

METROPOLITAN DEVELOPMENT COMMISSION

July 15, 2026

Case Number: 2026-ZON-057
Property Address: 3709 East Washington Street
Location: Center Township, Council District #18
Petitioner: Englewood Community Development Corporation, by Joseph. D. Calderon
Current Zoning: I-2 (TOD) / C-4 (TOD) / D-10 (TOD)

Request: Rezoning of 2.49 acres from the I-2 (TOD), C-4 (TOD) and D-10 (TOD) districts to the D-10 (TOD) district to provide for residential development.
Current Land Use: Vacant land / Industrial uses / Parking areas
Staff Recommendations: Approval of the rezoning request.
Staff Reviewer: Kathleen Blackham, Senior Planner

PETITION HISTORY

The Hearing Examiner transferred this petition at the June 11, 2026 hearing, to the Metropolitan Development Commission for the initial hearing on July 15, 2026.

STAFF RECOMMENDATION

Staff recommends approval of the rezoning, 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. Final site plan and elevations shall be submitted for Administrator Approval 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.

PETITION OVERVIEW

This 2.49-acre site, zoned I-2 (TOD) / C-4 (TOD) / D-10 (TOD), is developed with an industrial / commercial building, parking areas and vacant land. It is surrounded by single-family dwellings to the north, zoned I-2 (TOD); commercial uses to the south, across South Ewing Street, zoned I-4 (TOD); commercial uses to the east, zoned C-4 (TOD); and single-family dwellings to the west, across South Ewing Street, zoned (I-4) (TOD).

Petition 2022-ZON-069 rezoned 1.53 acres of the southern portion of this site to the D-10 district to provide for multi-family housing.

REZONING

The request would rezone the site to the D-10 (Walkable Neighborhood) District. “The D-10 district is intended for high density housing formats, in moderate- or large-scale multi-unit building types. This district can be used at transitions and urban centers and corridors, including the high-density residential recommendations of the Comprehensive Plan, and the City Neighborhood and Urban Mixed-Use Typologies of the Land Use Pattern Book.”

“To advance the Livability Principles of this Code, the D-5, D-5II, D-8, D9 and **D-10** districts implement walkable, compact neighborhoods within a well-connected street network and block structure, using slow neighborhood streets, walkable connectors, and multi-mode thoroughfares. Access to parks and recreation, transit and neighborhood services within walking distance is important. Street trees, landscape and trees along private frontages, and an active amenity zone create comfortable walking environment and add appeal to neighborhoods. These districts require urban public and community facilities and services to be available.”

The purpose of the Walkable Neighborhood design standards and objectives is to advance the Livability Principles of this code, and to promote walkable neighborhoods. Any exceptions to the standards in the Ordinance, or discretionary review processes related to a specific application, shall be judged against these design objectives, in addition to any other criteria in this code for the application.

The Comprehensive Plan recommends Light Industrial typology for the northern portion of the site and Community Commercial typology for the remainder of the site.

Recommended land uses in the light industrial typology include light industrial uses; heavy commercial uses; small-scale offices, retailing, and personal or professional services; and wind / solar farms.

Recommended land uses in the community commercial typology include small- and large-scale offices, retailing and personal or professional services; small- and large-scale schools, places of worship community-serving institutions / infrastructure, and other places of assembly; and small-scale parks.

As proposed, this request would not be consistent with either of the Comprehensive Plan recommendations.

Concept Site Plan – June 11, 2026

The concept plan provides for 50 dwelling units within a four-story building and 63 total parking spaces. Thirteen of the parking spaces would be located along South Ewing Street, with the remaining spaces located within the interior of the site.

Amenities would be located within the northern portion of the site and consist of activity courts, a playground and shelter. An existing building would be renovated and offer tenant services (not clearly defined), with a dry retention area located on the southern portion of the site.

Access drives along South Ewing Street would be located at the northern and southern portions of the site.

Staff would note that the site is bisected by Pearl Street, with alleys along the northern and northeastern boundary. Development of the site would require the filing and approval of a right-of-way vacation of Pearl Street and possibly portions of alleys, depending upon the final site 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, the requested district would not align with the Light Industrial or Community Commercial typologies recommendation of the current Comprehensive Land Use Plan. Although the site makes sense as a commercial site when combined with the abutting retail centers, its lack of direct access to an arterial or collector (East Washington Street), makes its viability as a stand-alone commercial site questionable. Furthermore, the light industrial recommendation on the 0.75-acre at the northwest corner would limit the possibility of industrial development that would comply with the development standards.

The proposal, however, would be responsive to the Blue Line Transit-Oriented-Development Strategic Plan that identifies the proposed transit station at East Washington Street and Sherman Drive as a community center station, with recommended uses that include multi-family housing within a dense mixed-use neighborhood. Staff would note that proposed multi-family development could serve as a buffer to the historical residential uses in proximity of this site to the north and west.

