

From: [Will Hazen](#)
To: [PlannerOnCall](#)
Subject: 2025-CPL-825 / 2025-CVR-825
Date: Thursday, October 23, 2025 8:46:22 AM

Good morning,

I am writing to continue to support staff's recommendation of denial for petitions 2025-CPL-825 / 2025-CVR-825. Gas stations are an inappropriate and irresponsible development in a transit oriented development district, especially given the proximity of the other nearby fueling stations which are more appropriately sited near the interstate on/off ramps.

Best,

William Hazen



**THE COUNCIL
CITY OF INDIANAPOLIS
MARION COUNTY**

Andy Nielsen
Councilor – District 14

Hearing Examiner for the Metropolitan Development Commission
200 East Washington Street Suite 2042
Indianapolis, IN 46204

June 10, 2025

Dear Hearing Examiner –

I am writing in opposition to 2025-CPL-825 and 2025-CVR-825, requesting a variance of development standards to provide approval of a fueling station that is incompatible with Transit Oriented Development (TOD) standards. I believe the requested variance is not in the long-term best interests of the community.

Future business development along East Washington Street is important to the Eastside's economic vitality and success. However, I am increasingly frustrated with the number of large fueling stations and convenience stores that continue to open in our community. I have heard directly from constituents and neighborhood groups about their concern with the proliferation of fueling stations along East Washington Street, creating near-permanent business opportunities. While technological advancements have alleviated some risks, the installation and development of gas stations are extremely burdensome on the environment, and, again, will prohibit future development on the site should this business leave in the future.

As you know, TOD standards do not prohibit fueling stations altogether, but help to curtail the development of larger stations that present contradictory priorities in and along the TOD overlay. Central to the TOD overlay is the development of more dense and walkable environments that protect and promote the use of transit. I am extremely concerned with the potential pedestrian safety issues due to increased vehicular traffic and demand at a larger fueling station and convenience store.

For these reasons, I oppose the petition and request you deny the variance of development standards.

Thank you,

Andy Nielsen
City-County Councilor – District 14



June 5, 2025

RE: Letter of Opposition for variance of development standards at 7140 and 7142 E Washington St.

Dear BZA Board Members,

The Indianapolis Metropolitan Planning Organization (MPO) does not support the proposed variance to allow for an automobile fueling station and its additional variances. This site is within the Transit Oriented Development Secondary Zoning District which was explicitly designed to prevent these exact types of development patterns which run in opposition to Transit Oriented Development (TOD) principles. Expanding on auto-centric uses will only ensure that uses which do not support a walkable and human-centered street design will continue to persist and result in an auto-centric approach that runs counter to multiple elements of the adopted Comprehensive Plan including the:

- Blue Line Transit Oriented-Development Strategic Plan (2018)
- Indy Moves Transportation Integration Plan (2018)
- Thrive Indianapolis (2019)

The creation of the bus rapid transit system represents millions of dollars of investment into the community, but without supporting it through the creation of a walkable, urban, environment its true potential will never be realized.



Marion County residents overwhelmingly approved the 2016 referendum, which funded a major expansion of frequent transit routes, longer operating hours, weekend service, and three rapid transit lines across Indianapolis. Indy's lack of frequent, reliable, and affordable transportation options has long been one of our greatest barriers to upward social and economic mobility. This wave of new service has the potential to reduce household transportation costs and positively impact our community's most persistent injustices: food deserts, unequal access to education, the isolation of teens and immobile, impoverished seniors, poor job access, and racial inequity.



Hundreds of thousands of residents across Marion County's 400 square miles will directly benefit from IndyGo's service improvements, but opportunities for equitable growth and the likelihood of positive land use impacts are compounded where transit service is best. Nowhere will service be better – and the land use opportunity greater – than on the four square miles of land immediately surrounding Indy's 100 new bus rapid transit stations. The total station-adjacent area may be small, but it is already significant – more than one quarter of Marion County's jobs and low-income households already sit in this area.

Indianapolis residents have restated their desire for these changes every way they can: in public meetings, in recorded public comments, in housing and transportation preference surveys, in observable homebuying trends, in public testimony, and at the ballot box. Time and time again, City leaders have renewed their commitment to multi-modalism and bringing back transit-connected, walkable urbanism after decades of almost exclusively auto-centric development patterns outside of the Mile Square.

