



Department of Metropolitan Development
Division of Planning
Current Planning

**METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER**

June 26, 2025

Case Number: 2025-CZN-824 / 2025-CVR-824 / 2025-CVC-824 (Amended)

Property Address: 963, 1001, 1007, 1008, 1010, 1011, 1015, and 1027 East Georgia Street, and 960, 1002, 1018, and 1022 and 1030 Bates Street (Approximate Addresses)

Location: Center Township, Council District #18

Petitioner: The City of Indianapolis by Aryn Schounce

Current Zoning: D-8, C-S (TOD), and I-4

Request: Rezoning of 1.76 acres from the D-8, C-S (TOD), and I-4 districts to the C-S (TOD) district to provide for not-for-profit uses, including case management and services, offices, commercial kitchen and cafeteria, multi-family dwellings, emergency shelter, and accessory uses such as outdoor gathering space, per the filed plan of operation.

Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for a surface parking lot at 1008 and 1010 East Georgia Street, with a zero-foot front yard setback along Shelby Street and Georgia Street without landscaping (minimum 10-foot front yard setbacks required with landscaping), a four-foot west transitional yard setback without landscaping (minimum eight-foot west transitional yard setback required at alley with landscaping), without exclusive alley access (not permitted), with a four-foot wide public sidewalk along Georgia Street and Shelby Street (minimum six-foot sidewalk required at local street and minimum 12-foot wide sidewalk required at arterial street), and, a surface parking lot at 1018, 1022, and 1030 Bates Street, with a six-foot front setback along Bates Street without landscaping, (minimum 10-foot front setback required with landscaping), a two-foot east side yard without buffer landscaping (minimum 10-foot side yard required with buffer landscaping), and without exclusive access from an improved alley (not permitted), and, a mixed-use building at 963-1027 East Georgia Street within the clear sight triangle of an abutting alley and Georgia Street (not permitted within the clear sight triangle), with a nine-foot front setback along Shelby Street and zero-foot front setback along Georgia Street both without landscaping (minimum 10-foot front yard setbacks required with landscaping), a four-foot south transitional yard abutting an alley without landscaping (minimum eight-foot transitional yard required when abutting an alley with landscaping), a building height of 73 feet, (maximum 38-foot building height permitted), and a five-foot wide public sidewalk along Georgia Street and Shelby Street (minimum 6-foot sidewalk required at local street and minimum 12-foot wide sidewalk required at arterial street), with deficient landscaping and a waiver of the minimum and maximum parking requirements, in lieu of approval by the Current Planning Administrator.

Vacation of the first north-south alley, west of Shelby Street, being 15 feet in width, from the south right-of-way line of Georgia Street, south 130.84 feet, to the north right-of-way line of the first east-west alley south of Georgia Street.

Current Land Use: Vacant commercial and residential buildings, Undeveloped land

Staff Recommendations: Approval with commitments.

Staff Reviewer: Marleny Iraheta, Senior Planner

PETITION HISTORY

This petition was continued from the May 29, 2025 hearing to the June 26, 2025 hearing at the request of staff to allow additional time to amend the request and provide proper notice.

STAFF RECOMMENDATION

Amendment: The petitioner should amend the request to reflect the changes made to the C-S Statement and site plan which include the following:

1. The removal of the multi-family dwellings from the rezoning request.
2. A surface parking lot at 1008 and 1010 East Georgia Street with deficient landscaping instead of having no landscaping.
3. An eight-foot sidewalk along Shelby Street and a six-foot sidewalk along Georgia Street to be met at 1008 and 1010 East Georgia Street.
4. A surface parking lot at 1018, 1022, and 1030 Bates Street with deficient landscaping instead of having no landscaping.
5. A mixed-use building at 963-1027 East Georgia Street with deficient landscaping instead of having no landscaping and the 10-foot front setback along Shelby Street to be met.
6. Six-foot wide sidewalks along Georgia Street and Shelby Street to be met at 963-1027 East Georgia Street. A 12-foot sidewalk at this section of Georgia Street is not required.

Staff **recommends approval of the variances and vacation** requests.

Staff **recommends approval** of the rezoning, subject to the following commitment being reduced to writing on the Commission's Exhibit "B" forms at least three days prior to the MDC hearing:

1. A 39-foot half right-of-way shall be dedicated along the frontage of Shelby 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. Final site plan, landscape plan, building elevations and lighting plan shall be submitted for Administrator Approval prior to the issuance of an Improvement Location Permit (ILP).



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RECOMMENDED MOTION: That the Hearing Examiner finds that the proposed vacation is in the public interest and that the Hearing Examiner confirms and ratifies the adoption of Declaratory Resolution 2025-CVC-824; subject to the rights of public utilities under IC 36-7-3-16.

PETITION OVERVIEW

LAND USE

This 1.76-acre site, zoned D-8, C-S (TOD), and I-4, is comprised of 14 parcels and developed with vacant commercial and residential buildings and includes undeveloped land. It is surrounded by a commercial building to the north, zoned I-4 (TOD); an addiction treatment center, zoned I-3, industrial uses and undeveloped land to the east, zoned I-4; single-family dwellings, zoned D-8, and a railroad to the west, zoned I-4; and undeveloped land and a railroad to the south, zoned I-4.

Prior to this request a portion of the property was rezoned to provide for a housing hub for those experiencing homelessness including associated supportive services.

REZONING

This request would rezone the site from the D-8, C-S (TOD), and I-4 districts to the C-S (TOD) classification to provide for not-for-profit uses, including case management and services, offices, commercial kitchen and cafeteria, emergency shelter, and accessory uses such as outdoor gathering space, per the filed plan of operation

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.

OVERLAYS

This site is located within two overlays, specifically the Industrial Reserve (IR) overlay and the Transit Oriented Development (TOD). "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 Industrial Reserve (IR) is intended for areas that are prime for industrial development due to factors such as large parcel size, proximity to compatible uses, and/or interstate access.



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There are no added or modified uses with the Industrial Reserve Overlay, but there are removed uses which include Small-Scale Offices, Retailing, and Personal or Professional Services and Heavy Commercial Uses.

The Transit-Oriented Development (TOD) overlay is intended for areas within walking distance of a transit station. The purpose of this overlay is to promote pedestrian connectivity and a higher density than the surrounding area.

