



METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER

January 29, 2026

Case Number: 2025-ZON-112 (Amended)
Property Address: 641 Langsdale Avenue and 2110 and 2058 Dr. Martin Luther King Jr. Street
Location: Center Township, Council District #12
Petitioner: 2850 Property Group, LLC< by Joel Bruns
Current Zoning: C-7 / I-4 (W-1)
Request: Rezoning of 12.6 acres from the C-7 (W-1) and I-4 (W-1) district to the C-S (W-1) district to provide for I-2 and C-1 uses.
Current Land Use: Vacant
Staff Recommendations: Approval.
Staff Reviewer: Kathleen Blackham, Senior Planner

PETITION HISTORY

The Hearing Examiner continued this petition from the November 13, 2025 hearing, to December 11, 2025 hearing, to provide additional time to conduct a Traffic Impact Study (TIS) and for further discussions regarding the request.

The Hearing Examiner Staff continued this petition from the December 11, 2025 hearing, to the January 15, 2026 hearing, at staff's request to provide additional time to review the TIS and for continued discussions with the petitioner and their representative.

The Hearing Examiner continued this petition from the January 15, 2026 hearing to the January 29, 2026 hearing, at the request of staff for additional time for discussions with the petitioner's to clarify the request and to submit updated documents.

STAFF RECOMMENDATION

Approval, subject to following commitments being reduced to writing on the Commission's Exhibit "B" forms at least three days prior to the MDC hearing:

1. 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 / receptables provided for the proper disposal of trash and other waste.
2. Development of the site shall be in accordance with the updated C-S Statement, file dated January 9, 2026, and substantial compliance with the updated site plan file dated December 30, 2025.



PETITION OVERVIEW

This 12.6-acre site, zoned C-7 (W-1) and I-4 (W-1), is developed with industrial buildings and a multi-story office building. It is surrounded by industrial uses to the north, across Langsdale Avenue; industrial uses to the south; industrial uses to the east, across Dr. Martin Luther King Jr. Street; and industrial uses to the west, all zoned I-4 (W-1).

REZONING

The request would rezone the site from the C-S (Special Commercial) district to the C-S district to renovate the two existing hotels to provide for multi-family uses. “The C-S District is designed to permit, within a single zoning district, multi-use commercial complexes or land use combinations of commercial and noncommercial uses, or single-use commercial projects. The primary objective of this district is to encourage development which achieves a high degree of excellence in planning, design or function, and can be intermixed, grouped or otherwise uniquely located with maximum cohesiveness and compatibility. The district provides flexibility and procedural economy by permitting the broadest range of land use choices within a single district, while maintaining adequate land use controls. The C-S District can include high-rise or low-rise developments, can be applied to large or small land areas appropriately located throughout the metropolitan area, and can be useful in areas of urban renewal or redevelopment.”

The Comprehensive Plan recommends heavy industrial typology for the site.

Recommended land uses in this typology include light industrial uses; heavy industrial uses; heavy commercial uses small-scale offices, retailing, and personal or professional services; and wind or solar farms.

As proposed, this request would be consistent with the Plan recommendation. The proposed uses would be consistent with the permitted light industrial uses and small-scale offices. Consequently, staff supports this rezoning request.

Wellfield Protection Secondary Zoning

A wellfield is an area where the surface water seeps into the ground to the aquifer and recharges the wells that are the source of our drinking water. This secondary zoning district places closer scrutiny on uses and activities that might contaminate the underground drinking water supply.

There are two wellfield district designations. An area identified as W-1 is a one-year time-of-travel protection area. The W-5 is a five-year time-of-travel protection area. All development within these districts is subject to Commission approval. The filing of a site and development plan is required and subject to approval, on behalf of the Commission, by a Technically Qualified Person (TQP), unless exempted by the Ordinance.



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“Because of the risk that hazardous materials or objectionable substances pose to groundwater quality, it is recognized that the further regulation of the manufacturing of, handling, transfer, disposal, use or storage of hazardous materials or objectionable substances related to nonresidential use activities is essential in order to preserve public health and economic vitality with Marion County.”

