



# Metropolitan Development Commission Hearing (February 18, 2026) Meeting Notice

## Meeting Details

Notice is hereby given that the Metropolitan Development Commission of Indianapolis-Marion County, IN, will hold public hearings on:

**Date:** Wednesday, February 18, 2026      **Time:** 1:00 PM

**Location:** Public Assembly Room, 2nd Floor, City-County Building, 200 E. Washington Street

## Business:

**Adoption of Meeting Minutes:** February 4, 2026

## Special Requests

## Policy Resolutions:

### REAL ESTATE:

#### 1. 2026-R-006

Authorizes the Department of Metropolitan Development to convey property interests to IndyGo to facilitate construction of the Blue Line Bus Rapid Transit system to best serve the interests of the community.

#### 2. 2026-R-007

Authorizes the Department of Metropolitan Development to expend \$9,460 for necessary structural assessments at the Former Indiana Women's Prison property.

#### 3. 2026-R-008

Authorizes the Department of Metropolitan Development to convey title or an option to purchase title of Property to Transferee as approved by Vacant to Vibrant Review Committee for the purpose of providing development that will best serve the interest of the City.

### COMMUNITY INVESTMENTS:

#### 4. 2026-C-002

Authorizes the Department of Metropolitan Development to enter into an agreement with Horizon House, Inc. to develop a 16 unit Permanent Supportive Housing (PSH) development for chronically homeless households in an amount not to exceed \$1,326,121 from the Indianapolis Housing Trust Fund.

## Zoning Petitions:

### PETITIONS OF NO APPEAL (RECOMMENDED FOR APPROVAL):

5. **2025-APP-020 | 7979 North Shadeland Avenue**  
Lawrence Township, Council District #3

Community Health Network and Community Health Network Foundation, Inc., by Timothy H. Button

Hospital District Two Approval to provide for a sign package to include two canopy signs and four incidental signs.

**6. 2025-ZON-094 | 2505 South Arlington Avenue**

Warren Township, Council District #20  
Sky Real Estate, Inc., by David Gilman

Rezoning of 8.264 acres from the C-3 district to the I-1 district to provide for restricted industrial uses.

**7. 2025-ZON-112 (Amended) | 641 Langsdale Avenue and 2110, 2058 Dr. Martin Luther King Jr. Street**

Center Township, Council District #12  
2058 Property Group LLC, by Joel Bruns

Rezoning of 12.6 acres from the C-7 and I-4 (W-1) districts to the I-2 (W-1) district to provide industrial uses.

**8. 2025-ZON-137 | 2447 West 14th Street**

Center Township, Council District #12  
Centro de Avivamiento Casa de Dios y Luz Para las Naciones, Inc., by Justin Kingen and Kate Mennega

Rezoning of 2.39 acres from the SU-1 district to the SU-2 district to provide for educational uses.

**9. 2025-ZON-138 | 7125 Fall Creek Road**

Lawrence Township, Council District #3  
Central Indiana Council, Boy Scouts of America, by Timothy Ochs and Jennifer Milliken

Rezoning of 11.93-acres from the SU-7 (FF) district to the C-S (FF) classification to provide Business, art, or other post-secondary proprietary school, Community Center, Museum, Library or Art Gallery, Medical or Dental Offices, Centers or Clinics, Medical or Dental Laboratory, Financial and Insurance Services, Hair and Body Care Salon or Service, Indoor Recreation & Entertainment, Food Preparation, Banquet Facility or Event Center, Office: Business, Professional or Government, and Information Technology R&D with any accessory use associated with the C-1 District and those associated with a permitted use.

**10. 2025-ZON-140 | 1802 Cornell Avenue**

Center Township, Council District #13  
Rachel Loveman and Lyle Fettig, by Adam Tyler Murphy

Rezoning of 0.19-acre from the I-3 district to the D-8 district to provide for residential uses.

**11. 2025-ZON-142 | 2063 Yandes Street**

Center Township, Council District #13  
RD Construction & Holding LLC, by John Cross

Rezoning of 0.31-acre from the I-3 district to the D-8 district to provide for residential uses.

**12. 2025-CAP-854 | 6340 Intech Commons Drive**

Pike Township, Council District #6  
C-S  
ASIntech Park Partners, LLC, by Timothy E. Ochs and Jennifer Milliken

Modification of Commitments related to petition 98-Z-233 to modify Commitment 20 to provide for no more than two free-standing fast food or drive-through restaurants within 'Area "F", within three hundred forty-five feet (345 feet) of the existing centerline of 71st Street, and the west line of the outlot (in an east-west direction) upon which it is located shall not be closer than two hundred feet (200 feet) to the east right-of-way of Intech Boulevard (current commitment limits the number of free-standing fast food or drive-through restaurants to one within 'Area "F", within three hundred forty-five feet (345 feet) of the existing centerline of 71st Street, and the west line of the outlot (in an east-west direction) upon which it is located shall not be closer than four hundred feet (400 feet) to the east right-of way of Intech Boulevard.

**13. 2025-CZN-858 | 2111 Columbia Avenue**

Center Township, Council District #13  
Clarence Lyles, IV, by Matthew Lyles

Rezoning of 0.13-acre from the I-3 district to the D-8 district to provide for a four-unit small apartment.

## Petitions for Public Hearing

### PETITIONS FOR PUBLIC HEARING:

**14. REZONING PETITION RECOMMENDED FOR DENIAL BY HEARING EXAMINER, APPEAL FILED BY PETITIONER:**

**2025-ZON-126 | 3441 West Washington Street**

Wayne Township, Council District #17

Jesus Ivan Ibarra Tamayo

Rezoning of 0.76-acre from the I-3 (FF) (TOD) district to the C-5 (FF) (TOD) district to provide for general commercial uses.

**15. COMPANION PETITIONS RECOMMENDED FOR DENIAL AND DENIED, RESPECTIVELY, BY HEARING EXAMINER, APPEAL FILED BY PETITIONER:**

**2025-ZON-092 / 2025-VAR-011 | 2502 Lambert Street AKA 2501 West Morris Street**

Wayne Township, Council District #17

D-7 (FF) and C-7 (FF)

WRR Renwald Real Estate, LLC, by Benjamin A. Spandau and Thomas R. Steele

Rezoning of 4.79 acres from the D-5 (FF) and C-7 (FF) districts to the I-3 (FF) district to provide for a commercial parking lot.  
Special Exception of the Consolidated Zoning and Subdivision Ordinance to provide for a commercial parking lot for commercial truck and trailer parking.

**16. COMPANION PETITIONS TRANSFERRED BY HEARING EXAMINER FOR INITIAL HEARING:**

**2026-CZN-801 / 2026-CVR-801 | 3919 Moller Road**

Pike Township, Council District #5

MU-1 / C-4

Hodges Commons Limited Partnership, Alex Keller

Rezoning of 2.9 acres from the MU-1 and C-4 districts to the D-10 district to provide for apartment uses with an accessory daycare.

Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to provide for a 98-unit apartment building and accessory daycare building with a floor area ratio of 0.862 (maximum 0.8 permitted), a livability space ratio of 0.43 (minimum 0.66 required), and a deficient Green factor score, per plans filed.

**17. REZONING PETITION SCHEDULED FOR INITIAL HEARING:**

**2025-ZON-135 | 223 Lynn Street**

Center Township, Council District #18

Goodwill of Southern Indiana, Inc., by Joseph D. Calderon

Rezoning of 1.76 acres from the SU-7 district to the D-P district to provide for a mixed-use development, with commercial offices, a school, a community center, and multi-family dwellings.

## Additional Business:

\*\*The addresses of the proposals listed above are approximate and should be confirmed with the Division of Planning. Copies of the proposals are available for examination prior to the hearing by emailing [planneroncall@indy.gov](mailto:planneroncall@indy.gov). Written objections to a proposal are encouraged to be filed via email at [planneroncall@indy.gov](mailto:planneroncall@indy.gov) before the hearing and such objections will be considered. At the hearing, all interested persons will be given an opportunity to be heard in reference to the matters contained in said proposals. The hearing may be continued from time to time as may be found necessary. For accommodations needed by persons with disabilities planning to attend this public hearing, please call the Office of Disability

Affairs at (317) 327-7093, at least 48 hours prior to the meeting. Department of Metropolitan Development - Current Planning Division.

**METROPOLITAN DEVELOPMENT COMMISSION (MDC)**  
**MEMBER ROSTER**

Commissioner	Appointing Authority	Term
John J. Dillon III (President)	Mayor	01/01/2026 – 12/31/2026
Megan Garver (Vice-President)	Mayor	01/01/2026 – 12/31/2026
Brian P. Murphy (Secretary)	Mayor	01/01/2026 – 12/31/2026
Bruce Schumacher (Acting Secretary)	Mayor	01/01/2026 – 12/31/2026
Brandon Herget	City-County Council	02/02/2026 – 02/02/2027
Brent Lyle	City-County Council	12/02/2025 – 12/02/2026
Daniel Moriarty	City-County Council	08/11/2025 – 08/11/2026
Brigid Robinson	Mayor	01/01/2026 – 12/31/2026
Gregg West	City-County Council	05/05/2025 – 05/25/2026

This meeting can be viewed live at [indy.gov: Channel 16 Live Web Stream](https://indy.gov/Channel16LiveWebStream). The recording of this meeting will also be archived (along with recordings of other City/County entities) at [indy.gov: Watch Previously Recorded Programs](https://indy.gov/WatchPreviouslyRecordedPrograms).



Real Estate-Disposition of Property  
IndyGo-Blue Line  
W. Washington St.

**METROPOLITAN DEVELOPMENT COMMISSION  
OF  
MARION COUNTY, INDIANA**

**Resolution No. 2026-R-006**

WHEREAS, pursuant to I.C. 36-7-15.1-6, the Metropolitan Development Commission ("MDC") shall promote the use of land in the manner that best serves the interests of the City of Indianapolis ("City") and its inhabitants, both from the standpoint of human needs and economic values and shall cooperate with other governmental entities in the manner that best serves the purposes of the law; and

WHEREAS, the Indianapolis Public Transportation Corporation ("IndyGo" or "IPTC") is a government agency established to maintain an urban mass transportation system necessary to the welfare of the general public to provide economic and social opportunities I.C. 36-9-1-5.5; Revised Code of the Consolidated City and County § 116-401-405; and

WHEREAS, pursuant to Ind. Code § 8-25-4-2 and § 116-405 of the Revised Code of Indianapolis and Marion County, IPTC is developing and constructing a bus rapid transit (BRT) line known as the "Blue Line" in furtherance of the implementation of the Marion County Transit Plan to develop, extend and improve the System (the "Project"); and

WHEREAS, the development and construction of the Project requires the acquisition of certain real estate interests, both temporary and permanent, along the route of the Blue Line; and

WHEREAS, the City/ DMD owns two (2) parcels of real property from which IPTC needs to acquire temporary and/or permanent right-of-way for purposes of development and construction of the Project and operation of the Blue Line BRT, which parcels are identified on Attachment A, attached to, and incorporated herein by reference (collectively, "City Parcels"); and

WHEREAS, pursuant to Ind. Code § 36-1-11-8, a transfer or exchange of property may be made between two political subdivisions or agencies of political subdivisions upon terms and conditions agreed upon by the entities as evidenced by adoption of a substantially identical resolution by each entity; and

WHEREAS, the City desires to assist IPTC with the Project by transferring the real estate interests from each of the City Parcels needed by IPTC at no cost to IPTC; and

WHEREAS, MDC has authority to sell or grant interests in property to any government agency for public purposes on any terms that may be agreed upon, I.C. 36-7-15.1-7(a) (3).

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Metropolitan Development Commission does hereby authorize the DMD to convey property interests of the DMD-owned Property to IndyGo in accordance with the terms above in order to best serve the interests of the community.
2. The Director is hereby authorized to execute the necessary documents, with such terms and provisions as may be deemed necessary or appropriate, to best accomplish the objectives set forth herein; and all actions heretofore taken by any such official for the conveyance of said Property in accordance with this Resolution are hereby ratified, confirmed, and approved.

