



**METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER**

June 27, 2024

Case Number: 2024-ZON-065
Property Address: 132 North Belmont Avenue
Location: Center Township, Council District #18
Petitioner: Trent Stone, by Les Hall
Current Zoning: C-3 (TOD)
Request: Rezoning of 0.18 acre from the C-3 (TOD) district to the D-5 (TOD) district to provide for residential uses.
Current Land Use: Vacant property
Staff Recommendations: Approval
Staff Reviewer: Kathleen Blackham, Senior Planner

PETITION HISTORY

This is the first public hearing on this petition.

STAFF RECOMMENDATION

Staff recommends approval.

PETITION OVERVIEW

This 0.18-acre site, zoned C-3 (TOD), is currently vacant. It is surrounded by a single-family dwelling to the north, zoned C-3 (TOD); vacant land to the south, zoned D-5 (TOD); vacant land and a single-family dwelling to the east, across North Belmont Avenue, zoned C-3 (TOD) and D-5 (TOD), respectively; and a single-family dwelling to the west, zoned D-5.

The request would rezone this site to the D-5 (TOD) (Walkable Neighborhood) District. “The D-5 district is intended for medium and large-lot housing formats, primarily for detached houses, but may incorporate small-scale multi-unit building types in strategic locations. This district can be used for new, walkable suburban neighborhoods or for infill situation in established urban areas, including both low density and medium density residential recommendations of the Comprehensive Plan, and the Suburban Neighborhood and Traditional Neighborhood Typologies of the Land Use Pattern Book.”

The Near West Neighborhood Land Use Plan recommends residential uses at 5-8 units per acre, as well as rezoning this site from the C-3 district to the D-5 district.



According to historical maps this residential-sized parcel was developed with a two-family dwelling around the turn of the century, which was demolished between 1978 and 1979. The current C-3 zoning district does not reflect the long-time residential use. Staff supports this rezoning because it would match the zoning classification with the current residential use and would contribute to the current redevelopment efforts in this neighborhood.

GENERAL INFORMATION

Existing Zoning	C-3 (TOD)	
Existing Land Use	Vacant land	
Comprehensive Plan	5-8 units per acre	
Surrounding Context	Zoning	Land Use
	North: C-1 (TOD)	Single-family dwelling
	South: D-5 (TOD)	Vacant land
	East: C-3 (TOD) / D-5 (TOD)	Vacant land / Single-family dwelling
	West: D-5 (TOD)	Single-family dwelling
Thoroughfare Plan		
North Belmont Avenue	Secondary arterial	Existing 65-foot right-of-way and proposed 56-foot right-of-way.
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	No	
Wellfield Protection Area	No	
Site Plan	May 15, 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

Not applicable to this site.

Pattern Book / Land Use Plan

The Comprehensive Plan consists of two components that include the Pattern Book 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.
 - 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.
- *Attached Housing defined as Duplexes, triplexes, quads, townhouses, row houses, stacked flats, and other, similar legally complete dwellings joined by common walls and typically with each unit on its own lot or part of a condominium).*
 - Duplexes should be located on corner lots, with entrances located on different sides of the lot.
 - It is preferred that townhomes should be organized around intersections of neighborhood collector streets, greenways, parks or public squares, or neighborhood-serving retail.
 - If the above conditions are not met, individual buildings of attached housing (not part of a complex) may be interspersed with single-family homes but should not make up more than 25% of the primary residential structures on a block.

- *Modifications*
 - The Pattern Book also provides guidance related to overlays and whether an overlay adds, modifies, or removes the recommended land uses within the base typology. This site lies within the Transit-Oriented Development overlay.
 - Attached Housing – A residential density of 15+ units per acre is recommended.

Red Line / Blue Line / Purple Line TOD Strategic Plan

- 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 (approximately 780 feet) of a proposed transit stop located at the intersection of West Washington Street and Belmont Avenue 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:
 - Mix of retail, entertainment, office, and residential, as desired
 - Surface parking should be consolidated and placed behind buildings, allowing a pedestrian orientation at the street, while still supporting drive-to business

Neighborhood / Area Specific Plan

- The Near West Neighborhood Land Use Plan (2014) recommends residential development at 5-8 units per acre, which is defined as “in suburban and rural areas this is a common multi-family density and typically the highest density single-family category in suburban area. In urban areas, it is common for both single-family and multi-family development. Development at this density is appropriate along bus corridors but should not take place in proximity to planned light rail transit stops.”

The Neighborhood Plan also recommends rezoning from the C-3 district to the D-5 district.