All uses permitted in the applicable primary zoning district shall be those uses permitted in the W-1 and W-5 zoning districts, unless otherwise prohibited by the Ordinance, and provided no other secondary zoning district prohibits the use.

“No building, structure, premises or part thereof shall be altered, constructed, converted, erected, enlarged, extended, modified, or relocated except in conformity with this Section, and not until the proposed Site and Development Plan has been filed with and approved on behalf of the Commission by the Technically Qualified Person (TQP). Regulations found in Chapter 742, Article II, Section 4 shall apply to all land within the Wellfield Protection Zoning Districts. The entire site shall be subject to review by the TQP. These regulations shall be in addition to all other primary and secondary zoning district regulations applicable to such land, and in case of conflict, the more restrictive regulations shall apply.”

The subject site is located in W-1 White River wellfield protection area and any use or development within a wellfield protection district would be subject to the Technically Qualified Person (TQP) review and approval, unless and until the property owner provides sufficient justification that the type of use, type of facility, and chemical quantity limits, independent of the land use would be exempt from the requirements for filing a development plan. Otherwise, a development plan would be required to be filed and approved on behalf of the Metropolitan Development Commission by the (TQP). Contaminants that would have an adverse effect would include chemicals that are used in the home, business, industry, and agriculture. Chemicals such as furniture strippers, lawn and garden chemicals, cleaning chemical and solvents, gasoline, oil, and road salt can all contaminate groundwater supplies if poured on the ground or improperly used or stored.

Traffic Impact Study – November 18, 2025

Because of the site configuration and the street alignment along Dr. Martin Luther King Jr. Street frontage, staff requested a traffic study. See Exhibit A.

There are currently two existing access drives to the site. The petitioner has agreed to close the southernmost access drive and propose an access drive along Langsdale Avenue. The northernmost existing access drive would remain and be right-in and right-out turns.

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.



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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 receptables for proper disposal of trash and other waste.

GENERAL INFORMATION

Existing Zoning	C-7 (W-1) / I-4 (W-1)	
Existing Land Use	Industrial uses	
Comprehensive Plan	Heavy Industrial	
Surrounding Context	Zoning	Land Use
North:	I-4 (W-1)	Industrial uses
South:	I-4 (W-1)	Industrial uses
East:	I-4 (W-1)	Industrial uses
West:	I-4 (W-1)	Industrial uses
Thoroughfare Plan		
Langdale Avenue	Local Street	Existing 40-foot right-of-way and proposed 48-foot right-of-way.
Dr. Martin Luther King Jr. Street	Primary arterial	Existing 60-70-foot right-of-way and proposed 88-foot right-of-way.
Context Area	Compact	

Floodway / Floodway Fringe Overlay	No
Wellfield Protection Area	Yes – White River (W-1)
Site Plan	September 8, 2025
Site Plan (Amended)	December 30, 2025
Elevations	N/A
Elevations (Amended)	N/A
Landscape Plan	N/A
Findings of Fact	N/A
Findings of Fact (Amended)	N/A
C-S/D-P Statement	Updated January 9, 2026

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

The Comprehensive Plan recommends Heavy Industrial typology. The Heavy Industrial typology provides for industrial, production, distribution, and repair uses that are intense and may create emissions of light, odor, noise, or vibrations. This typology is characterized by freestanding buildings or groups of buildings, often within industrial parks. Outdoor operations and storage are common. Typical uses include food processing, milling, storage of petroleum products, recycling, welding, and concrete mixing. 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. Below are the relevant policies related to this request:

Light Industrial Uses (These industrial uses create minimal emissions of light, odor, noise, or vibrations. Examples include warehousing and logistics facilities. These land uses do not use, store, produce, emit, or transport hazardous materials.)

- Industrial truck traffic should not utilize local, residential streets.
- Streets internal to industrial development must feed onto an arterial street.
- Removed as a recommended land use where they would be adjacent to a living or mixed-use typology.

Small-Scale Offices, Retailing, and Personal or Professional Services (defined as Commercial uses with minimal outdoor operations, storage, or display on lots of less than 1.5 acres and a height of less than 35 feet.)

- Should be subordinate to and serving the primary uses of production, warehousing, and offices.
- Should be adjacent to interstate interchanges if present. If no interchange is present, should be located along arterial streets at the edge of the heavy industrial typology.
- Should be located and served in such a way that the use will not interfere with industrial traffic or loading.