Approved as To Adequacy of Legal Form:

Metropolitan Development Commission:

By: Sheila Kinney  
Sheila Kinney, Asst. Corporation Counsel  
Date: 2/6/2026

\_\_\_\_\_  
John J. Dillon III, President  
Date: \_\_\_\_\_

## ATTACHMENT A

<b>CITY PARCELS PROPERTY ADDRESS</b>	<b>INTEREST NEEDED</b>	<b>CITY AGENCY OWNER</b>	<b>AGENCY GOVERNING BODY</b>
3200 W. Washington St.	Temporary Easement	Department of Metropolitan Development	Metropolitan Development Commission
3000 W. Washington St.	Temporary Easement <b>and</b> Permanent Right- of-Way	Department of Metropolitan Development	Metropolitan Development Commission

**METROPOLITAN DEVELOPMENT COMMISSION  
MARION COUNTY, INDIANA  
Resolution No. 2026-R-007  
STRUCTURAL ASSESSMENT OF BUILDINGS AND TUNNELS  
AT  
THE FORMER INDIANA WOMEN'S PRISON**

WHEREAS, the Department of Metropolitan Development ("DMD"), by authority of and pursuant to I.C. 36-7-15.1, engages in redevelopment activities within the Marion County Redevelopment District Area, Marion County, Indiana; and

WHEREAS, Pursuant to I.C. 36-7-15.1, the Metropolitan Development Commission ("MDC") acts as the redevelopment commission of the Consolidated City of Indianapolis ("City"); and, consistent with the policy and purpose of I.C. 36-7-15.1, has a duty to promote the use of land in the manner that best serves the interests of the City and its inhabitants and broad authority to take actions to foster redevelopment; and

WHEREAS, the DMD acquired a property known as **The Former Indiana Women's Prison ("Property")**; and

WHEREAS, DMD, by authority of and pursuant to I.C. 36-7-15.1, engages in redevelopment activities within the Marion County Redevelopment District Area, Marion County, Indiana; and

WHEREAS, DMD, on behalf of the MDC, is engaging in redevelopment activities related to the Property, including **necessary structural assessments("Services")**; and

WHEREAS, the MDC is authorized to approve the employment of all persons engaged to render professional and other consulting services for DMD; and

WHEREAS, in order to carry out the duties described in I.C. 36-7-15.1, DMD requires access to professional services which are time-sensitive and seeks to engage **American Structurepoint**, through an existing City contract with the City Department of Public Works (# 18631) to provide the Services for a total cost of **\$9,460**; and

WHEREAS, DMD is requesting the MDC to authorize the use of unobligated funds to pay/reimburse for the Services.

WHEREAS, DMD is requesting the MDC to authorize the use of unobligated funds to reimburse for the Services.

WHEREAS, DMD now requests approval to use contract #18631 and to expend funds in an amount not to exceed \$9,460.

NOW, THEREFORE, BE IT RESOLVED by the Metropolitan Development Commission of Marion County, Indiana acting as the Redevelopment Commission of the City of Indianapolis, Indiana, as follows:

1. The MDC hereby authorizes an expenditure of unobligated available funds to pay for the Services as described above in an amount not to exceed **\$9,460**.
2. The Director of the Department of Metropolitan Development is hereby authorized and directed to take such further actions and execute such documents as deemed necessary or advisable to effectuate the authorizations set forth in this Resolution.
3. This Resolution shall take effect immediately upon adoption by the Commission.

Approved as to Adequacy & Legal Form

Sheila Kinney

Sheila Kinney, Asst. Corp Counsel

Date: 2/5/2026

Metropolitan Development Commission

\_\_\_\_\_

John J. Dillon III, President

Date: \_\_\_\_\_

Multiple Properties  
Real Estate Conveyance  
Multiple Transferees

**METROPOLITAN DEVELOPMENT COMMISSION  
OF  
MARION COUNTY, INDIANA  
Resolution No. 2026-R-008**

WHEREAS, The City of Indianapolis ("City"), Department of Metropolitan Development ("DMD"), is engaging in disposition and redevelopment activities within the Marion County Redevelopment District in Marion County, Indiana ("Redevelopment District"); and

WHEREAS, pursuant to I.C. 36-7-15.1-6, the Metropolitan Development Commission ("MDC") is charged with the responsibility of promoting the use of land in the manner that best serves the interest of the City and its inhabitants, both from the standpoint of human needs and economic values; and

WHEREAS, the MDC has acquired real property listed on the attached Exhibit A located in the Redevelopment District, in multiple areas of the City ("Property"); and

WHEREAS, in accordance with IC 36-7-15.1-7, the MDC may hold, use, sell, exchange, lease, rent, invest in, or otherwise dispose of, through any combination of methods, property acquired for use in the redevelopment of areas needing redevelopment on the terms and conditions that the MDC considers best for the City and its inhabitants; and

WHEREAS, DMD desires to convey title or an option to purchase title to the Property to Transferees listed in Exhibit A for the sale prices listed in Exhibit A in consideration of and subject to the terms of a Project Agreement ("Agreement") to carry out the development proposal as presented to and approved by Vacant to Vibrant Review Committee for the purpose of providing development that will best serve the interest of the City.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The Metropolitan Development Commission hereby authorizes the DMD to convey title or an option to purchase title of the Property to Transferees listed in Exhibit A, subject to the terms of the Agreement as described and for the sale listed in Exhibit A.
2. The DMD Director is hereby authorized to execute the necessary documents, with such terms and provisions as may be deemed necessary or appropriate, including without limitation, commitments to be made by Transferees listed in Exhibit A in the Agreement to best accomplish the objectives set forth herein and all actions heretofore taken by any such official toward the completion thereof are hereby ratified, confirmed and approved, for the conveyance of said Property in accordance with this Resolution.

Approved as to Adequacy & Legal Form

*Sheila Kinney*

Sheila Kinney, Asst. Corp Counsel

Date: 2/11/2026

Metropolitan Development Commission

John J. Dillon III, President

Date: \_\_\_\_\_

Exhibit A

Address	Parcel Number	Transferee	Sale Program	Sale Price
1830 Tallman Ave	1002505	Seth Smith	Standard Sale	\$18,000

**METROPOLITAN DEVELOPMENT COMMISSION**

**OF**

**MARION COUNTY, INDIANA**

**Resolution No. 2026-C-002**

WHEREAS, I.C. 36-7-15.1-35.5 authorizes the Metropolitan Development Commission (“MDC”), acting as the redevelopment commission for the Consolidated City of Indianapolis, to establish a supplemental housing program and a housing trust fund; and

WHEREAS, MDC resolution 02-B-002 establishes the Supplemental Housing Program and the Indianapolis Low Income Housing Trust Fund (“Trust Fund”); and

WHEREAS, I.C. 36-7-15.1-35.5(j) establishes the housing trust fund advisory committee (Committee”); and

WHEREAS, the Department of Metropolitan Development (“DMD”) has funds available in the Indianapolis Low Income Housing Trust Fund; and

WHEREAS, the Housing Trust Fund Advisory Committee recommends Indianapolis Low Income Housing Trust funds be awarded to Horizon House, Inc. to develop a 16-unit Permanent Supportive Housing (PSH) Development for chronically homeless households, in an amount not to exceed One Million Three Hundred and Twenty Six Thousand One Hundred and Twenty One Dollars 00/100 (\$1,326,121.00); and

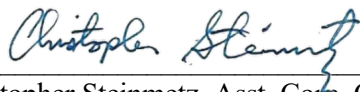
WHEREAS, the DMD and the grantee wish to enter into a new contract;

NOW, THEREFORE, BE IT RESOLVED:

1. The Director of the DMD is hereby authorized by the MDC to enter into a grant agreement with Horizon House, Inc. in an amount not to exceed One Million Three Hundred and Twenty Six Thousand One Hundred and Twenty One Dollars 00/100 (\$1,326,121.00).
2. The Director of the Department of Metropolitan Development is hereby authorized to execute the necessary documents in accordance with this Resolution.

Approved as to legal form and adequacy:

Metropolitan Development Commission:

By:   
Christopher Steinmetz, Asst. Corp. Counsel

By: \_\_\_\_\_  
John J. Dillon III, President

Date: February 10, 2026

Date: \_\_\_\_\_

**METROPOLITAN DEVELOPMENT COMMISSION**

**February 18, 2026**

**Case Number:** 2025-ZON-126  
**Property Address:** 3441 West Washington Street (Approximate Address)  
**Location:** Wayne Township, Council District #17  
**Petitioner:** Jesus Ivan Ibarra Tamayo  
**Current Zoning:** I-3 (FF) (TOD)  
**Request:** Rezoning of 0.76-acre from the I-3 (FF) (TOD) district to the C-5 (FF) (TOD) district to provide for general commercial uses.  
**Current Land Use:** Commercial  
**Staff Recommendations:** Denial  
**Staff Reviewer:** Marleny Iraheta, Senior Planner

**PETITION HISTORY**

**ADDENDUM FOR FEBRUARY 18, 2026, METROPOLITAN DEVELOPMENT COMMISSION**

Due to an indecisive vote by the Commission, this petition was continued from the January 21, 2026, hearing to the February 18, 2026, hearing. Staff continues to **strongly recommend denial** of rezoning the site to C-5. Staff, however, would **support**, as noted below, a **rezoning to C-3**, which would provide for neighborhood commercial uses, including offices, hair salon, laundromats, and a bar or tavern.

**ADDENDUM FOR JANUARY 21, 2026, METROPOLITAN DEVELOPMENT COMMISSION**

Due to an indecisive vote by the Commission, this petition was continued from the January 7, 2026 hearing to the January 21, 2026 hearing.

In staff's opinion, the viability of the Transit Oriented Development Secondary District and overall success of the Blue Line Transit-Oriented Development Strategic Plan (2024) proposed along Washington Street is directly affected by how the City promotes the highest and best use of the small percentage of valuable land at its disposal.

Opportunities to promote safe and walkable neighborhoods, smart economic growth, and job generating uses along these heavily established corridors are far and few between. Therefore, **staff strongly recommends denial** of this request.

**ADDENDUM FOR JANUARY 7, 2026, METROPOLITAN DEVELOPMENT COMMISSION**

This petition was heard by the Hearing Examiner on December 11, 2025. After a full hearing, the Hearing Examiner recommended denial of the rezoning request. Subsequently, the petitioner filed an appeal of the Hearing Examiner's decision. A memorandum of her recommendation is attached.

**December 11, 2025**

This is the first public hearing for this petition.

## STAFF RECOMMENDATION

Staff **recommends denial** of the request.

If approved against staff's recommendation, approval shall be subject to the following commitments being reduced to writing on the Commission's Exhibit "B" forms at least three (3) days prior to the MDC hearing:

A 44-foot half right-of-way shall be dedicated along the frontage of Washington Street, 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 subject site is comprised of three (3) parcels and consists of approximately 0.76-acre developed with a commercial building and associated parking areas. The site abuts the public right-of-way of West Washington Street to the north with a commercial property across the street, zoned C-5, an auto repair business to the east, zoned I-3, railroad tracks to the south, zoned I-3, and Eagle Creek Stream to the west, zoned I-3 and D-5.

### REZONING

The grant of the request would rezone the property from the I-3 district to the C-5 district to provide for general commercial uses, but specifically a used car dealership.

The I-3 district is an intermediate district for industries that present moderate risks to the general public. Wherever practical, this district should be away from protected districts and buffered by intervening lighter industrial districts. Where this district abuts protected districts, setbacks are large, and enclosure of activities and storage is required.

The C-5 District is designed to provide areas for those retail sales and service functions whose operations are typically characterized by automobiles, outdoor display, or sales of merchandise; by major repair of motor vehicles; by outdoor commercial amusement and recreational activities; or by activities or operations conducted in buildings or structures not completely enclosed. The types of uses found in this district tend to be outdoor functions, brightly lit, noisy, etc. Therefore, to provide a location where such



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Division of Planning  
Current Planning**

uses can operate in harmony with the vicinity, the C-5 district should be located on select heavy commercial thoroughfares and should avoid locating adjacent to protected districts.

**Department of Public Works**

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a 44-foot half right-of-way along Washington Street. This dedication would also be consistent with the Marion County Thoroughfare Plan.

**FLOODWAY FRINGE**

This site has a Secondary Zoning classification of a Floodway Fringe (FF), which is the portion of the regulatory floodplain that is not required to convey the 100-year frequency flood peak discharge and lies outside of the floodway.

The designation of the FF District is to guide development in areas subject to potential flood damage, but outside the Floodway (FW) District. Unless explicitly prohibited by ordinance, all uses allowed by the primary zoning would also be allowable within the FF secondary zoning layer and subject to certain development standards of the Flood Control Districts Zoning Ordinance.

This site lies partially within the Floodway Fringe of Eagle Creek, which runs outside of the site's west property boundary line. Aerial imagery does not indicate development within these areas.

