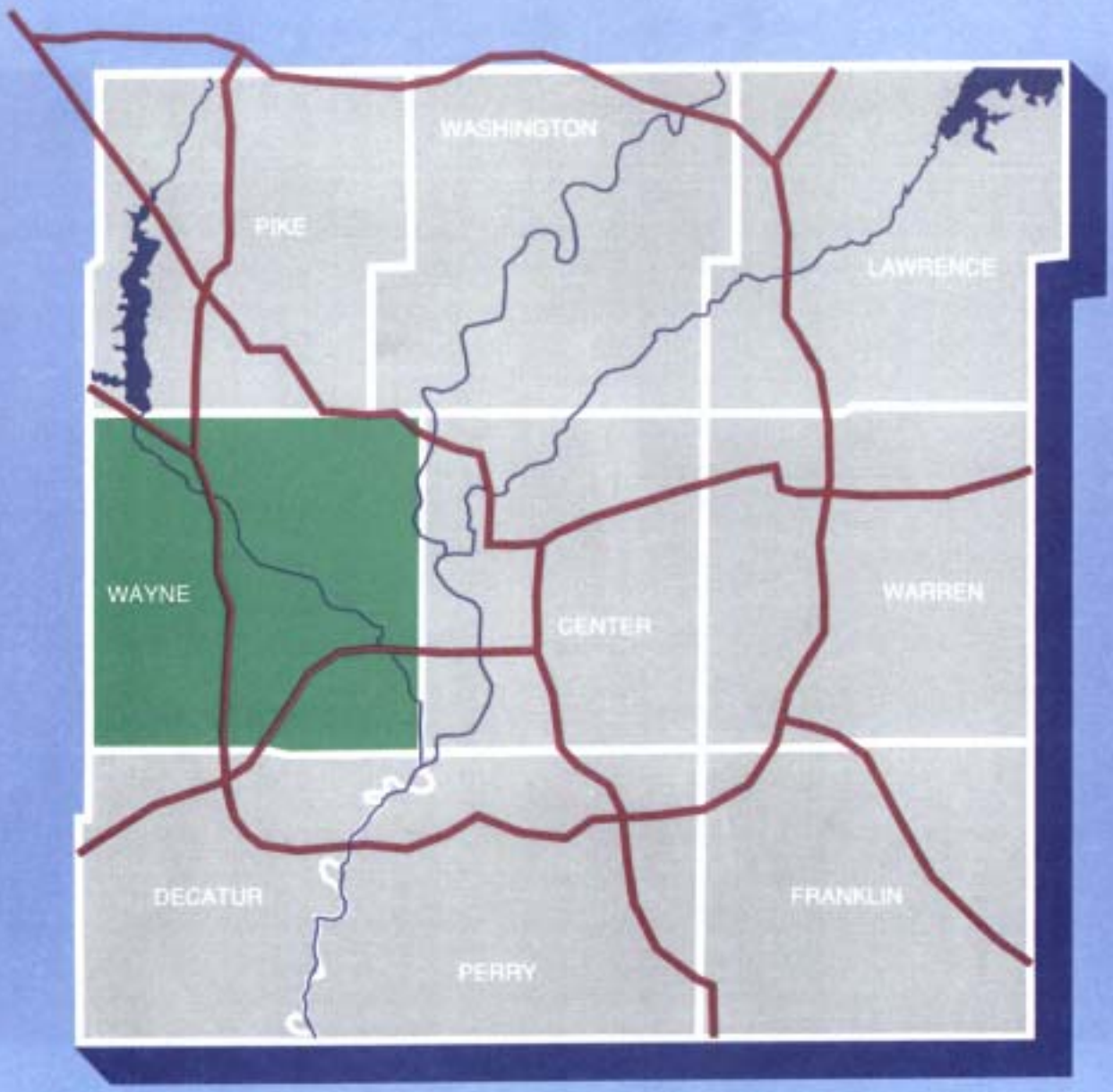
WAYNE TOWNSHIP



COMPREHENSIVE LAND USE PLAN

93-CPS-R-1

ADOPTED JANUARY 20, 1993

DEPARTMENT OF METROPOLITAN DEVELOPMENT
PLANNING DIVISION
CITY OF INDIANAPOLIS-MARION COUNTY, INDIANA

STEPHEN GOLDSMITH

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Wayne Township Comprehensive Land Use Plan

Introduction

Wayne Township, located in west central Marion County, is one of the most developed townships in Marion County. If Wayne Township's growth rate over the past two decades continues, the township's remaining undeveloped land could be gone by the year 2010. Development will be affected by--among other things--the presence of Indianapolis International Airport, the Indianapolis Motor Speedway, Big Eagle Creek, three interstate highways (I-465, I-70, and I-74), abandoned railways, and some of the oldest neighborhoods in Marion County.

Detailed data on population, land use, zoning, transportation, schools, utilities, and other township characteristics are included in the *Wayne Township Planning Study Data Inventory*. The *Data Inventory* was compiled by the Department of Metropolitan Development's Planning Division.

To initiate the planning process for Wayne Township in August 1992, the Planning Division widely distributed the *Data Inventory*. At the same time a Wayne Township Planning Committee was formed to generate ideas and make land use recommendations for the Wayne Township Comprehensive Plan revision. The Planning Committee meetings were conducted in a town meeting fashion, and were open to anyone who wished to attend. The meetings resulted in the land use recommendations for the Wayne Township Comprehensive Land Use Plan Map and this Wayne Township Comprehensive Plan Narrative, adopted in January 1993.

This Comprehensive Plan narrative contains a summary of Wayne Township's demographic trends, land use issues, and planning and development goals; a list of the 1991 Thoroughfare Plan priority improvements for township roadways; and a section detailing the stages of urban development and critical areas in the township.

The Wayne Township Comprehensive Plan revision, a part of the Comprehensive Plan for Marion County, is comprised of this narrative, its accompanying Wayne Township Comprehensive Land Use Plan Map, and the Official Thoroughfare Plan for Marion County. The information, policies, and recommendations that make up this Comprehensive Plan document should be viewed in the context of these other adopted documents and the Marion County Comprehensive Plan Narrative, which was revised and adopted in October 1991.

Township Population and Land Use Characteristics

- *Over the past three decades, Wayne Township's population grew at a slow rate relative to the balance of Marion County.*

  - In terms of population growth, Wayne Township was eighth of the nine Marion County townships during the 1960s and 1970s. In the 1960s, when the only Marion County township to lose population was Center Township, Wayne Township's population grew from 99,722 people to 126,340 people. This equals a 27% growth rate, compared to rates of 125% in Pike Township and 34% in Decatur Township. On the other hand, Wayne Township began the 1960s with a population base over five times the size of Pike and Decatur Townships' populations combined. Therefore, even though Wayne Township grew by almost twice as many persons as these two bordering townships in absolute terms, Wayne Township's population growth rate was lower. In the 1970s, when population growth slowed throughout Marion County, Wayne Township's population actually decreased by 3,531 persons.

  - Between 1980 and 1990, Wayne Township's population growth rate was 2.4%, ranking it seventh in Marion County ahead of Center and Warren Townships. Wayne Township's 1990 population of 125,699 was just below its 1970 population. By comparison, Pike Township's population growth rate increased from 69% in the 1970s to 78% in the 1980s and Decatur Township's rate slowed from 28% in the 1970s to 9% in the 1980s.

  - According to the 1990 Census, Wayne Township averaged 2.42 persons per household, which is very close to the average for all of Marion County (2.45 persons). As in the rest of Marion County, the average household size continued its decrease in the 1980s. In Wayne Township, this means that even though the 1970 and 1990 populations were nearly identical, the number of occupied housing units increased from 39,690 in 1970 to 50,983 in 1990.

    Comprehensive Plan Response - The Wayne Township Comprehensive Plan, in keeping with the overall Marion County Comprehensive Plan, encourages development in areas already served by school, roadway, sewer, and water systems. The percentages of land recommended for various residential uses remain similar to the percentages recommended by the 1984 Wayne Township Comprehensive Plan (see Table 1). Furthermore, although the percentage of land recommended for Medium Density Residential use is close to the percentage recommended in the 1984 Comprehensive Plan, the areas are now more widely scattered throughout the township.

Table 1

Wayne Township
Comparisons of Existing Land Use and Comprehensive Plan Recommendations

Land Use Category	1992 Existing Land Use		1984 Comprehensive Plan Land Use Recommendations		1993 Comprehensive Plan Land Use Recommendations	
	Acres	% of Twp.	Acres	% of Twp.	Acres	% of Twp.
Residential						
Very Low Density	1391	4.5	1075	3.4	906	2.9
Low Density	9429	30.2	12893	41.3	11245	36.0
Medium Density	1963	6.3	3030	9.7	2695	8.6
High Density	0	0.0	136	0.4	0	0.0
Total	12783	40.9	17134	54.9	14846	47.5
Commercial						
Office	152	0.5	*	*	528	1.7
Retail	1439	4.6	*	*	2125	6.8
Total	1591	5.1	1967	6.3	2653	8.5
Industrial						
Light	1237	4.0	1030	3.3	2571	8.2
Heavy	2067	6.6	4376	14.0	3111	10.0
Total	3304	10.6	5406	17.3	5682	18.2
Public/Semi-Public						
Parks	655	2.1	604	1.9	1830	5.9
Special/Public Use**	2971	9.5	3083	9.9	2975	9.5
Indpls. Intl. Airport	2495	8.0	2287	7.3	2495	8.0
Interstates	746	2.4	746	2.4	746	2.4
Total	6867	22.0	6721	21.5	8046	25.8
Vacant or Agricultural	6682	21.4	***	***	***	***
Total, All Categories	31,227	100.0	31,227	100.0	31,227	100.0

* The 1984 Comprehensive Plan did not differentiate between office and retail commercial uses.

** The 1984 and 1993 Comprehensive Plan land use acreage totals for Public/Semi-Public use include indexed Urban Conservation.

*** The 1984 and 1993 Comprehensive Plans assume full development of the township, with no vacant or agricultural land.

- *Wayne Township, which is nearing full development, contains both developing suburban areas and long-established neighborhoods.*

  - Approximately 80% of Wayne Township's land is developed, making it the third most developed township in Marion County behind Center Township and Washington Township. The suburban Marion County townships bordering Wayne--Pike Township and Decatur Township--are 60% and 31% developed, respectively.

  - Wayne Township has experienced relatively steady development growth over the past twenty years. Between 1972 and 1992, Wayne Township went from being 60% developed to 80% developed. In other words, the township developed at a rate of about 33% over those twenty years. Over the same two decades, Pike Township and Decatur Township both developed at a rate of approximately 40%.

  - The western third of Wayne Township represents most of the township's undeveloped land as well as its fastest growth. Southwestern Wayne Township is both the least developed and fastest growing part of the township. It is the only part of Wayne Township that is less than 70% developed, and has been developing at a rate of over 80% over the past two decades. Expansion of the Indianapolis International Airport and development of the United Airlines Maintenance Hub in this corner of the township could make the rate of development increase even more. The northwestern part of Wayne Township is also developing rapidly, at a rate of more than 50% over the past two decades.

  - The eastern portion of Wayne Township, the most established part of the township, is nearing full development. This part of the township contains some of the oldest neighborhoods in Marion County, including Maywood, Haughville, Stringtown, and Flackville. Development in the eastern half of Wayne Township is occurring at a much slower rate than in the western half, because undeveloped areas are less available in the east and because infill development of these undeveloped areas can be difficult.

    Comprehensive Plan Response - The revised Comprehensive Plan recommends a wide range of land uses for the township's remaining undeveloped areas. Some largely undeveloped areas where incompatible land uses are more likely to occur are identified as critical areas and discussed in this narrative. In more developed areas, the Comprehensive Plan's recommendations are designed to alleviate the problems that have already arisen. The plan's recommendations for Office Buffer and Light Industrial uses are often located between more intense commercial or industrial uses and less intense residential uses. Some of these developed areas are recommended for future redevelopment with more appropriate uses.

- *Most of Wayne Township's recent residential development has occurred in the western half of the township.*

  - Between 1972 and 1992, Wayne Township's acreage used for residential development increased by over 80% in the area primarily west of I-465. By comparison, most of the area east of I-465 saw its residential acreage increase by only about 2%.

  - Most recently, residential development of both Medium Density and Low Density uses has been concentrated near Eagle Creek Reservoir in the northwest and near Hendricks County in the southwestern part of the township. Other development has been scattered throughout the western part of the township.

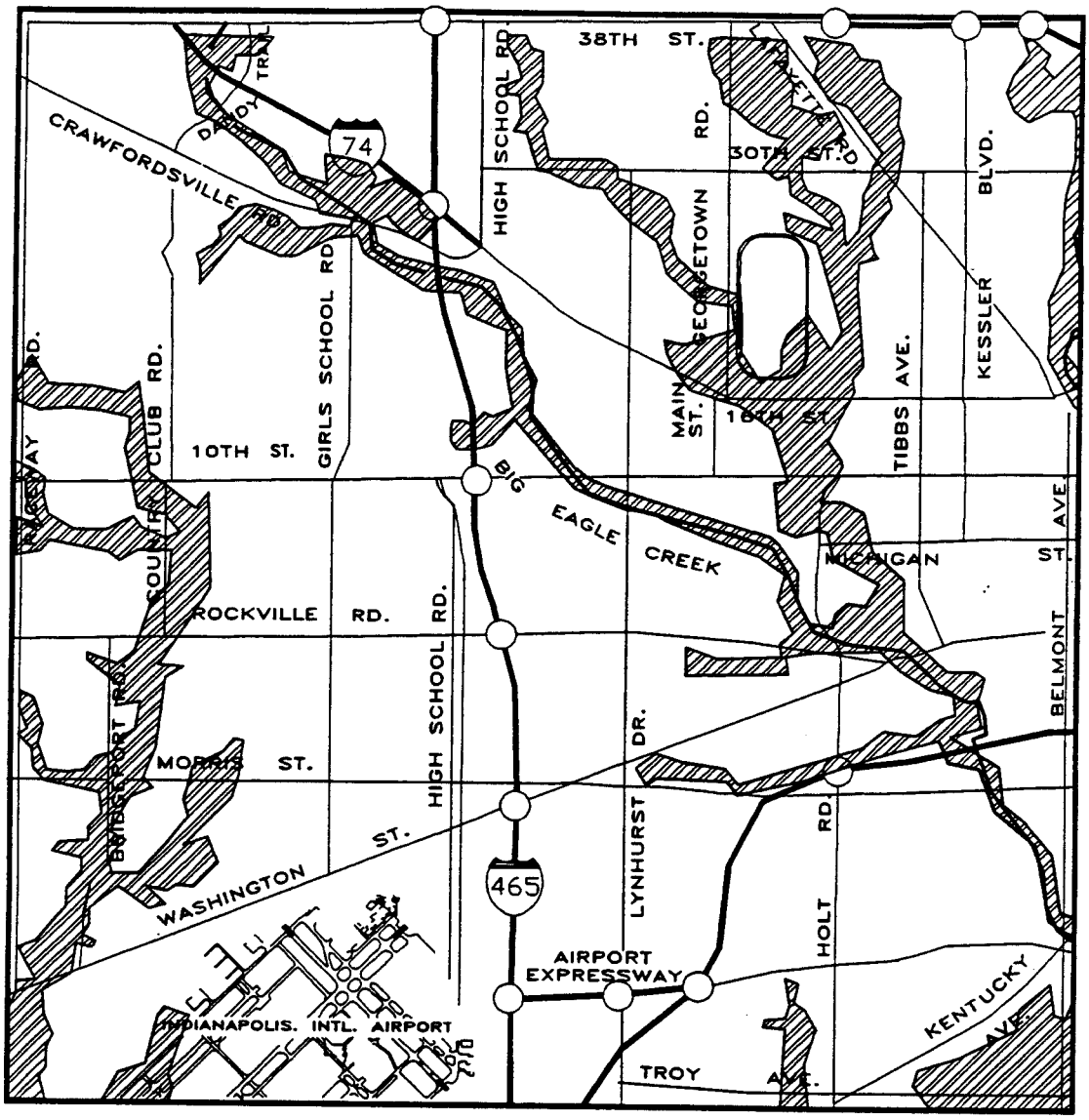
    Comprehensive Plan Response - The Wayne Township Comprehensive Plan recommends residential uses throughout much of western Wayne Township. In addition, the plan recommends Office Buffer and Medium Density Residential uses as transitional areas between otherwise incompatible land uses. In some cases, office uses are recommended even where the existing zoning is not for office uses. In these cases, the plan's recommendations should guide decision makers as they consider zoning and variance petitions.

- *As Wayne Township becomes increasingly developed, protection of its relatively scarce natural resources and park and recreation opportunities becomes more urgent.*

  - Because of the recent abandonment of the CSX (formerly B&O) Railroad right-of-way in Wayne Township, and because of the presence of Big Eagle and White Lick Creeks, Wayne Township has the potential for establishing an excellent linear park system. These potential linear park trails could allow recreational transportation through large parts of Wayne Township. The opportunities for acquisition of this park land will probably never be better than at the present.

  - Wayne Township retains relatively few natural areas of significant size. Those that remain are recommended for park or Urban Conservation use in the Comprehensive Plan. These areas include some floodplains, the township's wetlands, and large woodland areas (see Maps 1, 2, and 3). Critical Areas 2, 3, 5, 6, 8, 9, 10, and 11 all address natural resources in Wayne Township.

  - Big Eagle Creek and White Lick Creek both provide excellent opportunities for linear park corridors. Although development has occurred near these streams, it remains feasible to establish a linear park system utilizing their floodway and wetland areas.