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:

- 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

2011-ZON 066 (east of site), requested rezoning of 1.98 acres from the D-8 (W-1) and I-4-U (W-1) districts, to the C-4 (W-1) classification to provide to commercial uses, **approved**.

82-Z-52, 2131 Northwestern Avenue (east of site), requested rezoning of 2.5 acres, being in the D-8 and D-7 districts, to the I-4-U classification to provide for zoning conformance and expansion, **approved**.

67-Z-120; 829 Langsdale Avenue (west of site), requested rezoning of 4.857 acres being in the I-4-U district to special Use (12) classification to provide for the operation of a scrap metal and material business, **approved**.

EXHIBITS



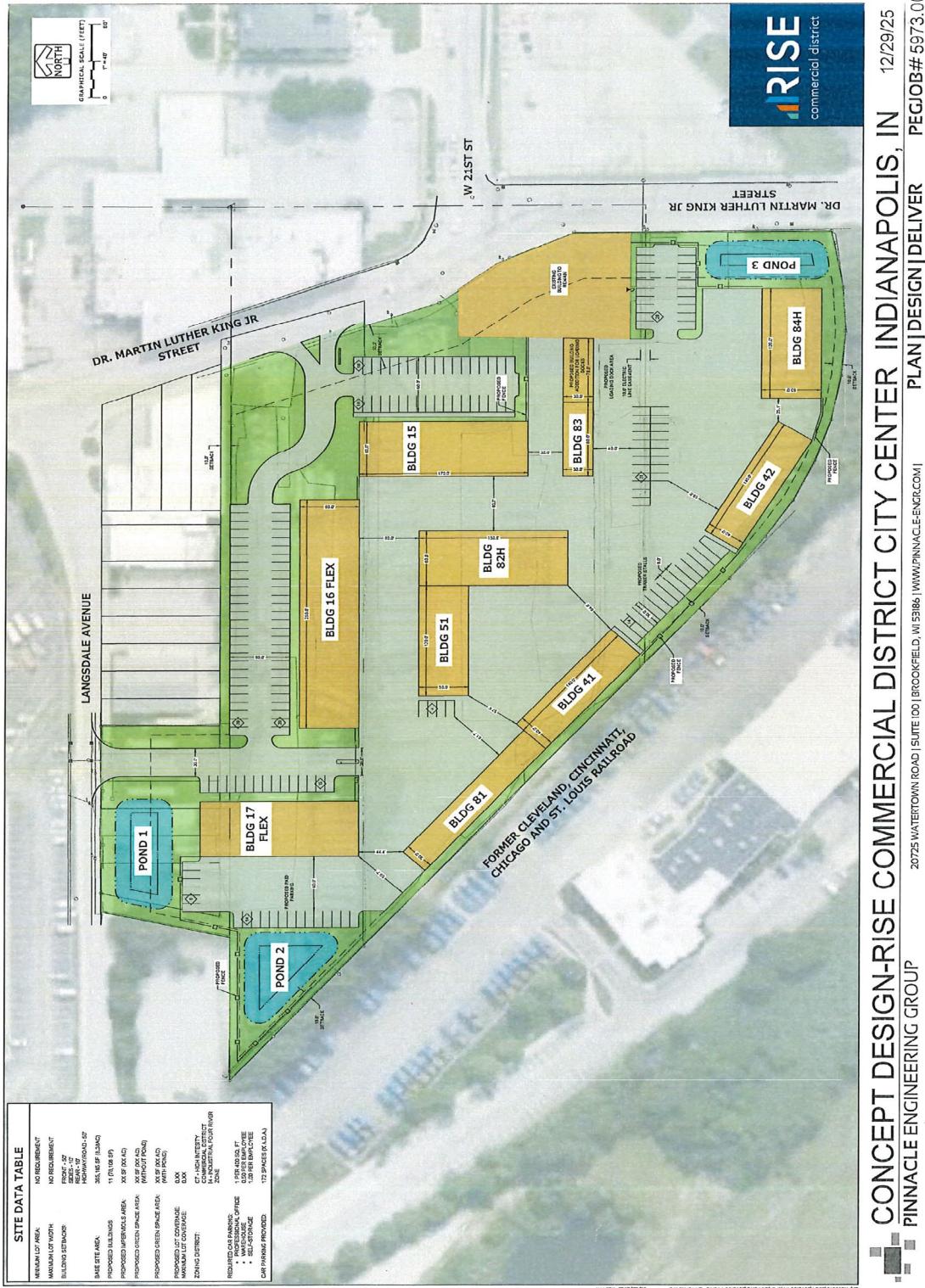
641 Langsdale Avenue and 2110, 2058 Dr. Martin Luther King Jr. Street



