



**METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER**

August 15, 2024

Case Number:	2024-ZON-086
Property Address:	1427, 1429, 1433 and 1439 Deloss Street
Location:	Center Township, Council District #13
Petitioner:	Structure Investments, LLC, by Elizabeth Bentz Williams
Current Zoning:	I-2
Request:	Rezoning of 0.32-acre from the I-2 (TOD) district to the D-8 (TOD) district to develop three single-family dwellings.
Current Land Use:	Vacant property / single-family dwelling
Staff Recommendations:	Approval, subject to the commitment noted below:
Staff Reviewer:	Kathleen Blackham, Senior Planner

PETITION HISTORY

This is the first public hearing on this petition.

STAFF RECOMMENDATION

Approval, 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:

Final site plan and elevations shall be submitted for Administrator Approval prior to the issuance of an Improvement Location Permit (ILP).

PETITION OVERVIEW

This 0.32-acre site, zoned I-2 (TOD), is comprised of four contiguous parcels, one of which is developed with a single-family dwelling. It is surrounded by vacant land and single-family dwellings to the north, across Deloss Street, zoned D-8 (TOD); single-family dwellings to the south, zoned D-8 (TOD); vacant land to the east, zoned D-8 (TOD); and a single-family dwelling to the west, zoned I-2 (TOD).

The request would rezone the site to the D-8 (TOD) (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."



The request would be consistent with the Comprehensive Plan recommendation of traditional neighborhood typology and compatible with residential redevelopment occurring in the immediate area. Consequently, staff recommends approval of the rezoning request.

Staff would note that historical maps indicate that the site was initially developed with single-family dwellings. Between 2002 and 2007, three of the dwellings were demolished. The site has remained undeveloped since then, except for the existing dwelling on the easternmost parcel.

As development on this site occurs, recommendations of the Pattern Book should be considered, as well as compliance with the Ordinance to mitigate negative impacts on surrounding residential development.

GENERAL INFORMATION

Existing Zoning	I-2 (TOD)	
Existing Land Use	Vacant land / single-family dwelling	
Comprehensive Plan	Traditional Neighborhood	
Surrounding Context	<u>Zoning</u>	<u>Land Use</u>
North:	I-2 (TOD)	Single-family dwellings
South:	D-8 (TOD)	Single-family dwellings
East:	D-8 (TOD)	Vacant land
West:	I-2 (TOD)	Single-family dwelling
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	
Wellfield Protection Area	No	
Site Plan	July 12, 2024	
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 5 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 – Traditional 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*
 - 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 structure 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 (detached housing refers to 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)*
 - If proposed within one-half mile along an adjoining street of an existing or approved residential development, then connecting, continuous pedestrian infrastructure between the proposed site and the residential development (sidewalk, greenway, or off-street path) should be in place or provided.
 - Should be located at the intersections of arterial streets and should be no closer than one mile to another commercial node with one acre or more of commercial uses except as reuse of a historic building.
 - Should be limited to an aggregate of 3.5 acres per intersection, with no one corner having more than 1.5 acres.
 - Should be limited to areas and parcels with adequate space for required screening and buffering.
 - Automotive uses (such as gas stations and auto repair) and uses requiring a distance of separation of greater than 20 feet under the zoning ordinance (such as liquor stores, adult uses, and drive-through lanes) are excluded.

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 (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:
 - “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.”
 - Because the document submitted depicting the elevations is unreadable, staff would request that elevations be submitted for Administrator Approval prior to the issuance of an Improvement Location Permit (ILP) to confirm that the proposed dwellings would be architecturally compatible and harmonious with the surrounding land uses and neighborhood character and the Infill Housing Guidelines.
 - 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

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

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 (west 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.**

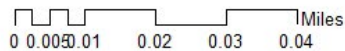
2018-ZON-044; 1426, 1430, 1438 and 1446 Deloss Street (west of site), requested a rezoning of 0.52 acre from the I-2 District, to the D-8 classification, **approved.**

