

METROPOLITAN DEVELOPMENT COMMISSION

November 19, 2025

Case Number: 2025-CPL-825 / 2025-CVR-825

Property Address: 7140 and 7142 East Washington Street (approximate addresses)

Location: Warren Township, Council District #14

Petitioner: Fieldstone Financial, LLC, by Joseph D. Calderon

Current Zoning: C-4 (TOD)

Approval of a Subdivision Plat to be known as Wawa Shortridge Primary Plat, subdividing 9.4 acres into three lots.

Request: Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for the construction of an automobile fueling station, with 12 pump islands/service areas (eight permitted), with portions of a surface parking area in front of the front building line, with a parking area behind the front building line encompassing 88.1 percent of the lot width (maximum 40 percent lot width for parking permitted behind front building line), with deficient first floor transparency (40 percent required).

Current Land Use: Commercial

**Staff
Recommendations:** **Denial**

Staff Reviewer: Desire Irakoze, Principal Planner II

PETITION HISTORY

ADDENDUM FOR NOVEMBER 19, 2025 METROPOLITAN DEVELOPMENT COMMISSION

This petition was heard by the Hearing Examiner on October 23, 2025 hearing. After a full hearing, the Hearing Examiner recommended denial of the request. Subsequently, the petitioner filed an appeal of the Hearing Examiner's decision. A memorandum of her recommendation is attached.

An updated site plan, dated October 20, 2025, has been submitted. The revised plan includes an internal sidewalk connection and the removal of asphalt within the front yard to provide additional greenspace. This update eliminates Variance Request #2, related to parking area placement in front of the Front Building Line (FBL). However, staff recommends that a commitment be included with plat approval to ensure that parking is not reintroduced within that area in future development phases.

Despite these modifications, the updated site plan remains inconsistent with several provisions of the TOD Overlay and the C-4 Commercial District development standards.

Therefore, staff continues to recommend **denial** of this request.

ADDENDUM FOR OCTOBER 23, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the September 11, 2025 hearing to the October 23, 2025 hearing at the joint request of staff and the petitioner's representative to address concerns regarding the plat portion of the request. To date, no new information has been submitted.

Staff continues to strongly recommend denial of both the variance and plat requests.

For additional context, please refer to the Gas Stations Within a 2-mile radius and Blue Line TOD exhibits. Within a two-mile radius of the proposed site, there are 28 existing gas stations, with an average of 4.7 pumps and 9.4 parking spaces. The current proposal for six pumps and twelve parking spaces would exceed the typical intensity of similar facilities in the surrounding area and is inconsistent with the development objectives of the Blue Line TOD Overlay.

ADDENDUM FOR SEPTEMBER 11, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the August 14, 2025 hearing to the September 11, 2025 hearing at the joint request of staff and the petitioner's representative to address concerns regarding the plat portion of the request. To date, no new information has been submitted.

The petitioner has indicated that additional time is needed and is requesting a continuance from the September 11, 2025 hearing to the October 23, 2025 hearing.

Staff notes that this will be the final continuance it will support

ADDENDUM FOR AUGUST 14, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the July 24, 2025 hearing to the August 14, 2025 Hearing at the joint request of staff and the petitioner's representative to allow additional discussion and submission of updated materials for further discussions. On July 28, 2025, the petitioner provided revised building elevations indicating increase glazing area.

While transparency ratios improved, staff noted that much of the additional glazing is spandrel glass, which is opaque and does not count toward the transparency requirements. Staff recommends a commitment regarding that all glazing materials used meet the definition of transparency as outlined in the Zoning Ordinance.

The updated site plan also remains noncompliant with multiple development standards of the C-4 Zoning District, the Transit Oriented Development (TOD) Overlay, and the Blue Line Transit-Oriented Development Strategic Plan.

The site plan has been updated to show connections to from the building rest of the integrated commercial center.

Staff continues to strongly recommend denial of these petitions.

ADDENDUM FOR JULY 24, 2025 HEARING EXAMINER

The Hearing Examiner continued these petitions from the June 12, 2025 hearing, to the July 24, 2025 hearing, at the request of staff and the petitioner's representative for further discussions, provide new

notice and submit updated documents.

An additional site plan was submitted on July 15, 2025, reflecting the following modifications:

- The site plan shows a reduction in the number of pump islands/service areas and associated landscaping, from 16 to 12. However, this remains in excess of the eight (8) pump islands permitted under the Transit Oriented Development (TOD) Overlay regulations.
- The petitioner has withdrawn the variance request related to the Front Building line encompassing 37.1 percent of the lot width (where 60 percent is required).

Despite these revisions, the proposed plan continues to fall significantly short of compliance with both the C-4 District development standards and the TOD Secondary Overlay requirements.

Staff continues to strongly recommend denial of these petitions.

June 12, 2025 Hearing Examiner

This is the first public hearing on these petitions

STAFF RECOMMENDATION

Staff strongly **recommends denial** of the request.

Should the Hearing Examiner approve and find that the plat, file dated April 11, 2025, complies with the standards of the Subdivision regulations, subject to the following conditions:

1. That the applicant provides a bond as required by Section 741-210, of the Consolidated Zoning and Subdivision Ordinance.
2. Subject to the Standards and Specifications of Citizens Energy Group, Sanitation Section. 3.
3. Subject to the Standards and Specifications of the Department of Public Works, Drainage Section.
4. Subject to the Standards and Specifications of the Department of Public Works, Transportation Section.
5. That addresses and street names, as approved by the Department of Metropolitan Development, be affixed to the final plat prior to recording.
6. That the Enforcement Covenant (Section 741-701, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
7. That the Site Distance Covenant (Section 741-702, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
8. That the Sanitary Sewer Covenant (Section 741-704, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
9. That the Storm Drainage Covenant (Section 741-703, of the Consolidated Zoning and Subdivision Ordinance) be affixed to the Final Plat prior to recording.
10. That the plat restrictions and covenants, done in accordance with the rezoning commitments, be submitted prior to recording the Final Plat.
11. That all the standards related to Secondary Plat approval listed in Sections 741-207 and 741-208 of the Consolidated Zoning and Subdivision Ordinance be met prior to recording the Final Plat.

12. That the plat shall be recorded within two (2) years after the date of conditional approval by the Hearing Examiner.

PETITION OVERVIEW

LAND USE

This 9.4-acre site, zoned C-4 (TOD), is developed with a commercial center, that includes an IU Health clinic, a fitness gym, and other commercial tenants. The petitioner proposes to construct an automobile fueling station consisting of 12 pump islands—1.5 times the maximum permitted under TOD regulations

This petition would provide for the construction of an automobile fueling station with 12 pump islands/service areas (eight (8) permitted) with a parking area having a minimum 15-foot setback from Washington Street with parking area behind the front building line encompassing 88.1 percent of the lot width (25 feet required, maximum 40 percent lot width for parking permitted behind front building line), with a front building line encompassing 37.1 percent of the lot width (60 percent required) and deficient first floor transparency (40 percent required).

PLAT

Site Plan

This petition requests the approval of a Subdivision Plat to be known as Wawa Shortridge Primary Plat, subdividing 9.4 acres into three (3) lots.