There are no added uses for the TOD overlay, but there are modified uses that include Small-Scale Offices, Retailing, and Personal or Professional Services and Light Industrial Uses. Two removed uses within this overlay are Heavy Commercial Uses and Wind or Solar Farms.

VARIANCE OF DEVELOPMENT STANDARDS

Per Table 744-201-3, the C-S district requires minimum 10-foot front and side yard setbacks, minimum eight-foot side transitional yards when abutting an alley and has a maximum 35-foot building height permitted. Front and transitional yards are required to be landscaped.

No obstructions shall be erected, placed, planted, or allowed to grow in such a manner as to materially impede visibility between the heights of 2-½ feet and 8 feet above grade level of the adjoining right-of-way within the clear sight triangular area.

The Ordinance requires minimum six-foot sidewalks along all streets and minimum 12-foot-wide sidewalks along arterial streets in the Transit-Oriented Development Secondary District.

When a lot abuts an improved alley and the street frontage is less than 200 feet, vehicle access to that lot shall be exclusively from that alley.

Parking requirements for individual uses are per Table 744-402-1: Required Parking Table.

VACATION

This vacation petition would vacate the first north-south alley, west of Shelby Street, being 15 feet in width, from the south right-of-way line of Georgia Street, south 130.84 feet, to the north right-of-way line of the first east-west alley south of Georgia Street.

The request would permit adjacent properties east of the alley to be combined for the development of the proposed building. The public alley would then be relocated to fall within the property at 936 East Georgia Street which is currently west of the existing alley. A depiction of the proposed alley relocation is included in the report.

After evaluation of the above considerations, staff finds that the vacation would be in the public interest and recommends the vacation petition be approved. The vacation will not require an assessment of benefits waiver since it is to be used by a governmental or public use.



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PROCEDURE

Neither the Division of Planning nor the Plat committee, Hearing Examiner or Metropolitan Development Commission determines how vacated right-of-way is divided. The approval of a vacation petition only eliminates the public right-of-way. The vacation approval does nothing more. A petitioner will not receive a deed or other document of conveyance after the approval of a vacation.

The general rule under Indiana case law is that when a street or highway is vacated or abandoned the title to the land reverts to the abutting property owners. This rule exists by virtue of the fact that the abutting land owner owns to the center of the street or highway subject only to an easement for the public for the use of the street or highway. *Gorby v. McEndarfer* 135 Ind.App. 74, *82, 191 N.E.2d 786, **791 (Ind.App. 1963). However, there are possible exceptions to this general rule.

After a vacation of a public right-of-way, the county assessor determines how the vacated right-of-way will be assessed for tax purposes.

Petitioners and abutters of the vacated right-of-way should consult their own attorneys for advice regarding the ownership of the vacated right-of-way. In this instance, the abutting properties are all owned by the same property owner.

GENERAL DESCRIPTION:

Vacation of the first north-south alley, west of Shelby Street, being 15 feet in width, from the south right-of-way line of Georgia Street, south 130.84 feet, to the north right-of-way line of the first east-west alley south of Georgia Street.

UTILITIES AND AGENCY REPORT

Telephone:	No answer, retain easement, if requested
CEG, Gas:	No answer, retain easement, if requested
CEG, Wastewater:	No answer, retain easement, if requested
CEG, Water:	No answer, retain easement, if requested
Power:	No answer, retain easement, if requested
Cable:	No answer, retain easement, if requested
DPR:	No answer, retain easement, if requested
DPW, TS:	No answer, retain easement, if requested

DEPARTMENT OF PUBLIC WORKS

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a 39-foot half right-of-way along Shelby Street (primary arterial). This dedication would also be consistent with the Marion County Thoroughfare Plan.

C-S STATEMENT

The C-S Statement, file-dated May 1, 2025, states that the site would be developed as a housing hub for individuals experiencing homelessness, and a center of operations for a non-profit organization, which may include but not be limited to for not-for-profit uses, including case management and services, offices,

commercial kitchen and cafeteria, multi-family dwellings, emergency shelter, and accessory uses such as outdoor gathering space.

SITE PLAN

The site plan, file-dated June 16, 2025, is conceptual and provides for a 63,400 square-foot building and two surface parking lots. The northern one would contain 36 parking spaces and the southern one would contain 23 parking spaces for a total of 59 spaces.

Because of the proposed C-S rezoning, Administrator Approval would be required for the site plan, landscape plan, building elevations, signage, and lighting (photometric) plan.

Review of the finalized plans would include, but not limited to, consideration of the following items and / or features; architectural design that is compatible and well-integrated with the surrounding land uses; appropriate green / open space to serve the site; and project signage that complies with the Sign Regulations.

STAFF ANALYSIS

The request would not be consistent with the Comprehensive Plan recommendation of light industrial typology or the industrial reserve overlay, but The Pattern Book guidelines recommend that light industrial uses be removed as a land use adjacent to living typologies.

For approximately ten years living typologies have been introduced to this area by rezonings to the D-8 district between the railroad right-of-way to the west and Shelby Street to the east. It should also be noted that historically, this area was developed residentially.

This site lies within two TOD overlays (Red Line and Blue Line) with District Center and Central Business District typologies, both of which recommend mixed-use, including residential uses, with a minimum building height of three to five stories. Staff is supportive of the height variance to promote the recommendations of the Red Line and Blue Line Transit-Oriented Development Strategic Plans.

The approximate 130.84-foot-long alley is used by the public, but staff is supportive of the vacation request due to the planned relocation of the public alley to the west and finds it would be in the best interest of the public to have the alley be utilized for the development of a facility that will provide public services.

Although the proposed development of the site requires a number of variances, the requests are ones that staff supports to provide as many parking spaces on site while incorporating landscaping where possible to ensure these vital public services are made available to the individuals facing life challenges.

Because this site will be zoned C-S, the final site plan, landscape plan, building elevations and lighting plan shall be submitted for Administrator Approval prior to the issuance of an Improvement Location Permit (ILP).