However, runoff water with oil or other contaminants would be detrimental to the waterways.

**STAFF ANALYSIS**

The site falls within the Transit Oriented Development (TOD) Secondary District which is intended to coordinate more compact, walkable, and urban development patterns with public investment in the transit system. These development patterns ensure that walking and biking are viable options for short trips and transit is a priority for longer trips. Development patterns and site designs that prioritize automobile travel undermine these public and private investments. This district follows the policies and principles of the comprehensive plan, the transit-oriented development strategic plans, and the Livability Principles in this code, and has the following specific design objectives:

1. Place a wide range of housing types within walking distance of commercial centers and transit stops or stations, and at a critical mass that supports these places.
2. Create connections through many different modes of transportation between neighborhoods and places for commercial services and employment.
3. Provide a concentration of many different and small-scale uses with a fine-grained pattern that integrates and transitions well with the neighborhoods they support.
4. Ensure human-scale design that prioritizes relationships of sites and buildings to the streetscapes.

The Ordinance notes that Automobile, Motorcycle, and Light Vehicle Sales or Rental use in its typical form as well as other vehicular related uses when concentrated in areas have a detrimental effect on the

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intent and design objectives of the Transit Oriented Development Secondary District. Where these uses are enabled by the primary zoning district, they shall be further limited in the TOD Secondary District as stated in Table 742-707-2 Location and Limitation of Specific Uses.

An automobile dealership would be limited to lots no larger than 0.5-acre in the TOD Secondary District. If the intended use of an automobile dealership as noted in the application form were proposed, a variance of use would be required. This information was relayed to the petitioner.

To allow for general commercial uses to be permitted on site, staff would support a rezoning to the C-3 district which would align with the Community Commercial Uses recommendation of the West Washington Street Corridor Plan (2012).

In staff's opinion, the C-5 district at this location within the newly proposed Blue Line Bus Rapid Transit Corridor would be counterintuitive to the purpose of the Transit Oriented Secondary District which promotes walkable development with a variety of services for the community.

One final item to note is that the dumpster on site would need to be enclosed per the Ordinance standards.

For these reasons, staff is recommending denial of the request.

**GENERAL INFORMATION**

<b>Existing Zoning</b>	I-3 (FF) (TOD)	
<b>Existing Land Use</b>	Commercial	
<b>Comprehensive Plan</b>	Community Commercial Uses and Park	
<b>Surrounding Context</b>	<b><u>Zoning</u></b>	<b><u>Land Use</u></b>
North:	C-5	Auto Dealer
South:	I-3	Railroad
East:	I-3	Auto Repair Shop
West:	I-3	Eagle Creek Stream
<b>Thoroughfare Plan</b>		
Washington Street	Primary Arterial	88-foot proposed right-of-way and 73-foot existing right-of-way.
<b>Context Area</b>	Compact	
<b>Floodway / Floodway Fringe</b>	Yes	
<b>Overlay</b>	Yes	
<b>Wellfield Protection Area</b>	No	
<b>Site Plan</b>	N/A	
<b>Site Plan (Amended)</b>	N/A	
<b>Elevations</b>	N/A	
<b>Elevations (Amended)</b>	N/A	
<b>Landscape Plan</b>	N/A	

<b>Findings of Fact</b>	N/A
<b>Findings of Fact (Amended)</b>	N/A
<b>C-S/D-P Statement</b>	N/A

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

- Blue Line Transit-Oriented Development Strategic Plan (2024)
- West Washington Street Corridor Plan (2012)
- Indy Moves Transportation Integration Plan (2018)

### Pattern Book / Land Use Plan

- Not Applicable to the Site. Please see West Washington Street Corridor Plan (2012) below.

### Red Line / Blue Line / Purple Line TOD Strategic Plan

- The site falls within the Blue Line Transit-Oriented Development Strategic Plan (2024).
- It falls within a ½ mile from the Hole Road and Washington Street station to the west and Central Greens Boulevard station to the east.
- The Community Center station typology to the west calls for the following:
  - A dense mixed-use neighborhood center
  - Minimum of 2 stories at core
  - No front or side setbacks at core; 0-10 ft. front setbacks and 0-10 ft. side setbacks at the periphery
  - Multi-family housing with a minimum of 3 units
  - Structured parking at the core and attractive surface parking at the periphery
- This typology would 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.
- The District Center station typology to the east calls for the following:
  - A dense mixed-use hub for multiple neighborhoods with tall buildings
  - Minimum of 3 stories at core with no front or side setbacks

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- Multi-family housing with a minimum of 5 units
- Structured parking only with active first floor
- This typology is located at the center of regionally significant districts with several blocks of retail or office at their core. Development opportunities include infill and redevelopment, dense residential, employment near transit stations, neighborhood retail and a focus on walkability and placemaking.

**Neighborhood / Area Specific Plan**

- West Washington Street Corridor Plan (2012) recommends Community Commercial Uses along the eastern two-thirds of the site and Park development on the western third.
- The Community Commercial Uses land use category is for low-intensity retail commercial and office uses, which serve a predominantly residential market adjacent to or very near, the location of the use. The uses in this land use category are designed to fulfill a broad range of retail, personal, professional and business services and are either freestanding or part of a small integrated center typically anchored by a grocery store. These centers contain no, or extremely limited, outdoor display of merchandise. Generally, these uses are consistent with the following characteristics:
  - Maximum Gross Floor Area: 125,000 square feet
  - Maximum Acreage: 25 acres
  - Service Area Radius: 2 miles
  - Location: On an arterial or at the intersection of an arterial with a collector.
  - Maximum out lots: 3
- The Park land use category consists of public or private property designated for active and/or passive recreational amenities. It also includes publicly and privately held conservation and preservation areas.
- The plan anticipated that the future needs of the pedestrian will reverse the proliferation of automotive uses and continue to increase the need for transit and pedestrian connections to transit facilities.
- For the West Washington Street corridor, Bus Rapid Transit is proposed for the length of West Washington Street, connecting from downtown to the airport.

**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) proposes a Complete Streets Upgrade of an off-street multi-use path along Washington Street from Eagle Creek to Koehne Street.
- Right-of-way dedication would ensure that these projects would be possible to complete.

## ZONING HISTORY

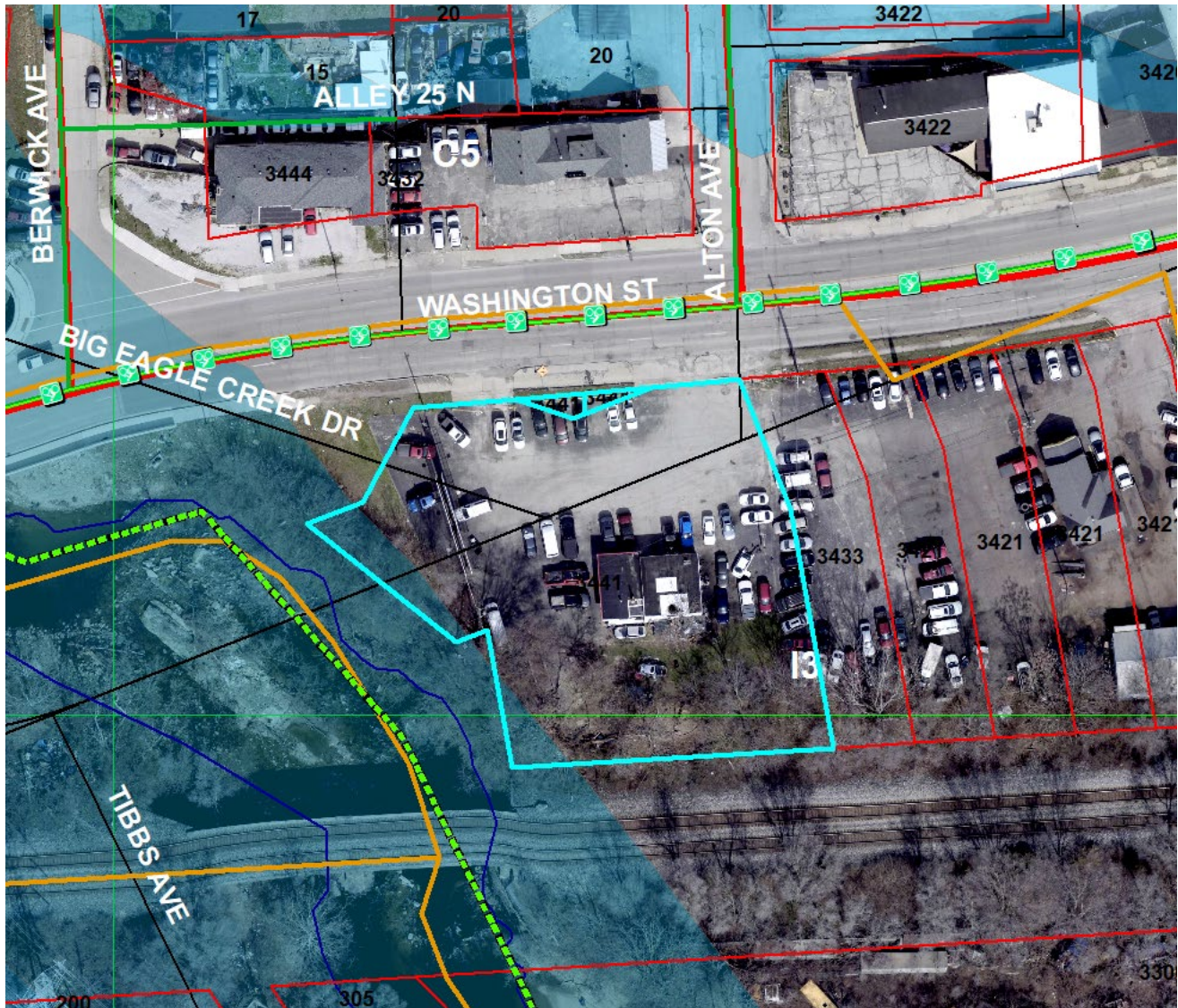
### Zoning History - Vicinity

**2004-ZON-164; 3409-3415 West Washington Street** (east of site), Rezoning of 1.2 acres, being in the I-3-U District, to the C-5 classification to provide for commercial uses, **approved**.

**93-UV1-31; 3421- 3429 West Washington Street** (east of site), Variance of Use of the Industrial Zoning Ordinance to provide for the expansion of an existing automobile sales lot with parking in the front yard (10% permitted only), **granted**.

**90-UV1-91; 3241 West Washington Street** (east of site), Variance of Use and Development Standards to permit the outdoor display and sales of automobiles with parking in the front yard, **granted**.





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**HEARING EXAMINER'S MEMORANDUM**

**MEMORANDUM OF EXAMINER'S DECISION**

**2025-ZON-126**

**3441 West Washington Street**

The petition requests the rezoning of 0.76 acre from the I-3 (FF) (TOD) district to the C-5 (FF) (TOD) district to provide for general commercial uses.

Your Hearing Examiner visited the site prior to the hearing and noted the large number of vehicles parked on it, many of which appeared to be inoperable. A number of auto related uses are in the area, and Eagle Creek is west of it.

The petitioner's representative stated that the site is currently being used for auto repair, and the primary desired use of the site is auto sales. The number of auto sales lots in the area was referenced, and letters of support were presented, although no supporters appeared at the hearing.

Although no one appeared at the hearing to speak in opposition to the petition, there was a letter of opposition from the City-County Councilor for the district. Reasons for opposition included the inundation of used car lots and auto related uses in the area and its impact on quality of life for area residents.

Staff explained that, because the site is in the TOD overlay, uses should be walkable and should be pedestrian oriented, and expressed concern that runoff water containing oil and other contaminants would drain to Eagle Creek. Staff also reiterated that a use variance would be required, because auto sales in a TOD are limited to no more than 0.5 acre.

In your Hearing Examiner's opinion, auto related uses, and other heavy commercial uses, should not be encouraged on this site. Denial of this petition was recommended.

For Metropolitan Development Commission Hearing on January 7, 2026





WEST WASHINGTON STREET CORRIDOR PLAN – Park in Pink / Community Commercial Uses in Orange.





Photo of the subject site looking south on Washington Street.



Photo of the subject site looking southwest.





Photo of the wooded area around Eagle Creek Stream west of the site.



Photo of an auto repair shop east of the site.





Photo of a used car dealer north of the site.



Photo of the subject site's rear yard.





Photo of the subject site's front parking area looking west.



Photo of the site's western side yard and unenclosed dumpster.





Subject site's street frontage looking west along Washington Street.