While the configuration appears to be crafted to technically avoid certain variance triggers, most notably the Front Building Line width requirement, it does so through the introduction of a shared parking easement. This easement appears to serve no functional shared purpose and instead functions primarily to reduce the frontage calculation of Lot 1. Staff does not support this approach, as it undermines the intent of the TOD Overlay's frontage requirements and circumvents the established form-based development expectations. A design that complies with the spirit and letter of the ordinance—rather than one that relies on artificial lot divisions—is strongly preferred

Streets

No new streets are proposed

Waivers

None requested

VARIANCE OF DEVELOPMENT STANDARDS

Variance Request #1 To allow for 12 pump islands/service areas (eight permitted)

TABLE 742-207-2 Location and Limitation of Specific Uses

Use Type	Specific Restrictions
Automobile Fueling Station (primary or accessory use)	• Within 600' of a Transit Station*--Prohibited • Greater than 601' from a Transit Station—Limited to no more than 8 pump islands/services areas.

The petitioner is requesting a variance to increase the number of pump islands for an automobile fueling station from the eight (8) islands permitted under the Transit Oriented Development (TOD) Overlay standards to twelve (12) islands. The TOD Overlay specifically limits fueling stations beyond 600 feet from a transit station to no more than eight (8) pump islands as a means to control the scale of auto-oriented uses and maintain a pedestrian-friendly environment. This requirement doesn't preclude an owner from having a fueling station but rather requires fuel stations within a specialized geographical area to be limited by design. This approach is no different than other Overlay Districts that seek to place limitations on uses due to the policy recommendations for that area: examples include environmentally sensitive areas like Wellfields and Floodplains and the Regional Center.

The petitioner originally proposed 16 islands and, following staff feedback, reduced the request to 12. However, this remains non-compliant with TOD regulations. Staff finds that there is no demonstrated hardship or site condition necessitating the additional islands.

Furthermore, other recent rezonings in the same corridor have complied with the 8-island standard, confirming the feasibility of such development. Granting this variance would run counter to the goals of the TOD Overlay, which seeks to reduce automobile-centric uses along key transit corridors.

Therefore, staff recommends **denial** of this variance request and advises the petitioner to further revise the site plan to comply with the permitted number of pump islands

Variance request #2 Parking Area in Front of Front Building Line (FBL)

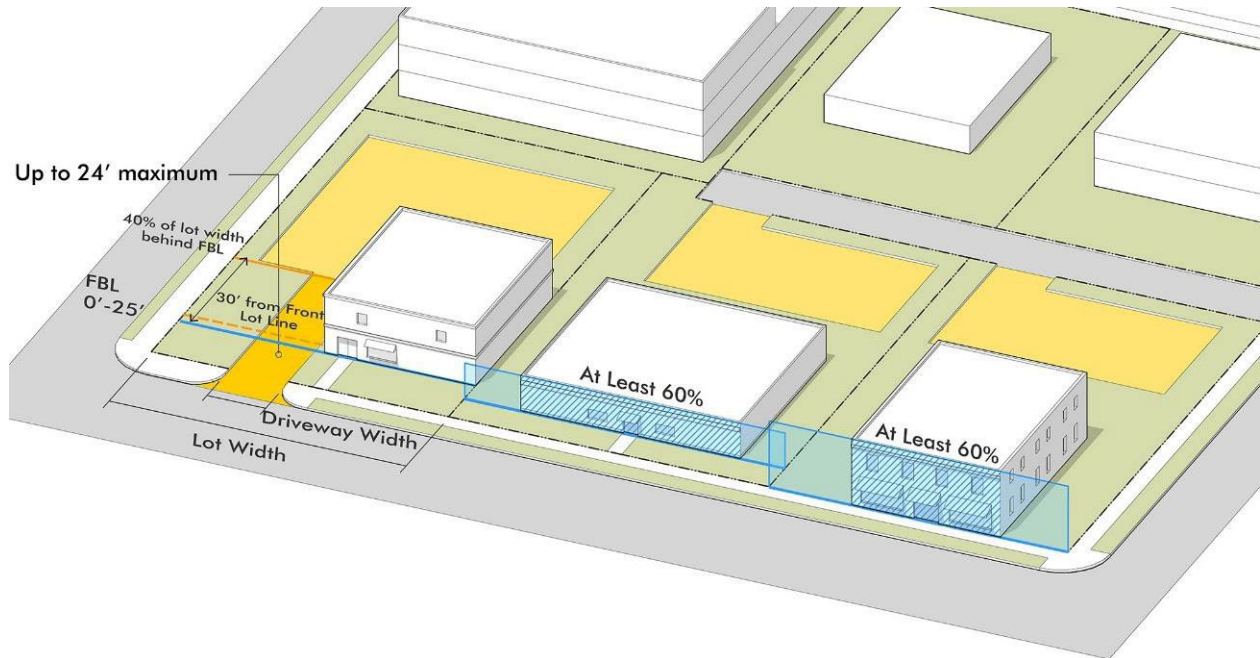
Private Frontage Types. The design of private frontages on lots establishes the relationship of buildings and lots to the streetscape. Coordinating the quality and character of the streetscape, the placement of the building, and the details of building design creates better relationships. The private frontage design standards in Table 744-702-2 coordinate the access, building location and building design on a block-by-block basis to create a consistent frontage along the block.

TABLE 744-702-3: PRIVATE FRONTAGE DESIGN STANDARDS			
FRONTAGE ELEMENT	TYPE	FRONTAGE	CONNECTOR
FRONTAGE DESIGN			
Surface Parking Limits			25' setback; AND 40% maximum of lot width behind FBL
Landscape [See Section 744, Article V. for standards and specifications.]			1 street tree per 35' of frontage
BUILDING PLACEMENT & FORM			
Front Building Line (FBL)			0' – 25'
Required FBL (minimum)			60%
BUILDING SCALE & DESIGN			
First Story Transparency			40% - 90%

Upper Story Transparency

15% - 40%

Figure 744.701.05 Connector: Frontage Design & Building Placement & Form



The petitioner is seeking relief from the requirement that surface parking areas be located entirely behind the front building line (FBL), with a minimum 25-foot setback from Washington Street. The submitted site plan depicts a parking area encroaching into the required setback, with certain parking spaces located within the front yard.

According to Table 744-402-1 of the zoning ordinance, the proposed 6,372 square-foot fueling station requires a minimum of 26 off-street parking spaces. The petitioner, however, is providing 62 spaces—more than double the required minimum. Staff finds that this surplus of parking indicates there is no true hardship necessitating the placement of parking within the front yard setback. By simply relocating the eight (8) electric vehicle (EV) charging spaces and two (2) regular spaces currently situated in the setback area to the rear of the site, the petitioner could maintain compliance with parking count requirements while adhering to the TOD Overlay’s form-based development standards.

The intent of these requirements is to maintain a pedestrian-oriented streetscape and prevent vehicular dominance along primary transit corridors. Allowing parking in the front yard would undermine this intent and detract from the urban design character the overlay seeks to establish.

Staff, therefore, **recommends denial** of this variance request as the petitioner has clear and reasonable options for compliance without undue hardship.

Variance Request #3 Parking Area Covering 88.1% of Lot Width Behind FBL

This variance pertains to the TOD Overlay's limitation that surface parking areas behind the front building line may not occupy more than 40 percent of the lot's width. The petitioner's proposed site plan indicates a parking width of 88.1 percent, more than double the allowable maximum.

Staff's analysis indicates that this excessive parking width is a direct result of the lot's oversized frontage dimensions and the building's relatively narrow footprint. Specifically, the subject lot has a width of 209 feet, while the proposed building has a length of only 92.2 feet. According to the standards, a compliant lot would be no wider than 154 feet for the proposed building length.

Staff notes that this is a newly created lot as part of the accompanying companion plat petition, meaning its dimensions can still be revised. The petitioner could reduce the lot width by approximately 55 feet or increase the building width to better meet the frontage requirements. Both options are feasible given the site's size and context.

