will accommodate the increased traffic volumes from the proposed development.

62ND STREET & RURAL STREET

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.

KESSLER BOULEVARD & RURAL STREET

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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Photo of the subject site at 6101 North Keystone Avenue looking southeast.



Photo of the subject site at 6101 North Keystone Avenue looking south towards the movie theater.

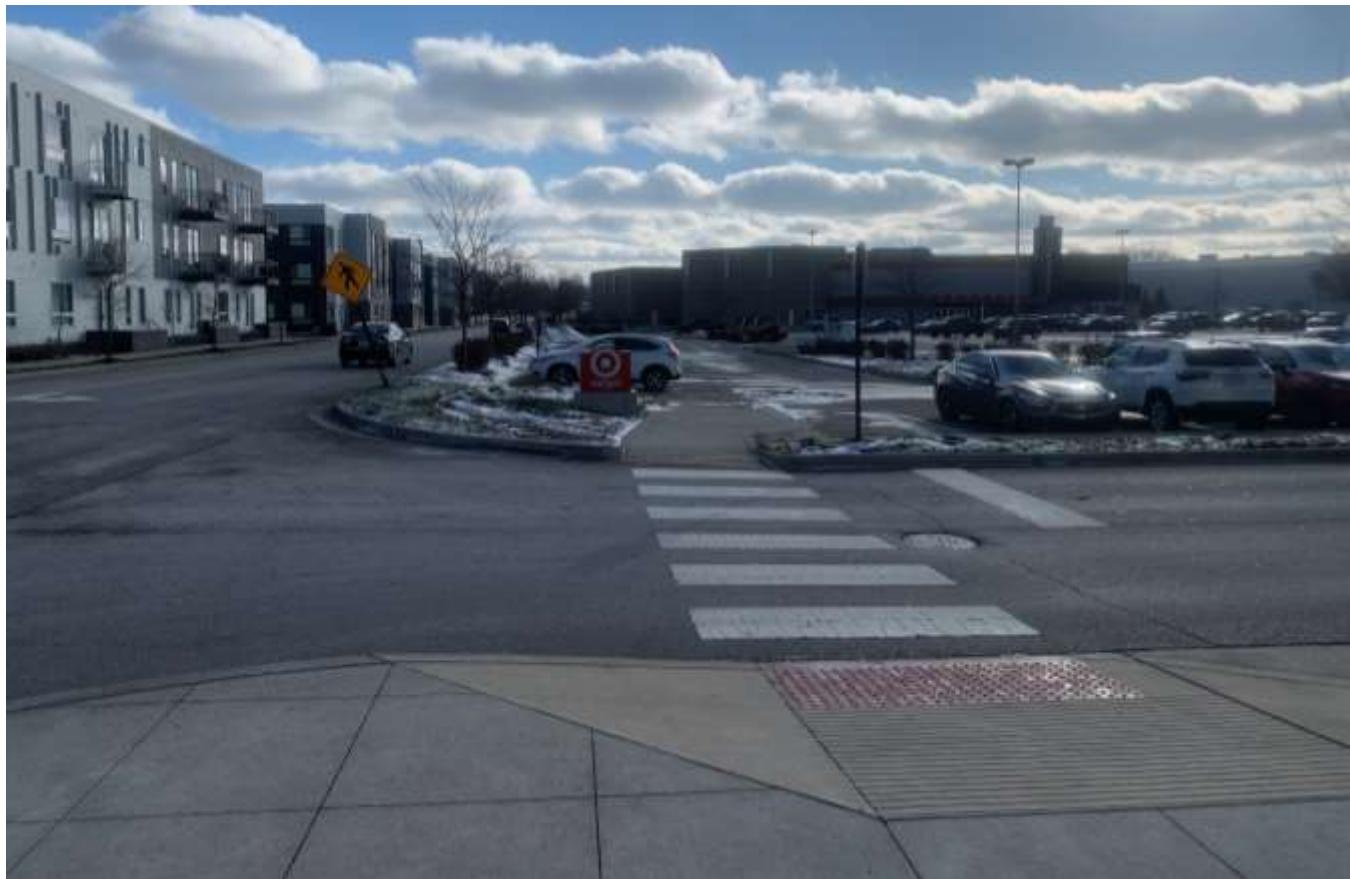


Photo of the street frontage at 6101 North Keystone Avenue looking south.