For all these reasons, staff supports and determined the request would generally be compatible with the adopted land use plans and the current ongoing redevelopment of this area. Staff recommends approval of the requests so long as the amendments as follow are made at the hearing:

1. The removal of the multi-family dwellings from the rezoning request.
2. A surface parking lot at 1008 and 1010 East Georgia Street with deficient landscaping instead of having no landscaping.
3. An eight-foot sidewalk along Shelby Street and a six-foot sidewalk along Georgia Street to be met at 1008 and 1010 East Georgia Street.
4. A surface parking lot at 1018, 1022, and 1030 Bates Street with deficient landscaping instead of having no landscaping.
5. A mixed-use building at 963-1027 East Georgia Street with deficient landscaping instead of having no landscaping and the 10-foot front setback along Shelby Street to be met.
6. Six-foot wide sidewalks along Georgia Street and Shelby Street to be met at 963-1027 East Georgia Street. A 12-foot sidewalk at this section of Georgia Street is not required.

GENERAL INFORMATION

Existing Zoning	D-8, C-S (TOD), and I-4	
Existing Land Use	Vacant commercial and residential buildings, Undeveloped land	
Comprehensive Plan	Light Industrial	
Surrounding Context	Zoning	Land Use
North:	I-4 (TOD)	Commercial Building
South:	I-4	Undeveloped / Railroad
East:	I-3 / I-4	Addiction Treatment Center / Industrial / Undeveloped
West:	D-8 / I-4	Residential (Single-family dwellings)
Thoroughfare Plan		
Georgia Street	Local Street	48-foot proposed right-of-way and 53-foot existing right-of-way.
Bates Street	Local Street	48-foot proposed right-of-way and 60-foot existing right-of-way.
Shelby Street	Primary Arterial Street	78-foot proposed right-of-way and 68-foot existing right-of-way.
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	No	
Wellfield Protection Area	Yes	
Site Plan	April 1, 2025	
Site Plan (Amended)	June 16, 2025	
Elevations	June 16, 2025	
Elevations (Amended)	N/A	

Landscape Plan	May 9, 2025
Findings of Fact	June 20, 2025
Findings of Fact (Amended)	N/A
C-S/D-P Statement	May 1, 2025

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

- Marion County Land Use Pattern Book (2019)
- Blue Line Transit-Oriented Development Strategic Plan (2018)
- Red Line Transit-Oriented Development Strategic Plan (2021)
- Indy Moves Transportation Integration Plan (2018)

Pattern Book / Land Use Plan

- The Comprehensive Plan recommends light industrial development of the site.
- The Light Industrial typology provides for industrial, production, distribution, and repair uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. This typology is characterized by freestanding buildings or groups of buildings, often within industrial parks. Typical uses include warehousing, self-storage, assembly of parts, laboratories, wholesaling, and printing. Industrial or truck traffic should be separated from local/residential traffic.
- The Pattern Book lays out a land use classification system that guides the orderly development of the county, protects the character of neighborhoods, and serves as a policy guide for development or redevelopment of a site. The following elements of the Pattern Book apply to this site:
- **Light Industrial Uses**
 - Industrial truck traffic should not utilize local, residential streets.
 - Streets internal to industrial development must feed onto an arterial street.
 - Removed as a recommended land use where they would be adjacent to a living or mixed-use typology.
- **Heavy Commercial Uses**
 - Removed as a recommended land use where they would be adjacent to a living typology.
- **Small-Scale Offices, Retailing, and Personal or Professional Services**
 - Should be subordinate to and serving the primary uses of production, warehousing, and offices.
 - Should be adjacent to interstate interchanges if present. If no interchange is present, should be located along arterial streets at the edge of the light industrial typology.

- Should be located and served in such a way that the use will not interfere with industrial traffic or loading.
- The Pattern Book also provides guidance related to overlays and whether an overlay adds, modifies, or removes the recommended land uses within the base typology. This site lies within two Transit-Oriented Development overlays (Red Line TOD and Blue Line TOD).
- **Modified Uses**
 - Small Scale Offices, Retailing, and Personal or Professional Services - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.)
 - Light Industrial Uses - Development should be supportive of pedestrian activity (e.g. compact, connected to a pedestrian system, no more than one third of the frontage used for parking.) Only small-scale light industrial uses are appropriate in this overlay.
- **Removed Uses**
 - Heavy Commercial Uses
 - Wind or Solar Farms

Red Line / Blue Line / Purple Line TOD Strategic Plan

- The site falls within two TOD overlays, including the Red Line and the Blue Line, identified with a District Center typology, as well as the Central Business District typology.
- Red Line - This site is located within a ½ mile walk of the Fletcher Place transit stop located at the intersection of Virginia Street and Merrill Street with a District Center typology.
- Blue Line – This site is located within a ¼ mile walk of the proposed transit station located at the intersection of U.S. 40 (Washington Street) and Southeastern Avenue / Shelby Street with a Central Business District typology.
- District Center stations are 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.
- Characteristics of the District Center typology include a dense mixed-use hub for multiple neighborhoods with tall buildings, minimum of three (3) stories at core with no front or side setbacks, multi-family housing with a minimum of 5 units, and structured parking only with active first floor.
- Characteristics of the Central Business Center typology include the densest core of the city with the tallest buildings, a mix of office, entertainment, civic retail, active public place and residential, minimum of 5 stories throughout with no front or side setbacks with structure parking only with active first floor.

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 site falls within the Indy Moves Transportation Integration Plan (2018).
- More specifically, the IndyMoves PedalIndy (2018) plan proposes an active transportation bike neighborway along Shelby Street from Prospect Street to Southeastern Avenue

ZONING HISTORY

Zoning History – Site

2023-ZON-121; 1007, 1008, 1010, 1011, 1015 & 1027 East Georgia Street and 1018, 1022 & 1030 Bates Street (subject site), Rezoning of 1.16 acres from the I-4 (TOD) District to the C-S (TOD) District to provide for a housing hub for those experiencing homelessness including associated supportive services, **approved**.

2019-CZN-839 / 2019-CVR-839; 960, 1002, 1006, 1010 and 1014 Bates Street and 1001 East Georgia Street (subject site), Rezoning of 0.73 acre from the I-4 district to the D-8 district and variances or development standards to legally establish and provide for three single-family dwellings and detached garages with reduced side setbacks and separation between dwellings, **approved and granted**.

2006-UV2-018; 1007, 1011, and 1015 East Georgia Street (subject site), Variance of use of the Industrial Zoning Ordinance to provide for continued lawn mower sales and repair (not permitted), and used carpet sales (not permitted), as permitted temporarily by petition 2001-UV1-016 until May 1, 2006, **granted**.