Seeing these changes on the ground will be difficult. New transit oriented development will generally look different than its immediate neighbors. There will always be compelling cases for exceptions, and relentless pressure to welcome all new attention to communities that have experienced significant, prolonged disinvestment. Keep in mind that this extremely well-connected land is one of Central Indiana's most finite and precious resources, and decisions made here will last generations.

The catalog of benefits brought by these new frequent, reliable, affordable mobility options, the foundational promise of the referendum and long-established City policy, cannot be realized unless the BZA preserves these four regionally-significant square miles of land near rapid transit for development that grasps the tangible value the community has placed on these sites and maximizes the number of people who can share in these benefits.

Regards,

A handwritten signature in black ink, reading "Anna M. Gremling". The signature is written in a cursive, flowing style.

Anna Gremling
Executive Director, Indianapolis MPO



Indianapolis Public
Transportation Corporation

1501 W. Washington Street
Indianapolis, IN, 46222

August 13, 2025

Re: Proposed Automobile Fueling Station (2025-CVR-825/2025-CPL-825)

To the MDC Hearing Examiner (Marion County, Indiana):

As the agency responsible for implementing the Marion County Transit Plan, which includes three Bus Rapid Transit (BRT) routes, the Indianapolis Public Transportation Corporation (dba IndyGo) **supports the position of city staff and the district councilor to oppose construction of an automobile fueling station with 16 pump islands/service areas, with portions of a surface parking area in front of the building setback and insufficient building frontage and first floor transparency along the Blue Line BRT corridor, as proposed.**

The property located at 7140 and 7142 East Washington Street is immediately adjacent to the future Blue Line BRT route (existing Route 8) and within 1,000 feet of the future Sadlier Station, which will soon be under construction. Like the Red Line and Purple Line, the Blue Line represents an unprecedented level of investment by the residents and businesses in Marion County. With a total investment approaching \$500 million dollars, the Blue Line is the catalyst that was needed to permanently address issues related to stormwater management and pedestrian cyclist safety at this large of a scale.

Today, the area of land located within a BRT *corridor* is less than 16 square miles. BRT *station areas* represent less than 1.25 square miles of land within Marion County, which means that the properties that fall within these areas offer the greatest opportunities to better connect residents to jobs, and jobs to residents.

As proposed, the development would detract from the public's investment in mass transit along the East Washington Street corridor. There is no practical difficulty related to the real estate when it comes to complying with the TOD Secondary Zoning District. Conversely, this property presents numerous options for redevelopment in conformity with the Indianapolis-Marion County Consolidated Zoning and Subdivision Control Ordinance, and Wawa has demonstrated in other communities how they can vary from their traditional suburban footprint by adapting both their business model and their store design to foster a more walkable, more compact environment.

It is for these reasons that we respectfully ask that the petition be denied with the intent to uphold the city's zoning and subdivision control ordinance. The redevelopment of vacant and underutilized parcels, like the ones identified as 7140 and 7142 East Washington Street, play a key role in determining whether the community will see a return on its transportation investment.

Sincerely,

A handwritten signature in black ink, appearing to read "JP", written over a horizontal line.

Jennifer Pyrz
President and CEO



June 9, 2025

Marion County Metropolitan Development Commission
Re: 2025-CVR-825, 7140 & 7142 East Washington Street

Dear Madame Hearing Examiner,

The Irvington Community Council (recognized by the city as the official voice of Irvington) writes to express our strong opposition to the proposed variance **2025-CVR-825**, primarily to allow for 16 pump islands/service areas for a WAWA gas station at the corner of Shortridge and Washington. In addition, to allow other variances that will weaken the newly established Blue Line Transit Oriented Development Corridor, even before it finishes construction.

We have asked residents for years what they would like to see in our community. To this day, no one has told us we need another gas station. The fact that there are eleven gas stations (including a closed and shuttered location) within 1.75 miles of this location is the main reason. The area is simply not underserved by a 16-pump gas station. In fact, the city recognized this area as having plenty of gas stations and being more appropriate for other development with its Transit Oriented Development overlay (TOD), something this organization completely supported.