MAP 1

WAYNE TOWNSHIP

GENERALIZED FLOODPLAINS

100-Year Flood Boundary

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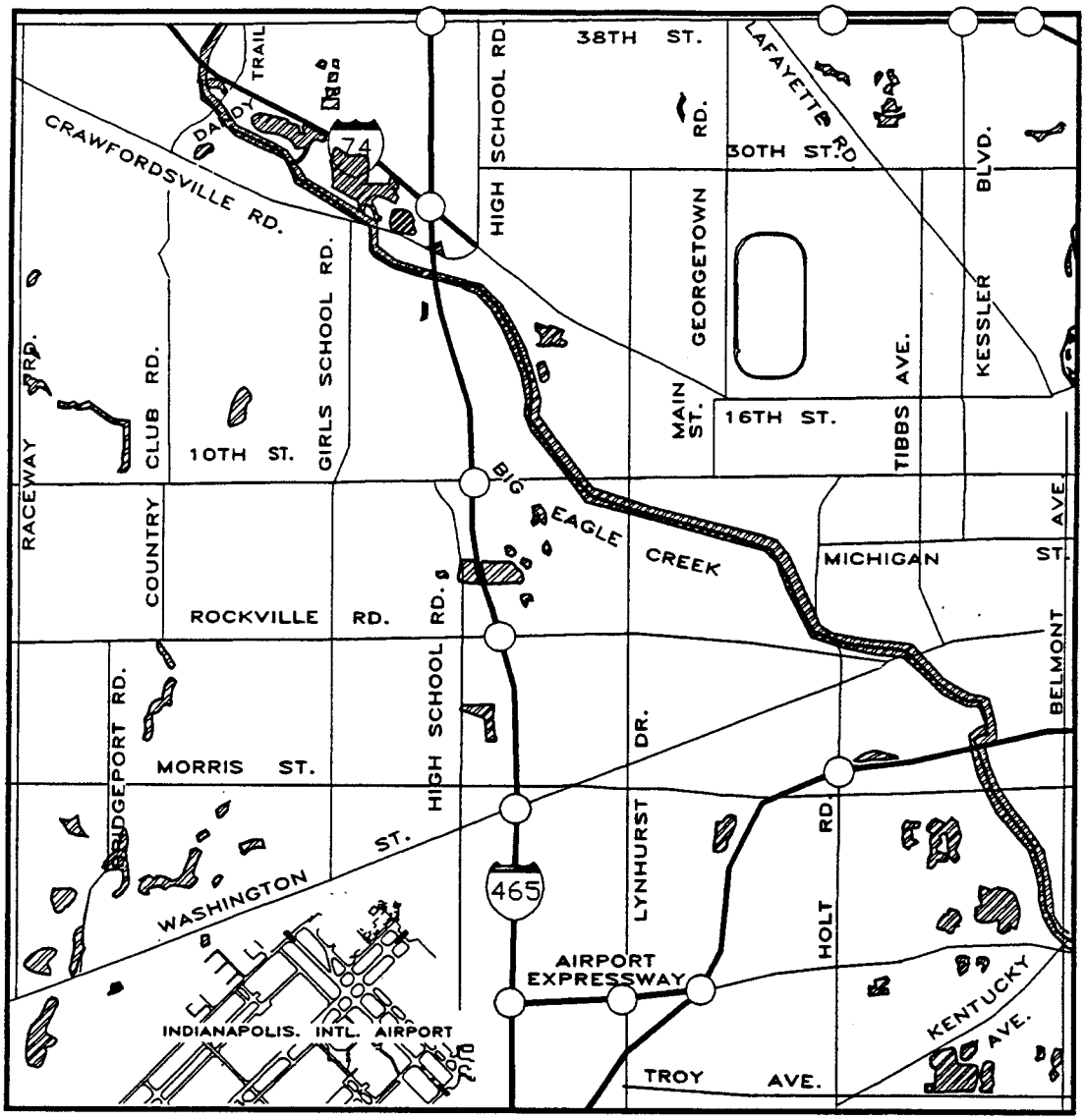

MAP 2

WAYNE TOWNSHIP

GENERALIZED WETLANDS

WETLAND AREAS

SOURCE: U.S. FISH AND WILDLIFE SERVICE NATIONAL WETLANDS INVENTORY, 1990.

THIS MAP IS NOT EXHASTIVE. IT INCLUDES MOST NON-STREAM WETLANDS OF TEN ACRES OR MORE. FOR MORE COMPLETE INFORMATION REFER TO THE NATIONAL WETLANDS INVENTORY OR THE U.S.D.A. SOIL CONSERVATION SERVICE.

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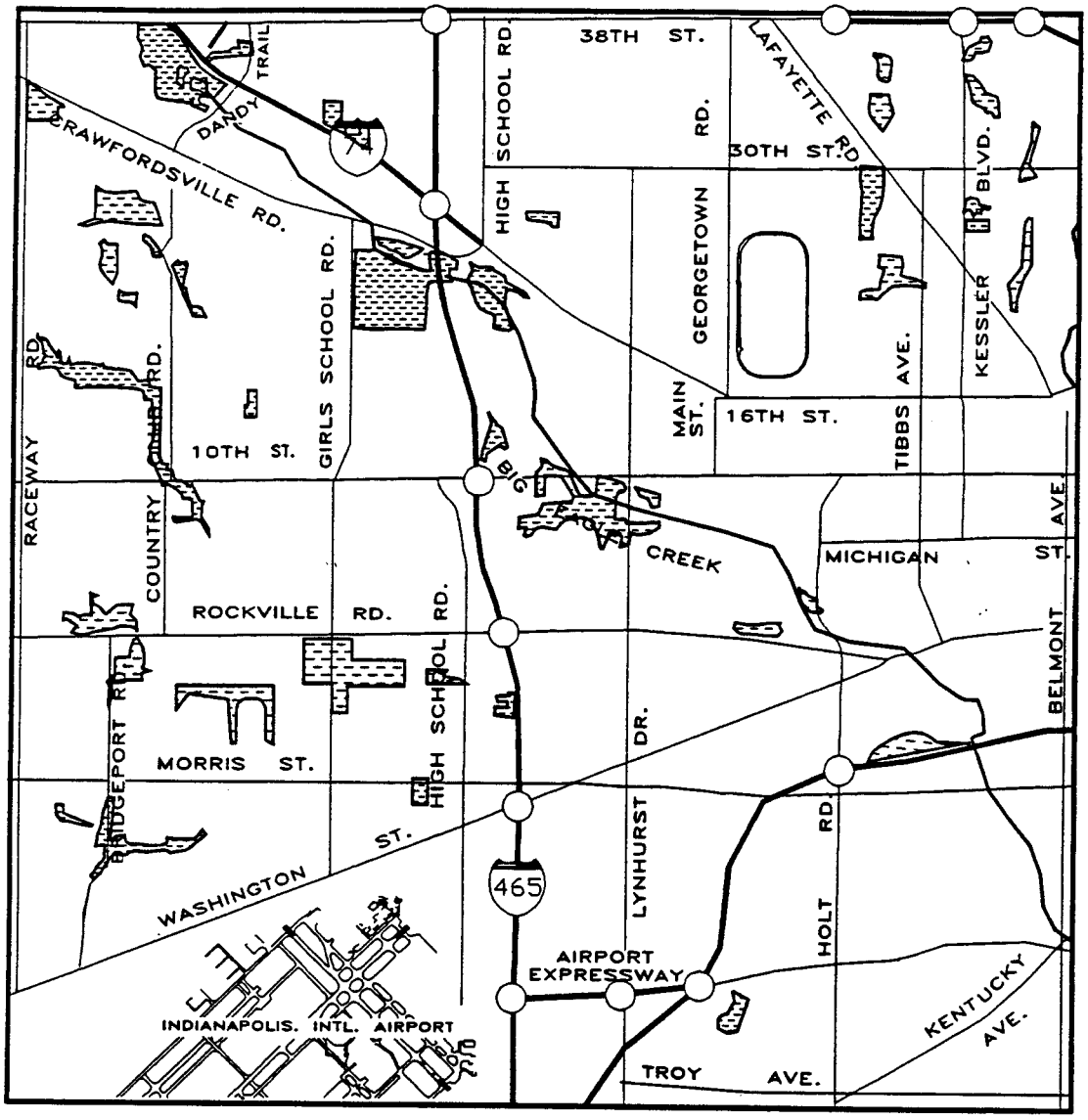

MAP 3

WAYNE TOWNSHIP

GENERALIZED WOODLANDS

WOODED AREAS

SOURCE: DIVISION OF PLANNING AERIAL PHOTOGRAPHS, MARCH 1991.

NOTE: THIS MAP IS NOT EXHAUSTIVE. IT INCLUDES MOST WOODLANDS OF TEN ACRES OR MORE.

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- As in other areas of Marion County, where proposed development falls within floodplain or floodway areas, the development regulations specified in the Flood Control Districts Zoning Ordinance apply.

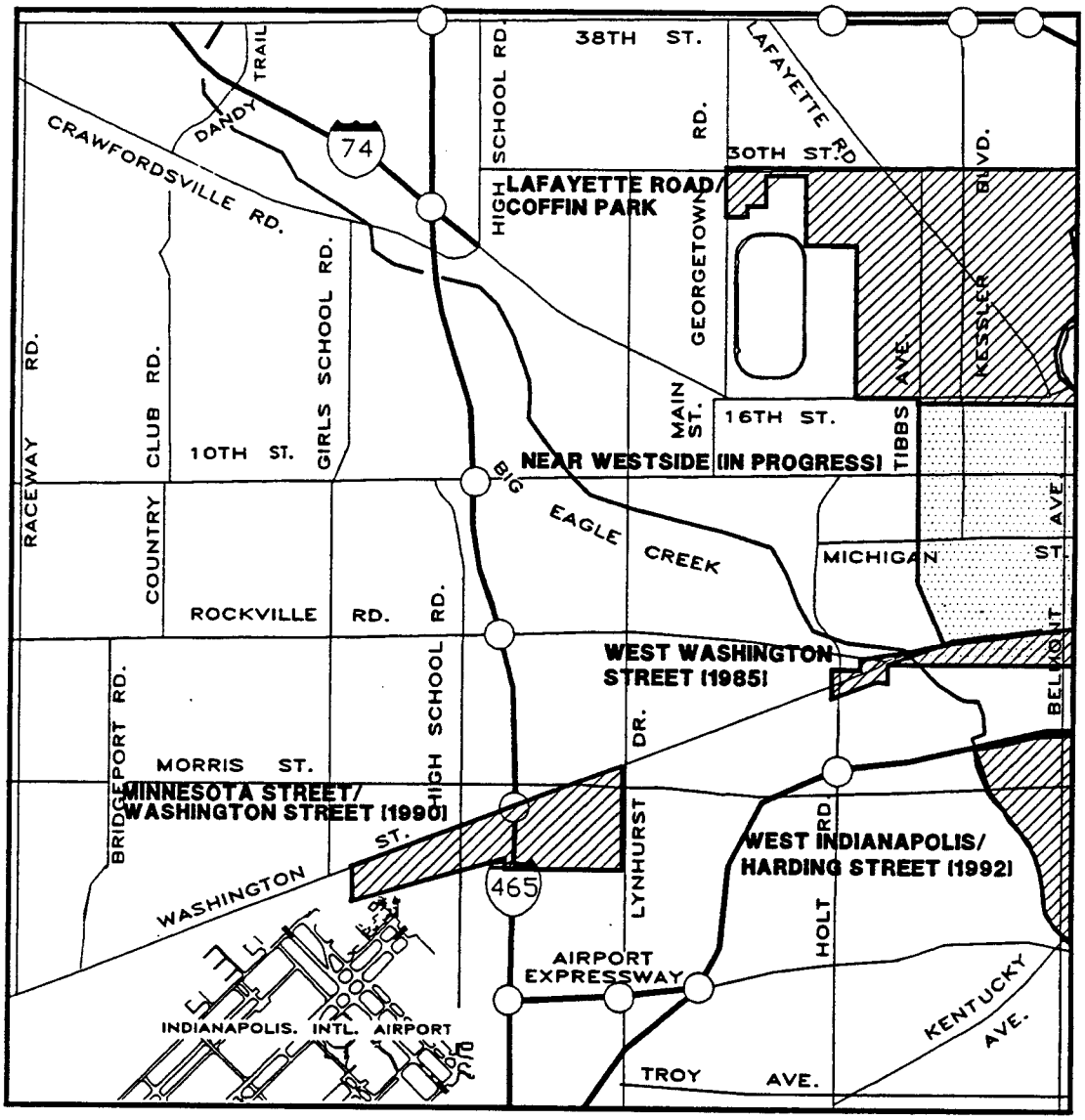
  Comprehensive Plan Response - The Comprehensive Plan recommends protection of these valuable natural resources, including development of parks where recommended. The plan also recommends establishing a linear park system in the Big Eagle Creek and White Lick Creek floodways and along two abandoned railway corridors and recommends a means of implementation. Linear parks are planned along waterways and abandoned railways and usually connect parks with residential areas, other parks, or other compatible land uses. The plan strongly discourages any development in wetland areas. The plan's recommendations closely follow those of the recently adopted Comprehensive Parks, Recreation, and Open Space Plan for Marion County.

- *Wayne Township's roadways and other infrastructure systems are primarily in place, but should be improved in some areas.*

  - Although many roadway segments are currently operating below capacity, portions of Wayne Township's key roadways are above capacity. These roadway segments include portions of the Airport Expressway, Crawfordsville Road, Holt Road, Rockville Road, Washington Street, and 38th Street. Overall, approximately one-fifth of the township's roadways are projected to be operating at or above capacity levels by the year 2005.

  - The drainage and sewer systems in some parts of Wayne Township are not adequate to handle demand. The Ben Davis Conservancy District is only one example of areas with poor drainage. Much of Wayne Township's drainage problems can be attributed to the township's soils, which are poorly drained. In addition, some areas, especially in eastern Wayne Township, are in need of capital improvements to repair or replace aged infrastructure. (Map 4 shows where neighborhood and subarea plans have been completed for some of these areas.) The Department of Public Works is working to solve these problems.

    Comprehensive Plan Response - Land use types and intensities appropriate to the projected future capacities of the infrastructure are recommended by the Comprehensive Plan. In addition, the plan's policy recommendations include the stipulation that new developments should provide or make commitments for the provision of whatever additional infrastructure is needed to serve those developments. Finally, the plan's goal statements mention the need for better north-south roadway corridors, the goal of roadway improvements at high-accident intersections, and the creation of an interagency, inter-town infrastructure task force. The City of Indianapolis-Marion County Capital Improvements Program is the most important mechanism for implementing needed infrastructure improvement in Wayne Township.



MAP 4

WAYNE TOWNSHIP

SUBAREA PLAN BOUNDARIES

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- *Between 1972 and 1992, commercial and industrial uses developed throughout the township, but were more concentrated in some areas.*

  - Commercial and industrial uses combined occupy almost 16% of the land in Wayne Township. By comparison, commercial and industrial uses occupy over 12% of all land in Pike Township and just over 1% of all land in Decatur Township. Only Center Township has a higher percentage of land devoted to commercial and industrial uses (approximately 40%). The Wayne Township Planning Committee recognizes the importance of appropriately located commercial and industrial uses to the township's tax base.

  - The largest concentration of Heavy Industrial development is in southwestern Wayne Township. With the expansion of the Indianapolis International Airport and the imminent location of the United Airlines Maintenance Hub in southwestern Wayne Township, more demand for industrial development will likely occur in this area.

  - Commercial development in Wayne Township has been concentrated historically along three major roadways: Washington Street, Lafayette Road, and at I-465 interchanges.

  - Between 1972 and 1992, land used for commercial purposes increased in Wayne Township by over 50%. In addition, land used for industrial purposes increased by about two-thirds.

    Comprehensive Plan Response - The Comprehensive Plan recommends that 8,335 acres be used for commerce and industry, which is an increase of more than 3,400 acres over what presently exists. In the plan, future industrial uses are recommended near railways and major thoroughfares. Many of the recommendations are made so that the recommended Heavy Industrial uses are buffered by Light Industrial uses, so that industry has the least impact on existing residential uses. New commercial development is recommended at the intersections of arterial roadways in areas where they will have the least negative impact on existing residential areas.

Township Planning and Development Goals

The Wayne Township Planning Committee (see Appendix A) identified the following goal statements to be reflected in the Wayne Township Comprehensive Plan revision:

1. Preserve the integrity of Wayne Township neighborhoods.

2. Control commercial growth, in part by (1) focusing attention on improving

deteriorating commercial corridors and (2) integrating commercial centers as opposed to allowing piecemeal commercial development.

3. Determine and achieve an optimal balance of land uses.

4. To improve public health, reduce industrial pollution and other forms of pollution.

6. Encourage economic development.

7. Upgrade township housing stock.

8. Increase homeownership in Wayne Township.

9. Clearly define the limits of Indianapolis International Airport development and expansion.

10. Establish and/or improve north-south arterial roadway corridors (Holt Road, Lynhurst Drive, Country Club Road/Dandy Trail).

11. Create a mechanism whereby the intersections with the highest accident ratings will have their accidents reduced.

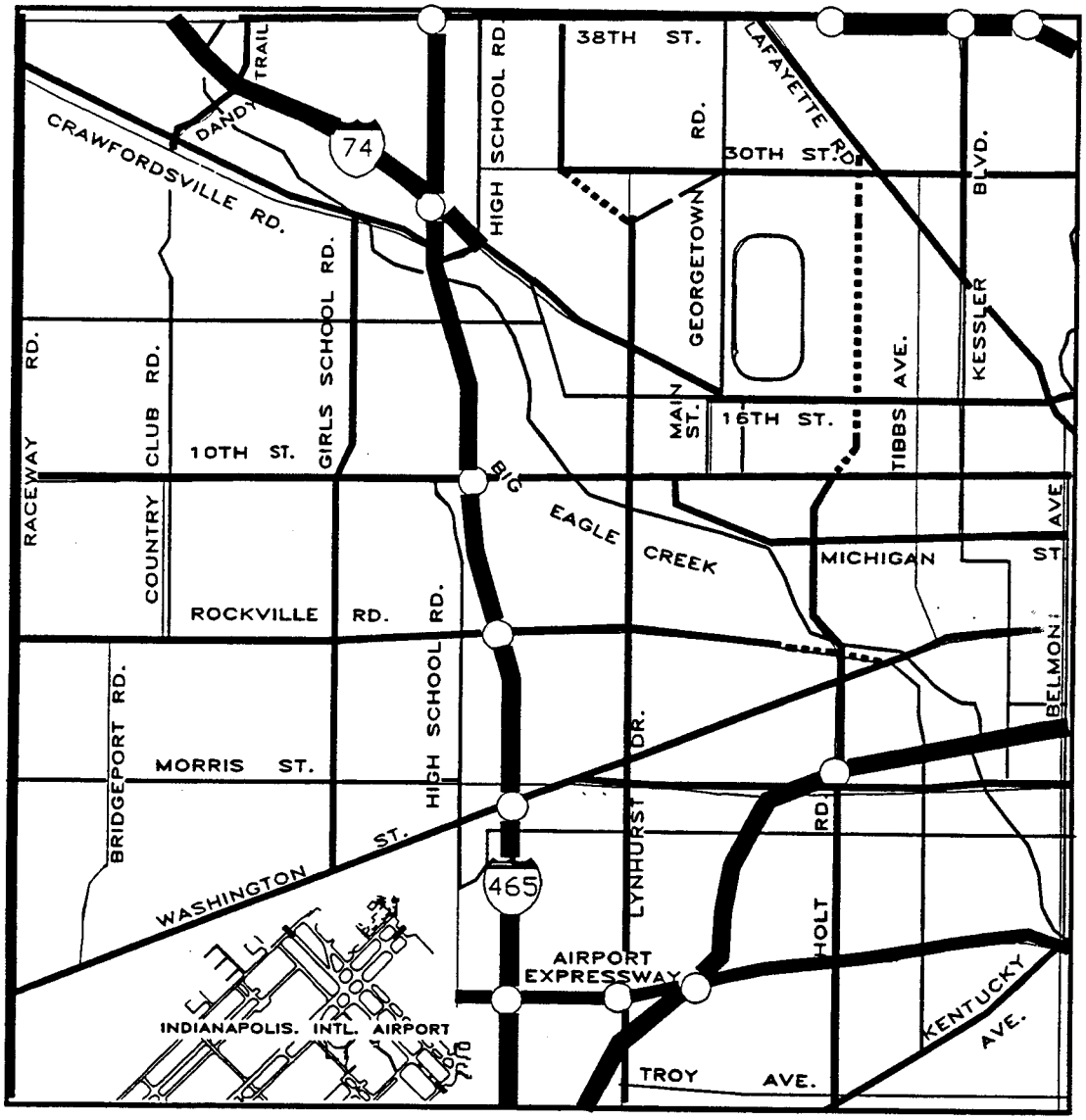
12. Create an interagency, inter-town infrastructure task force.

