



Address: 9625 E 52nd St (AKA 9655 E 52nd St)
Parcel #: 4003707
Docket #: 26 LSV 08
Hearing Date: 06/16/26
Council District #: #4 ~ Carlos Jennings

Owner/Petitioner: Cohron's Investments, LLC
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VARIANCES REQUESTED:

The petitioner is requesting a **Variance of Development Standards** from the City of Indianapolis Consolidated Zoning and Subdivision Ordinance, Chapter 742 (Mobile Home Parks), to allow continued operation and/or redevelopment of an existing mobile home park that does not meet current development standards.

1. **Common Open Space (Sec. 03.L.4.d)**
 - o Less than required 8% recreational/common area; 5% proposed
2. **Unit Separation (Sec. 03.L.4.c)**
 - o 25 feet required; 10 feet proposed
3. **Recreational Vehicle Storage (Sec. 03.L.4.e)**
 - o No designated storage area provided; alternative area at sales office provided
4. **Sidewalks Along Public Streets (Sec. 03.L.4.i.5)**
 - o No perimeter sidewalks proposed
5. **Safe Room Requirement (Sec. 03.L.4.j)**
 - o No underground safe room provided

EXISTING CONDITIONS:

- Zoning: D11 (Dwelling District)
- Current Use: Existing Mobile Home Park (nonconforming to current standards)
- Comprehensive Plan Designation: Traditional Neighborhood
- Context Area: Metro

Surrounding Zoning:

- North: C4 (Commercial)
- South: DA (Dwelling/Agricultural)
- East: D11
- West: CS (Commercial Services)



BACKGROUND:

The subject property has historically operated as a mobile home park, with prior zoning cases including:

- 82 Z 67
- 87 Z 26

The current petition seeks relief from multiple development standards under Chapter 742, many of which reflect modern requirements not met by older mobile home park developments.

STAFF ANALYSIS:

This petition involves multiple variances from current standards; however, staff notes that:

- The site is long-established and was developed under prior regulatory frameworks
- Many deficiencies are existing conditions, not newly proposed intensifications
- Strict enforcement of current standards would likely result in:
 - Significant site disruption
 - Loss of housing units
 - Potential displacement of residents

Key Considerations:

1. Existing Development Pattern

The reduced setbacks, spacing, and lack of certain amenities reflect an older mobile home park layout that is common for developments of this era.

2. Practical Difficulty

Bringing the site into full compliance would require:

- Removal or relocation of units
- Major infrastructure reconstruction
- Significant financial burden

Staff finds that these conditions create a practical difficulty in strict compliance, particularly given the existing layout.

3. Housing Considerations

The site provides a form of naturally occurring affordable housing, and aligns with the House Task Force recommendations.

4. Life Safety and Infrastructure

Staff maintains concern regarding:

- Lack of safe room
- Missing pedestrian infrastructure

However, these concerns can be partially mitigated through conditions of approval and future compliance requirements.

RECOMMENDED CONDITIONS OF APPROVAL:

General

1. The approval shall apply to the existing mobile home park layout as generally depicted on the submitted site plan. Any substantial redevelopment or expansion shall require additional review.



Pedestrian & Infrastructure Improvements

2. The petitioner shall install perimeter sidewalks along public street frontages (52nd Street and/or 46th Street) in accordance with City standards

Storage

3. The petitioner shall prohibit on-site storage through lease restrictions

Life Safety

4. Provide a plan for storm safety, which may include emergency management coordination

TABLE 742-103-15 D-11 DISTRICT DIMENSIONAL STANDARDS	
PROJECT STANDARDS	
Minimum project area	15 acres
Minimum project street frontage	150 ft.
Minimum mobile dwelling site area	4,000 sq. ft.
Minimum mobile dwelling site area (requiring double or triple wide units)	5,400 sq. ft.
Minimum common, recreational, and open space	8%
SETBACKS	
Minimum perimeter yard, including parking, buildings, structures, and mobile dwelling sites (from lot lines)	50 ft.
Minimum front setback abutting public street (measured from R.O.W.)	60 ft.
Minimum interior front setback	10 ft.
Minimum distance between mobile dwelling units	25 ft.
This Table is a summary of selected standards; refer to Chapter 744, Article II Lot and Building Dimensions, for additional regulations.	
*In case of a discrepancy with this summary table, the master table in Chapter 744-II governs.	