Because of the proximity of the transit station, staff believes the 13 parking spaces along South Ewing Street would not be necessary. The Ordinance requires a minimum of 0.75 parking spaces per unit for buildings that are over three stories, which would be 38 parking spaces for this proposed development. Staff believes that the 50 off-street parking spaces would be more appropriate than the 63 proposed parking spaces. Furthermore, it is difficult to determine whether the parking spaces along South Ewing Street are located within the right-of-way and whether maneuvering would occur within the right-of-way, both of which would require a variance of development standards.

Due to the clean-up of Black Mountain, construction of the Blue Line, walkable neighborhood design standards, and recent real estate investment in the area, the proposed development may be the start of a major redevelopment of the vicinity. As this site is likely to set a standard for future development, it's important that layout of the site and the architecture of the building be of a high standard. As such, staff requests that the final site plan and elevations be subject to Administrator's Approval prior to the issuance of the Improvement location permit.

GENERAL INFORMATION

Existing Zoning	I-2 (TOD) / C-4 (TOD) / D-10 (TOD)	
Existing Land Use	Vacant land / industrial uses / parking areas	
Comprehensive Plan	Light Industrial / Community Commercial	
Surrounding Context	<u>Zoning</u>	<u>Land Use</u>
North:	I-2 (TOD)	Single-family dwellings
South:	I-4 (TOD)	Industrial uses
East:	C-4 (TOD)	Commercial uses
West:	I-4 (TOD)	Single-family dwellings

Thoroughfare Plan		
East Washington Street	Primary Arterial	Existing 80-foot right-of-way and proposed 78-foot right-of-way.
South Ewing Street	Local Street	Existing 75-96 -foot right-of-way and proposed 48-foot right-of-way.
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	Yes – Transit-Oriented Development	
Wellfield Protection Area	No	
Site Plan	June 11, 2026	
Site Plan (Amended)	N/A	
Elevations	June 11, 2026 (Renderings)	
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 Light Industrial and Community Commercial typologies.

“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 Community Commercial typology provides for low-intensity commercial, and office uses that serve nearby neighborhoods. These uses are usually in freestanding buildings or small, integrated centers. Examples include small-scale shops, personal services, professional and business services, grocery stores, drug stores, restaurants, and public gathering spaces.”

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:

Light Industrial Typology

Modified Uses (TOD Overlay)

- 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 (TOD Overlay)

- Heavy Commercial Uses
- Wind or Solar Farms

Conditions for All Land Use Types – Community Commercial 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.

Red Line / Blue Line / Purple Line TOD Strategic Plan

The Blue Line Transit-Oriented Development Strategic Plan (2018).

This site is also located within an overlay, specifically 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 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.

This site is located within a ¼ mile walk to the northeast of a proposed transit stop located at the intersection of East Washington Street and Sherman Drive with a Community Center typology.

Community Center Stations 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.

Characteristics of the Community Center typology are:

- A dense mixed-use neighborhood center
- Minimum of two stories at core
- No front or side setbacks at core: 0-10-foot front setbacks and 0-10-foot side setbacks at the periphery
- Multi-family housing with a minimum of three units
- Structured parking at the core and attractive surface parking at the periphery 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

2022-ZON-069; 3737 East Washington Street, requested rezoning of 1.53 acres from the C-4 (TOD) district to the D-10 (TOD) district to provide for multi-family residential development, **approved**.

VICINITY

2024-ZON-080; 3720 East Washington Street (north of site), requested rezoning of 0.14-acre from the C-1 (TOD) district to the D-8 (TOD) district to provide for a four-unit multi-family residential development, **approved**.

2021-ZON-020 / 2021-VAR-004; 3710 and 3714 East Washington Street (north of site), requested rezoning of 0.28 acre from the C-1 district to the D-8 district and a variance of development standards to provide for the construction of third floor additions and decks to existing single-family dwellings with two-foot (3710) and 1.5-foot (3714) east side setbacks, **approved and granted**.

2017-UV2-016; 17, 21, 25, 29, & 33 South Ewing Street (north of site), requested a variance of use to provide for auto repair and a variance of development standards to provide for walls in a clear sight triangle, and deficient setbacks and landscaping, **dismissed**.

2015-UV2-024; 52 South Ewing Street (west of site), requested a variance of use to provide for primary and accessory residential structures in an industrial district and a variance of development standards to provide for deficient site setbacks, **granted**.

2012-ZON-065; 3525 & 3547 East Washington Street (west of site), requested the rezoning of 4.5 acres from the I-4-U district to the D-8 district, **approved**.

2008-UV2-016; 3714 East Washington Street (north of site), requested a variance of use to legally establish a two-family dwelling in a commercial district, **granted**.