Thoroughfare Plan

Wayne Township is included in the Marion County Thoroughfare Plan. The Thoroughfare Plan recommends roadway improvements designed to mitigate congestion and delays, which are measures of the roadway system's efficiency (see Map 5). In addition, the Thoroughfare Plan includes recommendations for right-of-way preservation. The Thoroughfare Plan assigns each recommended improvement a priority rating indicating when the work should occur. Priority ratings range from "A" (highest priority) to "D" (lowest priority). The actual timing of implementation of the plan's recommendations is a function of available funding and the priority schedule for improvements throughout Marion County.

The Wayne Township *Data Inventory* indicates that 18% of the township's streets currently are functioning near, at, or over capacity. By the year 2005, this number is projected to increase to 19% unless priority improvements are made. To increase efficiency of Wayne Township's roadways and prevent their reaching or exceeding capacity in the future, the Thoroughfare Plan recommends the following priority improvements (see Map 6):

1. Widening of Moller Road from two lanes to four lanes between 34th Street and Lynhurst Drive, including the construction of a new primary arterial connector



MAP 5

WAYNE TOWNSHIP

OFFICIAL THOROUGHFARE PLAN

	EXISTING	PROPOSED
FREEWAYS		
EXPRESSWAY		
PRIMARY ARTERIALS		
SECONDARY ARTERIALS		

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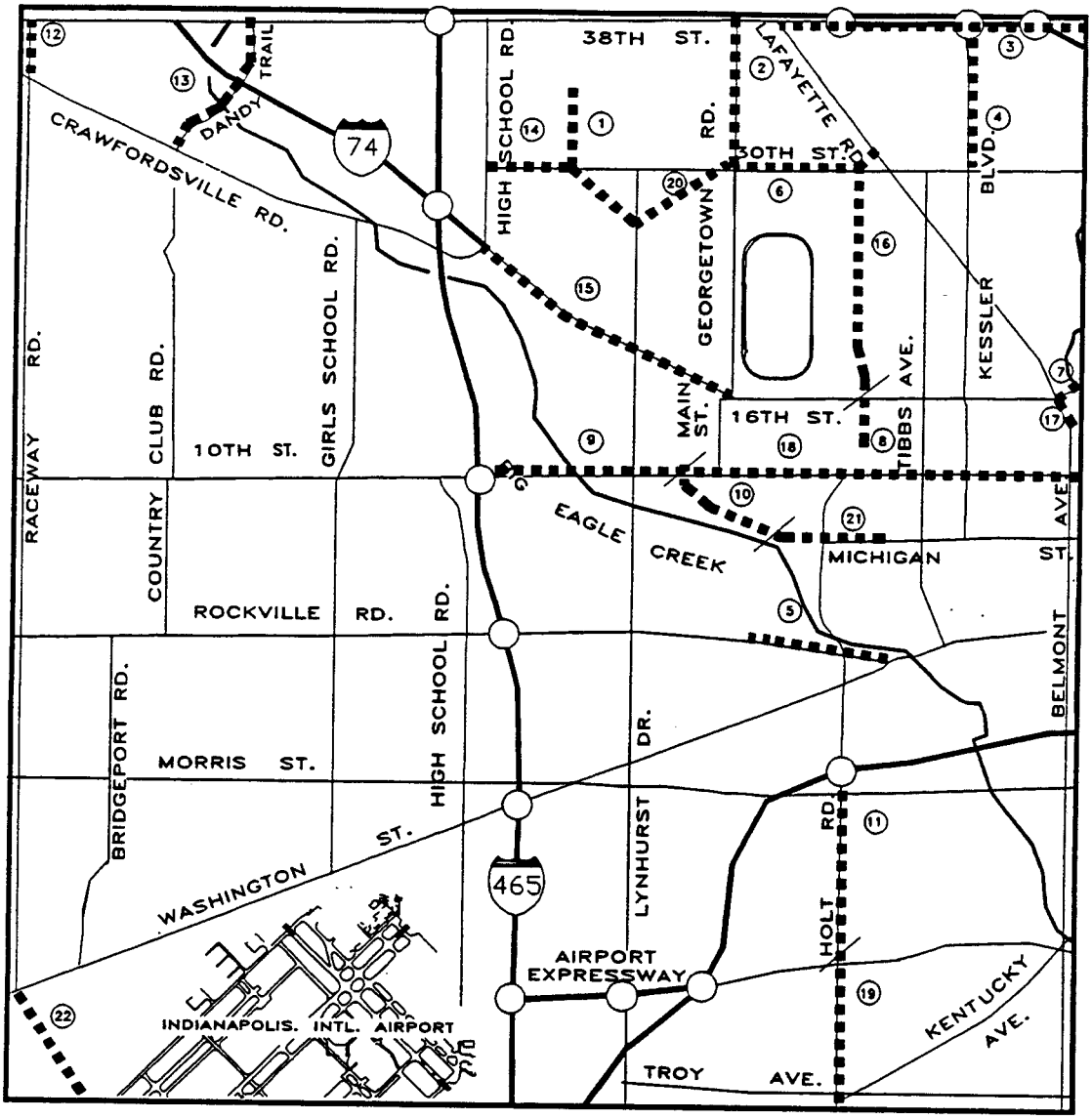

MAP 6
WAYNE TOWNSHIP

THOROUGHFARE PLAN PRIORITY IMPROVEMENTS

▪▪▪▪▪▪▪▪ PRIORITY IMPROVEMENTS

PRIORITY A

1. MOLLER RD.
2. GEORGETOWN RD.
3. 38TH STREET
4. KESSLER BOULEVARD
5. ROCKVILLE RD.

PRIORITY B

6. 30TH STREET
7. 16TH STREET
8. HOLT RD.
9. 10TH STREET
10. COSSELL RD.
11. HOLT RD.

PRIORITY C

12. RACEWAY RD.
13. DANDY TRAIL
14. 30TH STREET
15. CRAWFORDSVILLE RD.
16. HOLT RD.
17. HARDING STREET
18. 10TH STREET
19. HOLT RD.

PRIORITY D

20. LYNHURST DRIVE
21. MICHIGAN STREET
22. RACEWAY RD.

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road from 30th Street to Lynhurst Drive. The improvements would result in a four-lane roadway (Priority A).

2. Widening of Georgetown Road from two lanes to four lanes between 38th Street and 30th Street (Priority A).

3. Widening of 38th Street from four lanes to six lanes between Lafayette Road and Cold Spring Road (Priority A).

4. Widening of Kessler Boulevard from two lanes to four lanes between 38th Street and 30th Street (Priority A).

5. Construction of a four-lane primary arterial connector of Rockville Road from Roena Street to Washington Street (Priority A).

6. Widening of 30th Street from two lanes to four lanes between Georgetown Road and Holt Road extended (Priority B).

7. Widening of 16th Street from four lanes to six lanes between Lafayette Road and Stadium Drive (Priority B). (The Wayne Township portion extends from Lafayette Road to White River Parkway East Drive.)

8. Construction of a four-lane primary arterial connector of Holt Road from 16th Street to 10th Street (Priority B).

9. Widening of 10th Street from four lanes to six lanes between I-465 and Cossell Road (Priority B).

10. Widening of Cossell Road from two lanes to four lanes between 10th Street and Lyons Avenue (Priority B).

11. Widening of Holt Road from two lanes to four lanes between Morris Street and the Airport Expressway (Priority B).

12. Widening of Raceway Road from two lanes to four lanes between 56th Street and Crawfordsville Road (Priority C). (The Wayne Township portion extends from the township line to Crawfordsville Road.)

13. Widening of Dandy Trail from two lanes to four lanes between 38th Street and Crawfordsville Road (Priority C).

14. Widening of 30th Street from two lanes to four lanes between High School Road and Moller Road, including the construction of a new connector road from Hollister Road to Moller Road. The improvements would result in a four-lane roadway (Priority C).

15. Widening of Crawfordsville Road from four lanes to six lanes between High School Road and Georgetown Road (Priority C).

16. Construction of a four-lane primary arterial connector of Holt Road from Lafayette Road to 16th Street (Priority C).

17. Construction of a four-lane primary arterial connector of Harding Street from 16th Street to Oliver Avenue (Priority C). (The Wayne Township portion extends from 16th Street to Belmont Street.)

18. Widening of 10th Street from four lanes to six lanes between Cossell Road and Belmont Street (Priority C).

19. Widening of Holt Road from two lanes to four lanes between the Airport Expressway and Kentucky Avenue (Priority C).

20. Construction of a four-lane secondary arterial connector of Lynhurst Drive from Georgetown Road to 26th Street (Priority D).

21. Widening of Michigan Street from two lanes to four lanes between Lyons Avenue and Luett Avenue (Priority D).

22. Construction of a four-lane primary arterial connector of Raceway Road from Washington Street to Bridgeport Road (Priority D).

The Wayne Township land use recommendations are based in part on the Thoroughfare Plan's priority improvements and also on the levels-of-service of Wayne Township's roadways.

"Level-of-service" is a measure of traffic congestion that rates roadways from A (least congested) through F (most congested). This measure identifies deficiencies in the roadway network. For example, a roadway segment with a level-of-service E or F is carrying more traffic than it is designed to carry.

The type and density of land use in an area determines the amount of traffic generated by that area. In turn, the amount of traffic generated affects roadway levels-of-service. Thus, the type and density of land use affects roadway levels-of-service. For example, traffic generated per acre of development is usually higher for commercial centers than for residential uses, and higher for multi-family residential uses than for single-family residential uses. In general, the more traffic generated by a land use, the greater the effect on roadway levels-of-service. The land uses recommended in this plan reflect existing and projected roadway levels-of-service. Therefore, deviations from this plan's land use recommendations will inevitably alter projected roadway levels-of-service.

Stages of Development

The Comprehensive Plan for Marion County differentiates among various areas of the county by their history, rate of development, and pressure for growth--their stages of urban development. The countywide plan also explains all seven stages of development in detail. The Wayne Township Comprehensive Plan identifies different areas of the township as being in Stages of Development 2, 3, 4, 5, and 6 (see Map 7). The location and abbreviated development policies for these stages are as follows:

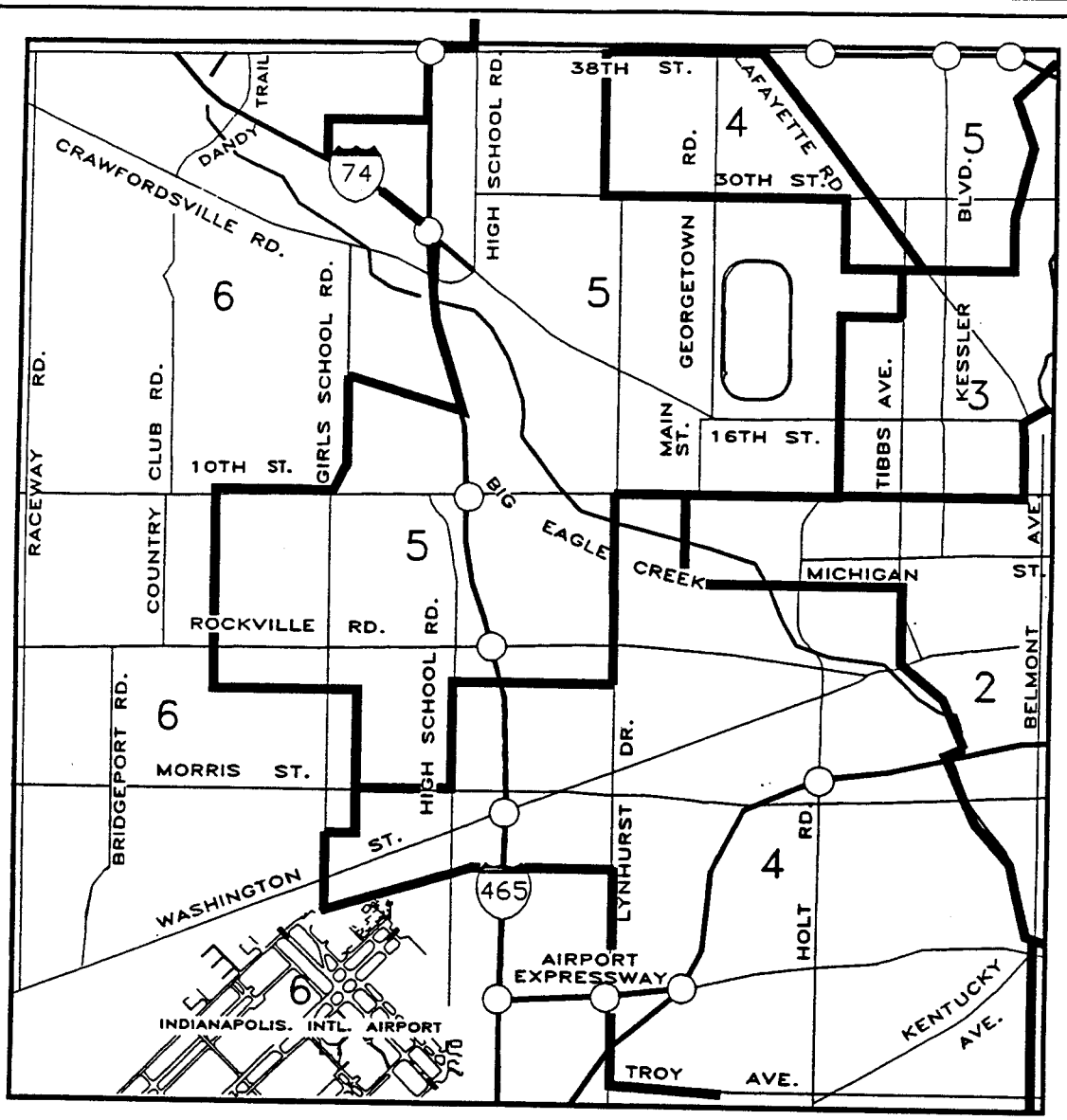
- *Stage 1 (Regional Center Area) and Stage 7 (Rural Area) are not present in Wayne Township.*

- *Stage 2 (Center City Area)*

  Stage 2 development is confined to the east central portion of Wayne Township, mostly within the old City of Indianapolis boundary. This area is characterized by some of the oldest residential development in Wayne Township. Stringtown, Haughville, and Hawthorne, three of the oldest neighborhoods in western Indianapolis, occupy parts of the Stage 2 area. City services such as water, sanitary sewers, and storm sewers are in place, but some may need rehabilitation or replacement. The 1993-1995 Capital Improvements Program targets Stage 2 for many of the program's projects. As is characteristic of Stage 2 areas, community services such as parks, transit, and other public services are in place but should be improved.

  The residential areas in the Stage 2 area include some of the lowest median housing values in Wayne Township. Disinvestment and deterioration of housing is common. Located very near these residential areas are some Heavy Industrial uses such as manufacturing plants and a railroad yard. Three railroads traverse the Stage 2 area from east to west. The mix of residential, commercial, and industrial uses in this area may hinder reinvestment in residential property in comparison to other areas.

  The Comprehensive Plan for Marion County addresses the challenge of reinvestment in neighborhoods in some of the plan's policies for Stage 2 areas: (1) strengthen viable residential areas and restrict new commercial uses to existing commercial areas; (2) encourage appropriate infill development; and (3) encourage and expand housing rehabilitation efforts through public assistance programs, financial incentives, strategic improvement planning, and other techniques. Neighborhood and subarea plans have been developed for much of this area (see Map 4, page 10). These plans include the West Washington Street Corridor Study (adopted in 1985), the West Indianapolis-Harding Street Plan (1992), and the Nearwestside Housing Improvement and Neighborhood Plan (in progress in January 1993). The Nearwestside Housing Improvement and Neighborhood Plan is to be completed by the community and the Department of Metropolitan Development's Planning Division in alliance with the Indianapolis Neighborhood Housing Partnership. The City of Indianapolis has also



MAP 7

WAYNE TOWNSHIP

STAGES OF DEVELOPMENT

- STAGE BOUNDARIES
2. CENTER CITY REVITALIZATION AREA
3. ESTABLISHED CENTER CITY AREA
4. SUBURBAN REVITALIZATION AREA
5. ESTABLISHED SUBURBAN AREA
6. DEVELOPING SUBURBAN AREA

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COMMUNITY DEVELOPMENT BLOCK GRANT

JANUARY, 1993
DEPARTMENT OF METROPOLITAN DEVELOPMENT
DIVISION OF PLANNING
INDIANAPOLIS–MARION COUNTY, INDIANA

targeted the Nearwestside for various new initiatives designed to discourage crime and encourage community development in the Stage 2 area.

- *Stage 3 (Center City Revitalization Area)*

Wayne Township's Stage 3 development is concentrated in the northeastern part of the township. Except for some strip commercial development along Lafayette Road, 16th Street, and 10th Street, most of this area is used for residential or park purposes.

Implementation of the Nearwestside Housing Improvement Plan should encourage investment in this area's neighborhoods, because the plan boundaries extend as far north as 16th Street. Stage 3 is also the primary study area for the Lafayette Road-Coffin Park Plan (adopted in 1990). Similar to the Stage 2 area, disinvestment and deterioration is evident in both the residential and commercial areas. Some commercial properties along Lafayette Road are either not fully leased or are vacant. Parks, mass transit, and other services are available especially to serve the area's lower-income residents, and these services should be improved. City services are in place in the Stage 3 area, and some will be improved by 1993-1995 Capital Improvement Program projects.