Photo of the street frontage looking north.



Photo of the existing bus shelter and bus pull off area.



Photo of apartment units east and north of the subject sites.



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Photo of property north of the site.



Southern property boundary of 6101 North Keystone Avenue looking west.



Photo of the northern property boundary of 6051 North Rural Street and existing bus shelter.



Photo of 6051 North Rural Street looking south along the street frontage.



Photo of 6051 North Rural Street looking north.



Photo of a single-family dwelling south of the site.

METROPOLITAN DEVELOPMENT COMMISSION

January 21, 2026

Case Number:	2025-ZON-130
Property Address:	1033, 1037, 1041, 1045, 1049, and 1053 Harlan Street,
Location:	Center Township, Council District #18
Petitioner:	Harbours at Harlan, LLC, by Michael Rabinowitch
Current Zoning:	D-5
Request:	Rezoning of 1.05 acres from the D-5 district to the D-P district to provide for a townhome development, consisting of 15 dwelling units.
Current Land Use:	Vacant
Staff Recommendations:	Denial.
Staff Reviewer:	Kathleen Blackham, Senior Planner

PETITION HISTORY

This is the first hearing on this petition.

STAFF RECOMMENDATION

Denial.

PETITION OVERVIEW

This 1.05-acre site, zoned D-5, is comprised of six undeveloped parcels. It is surrounded single-family dwellings to the north, east, and west across Harlan Street, all zoned D-5; and single-family dwellings to the south, zoned C-4.

REZONING

This request would rezone the site to the D-P District.

The established purpose of the D-P District follows:

1. To encourage a more creative approach in land and building site planning.
2. To encourage and efficient, aesthetic and desirable use of open space.
3. To encourage variety in physical development pattern.
4. To promote street layout and design that increases connectivity in a neighborhood and improves the directness of routes for vehicles, bicycles, pedestrians, and transit on an open street and multi-modal network providing multiple routes to and from destinations.

5. To achieve flexibility and incentives for residential, non-residential and mixed-use developments which will create a wider range of housing types as well as amenities to meet the ever-changing needs of the community.
6. To encourage renewal of older areas in the metropolitan region where new development and restoration are needed to revitalize areas.
7. To permit special consideration of property with outstanding features, including but not limited to historical significance, unusual topography, environmentally sensitive areas and landscape amenities.
8. To provide for a comprehensive review and processing of development proposals for developers and the Metropolitan Development Commission by providing for concurrent review of land use, subdivision, public improvements and siting considerations.
9. To accommodate new site treatments not contemplated in other kinds of districts.

Development plans should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

The Comprehensive Plan recommends traditional neighborhood typology for this site.

Uses permitted in the Traditional Neighborhood typology include detached / attached housing; small- / large-scale multi-family housing; assisted living facilities / nursing homes; group homes; bed and breakfast; small-scale office, retailing, and personal or professional services; small- / large-scale schools, places of worship, community-serving institutions / infrastructure, and other places of assembly; small-scale parks; and community farms / gardens.

Development Plan (DP) Statement – November 17, 2025

The DP Statement identifies the uses as multi-family, specifically townhomes that would total 15, three story, three-bedroom units with outdoor patio / balcony space and a one-car garage.

The Statement also provides the setbacks that would be permitted, with a maximum building height of 33 feet.

Site access would be from the two alleys along the eastern and southern boundaries, with pedestrian access along the Harlan Street frontage.

The proposed amenity area located in the rear along the eastern boundary would include a pergola and a fenced dog park.

Utilities / drainage, landscaping and signage would also be integrated into the final design and documents.

Site Plan / Landscape Plan – November 17, 2025

As proposed, seven units would have frontage and pedestrian access along Harlan Street. Eight of the units would face internally without street frontage but would have a sidewalk along the front façade of these units that would connect to the Harlan Street public sidewalk.