2018-CZN-836 / 2018-CVR-836 / 2018-CPL-836; 1409, 1426, 1430, 1434, 1438 and 1446 Deloss Street (west 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.**

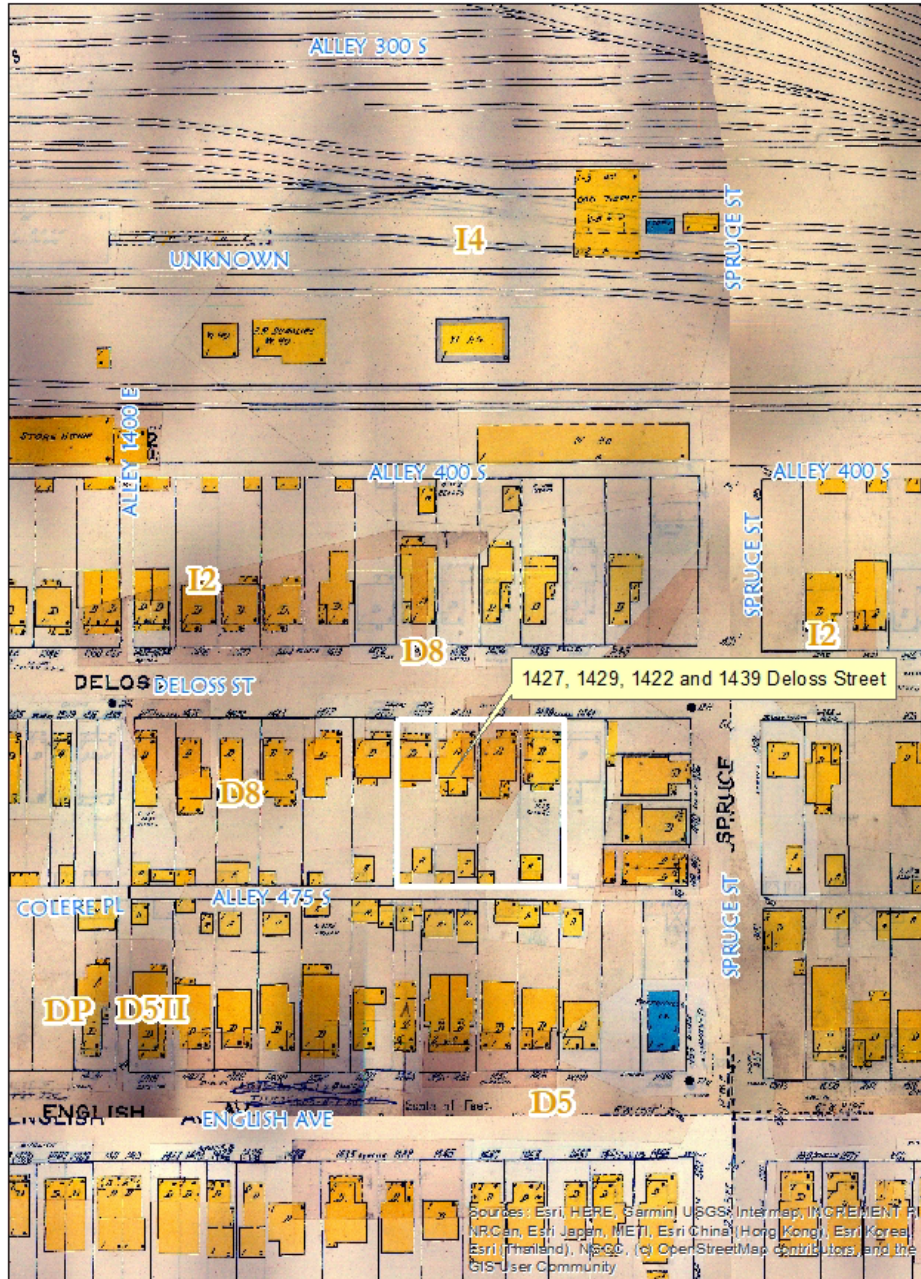
EXHIBITS



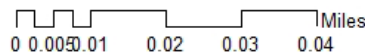
1427, 1429, 1433 and 1439 Deloss Street



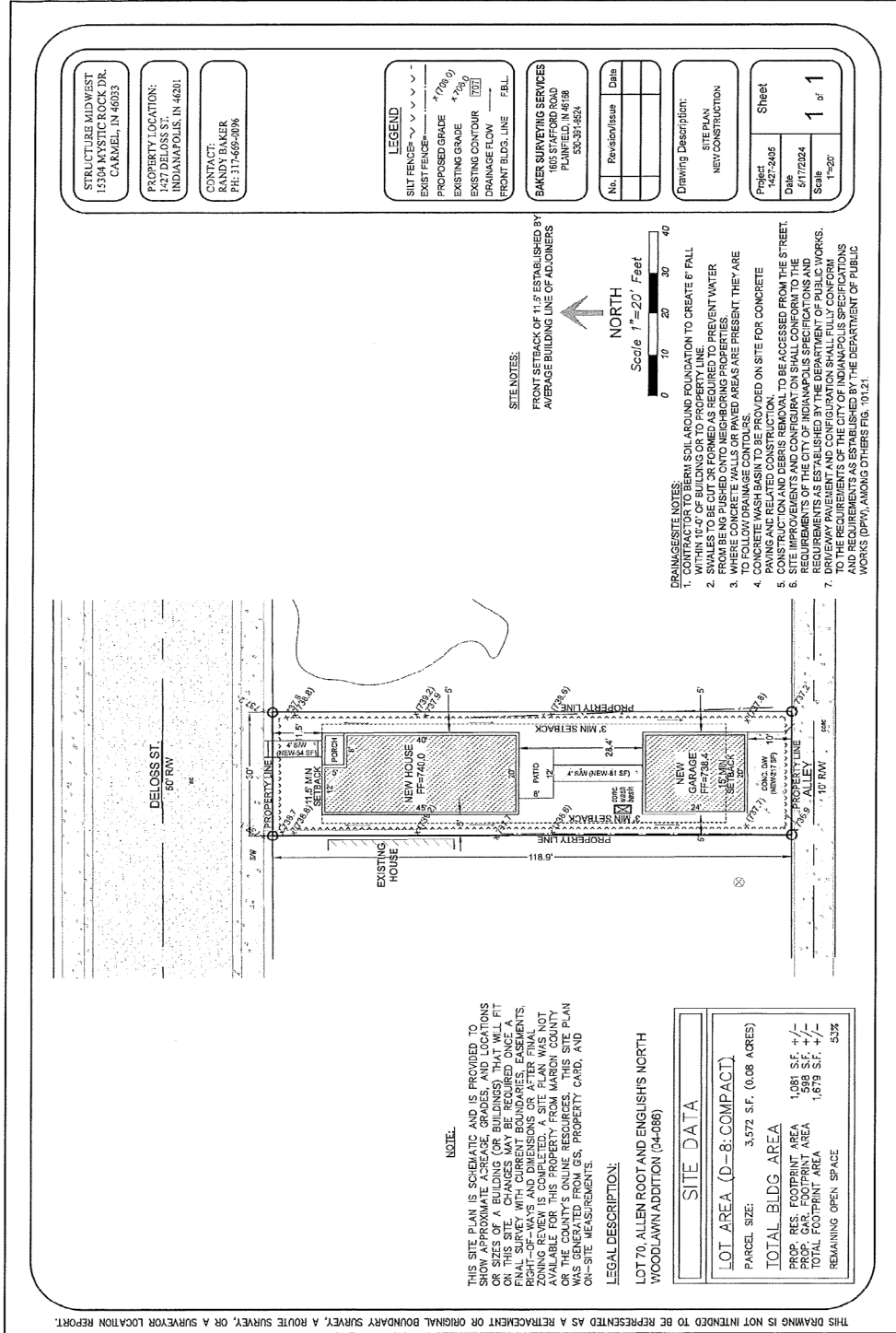
1915 Sanborn Map



1427, 1429, 1433 and 1439 Deloss Street



1427 Deloss Street



STRUCTURE MIDWEST
 13104 MYSTIC ROCK DR.
 CARMEL, IN 46033

PROPERTY LOCATION:
 1427 DELOSS ST.
 INDIANAPOLIS, IN 46201

CONTACT:
 RANDY BAKER
 PH: 317-669-0096

LEGEND

SILT FENCE ~ ~ ~ ~ ~

EXIST FENCE - - - - -

PROPOSED GRADE 1.75% (0)

EXISTING GRADE 4.75% (0)

EXISTING CONTOUR 70.0

DRAINAGE FLOW →

FRONT BLDG. LINE F.B.L.