 Miles
 0.0 0.025 0.05 0.075 0.1



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IN 12/29/25 PEGJOB# 5973.00

PEGJOB# 5973,00

PLAN | DESIGN | DELIVER

20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53188 | WWW.PINNACLE-ENGR.COM

ONCEPT DESIGN-F
INNACLE ENGINEERING GROUP



Updated C-S Statement - January 9, 2026

Community Statement: RISE City Center Development

The current site is commonly known as Stuart's Moving and Storage (Stuart's). 2058 Property Group looks to redevelop and replat the parcels currently making up Stuart's and owned by 2058 Property Group as a RISE Commercial District (RISE) location. RISE proposes a light industrial, co-warehousing, small business accelerator. The main four-story brick building on the site is currently occupied by Stuart's Moving and Storage and will be remodeled in the RISE development plan. Three of the current structures are in the form of 1-story sheds and will be removed in the redevelopment.

RISE Commercial District is a forward-thinking, multi-tenant, small bay warehousing community tailored for small and medium sized business owners. RISE offers amenity-rich offices and co-warehouse facilities that empower entrepreneurs with secure and quiet workspaces. RISE facilities foster growth and collaboration within a fully equipped environment. Features include a gated and secure facility, 24/7 access to the tenant's space, free Wi-Fi, shared use of a conference room, forklifts, kitchenette, and more.

The proposed RISE redevelopment on Dr Martin Luther King Jr Street is poised to be a significant addition to the local economic landscape, drawing inspiration from RISE's current 14 developments utilizing the RISE Commercial District brand. Our project aims to embody a similar spirit of fostering local business growth and providing versatile spaces that cater to a dynamic range of warehousing and commercial needs. The RISE model focuses on flexible and all-inclusive small warehouse, office, and flex spaces designed to support businesses in optimizing efficiency, accommodating growth, and scaling their operations without the burden of inflexible leases nor extensive overhead.

In order to offer the best opportunities for future tenants and their needs, 2058 Property Group and RISE look to rezone this site to C-S.

Project Use Cases:

I-2 Zoning Permitted Uses Would Include:

- Artisan Manufacturing
- Commercial and Building Contractors
- Manufacturing, Light
- Processing, and Packaging of Food and Beverages
- Warehousing, Wholesaling, and Distribution
- Consumer Services or Repair of Consumer Goods
- Printing Services
- Retail, Light General (A)



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C-1 Zoning Permitted Uses Would Include:

- Financial and Insurance Services
- Office: Business, Professional or Government

EXHIBIT A



*1 Cor. 10:31
...whatever you do,
do it all for the glory of God.*

Zach Rodenbarger
Development Manager
Rylinn Engineering
5645 Castle Creek Pkwy Dr N.
Indianapolis, IN 46250

November 18, 2025

Re: Preliminary Investigation Results
RISE Commercial District
2058 Dr. Martin Luther King, Jr. Street
Indianapolis, IN 46202
Yarger Engineering Job Number: 20251101

Dear Mr. Rodenbarger;

I have calculated the trips using the ITE Trip Generation Manual, made some preliminary investigations at the site, collected data confirmation of the 85th percentile speeds, and checked the intersection sight distance in person and with the CAD drawing.

The trip generation estimate I shared with you last week didn't include the existing building, so I have revised the forecasts.

Trip Generation Site								
Land Use	ITE Code	Size	Units	AM Street Peak Entering	AM Street Peak Exiting	PM Street Peak Entering	PM Street Peak Exiting	
Mini-Warehouse	151	131	KSFT	6	4	9	9	
Office	710	33	KSFT	35	5	6	32	

There are other possible land uses we could use to estimate trips, but I think these two are the best of what ITE has available. Your gate data you mentioned shows less traffic than calculated above.