The landscaping plan is conceptual and depicts green spaces with trees and shrubs, and a larger green space in the rear bounded by the units that would be available for the residents.

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.”

Planning Analysis

The proposed rezoning would be consistent the Comprehensive Plan recommendation of traditional neighborhood typology but has conflicts with the Pattern Book development recommendations and Infill Housing Guidelines.

The Pattern Book recommends that all housing types “be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk.” Eight of the 15 units are oriented internally without any public street frontage and direct access to the public street.

The Pattern Book recommends that “densities higher than 15 dwelling units per acres should have design character compatible with adjacent properties.” Compatibility with adjacent properties is also discussed in the Infill Housing Guidelines.

The Infill Housing Guidelines introduction states that “new development that is not coordinated with its surrounding context can diminish an area’s sense of place, but heavily dictating the design or type of development, including single-family homes, duplexes, triplexes, and townhomes, can potentially drive-up real estate prices when demand for housing is strong. Additionally, when smaller homes are torn down and replaced with significantly larger homes that do not match the surrounding context, this reduces the stock of affordable housing in a way that can limit long-term residents’ ability to stay within a neighborhood.”

The development would introduce a new housing type of attached single-family dwellings (townhomes) into a neighborhood character of single- and two-family dwellings. Staff believes the mass of the three proposed buildings would not be appropriate or compatible with the existing character of this neighborhood.

The Pattern Book recommends that “townhomes be organized around intersections of neighborhood collector streets, greenways, parks or public square, or neighborhood-serving retail.” This development would be located mid-block along a local street.

For these reasons staff does not support this proposed development as submitted but would certainly be willing to work with the developer to achieve a product that would result in additional housing units appropriate for this area.

Staff understands the need to provide housing and supports housing projects that are compatible and integrated into a neighborhood that would not negatively impact or disrupt that neighborhood’s sense of place.

GENERAL INFORMATION

Existing Zoning	D-5	
Existing Land Use	Vacant	
Comprehensive Plan	Traditional Neighborhood	
Surrounding Context	Zoning	Land Use
North:	D-5	Single-family dwelling
South:	C-4	Single-family dwelling
East:	D-5	Single-family dwellings
West:	D-5	Single-family dwelling
Thoroughfare Plan		
Harlan Street	Local Street	Existing 50-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	November 17, 2025	
Site Plan (Amended)	N/A	
Elevations	November 17, 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	November 17, 2025	

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 5 to 15 dwelling units per acre, but a higher density is recommended if the development is within a quarter mile of a frequent transit line, greenway, or park.

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.

Attached Housing (defined as duplexes, triplexes, quads, townhouses, row houses, stacked flats, and other, similar legally complete dwellings joined by common walls and typically with each unit on its own lot or part of a condominium.)

- Duplexes should be located on corner lots, with entrances located on different sides of the lot.
- It is preferred that townhomes should be organized around intersections of neighborhood collector streets, greenways, parks or public squares, or neighborhood-serving retail.
- If the above conditions are not met, individual buildings of attached housing (not part of a complex) may be interspersed with single-family homes but should not make up more than 25% of the primary residential structures on a block.

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

Infill Housing Guidelines (2021).

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.



