

**METROPOLITAN DEVELOPMENT COMMISSION  
HEARING EXAMINER**

**July 9, 2026**

**Case Number:** 2026-APP-012  
**Property Address:** 7431 West 34th Street  
**Location:** Wayne Township, Council District #11  
**Petitioner:** Luis Gonzalez Nunez, Brianna Cushman  
**Current Zoning:** PK-2  
**Request:** Park District Two Approval to provide for an addition to an existing single-family detached dwelling and a detached garage.  
**Current Land Use:** Residential uses  
**Staff Recommendations:** Approval of the PK-2 Approval. request  
**Staff Reviewer:** Kathleen Blackham, Senior Planner

**PETITION HISTORY**

This is the first hearing on this petition.

**STAFF RECOMMENDATION**

Staff recommends approval of the rezoning, 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. Development of the site shall be in substantial compliance with the site plan and elevations, filed May 28, 2026.
2. A 40-foot half right-of-way shall be dedicated along the frontage of West 34<sup>th</sup> Street as per the request of the Department of Public Works (DPW), Engineering Division. Additional easements shall not be granted to third parties within the area to be dedicated as public right-of-way prior to the acceptance of all grants of right-of-way by the DPW. The right-of-way shall be granted within 60 days of approval and prior to the issuance of an Improvement Location Permit (ILP).

**PETITION OVERVIEW**

This 2.05-acre site, zoned PK-2, is developed with single-family dwelling and surrounded by single-family dwellings to the north, across West 34<sup>th</sup> Street; Interstate 74 right-of-way to the south; and single-family dwellings to the east and west, all zoned PK-2.

## **PARK DISTRICT TWO APPROVAL**

This request would provide for Park District Two Approval for an addition to an existing single-family detached dwelling and a detached garage.

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

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

“The Commission may consider and act upon any such proposed use and Site and Development Plan, approve the same in whole or in part, and impose additional development standards, requirements, conditions, or commitments thereon at any public hearing of the Commission. The Commission must, also make written findings concerning any decision to approve or disapprove a Site and Development Plan.”

This request would allow for second floor addition to the existing one-story 2640 square-foot single-family dwelling that was constructed around 1957. The request would also provide for a detached garage.

Staff believes these proposed additions would be appropriate and compatible with the surrounding residential development, while updating and improving the dwelling to respond to the needs of the residents.

## Department of Public Works

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a 40-foot half right-of-way along West 34<sup>th</sup> Street. This dedication would also be consistent with the Marion County Thoroughfare Plan.

## GENERAL INFORMATION

|                                   |                        |                                                                  |
|-----------------------------------|------------------------|------------------------------------------------------------------|
| <b>Existing Zoning</b>            | PK-2                   |                                                                  |
| <b>Existing Land Use</b>          | Single-family dwelling |                                                                  |
| <b>Comprehensive Plan</b>         | Suburban Neighborhood  |                                                                  |
| <b>Surrounding Context</b>        | <u><b>Zoning</b></u>   | <u><b>Land Use</b></u>                                           |
| North:                            | PK-2                   | Single-family dwellings                                          |
| South:                            | PK-2                   | I-74 right-of-way                                                |
| East:                             | PK-2                   | Single-family dwelling                                           |
| West:                             | PK-2                   | Single-family dwelling                                           |
| <b>Thoroughfare Plan</b>          |                        |                                                                  |
| West 34 <sup>th</sup> Street      | Primary Collector      | Existing 50-foot right-of-way and proposed 80-foot right-of-way. |
| <b>Context Area</b>               | Metro                  |                                                                  |
| <b>Floodway / Floodway Fringe</b> | No                     |                                                                  |
| <b>Overlay</b>                    | No                     |                                                                  |
| <b>Wellfield Protection Area</b>  | No                     |                                                                  |
| <b>Site Plan</b>                  | May 28, 2026           |                                                                  |
| <b>Site Plan (Amended)</b>        | N/A                    |                                                                  |
| <b>Elevations</b>                 | May 28, 2026           |                                                                  |
| <b>Elevations (Amended)</b>       | N/A                    |                                                                  |
| <b>Landscape Plan</b>             | N/A                    |                                                                  |
| <b>Findings of Fact</b>           | May 28, 2026           |                                                                  |
| <b>Findings of Fact (Amended)</b> | N/A                    |                                                                  |
| <b>C-S/D-P Statement</b>          | N/A                    |                                                                  |

