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

## METROPOLITAN DEVELOPMENT COMMISSION HEARING EXAMINER — November 12, 2026

| | |
|---|---|
| **Case Number:** | 2026-ZON-039 (Amended) |
| **Property Address:** | 6501 Mann Road |
| **Location:** | Decatur Township, Council District #21 |
| **Petitioner:** | Kittle Property Group, by Joseph D. Calderon |
| **Current Zoning:** | SU-1 (FF) (FW) / D-1 (FF) (FW) |
| **Request:** | Rezoning of 28.506 acres from the SU-1 (FF) (FW) and the D-A (FF) (FW) district to the D-7 (FF) (FW) district to provide for a multi-family residential development. |
| **Current Land Use:** | Single-family dwelling / Agricultural uses |
| **Staff Recommendations:** | Approval of the rezoning request. |
| **Staff Reviewer:** | Kathleen Blackham, Senior Planner |

## PETITION HISTORY

The Hearing Examiner acknowledged the timely automatic continuance filed by a registered neighborhood organization that continued this petition from the June 11, 2026 hearing, to the July 9, 2026 hearing.

The Hearing Examiner continued this request from the July 9, 2026 hearing, to the August 13, 2026 hearing, at staff's request to provide time for continued discussions related to this request.

The Hearing Examiner continued this petition from the August 13, 2026 hearing to the September 24, 2026 hearing, at the petitioner's to provide additional time to address some issues.

The Hearing Examiner continued this petition, with notice due to increased acreage, from the September 24, 2026 hearing, to the October 29, 2026 hearing.

The Hearing Examiner continued this petition from the October 29, 2026 hearing, to the November 12, 2026 hearing, at the request of staff, to provide time for additional time for the Traffic Impact Study (TIS) to be updated and include review of the primary access drive along Mann Road at the intersection with Mills Road, along with infrastructure improvements recommendations.

## STAFF RECOMMENDATION

Staff recommends approval this request, subject to the following commitments being reduced to writing on the Commission's Exhibit "B" form at least three days prior to the MDC hearing:

1. A tree inventory, tree assessment and preservation plan of all existing trees over 2.5 inches in diameter, shall be prepared by a certified arborist and shall be submitted for Administrator Approval prior to preliminary plat approval and / or prior to any site preparation activity or disturbance of the site. This plan shall, at a minimum: a) indicate proposed development; b) delineate the location of the existing trees, c) characterize the size and species of such trees, d) identify all heritage trees, e) indicate the wooded areas to be saved by shading or some other means of indicating tree areas to be preserved and f) identify the method of preservation (e.g. provision of snow fencing or staked straw bales at the individual tree's dripline during construction activity). All trees proposed for removal shall be indicated as such.
2. A technical assessment shall be conducted prior to the issuance of an Improvement Location Permit to provide for a wetlands delineation to determine the type and quality and how the area could be preserved and integrated into the development as an amenity.
3. A 59.5-foot half right-of-way shall be dedicated along the frontage of Mann Road, 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).
4. Infrastructure improvements related to the intersection of Mills Road and Mann Road per the Traffic Impact Study (November 2026) shall be coordinated with the Department Public Works and constructed prior to occupancy of any unit within the development.
5. 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.

## PETITION OVERVIEW

This 28.506-acre site, zoned SU-1 (FF) (FW) and D-A (FF) (FW), is comprised of two parcels, developed with a single-family dwelling, accessory structures and agricultural uses. It is surrounded by religious uses to the north, zoned SU-1 (FF) (FW); a single-family dwelling and agricultural uses to the south, zoned D-A (FF) (FW); floodway / floodway fringe to the east, zoned SU-13 (Sanitary Landfill) (FF) (FW); and undeveloped land to the west, across Mann Road, zoned C-3 (FF).

Petition 2025-ZON-077 requested rezoning of the site to the D-7 (FF) (FW) to provide for multi-family residential development. This request was withdrawn.

### REZONING

The request would rezone the site to the D-7 (FF) (FW) district to provide for multi-family development. “The D-7 district is intended for medium density residential development, accommodating multifamily dwellings, triplex, fourplex, two-family and single-family attached dwellings. The district may be applied anywhere within the metropolitan area, provided, however, it should be closely associated with the primary intensity generators, such as commercial shopping centers or industrial employment centers. The district requires superior street access and all public utilities and facilities. Provisions for various modes of travel and pedestrian linkages are critical. Well-planned, on-site recreational facilities, selected

to fit the site and residents' needs, must be developed to answer the demands of the higher density of residents."

The D-7 district has a typical density of 12 to 15 units per gross acre fulfilling the medium density residential recommendation of the Comprehensive General Land Use Plan. 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 rural or estate neighborhood.

Recommended land uses in this typology include detached housing; working farms; group homes; bed and breakfast; and wind or solar farms.

As proposed, this request would not be consistent with the Comprehensive Plan recommendation.

**Overlays**

This site is also located within an overlay, specifically the Environmentally Sensitive Areas (ES) Overlay. "Overlays are used in places where the land uses that are allowed in a typology need to be adjusted. They may be needed because an area is environmentally sensitive, near an airport, or because a certain type of development should be promoted. Overlays can add uses, remove uses, or modify the conditions that are applied to uses in a typology."

The Environmentally Sensitive Areas (ES) Overlay is intended for areas containing high quality woodlands, wetlands, or other natural resources that should be protected. The purpose of this overlay is to prevent or mitigate potential damage to these resources caused by development. This overlay is also appropriate for areas that present an opportunity to create a new environmental asset. This overlay is not intended for the preservation of open space.

The eastern portion of this site is covered by high quality woodlands, specifically identified as Forest Alliance Woodlands and is located within floodway / floodway fringe of White River.

**Tree Preservation / Heritage Tree Conservation**

There are significant amounts of natural vegetation and trees located on the eastern portion of the site and along the northern and southern boundaries, as well as the central area of the site (adjacent to the floodplain. Due to their inherent ecological, aesthetic, and buffering qualities, the maximum number of these existing trees should be preserved on the site.

All development shall be in a manner that causes the least amount of disruption to the trees.

A tree inventory, tree assessment and preservation plan of all existing trees over 2.5 inches in diameter, shall be prepared by a certified arborist and shall be submitted for Administrator Approval prior to preliminary plat approval and / or prior to any site preparation activity or disturbance of the site. This plan

shall, at a minimum: a) indicate proposed development, b) delineate the location of the existing trees, c) characterize the size and species of such trees, d) identify all heritage trees, e) indicate the wooded areas to be saved by shading or some other means of indicating tree areas to be preserved and f) identify the method of preservation (e.g. provision of snow fencing or staked straw bales at the individual tree's dripline during construction activity). All trees proposed for removal shall be indicated as such.