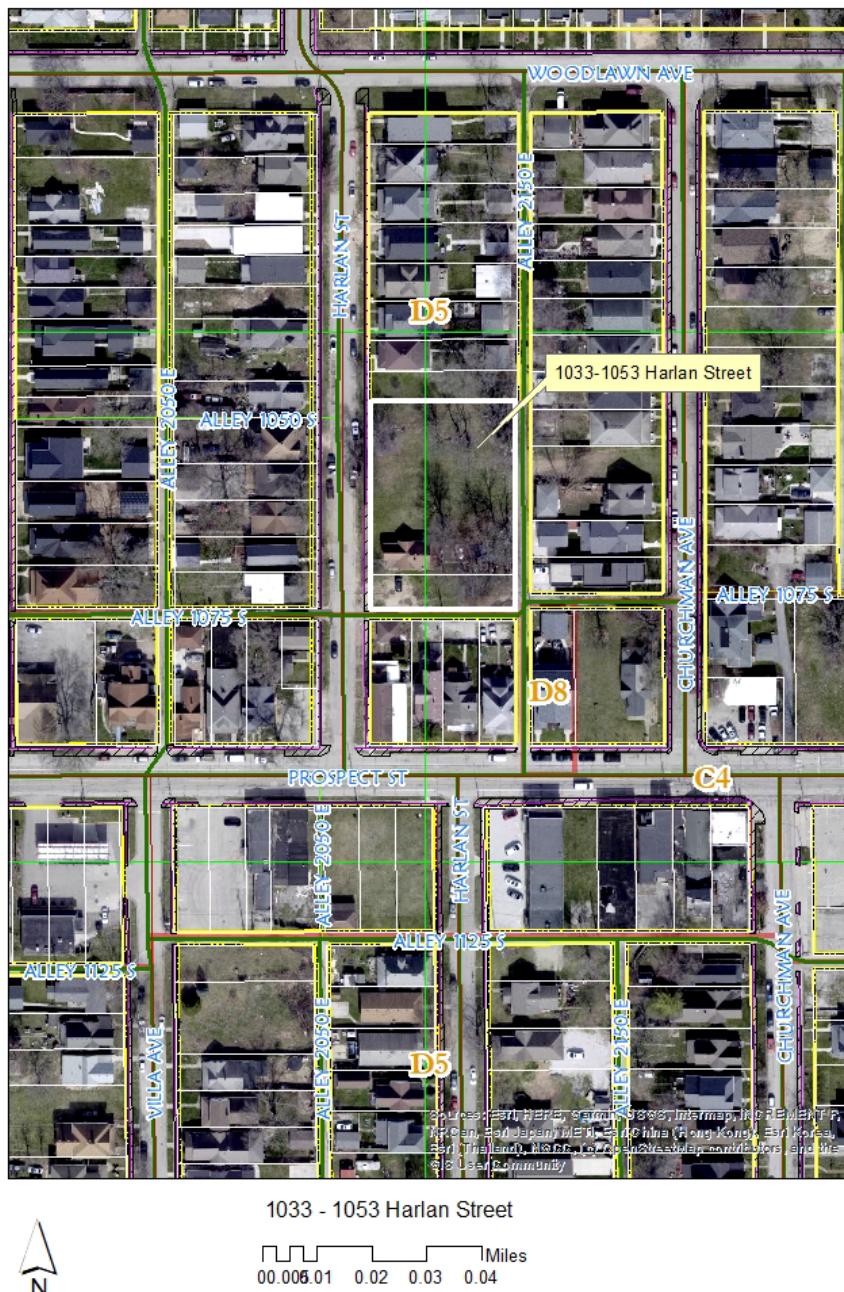
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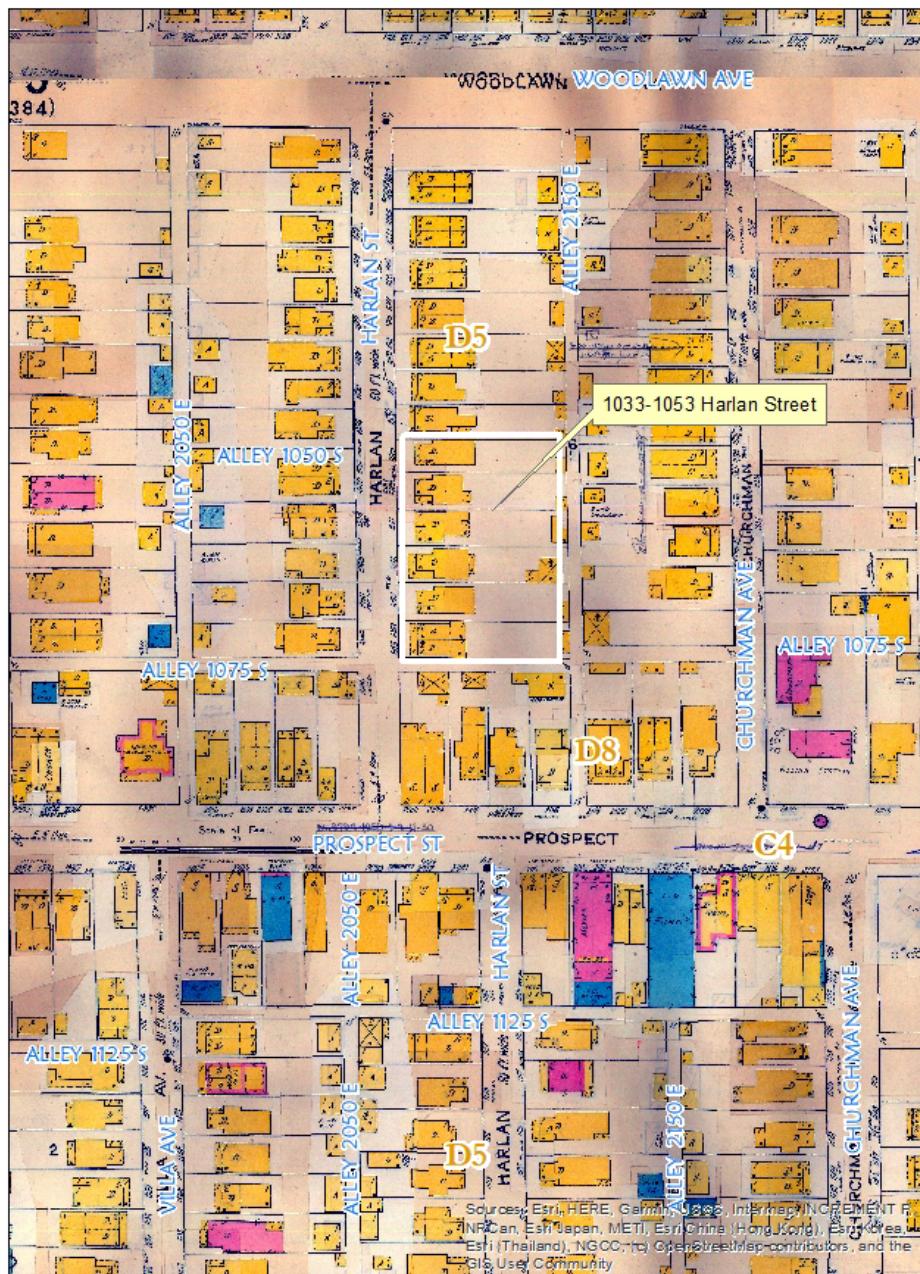
ZONING HISTORY

