

**METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER**

June 12, 2025

Case Number: 2025-ZON-049
Property Address: 1344, 1346, and 1352 Deloss Street
Location: Center Township, Council District #18
Petitioner: Malika Choudhary, by Mark and Kim Crouch
Current Zoning: I-2 (TOD)
Request: Rezoning of 0.26-acre from the I-2 (TOD) district to the D-8 (TOD) district to provide for residential uses.
Current Land Use: Vacant
Staff Recommendations: Approval
Staff Reviewer: Kathleen Blackham, Senior Planner

PETITION HISTORY

This is the first public hearing on this petition.

STAFF RECOMMENDATION

Approval.

PETITION OVERVIEW

This 2.16-acre site, zoned I-2 (TOD), is comprised of three (3) vacant parcels. It is surrounded by industrial uses to the north, zoned I-4 (TOD); industrial uses to the south, across Deloss Street, zoned I-2 (TOD); industrial uses to the west and east, zoned I-2 (TOD).

REZONING

The request would rezone the site to the D-8 (TOD) and Walkable Neighborhood District.

“The D-8 district is intended for a variety of housing formats, with a mix of small-scale multi-unit building types. This district can be used as a part of new mixed-use areas, or for infill situations in established urban areas, including medium and high-density residential recommendations of the Comprehensive Plan, and the Traditional Neighborhood, City Neighborhood, and Village or 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. These districts may be used in combination to supply critical mass of residents to support nearby commercial and transit investments.”

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 traditional neighborhood typology for the site.

As proposed, this request would generally be consistent with the recommended land use but would exceed the typical density of five (5) to 15 units per acre. However, this site is located within the Transit Oriented Development (TOD) overlay that would support a higher density.

Staff would note that historical maps indicate that the site was initially developed with single-family and two-family dwellings. By 1986 all three (3) dwellings had been demolished and the site has remained vacant.

As development on this site occurs, recommendations of the Pattern Book and the Walkable Neighborhood design standards and objectives should be considered, as well as compliance with the Ordinance to mitigate negative impacts on surrounding residential development. Additionally, Infill Housing Guidelines should be considered and implemented to support appropriate integration with the character of the surrounding residential neighborhood.

Staff would also note that because this site is vacant all development standards of the D-8 district should be met. Consequently, staff will not support any variances of development standards.

GENERAL INFORMATION

Existing Zoning	I-2 (TOD)	
Existing Land Use	Vacant land	
Comprehensive Plan	Traditional Neighborhood	
Surrounding Context	Zoning	Land Use
North:	I-4 (TOD)	Industrial uses
South:	I-2 (TOD)	Industrial uses
East:	I-2 (TOD)	Single-family dwelling
West:	I-2 (TOD)	Industrial uses

Thoroughfare Plan		
Deloss Street	Local Street	Existing 50-foot right-of-way and proposed 48-foot right-of-way.
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	Yes – Transit Oriented Development (TOD)	
Wellfield Protection Area	No	
Site Plan	May 5, 2025	
Site Plan (Amended)	N/A	
Elevations	N/A	
Elevations (Amended)	N/A	
Landscape Plan	N/A	
Findings of Fact	N/A	
Findings of Fact (Amended)	N/A	
C-S/D-P Statement	N/A	

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

The Comprehensive Plan recommends Traditional Neighborhood typology.

“The Traditional Neighborhood typology includes a full spectrum of housing types, ranging from single family homes to large-scale multifamily housing. The development pattern of this typology should be compact and well-connected, with access to individual parcels by an alley when practical. Building form should promote the social connectivity of the neighborhood, with clearly defined public, semi-public, and private spaces. Infill development should continue the existing visual pattern, rhythm, or orientation of surrounding buildings when possible. A wide range of neighborhood-serving businesses, institutions, and amenities should be present. Ideally, most daily needs are within walking distance. This typology usually has a residential density of five to 15 dwelling units per acre, but a higher density is recommended if the development is within a quarter mile of a frequent transit line, greenway, or park.”