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

The Comprehensive Plan recommends Suburban Neighborhood typology. “The Suburban Neighborhood typology is predominantly made up of single-family housing but is interspersed with attached and multifamily housing where appropriate. This typology should be supported by a variety of

neighborhood-serving businesses, institutions, and amenities. Natural Corridors and natural features such as stream corridors, wetlands, and woodlands should be treated as focal points or organizing systems for development. Streets should be well-connected, and amenities should be treated as landmarks that enhance navigability of the development. This typology generally has a residential density of 1 to 5 dwelling units per acre, but a higher density is recommended if the development is within a quarter mile of a frequent transit line, greenway, or park.”

### **Pattern Book / Land Use Plan**

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

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

#### *Conditions for All Land Use Types*

- 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.
- Hydrological patterns should be preserved wherever possible.
- Curvilinear streets should be used with discretion and should maintain the same general direction.
- In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged.

#### *Conditions for All Housing*

- A mix of housing types is encouraged.
- Developments of more than 30 housing units must have access to at least one arterial street of 3 or more continuous travel lanes between the intersections of two intersecting arterial streets.
- Should be within a one-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly accessible recreational or cultural amenity that is available at no cost to the user.
- Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
- Developments with densities higher than 5 dwelling units per acre should have design character compatible with adjacent properties. Density intensification should be incremental with higher density housing types located closer to frequent transit lines, greenways or parks.

*Detached Housing (defined as detached single-family homes. While this type of housing may include a secondary dwelling unit (such as a mother-in-law suite or carriage house), the secondary dwelling unit is usually smaller than the primary home and the entire property is under a single ownership.)*

- The house should extend beyond the front of the garage.
- Lots should be no more than 1.5 times the size (larger or smaller) of adjacent/surrounding lots, except in cases where lots abut existing residential lots of one acre or more in size. In those cases, lots should be no smaller than 10,000 square feet and no larger than 1.5 times the size of the abutting lot.

*Modification - Environmentally Sensitive Areas Overlay*

- Detached Housing - 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.

**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.



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

- Coordinate modal plans into a single linear network through its GIS database.

Indy Moves Transportation Integration Plan (2018) proposes an on-street bike lane along 34<sup>th</sup> Street from Dandy Trail to Faculty Drive.

## ZONING HISTORY

**2025-APP-010; 7331 West 34th Street (east of site)**, requested Park District Two Approval to provide for a detached single-family dwelling, **approved**.