SAKER SURVEYING SERVICES
 1635 STAFFORD ROAD
 PLAINFIELD, IN 46186
 530-301-4824

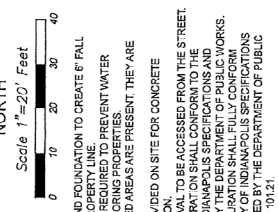
No.	Revision/Issue	Date

Drawing Description:
 SITE PLAN
 NEW CONSTRUCTION

Project	1427-2405
Date	5/17/2024
Scale	1"=20'
Sheet	1 of 1

SITE NOTES:
 FRONT SETBACK OF 11.5' ESTABLISHED BY AVERAGE BUILDING LINE OF ADJACENTS

DRINKING WATER NOTES:
 1. CONCRETE WASH BASIN TO BE INSTALLED AROUND FOUNDATION TO CREATE 6" FALL WITHIN 10'-0" OF BUILDING OR TO PROPERTY LINE.
 2. SWALES TO BE CUT OR FORMED AS REQUIRED TO PREVENT WATER FROM BEING PUSHED ONTO NEIGHBORING PROPERTIES.
 3. TO FOLLOW DRAINAGE CODES OR PAVED AREAS ARE PRESENT, THEY ARE TO FOLLOW DRAINAGE CODES.
 4. CONCRETE WASH BASIN TO BE PROVIDED ON SITE FOR CONCRETE PAVING AND RELATED CONSTRUCTION.
 5. CONSTRUCTION AND DEBRIS REMOVAL TO BE ACCESSED FROM THE STREET.
 6. ALL STRUCTURES AND CONFIGURATION SHALL CONFORM TO THE REQUIREMENTS AS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS.
 7. DRIVEWAY PAVEMENT AND CONFIGURATION SHALL FULLY CONFORM TO THE REQUIREMENTS OF THE CITY OF INDIANAPOLIS SPECIFICATIONS AND REQUIREMENTS AS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS (DPW), AND/OR OTHERS (PG. 10, 12, 1).