2003-VAC-028; 1002 Bates Street (subject site), Vacation of a portion of the first north-south alley west of Shelby Street, being 15 feet in width from the north right-of-way of Bates Street to a point 130.67 feet to the north of said right-of-way line, along the south right-of-way line of the first east-west alley north of Bates Street, **approved**.

2001-UV1-016; 1007-1015 East Georgia Street (subject site), Variance of use of the Industrial Zoning Ordinance to provide for lawn mower sales and repair, and carpet sales in I-4-U, as previously approved by 96-UV3-43, **granted (temporary for five years, exclusive to petitioner)**.

97-UV2-36; 1002 Bates Street (subject site), Variance of use and development standards of the Industrial Zoning Ordinance to provide for construction of a 22 by 24-foot detached garage for an existing single-family dwelling, with reduced setbacks, **denied**.

96-UV3-43; 1007-1015 East Georgia Street (subject site), Variance of use of the Industrial Zoning Ordinance to provide for lawn mower sales and repair, carpet sales, and light mechanical automobile repair in I-4-U, **granted (temporary for five years, exclusive to petitioner)**.

60-V-528; 1022 Bates Street (subject site), Variance of use to permit an addition to the rear of the existing single-family residence, **granted**.

Zoning History- Vicinity

2013-CZN-835 / 2013-CVR-835; 939, 943, 947, 954, 958 and 964 East Georgia Street (west of site), Rezoning of 0.50 acre from the I-4U district to the D-8 classification to provide for single-family development and variances of development standards to legally establish reduced setbacks and open space and provide for detached garages with reduced setbacks, **approved and granted**.



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99-Z-186; 1133 East Georgia Street (east of site), Rezoning of 1.597 acres from SU-9 to I-3-U to provide for medium intensity urban industrial development, **approved**.

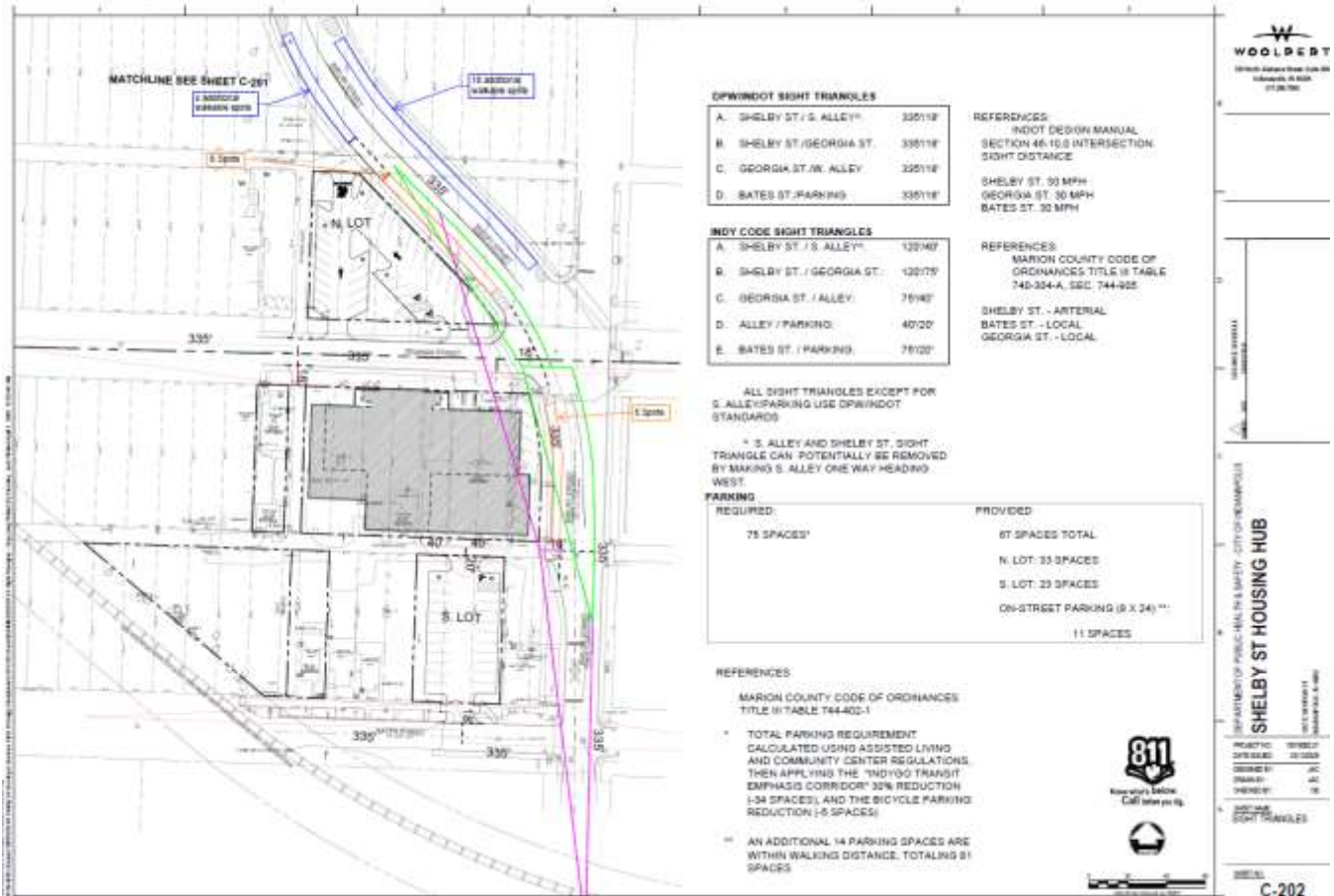
94-Z-116; 1129-1225 East Georgia Street (east of site), Rezoning of 2.66 acres, being in the SU-9 District, to the I-3-U classification, **approved**.

90-Z-197; 1129-1225 East Georgia Street (east of site), Rezoning of 2.66 acres, being in the I-4-U District, to the SU-9 classification, **approved**.