There are no unique or unusual conditions on the site that would necessitate retaining the proposed excessive lot width and parking coverage. This variance is sought purely as a matter of design convenience rather than necessity, and its approval would undermine the TOD Overlay's intent to establish pedestrian-scale development patterns. Again, staff asserts that a fueling center can be built at this location, its design must meet the standards of the Ordinance absent any actual hardship.

Staff therefore **recommends denial** of this variance request and encourages the petitioner to adjust the lot configuration and building footprint accordingly.

Variance request #4 Deficient First-Floor Transparency

Transparency Definition: Expressing the level of visibility provided and maintained between an inside and outside activity area of the whole building, which is usually through the windows and doors; this ratio is expressed as a percentage. Transparency must be maintained and unobstructed to allow visibility between the two areas.

Transparency Calculation Formula:

Transparency Ratio	$\frac{\text{Sum of the transparent areas of the ground floor wall area. (sq.ft.)}}{\text{Ground floor wall area between 3 ft. and 8 ft. above grade level (sq.ft.)}} \times 100$
---------------------------	---

Staff Transparency Calculations.

<i>ELEVATIONS</i>	FRONT		REAR		LEFT		RIGHT	
<i>MATERIALS</i>	SQFT	%	SQFT	%	SQFT	%	SQFT	%
<i>TRANSPARENT GLAZING</i>	113	25 %	35	8 %	81	23 %	0	0 %
<i>SPADREL GLAZING</i>	132	29 %	155	34 %	31	9 %	60	17 %

*TOTAL GLAZING
REQUIRED
WALL AREA*

245	54 %	190	42%	117	31%	60	17%
181	40%	181	40%	143	40%	143	40%
457		457		360		360	

The final variance request seeks relief from the Ordinance requirement that at least 40 percent of the wall surface area on all public-facing building facades between three and eight feet above grade be composed of transparent glazing. This standard is intended to ensure active, engaging frontages that support pedestrian interaction, safety, and visual interest along transit corridors.

As the subject property is located within both the C-4 zoning district and the Transit Oriented Development (TOD) Secondary District, both sets of standards apply. Specifically, the C-4 District Dimensional Standards require that any façade with a public pedestrian entrance, as well as any façade within 50 feet of an arterial street, maintain a minimum of 40 percent transparency within the defined area. In this case, both the northern and southern facades of the proposed building are affected by this standard.

The submitted building elevations indicate substantial non-compliance. The proposed design provides transparency ratios as low as 0 percent (right elevation) and 8 percent (rear elevation), with the front elevation providing only 25 percent transparent glazing—far below the required minimum. Furthermore, much of the glazing depicted on the elevations is spandrel glass, which does not meet transparency standards as it is opaque and does not allow visibility into or out of the building.

The petitioner has offered no compelling justification for retaining such a low level of transparency, and staff finds that allowing this variance would directly contradict the TOD Overlay’s pedestrian-oriented design objectives. Accordingly, staff **recommends denial** of this variance request and advises the petitioner to revise the building elevations to meet the transparency requirements outlined in both the TOD Overlay and the C-4 district standards.

STAFF ANALYSIS

The intent of the Transit Oriented Development (TOD) Secondary District is 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 Transit Oriented Development Secondary District aims to reduce or limit auto-related businesses along transit lines through design standards that assert pedestrian-oriented scale rather than autocentric configuration. Allowing a fueling station of this scale—along with the extensive deviations from design standards—runs counter to the very principles the overlay seeks to uphold.

Allowing a fueling station of this scale—along with the extensive deviations from design standards—runs counter to the very principles the overlay seeks to uphold.

The proposed plan increases vehicular dominance at the expense of pedestrian access and undermines long-term investment in transit infrastructure. Further, staff sees no justifiable hardship or design constraints that prevent a compliant development.

The development pattern in this corridor is evolving. This site has the opportunity to contribute positively to that evolution. Instead, the proposal signals a regression toward an auto dominated typology.

Further, Staff does not believe there to be any practical difficulty for needing the requested variances. The subject site contains sufficient lot frontage and does not contain any significant obstructions or natural difficulties that impact the manner in which it can be developed.

Staff encourages the petitioner to submit a revised site plan that aligns with TOD principles and ordinance requirements to promote better land use compatibility, pedestrian orientation, and long-term neighborhood vitality.

GENERAL INFORMATION

Existing Zoning	C-4 (TOD)	
Existing Land Use	Commercial (Parking Lot)	
Comprehensive Plan	Office/Industrial Mixed-Use	
Surrounding Context	<u>Zoning</u>	<u>Land Use</u>
	North: C-S	Commercial (Auto-Repair)
	South: C-5/ SU-9	Auto-Dealer / State Government Offices
	East: C-4	Commercial
	West: ROW	Highway Interchange
Thoroughfare Plan		
East Washington Street	Primary Arterial	120 feet of right-of-way existing and 102 feet proposed
North Shortridge Road	Local Street	74 feet of right-of-way existing and 48 feet proposed
Context Area	Compact	
Floodway / Floodway Fringe	No	
Overlay	Yes -TOD	

Wellfield Protection Area	No
Site Plan	April 29, 2025
Site Plan (Amended)	July 15, 2025
Elevations	April 29, 2025
Elevations (Amended)	July 28, 2025
Landscape Plan	October 10, 2025
Findings of Fact	April 29, 2025
Findings of Fact (Amended)	N/A
C-S/D-P Statement	N/A

COMPREHENSIVE PLAN ANALYSIS

Comprehensive Plan

- Marion County Land Use Plan (2019)
- Blue Line Transit-Oriented Development Strategic Plan (2022)
- IndyMoves (2019)

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:
- The Marion County Land Use Plan pattern Book recommends the Office/Industrial Mixed Use working typology for this site.
 - The **Office/Industrial Mixed-Use (Business Park)** typology is intended to provide for light industrial, distribution, and office uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations. The typology is characterized by groups of buildings within office/warehouse parks. Examples of typical uses include warehousing, wholesaling, research and development facilities, testing and evaluation facilities, offices, education resource centers, assembly of high technology products, and conference centers. Industrial or truck traffic should be separated from local/residential traffic in this typology.

Red Line / Blue Line / Purple Line TOD Strategic Plan

- Blue Line Transit-Oriented Development Strategic Plan (2022)

- The subject site is located approximately 1,000 feet from the Sadlier Drive Blue Line transit station.
- The Sadlier Drive transit station has been categorized as the community center typology, which is characterized as a dense, mixed-use neighborhood center with minimum 2 stories at the core with no front or side setbacks, and 0–10-foot setbacks at the periphery.

The Blue Line Transit-Oriented Development Strategic Plan TOD recommends Community Center Typology Characteristics

- Community Center
 - 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

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)

- Not Applicable to the Site.

ZONING HISTORY

SITE

2024-DV3-026; 7140 and 7142 East Washington Street (subject site) Variance of Development Standards of the Consolidated Zoning and Subdivision Ordinance to provide for the construction of an automobile fueling station with 16 pump islands/service areas (eight permitted) with a parking area having a minimum 15-foot setback from Washington Street with parking area behind the front building line encompassing 88.1 percent of the lot width (25 feet required, maximum 40 percent lot width for parking permitted behind front building line), with a front building line encompassing 37.1 percent of the lot width (60 percent required) and deficient first floor transparency (40 percent required), **withdrawn**.

83-HOV-44A, 7140 and 7142 East Washington Street (subject site) variance of development standards of the Sign Regulations to allow for the relocation of an integrated-center pole sign containing 678.31 square feet, **granted**.