The Wayne Township Comprehensive Plan recommendations include no additional land for commercial uses other than what is already zoned and used for commercial purposes in Stage 3. Private investment in housing stock should be protected from the encroachment of incompatible land uses. One of the goals of the Wayne Township Planning Committee is to "control commercial growth . . . focusing attention on improving deteriorating commercial corridors." Rather than recommending new commercial areas in this and other areas with older development, rehabilitation and reuse of existing commercial property should be encouraged.

- *Stage 4 (Suburban Revitalization Area)*

Stage of Development 4 is found in two places in Wayne Township: (1) immediately south of 38th Street and west of Lafayette Road, and (2) in the southeastern quarter of the township. Both of these areas are nearly entirely developed and in some areas reflect the poor building standards associated with the post-World War II pressure for housing. Individual properties may show signs of deterioration, but disinvestment is not as evident as in Stage 2 or Stage 3 areas.

West of Lafayette Road in Stage 4, the only land uses of great size are residential and commercial uses. Although the southeastern portion of Wayne Township contains at least as many residences as the northern Stage 4 area, the overwhelming land use in the southeast is industrial. Over one thousand acres of intensive manufacturing and heavy commercial uses are located in the southeastern corner of Wayne Township.

In the Stage 4 area west of Lafayette Road, boundary lines between land uses are well

defined. Most homes in these subdivisions are not impacted by nearby commercial uses, except by some traffic congestion. Commercial uses are located on arterial roadways and residential uses are for the most part on collector or local streets.

In southeastern Wayne Township, on the other hand, it is more common for commercial uses to be developed adjacent to residential areas, sometimes even occurring in the midst of a residential area. By the same token, heavy industrial and heavy commercial uses are often adjacent to or across the street from single-family homes. Some of these residential subdivisions have experienced the harmful effects of soil, air, surface water, and other types of industrial contaminants (see Critical Area 4). Parts of this area developed without the benefit of stringent building codes, zoning, and subdivision regulations. Wherever possible, the Comprehensive Plan addresses these issues by recommending more Light Industrial and Office Buffer uses adjacent to existing residential areas as a means of buffering them from more intense Heavy Industrial and Heavy Commercial uses.

In the Stage 4 area west of Lafayette Road, City sanitary sewers, storm sewers, and water service are provided throughout nearly the entire area. In southeastern Wayne Township, on the other hand, not all areas are served. This becomes a problem in areas where, for instance, an industrial use contaminates the groundwater near residential wells. Unless these residential areas are then provided with City water or bottled water, the residents could experience health problems.

The planned expansion of runways at the Indianapolis International Airport prompted a Planning Division study, the results and recommendations of which are contained in the Minnesota Street-Washington Street Corridor Study (1990). The plan's boundaries are shown on Map 4 (page 10). As with other adopted neighborhood and subarea plans, the plan's recommendations are incorporated into the Wayne Township Comprehensive Land Use Plan Map.

- *Stage 5 (Established Suburban Area)*

Except for the northeast corner of Wayne Township and the Indianapolis Motor Speedway, most of the Stage 5 area is within approximately one mile of I-465. Almost all of Stage 5 is developed, with notable exceptions including land northwest of the Indianapolis Motor Speedway, land north of 21st Street east of I-465, and land south of 10th Street on both sides of I-465. Most of Stage 5 land was developed after 1950, and boundary lines between major land uses are generally well defined. Most, but not all, of the area is served with water as well as storm and sanitary sewers.

Stage 5 areas are still experiencing development pressure and neighborhood reinvestment. Because various intensities of development are occurring on an infill basis, protecting existing land use patterns is a priority objective. Commercial uses should not be allowed to develop in residential areas or in other areas not recommended for commercial uses in the Comprehensive Plan.

Commercial and industrial development should also employ careful site design and be integrated with existing or proposed adjacent development. Site development, especially for commercial uses, should be integrated and should buffer nearby residential uses and allow for vehicular and pedestrian access between adjacent developments. Such site planning decreases the need to use the public roadway system for travel between sites.

Environmentally sensitive areas, such as the recommended parks and Urban Conservation areas near 21st Street and I-465 and in the vicinity of Lynhurst Drive and 10th Street, should be protected from inappropriate land uses and development intensities that might degrade the natural features of the areas. Development in these areas should utilize public park use, development clustering, and other techniques that minimize the loss of Wayne Township's relatively scarce natural resources. By the same token, every effort should be made to develop linear parks on Big Eagle Creek and the two abandoned railway corridors in Stage 5.

- *Stage 6 (Developing Suburban Area)*

Stage 6 in Wayne Township is almost entirely west of I-465. In this, the least developed part of Wayne Township, undeveloped transitional areas between major land uses are at critical junctures because of development of adjacent land. The existing uses have experienced and will continue to experience development pressure, both for appropriate and inappropriate uses.

The most notable feature of Stage 6 is the Indianapolis International Airport. Planned airport expansion and the development of the United Airlines maintenance hub on airport property will probably stimulate even more industrial development than has already occurred in the southern portion of Stage 6. Much recent industrial development has occurred along the Conrail tracks that run from north to south through Stage 6. Park Fletcher, one of the most well-known industrial parks in Marion County, is also located in Stage 6.

The Stage 6 area also contains most of the newly developed and developing residential subdivisions in Wayne Township. These subdivisions have developed as far north as 38th Street and as far south as Morris Street. Pressure for commercial development is also occurring in Stage 6.

Stage 6 has relatively few parks compared to the rest of Wayne Township. With full development possible in Wayne Township by early in the next century, the opportunity for obtaining park land will probably never be better than at present. Big Eagle Creek, White Lick Creek, and two abandoned railways would make excellent linear parks. The largest area recommended for future park use is the Country Club of Indianapolis, in the unlikely event that the golf course is ever available for sale to the City. The better opportunity is for the City to purchase undeveloped land for park use before land acquisition becomes more difficult.

New development in Stage 6 should occur as recommended in the Comprehensive Plan, with careful consideration of public infrastructure capacities and proposed improvements. New commercial and industrial developments should be carefully planned in terms of their location proximate to existing residential areas and to roadways and other infrastructure.

Commercial and industrial development should also employ careful site design and be integrated with existing or proposed adjacent development. Site development, especially for commercial uses, should be integrated and should buffer nearby residential uses and allow for vehicular and pedestrian access between adjacent developments. Such site planning decreases the need to use the public roadway system for travel between sites. Moreover, new development should provide or make commitments for the provision of expanded public facilities to serve the new growth. As development of Wayne Township's Stage 6 land continues, attention to these policies will encourage rational growth and not overburden the City's infrastructure.

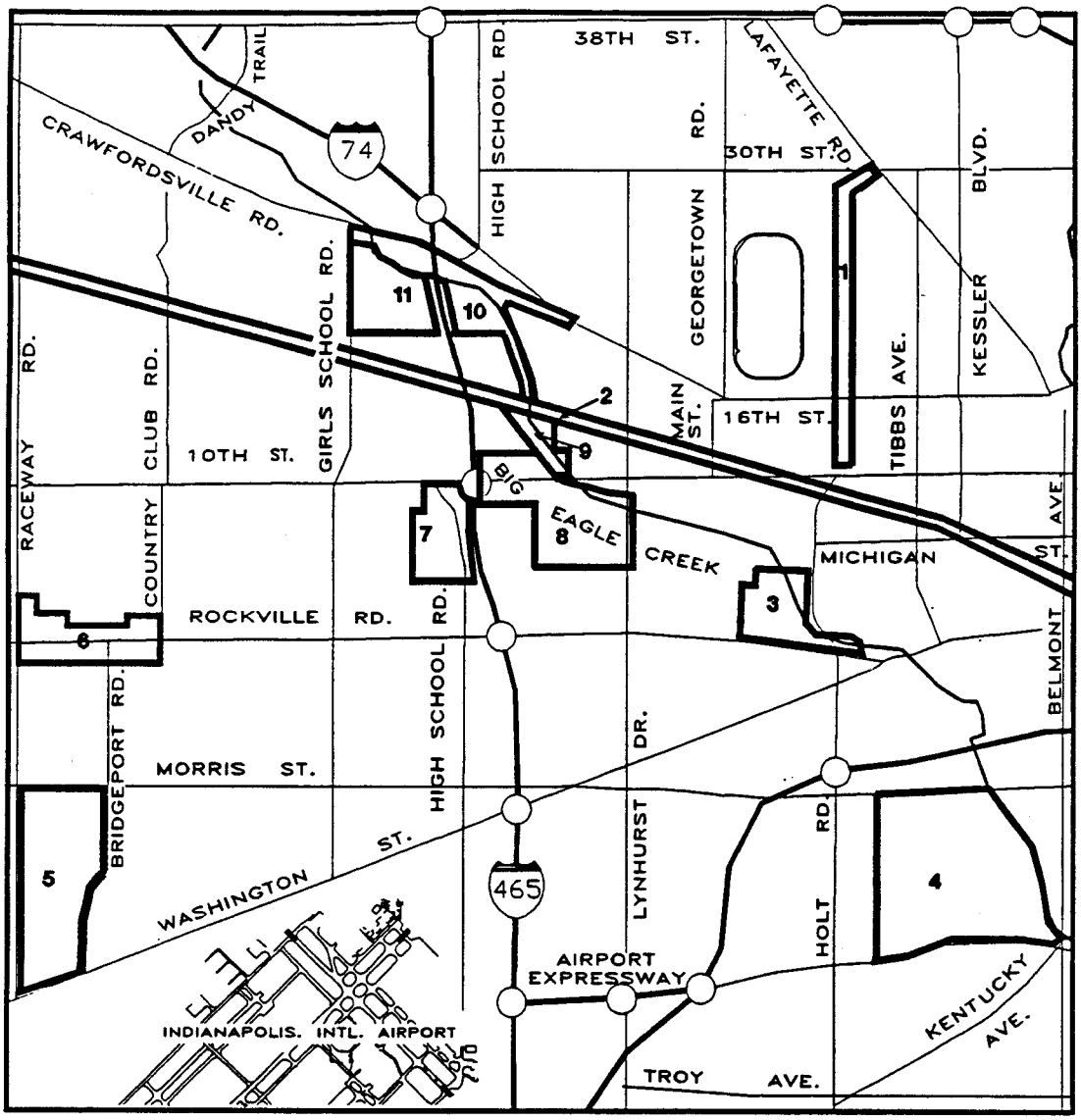
Critical Areas

Some land use recommendations in Wayne Township warrant special emphasis because of factors related to their location, unusual character, and significant development potential. It is essential to the Wayne Township Comprehensive Plan that these "critical areas" be developed as recommended. The plan's land use recommendations for the remainder of the township are also important; but critical areas warrant a more detailed explanation.

The list of critical areas can only be expanded by the adoption of a new critical area as a Comprehensive Plan Segment. This process involves further study of an area by the Department of Metropolitan Development, which may then recommend an area to the Metropolitan Development Commission for adoption as a Comprehensive Plan Segment.

On the following pages are Wayne Township's critical areas, including a description and map of each, the rationale for why it is designated "critical" to the plan, recommendations for development, and additional data. Floodplains, wetlands, proposed Thoroughfare Plan roadway improvements, and other features are also shown on the individual critical area maps. Map 8 shows the locations of the critical areas in Wayne Township.

Like the rest of this narrative, the critical areas section is best understood when read in conjunction with the *Marion County Comprehensive Plan Narrative*, the Wayne Township Comprehensive Land Use Plan Map, and the *1991 Official Thoroughfare Plan for Marion County*. Land use categories, indexing, and policies for development are more fully explained in the *Marion County Comprehensive Plan Narrative*. Likewise, the *1991 Official Thoroughfare Plan* contains more detailed information regarding roadways in Marion County. Consult these plans when using this Wayne Township narrative.



MAP 8

WAYNE TOWNSHIP

CRITICAL AREAS

CRITICAL AREA BOUNDARIES

THE PREPARATION OF THIS MAP
WAS FINANCED IN PART BY A
COMMUNITY DEVELOPMENT BLOCK GRANT

JANUARY, 1993
DEPARTMENT OF METROPOLITAN DEVELOPMENT
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INDIANAPOLIS–MARION COUNTY, INDIANA

Critical Area 1

- Location (see Map 9): East of the Indianapolis Motor Speedway golf course and east of the Conrail railroad tracks from 10th Street to Lafayette Road northeast of 30th Street (approximately 156 acres).

- Land Use Plan Recommendations: The proposed Holt Road extension traverses the following land uses (from north to south): Commercial Cluster (CC), Public Use (P), Urban Conservation indexed to Light Industrial [UC (13)], Heavy Industrial (HI), Public Use indexed to Medium Density Residential [Public (3)], Light Industrial (LI), and Low Density Residential (LD).

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Commercial Cluster - CC

  East: Commercial Cluster - CC
  Community Shopping Center - CSC
  Heavy Industrial - HI
  Public Use indexed to Medium Density Residential - Public (3)
  Low Density Residential - LD

  South: Heavy Industrial - HI
  Low Density Residential - LD

  West: Light Industrial - LI
  Public Use (power substation) - P
  Low Density Residential - LD
  Indianapolis Motor Speedway
  Heavy Industrial - HI

- Stages of Development: 3 (Established Center City Area), 4 (Suburban Revitalization Area), and 5 (Established Suburban Area).

- Why Critical: This critical area is the planned location of the Holt Road connector. By connecting Holt Road with Lafayette Road, the Holt Road Connector would complete the only arterial road traversing Wayne Township from north to south. Between 10th and 21st Streets, the path of the planned roadway travels through an existing residential area.

- Recommendations:

  a. Establish a subcommittee of the Wayne Township Planning Committee to discuss the Holt Road extension with the Department of Metropolitan Development staff and advise staff of neighborhood concerns. Wayne

Township subcommittee members should represent both the neighborhood through which the proposed roadway extension would pass and other affected areas.

b. Analyze the potential effectiveness of--and the proposed alignment for--the Holt Road extension. The Transportation Section of the Department of Metropolitan Development's Planning Division should perform the analysis when the Thoroughfare Plan is revised (1993). The Wayne Township subcommittee should advise Planning Division staff on the neighborhood's perspective.

c. Determine whether the Holt Road extension should be a priority improvement in the Thoroughfare Plan. The Department of Metropolitan Development should receive input from the Wayne Township subcommittee and the Department of Transportation on whether the Holt Road extension should remain a priority improvement in the Thoroughfare Plan. If the extension is clearly not a priority improvement, it should be removed from the list.

d. Maintain communication with the Department of Transportation (DOT) regarding the Wayne Township Planning Committee's goal to establish and/or improve north-south primary arterial corridors. Neither the Holt roadway extension nor any other improvement will occur unless it is made part of the DOT's Capital Improvements Program, and the extension is not in the Capital Improvements Program budget through 1995. If DOT determines not to include the Holt Road extension in the Capital Improvements Program, the Wayne Township subcommittee should work with DOT to determine how to improve north-south movement on arterial roadways in Wayne Township.

e. If the Holt Road extension is removed from the list of priority improvements in the Thoroughfare Plan, consider the Moller Road-Lynhurst Drive connector as a potential north-south connector (see Map 6, Priority Improvement 1). The proposed Moller Road-Lynhurst Drive connector is located in an undeveloped area and should be examined as part of the 1993 Thoroughfare Plan revision.

- Additional Data:

a. Soil Limitations - The area is composed primarily of Urban land-Genesee, Urban land-Fox, and Urban land-Westland soils, with Urban land-Crosby soils near 30th Street. Although Urban land soils are hard to characterize, Crosby and Westland soils are prone to wetness, and Genesee soils are prone to flooding. These characteristics severely limit the suitability of development in undeveloped portions of the critical area. Fox soils present only slight limitations. Good drainage systems and appropriate construction materials and techniques must be used to overcome these limitations.

b. Drainage - Drainage problems are associated with the Urban land-Genesee and Urban land-Westland soils in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - The wooded area south of 30th Street must be preserved. Any development in this area must occur outside of the floodway south of the wooded area. Development must conform to more restrictive standards where the floodplain, or floodway fringe, is located north of 21st Street.

d. Sanitary Sewers - Sanitary sewer service is already available in Critical Area 1. A City of Indianapolis sanitary sewer interceptor runs north and south along the eastern edge of the critical area. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

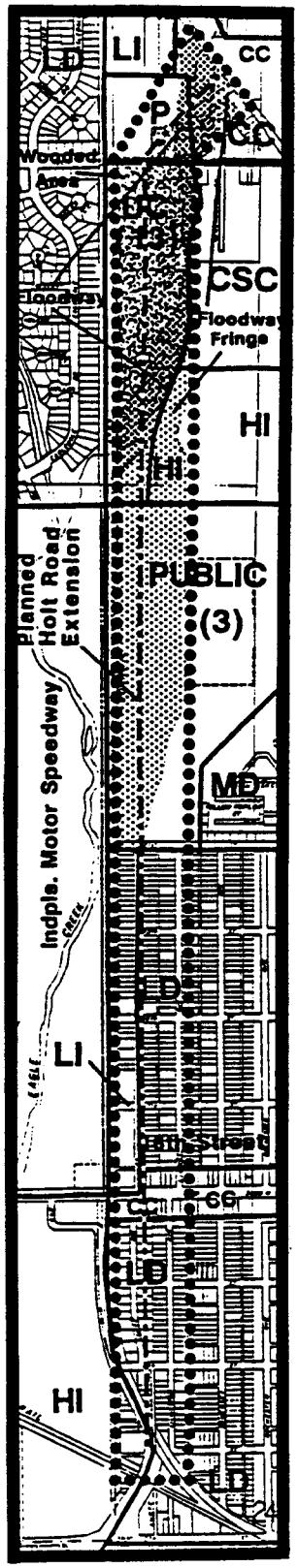
e. Water Facilities - Critical Area 1 has water service along Lafayette Road, 30th Street, and 21st Street.

f. Transportation - The Official Thoroughfare Plan recommends that Holt Road be extended from 10th Street to Lafayette Road as a primary arterial roadway. In addition, 10th Street and 16th Street are recommended as six-lane primary arterials, while 30th Street and Lafayette Road are recommended as four-lane primary arterials. Right-of-way should be dedicated to accommodate necessary future roadway widenings. Lafayette Road, 30th Street, 16th Street, 10th Street, and Holt Road all currently have sufficient capacity.

In Critical Area 1 (as in all areas of the Wayne Township Comprehensive Plan), the land use recommendations take into account roadway improvements proposed in the Thoroughfare Plan. In this critical area, the land use recommendations remain the same even if the Holt Road extension is removed in the future from the list of priority improvements.