2020-CZN-825 / 2020-CPL-825; 2120 Prospect Street (south of site), requested rezoning of 0.13 acre from the C-4 district, to the D-8 district; and approval of a subdivision plat to be known as Alyssa's Prospect Street Addition, dividing 0.13 acre into two single-family attached lots, **approved.**

EXHIBITS



Sanborn Map 1915



1033 - 1053 Harlan Street



**HARBOURS AT HARLAN MULTIFAMILY
DP STATEMENT**

INTRODUCTION

Harbours at Harlan LLC (the “Petitioner”) proposes to redevelop the approximately .647 acre site known as 1033 – 1053 Harlan Avenue Street (the “Property”), located just north of Prospect Street at the northeast corner of the intersection of Harlan Street and an east/west public alley. The proposed development, a townhouse community, will offer 15, 3 bedroom, townhomes, each with its own dedicated garage.

The objective for site planning and architectural aesthetic is to revitalize the development site with the addition of a diverse housing type to the area. The site is currently zoned D5 and is predominantly surrounded by an established single-family community. The proposed development fits in the context of the surrounding neighborhood and encourages a variety of development in the area.

The Property is currently vacant. The Petitioner seeks to revive the Property and provide an efficient and desirable use for the space. Each new construction unit is planned to include an outdoor patio or balcony space and dedicated 1-car garage.