EXHIBITS



SITE PLAN



PARKING REQUIRED:	PROVIDED
75 SPACES*	67 SPACES TOTAL
	N. LOT: 33 SPACES
	S. LOT: 23 SPACES
	ON-STREET PARKING (8 X 24) **
	11 SPACES

REFERENCES

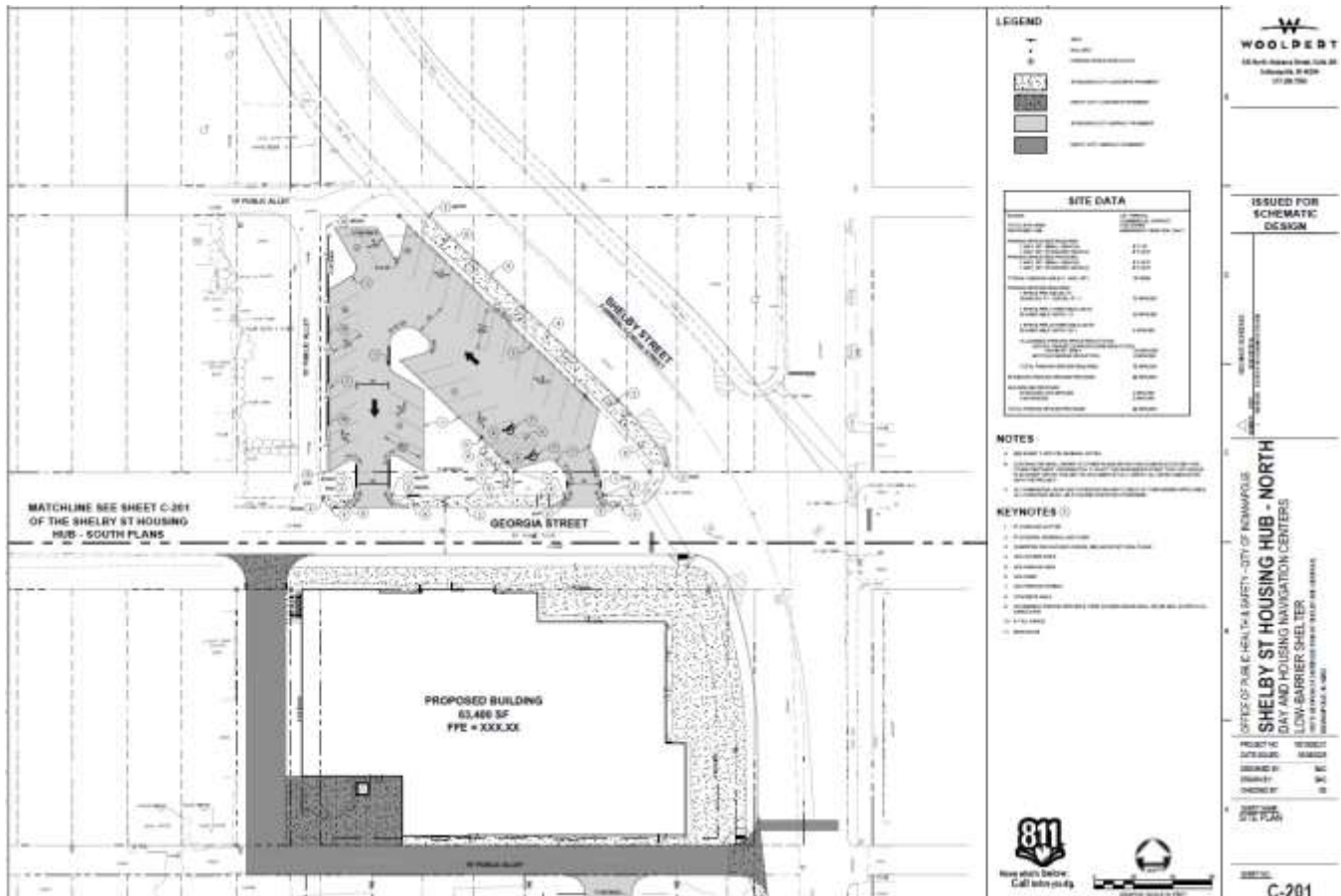
MARION COUNTY CODE OF ORDINANCES
TITLE III TABLE 744-402-1

- * TOTAL PARKING REQUIREMENT
CALCULATED USING ASSISTED LIVING
AND COMMUNITY CENTER REGULATIONS,
THEN APPLYING THE "INDYGO TRANSIT
EMPHASIS CORRIDOR" 30% REDUCTION
(-34 SPACES), AND THE BICYCLE PARKING
REDUCTION (-5 SPACES)