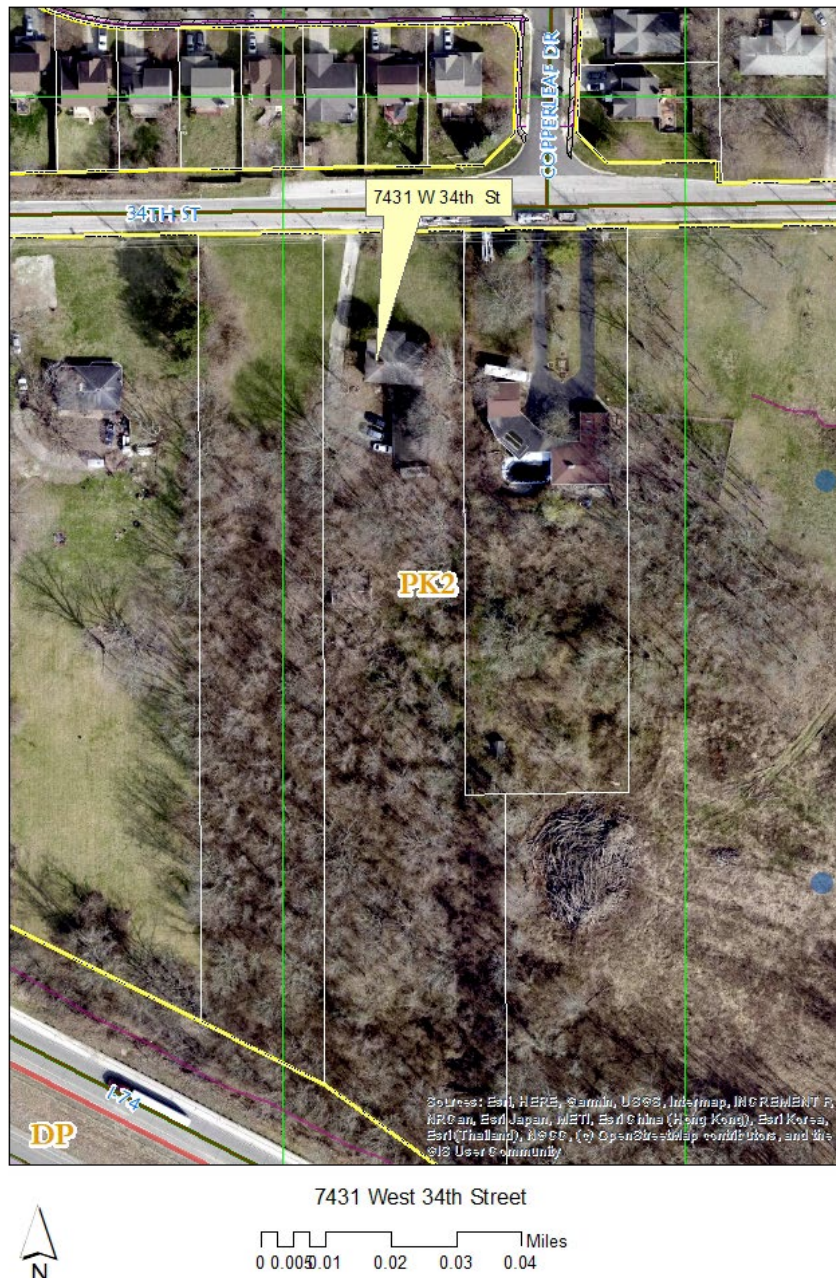
**2001-APP-142; 7311 West 34<sup>th</sup> Street (east of site)**, requested Park District-Two Approval to provide for a 60-unit multi-family residential condominium development, resulting in a density of 7.8 units per acre, **withdrawn**.

**77-AP-173; 7311 West 34<sup>th</sup> Street (east of site)**, requested approval to construct addition to family room and utility area being in PK-2 district, **approved**.

**88-AP-89; 7239 West 34<sup>th</sup> Street (east of site)**, requested approval to provide for construction of a detached garage, **approved**.