Infill Housing Guidelines

- 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)

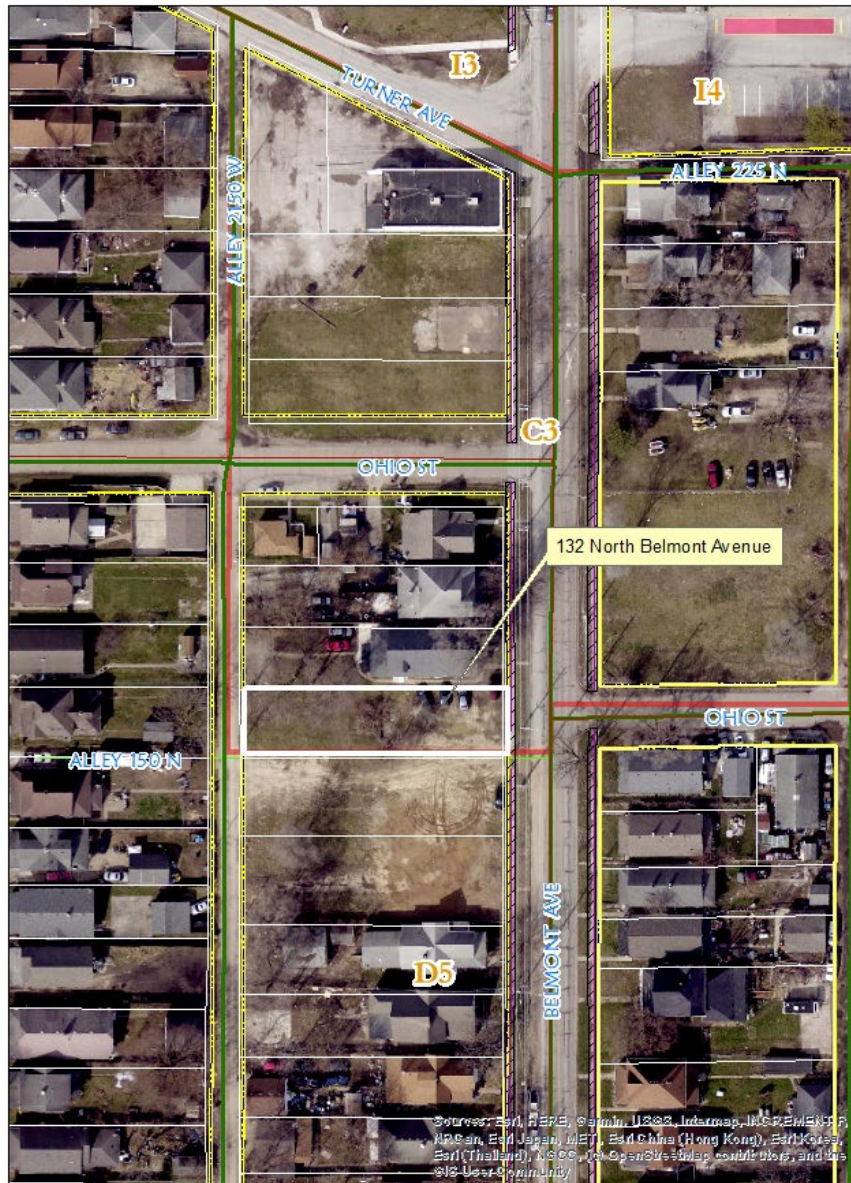
- The Marion County Thoroughfare Plan (2019) “is a long-range plan that identifies the locations classifications and different infrastructure elements of roadways within a defined area.”
- The following listed items describes the purpose, policies and tools:
 - Classify roadways based on their location, 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

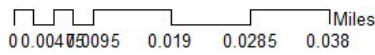
None.

