

Staff Report – Plan Commission

Docket #:	PC2024-081	Hearing Date:	March 24, 2025
Address:	Southwest Corner of E. County Line Road & N. Five Points Road		
Applicant:	NVR, Inc.-d/b/a Ryan Homes, 8425 Woodfield Crossing Blvd. Indianapolis, IN 46240		
Owner:	H&I Amick Farm, LLC, 52122 Fieldstone Lane, Granger, IN 46530		
Staff Contact:	Gabe Nelson, nelsong@greenwood.in.gov, 317.887.5230		

Request:

Ryan Homes requests a waiver of 10-06-01 (A)(4)(c), construction of minor streets, due to practical difficulties in constructing a road connecting the commercial and residential parcels.

Location:

The subject property is located southwest corner of E. County Line Road & N. Five Points Road.
Parcel ID # 41-02-26-011-001.000-023

Existing & Surrounding Land Use:

Existing: Residential Medium (RM)/Commercial Medium (CM), Undeveloped
North: Dwelling Agriculture (DA, Marion Cty.), Scattered Single Family Residential
West: Residential Multi-Family Complex (RMC)/ Agricultural/Residential (AR, Johnson Cty.),
Arlington Farms Apartments/Large Lot Residential
South: Agricultural/Residential (AR, Johnson Cty.), Scattered Single Family Residential
East: Agricultural (AG), Agriculture

Recommendation:

Staff **recommends approval** of this petition with the conditions listed below. Staff finds that by connecting commercial to residential via pedestrian traffic, this will create a walkable neighborhood to commercially viable properties in an area of the City that is fairly isolated, particularly from commercial properties. In addition, by recommending pedestrian connections over vehicle connections, this will help encourage healthier behaviors by Greenwood citizens. This is supported by our Comprehensive Plan (Neighborhood Commercial).

If a pedestrian connection is not provided staff will require an additional waiver from **Sec. 10-06-02. Blocks.**

3. To provide safe and convenient vehicular and pedestrian **access** within developments and **between adjacent developments** and to lessen traffic congestion; and
4. **To promote safe, direct and convenient pedestrian, bike** and vehicular **access**.

Proposed Conditions

1. Blanket easement shall be pared down to allow for commercial development. Buildable area shall be indicated on a survey, clearly showing the minimum easements required to protect utilities and drainage on site.
2. Two pedestrian connections shall be made between the commercial and residential parcels. The residential developer (Ryan Homes) shall construct at least one of two connections.
3. A trail shall be constructed by the residential developer (Ryan Homes) along all areas designated as open space along County Line Road and Five Points Road, and a connecting trail from the pedestrian bridge to County Line Road.
4. The residential developer (Ryan Homes) shall be responsible for maintaining the open space as recreational area until such time as an owner association has been established.
5. Work with the City of Indianapolis to make the intersection of Five Points Road and County Line Road a three-way stop.

Attachments:

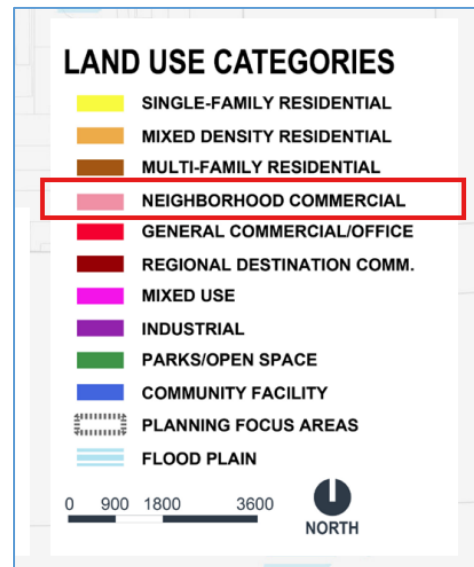
- Neighborhood Commercial – Future Land Use Description
- Waiver request
- Zoning/Aerial Map
- Proposed Plat

NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial areas are intended to contain a mix of active uses at key intersections that serve surrounding residential neighborhoods. They may include office, retail, restaurant, and personal service businesses. These centers should be compatible with and contribute to adjacent neighborhood and streetscape character. They should frame and activate adjacent streets and not be defined by large parking lots. Neighborhood commercial centers should feature high-quality architecture, **plazas, outdoor dining areas where applicable, and pedestrian and bicycle amenities that create active, connected gathering places.**



Uses	Buildings	Sites
<ul style="list-style-type: none"> • Primary Uses: Retail, Restaurant, Office, Medical Office, Personal Service • Secondary Uses: Community Facilities, Religious Institutions, Parks & Open Space 	<ul style="list-style-type: none"> • Buildings should define the street edge with landscaping, bicycle/pedestrian facilities, and street furnishings to allow for safe and comfortable movement of pedestrians. • Buildings should have a primary entry identity oriented toward the street that defines the visual character of the building. • Building design should have pedestrian-scaled architectural details that enhance the character and appearance of the development. 	<ul style="list-style-type: none"> • Primary access should be from the street. Common or shared access points are encouraged to limit curb cuts along the street. • Bicycle and pedestrian connections should be provided externally and internally in order to connect to adjacent neighborhoods. • Landscape plantings, parking-lot islands, and street trees should be incorporated into site design, and when adjacent to residential development, landscape buffers should be included.



**Attachment J: Subdivision, Site Development, Parking
and or Landscape Waiver Request**

Project Leatherwood Trails

Docket _____

Waivers from these Regulations.

Where the Plan Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations and/or the purposes and intent of these regulations may be served to a greater extent by an alternative proposal, it may approve waivers to these subdivision, site development, and or parking regulations so that substantial justice may be done and the public interest secured, provided that such waivers shall not have the effect of nullifying the intent and purpose of these regulations. Such waivers may be granted upon written request of the applicant stating the reasons for each waiver and may be waived by two-thirds (2/3) of the regular membership of the Plan Commission. (Sec. 10-501: Subdivision Control); (Sec. 10-460: Site Development); (Sec. 10-103: Parking); (Sec. 10-472: Landscape)

The Plan Commission may, in its discretion, authorize and approve waivers from the requirements and standards of these regulations upon finding that the following five criteria have been justified:

- (1) The approval of the waiver request will not be detrimental to the public safety, health, and welfare, or injurious to property within a reasonable proximity to the subject property involved in the waiver request.
- (2) The strict application of the applicable ordinance standard will result in practical difficulties in the development due to the particular physical surroundings, unique constraints, or topographical conditions of the subject property. These conditions will not substantially alter the character of the subject district or neighborhood.
- (3) The practical difficulties were not self-imposed and cannot be overcome by reasonable design alternatives. Financial hardship does not constitute grounds for a waiver.
- (4) The waiver request is necessary and represents a minimal deviation from explicit ordinance standards.

Attach a separate sheet that thoroughly itemizes, explains, and justifies how each Waiver Request meets the Waiver Guidelines outlined above.

I respectfully request consideration by the Greenwood Plan Commission to waive the requirements established by the following Section(s) of the Greenwood Municipal Code for the Subdivision Control Ordinance, Site Development, Zoning Ordinance as it relates to parking requirements, and Landscaping requirements for the City of Greenwood: (Staff can assist) **NOTE: Do not use this form if requesting a Waiver from the Stormwater Drainage and Sediment Control Ordinance. Contact the City Engineering Department to discuss drainage waiver requests.**

1. Section 10- ^{6-1A4c} _____: Street connection to north of Grubbs Ditch

2. Section 10- _____: _____

3. Section 10- _____: _____

4. Section 10- _____: _____

I submit that this request is not in conflict with the Plan Commission's guidelines for review of waiver requests outlined above.