If any of the trees are heritage trees that would be impacted, then the Ordinance requires that the Administrator, Urban Forester or Director of Public Works determine whether the tree(s) would be preserved or removed and replaced.

The Ordinance defines “heritage tree” as a tree over 18 inches Diameter at Breast Height (DBH) and one of the Heritage tree species. Heritage tree species include: Sugar Maple (Acer saccharum), Shagbark Hickory (Carya ovata), Hackberry (Celtis occidentalis), Yellowwood (Cladrastus kentukea), American Beech (Fagus grandifolia), Kentucky Coffeetree (Gymnocladus diocia), Walnut or Butternut (Juglans), Tulip Poplar (Liriodendron tulipifera), Sweet Gum (Liquidambar styraciflua), Black Gum (Nyssa sylvatica), American Sycamore (Platanus occidentalis), Eastern Cottonwood (Populus deltoides), American Elm (Ulmus americana), Red Elm (Ulmus rubra) and any oak species (Quercus, all spp.)

The Ordinance also provides for replacement of heritage trees if a heritage tree is removed or dies within three years of the Improvement Location Permit (ILP) issuance date. See Exhibit A, Table 744-503-3: Replacement Trees.

**Floodway / Floodway Fringe – White River**

This site has a secondary zoning classification of a Floodway (FW) and Floodway Fringe (FF). The Floodway (FW) is the channel of a river or stream and those portions of the floodplains adjoin the channels which are reasonably required to efficiently carry and discharge the peak flood flow of the base flood of any river or stream. The Floodway Fringe (FF) 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 purpose of the floodway district is to guide development in areas identified as a floodway. The Indiana Department of Natural Resources (IDNR) exercises primary jurisdiction in the floodway district under the authority of IC 14-28-1.

The designation of the FF District is to guide development in areas subject to potential flood damage, but outside the Floodway (FW) District. Unless otherwise prohibited, all uses permitted in the primary zoning district (D-7 in this request) are permitted, subject to certain development standards of the Flood Control Secondary Zoning Districts Ordinance and all other applicable City Ordinances.

**Stream Protection Corridor**

A stream protection corridor consists of a strip of land, extending along both sides of all streams, with measurements taken from the top of the bank on either side. The width of the corridor is based upon whether the stream is designated as a Category One or Category Two. Category One streams have a corridor width of 60 feet in the compact context area and 100 feet in the metro context area. Category Two streams have a corridor width of 25 feet in the compact context area and 50 feet in the metro context area.

Construction projects over one (1) acre are subject to the requirements of the Environmental Protection Agency (EPA) General Permit and Indiana Department of Environmental Management (IDEM) Construction Stormwater General Permit (CSGP).

The vegetative target for the Stream Protection Corridor is a variety of mature, native riparian tree and shrub species that can provide shade, leaf litter, woody debris, and erosion protection to the stream, along with appropriate plantings necessary for effective stream bank stabilization.

The Stream Protection Corridor is defined as:

> "A vegetated area, including trees, shrubs, and herbaceous vegetation, that exists or is established to protect a stream system, lake, or reservoir, and where alteration is strictly limited. Functionally, stream protection corridors provide erosion control, improve water quality (lower sedimentation and contaminant removal) offer flood water storage, provide habitat, and improve aesthetic value."

Stream is defined as "a surface watercourse with a well-defined bed and bank, either natural or artificial that confines and conducts continuous or periodic flowing water."

Stream Bank is defined as "the sloping land that contains the stream channel and the normal flows of the stream."

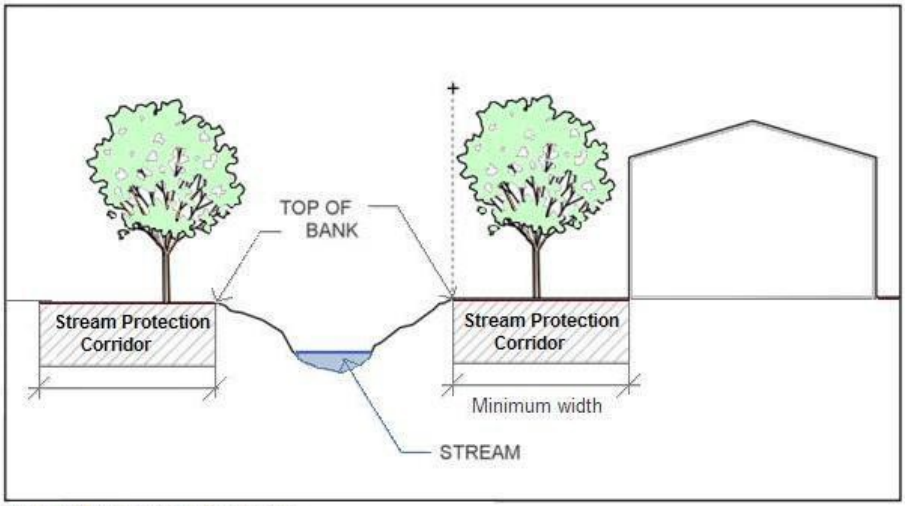
Stream Channel is defined as "part of a watercourse that contains an intermittent or perennial base flow of groundwater origin."

There are two types of categories of Streams: Category One Streams and Category Two Streams. Category One Stream is defined as: "A perennial stream that flows in a well-defined channel throughout most of the year under normal climatic conditions. Some may dry up during drought periods or due to excessive upstream uses. Aquatic organism such as some fish are normally present and easily found in these streams. The Category One Streams are listed in Table 744-205-2: Category One Streams."

A Category Two Stream is defined as: "An intermittent stream that flows in a well-defined channel during wet seasons of the year but not necessarily for the entire year. These streams generally exhibit signs of water velocity sufficient to move soil, material, litter, and fine debris. Aquatic organisms, such as fish, are often difficult to find or not present at all in these streams. These streams are identified on the United States Geological Survey (USGS) topographic maps and on the Department of Natural Resources Conservation Service (NRCS) soils maps."

There are 34 Category One streams listed in the Ordinance. The stream protection corridor is a strip of land on both sides of the stream whose width varies according to whether it is within the Compact or Metro Context Area and whether it is a Category One or Category Two Stream.

White River lies within the Metro Context Area and is located along the eastern portion of the site. It is designated as a Category One stream requiring a 100-foot-wide stream protection corridor on both sides of the stream, as measured parallel from the top of the bank. Top of the bank is not defined by the Ordinance, other than by Diagram UU, Stream Protection Corridor Cross-section, as shown below.




**Stream Protection Corridor**

**Wetland Preservation**

The aerial indicates two possible wetlands located along the southern boundary of the site.