(See Map 9, next page)

Map 9 - Critical Area 1



Critical Area 2

- Location (see Map 10): Traverses the entire township from west to east, with its northernmost point at approximately 2400 Raceway Road and the southernmost point at approximately 300 North Belmont Street (approximately 90 acres).

- Land Use Plan Recommendation: Linear Park (Proposed), indexed to Public Use for high fiber optic wire and other communication and/or infrastructure uses [LP (P) (Public)].

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Low Density Residential - LD
  Medium Density Residential - MD
  Office Buffer - OB
  Linear Park (Proposed) - LP (P)
  Neighborhood Park (Existing) - NP (E)
  Junior High School - JH
  Commercial Cluster - CC
  Heavy Industrial - HI
  Light Industrial - LI

  East: Heavy Industrial - HI

  South: Low Density Residential - LD
  Light Industrial - LI
  Very Low Density Residential - VLD
  Linear Park (Proposed) - LP (P)
  Medium Density Residential - MD
  Commercial Cluster - CC
  Heavy Industrial - HI
  Neighborhood Park (Existing) - NP (E)

  West: The *Hendricks County Comprehensive Plan* recommends single family use.

- Stages of Development: 2 (Center City Revitalization Area), 5 (Established Suburban Area), and 6 (Developing Suburban Area).

- Why Critical: Critical Area 2 runs the length of the CSX (formerly B&O) railroad tracks in Wayne Township. The linear park that could be developed in place of the abandoned portion of the railway serves as an important link to three other potential Wayne Township linear parks. (A linear park is a connected system of landholdings creating a chain of open space.) This Linear Park recommendation is also adjacent to several other parks. The possibility exists of eventually developing the abandoned railway into a recreational transportation route extending from Hendricks County to

Main Street, Speedway (and into downtown Indianapolis if more of the railway is abandoned). If the property is to be acquired for use as a future linear park, the property should be purchased by the City of Indianapolis-Marion County before it is acquired by other interests. Sale of the railroad right-of-way is more likely now that rails have been removed from the property.

- Recommendations:

  a. Coordinate the purchase of the abandoned railway with CSX Railroad and any other necessary entities. The Indianapolis Department of Parks and Recreation should coordinate this effort with affected jurisdictions, including Hendricks County, Wayne Township, Speedway, and Clermont.

  b. Procure funding for the purchase of the abandoned railway. Interested local groups should be involved, including the Indianapolis Parks Foundation, Groups Advocating Urban Greenspace Environments, and Hoosier Rails to Trails. These groups and others should work with the Department of Parks and Recreation to seek funds from various sources, such as the Capital Improvements Program budget, government grants, endowments, and private groups and individuals.

  c. Hold public meetings with residents and business owners adjacent to the railroad right-of-way and with other Wayne Township residents to discuss planning and development of the abandoned railway into a linear park. These meetings offer a forum for disseminating information on linear parks and for voicing the public's concerns. Following this planning and development process will help address property owners' concerns, galvanize support for the linear park system, and increase the likelihood that the park will be developed in a way that best serves the community.

  d. Develop the abandoned railway as a linear park. The linear park would help serve the area's recreational and transportation needs, including activities such as biking, running, and hiking. Planning and development of this linear park should include planning for the purchase and development of links with existing and proposed Wayne Township parks such as Leonard Park in Speedway, Olin Park in eastern Wayne Township, Big Eagle Creek linear park in central Wayne Township, White Lick Creek linear park in western Wayne Township, and the abandoned Conrail tracks in northern Wayne Township. Funding for development of the park could be obtained from the same sources identified in Recommendation b, above.

- Additional Data:

  a. Soil Limitations - Critical Area 2 contains many different soil types west of Big Eagle Creek, with Crosby soils the most commonly occurring. East of

Big Eagle Creek, the predominant soil types are Urban land-Genesee and Urban land-Fox. The Crosby soils west of Big Eagle Creek present moderate to severe limitations on development because of the wetness and slow permeability characteristic of the Crosby soils. East of Big Eagle Creek, the Urban land soils are difficult to characterize. Two predominant soil types are mixed with the Urban land: Fox soils, which present slight to moderate limitations on development, and Genesee soils, which present severe limitations because of flooding.

b. Drainage - Drainage problems are associated with the Crosby and Genesee soils in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - Trees line the abandoned railway along much of its length. These existing trees should be protected as part of the proposed linear park as a natural border between the linear park and adjacent land uses.

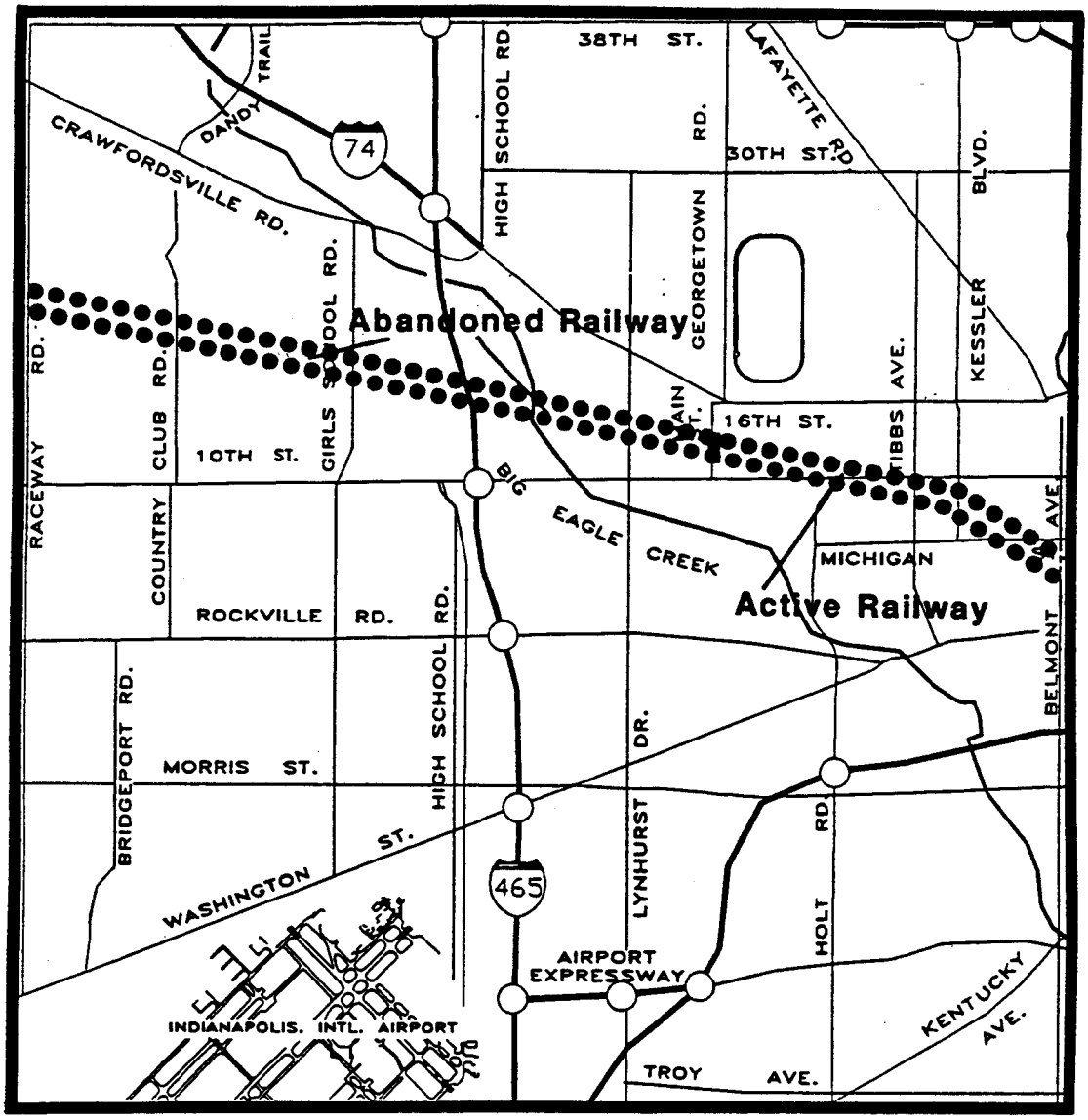
d. Sanitary Sewers - Sanitary sewer service is adjacent to Critical Area 2 nearly its entire length as far west as Country Club Road. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Water service is available adjacent to the abandoned railway as far west as its intersection with 21st Street. There are no water facilities from 21st Street to Raceway Road.

f. Transportation - I-465 and several primary and secondary arterials traverse the right-of-way of the abandoned CSX (formerly B&O) railway that comprises Critical Area 2. The abandoned railway crosses most of these transportation corridors at grade. Another railway, Girls School Road, and I-465 pass over the abandoned railway, and the railway crosses Big Eagle Creek by means of a tressle. Improvement of any roadway or property adjacent to or including the railroad right-of-way should include dedication of right-of-way necessary for the proposed linear park.

(See Map 10, next page)

Map 10 - Critical Area 2



Critical Area 3

- Location (see Map 11): South of Vermont Street, including property on both sides of Big Eagle Creek (approximately 169 acres).

- Land Use Plan Recommendations: Light Industrial (LI), Linear Park (Proposed) [LP (P)], Public Use (P), Urban Conservation indexed to Light Industrial [UC (13)], Urban Conservation indexed to Low Density Residential [UC (2)], Neighborhood Park (Existing) [NP (E)].

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Linear Park (Proposed) - LP (P)
  Low Density Residential - LD

  East: Cemetery
  Linear Park (Proposed) - LP (P)
  Office Buffer - OB

  South: Low Density Residential - LD
  Commercial Cluster - CC

  West: Low Density Residential - LD

- Stage of Development: 4 (Suburban Revitalization Area).

- Why Critical: A proposed linear park runs through Critical Area 3, with the Speedway Disposal (wastewater treatment) Plant to the east and industrial uses to the west. Just downstream of this area is Ridenour Park and an area recommended for Urban Conservation on Big Eagle Creek. Because of wastewater discharge at the wastewater treatment plant, along with other sources of pollution, Big Eagle Creek is contaminated in this area and not safe for recreation. In addition to health concerns associated with Big Eagle Creek, it has its own inherent value as an amenity and is a tributary of White River, which is also the subject of environmental concerns. Another concern in Critical Area 3 is the presence of residential uses nearby the industrial and auto-related uses on Gasoline Alley.

- Recommendations:

  a. Limit access to Big Eagle Creek from Ridenour Park. High counts of hepatitis and E-coli bacteria, both harmful to humans and animals, have been found in this portion of Big Eagle Creek. The Department of Parks and Recreation should post warning signs or use other measures that would effectively keep Ridenour Park patrons from accessing the waterway. If the

water quality in this area improves sufficiently in the future, park patrons could again be encouraged to access Big Eagle Creek.

b. Do not allow development of the Urban Conservation area or other areas along Big Eagle Creek unless the proposed uses would not in any way threaten the water quality of the creek. Uses such as gas stations (with underground storage tanks), dry cleaning establishments (with daily use and disposal of chemicals), and other uses that could contaminate Big Eagle Creek should not be permitted, nor should uses with outdoor storage of chemicals or other materials that could contaminate stormwater runoff.

c. Monitor water quality in Big Eagle Creek and enforce health and safety laws when violations occur. The Marion County Health Department-Health and Hospital Corporation should periodically test water quality in this portion of Big Eagle Creek and, if possible, trace harmful pollutants to their sources. If polluters in or near Critical Area 3 are not in compliance with health and safety laws, they should be fined and/or forced to comply.

d. Between Gasoline Alley and Big Eagle Creek, encourage Light Industrial uses that are non-threatening to the water quality of Big Eagle Creek and compatible with the proposed linear park. This area is planned and zoned for industrial use and is already nearly fully developed with auto-related and industrial uses. These uses are recognized and expected to occur. If any existing or new business requests a rezoning or variance, however, the petition should be granted only if the petitioner demonstrates that the proposed use does not threaten Big Eagle Creek water quality or potentially threaten to contaminate soil, groundwater, or surface water. In addition, proposed uses should not create noise for nearby residential neighborhoods. Petitions involving any property adjacent to the proposed linear park should be accompanied by landscaping plans for generous setbacks and screening of the property from the linear park corridor.

e. West of Gasoline Alley near residential areas to the west and south, encourage uses that will not increase noise or visual impacts on the residential neighborhoods. The traditional auto-related use of the area immediately west of Gasoline Alley is recognized and expected to exist. Expansion or intensification of these uses, however, must not extend outside of the plan's Light Industrial boundary, and must be accompanied by noise abatement and visual screening measures. Uses such as offices that create fewer noise impacts on adjacent property owners should be encouraged.

f. Encourage pedestrian access to the proposed Big Eagle Creek Linear Park, including access for workers in the area.

g. Inform police about industrial and auto-related uses that create noise in the

evening and night hours. These businesses should not be allowed to disturb nearby residents. In addition, police patrols in the area should be informed about incidents of drag racing on the public streets.

- Additional Data:

a. Soil Limitations - Critical Area 3 is made up of Urban land-Genesee and Urban land-Fox soils. Genesee soils severely limit development because of their characteristic flooding. Fox soils, on the other hand, present only slight to moderate limitations. Large portions of Critical Area 3 are classified as "cut and fill" areas by the *Soil Survey of Marion County, Indiana.* In Urban land-Genesee areas, sanitary sewers and appropriate site preparation and construction measures should be used to offset or mitigate the limiting soil conditions and help ensure the successful long-term development of the area.

b. Drainage - Drainage problems are associated with the Urban land-Genesee soils present in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - The National Wetland Inventory Map identifies several small wetlands in the Speedway Disposal Plant area. Wetlands provide natural retention areas for floodwater, natural filtration systems for storm water runoff and stream surface water, and habitats for various wildlife species. The wetlands depicted on this and other critical area maps are generalized from the National Wetlands Inventory Map. More detailed information is available from the U.S. Department of the Interior, Fish and Wildlife Service and the Marion County Soil and Water Conservation District.

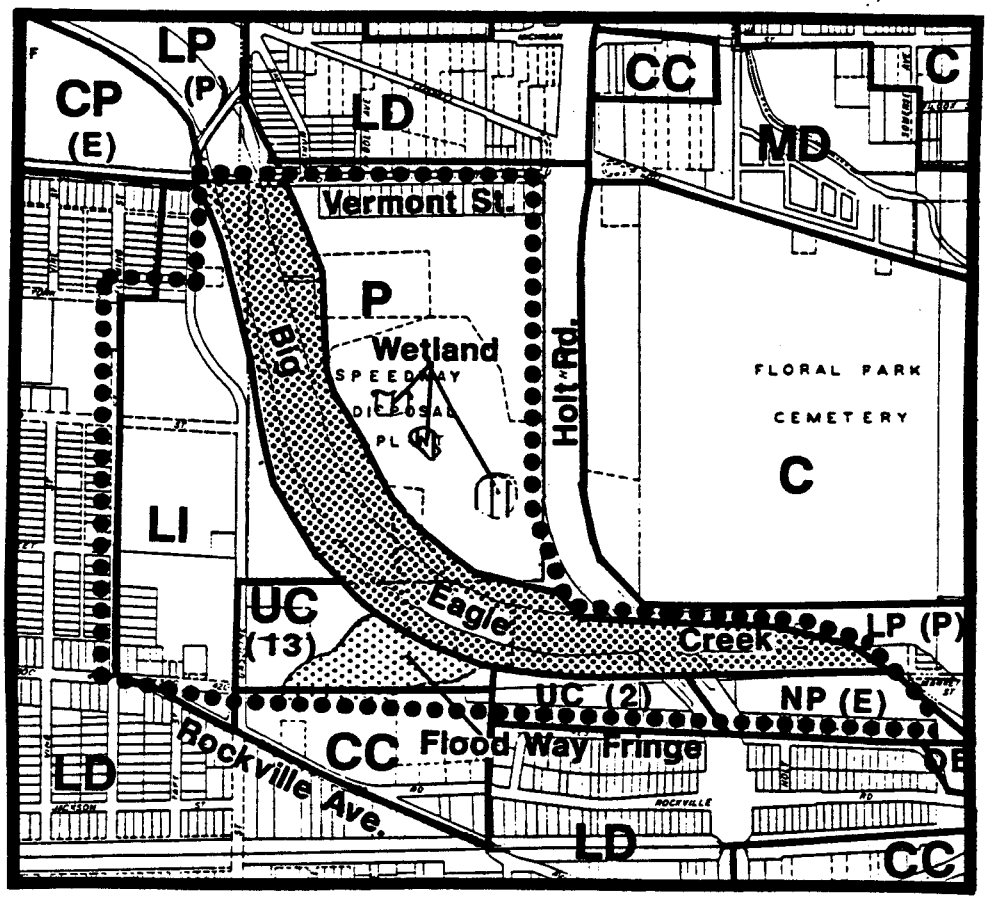
The floodway of Big Eagle Creek runs through this critical area. Part of Critical Area 3 is also within the Big Eagle Creek floodway fringe, or floodplain. In addition, a small secondary growth woodland is located in the Urban Conservation area that is indexed to Light Industrial use.

d. Sanitary Sewers - Sanitary sewer service is available to Critical Area 3 along its southern and western boundaries. A sewer interceptor runs east and west near Rockville Road. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Existing development should acquire sewers through the Barrett Law or another procedure. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Critical Area 3 is served by the Indianapolis Water Company and the Speedway Water District.

f. Transportation - The Official Thoroughfare Plan recommends that both Rockville Road and Holt Road be four-lane primary arterial roadways in this critical area. Right-of-way should be dedicated to accommodate necessary future roadway widenings. Holt Road currently has sufficient capacity in this critical area.

Map 11 - **Critical Area 3**



Critical Area 4

- Location (see Map 12): South of Morris Street and north of the Airport Expressway between the Conrail tracks and Big Eagle Creek (approximately 652 acres).

- Land Use Plan Recommendations: Light Industrial (LI) and Heavy Industrial (HI).

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Heavy Industrial (HI)
  Heavy Commercial (HC)

  East: Heavy Industrial (HI)
  Low Density Residential (LD)
  Light Industrial (LI)
  Commercial Cluster (CC)

  South: Heavy Industrial (HI)

  West: Heavy Industrial (HI)

- Stage of Development: 4 (Suburban Revitalization Area).