1. Ch 742, Art 1, Sec 03.L.4.d

Recreational/common area space is less than 8% of project area, 8% of total project area to be recreational and common open space

d. ***Minimum recreational and open space areas***

Developed recreational and common open space areas equal to, at a minimum, 8% of the total area of the mobile dwelling project shall be required. Land used for the required perimeter yard, mobile dwelling sites, vehicular areas, access easements, and rights-of-way shall not be considered as part of this required 8% open space. Common open storage areas developed as required in Section 742-103.P.4.e shall not be included in the open space computation.

1. These recreational and common open space areas shall be accessible to all project residents, appropriately located within the project with respect to the residents they are designed to serve and with regard to adjacent land uses. Accessibility to such areas shall not solely be gained by way of a mobile dwelling site or sites.
2. Developed recreational areas may include, but shall not be limited to, such facilities as playgrounds, tot lots, swimming pools, game courts and common recreational buildings. An imaginative approach to the provision and design of such areas is encouraged. Project recreational needs will depend upon such factors as project site, size and the anticipated age characteristics of the residents. These areas shall provide for the use of all project residents and be appropriately located within the project with respect to the residents they are designed to serve and with regard to adjacent land uses.
3. Common open space areas are those areas within the project set aside for the common use of all project residents. The general design of these areas should demonstrate an awareness of their intended use for passive enjoyment. Utilization of common open space areas may be enhanced by improvements such as walkways, meandering trails, benches, flowers, shrubs and tree plantings, while still maintaining their natural open character.
4. Items such as drainage swales may be included as open space if, through proper design, they add favorably to the open space inventory and site development of the project and do not present a health or safety hazard to project residents.
5. Off-street pedestrian ways and/or bike paths shall be constructed where necessary to provide safe access to recreational and other areas. Such off-street pathways shall have a minimum width of 3 feet and shall have at least a three-foot wide area of open space along the sides of the pathway. All such off-street pathways shall be hard-surfaced.



2. Ch 742, Art 1, Sec 03.L.4.c

Separation of 10 feet between mobile dwelling units proposed; 25-foot minimum separation required

c. ***Minimum interior yards***

Minimum interior yards within the project shall be provided for all mobile dwelling sites in accordance with the following standards:

1. A minimum required front building setback of 10 feet shall be provided, measured from the curb line of any interior street or interior access drive within the project. Parking spaces shall not be permitted within this required setback; however, driveways accessing parking areas on the site and other appurtenances are permitted.
2. A minimum distance of 50 feet shall be provided between any recreational or other project common building and any dwelling unit within the project.
3. A minimum distance of 25 feet shall be provided between dwelling units at their closest points to each other. Except, however, that any dwelling unit accessory structure, open on at least 2 sides, may project into such required interior yard provided that the distance between such accessory structure and any other dwelling unit, or between such accessory structures of 2 dwelling units, shall be at least 15 feet.



3. Ch 742, Art 1, Sec 03.L.4.e

No storage area for travel trailers, campers, boats and recreational vehicles provided
120 square feet for each mobile dwelling required

e. ***Storage areas***

1. Open storage area: An open storage area shall be provided within the project boundaries for the purpose of storing travel trailers, campers, boats and other recreational vehicles owned by project residents. The open storage area required for the project shall be computed on the basis of 120 square feet of space per mobile dwelling site. Such open storage areas shall be screened so as not to be directly visible from any perimeter boundary of the project and shall further be accessible to all project residents.
2. Travel trailers, campers, boats and other recreational vehicles shall be permitted to be stored only in such storage areas, whether temporarily or permanently.
3. General storage space: In order to provide adequate storage facilities on or conveniently near each mobile dwelling site for the storage of outdoor equipment, furniture, tools, and other materials used only seasonally or infrequently, or incapable of convenient storage within the mobile dwellings, a minimum of 150 cubic feet of general storage space within a structure per dwelling unit shall be provided on the mobile dwelling site, or in compounds located not more than 100 feet from each dwelling unit. Each such storage space shall be constructed and located in conformity with the approved site plan required by Section 742-103.P.4.k. Provided, however, all or a portion of such storage space for any fully skirted mobile dwelling unit may be provided under such unit, in lieu of separate storage facilities.