The Environmental Protection Agency defines wetlands "as areas where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season. Water saturation (hydrology) largely determines how the soil develops and the types of plant and animal communities living in and on the soil. Wetlands may support both aquatic and terrestrial species. The prolonged presence of water creates conditions that favor the growth of specially adapted plants (hydrophytes) and promote the development of characteristic wetland (hydric) soils."

The State of Indiana defines wetlands as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include: (1) swamps; (2) marshes; (3) bogs; and (4) similar areas.”

Staff believes that a technical assessment that would include a wetlands delineation would determine the type and quality of the wetland based on the presence or absence of wetlands characteristics, as determined with the *Wetlands Delineation Manual, Technical Report Y-81-1* of the United States Army Corps of Engineers.

If approved, staff would request a commitment that would require assessment and wetlands delineation to determine the impact of the development on the wetland area.

**Department of Public Work**

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a 59.5-foot half right-of-way along Mann Road. This dedication would also be consistent with the Marion County Thoroughfare Plan.

**Traffic Impact Study – November 2026**

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. LOS directly relates to driver discomfort, frustration, fuel consumption and lost travel time. Traffic operating conditions at intersections are considered to be acceptable if found to operate at LOS D or better.

Capacity analysis occurs for three different scenarios. Scenario One is based on the 2026 existing peak hour traffic volumes. Scenario Two is based on 2031 background traffic volumes by applying a 1.5% annual growth rate to existing traffic volumes. Scenario Three is based on 2031 proposed development traffic volumes added to the year 2031 background traffic .

Study Area Intersections

- Mann Road and Mills Road
- Mann Road and Southport Road

Conclusions and Recommendations

Mann Road and Mills Road / Proposed Access Drive

Capacity analyses for the existing and 2031 background traffic volume scenarios (Scenario 1 and Scenario 2) 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 the existing intersection conditions. Capacity analyses for the 2031 background plus proposed development traffic volume scenario (Scenario 3) show that the intersection will continue to operate at acceptable levels of service during the AM and PM peak hours with following recommended future geometrics:

- Northbound: Exclusive left-turn lane and a shared through/right-turn lane.
- Southbound: Exclusive left-turn lane, through lane and an exclusive right-turn lane
- Eastbound: Exclusive left-turn lane and a shared through/right-turn lane
- Westbound: Exclusive left-turn lane and a shared through/right-turn lane.

Mann Road and Southport Road

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

**Site Plan – September 24, 2026**

As proposed, the development would provide for five three-story buildings consisting of 252 dwelling units that would offer one-to-four-bedroom units. Two six-unit cottages (one story) would be located at the easternmost area of development that does not encroach into the boundary of the floodplain.

There would be a total of 441 parking spaces (1.75 parking ratio), with 394 surface parking spaces and 47 garage spaces. There would also be 45 bike parking spaces, including 27 covered spaces.

Amenities would include a clubhouse, pool, entertainment pavilion / grills, a playground, bark park, three pocket parks, and two open activity areas.

Access would be gained at the signalized intersection of Mann Road and Mills Road. An emergency road with a “fire apparatus crash gate” would be an extension of the southern access drive / parking lot at the southwest corner of the site along Mann Road.

**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 receptables for proper disposal of trash and other waste.

**Planning Analysis**

As proposed, this request would not align with the Comprehensive Plan recommendation of rural or estate neighborhood or the environmentally sensitive area overlay of the 100-year floodplain and Forest alliance Woodlands.

The Pattern Book limits recommended land uses of this site to detached housing and working farms, with a typical density of less than one dwelling unit per acre unless housing is clustered to preserve open space.

Approximately 12.89 acres of this site are located within the floodplain, leaving approximately 15.62 acres of land outside the floodplain that would result in an approximate density of 16.13. Otherwise, the density for the entire site would be 8.84 units per acre.

The Pattern Book notes that development in this recommended typology “work with the existing topography as much as possible.” Limiting development to the area of the site that lies out of the floodplain would preserve and minimize the impact on the environmentally sensitive eastern portion of the site that would potentially become a greenways, park and / or remain open space.

The Ordinance suggests that the D7 district would be applicable as a medium density community throughout the county and is present to the west, across Mann Road. This development would be an acceptable expansion of the recommended suburban neighborhood typology to the north and northwest.

The developer has offered to donate a portion of the site to the Department of Parks and Recreation (DPR) for future greenways development including an access easement from Mann Road. Staff understands that DPR would consider this land donation. If approved, details and further discussions between these two interested parties should occur to finalize the transfer the ownership.

For all these reasons, staff recommends approval this request, subject to requested commitments.

**GENERAL INFORMATION**

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| **Existing Zoning** | SU-1 (FF) (FW) / D-A (FF) (FW) | |
| **Existing Land Use** | Single-family dwelling / accessory structures / agricultural uses | |
| **Comprehensive Plan** | Rural or Estate Neighborhood | |
| **Surrounding Context** | **Zoning** | **Land Use** |
| North: | SU-1 (FW) (FF) | Religious uses |
| South: | D-A (FW) (FF) | Single-family dwelling / agricultural uses |
| East: | SU-13 (FW) (FF) | Floodway / floodway fringe |
| West: | C-3 (FF) | Undeveloped land |
| **Thoroughfare Plan** | | |
| Mann Road | Primary Arterial | Existing 50-foot right-of-way and proposed 119-foot right-of-way. |
| **Context Area** | Metro | |
| **Floodway / Floodway Fringe** | Yes – White River | |
| **Overlay** | Yes – Environmentally Sensitive Area - 100-year floodplain / woodlands | |
| **Wellfield Protection Area** | No | |
| **Site Plan** | April 13, 2026 | |
| **Site Plan (Amended)** | September 24, 2026 | |
| **Elevations** | April 13, 2026 | |
| **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

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

### 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:

*Recommended Lane Uses Rural or Estate Neighborhood Typology*

- Detached housing
- Working farms
- Group homes
- Bed and Breakfast
- Wind or solar farms

*Modified Uses – Environmentally Sensitive Areas*

Detached housing / group homes and bed and breakfast should be oriented to minimize impact on the natural environment, including trees, wetlands, and exceptional topography. Housing is significantly discouraged in floodplains. Additionally, development should preserve or add at least 30% of the entire parcel as tree canopy or naturalized area.

*Removed Uses / Environmentally Sensitive Areas*

Working farms / wind or solar farms

### 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.

The Greenways Master Plan (2014)

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

The White River is also the longest continuous waterway in Marion County running from north to south the entire length of the county. For purposes of this master plan, the river has been broken into three sections:

- The north White River between 96th Street (county line) and Interstate 65/38th Street
- The central White River between Interstate 65/38th Street and Raymond Street
- The south White River between Raymond Street and Southwestway Park.