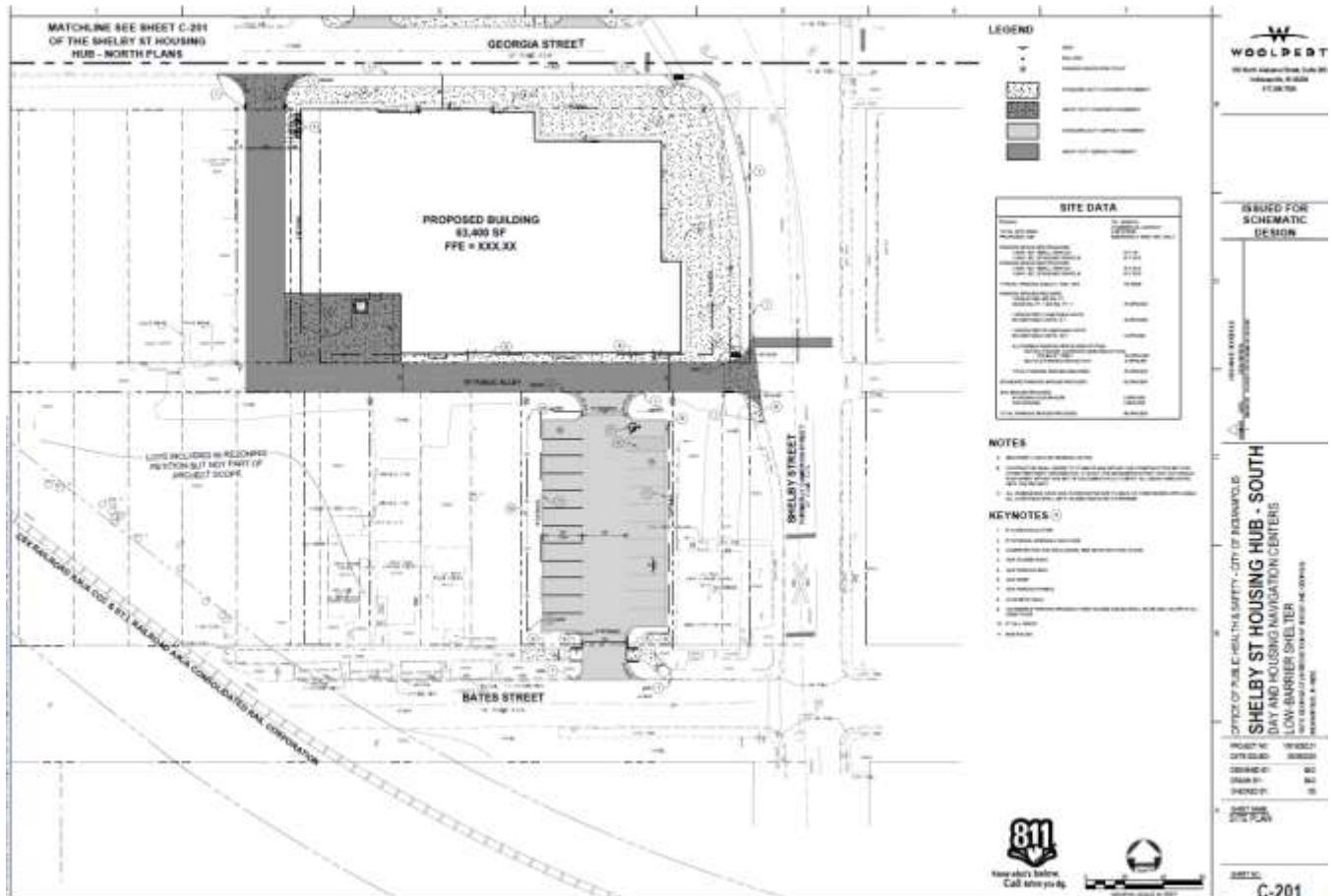
- ** AN ADDITIONAL 14 PARKING SPACES ARE
WITHIN WALKING DISTANCE, TOTALING 81
SPACES



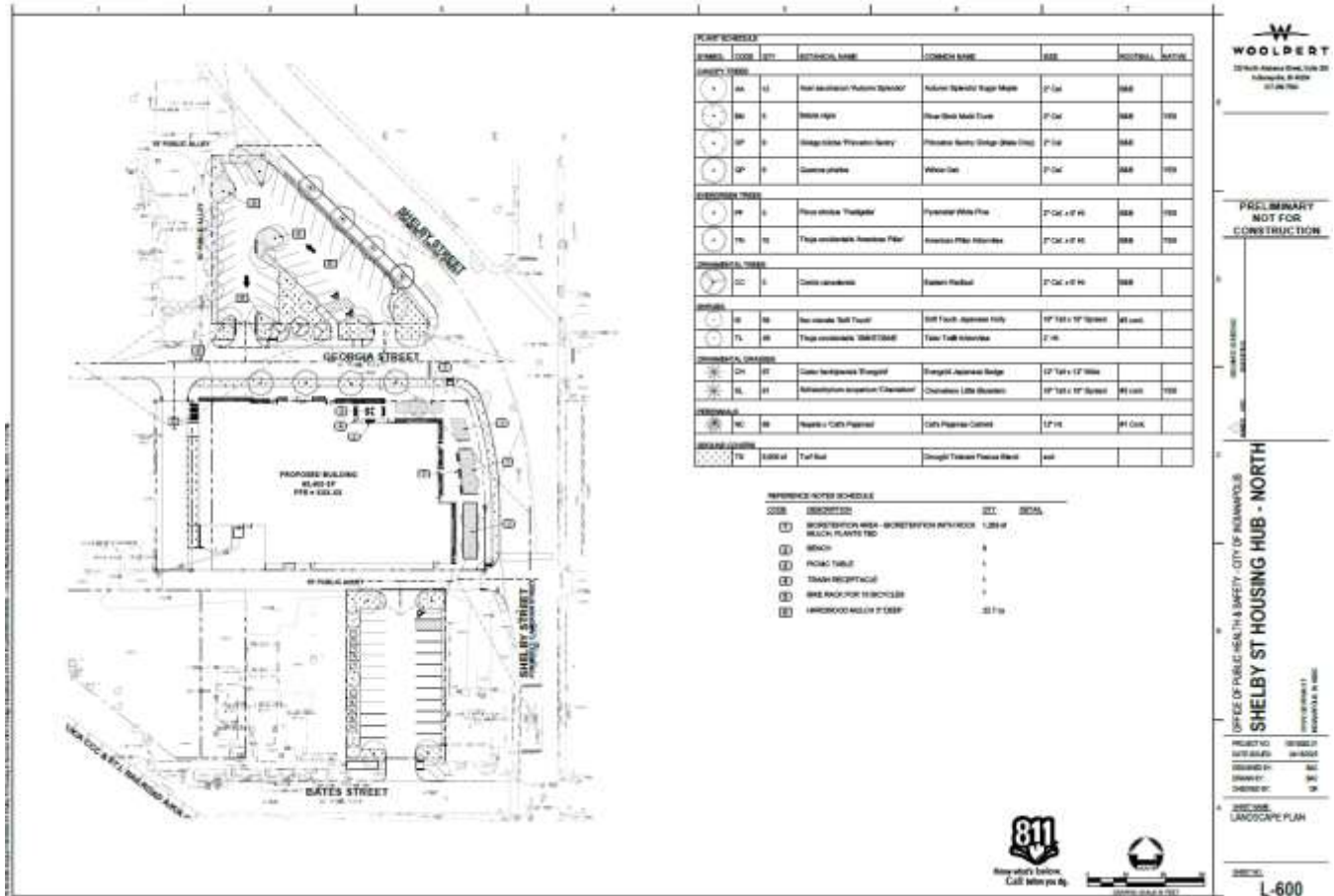
AMENDED SITE PLAN



C-201



LANDSCAPE PLAN



LANDSCAPING ON SHELBY STREET



ELEVATIONS



[illegible]