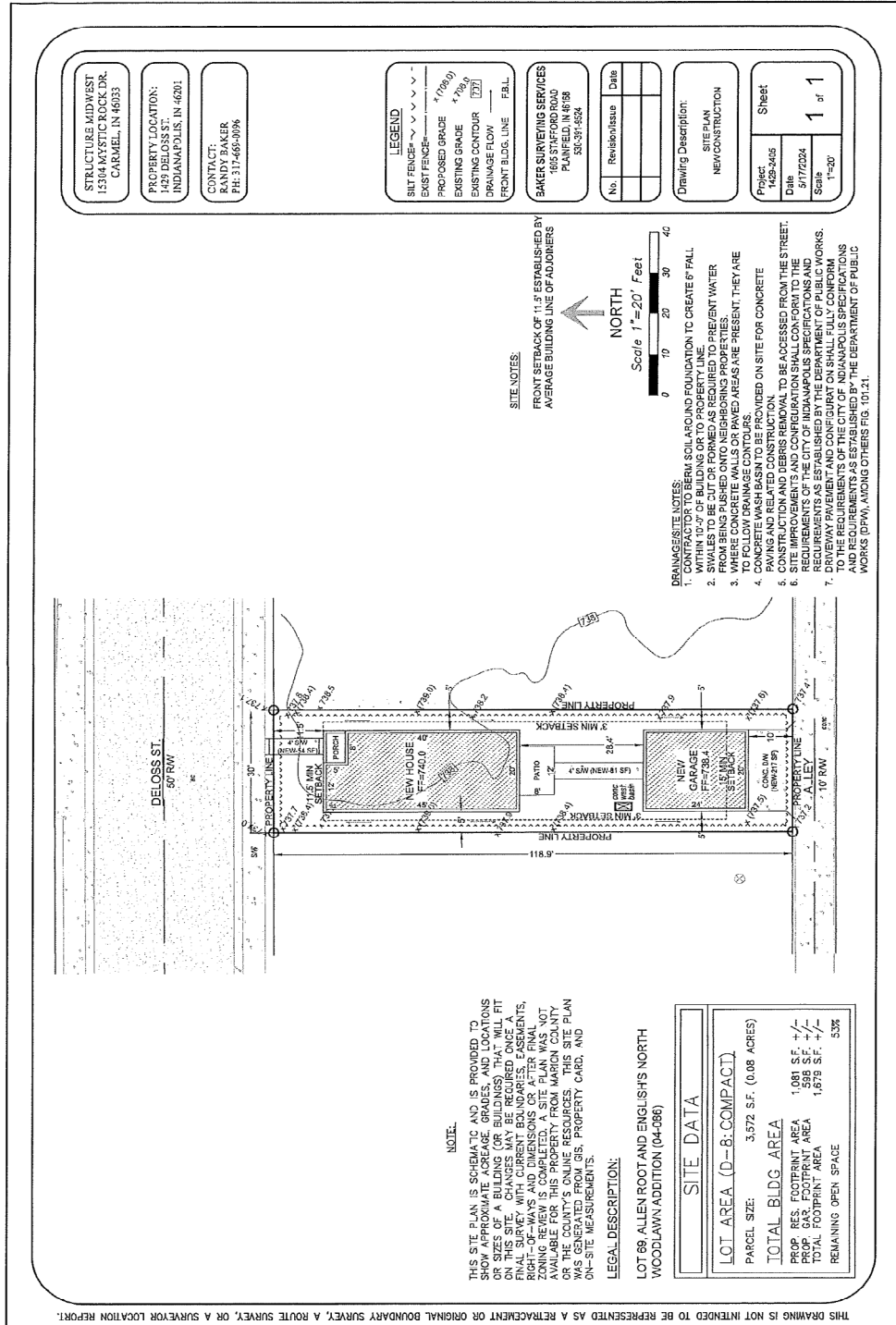


NOTE:
 THIS SITE PLAN IS SCHEMATIC AND IS PROVIDED TO SHOW APPROXIMATE ACRES, GRADIES, AND LOCATIONS ONLY. THIS PLAN IS NOT INTENDED TO BE REPRESENTED TO BE REPRESENTED AS A RETRACEMENT OR ORIGINAL BOUNDARY SURVEY, A ROUTE SURVEY, OR A SURVEYOR LOCATION REPORT.

LEGAL DESCRIPTION:
 LOT 70 ALLEN ROOT AND ENGLISH'S NORTH WOODLAWN ADDITION (04-088)