South White River

The Raymond Street overpass is the point where the South White River corridor begins. The corridor ends at the Marion County/Johnson County line. The southern segment of White River (from Raymond Street to the county line) is over 9 miles long. The northern part of this corridor contains primarily industrial development, and the southern portion of this corridor is characterized by open space with a wide floodplain. There has not been much residential or commercial development in this part of the county. Along this course, the White River Greenway will make connections with the Pleasant Run Greenway, the proposed Lick Creek Greenway and the proposed Little Buck Creek Greenway, before terminating at Southwestway Park.

In the 1994 greenways plan, paved shared-use paths were planned on both sides of the river from Raymond Street south to Interstate 465. At that point, the paved shared-use path was recommended to be on the east side of the river with non-paved pedestrian and equestrian trails recommended on the western side of the river. Since that plan, the route evolved and in the 2002 update, the route was designated solely on the west bank of the river. The route was evaluated again as part of this master planning process and remains on the west side of the river in order to maintain continuity. Connectivity to the other greenways that intersect with this section is critical so three new pedestrian bridges are proposed along the river to connect to Pleasant Run Greenway, the proposed Lick Creek Greenway, and the proposed extension of the Little Buck Creek Greenway on the southern end of the route.

This stretch of the White River also affords several places where trail users will have access to the river. All of this makes the completion of the White River Greenway a critical piece in the overall greenways system.

## ZONING HISTORY

**2025-ZON-077; 6501 Mann Road,** requested rezoning of 26.83 acres from the D-A (FF) (FW) district to the D-7 (FF) (FW) district to provide for multi-family residential development, **withdrawn.**

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

**VICINITY**

**2026-CZN-850 / 2026-CPL-850; 6300 Mann Road (north of site),** requested rezoning of 24.7 acres from the D-A (FF) (FW) district to the D-3 (FF) (FW) district to provide for residential development and approval of a Subdivision Plat to be known as Elrod Estates, dividing 24.7 acres into two lots, with a waiver of sidewalks, per Chapter 741.30, **pending.**

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

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

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

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

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

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

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

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

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

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

**71-Z-177; 6950 Mann Road (south of site)**, requested rezoning of 42 acres from the A-2 to the C-4, **approved.**

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

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

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

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

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

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

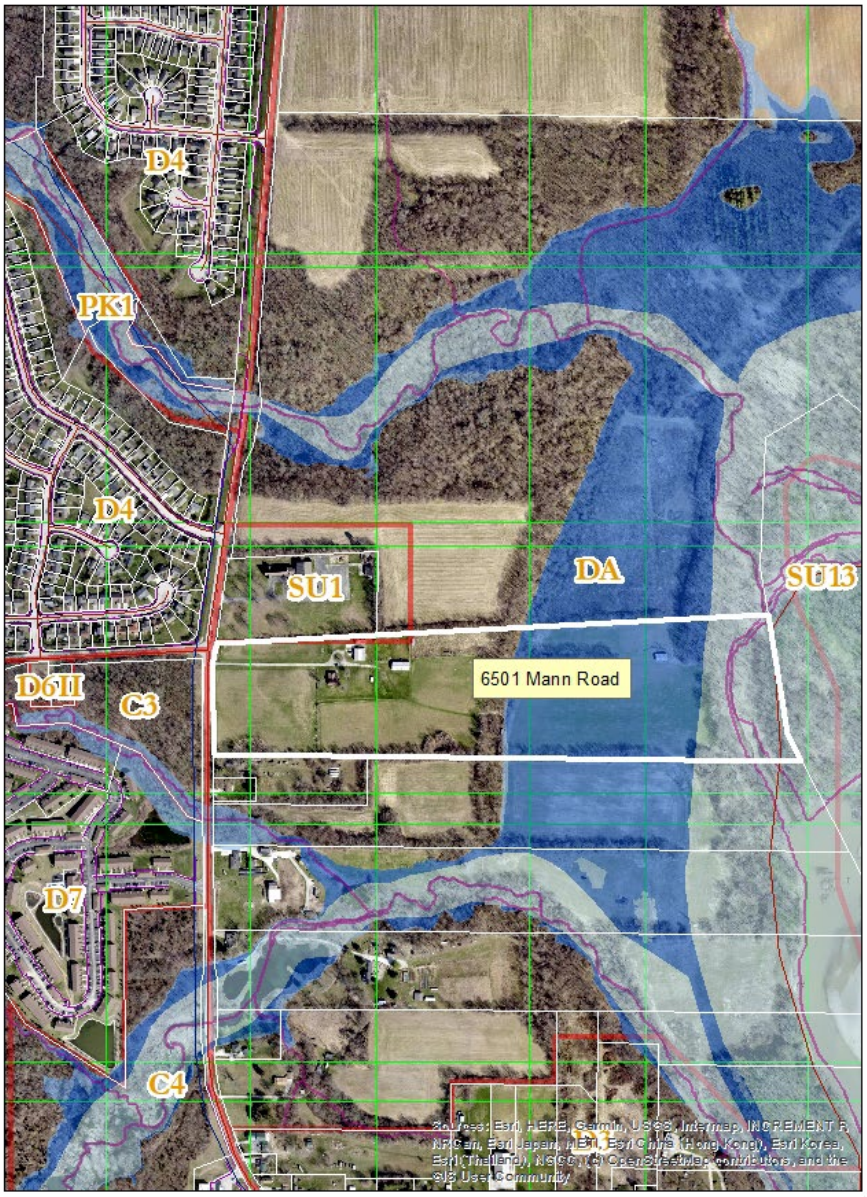
**71-Z-170; 5470 West Mills Road (north of site)**, requested rezoning of 69.62 acres, being in the A-2 District, to the D-3 classification to provide for residential development, **approved.**

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

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

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

## EXHIBITS




6501 Mann Road

N

0 0.035 0.07 0.14 0.21 0.28 Miles

KITTLE PROPERTY GROUP, INC.
316 East 96th Street, Suite 400
Indianapolis, IN 46240
(317) 843-5111
www.kittlesite.com