96-UV1-14; 3605 East Washington Street (north of site), requested a variance of use to provide for a five-unit dwelling in an industrial district and a variance of development standards to provide for unpaved parking lot, **granted**.

91-UV2-81; 4 Ewing Street (north of site), requested a variance of use to provide for a residential pool in a C-7 district, **granted**.

91-UV3-53; 3525 East Washington Street (northwest of site), requested a variance of use to provide for auto restoration and sales, **granted**.

88-Z-39; 3709 East Washington Street (north of site), requested the rezoning of 0.15 acre from the I-2-U district to the C-4 district, **approved**.



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

86-V1-89; 3115 East Washington Street (north of site), requested a variance of development standards to provide for an additional pole sign, **denied**.

84-Z-68; 3739 East Washington Street (northeast of site), requested the rezoning of 0.94 acre from the I-2-U district to the C-4 district, **approved**.

83-V2-52; 3737 East Washington Street (north of site), requested a variance of development standards to provide for an electronic message center, **granted**.

83-V3-21; 3732 East Washington Street (northeast of site), requested a variance of development standards to provide for a pricing panel on an existing sign, **granted**.

EXHIBITS



3709 East Washington Street

0.00 0.01 0.02 0.03 0.04 Miles



SHERMAN LOFTS
 PRELIMINARY DESIGN SITE CONCEPT
 MAY 28, 2026 / SCALE: 1"=50'

50,500 SQUARE FEET
 50 TOTAL UNITS
 12 3-BEDROOM UNITS - 24 %
 19 2-BEDROOM UNITS - 38 %
 19 1-BEDROOM UNITS - 38 %

50 ONSITE PARKING SPACES
 13 STREET PARKING SPACES



SHERMAN LOFTS
 PRELIMINARY DESIGN EAST RENDERING
 ENGLEWOOD COMMUNITY DEVELOPMENT CORPORATION
 6/1/2026



SHERMAN LOFTS
 PRELIMINARY DESIGN WEST RENDERING
 ENGLEWOOD COMMUNITY DEVELOPMENT CORPORATION
 6/1/2026



View looking north along South Ewing Street



View looking south along South Ewing Street



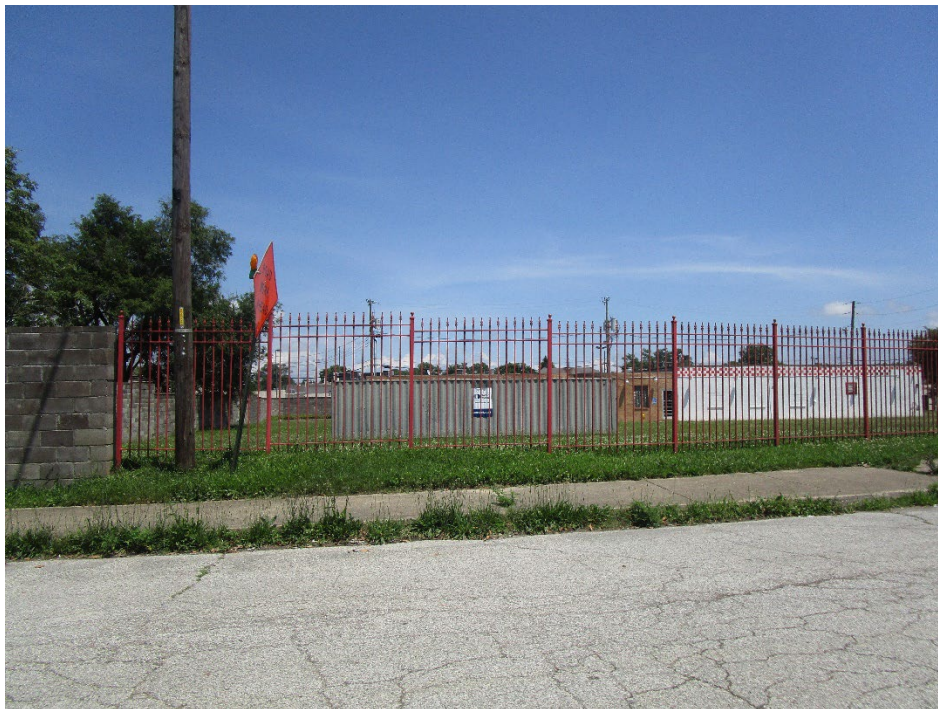
View of site looking north across South Ewing Street



View of site looking north across South Ewing Street



View of site looking west across South Ewing Street



View of site looking west across South Ewing Street



View of site looking west across South Ewing Street



View of site looking west across South Ewing Street



View of site looking west across South Ewing Street



View of site looking west across South Ewing Street



View from site looking west



View from site looking north



View from site looking north



View from site looking northeast



View from site looking northeast



View from site looking east