Signature of Applicant



March 19, 2025

City of Greenwood
300 South Madison Avenue
Greenwood, IN 46142

RE: Leatherwood Trails

On behalf of the developer, NVR, Inc. - d/b/a Ryan Homes, below is a Minor Street Access Waiver Request we would like to be considered for this project:

(1) The approval of the waiver request will not be detrimental to the public safety, health, and welfare, or injurious to property within a reasonable proximity to the subject property involved in the waiver request.

Answer:

Adding any kind of access to the undeveloped portion of the property to the north is a safety concern. A bridge to that portion of the site encourages trespassing and can further undermine the developability in the future.

(2) The strict application of the applicable ordinance standard will result in practical difficulties in the development due to the particular physical surroundings, unique constraints, or topographical conditions of the subject property. These conditions will not substantially alter the character of the subject district or neighborhood.

Answer:

Adding a vehicular bridge crossing Grubbs Ditch will limit the ability to develop the property to the north of Grubbs Ditch. Essentially, it would affix the access location for the site. If a suitable use and/or user is determined in the future, the viability of that development may be obstructed by the location of the crossing. By waiting until a use/user is determined for the property north of Grubbs Ditch, you're providing maximum flexibility for future development.

(3) The practical difficulties were not self-imposed and cannot be overcome by reasonable design alternatives. Financial hardship does not constitute grounds for a waiver.

Answer:

The existence of Grubbs Ditch cutting across the property creating a triangular parcel and a pipeline carrying a fiber optic line crossing at a different angle across the property has created hardships to justify the request.

(4) The waiver request is necessary and represents a minimal deviation from explicit ordinance standards.

Answer:

A bridge across Grubbs Ditch will only impede/reduce flexibility for future development of the site. Providing vehicular access can even be harmful should the future use of the property north of Grubbs Ditch become a park, daycare, or another use that would then be vulnerable to the unnecessary vehicular traffic.

Should you have any further questions or requests for additional information pertaining to this project review, please contact me at 317-846-6611.