The development will be constructed in substantial compliance with the approved Site Plan.

PERMITTED USES

Proposed Permitted uses include multi-family, specifically townhomes.

DEVELOPMENT STANDARDS/SETBACKS

Buildings constructed on the Property shall be located in substantial conformity with the approved Site Plan, including building locations and subject to the following development standards:

- i. Side yard Setback – 5 ft.
- ii. Rear yard setback (Alley) – 7.0 ft.
- iii. Front yard setback (Harlan Street) – 9 ft.
- iv. Max. Building height – 33 ft.

The site plan, elevations, and landscape plan shall be submitted to the Administrator for approval prior to issuance of an Improvement Location Permit.

UTILITIES/DRAINAGE

All utilities are available to the site. Storm drainage will be underground and professionally engineered to meet the intent of the City of Indianapolis requirements with respect to run-off rate, quantity, and water quality.

LANDSCAPING

Currently, there are little to no existing trees or other living vegetation on the Property. The proposed development will include landscaping and tree plantings around the structures. In addition, the site plan includes common area green space with a covered pergola as an amenity for owners in the development. Landscaping shall be located in substantial compliance with the approved landscape plan.

ACCESS AND PARKING

Vehicular access to the proposed development will be via the public alley to the east. Also, pedestrian access is provided from Harlan Street and the public alleys to the south and east.