Pattern Book / Land Use Plan

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

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

- *Conditions for All Land Use Types – 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.
 - In master-planned developments, block lengths of less than 500 feet, or pedestrian cut-throughs for longer blocks, are encouraged.
- *Conditions for All Housing*
 - A mix of housing types is encouraged.
 - Should be within a one-mile distance (using streets, sidewalks, and/or off-street paths) of a school, playground, library, public greenway, or similar publicly accessible recreational or cultural amenity that is available at no cost to the user.
 - Primary structures should be no more than one and a half times the height of other adjacent primary structures.
 - Should be oriented towards the street with a pedestrian connection from the front door(s) to the sidewalk. Driveways/parking areas do not qualify as a pedestrian connection.
 - Developments with densities higher than 15 dwelling units per acre should have design character compatible with adjacent properties. Density intensification should be incremental with higher density housing types located closer to frequent transit lines, greenways or parks.
- *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. Garages should be loaded from an alley or side streets when possible and should be detached if located on the side of the house.
 - Secondary units are encouraged.
 - Lots should be larger than one and a half times the adjacent lots.

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 ½ mile walk of a proposed transit stop located at the intersection of Southeastern Avenue and U.S. 40 (East Washington Street), with a Central Business District typology.
- Central Business District Center stations are in the Regional Center with the region's highest density and largest concentration of employment. Development opportunities include dense infill and redevelopment, office, mixed-use, cultural and civic institutions and a focus on enhanced placemaking and livability.

Neighborhood / Area Specific Plan

Not Applicable to the Site.

Infill Housing Guidelines

- The Infill Housing Guidelines (2021)
 - The Infill Housing Guidelines were updated and approved in May 2021, with a stated goal "to help preserve neighborhood pattern and character by providing guiding principles for new construction to coexist within the context of adjacent homes, blocks, and existing neighborhoods. These guidelines provide insight into basic design concepts that shape neighborhoods, including reasons why design elements are important, recommendations for best practices, and references to plans and ordinance regulations that reinforce the importance of these concepts."
 - These guidelines apply to infill development in residential areas within the Compact Context Area and include the following features:

Site Configuration

- Front Setbacks
- Building Orientation
- Building Spacing
- Open Space
- Trees, Landscaping, and the Outdoors

Aesthetic Considerations

- Building Massing
- Building Height
- Building Elevations and Architectural Elements

Additional Topics

- Secondary Dwelling Units, Garages, and Accessory Structures
- Adapting to the Future.

- “As established neighborhoods experience new development, infill residential construction will provide housing options for new and existing residents. Increased population contributes positively to the local tax base, economic development, lively neighborhoods, and an interesting city. As infill construction occurs, it is important to guide development in a way that complements current neighborhoods. Each home in a neighborhood not only contributes to the existing context of adjoining houses and the block, but to the sense of place of the entire neighborhood.”

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

2024-ZON-086; 1427, 1429, 1433 and 1439 Deloss Street (east of site), requested rezoning of 0.32-acre from the I-2 (TOD) district to the D-8 (TOD) district to develop three single-family dwellings, **approved**.