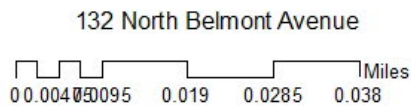
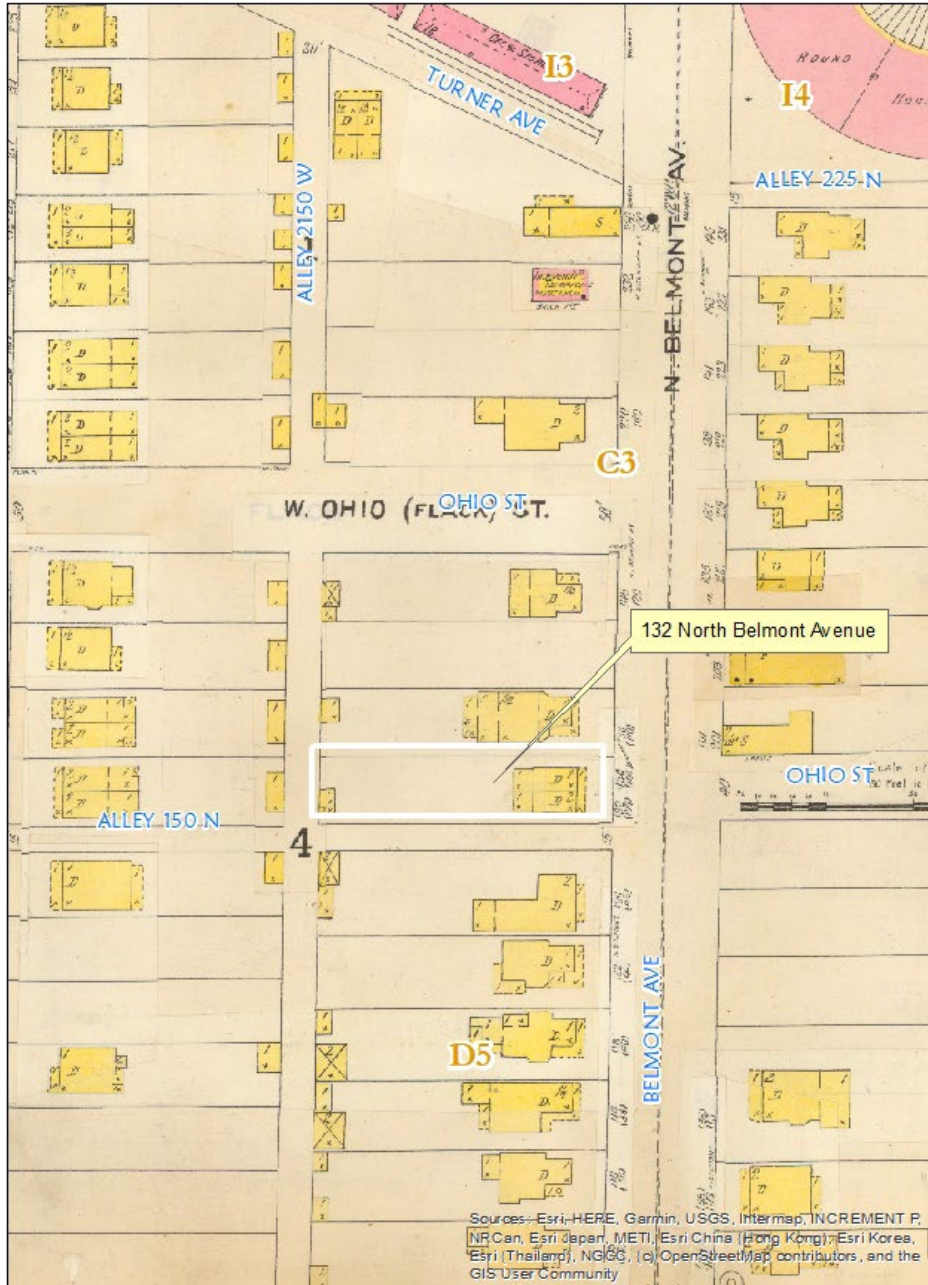
EXHIBITS



Source: ESRI, HERE, Garmin, USGS, Imagery, Mapbox, Mapbox, NPS, Esri, Japan, DELTA, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NOAA, Swatch, Swatch, Swatch, and the GIS User Community

132 North Belmont Avenue

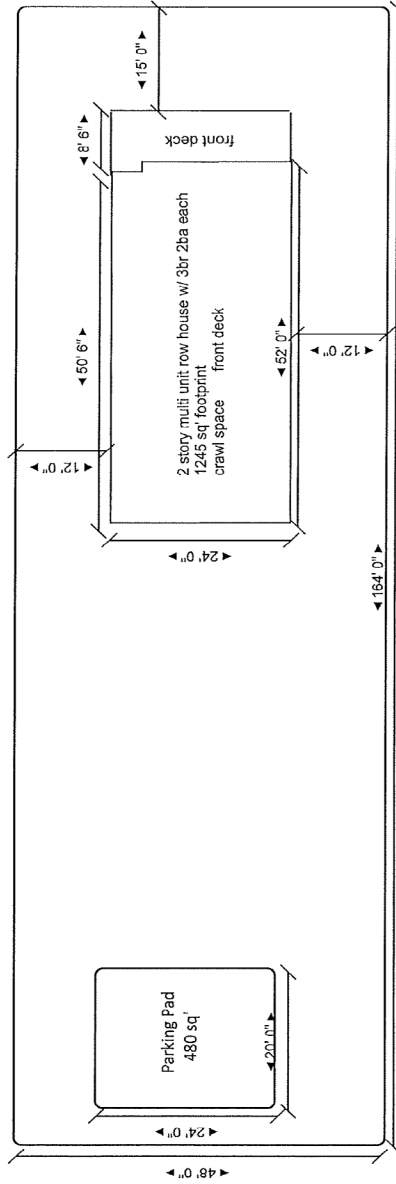
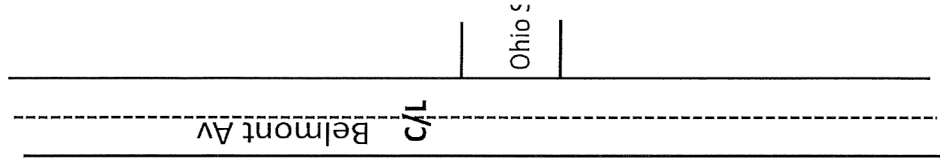




Proposed: 2 story multi unit row house with 3br/2ba each, on crawl space, with front deck. 2490 sq' total; 1245 sq' footprint. Parking pad in rear.



Site plan **132 N Belmont Av**
 Parcel: 1095961 7871 sq'
 Scale: 1=30
 Legal: MUIR'S HAUGHVILLE SUBDIVISION L1 & 1/2
 VACALLEY S & ADJ





View looking south along North Belmont Avenue



View looking north along North Belmont Avenue



View from site looking east



View of site looking west



View from site looking east across intersection of North Belmont Avenue and Ohio Street