4. Ch 742, Art 1, Sec 03.L.4.i.5

Sidewalks along public streets required; no perimeter sidewalks proposed

5. Sidewalks shall be provided along all eligible public streets, excepting freeway, or expressway, as indicated in the current Official Thoroughfare Plan for Marion County, Indiana, and other limited access frontages as determined by the Administrator. Sidewalks shall consist of the walkway and any curb ramps or blended transitions. Sidewalks constructed pursuant to this section shall comply with Section 744-304 (Sidewalk Standards for Other Development).

5. Ch 742, Art 1, Sec 03.L.4.j

No underground safe room proposed, underground safe room with at least 20 square feet of space for each mobile dwelling in the development required

j. ***Underground safe room***

After the first day of the month that is six months after the date of adoption, all new developments shall include an underground safe room with at least 20 sq. ft. of space for each mobile home site in the development, for protection from tornados.



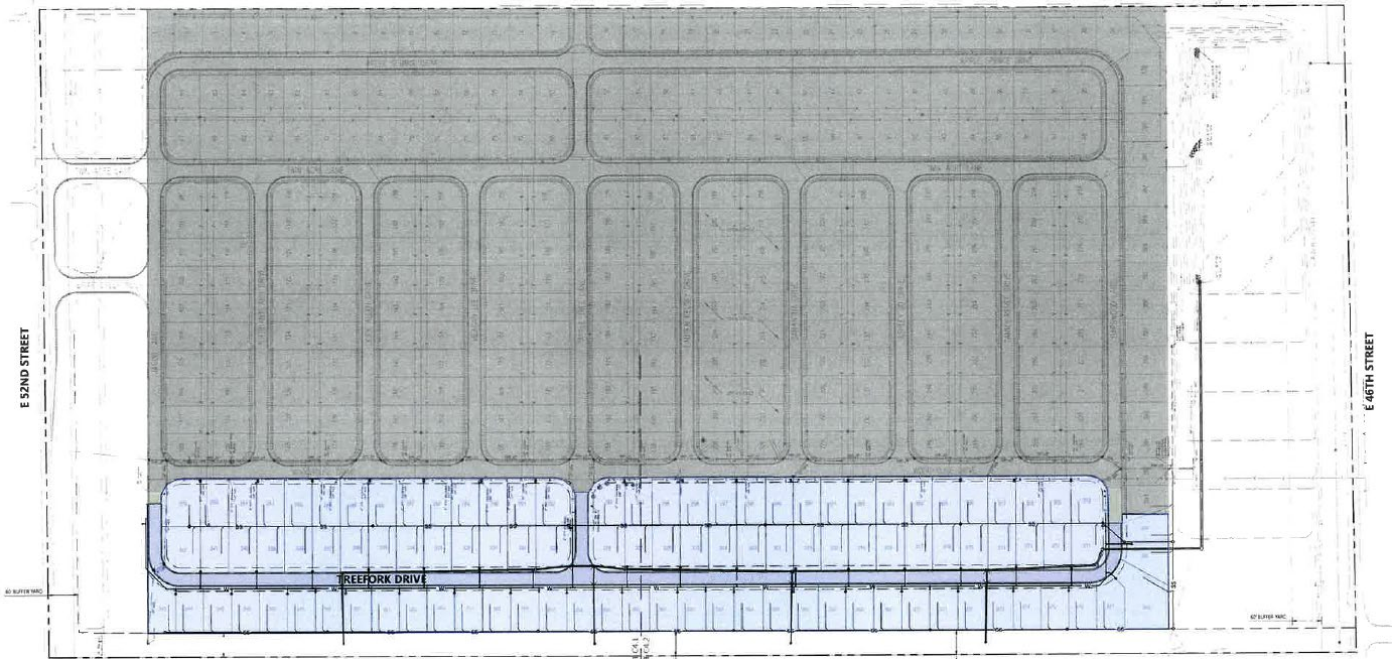
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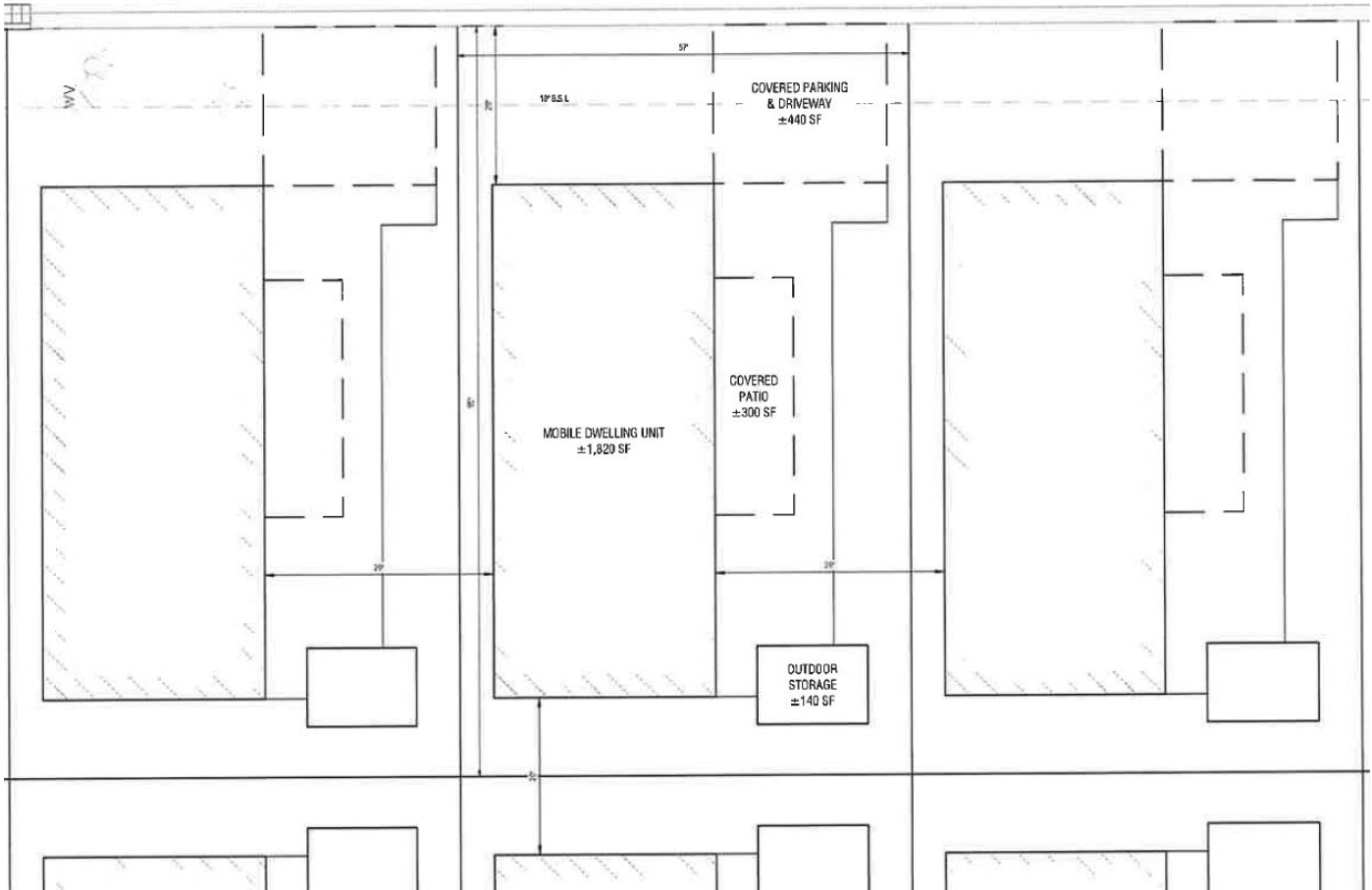