- Why Critical: Industrial activity in this area has polluted the air, soil, groundwater, and surface water (most notably Big Eagle Creek) in this area. Residents of the subdivisions in this predominantly industrial area have faced real and potential health hazards over the years due to their proximity to these industries, many of which are heavy manufacturing industries. A Superfund site is also in this critical area. The Marion County Health Department-Health and Hospital Corporation recommends that (1) no more residential use be planned for this area and (2) no more heavy industry be planned or allowed in this area. Residential and heavy industrial zoning currently exist in this area.

- Recommendations:

  a. Prohibit any new residential development in this area. Undeveloped land in the eastern portion of the critical area that is currently zoned for residential use (D-5 and D-11 zoning) should be rezoned for Light Industrial use. Light industry would be compatible with both Heavy Industrial uses to the west and Big Eagle Creek to the east.

  b. Allow existing residential development to be replaced by Light Industrial uses in Critical Area 4. The Metropolitan Development Commission should allow industrial rezonings in these residential areas, provided that Light Industrial development occurs in an integrated, rather than piecemeal, fashion. If a

potential non-polluting Light Industrial development can assemble sufficient land area to create an integrated development that does not severely impact the remaining residences, such development should be approved.

c. Rezone areas zoned for heavy industry to light industrial zoning. In the southeastern part of Critical Area 4 where undeveloped property is currently zoned I-4-S, the Metropolitan Development Commission should consider a rezoning to an appropriate light industrial zoning category that does not allow heavy manufacturing by right. This possibility should be investigated more closely by Planning Division staff and Neighborhood and Development Services Division staff.

d. Protect existing residents from industrial pollutants. One of the goals of the Wayne Township Planning Committee is to reduce pollution in the township. Nowhere is this more immediately necessary than in and immediately north of Critical Area 4, where residential uses exist next to heavy industry. As long as these residents still live in the area, they should be protected from the potentially harmful effects of nearby industrial pollution. The Marion County Health Department and the Indiana Department of Environmental Management should continue pollution testing in this portion of Wayne Township and, if pollutants can be traced to specific industries, levy fines and bring these industries into compliance with the law.

Furthermore, the Health Department and industries in Critical Area 4 should invite area residents at least once per year to a forum to discuss pollution mitigation measures already in effect and how residents could potentially be affected. The residents should be informed of their options to initiate enforcement of ordinances.

e. Reclaim the creek and its banks. Any development proposal adjacent to Big Eagle Creek in this area should include site plans that provide for cleanup and reclamation of the banks. Site planning should allow for easements for future linear park use. If in the future Big Eagle Creek becomes more appropriate for public recreational use as a part of a possible White River linear park system, the easements would allow for public access.

- Additional Data:

a. Soil Limitations - The western half of Critical Area 4 is primarily Urban land-Fox soils. Urban land soils are difficult to characterize, but the Fox soils present only slight to moderate limitations on development. Most parts of the eastern half of Critical Area 4 are classified as either "gravel pit" or "cut and fill" areas by the *Soil Survey of Marion County, Indiana.*

b. Drainage - Few drainage problems are associated with the Urban land-Fox

soils present in this critical area. This area contains wetlands. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - The wetlands on the site must be protected, and residents should be protected from contamination. Until the contamination in Blue Lake is reduced, people should not fish or swim in the lake. In addition, tree preservation plans should accompany any proposed development that includes the wooded areas.

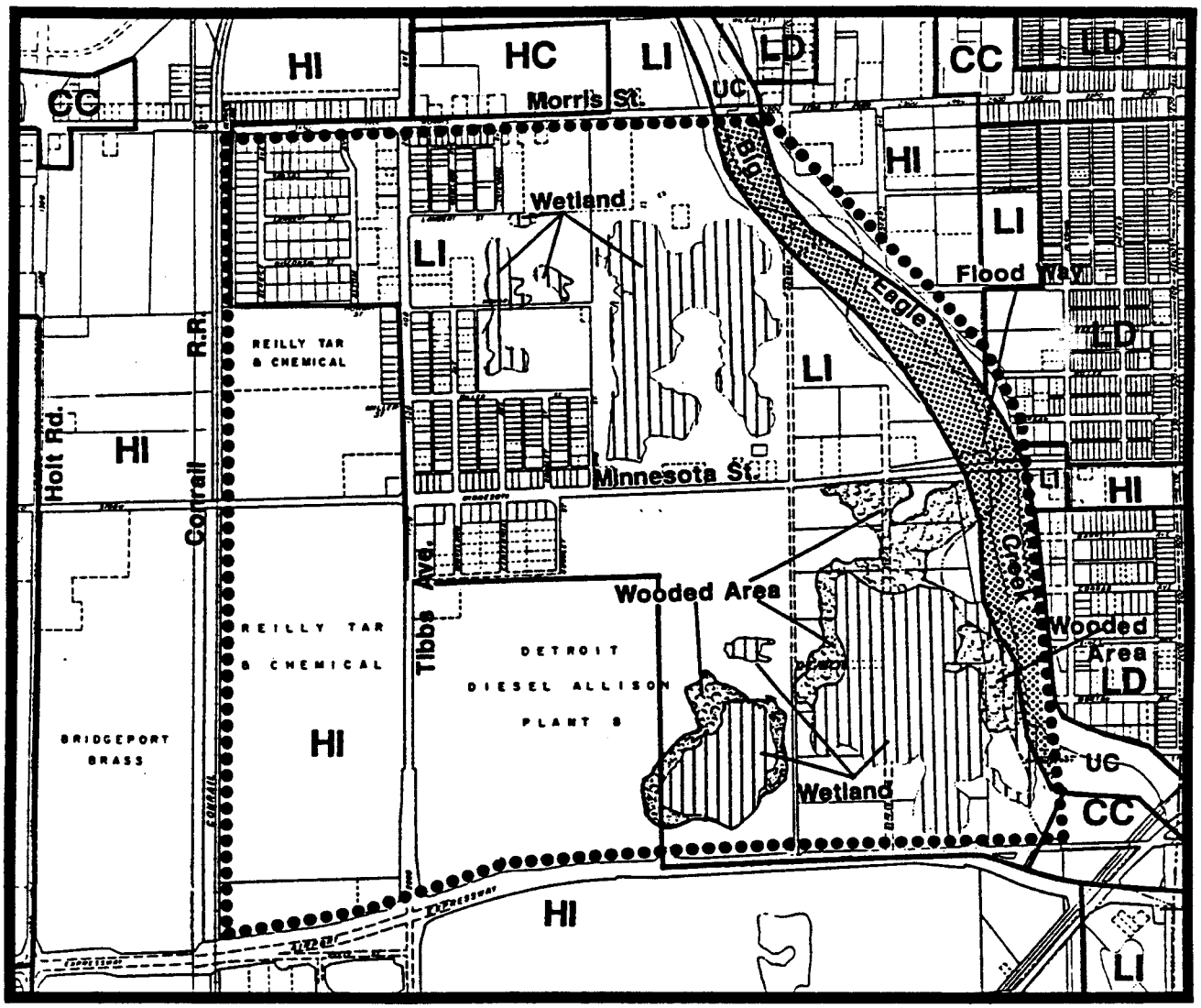
d. Sanitary Sewers - Sewer service is available in the western and southern portions of Critical Area 4. A City of Indianapolis sewer interceptor runs east and west through the northern portion of the critical area. New development should provide sewer services as necessary to prevent further health hazards in the area. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Water service is available in the western portion of Critical Area 4, as well as along Morris and Minnesota streets. The eastern portion of the critical area could be served from these areas.

f. Transportation - The Official Thoroughfare Plan recommends that Morris, a primary arterial roadway, and Minnesota Street and Tibbs Avenue, both secondary arterial roadways, all be four lanes wide in this critical area. The Airport Expressway is recommended to remain six lanes wide in Critical Area 4. All of these roadways have sufficient capacity within the critical area.

(See Map 12, next page)

Map 12 - Critical Area 4



Critical Area 5

- Location (see Map 13): South of Morris Street and north of Washington Street, bounded on the west by Raceway Road and on the east by Bridgeport Road (approximately 400 acres).

- Land Use Plan Recommendations: Light Industrial (LI), Urban Conservation indexed to Light Industrial [UC (13)], Linear Park (Proposed) indexed to Light Industrial [LP (P) (13)], Office Center (OC), Urban Conservation indexed to Light Industrial [UC (13)], Neighborhood Shopping Center (NSC), and Commercial Cluster (CC).

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Low Density Residential - LD

  East: Low Density Residential - LD
  Community Park (Proposed) indexed to Low Density Residential - CP (P) (2)

  South: Commercial Cluster - CC

  West: The *Hendricks County Comprehensive Plan* and the recently adopted Zoning District Classification Map both designate low density single family use along Raceway Road (the zoning map specifies the density as less than three dwelling units per acre). This is true of all but approximately the first one hundred yards north of Washington Street, where the designation is for general commercial use.

- Stage of Development: 6 (Developing Suburban Area).

- Why Critical: This area is almost completely undeveloped, with development pressure occurring outside its boundaries for a variety of land uses. Single-family subdivisions have recently developed immediately north of Morris Street. Single-family uses are also recommended to the west along Raceway Road in Hendricks County and to the east of Critical Area 5 across Bridgeport Road. Also recommended to the east is a Community Park--mostly on the site of what is currently Jameson Camp--and the long-established Bridgeport community. To the south, commercial development along Washington Street and the imminent development of the United Airlines Maintenance Hub will exert pressure for development of commercial and industrial uses in Critical Area 5.

  The presence of White Lick Creek, its flood boundary, wetlands, trees, and proposed linear park necessitate that any development demonstrate sensitivity to this area's natural features. Finally, the Neighborhood and Development Services Division received an inquiry regarding a large industrial park in Critical Area 5 during the development of the Wayne Township Comprehensive Plan.

- Recommendations:

a. Prohibit any development that is not compatible with existing residential development north of Morris Street and east of Bridgeport Road. Proposed industrial uses in Critical Area 5 should extensively buffer these residences with large transitional yards, extensive landscaping, and berming. Truck traffic should not have access onto Bridgeport Road. Bridgeport Road is not an arterial road in the Thoroughfare Plan and is not intended to carry large traffic volumes or commercial or industrial truck traffic. In addition, the single-family homes north of this area along Morris Street should not be subjected to truck traffic. Commercial uses should be concentrated in the planned area at the corner of Washington Street and Raceway Road, both primary arterials bordering Critical Area 5. Uses that generate truck traffic should have roadway access only on Washington Street and Raceway Road.

b. Limit development in the southeastern corner of the critical area to development that will be sensitive to natural and man-made features. Included in this part of the critical area are White Lick Creek, its flood boundary, wetlands, and high-tension power lines. Any proposed development of the area should designate open space east of the power line from the intersection of Bridgeport Road and Mellen Street north to where the power line crosses Bridgeport Road. South of the intersection of Bridgeport Road and Mellen Street, the area east of the power line and west of White Lick Creek should also be maintained as open space. The wetlands should be protected. Any development in the southeastern corner of Critical Area 5 should set aside land for public linear park use, as shown in the Comprehensive Plan.

c. Develop the segment of White Lick Creek in the southeastern portion of Critical Area 5 as a linear park. The White Lick Creek Linear Park is an important part of the proposed Wayne Township linear park system.

d. Delineate clearly the proposed development of any large industrial park as part of the petition for rezoning in Critical Area 5. The C-S zoning district should be used because it requires detailed staff review. Any proposal must clearly delineate transitional yard size, roadway access, landscaping plans, and the placement of uses by land use intensity within the proposed development. Neighborhood and Development Services Division staff should be allowed extensive and timely review of any such proposal.

e. Involve Wayne Township officials, agencies, and citizens in any discussion of expanding the Tax Increment Financing (TIF) district. The township's benefit from any large industrial development in Critical Area 5 is lessened by expansion of the TIF district, because increased property taxes would not be captured for Wayne Township schools and other township entities. If the

City of Indianapolis-Marion County considers expanding the TIF district in Wayne Township, the township's elected and appointed officials, agencies, and residents should be involved in discussions from the beginning.

- Additional Data:

a. Soil Limitations - Soils located in this critical area are Brookston, Crosby, Fox loam, Genesee, Miami, and Shoals. Brookston and Crosby soils carry severe development restrictions because of wetness. The Miami and Fox soils, on the other hand, restrict development slightly to moderately. Genesee and Shoals severely restrict development because of flooding and wetness. Genesee soils are found along Avon and White Lick Creek, while Shoals soils are concentrated in the southeastern part of the critical area.

b. Drainage - Brookston, Crosby, and Genesee soils pose drainage problems for development in this critical area. This critical area contains significant streams and wetlands, which help reduce the severity of floods by slowing and storing storm water. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - The existing wetlands, woodlands, floodway, and floodway fringe areas must be preserved to the greatest extent possible. The Linear Park and Urban Conservation recommendations apply to areas that are sloped, wooded, identified as wetlands, and/or are in the floodway or floodway fringe of White Lick Creek. This area is an important component of the proposed Wayne Township linear park system.

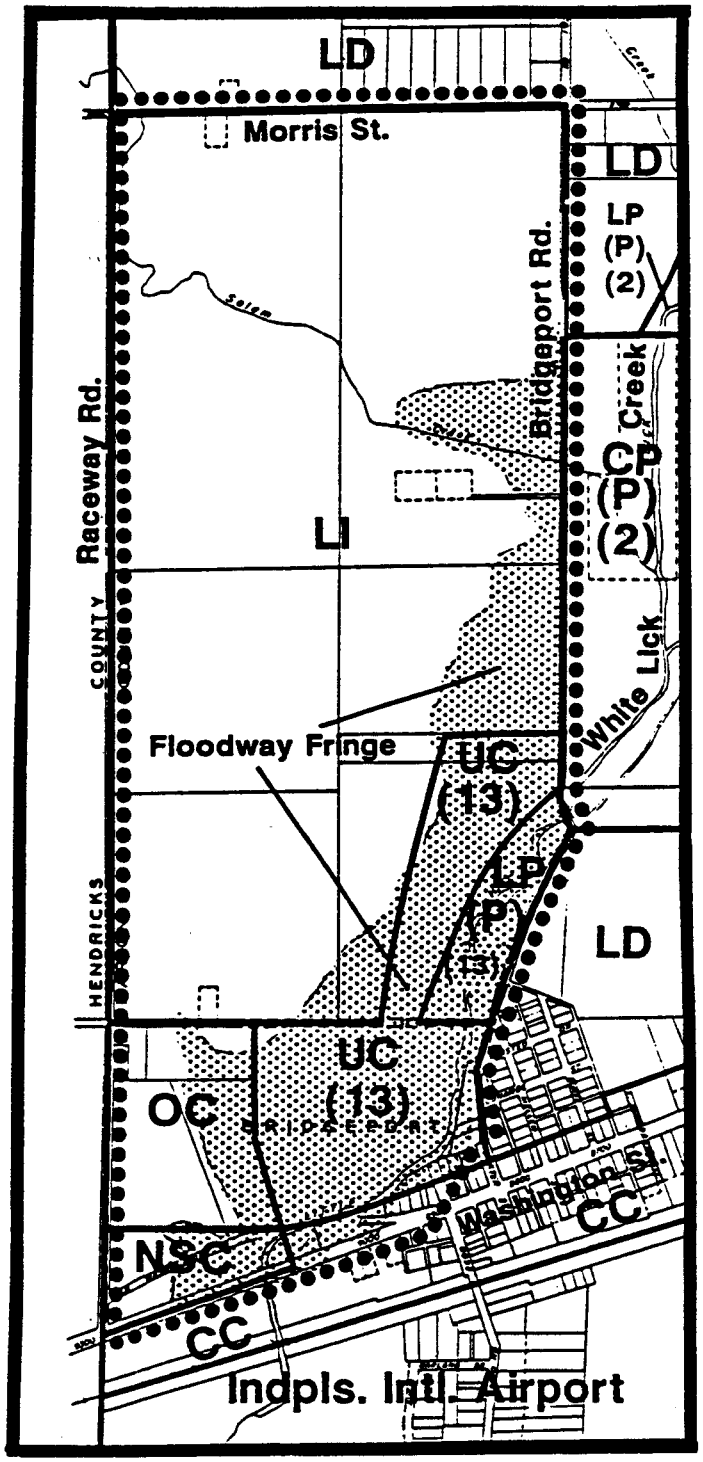
d. Sanitary Sewers - Sanitary sewer service is available to Critical Area 5 along Washington Street and Bridgeport Road, where the Bridgeport sewer interceptor borders the eastern edge of the critical area. New development must provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Existing development should acquire sewers through the Barrett Law or another procedure. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Water service is available along Morris Street and on Bridgeport Road adjacent to Critical Area 5.

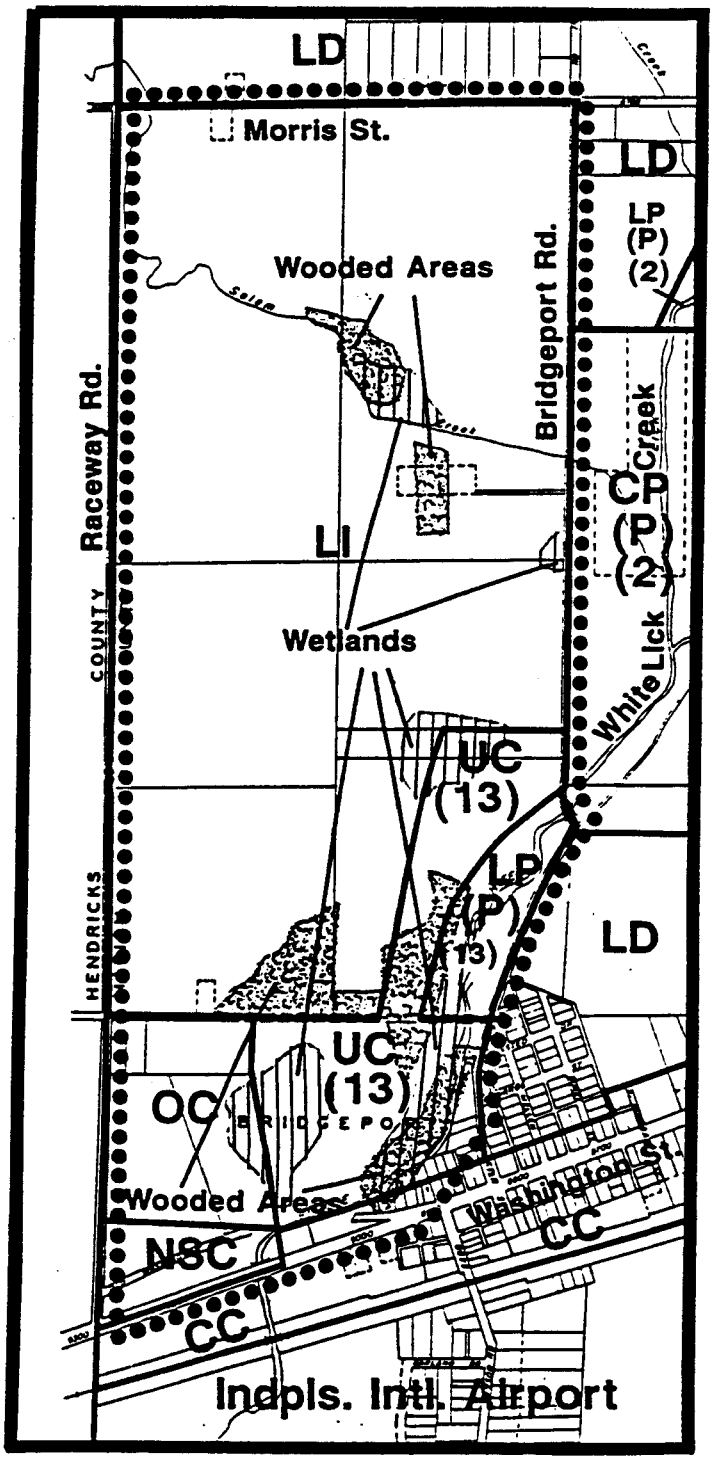
f. Transportation - The Official Thoroughfare Plan recommends that Raceway Road and Washington Street both be four-lane primary arterials in this critical area, with Morris Street serving as a four-lane secondary arterial. Right-of-way should be dedicated to accommodate necessary future roadway

widenings. Raceway Road, Washington Street, and Morris Street all have sufficient capacity in this critical area.