OAK HAVEN
6501 MANN RD
INDIANAPOLIS, IN

PROJECT TITLE

SEAL

DESCRIPTION — DATE
DEVELOPMENT REVIEW — 05/02/2025

REVISIONS
MARK — DESCRIPTION — DATE
ARCHITECTURAL SITE PLAN — 10/03/2025

DO NOT SCALE PRINTS - USE FIGURED DIMENSIONS ONLY

PROJECT NO.
24-011

SHEET TITLE
PRELIMINARY ARCHITECTURAL SITE PLAN

SHEET NUMBER
ASP-1A

**PROPOSED SITE PLAN**
SCALE: 1"=100'-0"

WHITE RIVER
POND
MILL ROAD

**OAK HAVEN - FAMILY HOUSING**
6501 MANN ROAD, INDIANAPOLIS, INDIANA

**SITE:**
± 28.46 ACRES (INCLUDES FLOOD PLAIN)
± 15.62 NET ACRES (OUTSIDE FLOOD PLAIN)

**ZONING:**
EXISTING - SU1 & DA
PROPOSED - D7

**ALLOWABLE DENSITY**
12-15 UNITS / ACRE

**PROPOSED DENSITY:**
252 DWELLING UNITS
8.85 DWELLING UNITS / ACRES

**PROJECT SCOPE:**
(5) 1BR12-2BR24-3BR9-4BR3 - 48 UNIT BREEZEWAY (3-STORY)
(1) 1BR 6 - 6 UNIT COTTAGE (1-STORY)
(1) 2BR6 - 6 UNIT COTTAGE (1-STORY)

**UNIT MIX: FAMILY**
66 1BR UNITS (26%) *(5 ACCESSIBLE)*
126 2BR UNITS (50%) *(5 ACCESSIBLE)*
45 3BR UNITS (18%) *(2 ACCESSIBLE)*
15 4BR UNITS (6%) *(1 ACCESSIBLE)*
**252 TOTAL FAMILY DWELLING UNITS** *(13 ACCESSIBLE)*

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

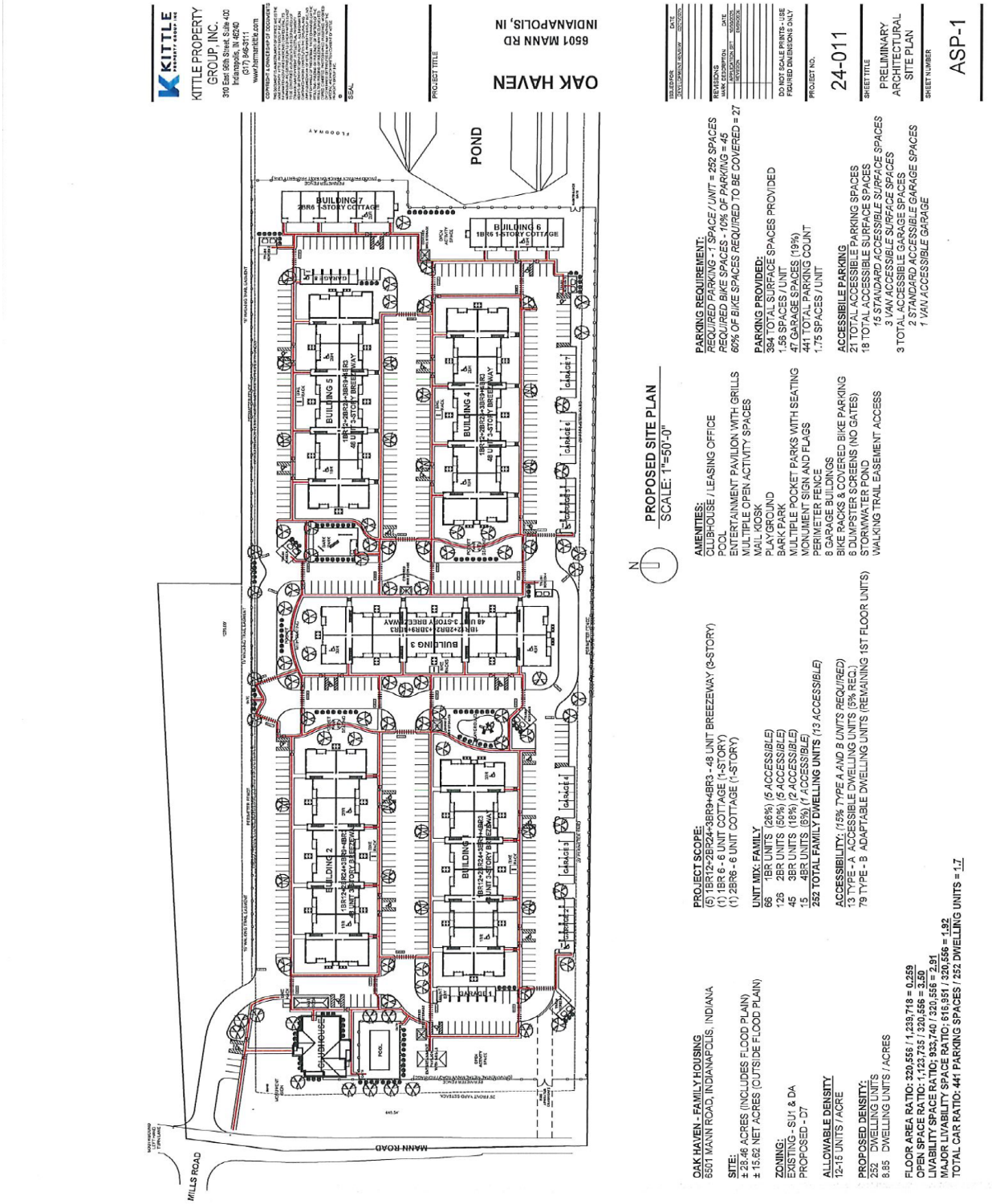
**AMENITIES:**
CLUBHOUSE / LEASING OFFICE
POOL
ENTERTAINMENT PAVILION WITH GRILLS
MULTIPLE OPEN ACTIVITY SPACES
MAIL KIOSK
PLAYGROUND
BARK PARK
MULTIPLE POCKET PARKS WITH SEATING
MONUMENT SIGN AND FLAGS
PERIMETER FENCE
8 GARAGE BUILDINGS
BIKE RACKS & COVERED BIKE PARKING
6 DUMPSTER SCREENS (NO GATES)
STORMWATER POND
WALKING TRAIL EASEMENT ACCESS

**PARKING REQUIREMENT:**
*REQUIRED PARKING - 1 SPACE / UNIT = 252 SPACES*
*REQUIRED BIKE SPACES - 10% OF PARKING = 45*
*60% OF BIKE SPACES REQUIRED TO BE COVERED = 27*

