



**METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER**

April 11, 2024

Case Number: 2024-ZON-009
Property Address: 5252 West 52nd Street (Approximate Address)
Location: Pike Township, Council District #6
Petitioner: Bethel United Methodist Church
Current Zoning: SU-1
Request: Rezoning of 0.724 acre from the SU-1 district to the D-4 district to provide for residential uses.
Current Land Use: Church Parsonage
Staff Recommendations: Approval with commitment.
Staff Reviewer: Marleny Iraheta, Senior Planner

PETITION HISTORY

This petition was automatically continued from the March 14, 2024 hearing to the April 11, 2024 hearing at the request of a registered neighborhood organization. New notice was required for deficient mailing of notice.

STAFF RECOMMENDATION

Staff recommends approval of the request, 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:

A 40-foot half right-of-way shall be dedicated along the frontage of Bethel Road, 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

LAND USE

The 0.724-acre subject site is developed with a single-family dwelling that was built in 1948 according to the Assessor's Property Card information. The site also includes a garage and wooded shed. The property consists of portions of three parcels that will be subdivided and platted to create the subject site noted as Parcel B in the survey.



In 1998, the subject site was part of a rezone petition that rezoned it from the D-4 district to the SU-1 classification. The property is owned by the church, but the parsonage will be sold separating it from the church.

REZONING

The request would rezone the site from the SU-1 district to the D-4 district to provide for residential uses.

The SU-1 district is only intended for religious uses.

The D-4 district is intended for low or medium intensity single-family and two-family residential development. Land in this district needs good thoroughfare access, relatively flat topography, and nearby community and neighborhood services and facilities with pedestrian linkages. Provisions for recreational facilities serving the neighborhood within walking distance are vitally important. Trees fulfill an important cooling and drainage role for the individual lots in this district. The D-4 district has a typical density of 4.2 units per gross acre. This district fulfills the low-density residential classification of the Comprehensive General Land Use Plan. All public utilities and facilities must be present. Development plans, which may include the use of clustering, should incorporate and promote environmental and aesthetic considerations, working within the constraints and advantages presented by existing site conditions, including vegetation, topography, drainage and wildlife.

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 Bethel Road. This dedication would also be consistent with the Marion County Thoroughfare Plan.

Staff Analysis

Staff determined that the proposed D-4 district would be in line with the surrounding residential development, align with the Comprehensive Plan recommendation for suburban neighborhood development and would allow for a single-family dwelling to be used apart from the religious use to the east.

For these reasons, staff is recommending approval of the rezoning.

GENERAL INFORMATION

Existing Zoning	SU-1	
Existing Land Use	Church Parsonage	
Comprehensive Plan	Suburban Neighborhood Development	
Surrounding Context	<u>Zoning</u>	<u>Land Use</u>
	North:	SU-1 Church Property
	South:	D-4 Residential (Single-family dwellings)

East:	SU-1 / SU-10	Church / Cemetery
West:	D-4	Residential (Single-family dwellings)
Thoroughfare Plan		
52 nd Street	Primary Collector Street	60-foot existing and 80-foot proposed right-of-way.
Bethel Road	Primary Collector Street	25-foot existing and 80-foot proposed right-of-way.
Ruelling Drive	Local Street	50-foot existing and proposed right-of-way.
Context Area	Metro	
Floodway / Floodway Fringe	No	
Overlay	No	
Wellfield Protection Area	No	
Site Plan	January 26, 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

- Marion County Land Use Plan Pattern Book (2019)
- Indy Moves Transportation Integration Plan (2018)

Pattern Book / Land Use Plan

- The Pattern Book recommends suburban neighborhood development.
- 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.

- **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**

- 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.

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)

- Indy Moves Transportation Integration Plan (2018), specifically IndyMoves PedalIndy 2018 proposes an active transportation system, neighborhood, along 52nd Street from High School Road to Guion Road.



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

- Neighborways are slow-speed, low-volume streets shared by people driving and bicycling. They include improvements that calm traffic and give people walking and bicycling priority: 20 MPH speed limit signs, stop signs for side streets crossing the neighborway, speed humps and traffic circles, wayfinding signs and pavement markings, and easier crossings of busy streets with crosswalks, flashing beacons, or traffic signals.
- Pedal Indy strives to:
 - Improve low-stress conditions for biking
 - Support active transportation options to improve health outcomes
 - Build support and collaboration for multimodal transportation options
 - Lay the groundwork for planning, design, implementation, and evaluation of existing and proposed bike infrastructure
- The requested dedication of right-of-way by DPW would ensure that this proposal could be possible in the future once funding becomes available.