Map 13a - **Critical Area 5, Floodway Fringe**



Map 13b - Critical Area 5, Wetlands and Wooded Areas



Critical Area 6

- Location (see Map 14): East of Raceway Road extending to Country Club Road on both the north and south sides of Rockville Road (approximately 253 acres).

- Land Use Plan Recommendations: Urban Conservation indexed to Low Density Residential [UC (2)], Low Density Residential (LD), Neighborhood Shopping Center (NSC), Office Buffer (OB), Linear Park (Proposed) indexed to Low Density Residential [LP (P) (2)], Commercial Cluster (CC), Medium Density Residential (MD), and Office Center (OC).

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Low Density Residential - LD
  Linear Park (Proposed) indexed to Low Density Residential - LP (P) (2)
  Commercial Cluster - CC

  East: Heavy Industrial - HI
  Office Center - OC

  South: Low Density Residential - LD
  Linear Park (Proposed) indexed to Low Density Residential - LP (P) (2)

  West: The *Hendricks County Comprehensive Plan* and the Hendricks County Zoning District Classification Map designate single family use west of Critical Area 6 along Raceway Road beginning about one hundred yards north of Rockville Road (the zoning map specifies the density as less than 3.5 dwelling units per acre). The first one hundred yards north of Rockville Road are recommended for general commercial use in the Hendricks County Plan and Zoning District Classification Map. South of Rockville Road to the west of Critical Area 6 is recommended for shopping center use in the Hendricks County Plan. The zoning map shows this shopping center extending south to the Conrail railroad tracks.

- Stage of Development: 6 (Developing Suburban Area).

- Why Critical: Rockville Road is a well-travelled highway west of I-465. Although well-established residential uses exist on both the north and south sides of Rockville Road, there is pressure for commercial development at the Rockville Road intersections with Raceway Road and Bridgeport Road. The Planning Committee members who reside in the existing homes on the north and south sides of Rockville Road differ on whether or not the Comprehensive Plan should recommend commercial uses at these intersections. Planning Committee members and staff agree, however, that piecemeal commercial development along Rockville Road is very undesirable.

- Recommendations:

a. Do not allow piecemeal commercial development to spread along Raceway, Rockville, Bridgeport, or Country Club Roads. "Piecemeal commercial development" generally refers to development of non-integrated commercial uses one or two lots at a time, accompanied by multiple curb cuts, traffic congestion, excessive signage, and insensitivity to adjacent and nearby residential uses. Variance and rezoning requests for new office and retail commercial development in areas not recommended for commercial use in the Wayne Township Comprehensive Plan should be denied.

b. To avoid piecemeal commercial development and its attendant problems, limit retail and office commercial development along Rockville Road to integrated centers recommended in the Comprehensive Plan. Development proposals for a Neighborhood Shopping Center on the western boundary of the critical area and an Office Center east of the critical area must include integrated site design, limited curb cuts, integrated signage, extensive landscaping, and other buffering measures to protect existing residents from negative visual, noise, lighting, drainage, and traffic impacts.

Where Commercial Cluster and Office Buffer uses are recommended on Rockville Road and on South Raceway Road, these establishments must be served with integrated internal circulation such as a connecting private drive with only one or two access points onto Rockville Road. These uses must also employ extensive landscaping, drainage design, and low-glare lighting designed to buffer existing residents from negative visual, noise, drainage, and lighting impacts.

c. Do not allow commercial uses to extend beyond the boundaries designated by the Comprehensive Plan. These lines are fixed and are designed to protect existing residential development from the impacts of commercial uses. Petitions for commercial uses outside of the recommended boundaries should be denied.

At the northeast corner of Rockville and Raceway Roads, the northern boundary of the recommended Neighborhood Shopping Center should be limited to the southern property line (extended) of 91 North Raceway Road. In both Marion and Hendricks Counties, single-family residential uses exist and are recommended north of this boundary. Commercial uses should not extend further north on Raceway Road. The easternmost boundary of the integrated Neighborhood Shopping Center should not extend beyond Shiloh Creek, which serves as a logical separation between commercial and residential land uses. The Office Buffer recommendation east of the Neighborhood Shopping Center ideally would be included as part of the integrated center. The recommended Office Buffer uses both here and

farther east on Rockville Road must not be developed with new retail uses--the office uses are meant to buffer both planned and existing residential uses in this portion of Critical Area 6. Retail uses would have too great an impact on surrounding residential development.

On the southeast corner of Rockville and Raceway Roads, Commercial Cluster and Office Buffer uses should not extend east of the eastern boundary of the recommended integrated Neighborhood Shopping Center that is to the north. On this corner, existing residential homes face the recommended Neighborhood Shopping Center north of Rockville Road and the planned shopping center west of Raceway Road. These properties should not be developed for commercial uses unless they employ integrated internal circulation such as a connecting private drive with only one or two access points. These properties must also employ extensive landscaping, drainage design, and low-glare lighting designed to buffer existing residents from negative visual, noise, drainage, and lighting impacts. Office Buffer uses are to be the furthest boundary of commercial use on Raceway and Rockville Roads. The areas recommended for Office Buffer uses will buffer existing homes to the east and south from more intense retail uses. These Office Buffer areas should *not* be developed with retail uses.

On the southeast corner of Rockville and Bridgeport Roads, do not allow new commercial development. Neither road that intersects with Rockville--neither Bridgeport Road nor Richie Avenue--is an arterial roadway. Richie Avenue is a residential collector roadway north of the intersection. Existing and planned single-family residential uses north of Rockville Road and west of Bridgeport Road should not be subjected to the impact of retail uses on this corner.

On the northwest corner of Rockville and Country Club Roads, commercial uses should not extend north or west of White Lick Creek--the creek provides a natural boundary and some buffering for the planned Low Density Residential area to the northwest.

d. Preserve the proposed White Lick Creek Linear Park in the eastern edge of this critical area. The potential linear park, an important part of the proposed Wayne Township linear park system, should be reserved for public use regardless of whether or not the land adjacent to it is developed for private uses.

e. Preserve the existing wetland and woodland areas near White Lick Creek. Development petitions for both sides of White Lick Creek must include plans to preserve these areas for their aesthetic and recreational value. In addition to these benefits, White Lick Creek provides Critical Area 6 with natural space, buffering of commercial uses, and natural drainage. Both floodway

fringe and woodlands make up the Urban Conservation area west of White Lick Creek. Development in the Urban Conservation area should not occur unless the proposal includes extensive tree preservation and drainage plans. Another development constraint in the Urban Conservation area is represented by high-tension power lines crossing the area from northeast to southwest.

f. Although the Wayne Township Planning Committee is in unanimous agreement that commercial development should not be done on a piecemeal basis in Critical Area 6, the committee members disagree as to how much of the area should be recommended for commercial uses. Some think that no new commercial uses should be planned for the area, and that no commercial uses should be recommended at the corners of Raceway and Rockville Roads or further along Rockville Road. Others feel that the plan should contain additional commercial recommendations on Rockville Road, including the southeast corner of Rockville and Bridgeport Roads. Still others agree with a compromise solution.

The recommendations of this plan are the product of extensive Planning Committee discussion, Planning Division staff's professional judgment, and a set of recommendations which receive the approval of nearly the entire Planning Committee. The plan recommendations are designed primarily to (1) concentrate integrated commercial development at the intersections of arterial roadways--Rockville, Raceway, and Country Club Roads--to encourage commercial development where it is most appropriate; (2) stop piecemeal commercial development from occurring along Rockville Road; and (3) delineate the type and size of commercial development in these areas in order to protect existing and planned residential areas (see Recommendations a, b, and c, above).

- Additional Data:

a. Soil Limitations - Critical Area 6 is made up primarily of Brookston, Crosby, and Miami soils. The Brookston and Crosby soils severely limit development because of their characteristic wetness. The Miami soils, which are concentrated near White Lick and Shiloh Creeks, present only slight to moderate limitations, mainly due to steep slopes. Along Shiloh Creek are Eel and Sloan soils, which present limitations due to wetness and flooding. The southeastern portion of Critical Area 6 is classified as a "cut and fill" area by the *Soil Survey of Marion County, Indiana.* In areas with Brookson, Crosby, Eel, and Sloan soils, sanitary sewers and appropriate site preparation and construction measures should be used to offset or mitigate the soil characteritics and help ensure the successful long-term development of the area.

b. Drainage - Drainage problems are associated with many of the soils present in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - The National Wetland Inventory Map identifies several small wetlands in Critical Area 6. The eastern portion of the critical area near White Lick Creek contains wetlands, woodlands, and floodway fringe areas. These natural features, as well as the proposed White Lick Creek Linear Park, should be preserved as open space.

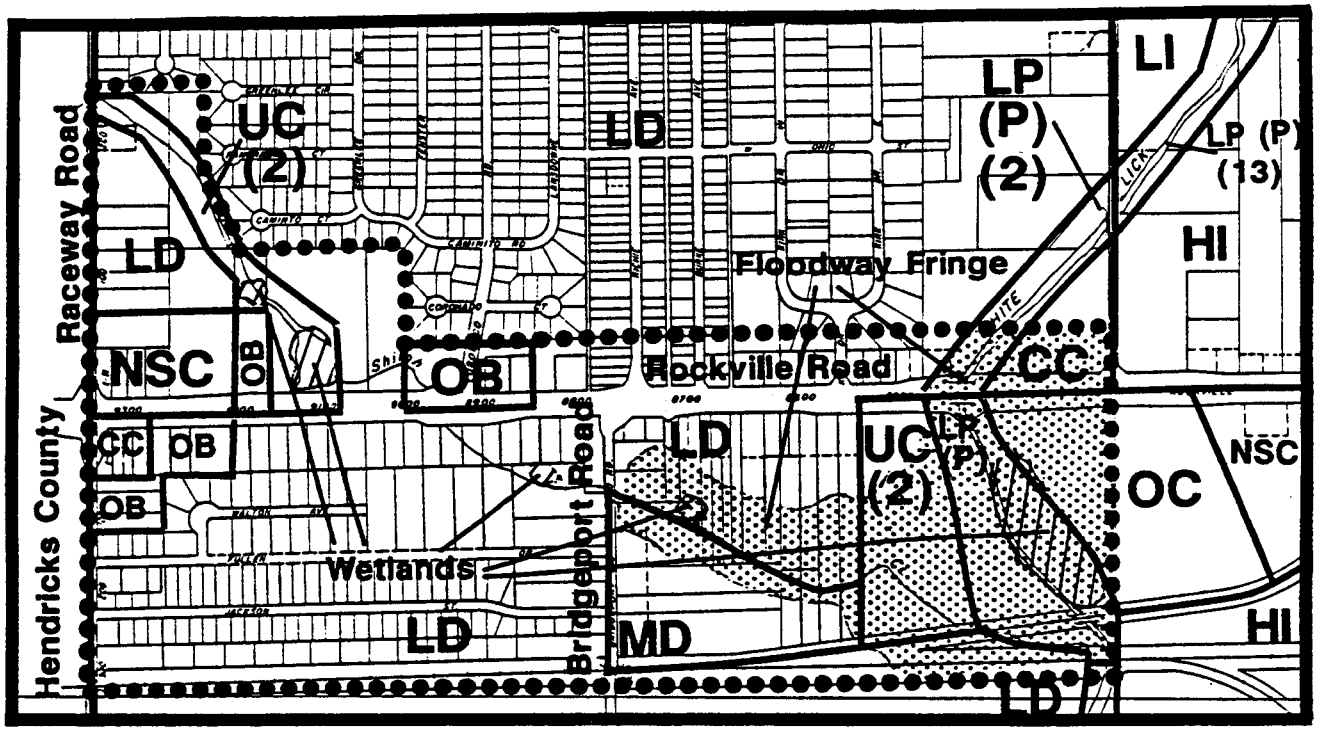
d. Sanitary Sewers - Sanitary sewer interceptors run along Bridgeport Road and along Rockville Road east of Bridgeport Road. Sewer service also exists between Richie Avenue and Raceway Road. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Existing development should acquire sewers through the Barrett Law or another procedure. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - The southwestern and northeastern portions of Critical Area 6 have water service. Water service is available within one-half mile of the other portions of the critical area.

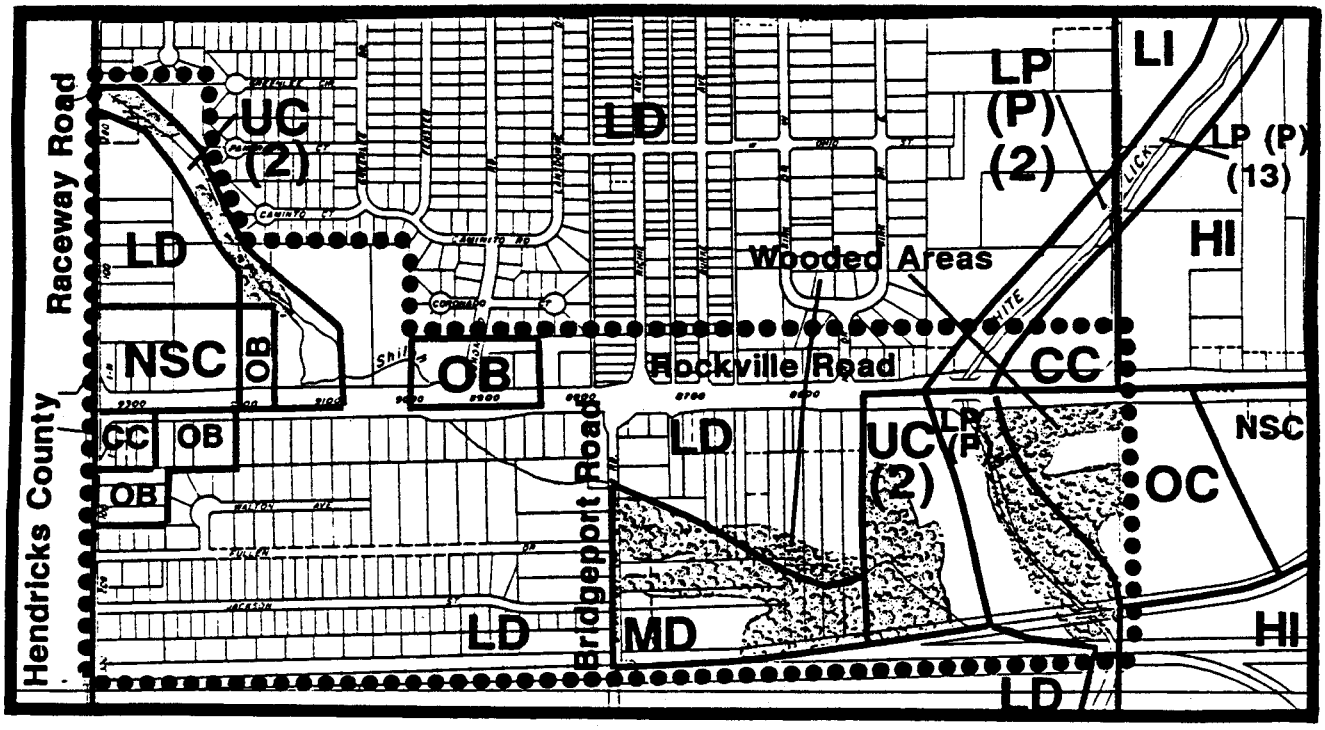
f. Transportation - The Official Thoroughfare Plan recommends that both Rockville, Raceway, and Country Club Roads be four-lane roadways in this critical area. Rockville and Raceway Roads are recommended as primary arterials and Country Club Road as a secondary arterial. Right-of-way should be dedicated to accommodate necessary future roadway widenings. Raceway and Country Club Roads currently have sufficient capacity in this critical area. Rockville Road is currently at or over capacity.

(See Maps 14a and 14b, next page)

Map 14a - **Critical Area 6, Floodway Fringe and Wetlands**



Map 14b - **Critical Area 6, Wooded Areas**



Critical Area 7

- Location (see Map 15): South of 10th Street and west of I-465 (approximately 107 acres).

- Land Use Plan Recommendations: Medium Density Residential (MD), Commercial Cluster (CC), Office Center (OC), and Low Density Residential (LD).

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Low Density Residential - LD
  Commercial Cluster - CC

  East: I-465

  South: Low Density Residential - LD
  Medium Density Residential - MD

  West: Low Density Residential - LD

- Stage of Development: 5 (Established Suburban Area).

- Why Critical: Most stormwater from this undeveloped critical area drains into the Farley Addition subdivision on the north side of 10th Street. The Farley Addition currently has poor stormwater drainage. If future development in Critical Area 7 does not provide sufficient stormwater drainage retention on site, it could exacerbate the drainage problems of adjacent developed areas such as the Farley Addition. In addition, there may be development pressure for commercial use in the northwestern corner of Critical Area 7 where residential use is recommended. Finally, the western part of Critical Area 7 contains three areas delineated on the National Wetland Inventory Map.