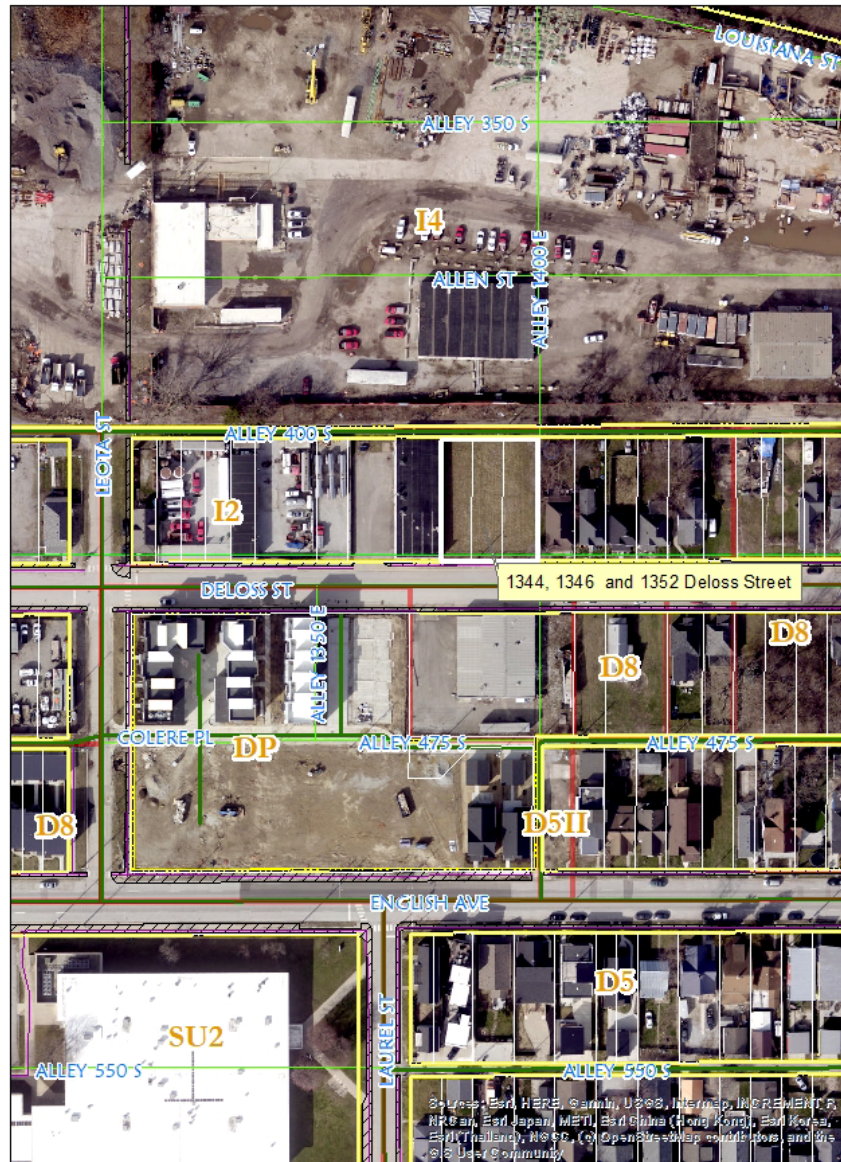
2023-CZN-857 / 2023-CVR-857 / 2023-CPL-857; 436-444 Spruce Street and 1441 Deloss Street (east of site), requested rezoning of 0.25 acre from the I-2 (TOD) district to the D-8 (TOD) district, a variance of development standards of the Consolidated Zoning and Subdivision Ordinance to provide for a multi-family development with direct vehicular access to Deloss Street, and approval of a Subdivision Plat to be known as Baker Midwest, Minor Plat, combining three platted lots (four tax parcels) into One Lot with a waiver of the Subdivision Regulations to allow for access to Deloss Street, **approved and granted**.

2023-ZON-005; 1405 Deloss Street (east of site), requested rezoning of 0.08 acre from the I-2 district to the D-8 district to provide for a single-family dwelling, **approved**.

2018-ZON-044; 1426, 1430, 1438 and 1446 Deloss Street (east of site), requested a rezoning of 0.52 acre from the I-2 District, to the D-8 classification, **approved**.

2018-CZN-836 / 2018-CVR-836 / 2018-CPL-836; 1409, 1426, 1430, 1434, 1438 and 1446 Deloss Street (south of site), requested rezoning of 0.25 acre from the I-2 district to the D-8 district; a variance of development standards to provide for two townhomes buildings separated by three feet and with three-foot side setbacks; and approval of a Subdivision Plat to be known as Lambda Chi Alpha Townhomes, dividing 0.58 acre into ten single-family attached lots **approved and granted**.