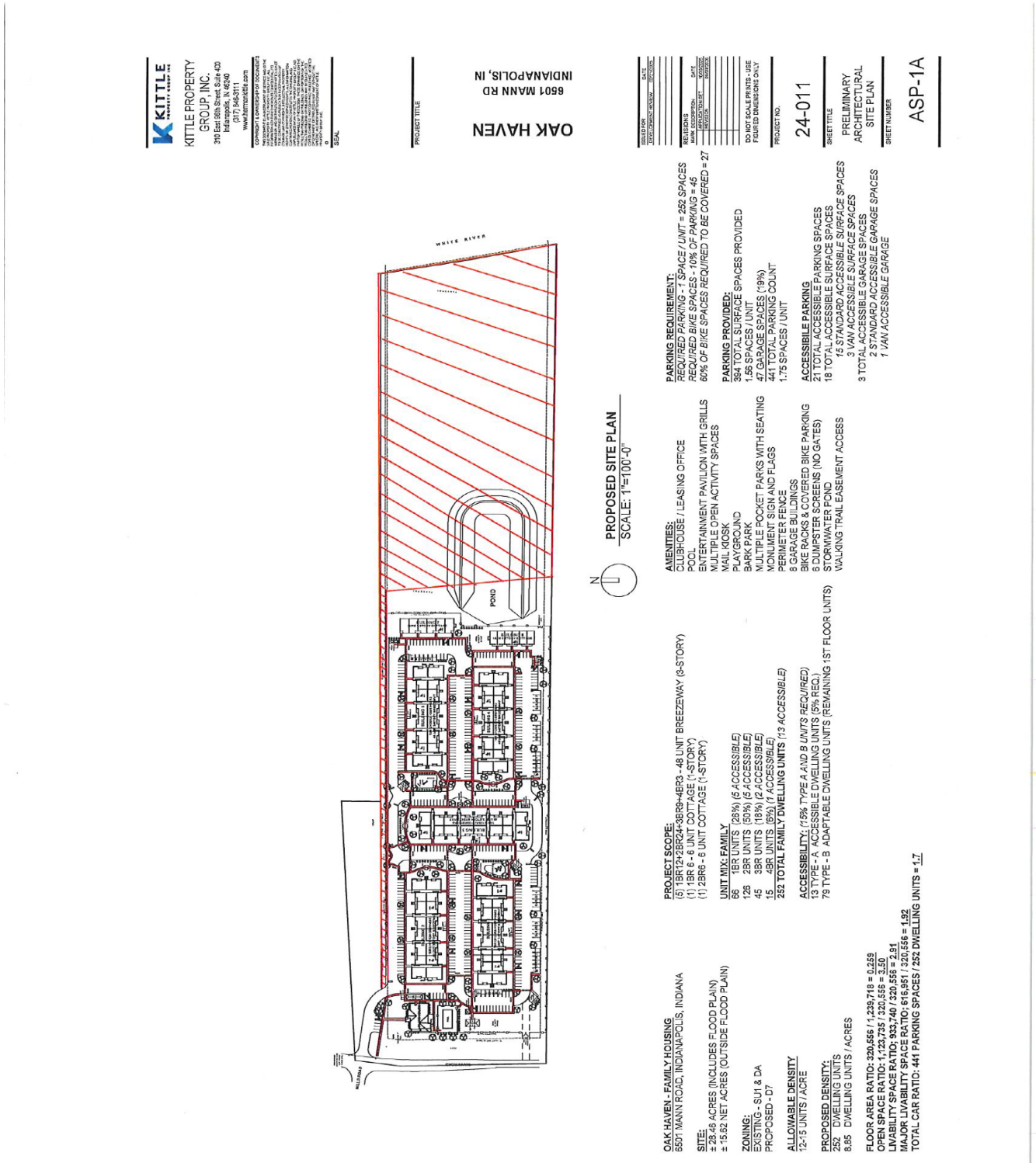
**PARKING PROVIDED:**
394 TOTAL SURFACE SPACES PROVIDED
1.56 SPACES / UNIT
47 GARAGE SPACES (19%)
441 TOTAL PARKING COUNT
1.75 SPACES / UNIT

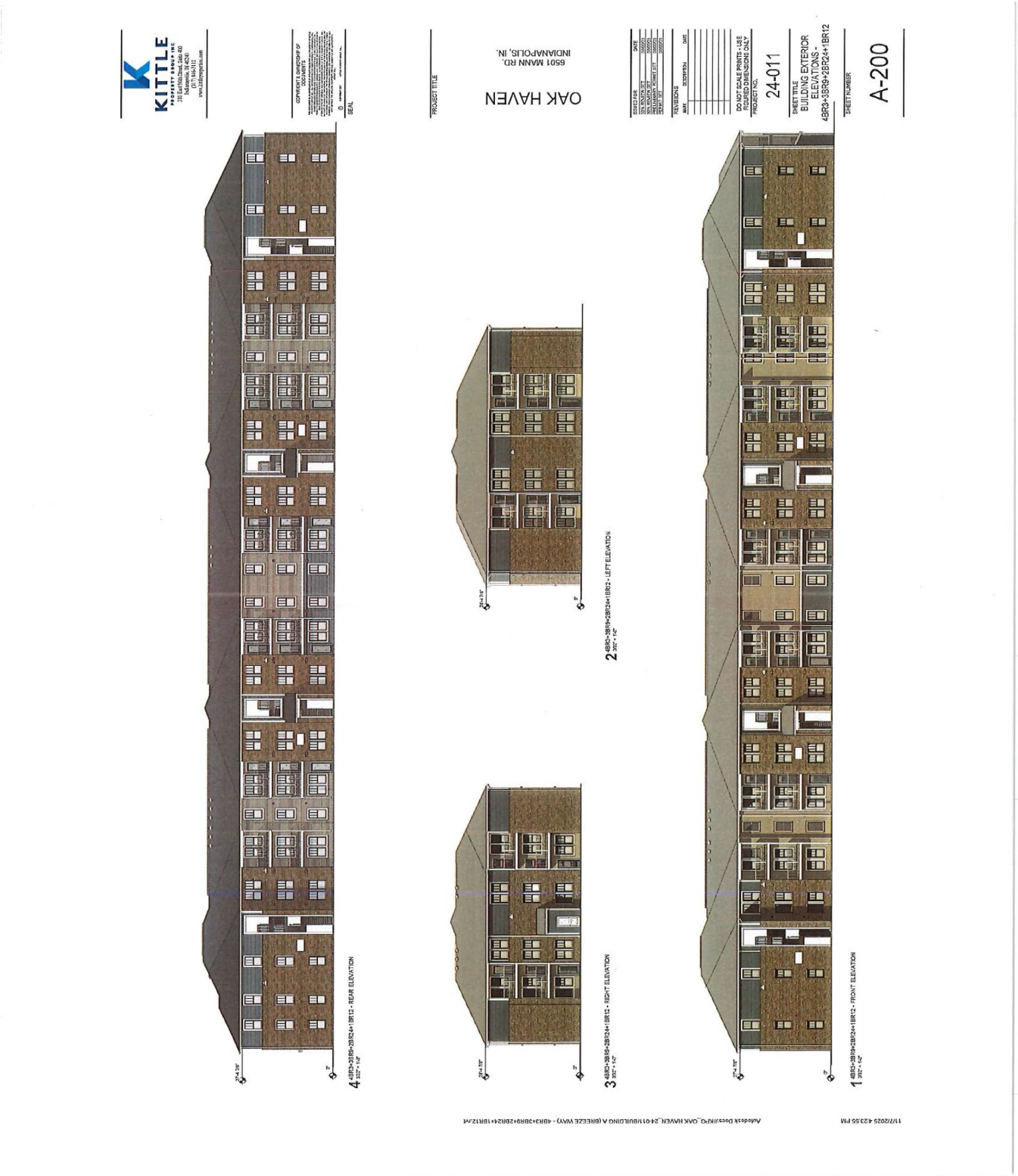
**ACCESSIBLE PARKING**
21 TOTAL ACCESSIBLE PARKING SPACES
18 TOTAL ACCESSIBLE SURFACE SPACES
15 STANDARD ACCESSIBLE SURFACE SPACES
3 VAN ACCESSIBLE SURFACE SPACES
3 TOTAL ACCESSIBLE GARAGE SPACES
2 STANDARD ACCESSIBLE GARAGE SPACES
1 VAN ACCESSIBLE GARAGE