VICINITY

2022-CZN-804 / 2022-CVR-804; 7150 East Washington Street (northwest of site), Rezoning of 3.57 acre from the C-4 (TOD) districts to the C-S (TOD) districts, **withdrawn**.

2016-DV1-044, 7101 E Washington Street (south of site), Variance of development standards of the Consolidated Zoning and Subdivision Ordinance to provide for an approximately 38-foot-tall freestanding pylon sign, within 158 feet of an existing freestanding sign on the 372-foot frontage of East Washington Street (300-foot separation and 600 feet of frontage required for two signs), **granted**.

2015-UV3-031, 7410 E Washington Street (east of site), Variance of use and development standards of the Commercial Zoning Ordinance to provide for the expansion of a carwash, with additional vending, change and storage structures and 16 vacuum stations (not permitted), with a five-foot north side transitional yard (20-foot transitional yard required), with said facilities being within 100 feet of a protected district (not permitted), **denied**.

2014-DV3-024, 7 N Shortridge Road (east of site), Variance of development standards of the Commercial Zoning Ordinance to provide for a fast-food restaurant, with carry-out and delivery services within approximately 10 feet of a D-3 zoned protected district (fast food restaurants and carryout food service not permitted within 100 feet of a protected district), **granted**.

2013-ZON-026; 401 N Shadeland Avenue (north of site), Rezoning of 37 acres from the C-S District to the C-S classification to provide for a solar power generation in addition to the uses previously approved by 2010-ZON-063, **approved**.

2010-ZON-063, 401 N Shadeland Avenue (north of site), Rezoning of approximately 36 acres from the C-4 District to the C-S classification to provide for a data processing center, C-4 uses, with certain use prohibitions, and public safety uses, including an impound lot, **approved**.

2010-UV2-003; 401 North Shadeland Avenue (north of site), requested a variance of use to provide for the parking and storage of automobiles for a three-year period, **granted**.

2006-ZON0-65; 41 N Shadeland Avenue (east of site), rezoning of .43 acres, being in the D-3 District, to the C-3 classification to provide for neighborhood commercial uses, **approved**

2005-ZON-200; 7206 E Washington Street (east of site), rezoning of 0.49 acre, being in the C-4 district, to the C-5 Classification to provide for general commercial uses, **approved**.

2004-UV2-028, 41 North Shortridge Road (east of site), variance of use to provide for a restaurant with alcoholic beverage sales within an existing building in D-5; **denied**.

97-Z-171; 7101 East Washington Street (south of site), Rezoning of 1.26 acres, being in the C-4 and D-2 Districts, to the C-5 Classification to provide for retail commercial uses including an automobile dealership for new and used vehicles, **approved.**

94-V1-19; 7150 East Washington Street, requested a second integrated center sign with excess area, **granted.**

93-V2-111, 41 North Shortridge Road (east of site), variance of use to provide for a grocery store on the first floor of an existing two-story office building in D-5; **approved.**

90-Z-214; 7201 East Washington Street (southeast of site), Request the rezoning of 6.356 acres, being in the C-4 District, to the C-5 classification to provide for the sale of the Automobile parts, and automobile repair, **approved.**

90-CV-32A; 7201 East Washington Street (southeast of site), Variance of development standards of the Commercial Zoning Ordinance to permit the construction of a care center, having a 3-foot transitional yard along the south property line, **granted.**

89-Z-191; 7201 East Washington Street (southeast of site), request the rezoning of 16.9 acres, being in the D-2 and C-2 Districts, to the C-4 classification to provide for commercial development, **approved.**

89-UV2-96; 7101 East Washington Street (south of site), Request a variance of use of the Commercial Zoning Ordinance to permit the continued operation of a portable sales office, with the outdoor display and sales of mini barns and garages, **granted.**

89-Z-27; 350 North Shadeland Avenue, requested a zoning of four acres from the C-2 and C-4 districts to the C-5 district, **approved.**

87-UV3-50, 7206 East Washington Street (east of site), variance of development standards to provide for a fast-food restaurant with a drive-through component located within 100 feet of a protected district; **approved.**

EXHIBITS

MEMORANDUM OF EXAMINER'S DECISION

2025-CPL/CVR-825

7140, 7142 E. Washington St.

The petitions request the subdivision of 9.4 acres into three lots and variances of development standards to provide for the construction of an automobile fueling station with 12 pump islands/service areas (8 permitted), with parking area behind the front building line encompassing more than 40% of lot width, and with deficient first floor transparency on a site that is zoned C-4 (TOD).

Your Hearing Examiner visited the site prior to the hearing and noted that it is a parking lot. It is surrounded by commercial uses, and located along a busy thoroughfare. Your Hearing Examiner also noted that this site is located along the developing route of the Bus Rapid Transit (BRT) Blue Line.

The petitioner's representative described the proposal as a redevelopment of a parking lot that would reduce the existing impervious surface and add a building and landscaping. The site plan was revised several times in an effort to address concerns of staff and remonstrators, and the revisions included reducing the number of pump islands, removing parking from the front yard, meeting the front building setback requirement, adding landscaping, and adding sidewalk/ pedestrian areas. Letters of support were provided by Warren Township Development Association, which also spoke in support, and the State Senator. Letters and petitions of support numbering several hundred were also submitted, although many of the signatures did not include an address.

Several remonstrators spoke, including the City-County Councilor for the district. Concerns focused on the proliferation of larger fueling stations in the area, the need for mixed uses, and incompatibility with the BRT Blue Line. Letters of opposition were submitted by the Metropolitan Planning Organization, IndyGo, and Irvington Community Council, as well as by the Councilor. The letters focused on non-compliance with the Transit Oriented Development (TOD) overlay.

Staff acknowledged changes made to the site plan, and that an automobile fueling station is a permitted use on the site. Although proposed landscaping has increased and proposed transparency has improved, staff opined that the development did not meet the TOD goal of allowing land uses that are walkable and encourage use of mass transit.

In your Hearing Examiner's opinion, redevelopment of the site would be an improvement. Although the petitioner made revisions to the site and landscape plans and the building elevations that, in your Hearing Examiner's opinion, made it a much better development, the standards of the TOD overlay should be met. Denial of these petitions was recommended.