ZONING HISTORY

ZONING HISTORY - SITE

98-Z-126; 5210 -5252 West 52nd Street and 5241 Ruelling Drive (subject site), Rezone 2.324 acres from D-A and D-4 to the SU-1 classification, **approved.**

ZONING HISTORY – VICINITY

97-Z-8; 5101 West 52nd Street (southeast of site), Rezoning of 28 acres, being in the D-7 (FF)(FW) and D-A (FF)(FW) districts to the D-5 (FF)(FW) classification to provide for a single-family residential development, **approved.**

95-Z-215; 5351 Moller Road (north of site), Rezoning 27.761 acres from the D-A (FF)(FW) and SU-43 (FF)(FW) to the D-P (FF)(FW) to provide for 41 attached two-family residential dwellings, **approved.**

66-Z-116; North side of West 52nd Street (east of site), Rezoning of 7.383 acres being in A-2 and SU districts to SU-1 classification to provide for the construction of a church, **approved.**

EXHIBITS

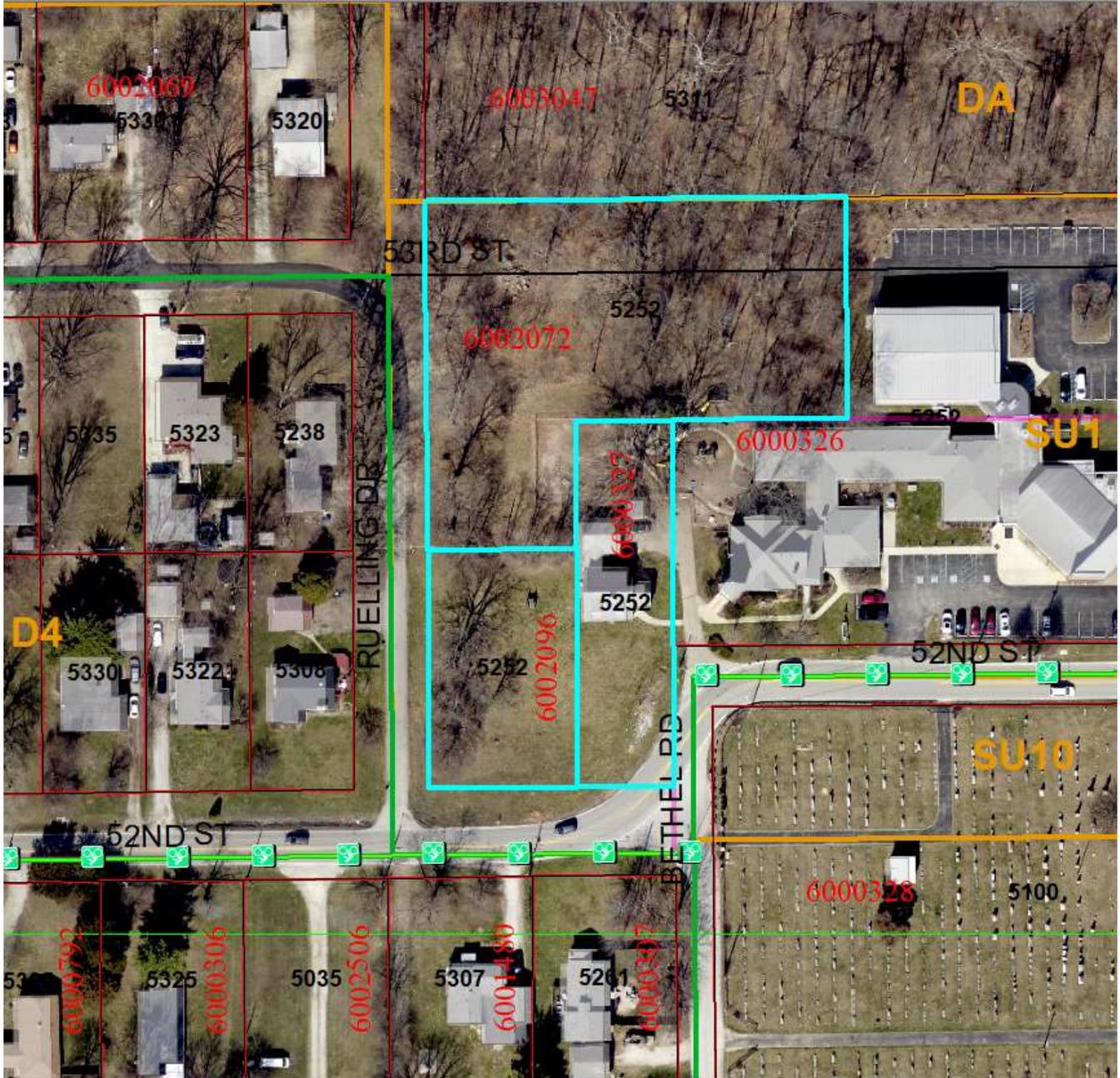




Photo of the single-family dwelling on site.



Photo of the street frontage along Bethel Road.



Photo of the street frontage along 52nd Street.



Photo of the street frontage along Ruelling Drive.



Photo of the single-family dwellings west of the site.



Photo of the single-family dwellings south of the site.



Photo of the church east of the site.



Photo of the cemetery east of the site.