We are still under the 100 directional trips for a traffic impact study, or 50 for a traffic operational analysis. As previous mentioned, a traffic operational analysis can also be triggered by things like driveway intersection sight distance.

In talking with Jill Palmer on November 6th about the driveway intersection sight distance, she suggested that we either use a design speed of the speed limit (35) plus 5 mph, or collect the 85th percentile speeds at the site to determine the needed sight distances. I collected some speed data at the site, but quickly realized I couldn't get unconstrained speeds on a consistent basis due to the signal and numerous vehicles that turned. The data that I did collect supported using 40 mph as the design speed, so I stopped collecting data rather than charge you for something that wouldn't have made a difference.

Both driveway locations have inadequate intersection sight distance. Cars generally need 7.5 to 8 seconds for a left turn from a driveway, regardless of the road speed. That time is then multiplied by the speed to get the distance required. The critical direction for the southern driveway is looking north, which had roughly three and half to four seconds as I stood there with my stopwatch, or 192 feet from the drawing. The calculated needed distance is 470 feet. That assumes that the vehicle can get close enough to see, but it means my pickup's front bumper would be over the curb, completely blocking the sidewalk.

Mr. Rodenbarger
November 18, 2025
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There was also a problem with some utility poles looking south from the southern driveway, but they could be dealt with. Other than the poles, the driveway intersection sight distance is good.

The northern driveway has about 358 feet, but still should have 470 feet. An additional problem with the northern driveway is that southbound traffic stopped for the signal blocks the view of northbound traffic, so that 358 feet would only be available when there was no southbound traffic between the driveway and northbound vehicles. 21st Street also feeds in to the sight distance issue, but no one is going to turn from 21st street at 40 mph.

Looking north from the north driveway we have an issue with people coming round the corner from Langsdale Avenue, but those are slower speeds like traffic from 21st Street.

As I watch people at the site exit the south driveway, I noticed a pattern where the drivers would wait for the signal to turn red for northbound traffic, and assume that the southbound traffic also had a red signal, which created a gap for them to turn. This is not always true because of the southbound left turn arrow, and possible phase skipping for the westbound traffic on 21st Street, but it seemed much better than just looking for an 8 second gap that they could never see.

There is another issue of they queue lengths from the signal blocking turns in and out of the property. I was only there a few hours, but I noticed that northbound and southbound traffic often queued from the traffic signal to the driveways.

If you like, we could research the crash history at the south driveway to see if it is currently a problem, but the change in driver population on the driveway from full-time employees to a larger population of less frequent users may offset any sort of crash history.

In looking at the site, I believe there are two practical locations for access.

Just south of your property line on Dr. Martin Luther King Street there is a signal for Peerless Pump, and a driveway on the west side that does not look used much other than accessing a cell tower. Gaining access to that driveway either by purchasing the land, or getting an easement would address the intersection sight distance by having a signal.

The other location is to use the land shown as the proposed pond to access Langsdale Avenue.

My last suggested location would involve removing the existing building and putting driveway opposite 21st Street, so I assume that is not practical given the value of the building, and the future property value if you did remove it.

At this point, we have not completed several of the activities on the proposal's scope of work since I believe the results would not be beneficial to you, and we are charging by the hour. I will be available for a call tomorrow and Friday after 10:00 AM, but unavailable Thursday. How would you like to proceed?

Sincerely,
Yarger Engineering, Inc.



Bradley William Yarger, P.E.
President



BWY/bwy



View looking east along Langsdale Avenue



View looking west along Langsdale Avenue



View of site looking south across Langsdale Avenue



View of site looking south across Langsdale Avenue



View from site looking north across Langsdale Avenue



View looking east across intersection of Langsdale Avenue and Dr. Martin Luther King Jr. Street



View of site looking west across West 21st Street



View of site looking southwest across Dr. Martin Luther King Jr. Street



View of site looking west across Dr. Martin Luther King Jr. Street



View looking south along Dr. Martin Luther King Jr. Street