VACATION EXHIBIT

ALLEY TO BE VACATED LOCATED WITHIN H. BATES PLAT OF SUBDIVISION
OF THE MIDDLE PART OF OUTLOT NO. 90 IN THE DONATION LANDS OF
THE CITY OF INDIANAPOLIS AS RECORDED IN PLAT BOOK 2, PAGE 35



0 30 60
SCALE: 1"=30'

NOTES:

1. THIS EXHIBIT & THE ASSOCIATED LEGAL DESCRIPTION ARE NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR ORIGINAL BOUNDARY SURVEY, A ROUTE SURVEY, OR A SURVEYOR LOCATION REPORT IN ACCORDANCE WITH 865 IAC 1-12-12 AND ARE BASED UPON REFERENCE DOCUMENTATION AND A FIELD SURVEY PERFORMED IN FEBRUARY 2025.
2. "M." DESIGNATES MEASURED DIMENSION/BEARING, "R." DESIGNATES RECORD DIMENSION/BEARING.
3. DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
4. NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON.
5. OWNERSHIP INFORMATION AND PARCEL NUMBERS SHOWN HEREON ARE PER THE MAPINDY GIS WEBSITE.
6. THE BASIS OF MEASURED BEARINGS AND HORIZONTAL DATUM SHOWN HEREON IS THE INDIANA STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD 83).

PROPERTY ADDRESS:

963 & 1001 EAST GEORGIA STREET,
INDIANAPOLIS, IN 46202

DESCRIPTION - ALLEY TO BE VACATED:

THE FIFTEEN (15) FEET WIDE ALLEY BETWEEN LOT 56 AND LOT 81 IN H. BATES PLAT OF SUBDIVISION OF THE MIDDLE PART OF OUTLOT NO. 90 IN THE DONATION LANDS OF THE CITY OF INDIANAPOLIS AS RECORDED IN PLAT BOOK 2, PAGE 35, IN THE OFFICE OF THE RECORDER OF MARION COUNTY, INDIANA. CONTAINING 0.045 ACRES, MORE OR LESS.

PREPARED BY:

WILLIAM L. DOUGHERTY, PS
REGISTRATION NO. LS80880038
IN THE STATE OF INDIANA

CERTIFIED: _____

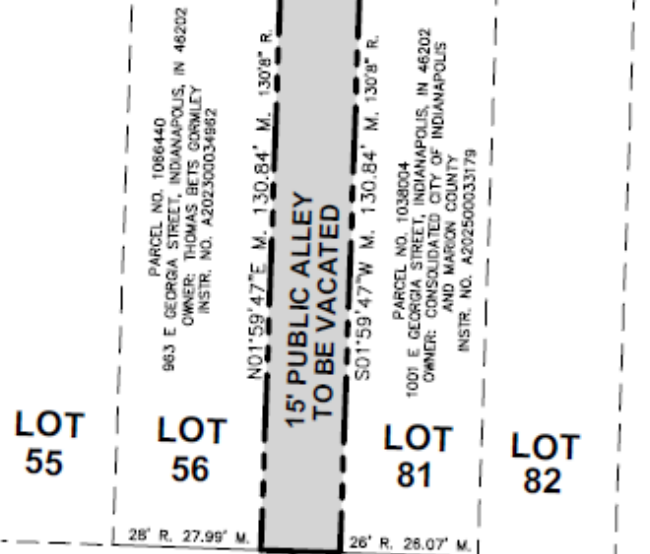


GEORGIA STREET

60' PUBLIC R.O.W.

588°02'29"E M.
15.00' R&M.

H. BATES PLAT OF SUBDIVISION
MIDDLE PART OUTLOT NO. 90
PLAT BOOK 2 PAGE 35



LOT
55

LOT
56

LOT
81

LOT
82

N88°01'35"W M.
15.00' R&M.

15' PUBLIC ALLEY

58

57

96

95

15' PUBLIC ALLEY VACATED
PER INSTR. NO. 2003-0223345

REDACT STATEMENT:

I AFFIRM, UNDER THE PENALTIES FOR PERJURY, THAT THIS DOCUMENT WAS PREPARED BY ME AND I HAVE TAKEN REASONABLE CARE TO REDACT EACH SOCIAL SECURITY NUMBER IN THIS DOCUMENT, UNLESS REQUIRED BY LAW.

WILLIAM L. DOUGHERTY



WOOLPERT, INC.
333 North Alabama St.
Suite 200
Indianapolis, IN 46204
317.299.7500
FAX: 317.291.5805

PROJECT NO:

10019292

DATE

05/30/25

DES.

SRK

DR.

PTK

CKD.

WLD

NO.

DATE

REVISION



Department of Metropolitan Development
Division of Planning
Current Planning

Petition Number _____

METROPOLITAN DEVELOPMENT COMMISSION
PLAT COMMITTEE
HEARING EXAMINER
OF MARION COUNTY, INDIANA

PETITION FOR VACATION OF A PLATTED SUBDIVISION

FINDINGS OF FACT

1. THE CONDITIONS IN THE PLATTED AREA HAVE CHANGED SO AS TO DEFEAT THE ORIGINAL PURPOSE OF THE PLAT because:

the southern alley to which the subject area for vacation connected to previously was vacated, which no longer creates the need for the existing location of the alley. Instead, a newly relocated alley will be proposed west of its current location to allow for a larger building proposal that would provide additional room for sidewalk and landscaping improvements to occur along Shelby Street.

2. IT IS IN THE PUBLIC INTEREST TO VACATE ALL OR PART OF THE PLAT because:

it would allow for the optimum building placement on site while ensuring residents access to their properties with the relocation of the alley.

3. THE VALUE OF THAT PART OF THE LAND IN THE PLAT NOT OWNED BY THE PETITIONER WILL NOT BE DIMINISHED BY VACATION because:

the alley would be relocated west and would still be made available to the residents in the immediate area to gain access to their properties.

DECISION

IT IS THEREFORE the decision of this body that this VACATION petition is granted, subject to any conditions stated in the minutes (which conditions are incorporated herein by reference and made a part of this decision).

