



February 11, 2025

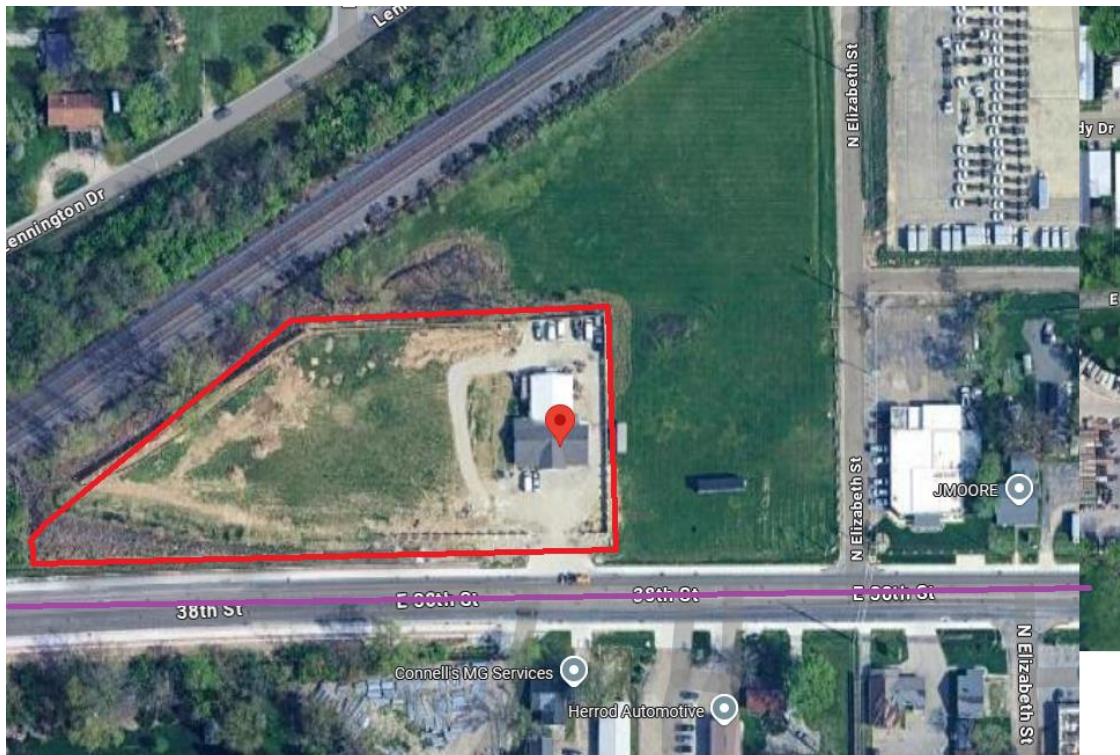
RE: Letter of Opposition for rezoning at 6670 E 38th Street

Dear MDC Commissioners,

The Indianapolis Metropolitan Planning Organization (MPO) does not support the proposed rezoning to allow for outdoor storage at 6670 E 38th Street. 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. Prioritizing uses which do not support a walkable and human-centered street design, such as outdoor storage, will result in an auto-centric approach that runs counter to multiple elements of the adopted Comprehensive Plan including the:

- Purple Line Transit Oriented-Development Strategic Plan (2020)
- 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 MDC 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 that reads "Anna M. Gremling". The signature is written in a cursive, flowing style.

Anna Gremling
Executive Director, Indianapolis MPO