## METROPOLITAN DEVELOPMENT COMMISSION

February 18, 2026

**Case Number:** 2025-ZON-092 / 2025-VAR-011

**Property Address:** 2503 Lambert Street, AKA 2502 West Morris Street

**Location:** Center Township, Council District #17

**Petitioner:** WRR Renwald Real Estate, LLC, by Benjamin A. Spandau and Thomas R. Steele

**Current Zoning:** D-5 (FF) and C-7 (FF)

**Request:** Rezoning of 4.79 acres from the D-5 (FF) and C-7 (FF) districts to the I-3 (FF) district to provide for a commercial parking lot.  
Special Exception of the Consolidated Zoning and Subdivision Ordinance to provide for a commercial parking lot for commercial truck and trailer parking.

**Current Land Use:** Commercial uses

**Staff Recommendations:** Denial.

**Staff Reviewer:** Kathleen Blackham, Senior Planner

## PETITION HISTORY

The Hearing Examiner acknowledged the timely automatic continuance that was filed by a City-County Councilor that continued this petition from the December 18, 2025 hearing, to the January 29, 2026.

This petition was heard by the Hearing Examiner on January 29, 2026. After a full hearing, the Hearing Examiner recommended denial of the rezoning and the variance. Subsequently, the petitioner's representative filed an appeal of the Hearing Examiner's decision. A memorandum of her recommendation is attached.

## STAFF RECOMMENDATION

Denial of the rezoning request and the special exception request. If approved, staff would request that approval be subject to following commitment being reduced to writing on the Commission's Exhibit "B" forms at least three days prior to the MDC hearing:

The site and improved areas within the site shall be maintained in a reasonably neat and orderly manner during and after development of the site with appropriate areas and containers / receptacles provided for the proper disposal of trash and other waste.

## PETITION OVERVIEW

This 4.79-acre site, zoned D-5 (FF) and C-7 (FF) is developed with commercial uses. It is surrounded by commercial uses to the north, across West Morris Street, zoned C-S (FF); industrial uses to the south, across Lambert Street, zoned I-3 (FF); commercial uses to the east, zoned C-7 (FF) and Industrial / commercial uses to the west, zoned I-4 (FF) and C-7 (FF).

There have been four historical variances beginning in 1951 through 1969 that permitted development of the site as a truck terminal. See Zoning History.

## REZONING

The request would rezone this site to the I-3 Medium Industrial District to provide commercial parking lot. "The I-3 district is an intermediate district for industries that present moderate risks to the general public. Wherever practical, this district should be away from protected districts and buffered by intervening lighter industrial districts. Where this district abuts protected districts, setbacks are large, and enclosure of activities and storage is required."

The West Indianapolis Neighborhood Plan recommends residential development at five to eight units per acre.

As proposed, this request would not be consistent with the Neighborhood Plan.

## Environmental Public Nuisances

The purpose of the Revised Code of the Consolidated City and County, Sec.575 (Environmental Public Nuisances) is to protect public safety, health and welfare and enhance the environment for the people of the city by making it unlawful for property owners and occupants to allow an environmental public nuisance to exist.

All owners, occupants, or other persons in control of any private property within the city shall be required to keep the private property free from environmental nuisances.

Environmental public nuisance means:

1. Vegetation on private or governmental property that is abandoned, neglected, disregarded or not cut, mown, or otherwise removed and that has attained a height of twelve (12) inches or more;
2. Vegetation, trees or woody growth on private property that, due to its proximity to any governmental property, right-of-way or easement, interferes with the public safety or lawful use of the governmental property, right-of-way or easement or that has been allowed to become a health or safety hazard;

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3. A drainage or stormwater management facility as defined in Chapter 561 of this Code on private or governmental property, which facility has not been maintained as required by that chapter; or
4. Property that has accumulated litter or waste products, unless specifically authorized under existing laws and regulations, or that has otherwise been allowed to become a health or safety hazard.

Staff would request a commitment that emphasizes the importance of maintaining the site in a neat and orderly manner at all times and provide containers and receptacles for proper disposal of trash and other waste.

### **Planning Analysis**

Despite the historical use of this site as a truck terminal, the proposed use for I-3 uses, including a commercial parking lot would substantially increase the intensity of the site that would have a detrimental impact on surrounding land uses.

The Neighborhood Plan identifies this site as being located within Critical Area 5 that proposes orderly conversion to residential uses. Allowing an industrial use would be wholly inappropriate and would be disruptive to implementation of the Plan.

For these reasons, staff is recommending denial of the rezoning request.

### **Special Exception**

This request would provide for a commercial parking lot for truck and trailer parking.

The required Findings of Fact state that “the proposed use conforms to all of the use-specific standards” provision in the Ordinance.

The use specific standards limits commercial parking lots to a maximum of two acres. This site is 4.79 acres, which substantially exceeds the two-acre limit. Doubling the amount of acreage for truck and trailer parking would materially and adversely impact surrounding land uses.

Staff strongly recommends denial of this Special Exception.



## GENERAL INFORMATION

<b>Existing Zoning</b>	C-7 (FF) / D-5 (FF)	
<b>Existing Land Use</b>	Commercial uses	
<b>Comprehensive Plan</b>	Residential development at five to eight unit per acre	
<b>Surrounding Context</b>	<b><u>Zoning</u></b>	<b><u>Land Use</u></b>
	North: C-S (FF)	Mixed use
	South: I-3 (FF)	Industrial uses
	East: C-7 (FF)	Commercial uses
	West: I-4 (FF) / C-7(FF)	Industrial / Commercial uses
<b>Thoroughfare Plan</b>		
West Morris Street	Primary arterial	Existing 70-foot right-of-way and proposed 78-foot right-of-way.
Lambert Street	Local Street	Existing 40-foot right-of-way and proposed 48-foot right-of-way.
<b>Context Area</b>	Compact	
<b>Floodway / Floodway Fringe</b>	Yes. Unregulated 500-year floodplain of White River	
<b>Overlay</b>	No	
<b>Wellfield Protection Area</b>	No	
<b>Site Plan</b>	December 12, 2025	
<b>Site Plan (Amended)</b>	N/A	
<b>Elevations</b>	N/A	
<b>Elevations (Amended)</b>	N/A	
<b>Landscape Plan</b>	N/A	
<b>Findings of Fact</b>	N/A	
<b>Findings of Fact (Amended)</b>	N/A	
<b>C-S/D-P Statement</b>	Development Statement November 4, 2025	

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

Not Applicable to the Site.

### Pattern Book / Land Use Plan

Not Applicable to the Site.

### **Red Line / Blue Line / Purple Line TOD Strategic Plan**

Not Applicable to the Site.

### **Neighborhood / Area Specific Plan**

West Indianapolis Neighborhood Plan (2014).

This Plan recommends residential development at five to eight units per acre. In suburban and rural areas this is a common multi-family density and typically the highest density single family category in suburban areas. 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.

This site is also located within Critical Area 5 location.

**Critical Area 5 Location:** Industrial area in proximity to the intersection of Morris and Bedford streets **Why Critical:** This area is currently industrial but is proposed in this plan to be converted to residential uses. It is critical that the transition be orderly and that the interface of residential and industrial uses accommodates the needs of both land uses.

#### **Recommendations:**

- To blend with the existing neighborhood, new residential development should be similar to the development patterns of the residential neighborhoods to east in terms of block sizes and grid, lot sizes, and provision of sidewalks and alleys.
- Existing buildings provide an opportunity for creative adaption to residential use.
- Conversion of the Critical Area to residential parcels should not be done in a piecemeal manner, but in groupings of contiguous housing units so that a lone residential structure is not “stranded” with industries on three or four sides of it nor does that individual home interfere with industrial usage.
- During the period of transition from industrial to residential uses, care should be taken to provide buffers between residential and industrial uses, separate industrial and neighborhood traffic, and not hamper the conversion of surrounding parcels.
- Multiple, convenient access points to the Eagle Creek Greenway should be provided throughout the Critical Area.

### **Infill Housing Guidelines**

Not Applicable to the Site.

### **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

**69-V-181; 2501 West Morris Street**, requested a variance of use, side and rear yard requirements to permit erection of a shop building to be used in conjunction with existing truck terminal, **granted**.

**62-V-62; 2501-29 West Morris**, requested a variance of use to permit an addition to the rear of the existing motor freight terminal and building, previously granted by variance with off street parking and loading spaces provided, **granted**.

**52-V-47; 2505-2529 West Morris Street**, requested a variance of use to permit construction and operation of a freight truck terminal for the storage and handling of freight and the storage and servicing for trucks and trailers used in this operation, **granted**.

**51-V-189; 2501-2029 West Morris Street and 2501-20 Lambert Street**, requested a variance of use of premises for the construction and operation of a freight truck terminal, including the storage and servicing of trucks and trailers used in this operation, with accessory off-street parking spaces, **denied**.

## VICINITY

**2025- ZON-840A / 2025-CZN-840B / 2025-CPL-840**; 2302 West Morris Street, requested rezoning of 1.471 acres from the D-5II district to the D-8 district to provide for a single-family residential development and rezoning of 1.969 acres from the D-5II district to the D-9 district to provide for a medium apartment development; and approval of a Subdivision Plat to be known as Oden Ross Subdivision, dividing 3.4 acres into nine lots, **approved**.

**2023-CZN-843 / 2023-CPL-843**; requested rezoning of 0.706 acre from the C-S district to the D-5II district to provide for six single-family dwellings and approval of a Subdivision Plat to be known as Oden Ross Park, subdividing 3.4 acres into six lots and two blocks, **approved**.

**91-Z-173, 2530 West Morris Street**, rezoning of 10.75 acres from the D-5 and C-4 district to the C-S classification to provide for a mixed-use development including offices, retail uses, vehicles sales and repair, and industrial uses including I-1-U and I-2-U permitted uses, cabinet manufacturing and machine welding and tool and die shops, **approved**.

**2005-PLT-005, 2435 West Wilkins Street**, approval of a plat to be known as WIDC Wilkins Street New Addition, dividing 1.78 acres into six lots.

**97-Z-158, 2450 West Morris Street**, rezoning of 12.693 acres from the D-5 and C-7 district to the C-S district to provide for truck trailer leasing and sales, **approved**.

**95-UV2-5, 2331 West Morris Street**, variance to provide for construction of a 400-square foot detached garage for an existing single-family dwelling in the C-4 district, **approved**.

**95-Z-19, 2530 West Morris Street**, rezoning of 8.575 acres from the C-S district to the D-5 district to provide for single-family residential development, **approved**.



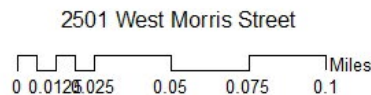
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**83-UV3-88, 1101 South Tremont Street**, variance to provide for the continued use of an existing garage for storage of two church buses, **approved**.

**81-Z-10; 2532 West Morris Street**, requested rezoning of 0.5 acre, being in the D-5 district, to the C-7 classification to provide for commercial development, **approved**.

**73-VAC-25**, vacation of the first alley north of West Morris Street from the east property line of Tremont Street to a point 176 feet to the east, **approved**.

EXHIBITS





**MEMORANDUM OF EXAMINER'S DECISION**

**2025-ZON-092/2025-VAR-011      2503 Lambert St., AKA 2502 W. Morris St.**

The petitions requests the rezoning of 4.79 acres from the D-5 (FF) and C-7 (FF) districts to the I-3 (FF) district to provide for a commercial parking lot for commercial trucks and trailers, and a special exception to provide for a commercial parking lot for commercial truck and trailer parking.

Your Hearing Examiner visited the site prior to the hearing and noted the commercial structures on it. Commercial uses are north and east of it and industrial uses are south and west of it.

The petitioner's representative described the historic use of the site for truck and trailer parking, and stated that the petitioner wanted to renovate the site for use by local operators. The representative cited truck parking businesses in the area, and opined that this site would generate less traffic than nearby businesses on bigger sites. The representative also opined that the Comp Plan recommendation of residential development at five to eight units per acres would generate more traffic than this business.

Letters of opposition were submitted by West Indianapolis Neighborhood Congress (WINC) and West Indianapolis Rhodius Park Crime Watch Group, and representatives of those two groups also appeared at the hearing, along with another resident. Reasons for opposition included potential environmental impacts, conflicts with pedestrians, increased truck traffic, non-conformance with the Comp Plan and neighborhood plan, and negative impacts on the investments that have been made through Morris Street revitalization.