**FLOOR AREA RATIO: 320,556 / 1,239,718 = 0.259**
**OPEN SPACE RATIO: 1,123,735 / 320,556 = 3.50**
**LIVABILITY SPACE RATIO: 933,740 / 320,556 = 2.91**
**MAJOR LIVABILITY SPACE RATIO: 615,951 / 320,556 = 1.92**
**TOTAL CAR RATIO: 441 PARKING SPACES / 252 DWELLING UNITS = 1.7**


KITTLE PROPERTY GROUP, INC.
310 East 96th Street, Suite 420
Indianapolis, IN 46240
317.706.4511
www.kittlepg.com
OAK HAVEN
8501 MANN RD
INDIANAPOLIS, IN
PROJECT TITLE
SEAL
POND
BUILDING 7
2BR6 1-STORY COTTAGE
BUILDING 6
1BR6 1-STORY COTTAGE
BUILDING 5
48 UNIT 3-STORY BREEZEWAY
BUILDING 4
48 UNIT 3-STORY BREEZEWAY
BUILDING 3
48 UNIT 3-STORY BREEZEWAY
BUILDING 2
48 UNIT 3-STORY BREEZEWAY
BUILDING 1
UNIT 3-STORY BREEZEWAY
CLUBHOUSE
POOL
PLAYGROUND
MANN ROAD
MILLS ROAD
PROPOSED SITE PLAN
SCALE: 1"=50'-0"
N
OAK HAVEN - FAMILY HOUSING
8501 MANN ROAD, INDIANAPOLIS, INDIANA
SITE:
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± 15.62 NET ACRES (OUTSIDE FLOOD PLAIN)
ZONING:
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12-15 UNITS / ACRE
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13 TYPE - A ACCESSIBLE DWELLING UNITS (5% REQ.)
79 TYPE - B ADAPTABLE DWELLING UNITS (REMAINING 1ST FLOOR UNITS)
FLOOR AREA RATIO: 320,556 / 1,239,718 = 0.259
OPEN SPACE RATIO: 1,123,735 / 320,556 = 3.50
LIVABILITY SPACE RATIO: 933,740 / 320,556 = 2.91
MAJOR LIVABILITY SPACE RATIO: 816,951 / 320,556 = 1.92
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AMENITIES:
CLUBHOUSE / LEASING OFFICE
POOL
ENTERTAINMENT PAVILION WITH GRILLS
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MAIL KIOSK
PLAYGROUND
BARK PARK
MULTIPLE POCKET PARKS WITH SEATING
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3 VAN ACCESSIBLE SURFACE SPACES
3 TOTAL ACCESSIBLE GARAGE SPACES
2 STANDARD ACCESSIBLE GARAGE SPACES
1 VAN ACCESSIBLE GARAGE
ISSUE/RFR
DEVELOPMENT REVIEW
DATE
REVISIONS
MARK DESCRIPTION
DATE
DO NOT SCALE PRINTS - USE FIGURED DIMENSIONS ONLY
PROJECT NO.
24-011
SHEET TITLE
PRELIMINARY ARCHITECTURAL SITE PLAN
SHEET NUMBER
ASP-1

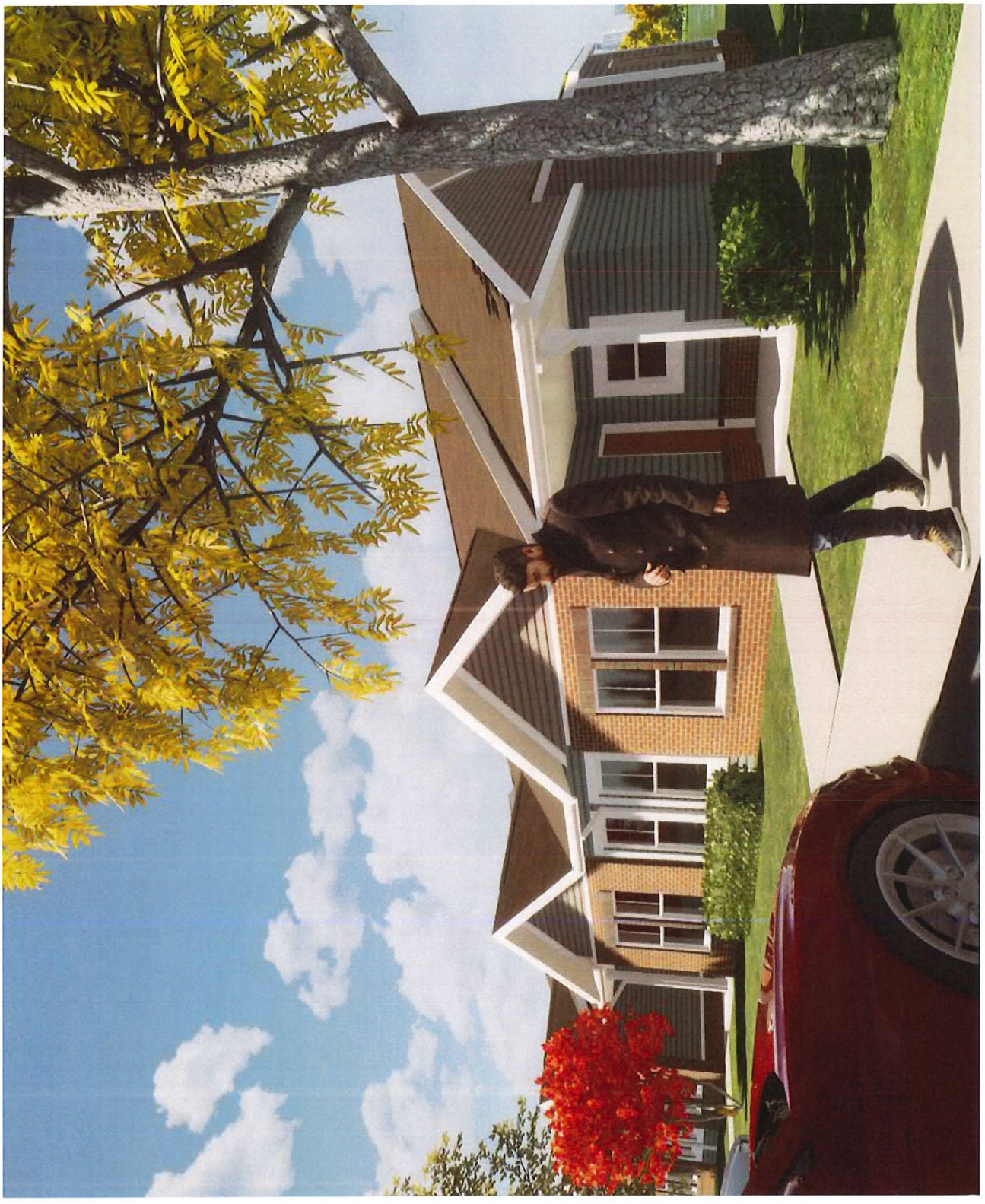
## Site Plan – Proposed Land Donation (Red Hatched Areas)