Sincerely,



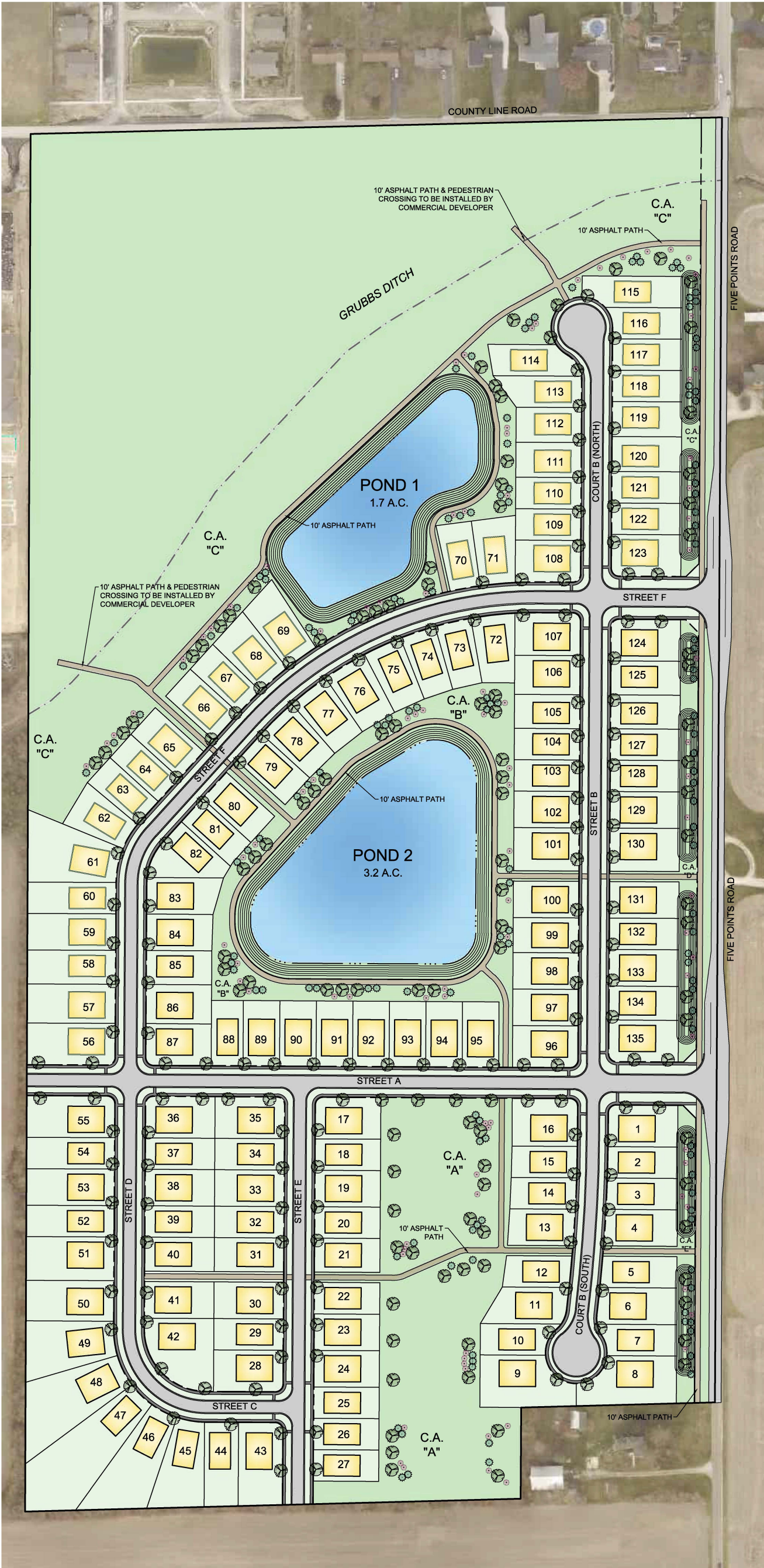
Kevin Sumner, P.S.
Sr. Project Manager

Existing Zoning Map



AC - Airport	IC - Interstate Commercial	OS - Open Space	RMC - Residential Multi-Unit Complex
AG - Agriculture	IL - Industrial Large	PUD - Planned Unit Development	RMH - Residential Mobile Home
CL - Commercial Large	IM - Industrial Medium	RL - Residential Large Lot	
CM - Commercial Medium	OT - Old Town	RM - Residential Medium Lot	
CS - Commercial Small	OTR - Old Town Residential	RA - Residential Attached Single-Family	





SITE DATA	
EXISTING SITE ZONING	PROPOSED
GROSS SITE AREA:	65.65 AC +/-
ZONING AG	RM
PROPOSED STREET CENTERLINE	6,821 +/-
COMMON AREA:	
GREEN SPACE:	33.79 AC +/-
NORMAL POOL AREA:	4.9 AC +/-
TOTAL COMMON AREA:	16.35 AC +/-
TOTAL LOTS:	135
OVERALL DENSITY (Total lots/Gross site area)	2.1 LOTS/AC
LOT STANDARDS:	
SINGLE FAMILY HOMES: 61' & 71'	
NUMBER OF LOTS 61':	69
NUMBER OF LOTS 71':	66
TOTAL SINGLE FAMILY HOMES	135
PROPOSED MINIMUM LOT AREA:	7,700 SF
PROPOSED MINIMUM FRONT SETBACK:	20'
PROPOSED MINIMUM SIDE YARD SETBACK:	10'
PROPOSED MINIMUM LOT REAR YARD SETBACK:	25'
PROPOSED BUILDING PAD SIZE TOTAL:	41' X 71' & 51' X 71'
TYPICAL RIGHT-OF-WAY WIDTH:	
ONSITE STREETS:	60'

SITE DATA	
EXISTING SITE ZONING	PROPOSED
GROSS SITE AREA:	15.25 AC +/-
ZONING AG	CM