For Metropolitan Development Commission Hearing on November 19, 2025

1/2 Mile Walk

1/4 Mile Walk

602
7043929

401
7046872

7046873

7043927

7043928

7043929

7043930

7043931

7043932

7043933

7043934

7043935

7043936

7043937

7043938

7043939

7043940

7043941

7043942

7043943

7043944

7043945

7043946

7043947

7043948

7043949

7043950

7043951

7043952

7043953

7043954

7043955

7043956

7043957

7043958

7043959

7043960

7043961

7043962

7043963

7043964

7043965

7043966

7043967

7043968

7043969

7043970

7043971

7043972

7043973

7043974

7043975

7043976

7043977

7043978

7043979

7043980

7043981

7043982

7043983

7043984

7043985

7043986

7043987

7043988

7043989

7043990

7043991

7043992

7043993

7043994

7043995

7043996

7043997

7043998

7043999

7044000

7044001

7044002

7044003

7044004

7044005

7044006

7044007

7044008

7044009

7044010

7044011

7044012

7044013

7044014

7044015

7044016

7044017

7044018

7044019

7044020

7044021

7044022

7044023

7044024

7044025

7044026

7044027

7044028

7044029

7044030

7044031

7044032

7044033

7044034

7044035

7044036

7044037

7044038

7044039

7044040

7044041

7044042

7044043

7044044

7044045

7044046

7044047

7044048

7044049

7044050

7044051

7044052

7044053

7044054

7044055

7044056

7044057

7044058

7044059

7044060

7044061

7044062

7044063

7044064

7044065

7044066

7044067

7044068

7044069

7044070

7044071

7044072

7044073

7044074

7044075

7044076

7044077

7044078

7044079

7044080

7044081

7044082

7044083

7044084

7044085

7044086

7044087

7044088

7044089

7044090

7044091

7044092

7044093

7044094

7044095

7044096

7044097

7044098

7044099

7044100

7044101

7044102

7044103

7044104

7044105

7044106

7044107

7044108

7044109

7044110

7044111

7044112

7044113

7044114

7044115

7044116

7044117

7044118

7044119

7044120

7044121

7044122

7044123

7044124

7044125

7044126

7044127

7044128

7044129

7044130

7044131

7044132

7044133

7044134

7044135

7044136

7044137

7044138

7044139

7044140

7044141

7044142

7044143

7044144

7044145

7044146

7044147

7044148

7044149

7044150

7044151

7044152

7044153

7044154

7044155

7044156

7044157

7044158

7044159

7044160

7044161

7044162

7044163

7044164

7044165

7044166

7044167

7044168

7044169

7044170

7044171

7044172

7044173

7044174

7044175

7044176

7044177

7044178

7044179

7044180

7044181

7044182

7044183

7044184

7044185

7044186

7044187

7044188

7044189

7044190

7044191

7044192

7044193

7044194

7044195

7044196

7044197

7044198

7044199

7044200

7044201

7044202

7044203

7044204

7044205

7044206

7044207

7044208

7044209

7044210

7044211

7044212

7044213

7044214

7044215

7044216

7044217

7044218

7044219

7044220

7044221

7044222

7044223

7044224

7044225

7044226

7044227

7044228

7044229

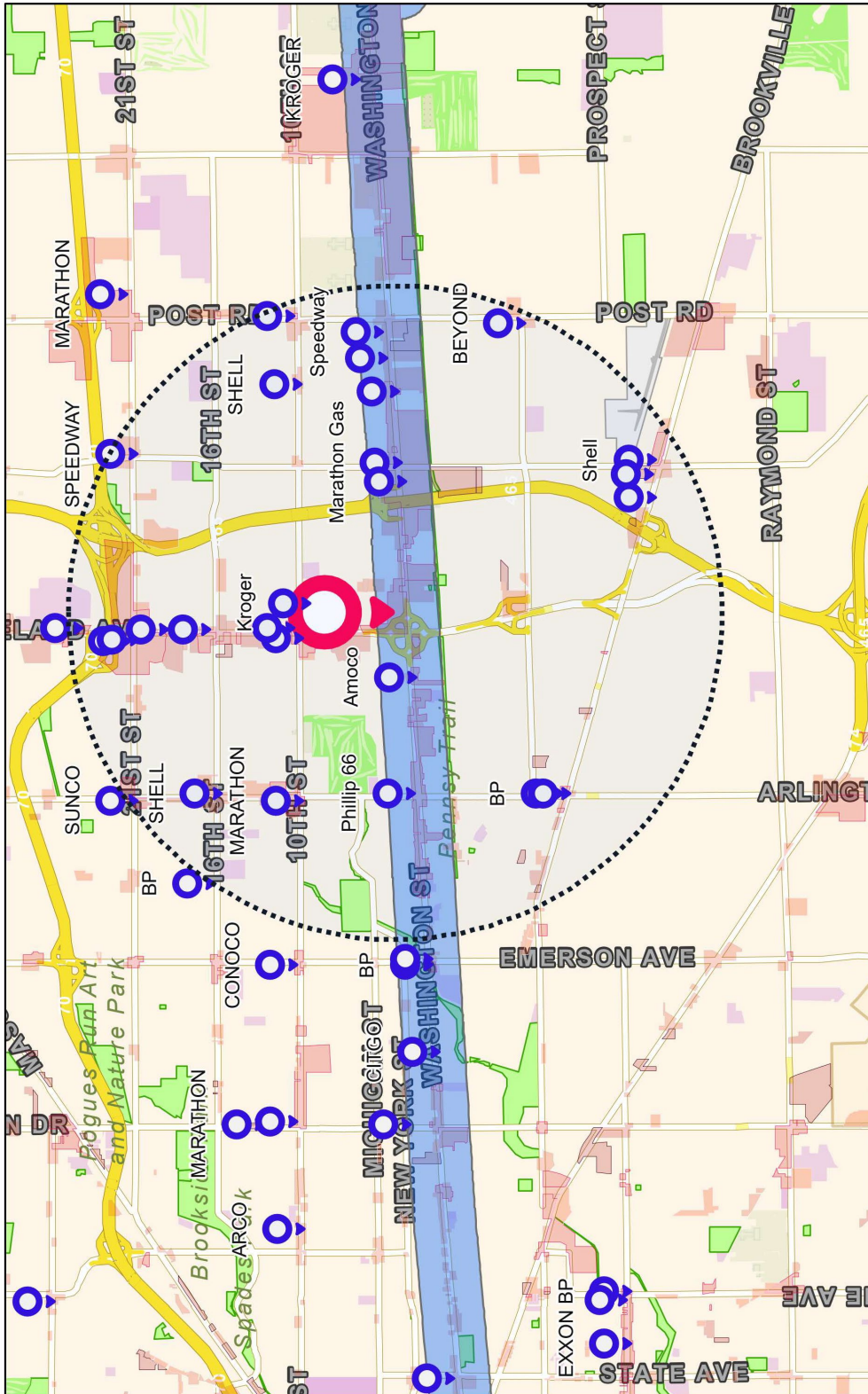
7044230

7044231

7044232

Gas Stations in 2 Mile Radius and Blue Line TOD.

Gas Stations





Department of Metropolitan Development
Division of Planning
Current Planning

2025-CVR-825/2025-CPL-825 Finding of Fact

Petition Number 2025-CVR-_____

METROPOLITAN DEVELOPMENT COMMISSION
HEARING EXAMINER
METROPOLITAN BOARD OF ZONING APPEALS, Division _____
OF MARION COUNTY, INDIANA

PETITION FOR VARIANCE OF DEVELOPMENT STANDARDS

FINDINGS OF FACT

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

the project allows for a development on an unused portion of a commercial parking lot which has safe ingress/egress, and which provides for a building and other improvements which attempt to provide elements desired under the Transit Oriented Development requirements in the Zoning Ordinance

2. The use or value of the area adjacent to the property included in the variance will not be affected in a substantially adverse manner because:

there is adequate vehicular circulation proposed by the development and the investment in redeveloping an unused portion of an existing parking lot will add value to existing adjoining uses, which are all commercial and suburban in nature. The Subject Property is largely surrounded by pavement and with suburban retail, and automotive uses to the west and south. The variances will not interfere with access or visibility to or from the adjoining properties.