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SEAL
PROJECT TITLE
OAK HAVEN
6501 MANN RD.
INDIANAPOLIS, IN.
DATE
DESCRIPTION
DO NOT SCALE PRINTS - USE FIGURED DIMENSIONS ONLY
PROJECT NO.
24-011
SHEET TITLE
BUILDING EXTERIOR ELEVATIONS - 4BR3+3BR9+2BR24+1BR12
SHEET NUMBER
A-200
1 4BR3+3BR9+2BR24+1BR12 - FRONT ELEVATION
2 4BR3+3BR9+2BR24+1BR12 - LEFT ELEVATION
3 4BR3+3BR9+2BR24+1BR12 - RIGHT ELEVATION
4 4BR3+3BR9+2BR24+1BR12 - REAR ELEVATION
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DMD INDY
DEPARTMENT OF METROPOLITAN DEVELOPMENT
DIVISION OF PLANNING | CURRENT PLANNING

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



KITTLE
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SEAL

PROJECT TITLE
OAK HAVEN
6501 MANN RD
INDIANAPOLIS, IN

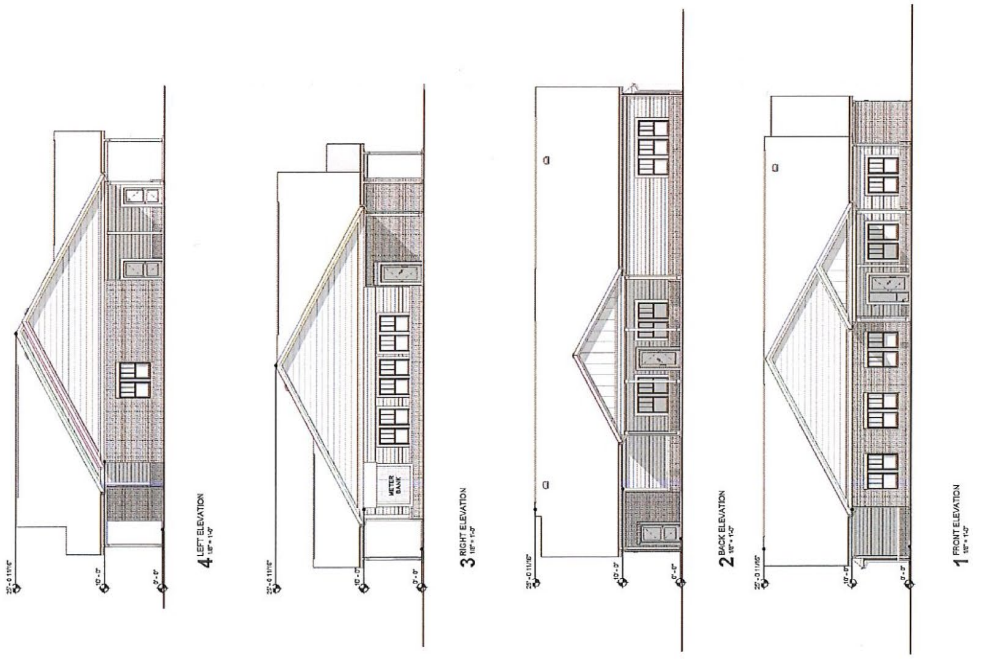
ISSUED FOR:
DATE:
PERMIT SET
REVISIONS
NO. DESCRIPTION DATE

DO NOT SCALE PRINTS - USE FIGURED DIMENSIONS ONLY
PROJECT NO. 24-011

SHEET TITLE
CLUBHOUSE EXTERIOR ELEVATIONS

SHEET NUMBER
AC-200

BRICK: MAY NOT EXCEED 25%




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Autodesk Docs://KPG_OAK HAVEN_24-011/LARGE CLUBHOUSE updated.rvt

**EXHIBIT A**

**Heritage Tree Conservation**

Removal of any Heritage Tree is prohibited unless any of the following determinations are made before removal:

1. The Administrator or the city's Urban Forester determines that the tree is dead, significantly and terminally diseased, a threat to public health or safety, or is of an undesirable or nuisance species.
2. The Director of the Department of Public Works determines that the tree interferes with the provision of public services or is a hazard to traffic.
3. The Administrator determines that the location of the tree is preventing development or redevelopment that cannot be physically designed to protect the tree.
4. The site from which the tree is removed is zoned D-A and the tree is harvested as timber or similar forestry product.

| Table 744-503-3: Replacement Trees | | |
|---|---|---|
| **Size of tree removed or dead (inches)** | **Number of Trees to be planted to replace a Heritage Tree** | **Number of Trees to be planted to replace an existing tree** |
| Over 36 DBH | 15 | 10 |
| 25.5 to 36 DBH | 11 | 8 |
| 13 to 25 DBH | 8 | 6 |
| 10.5 to 12.5 DBH | 6 | 4 |
| 8.5 to 10 DBH | 5 | 4 |
| 6.5 to 8 | 3 | 2 |
| 4 to 6 | 2 | 2 |
| 2.5 to 3.5 | 1 | 1 |




View looking north along Mann Road



View looking south along Mann Road



View of site looking southeast



View of site looking southeast



View of site looking northeast



View of site looking east along access drive




View from site looking northwest across intersection of Mann Road and Mills Road



View from site looking northwest across intersection of Mann Road and Mills Road



View looking west across Mann Road from site