Staff stated that, while the site has been used as a truck terminal since 1951, the ordinance was revised in 2023 to add development standards for commercial parking lots, including one that limits the size of a commercial parking lot to two acres. The proposed redevelopment would allow a commercial parking lot that

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is more than double that size. Staff reiterated that the Comp Plan and neighborhood plan both recommend the orderly conversion of this area to residential uses, and that the Morris Street redevelopment focuses on walkability. Staff also expressed concern with I-3 uses on the site.

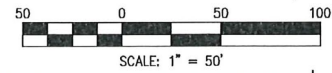
In your Hearing Examiner's opinion, rezoning this site to I-3 and granting a special exception to allow the commercial parking lot for commercial truck and trailer parking is inconsistent with the Comp Plan and neighborhood plan, and would be detrimental to revitalization efforts along Morris Street. Denial of these petitions was recommended.

For Metropolitan Development Commission Hearing on February 18, 2026



# PRELIMINARY SITE LAYOUT 2501 W. MORRIS STREET

DECEMBER 12, 2025



Department of Metropolitan Development  
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Petition Number \_\_\_\_\_

**METROPOLITAN DEVELOPMENT COMMISSION  
HEARING EXAMINER  
METROPOLITAN BOARD OF ZONING APPEALS, Division \_\_\_\_\_  
OF MARION COUNTY, INDIANA**

**PETITION FOR SPECIAL EXCEPTION  
FINDINGS OF FACT**

**1. The proposed use meets the definition of that use in Chapter 740, Article II because:**

The proposed use of commercial truck and trailer parking for local operators and industrial outdoor storage meets the definition in Chapter 740, Article II because Petitioner's proposed use will be the primary use of the real estate in question with adequate ingress and egress. The proposed commercial parking lot will be contained to the real estate in question and will not utilize the street parking adjacent to the real estate.

**2. The proposed use will not injure or adversely affect the adjacent area or property values in that area because:**

The grant of the requested special exception described in the Petition will not be injurious to or adversely affect the adjacent area or property values in the area in question because the area in question has several existing commercial parking lots and warehouses similar to the Petitioner's proposed use. The proposed use will be utilizing a currently vacant lot and improving it with a proposed use in line with the area in question. The development of the real estate in question will add value to the neighboring commercial properties and the adjacent areas by adding comparable value and uniformity of use while putting raw land to its highest and best use.

**3. The grant will not materially and substantially interfere with the lawful use and enjoyment of adjoining property because:**

The grant of Petitioner's proposed use will not materially and substantially interfere with the lawful use and enjoyment of adjoining property because the proposed use is in line with and substantially similar to the current use of adjoining property owners. The development of a previously vacant lot will increase the property values in the area and also improve the general safety for all adjoining properties.

**4. The proposed use will be compatible with the character of the district, land use authorized therein and the Comprehensive Plan for Marion County because:**

Petitioner's proposed use of commercial truck and trailer parking for local operators and industrial outdoor storage is compatible with the district, land use authorized, and Comprehensive Plan for Marion County because the neighboring properties are currently engaged in similar commercial and industrial uses. Petitioner's proposed use will fall directly in line with the currently existing uses in the district.

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**5. The proposed use conforms to the development standards in Chapter 744 applicable to the zoning district in which it is located because:**

The proposed use conforms to the development standards in Chapter 744 because the site already has an existing fence to accommodate the proposed industrial outdoor storage. Per Petitioner's enclosed Development Standards, additional development will be performed on the site to further satisfy the development standards in Chapter 744, particularly as it relates to the remediation of the existing fence.

**6. The proposed use conforms to all provisions of the Zoning Ordinance, including the performance standards in Chapter 740 and the development standards in Chapter 744 applicable to the zoning district in which it is located because:**

The Petitioner will conform to all provisions of the Zoning Ordinance by remaining in compliance with the performance standards applicable to all districts and industrial districts with its proposed use. As established in paragraph 5 above, Petitioner will conform with the development standards outlined in Chapter 744.

**7. The proposed use conforms to all of the use-specific standards in Chapter 743 for that use, including any Special Exception standards for that use because:**

Petitioner is requesting the operation of an existing warehouse, a use in line with its rezone request to I-3, industrial storage, and the operation of commercial truck and trailer parking for local operators only. Per the requirements of 743-304-CC, Petitioner is seeking this Special Exception to operate the commercial parking facility. The proposed commercial parking facility will contain entrances and exits that will not unduly inhibit traffic nor hinder or compromise pedestrian traffic and walkability in the area.

**DECISION**

IT IS THEREFORE the decision of this body that this VARIANCE petition is APPROVED.

Adopted this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

_____	_____
_____	_____
_____	_____



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**Development Statement – 2501 W Morris Street, Indianapolis, Indiana 46221**

Petitioner is requesting a rezone and special exception to I-3 for the real estate in question for a proposed use of the following:

1. Commercial Truck and Trailer parking for local operators only on a long-term and monthly basis.
2. Industrial outdoor storage of varying footprints, from standardized cells with individual secure access to enclosed areas to accommodate varying storage dimensions.
3. Rental of the motor truck terminal (office, warehouse and cross dock) to medium sized operators with their own fleets or to a truck and trailer repair mechanic.
4. Rental of the ambient temperature cross dock facility for a covered industrial storage needs offering access via 20 docks and a ramp.
5. Rental of the ambient temperature warehouse either for storage or for an industrial machine, tool or fabrication shops, etc.

To accommodate the proposed uses above, Petitioner intends to make the following developments to the site:

1. The frontage fence and gates (on W Morris Street) will be relocated to satisfy the standard prescribed in Table 744-510-2 of the City of Indianapolis Consolidated Zoning and Subdivision Ordinances. Additional fence repairs and screening will be performed along the frontage side of Lambert Street. Petitioner has selected Capitol City Fence and Gatekeeper Services LLC for the proposed developments.
2. The warehouse sitting just off Lambert Street needs remediation to the roof, siding, floor space, and electrical to accommodate the proposed uses. Petitioner has selected Charles C Brandt Construction for the proposed development.
3. One acre lot located in the South Western quadrant of the site will be cleared to accommodate the proposed use of industrial outdoor storage. This will entail tree trimming, stump removal, and grading and re-gravelling of the surface. Petitioner has selected Charles C Brandt Construction for the proposed development.
4. AES will be contacted to remediate several non-functioning light poles located on the site.

**Plan of Operation – 2501 W Morris Street, Indianapolis, Indiana 46221**

**Site amenities**

1. Commercial Truck and Trailer parking for local operators only on a long-term and monthly basis.
2. Industrial outdoor storage of varying footprints, from standardized cells with individual secure access to enclosed areas to accommodate varying storage dimensions.
3. Rental of the motor truck terminal (office, warehouse and cross dock) to medium sized operators with their own fleets or to a truck and trailer repair mechanic.
4. Rental of the ambient temperature cross dock facility for a covered industrial storage needs offering access via 20 docks and a ramp.
5. Rental of the ambient temperature warehouse either for storage or for an industrial machine, tool or fabrication shops, etc.
6. Benefits: the Site lessens unnecessary city perimeter traffic by local truck operators or contractors in bringing their trucks and equipment in and out of the city daily.
7. Site potential: access to 3-phase electricity and good electric grid for future electric truck charging.
8. Site potential: easy access for small operators thanks to the availability of public bus.

**Workforce**

The Site will be mostly occupied and accessed by tenants' staff through three gates. The gates will be automated 24' and cantilevered. The entrance and exit will be secured with a pass code, and the information on who is entering and leaving will be captured.

The staff will arrive on site either by public transport (bus) or their own vehicle. There are many parking areas for cars. They can also be parked in place of trucks or in their own designated areas if the staff do not own trucks.

**Clients & Customers**

The customers will consist of truck terminal, cross dock, and warehouse tenants with their own staff as well as contractors dropping off or collecting their storage items. Each client will have their code or a special arrangement (remote control, lock, etc.) to access the Site. Truck parking will be open to small local operators that cannot afford to lease an entire truck terminal.

**Processes conducted on Site**

The site will be mostly for storing equipment, trucks, trailers, buses, cranes, construction components, etc. There will also be truck repair or shipping/receiving or fabrication activities conducted within buildings. For safety and security, there will be video and break in surveillance along with access control. There will be plenty of space for trucks to maneuver. Parking stalls

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measure 12' wide by 75' long. Entry and Exit have their own dedicated gates and a consistent, clear clockwise traffic flow.

**Materials Used**

Materials used will be consistent with the makeup of the truck and trailer repair, parking or storage items. For example, truck and trailer repair will generate used tires, oils, metal, and wood refuse. Storage materials will range from items with or without wheels or motors to stone and concrete forms.

**Shipping & Receiving**

If the truck terminal is occupied by a shipping company, and due to the relative small size of the facility, the shipping and receiving is expected to occur daily during normal business hours. The delivery will be by a truck (a tractor or a lorry) pulling a 55' trailer. The nature of the Site's operation objective, and the local residence of operators, will naturally limit their arrival and departures to business hours to +/- 6:00 – 19:00 o'clock window.

**Waste**

Most waste expected is used tires, motor oils, and general trash. The Site will have trash accumulation points with weekly collections. Tires and oils, in particular, will be recycled (pumped out) by reputable recyclers. The recycling program will be implemented once the business nature of tenants is confirmed. The landlord will conduct regular inspections to ensure no abandoned vehicles are piling up and that the tenants cure or timely report violations as they occur.

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View looking east along West Morris Street





View looking west along West Morris Street



View of site looking south



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View of site looking southwest



View of site looking southeast





View of site looking south across West Morris Street



View of site looking south across West Morris Street



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View looking east along Lambert Street



View looking west along Lambert Street





View of site looking north across Lambert Street



View of site looking north across Lambert Street



Item 15.

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## METROPOLITAN DEVELOPMENT COMMISSION

February 18, 2026

<b>Case Number:</b>	2026-CZN-801 / 2026-CVR-801
<b>Property Address:</b>	3919 Moller Road ( <i>approximate address</i> )
<b>Location:</b>	Pike Township, Council District #5
<b>Petitioner:</b>	Hodges Commons Limited Partnership, by Alex Keller
<b>Current Zoning:</b>	MU-1 / C-4 Rezoning of 2.9 acres from the MU-1 and C-4 districts to the D-10 district to provide for apartment uses with an accessory daycare.
<b>Request:</b>	Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for a 98-unit apartment building and accessory daycare building with a floor area ratio of 0.862 (maximum 0.8 permitted), a livability space ratio of 0.43 (minimum 0.66 required), and a deficient Green Factor score, per plans filed.
<b>Current Land Use:</b>	Undeveloped
<b>Staff Recommendation:</b>	Staff recommends <b>approval</b> of the rezoning petition and the variances related to floor area ratio and livability space ratio.
<b>Staff Reviewer:</b>	Michael Weigel, Senior Planner

## PETITION HISTORY

This is the first public hearing for this petition. On January 29<sup>th</sup>, the Hearing Examiner approved a special request to have the initial hearing for this petition come before the Metropolitan Development Commission at their February 18, 2026 hearing date.

## STAFF RECOMMENDATION

Staff recommends **approval** of the rezoning petition and the variances related to floor area ratio and livability space ratio. The petitioner has indicated that they will withdraw the variance related to a deficient Green Factor score on the day of the hearing.

## PETITION OVERVIEW

### LAND USE

The subject site is comprised of 2.9 acres and two (2) parcels, is currently undeveloped, and is zoned both MU-1 and C-4. Surrounding land uses include single-family residences to the west across Moller Road, a public library branch to the south across a private access drive, a medical services building to the north, and parking area associated with a supermarket to the east.



## **REZONE**

Approval of this petition would rezone the subject site to the D-10 zoning district, to allow for a large apartment use along with an accessory daycare structure.

MU-1 zoning districts are intended for the development of high-rise office uses and apartments intermixed, grouped or in the same building. MU-1 is designed for use along arterials with both high-traffic counts and positive pedestrian experience or demand, typically located in the midtown and uptown areas of the city, very near rapid transit stops, or in the midst of high intensity regional commercial complexes.

C-4 is the Community-Regional Commercial District designed for major business groupings and regional-size shopping centers to serve a population ranging from a neighborhood to a major segment of the total metropolitan area. The district accommodates a number of large traffic generators, such as home improvement stores, department stores, and theatres, and allows limited outdoor activities.

The D-10 district is intended for high density housing formats, in moderate- or large-scale multi-unit building types. This district can be used at transitions and urban centers and corridors, including the high-density residential recommendations of the Comprehensive Plan, and the City Neighborhood and Urban Mixed-Use Typologies of the Land Use Pattern Book.