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

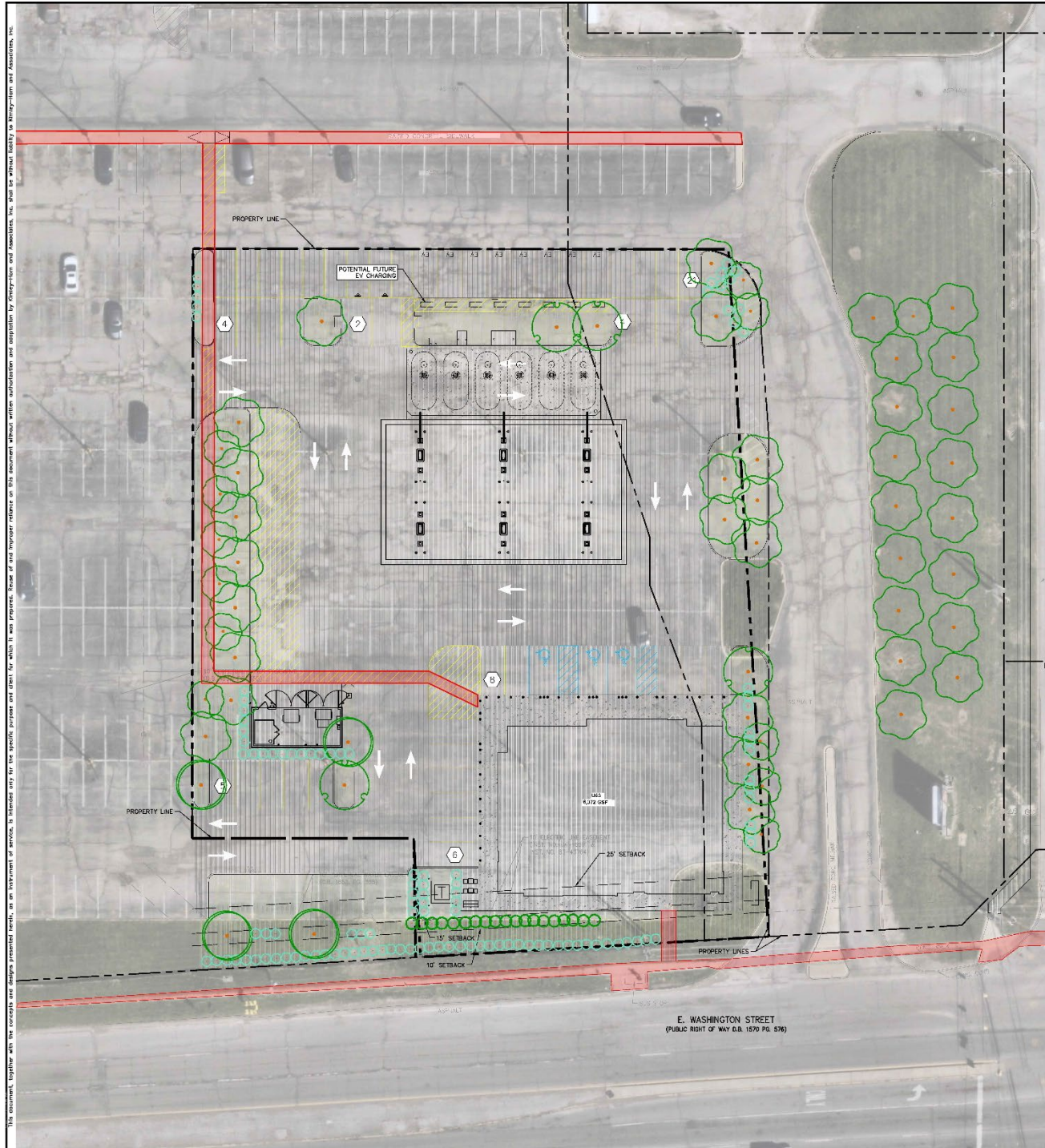
the use is a permitted use, but has to be oriented to south, in order to meet the front build to line, which restricts available transparency on the south facade, due to interior components on the inside of the south facade. There are parking spaces in excess of 40% of the lot width on the north end of the subject property, but there are parking spaces in the same location today. Finally, the only difference between the proposed fueling stations and the Zoning Ordinance requirements is that the proposed fueling stations are double sided, whereas the Zoning Ordinance would require single sided fueling stations, which would not even necessarily reduce the canopy and fueling station area, and which is neither practical or economically feasible.

DECISION

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

Adopted this _____ day of _____, 20 ____

2025-CVR-825/2025-CPL-825 Updated 10/20/2025 WaWa Color Site Plan



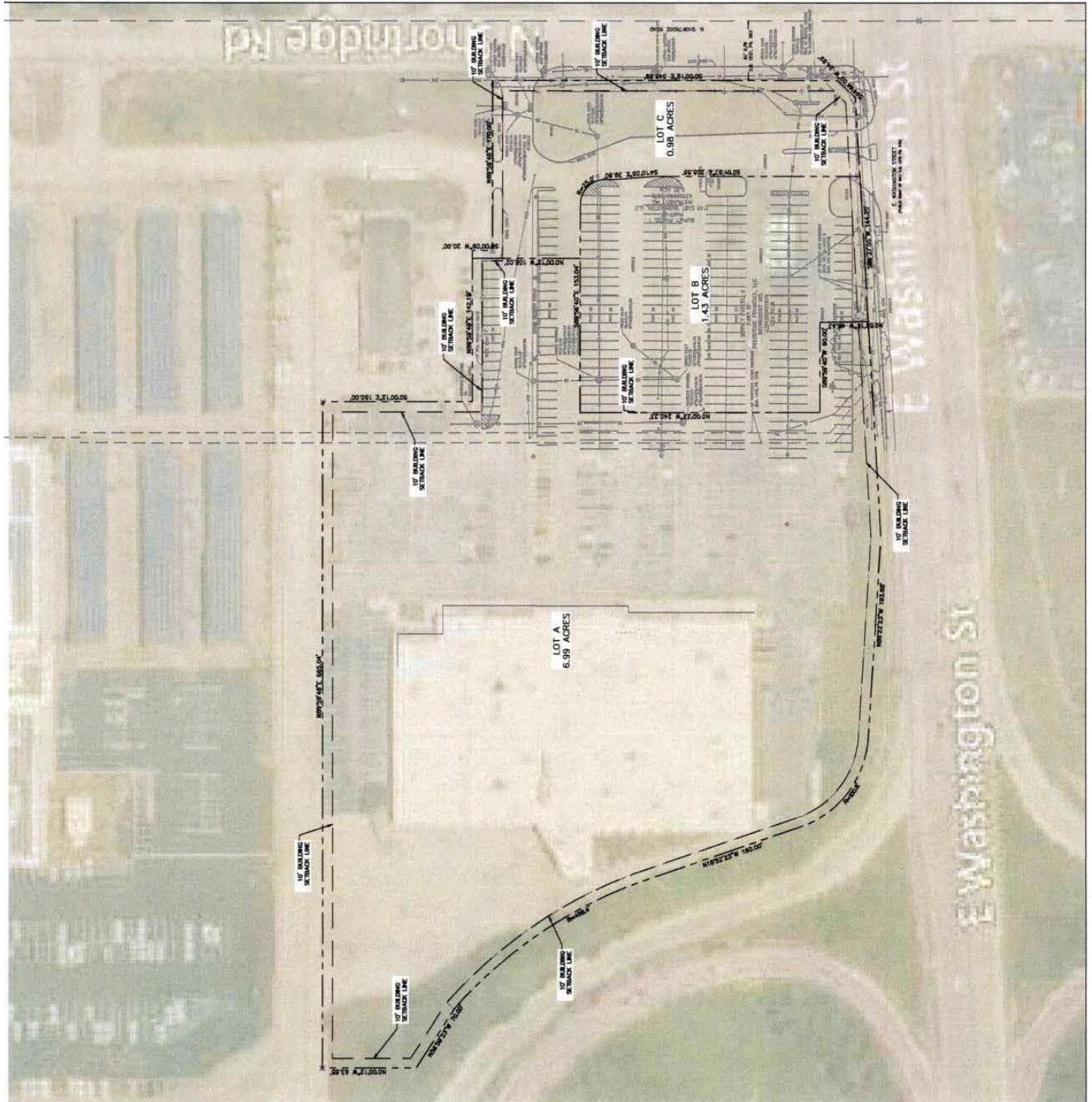
2025-CVR-825/ 2025-CPL-825 Updated Elevations



