

**METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER**

October 15, 2026

Case Number: 2026-ZON-083
Address: 707 Bates Street (*Approximate Address*)
Location: Center Township, Council District #18
Petitioner: Daniel Phair
Request: Rezoning of 0.134-acre from the I-4 (RC) district to the D-8 (RC) district to provide for residential development.

Staff Recommendations: Approval
Current Land Use: Undeveloped
Staff Reviewer: Robert Uhlenhake, Senior Planner

PETITION HISTORY

This is the first hearing for this petition.

STAFF RECOMMENDATION

Staff recommends **approval** of the request.

PETITION OVERVIEW

LAND USE

The 0.134-acre site is an undeveloped parcel.

The site is bordered to the north by a commercial office / retail, zoned CBD-2, to the east and west by parking lots, zoned D-8, and to the south by another parking lot, zoned C-S/I-4.

REZONING

The request would rezone this parcel to the D-8 (RC) 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 City Neighborhood typology for the site.

As proposed, this request would be consistent with the Plan recommendation of City Neighborhood typology.

Overlay

This site is also located within an overlay district, specifically the Regional Center (RC). Development on these sites will require Regional Center approval and should follow the recommendations provided in the Regional Center Design Guidelines. The design guidelines provide a community standard for urban design. They were developed to encourage creativity, interest, and variety, and to build upon local heritage and character. The guidelines are intended to protect the investments of stakeholders by maintaining downtown Indianapolis as an efficient, sustainable and vital place in which to live, work, learn and spend free time.

STAFF ANALYSIS

The request would rezone the property from the I-4 District to the D-8 District. The existing I-4 zoned parcel is one of the few remaining industrial zoned parcels in the area and is a remnant of when the larger area consisted of industrial warehouses and railroad shipping. Those uses no longer exist in the area, so it is appropriate for the rezoning to change to the proposed D-8 zoning. Staff is supportive of the request to rezone the property from the I-4 district to the D-8 district since it will be consistent with area development, and with the Comprehensive Plan recommendation.

GENERAL INFORMATION

Existing Zoning	I-4		
Existing Land Use	Undeveloped		
Comprehensive Plan	City Neighborhood		
Overlay	Regional Center		
Surrounding Context		Zoning	Surrounding Context
	North:	CBD-2	Commercial Office / Retail
	South:	C-S / I-4	Parking lot
	East:	D-8	Parking lot
	West:	D-8	Parking lot
Thoroughfare Plan			
	Bates Street	Local Street	60-foot existing and proposed right-of-way
Context Area	Compact		

Floodway / Floodway Fringe	N/A
Wellfield Protection Area	N/A
Site Plan	August 18, 2026
Elevations	N/A
Landscape Plan	N/A
Commitments	N/A
Findings of Fact	N/A
C-S / D-P Statement	N/A

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

The Comprehensive Plan recommends City Neighborhood typology. “The City Neighborhood typology consists largely of multifamily housing and is stepped down to other living typologies with attached housing. This typology is dense and walkable with a full range of city services and public amenities. Ideally, block lengths are shorter than 500 feet and publicly accessible pedestrian connections are provided through large developments. Access to individual parcels is generally by an alley or internal parking structures. Public spaces are typically of a smaller and more intimate scale in the form of smaller parks, streetscapes, and interior courtyards or rooftop spaces. Residential development activates the sidewalk with externalized doors and public or semi-public spaces. The City Neighborhood typology typically has a residential density in excess of 15 dwelling units per acre.”

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 – City Neighborhood 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*
 - Should be within a one-half-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.

Red Line / Blue Line / Purple Line TOD Strategic Plan

Not Applicable to the Site.

Neighborhood / Area Specific Plan

Not Applicable to the Site.

Infill Housing Guidelines

Not Applicable to the Site.

Indy Moves

(Thoroughfare Plan, Pedestrian Plan, Bicycle Master Plan, Greenways Master Plan)

The Marion County Thoroughfare Plan (2019) “is a long-range plan that identifies the locations classifications and different infrastructure elements of roadways within a defined area.”

The following listed items describe the purpose, policies and tools:

- Classify roadways based on their location, purpose in the overall network and what land use they serve.
- Provide design guidelines for accommodating all modes (automobile, transit, pedestrians, bicycles) within the roadway.
- Set requirements for preserving the right-of-way (ROW)
- Identify roadways for planned expansions or new terrain roadways.
- Coordinate modal plans into a single linear network through its GIS database.

ZONING HISTORY

2026-REG-027; 707 Bates Street, requested Regional Center Approval to provide for demolition of existing residence, **approved**.

2018-ZON-033; 35, 201 and 235 South College Avenue and 748 East Bates Street, requested rezoning of 2.83 acres, from the C-3 (RC) and I4 (RC) Districts, to the CBD-2 (RC) classification, **approved**

2017-REG-107; 777 Bates Street, requested Regional Center Approval to provide for demolition of existing buildings and the construction of a townhome development, consisting of 35 dwelling units and associated surface parking, **approved**.

2017-CZN-845 / 2017-CVC-845; 777 Bates Street, requested a rezoning of 0.99 acre, from I-4 (RC) to the D-P (RC) classification to provide for a townhome development, consisting of 35 dwelling units, and a vacation of a portion of Louisiana Street, **approved**.