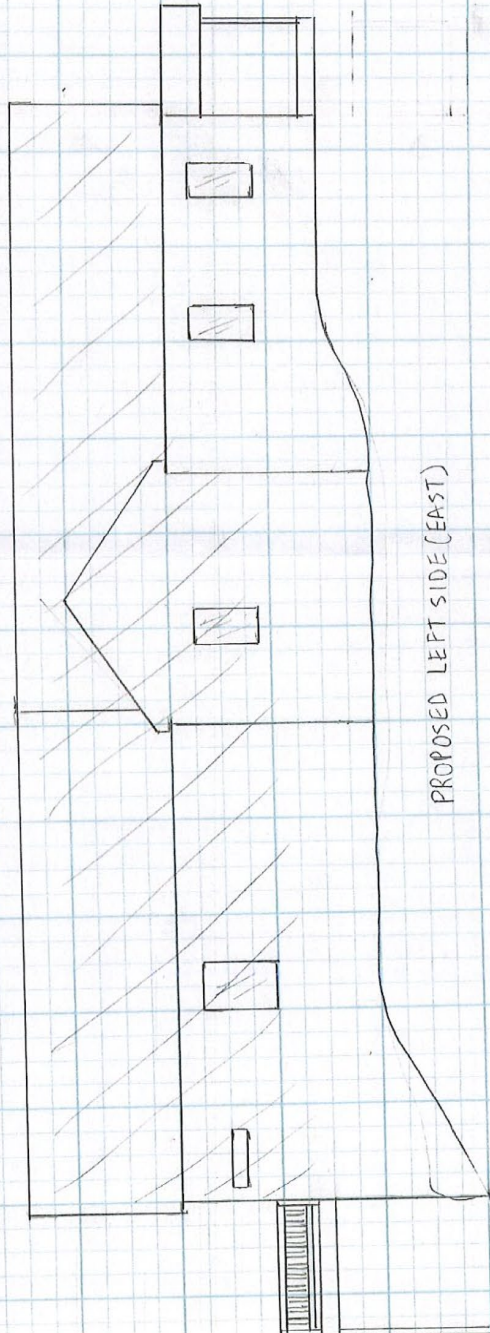
EXHIBITS



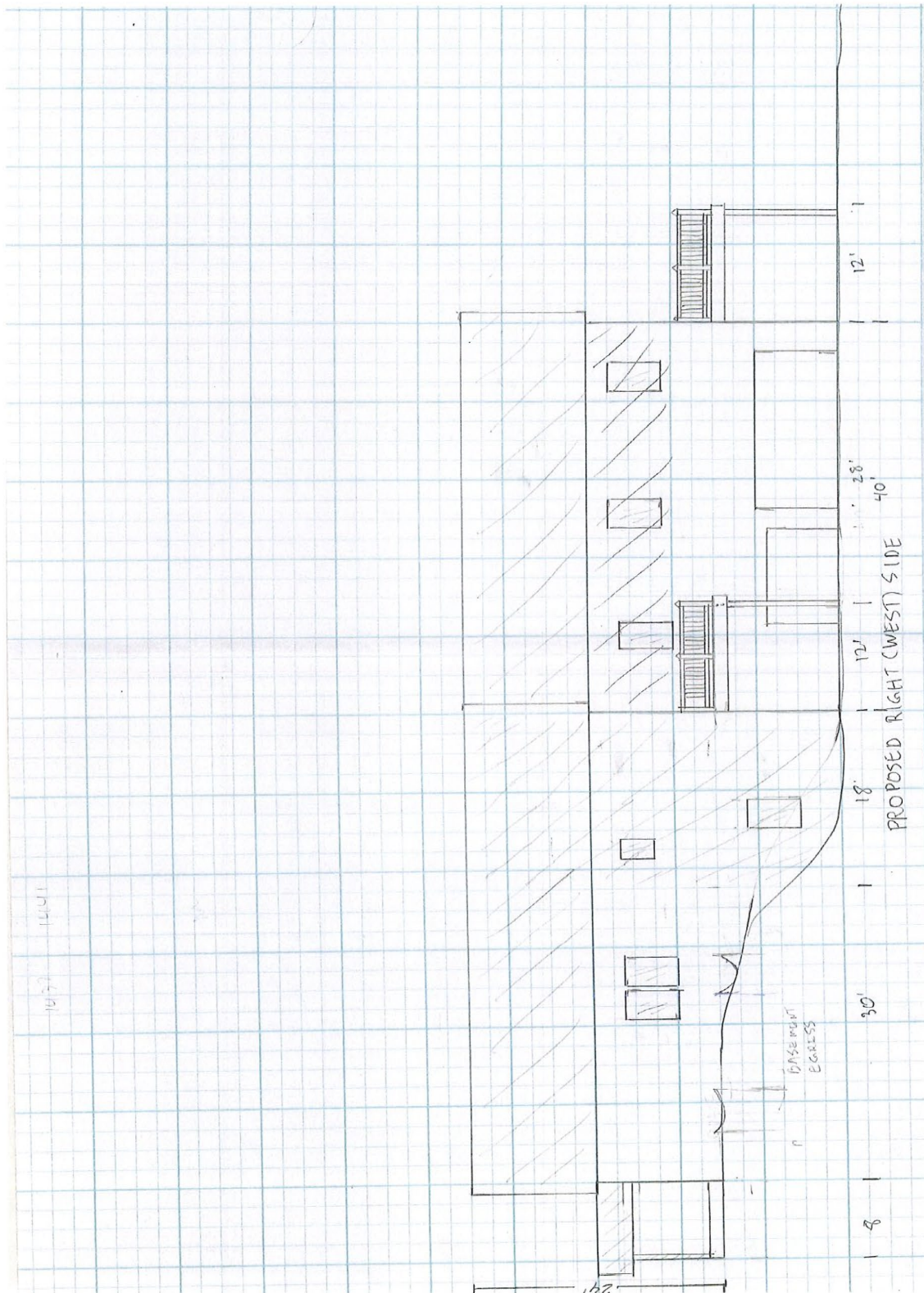


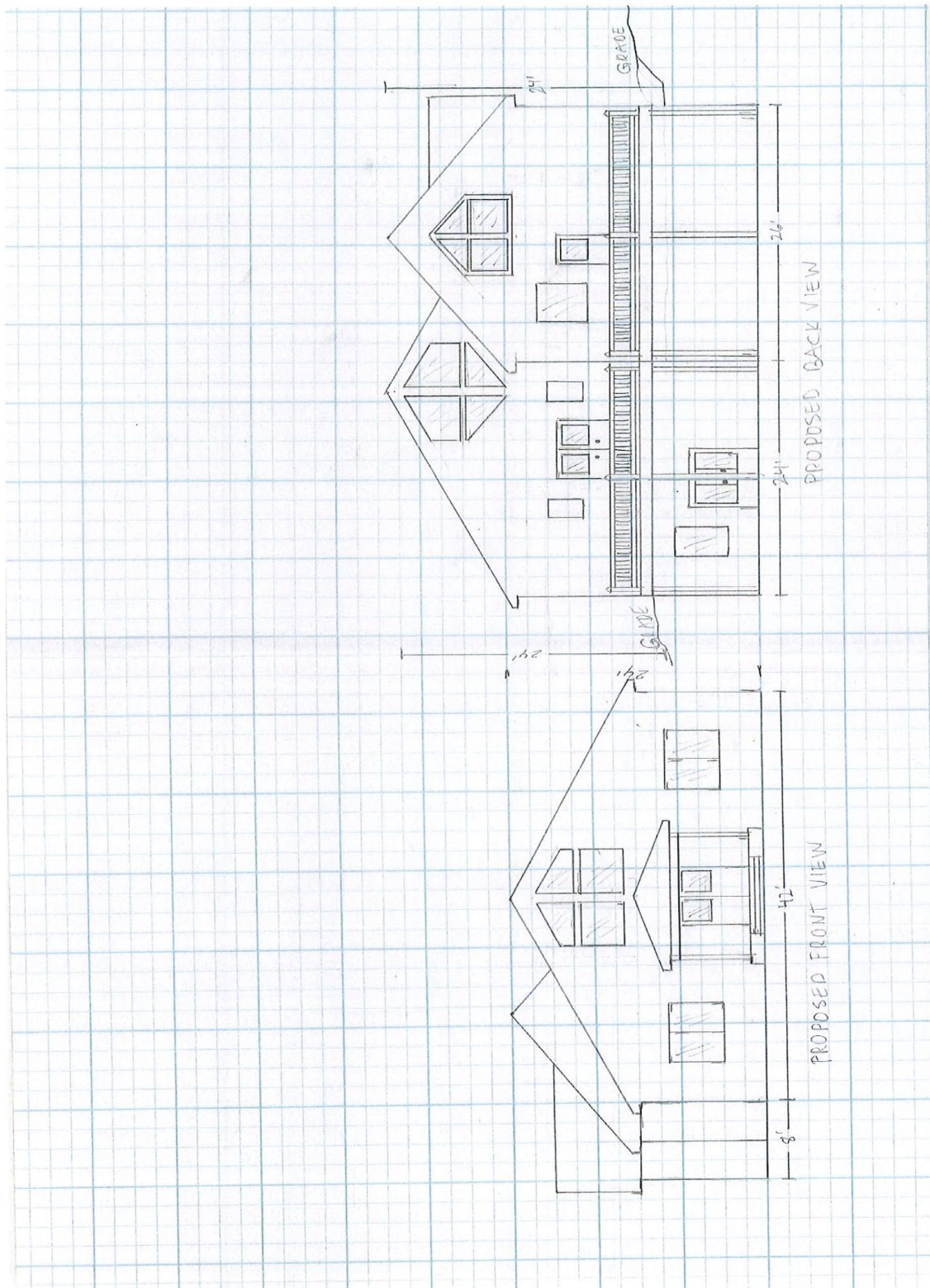


7431 W. 34th STREET  
INDIANAPOLIS, IN 46214  
LUIS GONZALEZ NUNEZ

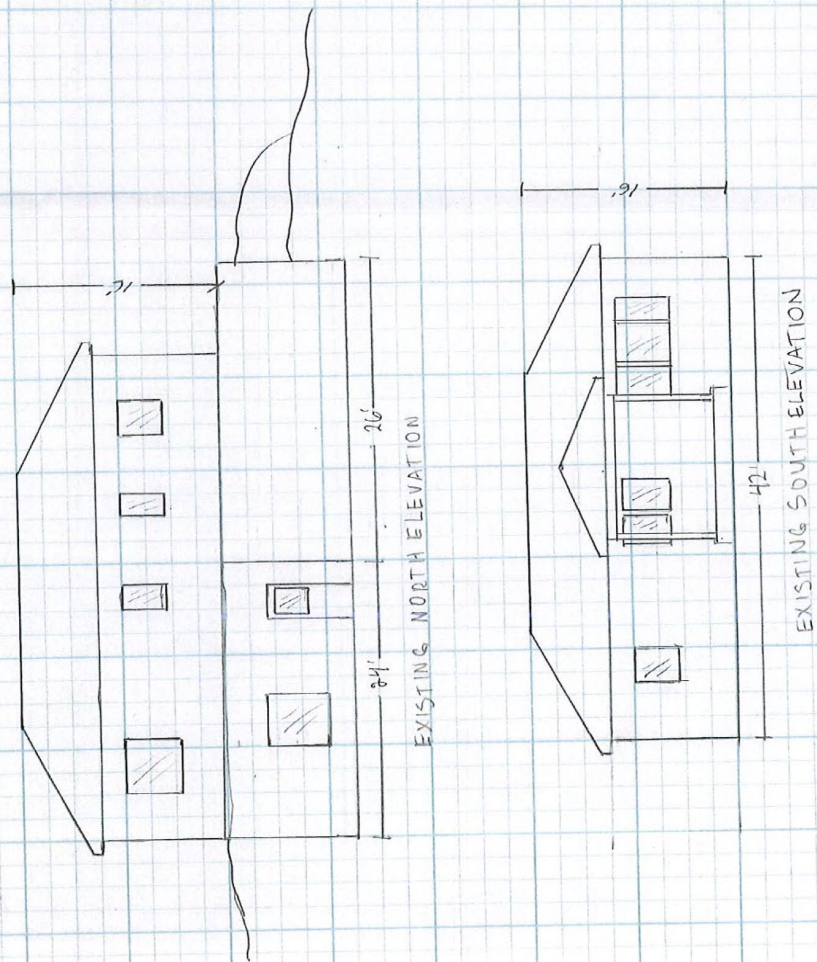


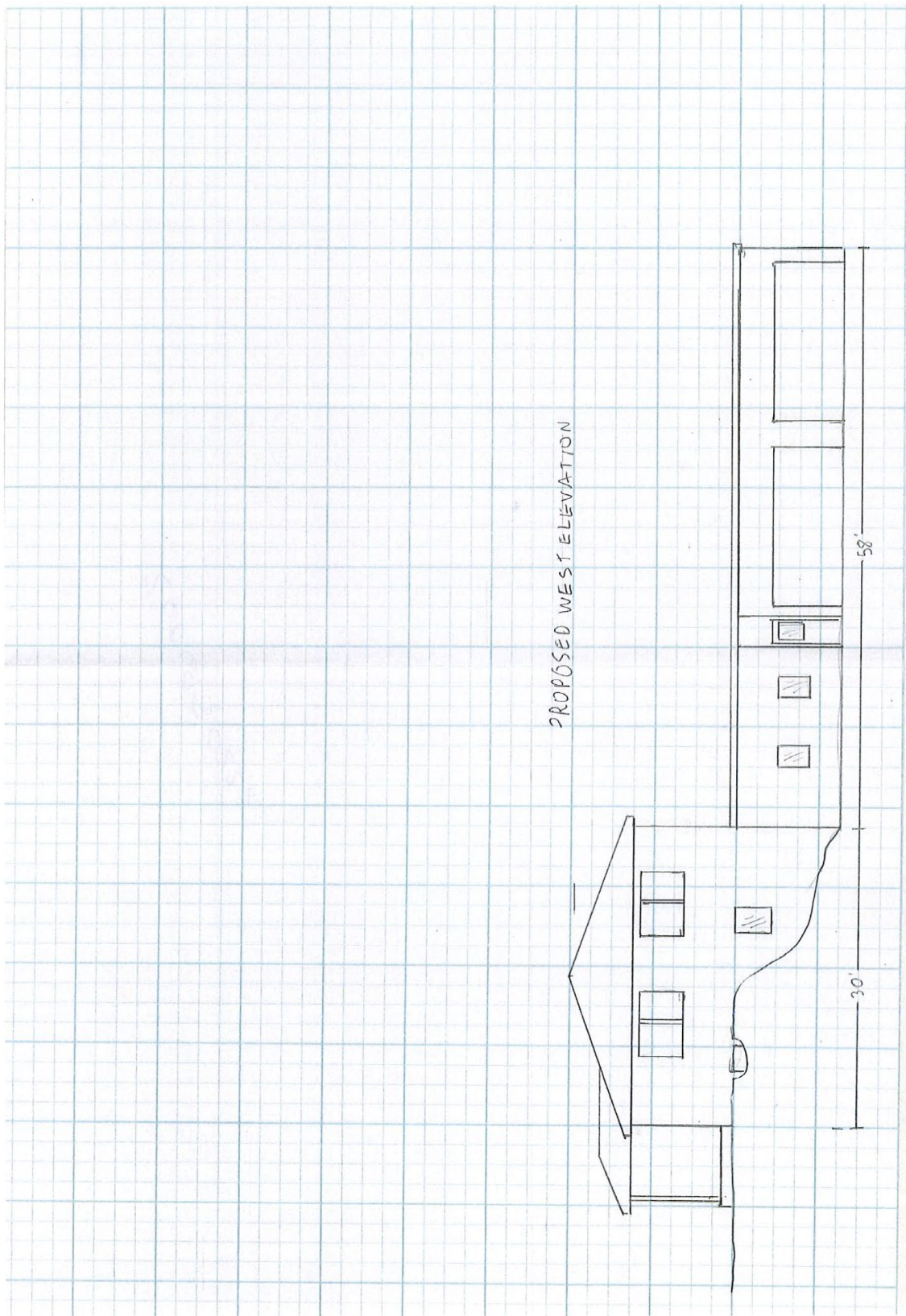














Petition Number \_\_\_\_\_

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

**FINDINGS OF FACT**

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

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

The proposed renovation & addition to the existing single family residence "SFR" with a detached garage is considered a permitted use as described in Table 742-108-2 (PK-2) and Table 743-1: USE TABLE - Residential/Household living. The proposed residential dwelling is consistent with other existing residential properties west of Fox Orchard and south of Interstate 74.