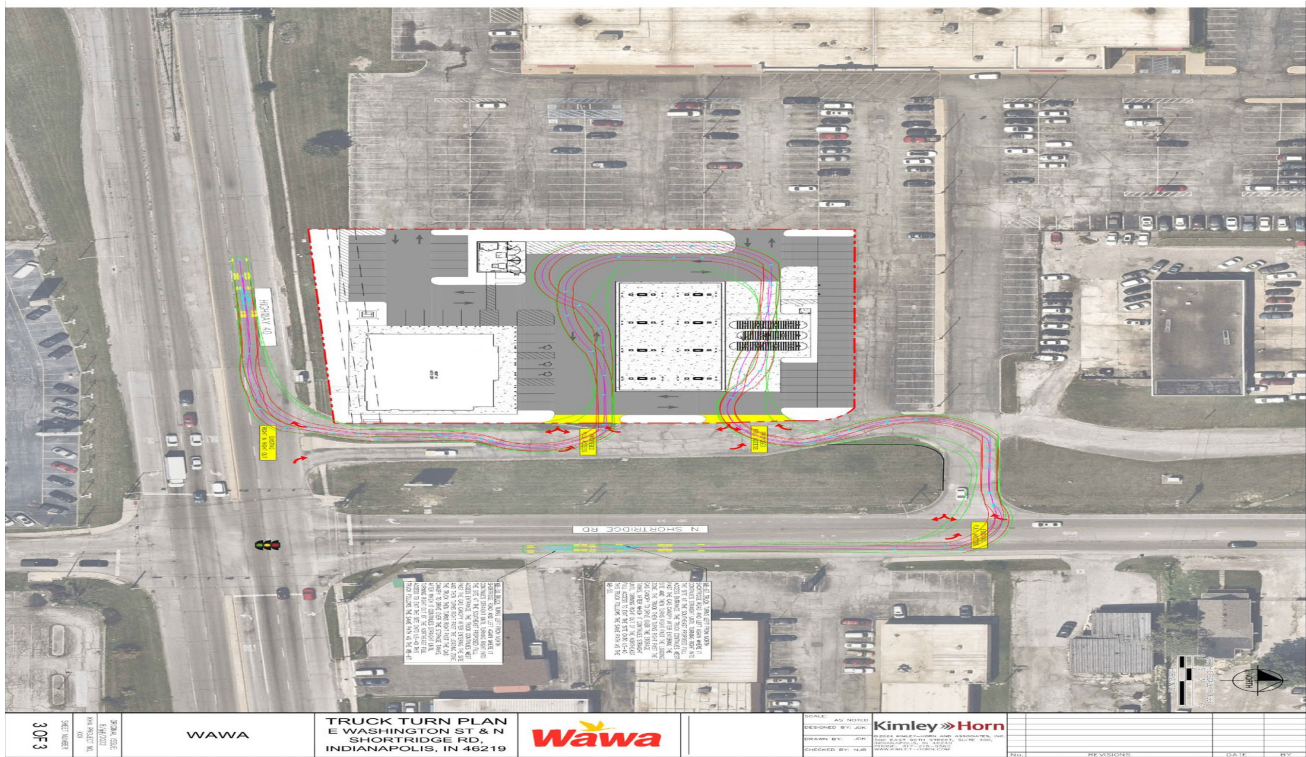
2025-CVR-825/ 2025-CPL-825 Old Elevations