Department of Metropolitan Development
Division of Planning
Current Planning

2014-REG-026; 715, 720 and 723 East Maryland Street, 117 Concordia Street, and 116 and 125 South Davidson Street, requested Regional Center Approval to provide for a multi-family residential development, consisting of 242 dwelling units and a 152-space parking garage, **approved**.

2014-CZN-814 / 2014-CVC-814; 715, 720 and 723 East Maryland Street, 117 Concordia Street, and 116 and 125 South Davidson Street, requested rezoning of 2.57 acres from the I-4-U (RC) district to the CBD-2 (RC) classification to provide for multi-family or mixed-use development, vacation of a portion of Maryland Street, the first east-west alley south of Maryland Street, the second east-west alley south of Maryland Street, and a Vacation of Concordia Street, **approved**.

2010-ZON-010; 115 and 119 Davidson Street, requested a rezoning of 0.121-acre from the I-4-U (RC) district to the CBD-2 (RC) classification to provide for a sports court, **approved**.

2008-APP-011; 715 East Maryland Street, requested Regional Center Approval to provide for a community center for the homeless, **withdrawn**.

2007-ZON-126; 715 East Maryland Street, requested a rezoning of 2.27 acres, from the I-4-U (RC) District to the SU-7 (RC) classification to provide for charitable, philanthropic and not-for-profit institutions, **withdrawn**.

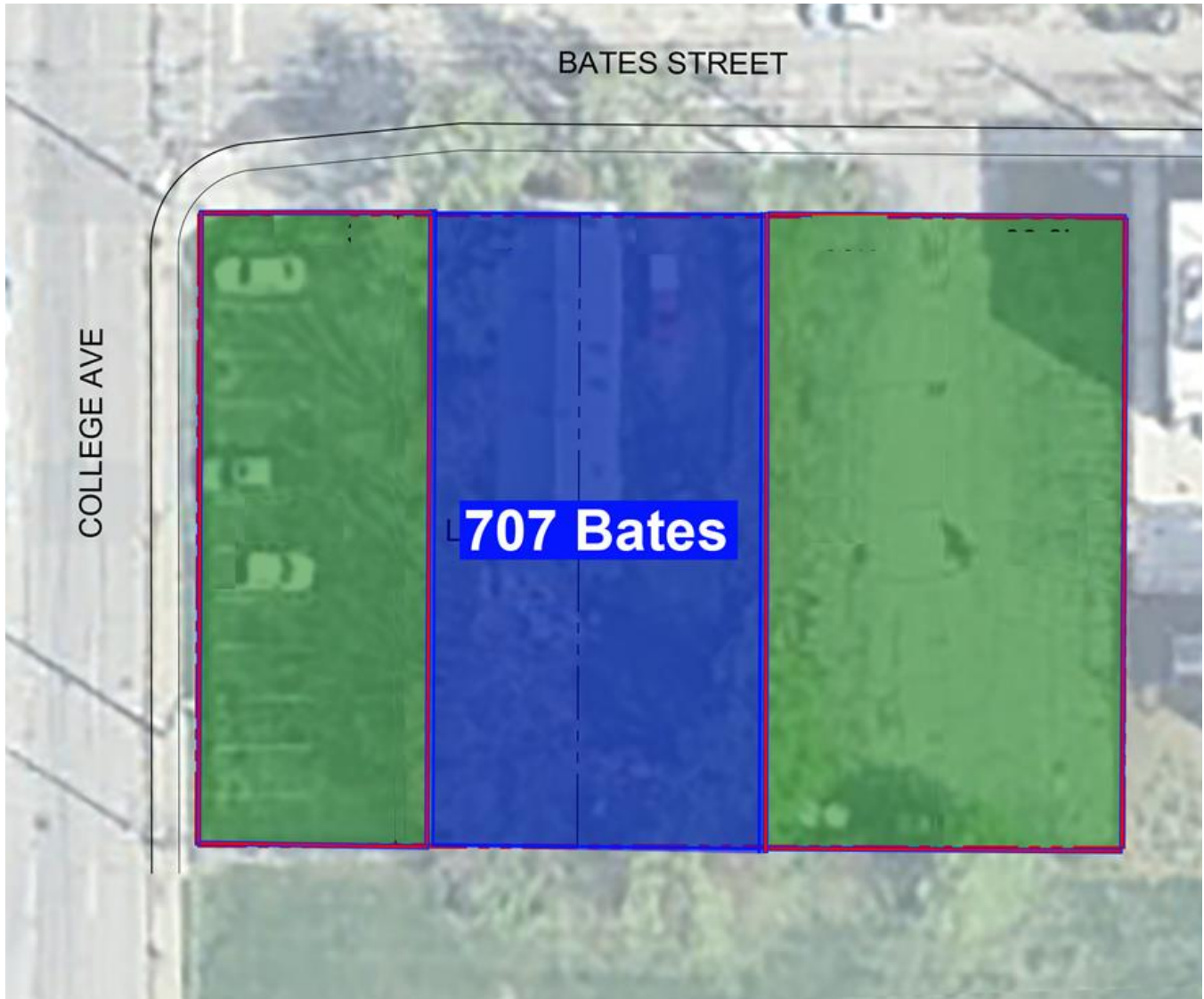
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EXHIBITS

LOCATION MAP



SITE PLAN



PHOTOS



Photo of subject site, looking south from Bates Street frontage.



Photo of adjacent parking lot to the west, looking south.



Photo of adjacent parking lot/dwellings to the east, looking southeast.



Photo of adjacent commercial uses to the north.