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

The proposed addition and garage share many characteristics of the surrounding adjacent neighbors with a compatible and conforming value, design, and overall scale. The proposed residential project will disturb less than one acre of the overall 2 acre tract leaving the majority of the property in open space.

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

The proposed residential development provides sufficient multi-modal access consistent with a large scale estate type property. All access to the structure shall be along the existing paved driveway.

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

The proposed single family residential development shall include a single access on W 34th Street. Traffic volume shall conform to the typical traffic counts anticipated with single family homes.

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

The low impact nature of the SFR provides open lawn area for proper drainage. Drainage from the roof area and driveway shall sheet flow to a well defined drainage way bisecting the property. Final utility design may include an on-site sewage disposal system and connections to public water and sewer if available.

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

The proposed SFR development complies with the Comprehensive Plan of Marion County for a traditional neighborhood with a SFR dwelling, within the PK-2 District zoning. The design, character, grade, location, and orientation take into consideration the existing topographic relief of the property. The properties south of W 34th Street act as an Interstate 74 buffer for the more dense residential neighborhood to the north.

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

There currently are no public sidewalks along the north or south side of W 34th Street west of Bayhead Drive. Specifically in the area of the proposed development the existing grades fall off abruptly along the south side of W 34 th Street and prevent the efficiently and economical construction of public sidewalks.

#### **DECISION**

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

Adopted this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_

\_\_\_\_\_  
Commission President/ Secretary



View looking east along West 34<sup>th</sup> Street



View looking west along West 34<sup>th</sup> Street





View of site looking south across West 34<sup>th</sup> Street



View of site looking south across West 34<sup>th</sup> Street



View of site looking southwest across West 34<sup>th</sup> Street