EXHIBITS

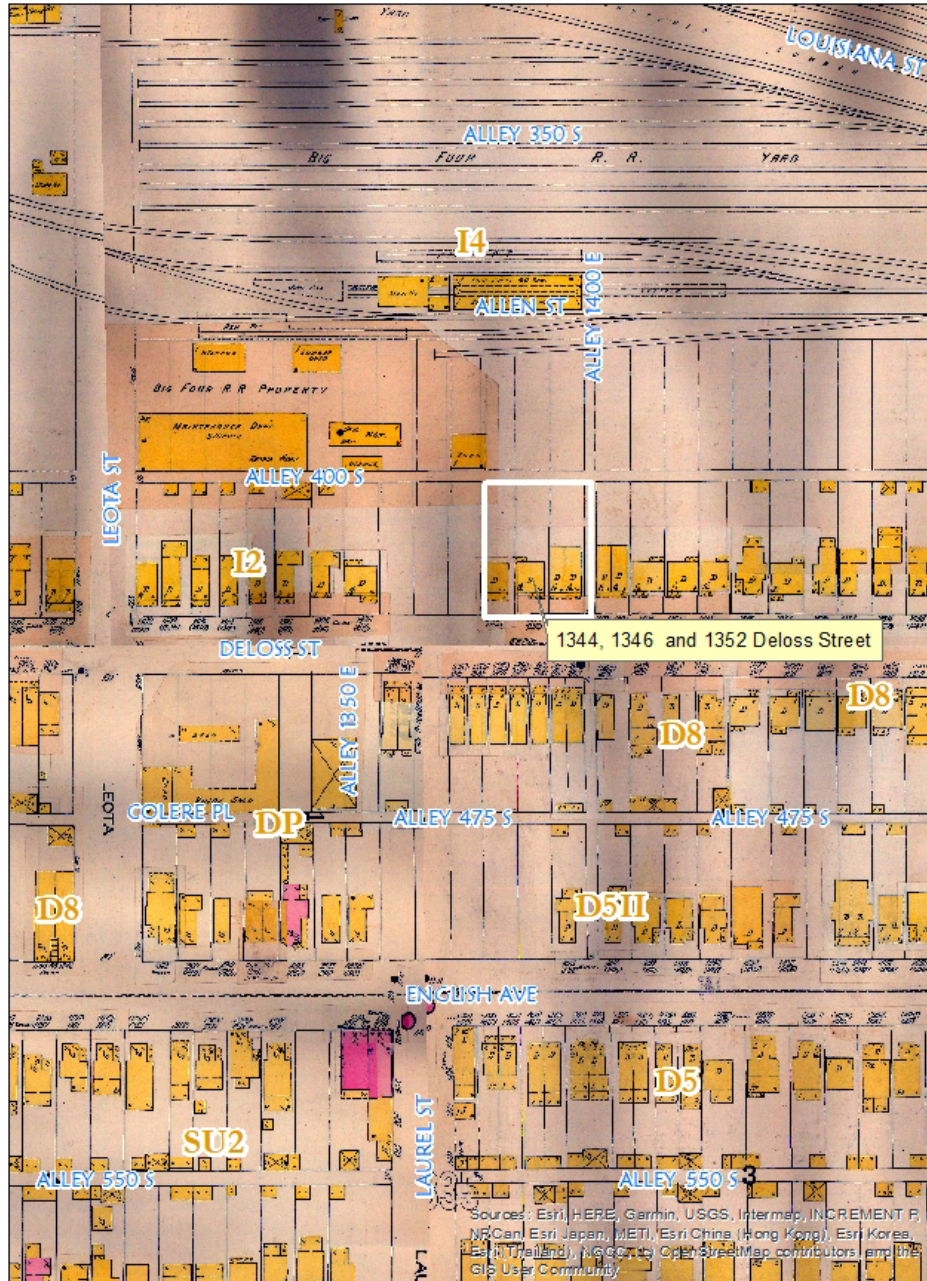


1344, 1346 and 1352 DeLoss Street

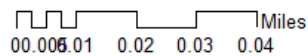


00.005 0.01 0.02 0.03 0.04 Miles

1898 Sanborn Map



1344, 1346 and 1352 DeLoss Street





View looking west along Deloss Street



View looking east along Deloss Street



View of site and abutting property to the west looking north across Deloss Street



View of site looking north across Deloss Street



View of site and abutting property to the east looking north across Deloss Street



View of site looking south from east / west alley along northern boundary



View of site looking south from east / west alley along northern boundary



View from site looking southwest across Deloss Street



View of site looking northeast across Deloss Street+



View of abutting property to the west of site looking north across Deloss Street