

**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;

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**.



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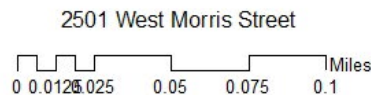
**83-UV3-88, 1101 South Tremont Street**, variance to provide for the continued use of an existing garage for storage of two church buses, **approved**.

**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

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.

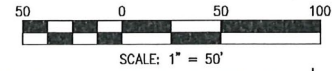
In your Hearing Examiner's opinion, rezoning this site to I-3 and granting a special exception to allow the commercial parking lot for commercial truck and trailer parking is inconsistent with the Comp Plan and neighborhood plan, and would be detrimental to revitalization efforts along Morris Street.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



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.

**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\_\_\_\_\_.

_____	_____
_____	_____
_____	_____



**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



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.



View looking east along West Morris Street





View looking west along West Morris Street



View of site looking south





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





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



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