## **VARIANCES OF DEVELOPMENT STANDARDS**

This petition includes requests for two (2) variances of development standards. The first would be to allow for a floor area ratio (the ratio of total square footage of all floors in all buildings within the project to the square footage of the project) of 0.862, and the second would be to allow for a livability space ratio (areas of the lot not utilized for buildings or vehicles divided by the total floor area within the project) of 0.43. Table 744-201-2 of the Indianapolis Zoning Ordinance indicates that a maximum FAR of 0.8 and minimum LSR of 0.66 would be required for the D-10 zoning district.

A Variance of Development Standards related to a deficient Green Factor score was originally requested by the applicant as a part of this filing. However, on February 4, 2026 an amended landscape plan with more detailed Green Factor information was provided indicating a compliant score of 0.303. This variance will be withdrawn by the petitioner.

## **DEPARTMENT OF PUBLIC WORKS**

The Department of Public Works, Traffic Engineering Section, has requested the dedication and conveyance of a x-foot half right-of-way along Moller Road. This dedication would also be consistent with the Marion County Thoroughfare Plan.

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Division of Planning  
Current Planning**

## STAFF ANALYSIS

The petitioner originally filed for a Variance of Use to allow for the 98-unit apartment building that would have maintained the property's current MU-1 and C-4 zoning districts. In addition to neither of those districts matching the proposed land use, the approval of nine (9) separate Variances of Development Standards was also a part of that initial filing (see Zoning History for a full list).

Staff suggested to the applicant that a rezoning to the D-10 zoning district would allow for the proposed number of units by-right while also allowing for the proposed accessory daycare structure, in addition to requiring far fewer Variances of Development Standards. The petition was amenable to this alternate, which resulted in the current filing.

Plans provided by the applicant also indicate the removal of four (4) heritage trees internal to the site as a part of the proposed development (see landscape plan and Photo 4 within Exhibits). Removal of those trees would require Administrative Approval from the Department of Metropolitan Development distinct from the approval of this petition.

Although the Lafayette Square Area Plan recommends areas to the northeast of the intersection of 38<sup>th</sup> Street and Moller Road (including the subject parcel) for Commercial Retail and Service uses, the Plan also indicates that a broader goal for this area is for increased residential density with connections to employment and commercial areas. Staff would also note that the proposed apartments would be placed near a planned greenway extension along the western property line of the subject site, and that increased residential density along that multi-use path would be appropriate. Staff recommends approval of the rezoning request.

Findings of Fact provided by the applicant in support of the requested Variances of Development Standards indicate that their proposed level of density would be a requirement in order to receive State funding from the Indiana Housing and Community Development Authority. Staff would note that the requested FAR variance is minor in scope (only 0.62 away from the required maximum). Additionally, with regards to the LSR variance, compliance with all other landscape requirements would be met and an accessory daycare would be provided on-site for use by residents (a substantial amenity). Staff recommends approval of the requested variances.

## GENERAL INFORMATION

<b>Existing Zoning</b>	MU-1 / C-4	
<b>Existing Land Use</b>	Undeveloped	
<b>Comprehensive Plan</b>	Commercial Retail and Service	
<b>Surrounding Context</b>	<b>Zoning</b>	<b>Surrounding Context</b>
North:	MU-1 / C-4	North: Commercial
South:	SU-37	South: Library
East:	C-4	East: Undeveloped
West:	D-2	West: Undeveloped
<b>Thoroughfare Plan</b>		
Moller Road	Primary Arterial	105-foot existing right-of-way and

	112-foot proposed right-of-way
<b>Context Area</b>	Metro
<b>Floodway / Floodway Fringe</b>	No
<b>Overlay</b>	No
<b>Wellfield Protection Area</b>	No
<b>Site Plan</b>	01/06/2026
<b>Site Plan (Amended)</b>	N/A
<b>Elevations</b>	01/17/2026
<b>Elevations (Amended)</b>	N/A
<b>Landscape Plan</b>	02/04/2026
<b>Findings of Fact</b>	01/06/2026
<b>Findings of Fact (Amended)</b>	02/04/2026

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

- Lafayette Square Area Plan: An International Marketplace (2010)

### Pattern Book / Land Use Plan

- Not Applicable to the Site. Please see Neighborhood / Area Specific Plan below.

### Red Line / Blue Line / Purple Line TOD Strategic Plan

- Not Applicable to the Site.

### Neighborhood / Area Specific Plan

- The Lafayette Square Area Plan recommends this site to the Commercial Retail and Service typology. This typology would include neighborhood oriented, smaller scale stores and shop and larger size community and regional uses that may be in major grouping or shopping centers that attract high traffic volumes from through the metropolitan area. Larger scale commercial uses usually are not compatible with residential areas. Examples include retail stores, personal or professional services, repair services, or restaurants and taverns (with restrictions).
- A listed goal of the Plan is to encourage mixed-use development by increasing development density and the area's population by offering residential living space with connectivity to commercial, employment, and community centers, especially along Lafayette Road and 38<sup>th</sup> Street.

### **Infill Housing Guidelines**

- Not Applicable to the Site.

### **Indy Moves**

(Thoroughfare Plan, Pedestrian Plan, Bicycle Master Plan, Greenways Master Plan)

- A multi-use path is planned along the eastern portion of Moller Road (western frontage of the property) as part of a larger loop anticipated to be added to the Greenways Master Plan this spring. The project is anticipated for completion this year (DPW Project Number ST-25-600(C)).



## ZONING HISTORY

### ZONING HISTORY – SITE

**2026UV1001**, Variance of use and development standards of the Consolidated Zoning and Subdivision Ordinance to provide for a 98-unit apartment building and accessory daycare building with a 14-foot front transitional yard (20 feet required), a 47-foot height (45 feet required), deficient transparency (40% required along western and southern facades), deficient primary entry features (1 per 100 feet required along frontages), excess wall plane along frontage (maximum 100 linear feet and 1000 square feet permitted), first-story elevation at street level (2-feet above street level required), removal of heritage trees without prior authorization (not permitted), a deficient Green Factor score (0.22 required), and deficient transitional yard landscaping, **to be withdrawn 3/3/26**.

**2025PLT076**, Approval of a Subdivision Plat, to be known as Replat of Lots A and B of the replat of Lot 2 of the final plat of Eagle Branch Library Subdivision, dividing 4.323 acres into three lots, **approved**.

**2022CVR805**, Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to allow for the construction of a 78-unit apartment building with a 14-foot transitional yard (20-foot transitional yard required), **approved**.

**2022CPL805**, Approval of a Subdivision Plat, to be known as Eagle Branch Library Subdivision Replat of Lot 2, dividing 4.991 acres into two lots, with a waiver of the sidewalk requirement along Moller Road, **approved**.

**92-Z-142**, rezoning of 0.906 acre, being in the C-2 district, to the C-4 classification to provide retail commercial development, **approved**.

**86-Z-138**, rezoning of 3.67 acres in the SU-4 district, to the C-2 classification, to conform zoning to existing use in anticipation of the amendment of the Special Use Districts Zoning Ordinance, **approved**.

### ZONING HISTORY – VICINITY

**2019HOV026 ; 3905 Moller Road (south of site)**, Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to provide for a ground sign oriented to an interior access drive (one freestanding sign allowed on a lot for each frontage on a separate street), **approved**.

**2017CZN818 ; 5349 Pike Plaza Road (south of site)**, Rezoning of 3.753 acres from the MU-1 and C-4 districts to the SU-37 classification, **approved**.

**2005UV1033A ; 3902 Moller Road (southwest of site)**, variance of use of the Dwelling Districts Zoning Ordinance to provide for a horse stable with boarding facility and riding lessons, **approved**.

**2005UV1033B ; 3902 Moller Road (southwest of site)**, variance of development standards of the Dwelling Districts Zoning Ordinance to legally establish a 1,880-square foot barn located in front of the established building line of the primary dwelling and to legally establish barbed-wire fencing, **approved**.

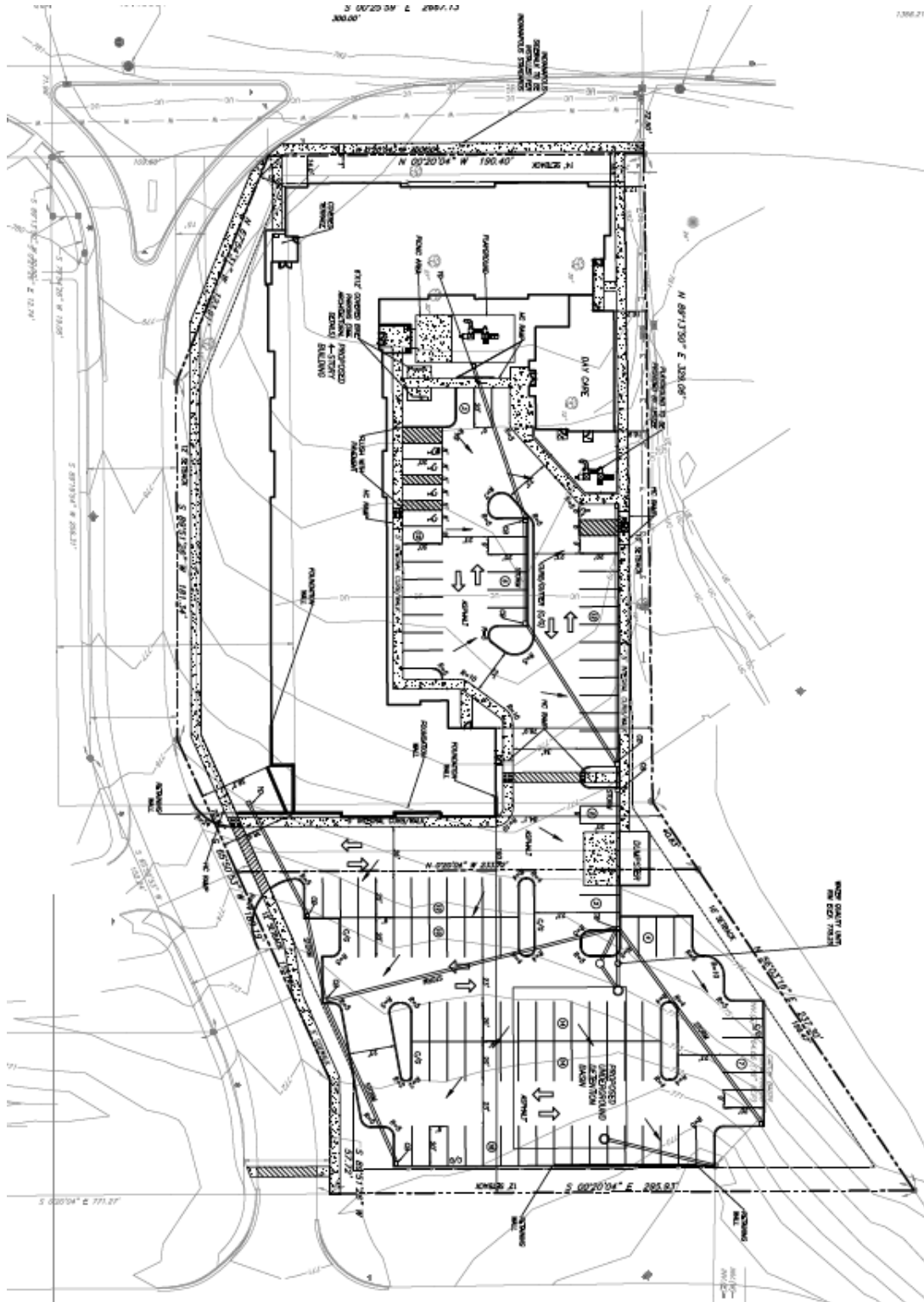
**2005UV1033C ; 3902 Moller Road (southwest of site)**, variance of development standards to provide for a 1,410-square foot addition to the existing 1,880-square foot barn located in front of the established front building line of the primary dwelling, resulting in a 3,290-square foot accessory building that is 316.35 percent of the main floor area of the primary dwelling, and 4,438 square feet of accessory uses, or 213.37 percent of the total floor area of the primary dwelling, and to provide for the expansion of barbed-wire fencing, **denied**.