As this is new construction, there is no practical difficulty with using this site without variances. It could continue to be used as the viable farm stand that operated for approximately 20 years selling seasonal vegetables, flowers, pumpkins, and Christmas trees. It was closed just last year to make way for this development, otherwise it would likely still be operating.

We would add the increased traffic from the station will cause additional pedestrian safety concerns. Shortridge Road already has no sidewalks, despite being a major pedestrian traffic corridor and having a bus stop. Pedestrians are forced to walk in the street to get to nearby commercial services or the bus stop, and the accident reports (including one in the past year) show how dangerous that is.

If Wawa wants to build a gas station along Washington Street, they are free to do in a location where a variance is not needed. There are some along Washington Street already, they just need to purchase one of those.

Sincerely,

Sue Beecher, President
Irvington Community Council

The mission of the Council is to have a positive, lasting impact on the quality of life in Irvington, and thus, greater Indianapolis as a whole. Through active partnerships with other civic groups, businesses, schools, libraries, neighbors and government, our intent is to make a sustained and positive impact upon the stability and growth of the neighborhood. We will seek this through our support of public art and entertainment (e.g. music, film, festivals); through an active interest in local environmental concerns (e.g. waterways, green space); and other projects and partnerships that protect property values, encourage business and foster pride in our community.

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2025-CPL-825/2025-CVR-825 opposition

From Erika Hinshaw <hinshaw.erika@gmail.com>
Date Fri 7/11/2025 10:18 AM
To Irakoze, Desire <Desire.Irakoze@indy.gov>
Cc andy.nielson@indy.gov <andy.nielson@indy.gov>

To whom it may concern:

I would like to submit my opposition to the plat and variance petition at 7140-2 E Washington St. I agree with the staff's recommendation for denial. There are already too many gas stations along Washington Street in the TOD corridor. Residents of the east side want to deserve better redevelopment and economic opportunities than an oversized gas station. I am not in support of any gas station or automotive use at this site.

Sincerely,
Erika Hinshaw
62 N Whittier Pl
Irvington



Please say NO NO to WAW

From Jonathan Deming <mariposablanca@yahoo.com>

Date Thu 7/10/2025 11:39 AM

To Andy.Nielson@indy.gov <Andy.Nielson@indy.gov>; Menelas, Jenny <Jenny.Menelas@indy.gov>; Irakoze, Desire <Desire.Irakoze@indy.gov>

Dear Mayor, Commissioner and Committee

Please say NO NO to WAWA

Please do not approve the WaWa project.

Sent from my iPhone

Sent from my iPhone



Outlook

Please DO NOT Support the WaWa Project in Our Neighborhood

From Jonathan Deming <mariposablanca@yahoo.com>

Date Thu 7/10/2025 11:32 AM

To Andy.Nielson@indy.gov <Andy.Nielson@indy.gov>; Menelas, Jenny <Jenny.Menelas@indy.gov>; Irakoze, Desire <Desire.Irakoze@indy.gov>

Dear Mayor, Commissioner and Committee Members,

I am writing to express my full support for NOT approving the WaWa development. It will only bring toxins, junk food, litter, and homeless to our neighborhood.

Please do not approve the WaWa project.



Oppose the WaWa Project in Our Neighborhood

From Tricia Hayes <twinkler7@hotmail.com>

Date Fri 7/11/2025 10:48 AM

To Irakoze, Desire <Desire.Irakoze@indy.gov>; Crone, Brittany <Brittany.Crone@Indy.Gov>;
Andy.Nielson@indy.gov <Andy.Nielson@indy.gov>

Dear Mayor, Commissioner and Committee Members,

Please STOP approving new gas stations within the City, specifically in the Irvington area. The proposed WaWa is surrounded by existing gas stations (Kroger, TWO Thorntons near Washington and 465, two new gas stations CRAMMED into spots at Ritter/Brookville and Arlington/Brookville, CircleK at Washington and Edmondson, etc.)

We have plenty of gas stations.

Thanks,
Tricia Hayes
5740 Oak Ave, 46219

Sent from my iPhone



June 5, 2025

RE: Letter of Opposition for variance of development standards at 7140 and 7142 E Washington St.

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Anna Gremling
Executive Director, Indianapolis MPO