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Indiana

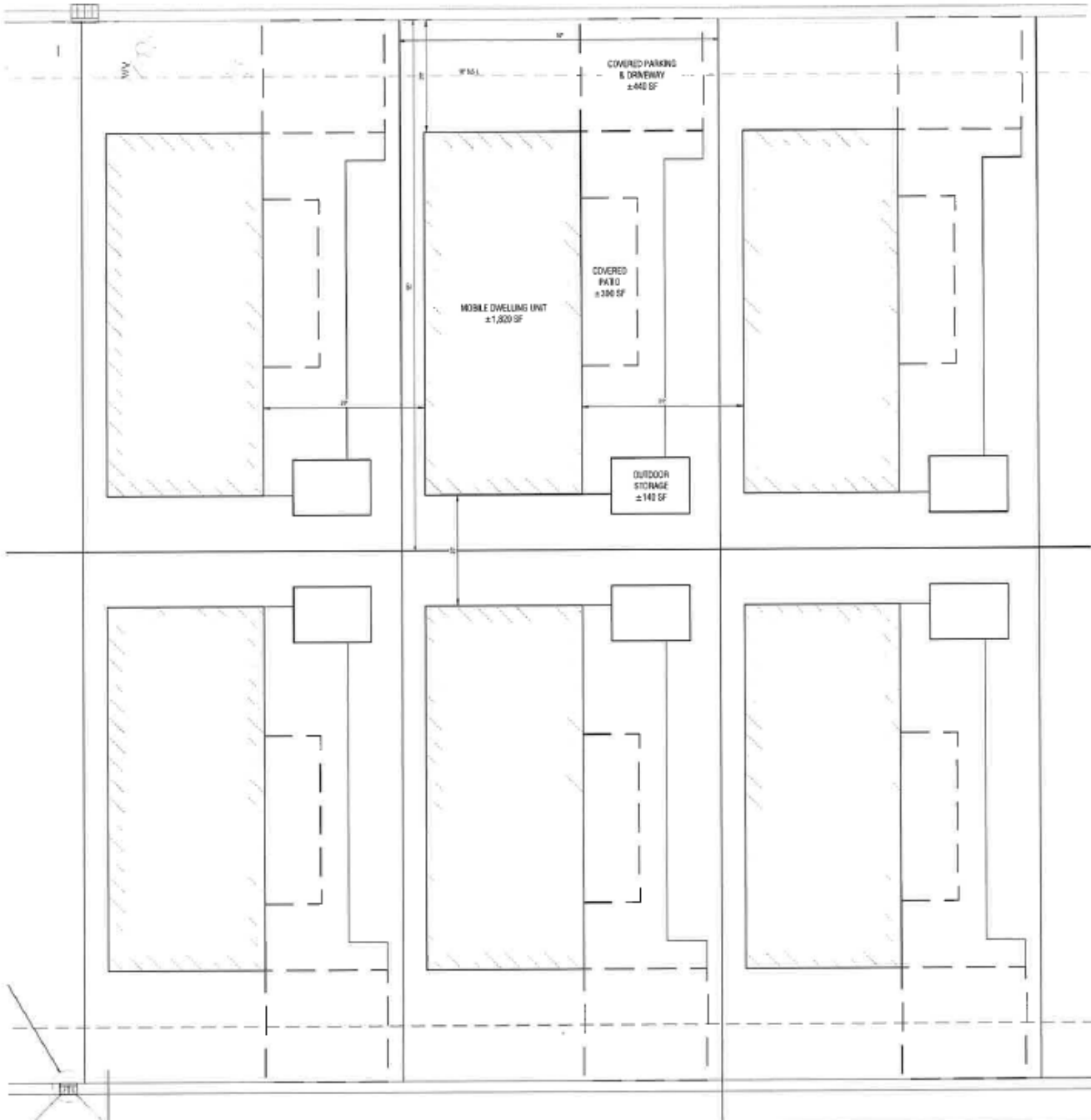
Site Plan:







WOODHOUSE DRIVE





Findings of Fact (as provided by applicant):

LAWRENCE BOARD OF ZONING APPEALS
OF MARION COUNTY, INDIANA

VARIANCE OF DEVELOPMENT STANDARDS
FINDINGS OF FACT

1. THE GRANT WILL NOT BE INJURIOUS TO THE PUBLIC HEALTH, SAFETY, MORALS AND GENERAL WELFARE OF THE COMMUNITY BECAUSE:

the proposed development will be consistent with the prior developed portions of the mobile/manufactured home park, and will not change the existing access points from the nearest public street.

2. THE USE OR VALUE OF THE AREA ADJACENT TO THE PROPERTY INCLUDED IN THE VARIANCE WILL NOT BE AFFECTED IN A SUBSTANTIALLY ADVERSE MANNER BECAUSE:

there will be adequate setbacks from, and no shared access with, either the west or south adjoining properties, and there are already significant numbers of mobile home/manufactured home lots occupied as part of the same development.

3. THE STRICT APPLICATION OF THE TERMS OF THE ZONING ORDINANCE WILL RESULT IN PRACTICAL DIFFICULTIES IN THE USE OF THE PROPERTY BECAUSE

the development was started almost 50 years prior to the adoption of the new variance requirements, and to require this section to absorb the new standards would render it inconsistent with the existing development, as well as it being financially infeasible.