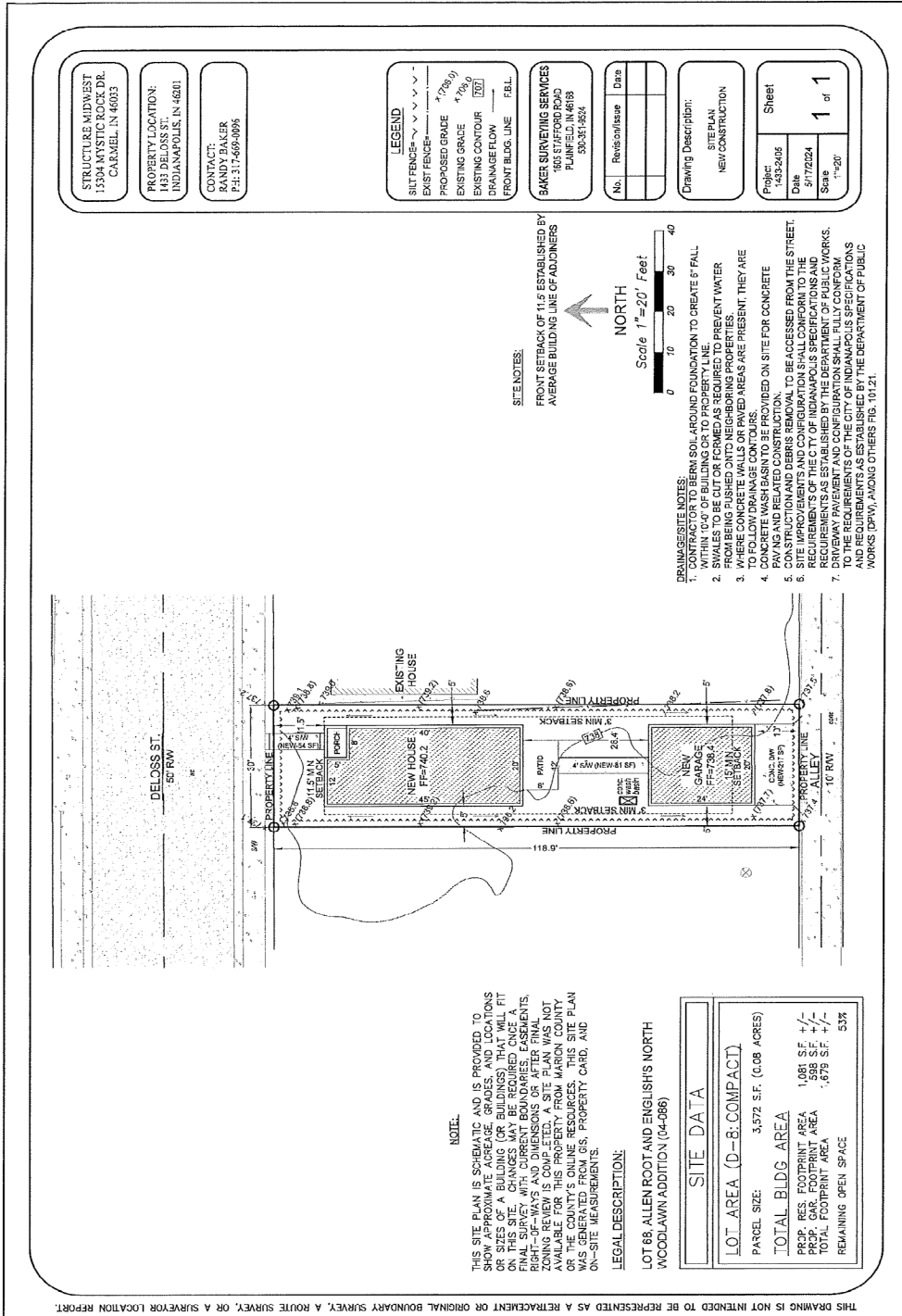
SITE DATA	
LOT AREA (D-8: COMPACT)	3,872 S.F. (0.08 ACRES)
TOTAL BLDG AREA	1,694 S.F. +/-
PROP. RES. FOOTPRINT AREA	1,679 S.F. +/-
TOTAL FOOTPRINT AREA	1,679 S.F. +/-
REMAINING OPEN SPACE	53%

1429 Deloss Street



THIS DRAWING IS NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR ORIGINAL BOUNDARY SURVEY, A ROUTE SURVEY, OR A SURVEYOR LOCATION REPORT.

1433 Deloss Street



THIS DRAWING IS NOT INTENDED TO BE REPRESENTED AS A RETRACEMENT OR ORIGINAL BOUNDARY SURVEY, A ROUTE SURVEY, OR A SURVEYOR LOCATION REPORT.



View looking east along Deloss Street



View looking west along Deloss Street



View looking south across Deloss Street adjacent lot to existing building



View looking south across Deloss Street at easternmost lot and existing dwelling



View looking south across Deloss Street at westernmost lot



View looking south across Deloss Street at westernmost lot