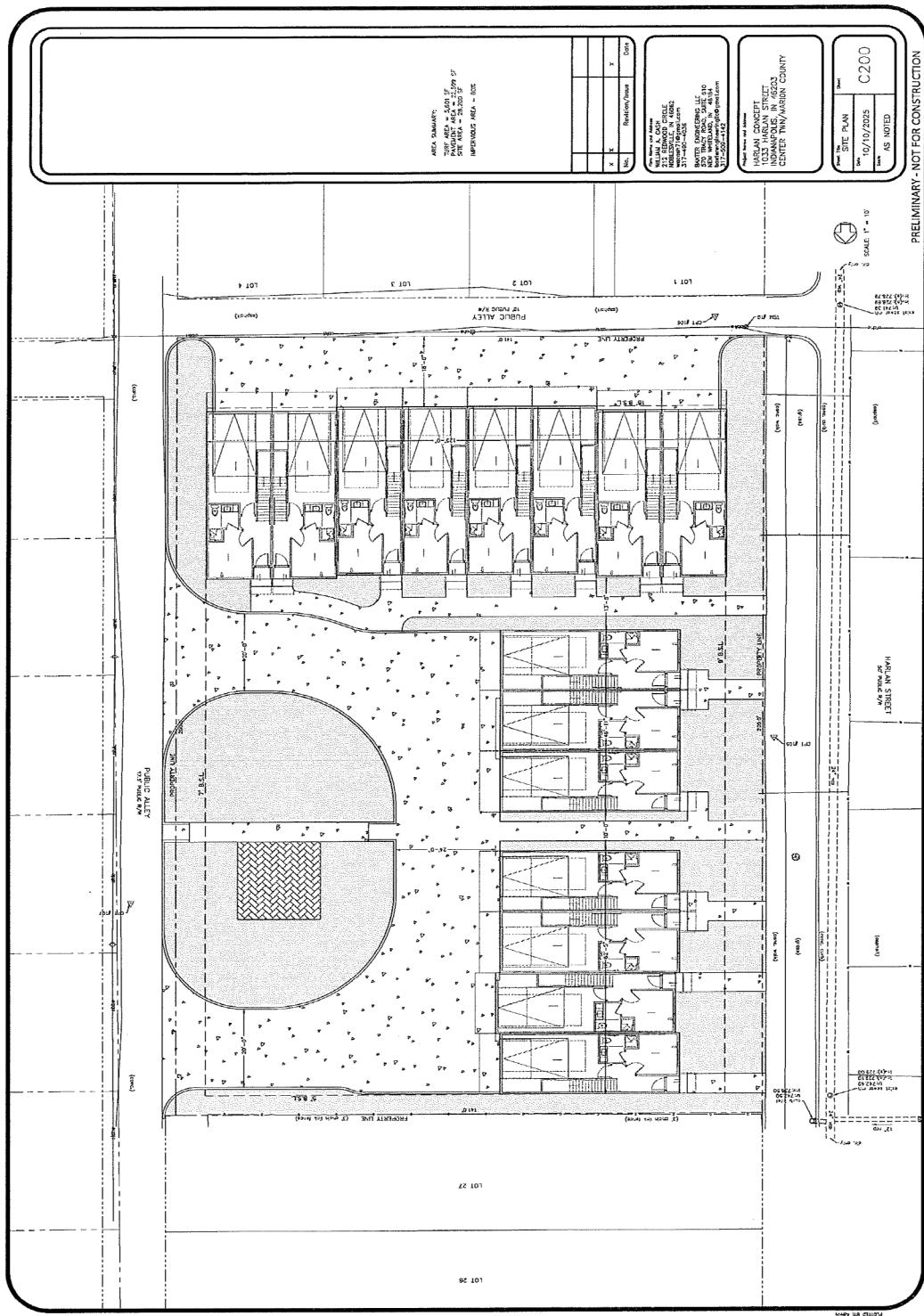
SIGNAGE

Any building identification signage shall comply with ordinance standards. No off-premises outdoor advertising signs shall be permitted.



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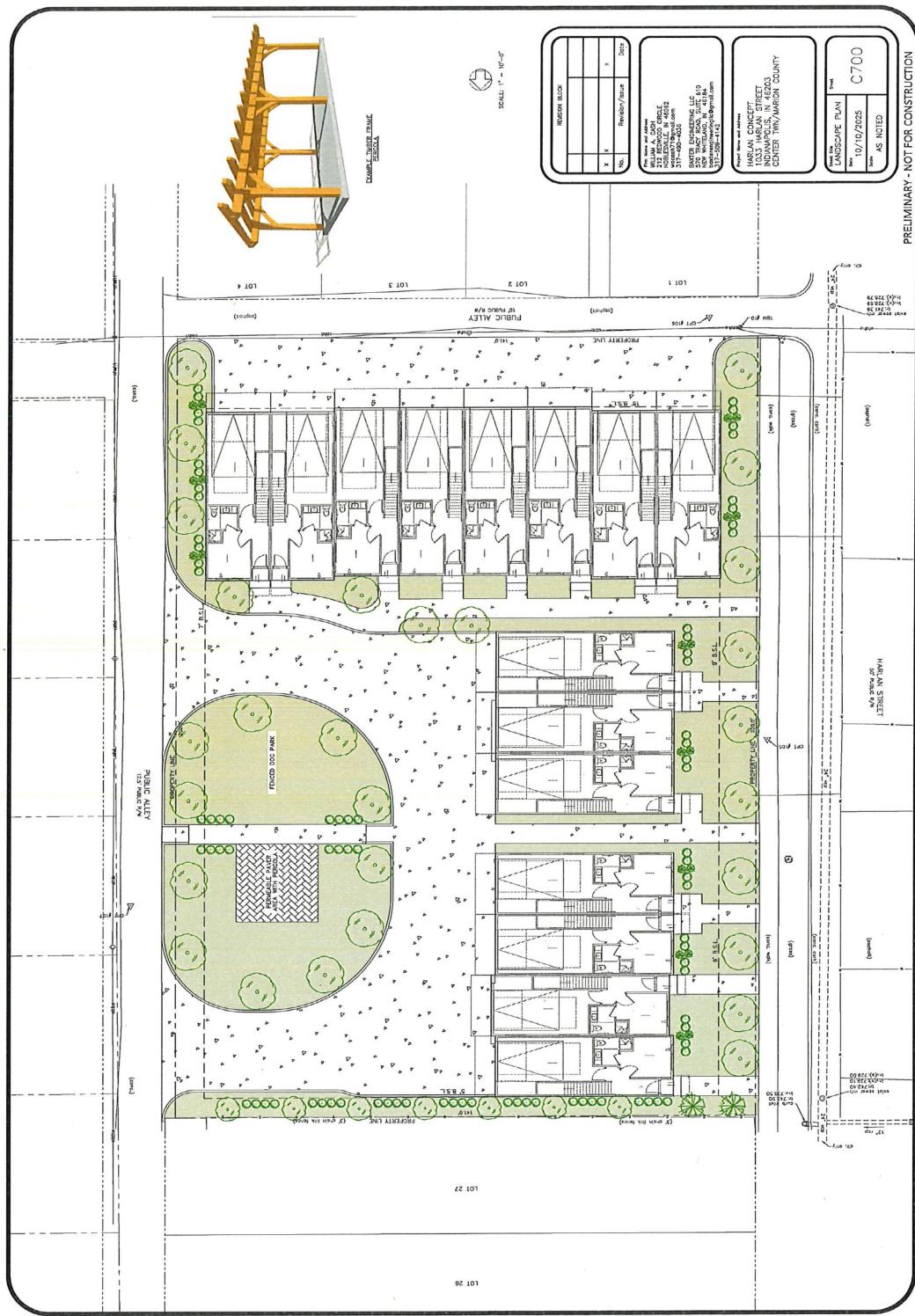
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View looking north along Harlan Street