EXHIBITS

2026CMP801 ; Aerial Map



**2026CMP801 ; Site Plan**

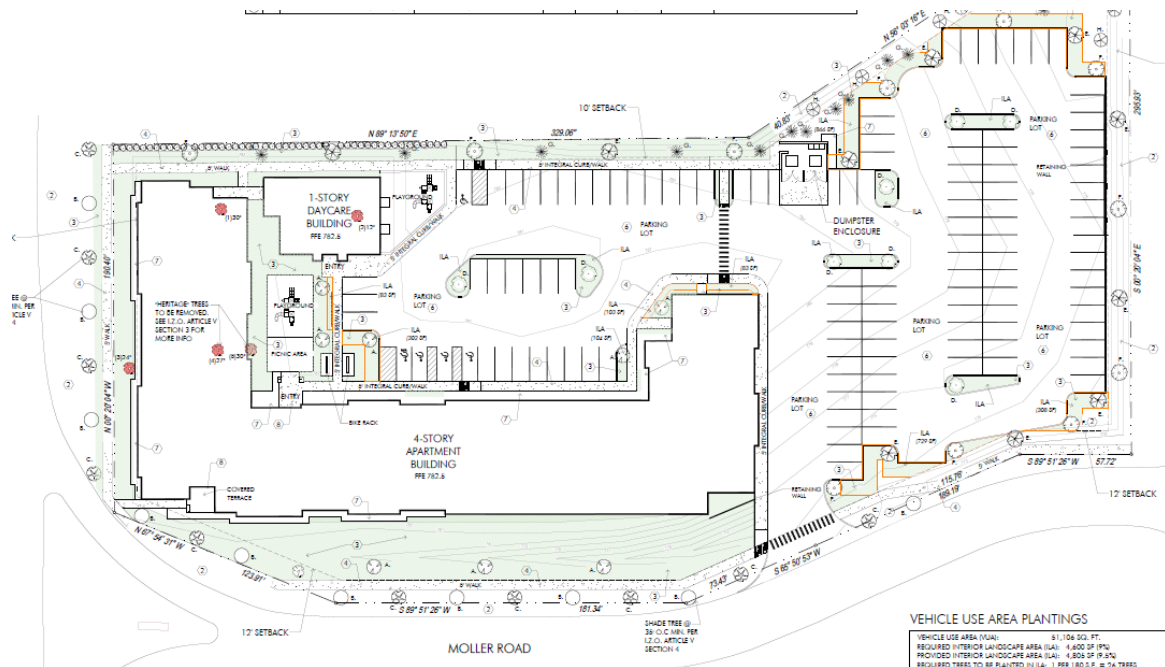




## 2026CMP801 ; Elevations



## 2026CMP801 ; Landscape Plan





## **2026CMP801 ; Findings of Fact (Development Standards)**

1. The grant will not be injurious to the public health, safety, morals, and general welfare of the community because:

Our building will meet all regulations regarding life safety and general welfare as we will have proper and approved parking and site entrances, sidewalks, lighting, signage, and accessibility. The only variances we are requesting involve exceeding arbitrary design values regarding density and open space that the City of Indianapolis uses to judge how land should be developed. But these standards do not have any impact on general welfare of the residents or the community in general.

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:

The adjacent property owner, Meijer's, is fully aware of our development plans and building design, as they are the previous owners of our site. Our use is allowed per the zoning, however, we would need a variance from the city's development standards, and our use does not affect the use of any of our neighbors. The variances we are requesting are related to open space and building size/ density - with modest deficiencies in each category.

3. The strict application of the terms of the zoning ordinance will result in practical difficulties in the use of the property because:

The strict application of these zoning ordinance terms will result in practical difficulties in that this is an affordable housing project as awarded by Indiana Housing and Community Development Association (IHCDA), and we must meet the density as the project was presented to IHCDA.

## **2026CMP801 ; Applicable Building Ratios**

	Required Ratios by Ordinance	Computed Ratios
Floor Area Ratio	FAR =	.862
Open Space Ratio	OSR = $96358 / 108,141$	.891
Livability Space Ratio	LSR= $(96358 - 48404) / 108,141$	.443
Major Livability Space Ratio	MLSR= $1,820 / 108,141$	.0168
Total Car Ratio	TCR= $116 / 98$	1.184

**2026CMP801 ; Photographs**



Photo 1: Subject Site Viewed from Southwest



Photo 2: Subject Site Viewed from South



**2026CMP801 ; Photographs (continued)**



Photo 3: Subject Site Viewed from East



Photo 4: Existing Heritage Trees on Western Portion of Site

**2026CMP801 ; Photographs (continued)**



Photo 5: Adjacent Property to South



Photo 6: Adjacent Property to West



**2026CMP801 ; Photographs (continued)**



Photo 7: Adjacent Property to North of Site



Photo 8: Adjacent Property to East of Site



## METROPOLITAN DEVELOPMENT COMMISSION

February 18, 2026

**Case Number:** 2025-ZON-135  
**Property Address:** 223 Lynn Street  
**Location:** Center Township, Council District #18  
**Petitioner:** Goodwill of Southern Indiana, Inc., by Joseph D. Calderon  
**Current Zoning:** SU-7  
**Request:** Rezoning of 1.76 acres from the SU-7 district to the D-P district to provide for a mixed-use development, with commercial offices, a school, a community center, and multi-family dwellings,  
**Current Land Use:** Vacant  
**Staff Recommendations:** Approval.  
**Staff Reviewer:** Kathleen Blackham, Senior Planner

## PETITION HISTORY

This is the first hearing on this petition.

## STAFF RECOMMENDATION

Approval.

## PETITION OVERVIEW

This 2.16-acre site, zoned SU-7 (chartable institution), is vacant and surrounded by single-family dwellings to the north, zoned I-3; railroad right-of-way to the south, zoned I-4; single-family dwellings to the east, across North Elder Avenue, zoned D-5; and commercial uses, undeveloped land and single-family dwellings to the west, across Lynn Street, zoned C-7 / MU-2 / I-4, respectively.

## REZONING

This request would rezone the site to the D-P District.

The established purpose of the D-P District follows:

1. To encourage a more creative approach in land and building site planning.
2. To encourage and efficient, aesthetic and desirable use of open space.
3. To encourage variety in physical development pattern.

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4. To promote street layout and design that increases connectivity in a neighborhood and improves the directness of routes for vehicles, bicycles, pedestrians, and transit on an open street and multi-modal network providing multiple routes to and from destinations.
5. To achieve flexibility and incentives for residential, non-residential and mixed-use developments which will create a wider range of housing types as well as amenities to meet the ever-changing needs of the community.
6. To encourage renewal of older areas in the metropolitan region where new development and restoration are needed to revitalize areas.
7. To permit special consideration of property with outstanding features, including but not limited to historical significance, unusual topography, environmentally sensitive areas and landscape amenities.
8. To provide for a comprehensive review and processing of development proposals for developers and the Metropolitan Development Commission by providing for concurrent review of land use, subdivision, public improvements and siting considerations.
9. To accommodate new site treatments not contemplated in other kinds of districts.

Development plans 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.

The Comprehensive Plan recommends light industrial typology for this site.

Uses permitted in the Light Industrial typology include light industrial uses, heavy commercial uses, small-scale office, retailing, and personal or professional services, and wind or solar farms.

**Development Plan (DP) Statement – January 9, 2026**

The Development Statement explains that the site would be developed in two phases. The first phase would include an approximately 11,980-square foot, two-story building with 16 multi-family units, an office and community room. Phase Two would provide for two additional two-story buildings, one with 20 multi-family units and the second building would have 12 multi-family units.

Commercial uses would include offices, a school and a community center. Residential uses would include multi-family units and live / work units. Accessory uses would provide for outdoor recreation, community garden and surface parking lot.

Front, side and rear yard setbacks would be 10 feet, except for parking areas, amenity area, and fencing. A free-standing identification sign and wall signs would be permitted, and amenity areas would provide for a community garden, outside recreational area and a community room.

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## Planning Analysis

As proposed, this request would not align with the Comprehensive Plan recommendation of light industrial uses. Staff, however, believes that the project would result in a residential development that would be compatible with the existing neighborhood and provide much needed housing options, without negatively impacting the existing residential neighborhood. The rezoning would transform the currently vacant land into a use that would support and enhance the residential character and vitality of this area.

## GENERAL INFORMATION

<b>Existing Zoning</b>	SU-7	
<b>Existing Land Use</b>	Vacant	
<b>Comprehensive Plan</b>	Light Industrial	
<b>Surrounding Context</b>	<b><u>Zoning</u></b>	<b><u>Land Use</u></b>
North:	I-4	Single-family dwellings
South:	I-4	Railroad right-of-way
East:	D-5	Single-family dwellings
West:	C-7 / MU-2 / I-4	Commercial uses / vacant land / single-family dwellings
<b>Thoroughfare Plan</b>		
North Elder Avenue	Local Street	Existing 50-foot right-of-way and proposed 48-foot right-of-way.
Lynn Street	Local Street	Existing 50-foot right-of-way and proposed 48-foot right-of-way.
<b>Context Area</b>	Compact	
<b>Floodway / Floodway Fringe</b>	No	
<b>Overlay</b>	No	
<b>Wellfield Protection Area</b>	No	
<b>Site Plan</b>	November 24, 2025	
<b>Site Plan (Amended)</b>	N/A	
<b>Elevations</b>	November 24, 2025	
<b>Elevations (Amended)</b>	N/A	
<b>Landscape Plan</b>	N/A	
<b>Findings of Fact</b>	N/A	
<b>Findings of Fact (Amended)</b>	N/A	
<b>C-S/D-P Statement</b>	January 9, 2026	

## COMPREHENSIVE PLAN ANALYSIS

### Comprehensive Plan

The Comprehensive Plan recommends Light Industrial typology. “The Light Industrial typology provides for industrial, production, distribution, and repair uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. This typology is characterized by freestanding buildings or groups of buildings, often within industrial parks. Typical uses include warehousing, self-storage, assembly of parts, laboratories, wholesaling, and printing. Industrial or truck traffic should be separated from local/residential traffic.”

### 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.

### 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)

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:



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- 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

**2016-ZON-030; 223 Lynn Street**, requested rezoning of 1.73 acres from the I-4-U (W-5) District, to the SU-7 (W-5) to provide for a not-for-profit charity, within a two-story approximately 5,000 square foot multi-use facility, with off-street parking, **approved**.

### VICINITY

**2024-ZON-123; 281 and 303 North Elder Avenue and 320, 322, 324, 326, 328, 330, 332, and 334 North Miley Avenue and 1821 West New York Street (north of site)**, requested rezoning of 1.19 acres from the I-4, D-5, and D-5 (RC) districts to the SU-7 and SU-7 (RC) classifications to provide for not-for-profit uses, **approved**.

**2016-CZN-821 / 2016-CVR-821; 272 Lynn Street (west of site)**, requested rezoning of 1.72 acres from the I-4 (W-5) district to the MU-2 (W-5) classification to provide for a multi-family mixed-use development; and a variance of development standards of the Consolidated Zoning and Subdivision Ordinance to provide for a mixed-use development, with a height of 50 feet and vehicle access from a public street, without the required street frontage, **approved and granted**.

**2016-ZON-038; 1730 Astor Street, 261 and 269 North Elder Street; 1721 West Market Street; 1746 West Miami Street; 221, 252, 259, 266, 268, 271, 275 and 280 Miley Avenue; 1815 West New York Street; 210, 211, 215, 217, 218 and 224 North Richland Street; 410 North White River Parkway; 1519 Wilcox Street (east of site)**, requested rezoning of 2.6 acres from the I-4 (RC) (W-5), I-4 (W-5) and C-3 (RC) (W-1) districts to the D-5 (RC) (W-1) and the D-5 (RC) (W-5) and D-5 (W-5) classifications, **approved**.

**2013-SE1-003; 1751 West Vermont Street (east of site)**, requested a Special Exception of the Industrial Zoning Ordinance to legally establish a vehicle towing, wrecking, storage, and salvage operation, with two office trailers, **denied**.

**2010-ZON-089; 265 North Elder Avenue (north of site)**, requested rezoning of 0.10 acre, from the I-4-U (W-5) District, to the D-5 (W-5) classification to provide for residential uses, **approved**.

**2005-UV2-020; 307 and 319 North Elder Avenue (north of site)**, requested a variance of Use of the Dwelling Districts Zoning Ordinance to provide for the construction of a one-story, 2,818-square foot community center, with a 5.47-foot front yard setback along New York Street, with a 2.5-foot encroachment into the clear sight triangle at the intersection of New York Street and Elder Avenue, and with lot open space of 62.88 percent, **granted**.