Adopted this _____ day of _____, 20 ____



Department of Metropolitan Development
Division of Planning
Current Planning

Petition Number 2025-CVR-824

METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER
METROPOLITAN BOARD OF ZONING APPEALS, Division HE/MDC
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 grant of the requests related to yard encroachment and reductions of amenity standards, such as setbacks, clear sight triangle encroachment, landscaping reduction, and a waiver of the parking maximum requirement will not be injurious to the public health, safety, morals or general welfare due to the project's status as a non-profit whose on-site operation aims to alleviate social inequities related to populations experiencing houselessness and other income deficient statuses. The approval of the request will help ameliorate any externalities in the immediate and broader community, resulting in an enhancement to the quality of life for the area in general.

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:

The majority of abutting lots have been acquired to be incorporated into the project area. The proposed project is a mixed-use development, which when weighed against the new Transit Oriented Development overlay, will allow for a more appropriate development than would otherwise be promoted by the light industrial recommendation for the principle lot. Given that mixed-use building often strive for street activation and a reduced reliance on automobile programmed space, the request would enhance the character of the immediate area and serve as a benchmark standard for future infill.

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

The Zoning Ordinance outlines lot standards for commercial and mixed use districts, without the establishment of minimum lot sizes. In practice, this treats all such zoned lots as if they were of a common size with equal ability for compliance, without consideration for impacts on development feasibility. As such, the Ordinance incorporates an inherent practical difficulty on lots that predate the establishment of zoning and modern subdivision regulations in Indianapolis. This is particularly true of projects that include lots that were established with one land use in general, but through the evolution of neighborhoods, economics, and plan recommendations, are now better suited to non-contemplated reuse, and associated relief required for such realization.

DECISION

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

Adopted this _____ day of _____, 20 ____



Department of Metropolitan Development
Division of Planning
Current Planning

Petition Number 2025CVR824

METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER
METROPOLITAN BOARD OF ZONING APPEALS, Division HE/MDC
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 proposed building height will not be injurious as it represents an infill redevelopment opportunity that, in addition to its use, the proposed building height will provide for more working and residential members to engage in commerce of the general area, allowing for an enhancement to the local economy of the nearby neighborhoods. The construction activity will comply with all other applicable codes, safety standards and strive to limit the imposition of any negative externalities associated with use and construction.

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:

This area of the near east side is currently envisioned as being part of a broadened Regional Center zoning update. The Regional Center overlay district strives for enhanced building materials, styles, combination of uses and the enhancement of a sense of vibrancy in the City's economic core. Such potential approval will lead to the inevitable deployment of Central Business District zoning requests which are largely free of traditional building development standards, a flexibility that is extended due to the approval process associated with the district for construction activities. This request, while anticipating such a set of circumstances, also provides the public with the opportunity to public comment, while deploying a district that limits the use of such a keystone redevelopment in the area for assurance of scope, and the guarantee of future input.

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

The MU-2 District imposes a peculiar building height limitation that the other mixed-use districts do not possess, while the Ordinance seems to envision the MU-2 District as the most permissible mixed-use district in regards to use, that is permitted by-right by the Ordinance. The MU-3 and MU-4 Districts, which permit building height limitations of 50-90 feet, depending on context and eligibility for bonuses, are not able to be requested by the general public in regard to rezoning requests. The MU-1 District, which does not permit as many by-right non-residential uses, does not have a maximum height whatsoever. Given this oversight, and the fact that the proposed project will in fact be a traditional mixed use building, it can reasonably be assumed that the proposed height is in alignment with the general vision of these districts.

DECISION

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

Adopted this _____ day of _____, 20 ____

C-S Development Statement

963, 1001, 1007, 1008, 1010, 1011 1015, 1019 (aka 1027), 1027 East Georgia Street; 960, 1002, 1018, 1022, 1030 (aka 1026 Bates Street)

Petitioner respectfully requests the Site be rezoned to the C-S District to develop a housing hub for individuals experiencing homelessness, and a center of operations for a non-profit organization, which may include but not be limited to the following uses:

Day Services Center

- Executive and staff office
- Case management and Services
- Access to showers, restrooms, laundry, mail and other vital documents
- Storage and distribution of donated personal items such as clothing, hygiene products and shelf stable food.

Housing Navigation Center

- Collaborative working space for homeless service providers and other key governmental partners to work with clients of both the day center and emergency shelter.
- Conference rooms and training space with capacity for up to 30 people.
- Employment lab.
- Homelessness diversion services.
- Housing navigation services.
- Operator office space.

Emergency Shelter

- Management and staff offices
- Case management services
- Individual, couples and family units (private, secure space with personal storage and bed(s))
- Single occupancy restroom/shower facilities
- No defined length of stay
- Cafeteria with commercial warming/prep kitchen and refrigerated food storage

Incidental Uses

- Auxiliary amenities for pet housing and care may be allowed
- Some outdoor seating/gathering space may be provided
- Outdoor improvements commonly associated with employment break times and residential amenities
- Parking, whose standards and numerical requirement are to be approved by the Current Planning Administrator based upon final plans and anticipated intensity
- Loading area for deliveries, maintenance, donations, kitchen

Attached as Exhibit A is a proposed preliminary Conceptual Site Plan, which depicts the contemplated improvements on the site. Prior to development of the Site, a final site plan depicting the size and location of improvements, landscaping, signage, parking, and access to and from the Site shall be submitted for Administrators Approval.



Photo of 1008 and 1010 East Georgia Street.



Photo of 1027 East Georgia Street looking west from Shelby Street.



Photo of an addiction treatment center east of the site.



Photo of the existing front yard along Shelby Street at 1027 East Georgia Street.



1027 East Georgia Street looking south.



1027 and 1015 East Georgia Street looking south.



1001, 1007, 1011 East Georgia Street looking south.



Photo of the single-family dwelling at 963 to be demolished and where the alley will be relocated.



Photo of single-family dwellings west of 963 East Georgia Street



Photo of a single-family and alley north of the subject site.



Photo of the intersection of the alleys looking northeast at the proposed building location.



Photo of the alley to be vacated facing towards Georgia Street.



Photo of 963 East Georgia Street where the alley relocation will be located.



Photo looking east at the alley south of the proposed building.



Photo of 960 Bates Street looking north.



Photo of 960 Bates Street looking northwest.



Photo of the single-family dwellings east of 1002 Bates Street and west of the southern parking lot.



1018, 1022 and 1030 Bates Street where the proposed southern parking lot will be located.



Photo of a single-family dwelling south of the proposed building and east of the proposed parking lot.



Photo of the undeveloped property south Bates Street.