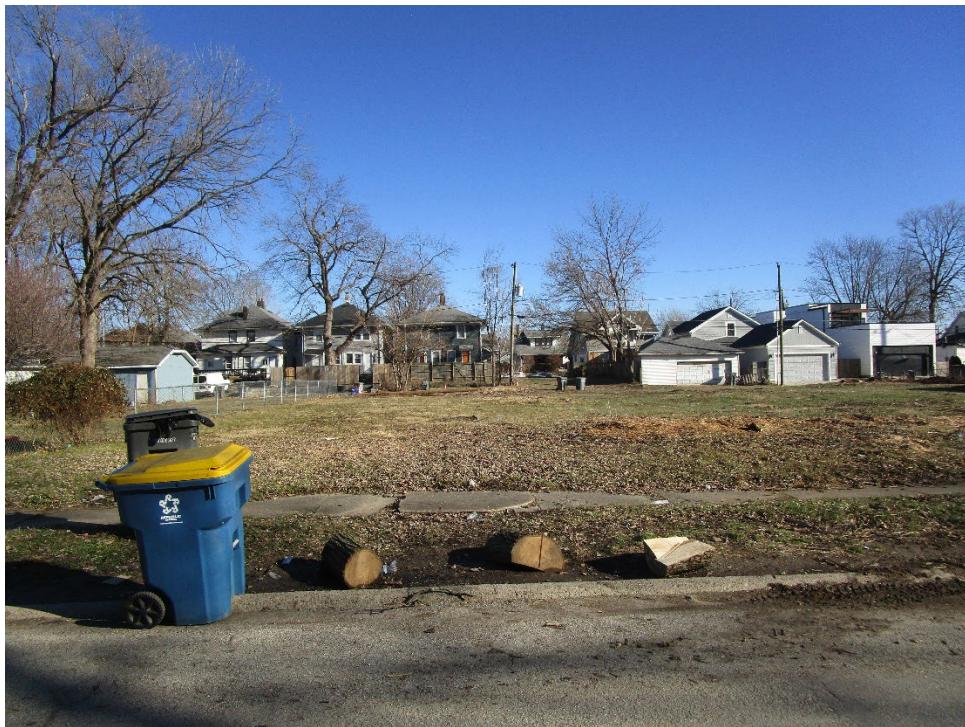
View looking south along Harlan Street



View of site looking southeast across Harlan Street



View of site looking southeast across Harlan Street



View of site looking east across Harlan Street



View of north end of site looking northeast across Harlan Street



View looking northwest



View of site from bordering north / south alley looking west



View of site from bordering north / south alley looking west



View of site from bordering north / south alley looking west



View of site from bordering north / south alley looking west