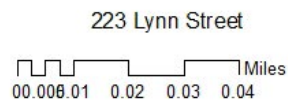
**2002-ZON-154; 284-290 Miley Avenue (southeast of site)**, Rezoning of 0.22 acres from the I-4-U District to the SU-1 district for religious uses, **withdrawn**

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**98-UV1-21; 275-279 North Elder Avenue (north of site)**, requests a variance of use and development standards of the Industrial Zoning Ordinance to provide for the conversion of an originally constructed two-family residential structure into 4 dwelling units and a detached accessory building into a dwelling unit with a side yard of zero feet along the south property line; and zero off-street parking spaces, **granted**.

**86-UV2-77; 275 Belmont Avenue (west of site)**, requested a variance of use of the Industrial Zoning Ordinance to provide for the operation of a wrecker service with outside storage on 90% of the subject property, **granted**.

EXHIBITS





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**Preliminary DP Plan**

223 Lynn Street

**Introduction**

Goodwill of Central and Southern Indiana, Inc., through its subsidiary Horizon House, Inc. ("Petitioners") seeks to redevelop property containing approximately 1.76 acres and commonly addressed as 223 Lynn Street (the "Subject Property"). The Subject Property is zoned SU-7, and is currently improved with a small industrial building and remnants of a parking lot. The Petitioners are proposing a mixed-use development, which will permit both commercial and residential uses, all in substantial compliance with the conceptual site plan submitted with and attached to this Preliminary DP Plan as Exhibit "A" (the "Site Plan").

**The Proposed Development/Permitted Uses**

**Introduction:** Petitioners propose to demolish the existing building and construct a two-story mixed-use building substantially as shown on the Site Plan as the first phase of a two-phase project. The primary focus of the project is to provide housing and supportive services to the homeless, which is part of the mission of Horizon House. A narrative explanation of the proposed project is attached as Exhibit "B."

**Permitted Uses:** The first Building is approximately 11,800 square feet and contains approximately \_\_\_/16 attached multi-family residential units and office and community room space. Phase Two would feature two additional two-story buildings, one containing 20 multi-family units and the other containing 12 units. The Phase Two buildings would contain approximately 24,280 total square feet. Parking will be made available onsite, as well as on adjoining streets, as shown on the Site Plan. All uses are those which are described in Chapter 743, Article II, Table 743-1 "Use Table" of the Consolidated Zoning/Subdivision Ordinance of the City of Indianapolis, Marion County (the "Zoning Ordinance")

Permitted Commercial uses shall include:

1. Offices (Any type, including general, medical, government), so long as any such use includes providing support services for the multi-family component of the development
2. School (Business, art post-secondary proprietary school, vocational, technical or industrial school or training facility), so long as any such use includes providing education opportunities to residents of the multi-family component of the development
3. Community Center, so long as any such use includes providing support services for the multi-family component of the development

Permitted Accessory uses may include:

1. Outdoor Recreation
2. Community Garden
3. Surface parking lot

DMS 49709082.1

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Permitted Residential uses shall include:

1. Multi-family dwellings
2. Live/work units as a part of a program affiliated with support services sponsored by Horizon House

Development Standards/Setbacks:

Buildings constructed on the Subject Property shall meet the following minimum setbacks:

1. Front Yard (Elder Avenue): 10 feet from the existing right of way line (Lynn Street) and 10 feet from existing right of way line.
2. Side Yards: 10 feet from property lines.
3. Rear Yard: 10 feet from property line.

Notwithstanding the foregoing, parking areas and amenity areas, including fencing, do not have any minimum setback requirements.

Signs: Petitioners propose the following signs:

1. Development Identification Signs: One freestanding sign (for the development) is permitted, so long as any such sign does not exceed four (4) feet in height or thirty-two (32) square feet in area.
2. Wall Signs: Two wall signs meeting the standards for signs in commercial zoning districts as set forth in the Zoning Ordinance shall be permitted.

Landscaping: Petitioners proposes tendering a landscaping plan for Administrator's Approval prior to obtaining an Improvement Location Permit.

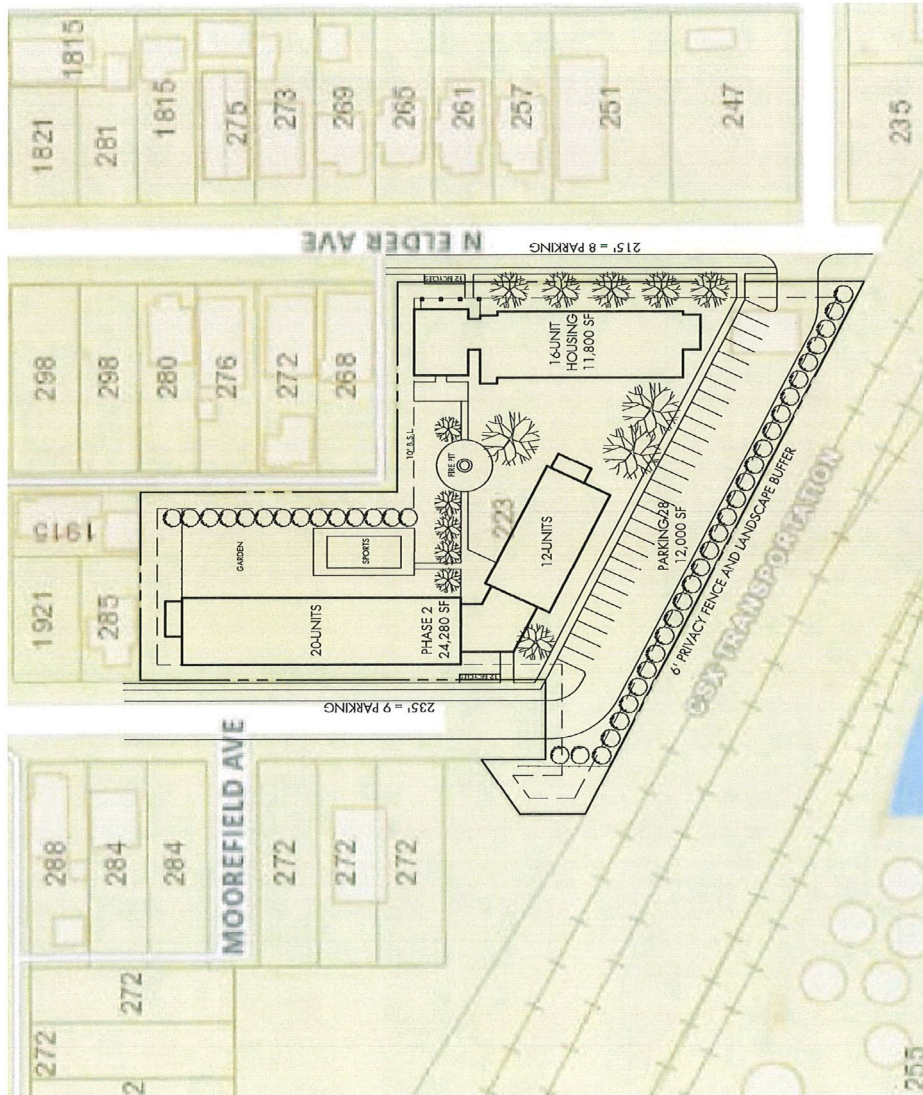
**Miscellaneous**

Amenities: The development, at a minimum, shall provide the following amenities:

1. Community Garden
2. Outside Recreational Area
3. Community Room

Parking: On site parking will yield no less than 28 spaces, comprised of surface parking. There is room for 17 additional on-street parking spaces on those portions of Lynn Street and Elder Avenue adjoining the Subject Property.

Proximity to Transit: The Subject Property will have easy access to an existing IndyGo bus stop located within one quarter of a mile of the Subject Property.



SITE PLAN



PERMANENT SUPPORTIVE HOUSING 16 AND 32 UNITS  
 PRELIMINARY SITE PLAN - PHASE TWO OPTION  
 SEPTEMBER 4, 2025 / SCALE: 1"=100'



BLACKLINE





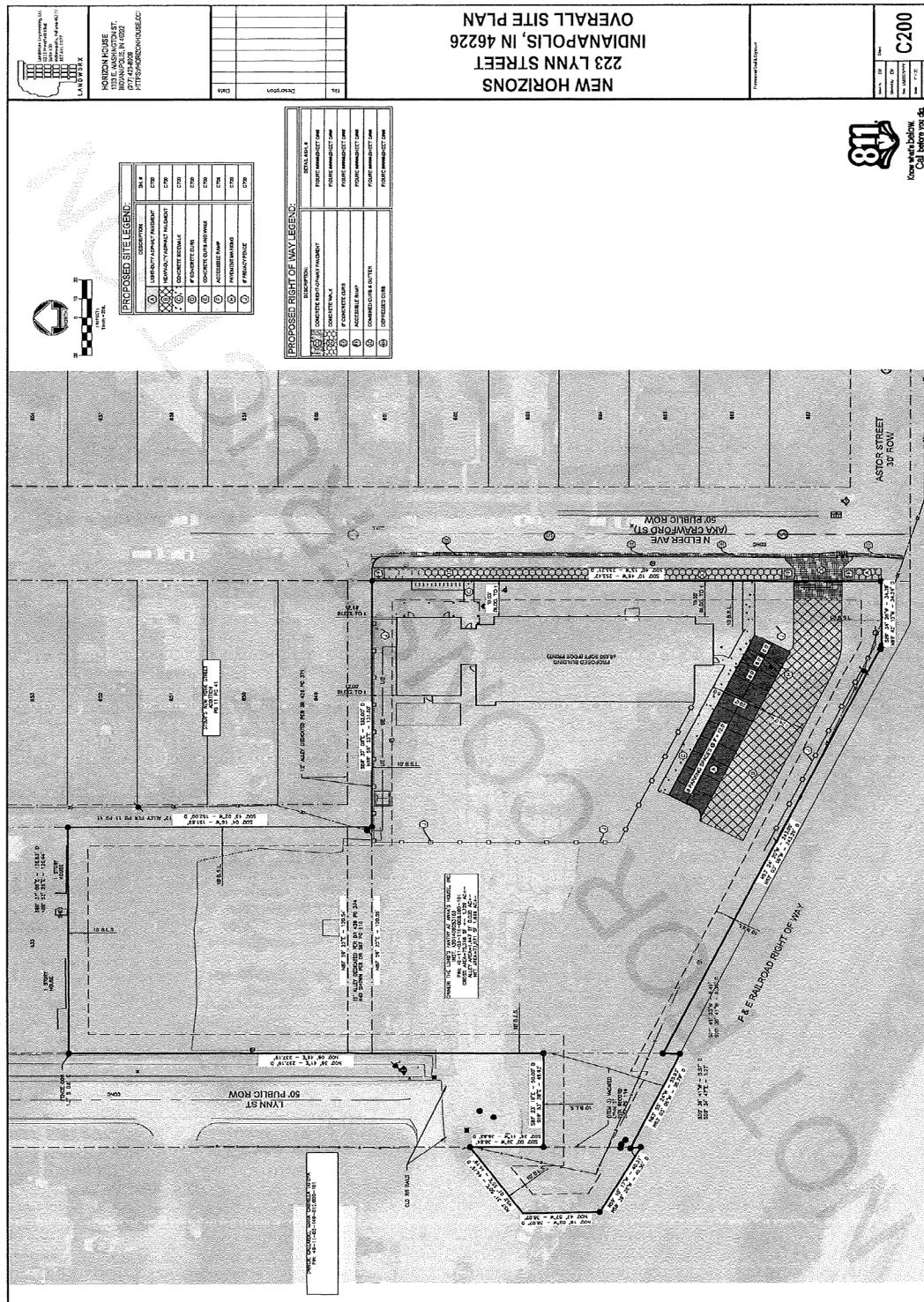




HORIZON HOUSE - WESTSIDE PERMANENT SUPPORTIVE HOUSING  
 ELDER AVENUE VIEW  
 OCTOBER 3, 2025











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



View looking east along Astor Street



View looking south across intersection of Elder Avenue and Astor Street





View of site looking southwest across Elder Avenue



View of site looking southwest across Elder Avenue



Department of Metropolitan Development  
Division of Planning  
Current Planning



View looking north along Elder Avenue



View of site looking west across Elder Avenue



Department of Metropolitan Development  
Division of Planning  
Current Planning



View of site looking west across Lynn Street



View looking south along Lynn Street





View looking north along Lynn Street



View of site looking east across Lynn Street





View of site looking east across Lynn Street



View of site looking east across Lynn Street

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



View of site looking northeast across Lynn Street