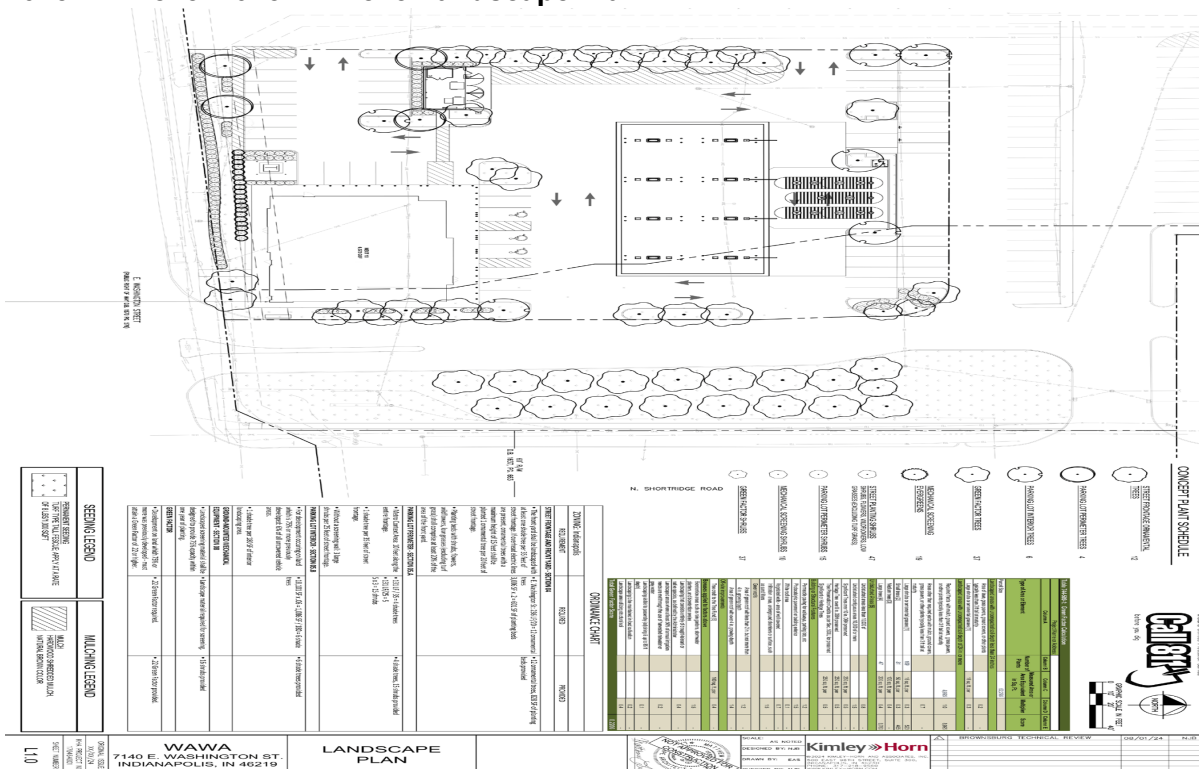
2025-CVR-825/ 2025-CPL-825 PLAT



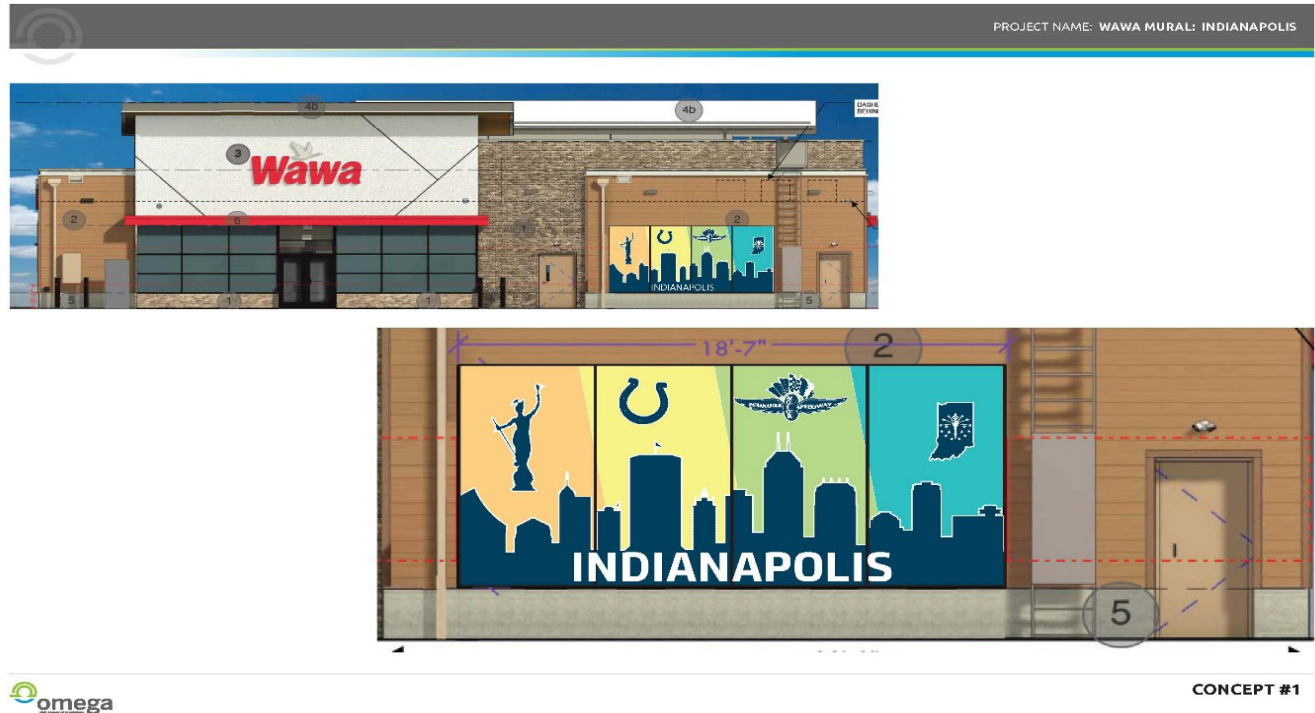
2025-CVR-825/ 2025-CPL-825 Site Circulation



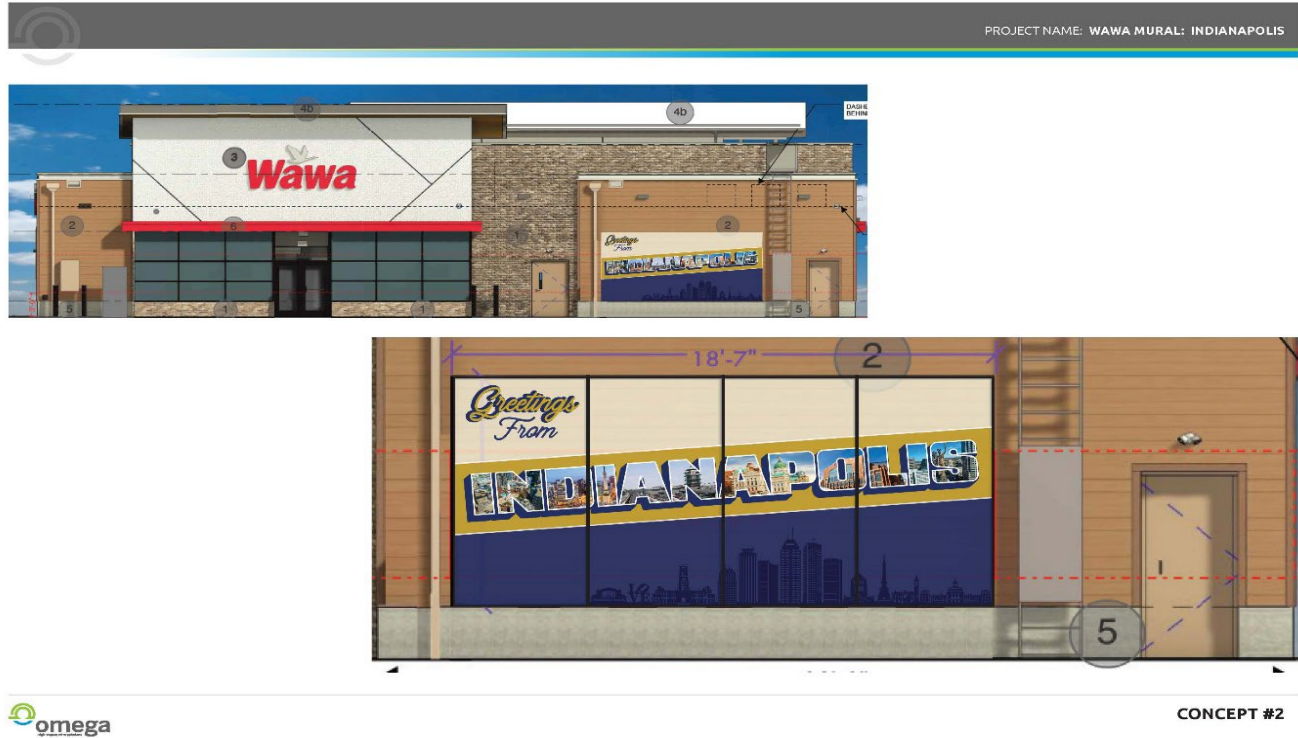
2025-CVR-825/ 2025-CPL-825 Landscape Plan



2025-CVR-825/2025-CPL-825 Front Elevation Concept #1

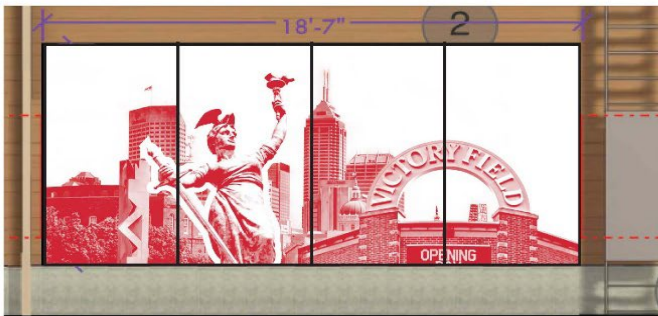


2025-CVR-825/2025-CPL-825 Front Elevation Concept #2



2025-CVR-825/2025-CPL-825 Front Elevation Concept #3

PROJECT NAME: WAWA MURAL: INDIANAPOLIS



Petitioner's Exhibit

List of Variances

7140-7142 East Washington:

1. **Ch. 742, Art. II, Sec. 07, Table 742-207-2:** Automobile Fueling Station limited to 8 pump islands/service areas; 8 two-sided pump islands/service areas proposed.
2. **Ch. 744, Art, VI 1, Sec. 702, Table 744-702-3:** Surface parking in connector frontage has a 40% maximum of lot width behind the front building line; portions of parking are located north of the front building line exceed 40% of the lot width.
3. **Ch. 744, Art. VII, Sec. 702, Table 744-702-3:** First story street frontage transparency of 40% - 90% required; Less than 40% first floor transparency on Washington Street frontage provided.



From proposed Lot 1 looking west.



Looking south along the proposed entrance drive on to East Washington Street



Looking South from the subject property at the bus station along East Washington Street.



Looking from, the subject property west towards the exiting commercial center



Looking west from subject site along proposed western entrance.



Looking North toward



Looking east across proposed entrance to site at existing pylon sign.



Looking west from E Washington Street at I U Connected Health Care and Get Fit Athletic Club