- Recommendations:

  a. In Critical Area 7, enforce drainage standards that will keep new development from adding to the stormwater drainage problems of existing development. Site design and drainage engineering plans should accompany any development proposals. These plans must demonstrate to the Department of Public Works that stormwater drainage will be contained on the site of the new development or be diverted so as not to add to the stormwater drainage burden of the Farley Addition and other existing development.

  b. Improve stormwater drainage efficiency and/or capacity in the Farley Addition to the north of 10th Street so that the system can handle present stormwater drainage needs. The Department of Public Works should proceed

with its current plans to (1) study the drainage needs of the Farley Addition and its entire watershed in the near future and (2) improve drainage in the Farley Addition and the watershed through a proposed Capital Improvement Project in 1994.

c. Do not allow new commercial development in Critical Area 7 except in the area recommended in the Comprehensive Plan for Office Center. Besides being incompatible with the established single-family residential uses bordering the critical area, commercial development would include a large amount of impervious surface, making drainage problems more difficult to mitigate. The developed portion of Critical Area 7 already contains office uses and some retail uses. No additional land should be zoned for commercial office or retail uses, nor should these uses be approved in variance petitions.

d. Do not allow residential development to exceed the density allowed by the Dwelling District Zoning Ordinance. Compared to single-family development, multi-family development is likely to include more impervious surface area, exacerbating the drainage problems in and near Critical Area 7. The area zoned D-6 and recommended on the Comprehensive Plan Map for Medium Density Residential use (the far western portion of Critical Area 7) should not be developed at a greater density of units per acre than what is allowed in the D-6 zoning district. Part of the area zoned for D-6 uses in Critical Area 7 is recommended for Low Density Residential use (2-5 dwelling units per acre) in the Comprehensive Plan. This recommended Low Density area is appropriate for single-family development where Chapel Hill Road and Sigsbee Street stub into the western edge of this critical area from the adjacent neighborhood.

e. Utilize clustering and two- to three-story units in the Medium Density area to protect wetlands, provide more open space, and reduce the amount of impervious surface in the area. Taller structures in the area recommended for Medium Density uses should be clustered away from single-family homes and closer to the area recommended for Office Center.

- Additional Data:

a. Soil Limitations - Critical Area 7 is made up almost entirely of Brookston and Crosby soils. Both of these soils severely limit development because of their characteristic wetness. In this critical area, sanitary sewers and appropriate site preparation and construction measures should be used to offset or mitigate the soil characteristics and help ensure the successful long-term development of the area.

b. Drainage - Drainage problems are associated with the Brookston and Crosby

soils present in this critical area, as well as with the area to the north of 10th Street (see Recommendations a and b, above). Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - Both wetlands and small secondary growth wooded areas exist in this critical area. The wetlands should be preserved. Any development proposal for the critical area should be accompanied by a tree preservation plan.

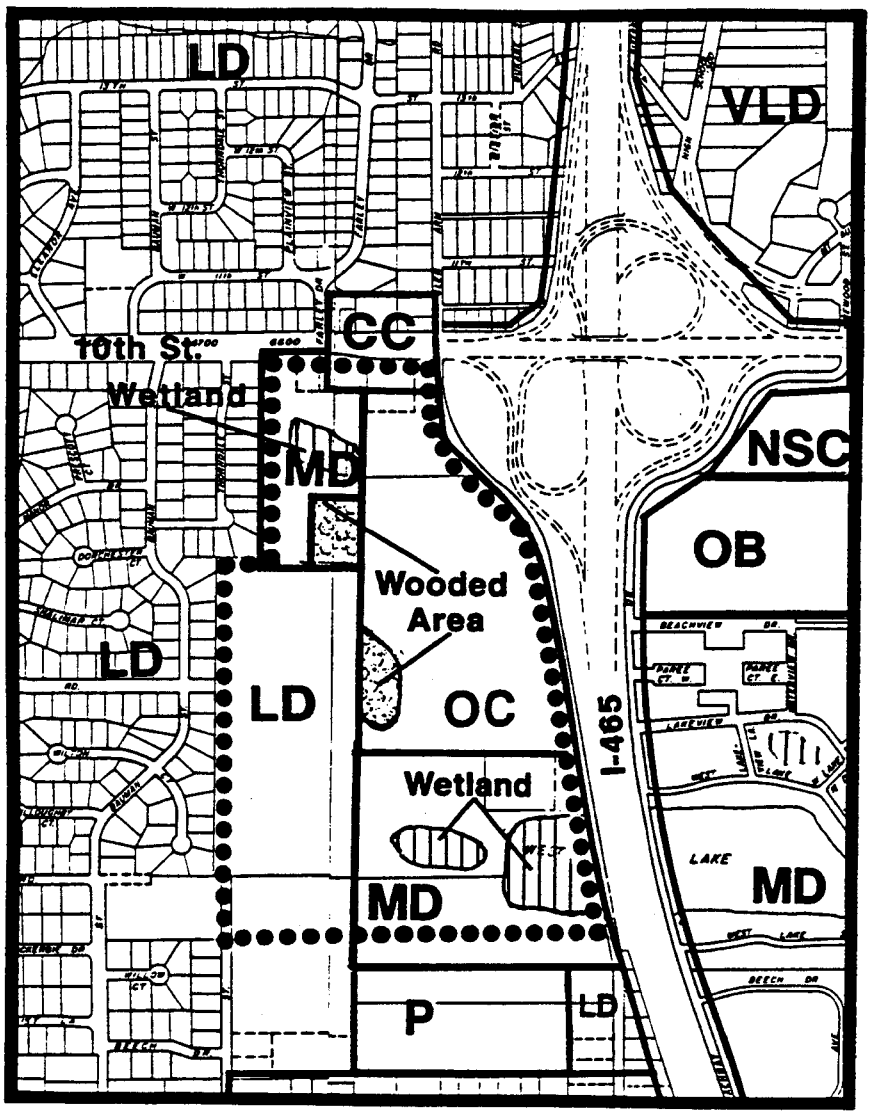
d. Sanitary Sewers - Sanitary sewer service is available in Critical Area 7. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Existing development should acquire sewers through the Barrett Law or another procedure. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Water service is available in the northern and eastern portions of Critical Area 7, as well as to the west of the critical area.

f. Transportation - In Critical Area 7, the Official Thoroughfare Plan recommends that 10th Street serve as a four-lane primary arterial roadway and High School Road as a four-lane secondary arterial. Right-of-way should be dedicated to accommodate necessary future roadway widenings. High School Road currently has sufficient capacity, but 10th Street is at or near capacity in this critical area.

(See Map 15, next page)

Map 15 - Critical Area 7



Critical Area 8

- Location (see Map 16): East of I-465 on both north and south sides of 10th Street, extending as far east as Lynhurst Drive (approximately 144 acres).

- Land Use Plan Recommendations: Very Low Density Residential (VLD), Neighborhood Shopping Center (NSC), Low Density Residential (LD), Urban Conservation indexed to Low Density Residential [UC (2)], Urban Conservation indexed to Very Low Density Residential [UC (1)], and Medium Density Residential (MD).

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Very Low Density Residential - VLD
  Linear Park (Proposed) - LP (P)

  East: Community Park (Proposed) indexed to Low Density Residential - CP (P) (2)
  Low Density Residential - LD

  South: Office Buffer - OB
  Medium Density Residential - MD
  Low Density Residential - LD
  Commercial Cluster - CC

  West: I-465
  Medium Density Residential - MD

- Stage of Development: 5 (Established Suburban Area).

- Why Critical: The recent development of a commercial center southeast of the I-465 and 10th Street interchange could bring pressure for commercial development on the north side of 10th Street and to the east of the existing commercial development. These established residential areas should remain residential.

  Also, the southeastern portion of Critical Area 8 contains significant woodlands, steep slopes, and wetlands and is adjacent to the proposed Big Eagle Creek Linear Park.

- Recommendations:

  a. Do not allow further commercial use in this critical area except to the west and southwest of what is now a Cub Foods store. Any rezonings or variances for commercial use to the east or north of the Cub Foods store should be denied.

  b. Require adherence to existing commitments made when the southwest corner

of I-465 and 10th Street was under petition for rezoning in 1990 (Petition 90-Z-225). These commitments cover signage, lighting, and other details about the use and development of the site.

c. Preserve the proposed Big Eagle Creek Linear Park immediately northeast of this critical area. Any residential development on the eastern edge of Critical Area 8 should include dedication of this area for public recreational use. Big Eagle Creek is an important part of the proposed Wayne Township linear park system.

d. Preserve as much wooded area and natural open space as possible in the southeastern portion of the critical area, west of Lynhurst Drive. Much of this area is recommended for Urban Conservation because of its extensive woodlands, steep slopes, streams, and wetlands. Approximately fifty acres of woodlands, wetlands, and streams create a natural habitat for wildlife, and also provide open space in this highly developed township. Development of this portion of the critical area should be accompanied by a tree preservation plan. In addition, clustering of homes should be used to preserve as many trees on the site as possible.

- Additional Data:

a. Soil Limitations - Critical Area 8 is made up of Urban land-Brookston, Urban land-Crosby, Urban land-Miami soils. Urban land soils are difficult to characterize, but the Brookston, Crosby, and Genesee soils severely limit development because of wetness and flooding. The Miami soils, which are present mostly in the wooded areas of Critical Area 8, severely limit commercial development and moderately limit residential development because of their steep slopes. In this critical area, sanitary sewers and appropriate site preparation and construction measures should be used to offset or mitigate the soil limitations and help ensure the successful long-term development of the area.

b. Drainage - Drainage problems are associated with the Brookston, Crosby, and Genesee soils present in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - This area contains wetlands and extensive wooded areas, as well as steep slopes. The woodland area in Critical Area 8 is one of the largest contiguous woodlands remaining in Wayne Township. The floodway of Big Eagle Creek also runs through this critical area.

d. Sanitary Sewers - Sanitary sewer service is available in much of Critical Area

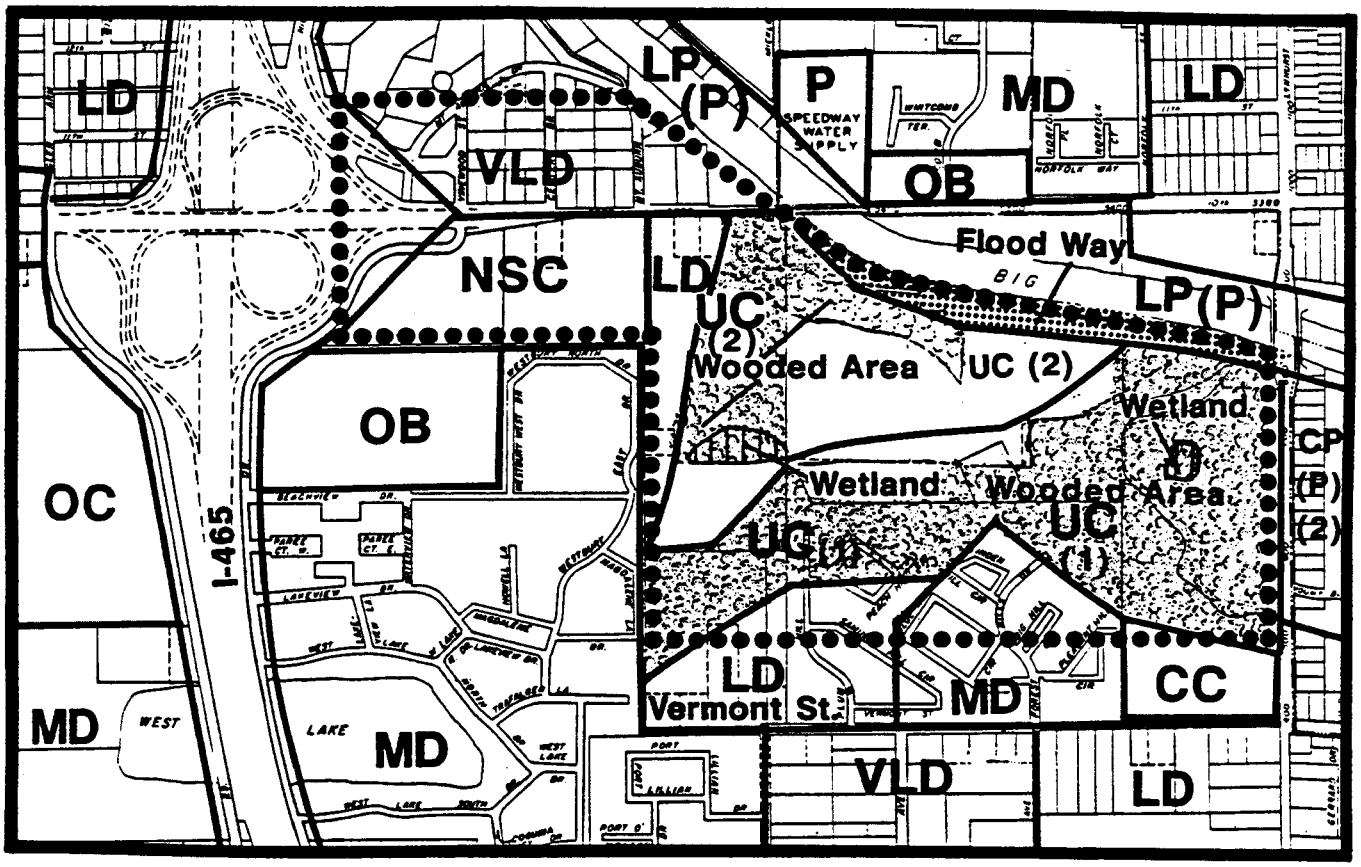
8. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Existing development should acquire sewers through the Barrett Law or another procedure. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Much of Critical Area 8 has water service, with the largest unserved portion being the undeveloped area west of Lynhurst Drive.

f. Transportation - The Official Thoroughfare Plan recommends that both Lynhurst Drive and 10th Street be primary arterial roadways in this critical area. Lynhurst is recommended to be four lanes wide and 10th Street six lanes. Right-of-way should be dedicated to accommodate necessary future roadway widenings. Both Lynhurst Drive and 10th Street are at or near capacity in this critical area.

(See Map 16, next page)

Map 16 - Critical Area 8



Critical Area 9

- Location (see Map 17): North of 10th Street and approximately one-half mile east of I-465 (approximately 56 acres).

- Land Use Plan Recommendations: Linear Park (Proposed) indexed to Public Use [LP (P) (Public)], Linear Park (Proposed) [LP (P)], Medium Density Residential (MD), Public Use (P)

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Linear Park (Proposed) - LP (P)
  Low Density Residential - LD

  East: Linear Park (Proposed) indexed to Public Use - LP (P) (Public)
  Medium Density Residential - MD
  Office Buffer - OB
  Linear Park (Proposed) - LP (P)

  South: Urban Conservation indexed to Low Density Residential - UC (2)

  West: Linear Park (Proposed) indexed to Public Use - LP (P) (Public)
  Very Low Density Residential - VLD

- Stage of Development: 5 (Established Suburban Area).

- Why Critical: The surface water intake and wells utilizing groundwater for the Speedway water supply are located throughout Critical Area 9 near Big Eagle Creek. To maintain the health and safety of Speedway's drinking water, the water within Big Eagle Creek and groundwater beneath the creek should be as clean as possible near these wells. Adjacent to the wells and immediately upstream of the Speedway Water Works is an auto junkyard that in the past has been cited for soil contamination by the Marion County Health Department-Health and Hospital Corporation. This and other automobile-related uses are incompatible with the Speedway wells, adjacent multi-family development, and the proposed Big Eagle Creek Linear Park immediately to the west.

- Recommendations:

  a. Resist any efforts to expand, enlarge, or intensify the existing auto junkyard and related uses in Critical Area 9. According to a 1989 City Legal Department determination, these auto-related uses are legal nonconforming uses. These uses, however, should not be allowed to expand. The drainage, storage, and regular use of battery acid, petroleum products, and other chemicals on site make such businesses potentially harmful to Speedway's

drinking water supply. The nearby wells and surface water intake could be contaminated by these chemicals. In addition, the storage of virtually unscreened scrap automobiles is not an appropriate use next to a residential area. Rezonings or variances for new auto-related structures or uses, or expansion of existing uses should be denied by the Metropolitan Development Commission, the Board of Zoning Appeals, and the Hearing Examiner.

b. Monitor the area of the auto-related uses for soil, groundwater, and surface water contamination. If the Marion County Health Department discovers contamination, they should take appropriate measures, including levying fines and enforcing compliance with health and safety laws. The source of contamination should be cleaned up in accordance with measures approved by the Health Department.

c. Continue to monitor the water quality of the Speedway wells and the surrounding water supply. Testing for volatile organics (carcinogens, solvents, fuel oil, and degreasers) should be continued. If testing reveals unacceptably high levels of contamination in the wells' water quality, the Marion County Health Department should be contacted to test for the source of contamination.

d. Develop a wellhead protection program for Big Eagle Creek, both in this area and in other areas identified as potential sources of drinking water. This could be part of a Marion County "Aquifer and Well Field Protection Plan" that would summarize existing protection programs, map primary and secondary well field protection areas, and recommend detailed land use and development policies. Such a plan should include an inventory of past, present, and potential sources of groundwater contamination and a contamination contingency plan.

   The Speedway Water Works, the Indianapolis Water Company, and the Marion County Health Department should work together on developing the Aquifer and Well Field Protection Plan.

e. Develop this section of Big Eagle Creek as a linear park. The linear park would help serve the area's recreational needs, including activities such as biking, running, and hiking. This sort of passive use also helps protect the wells along Big Eagle Creek. Planning and development of this linear park should include planning for the purchase and development of links with the remainder of the proposed Big Eagle Creek linear park in central Wayne Township, the abandoned B&O railway immediately to the north, and the abandoned Conrail tracks approximately one mile to the north (see also recommendations for Critical Areas 2 and 10).

- Additional Data:

a. Soil Limitations - Critical Area 9 is made up of Urban land-Genesee soils, with some Urban land-Fox soils. Urban land soils are difficult to characterize. Genesee soils severely limit development because of their characteristic flooding. Fox soils, on the other hand, present only slight to moderate limitations. In Urban land-Genesee areas (all of Critical Area 9 east of Big Eagle Creek), sanitary sewers and appropriate site preparation and construction measures should be used to offset or mitigate the limitations of the Genesee soils and help ensure successful long-term development of the area.

b. Drainage - Drainage problems are associated with the Urban land-Genesee soils present in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - The presence of Big Eagle Creek, its floodway, the Speedway surface water intake, the Speedway groundwater wells, and a small wooded area all make this an environmentally sensitive area. Speedway's drinking water supply and Big Eagle Creek must be protected from contaminants. Septic systems and expansion of auto-related uses should not be allowed in this critical area.

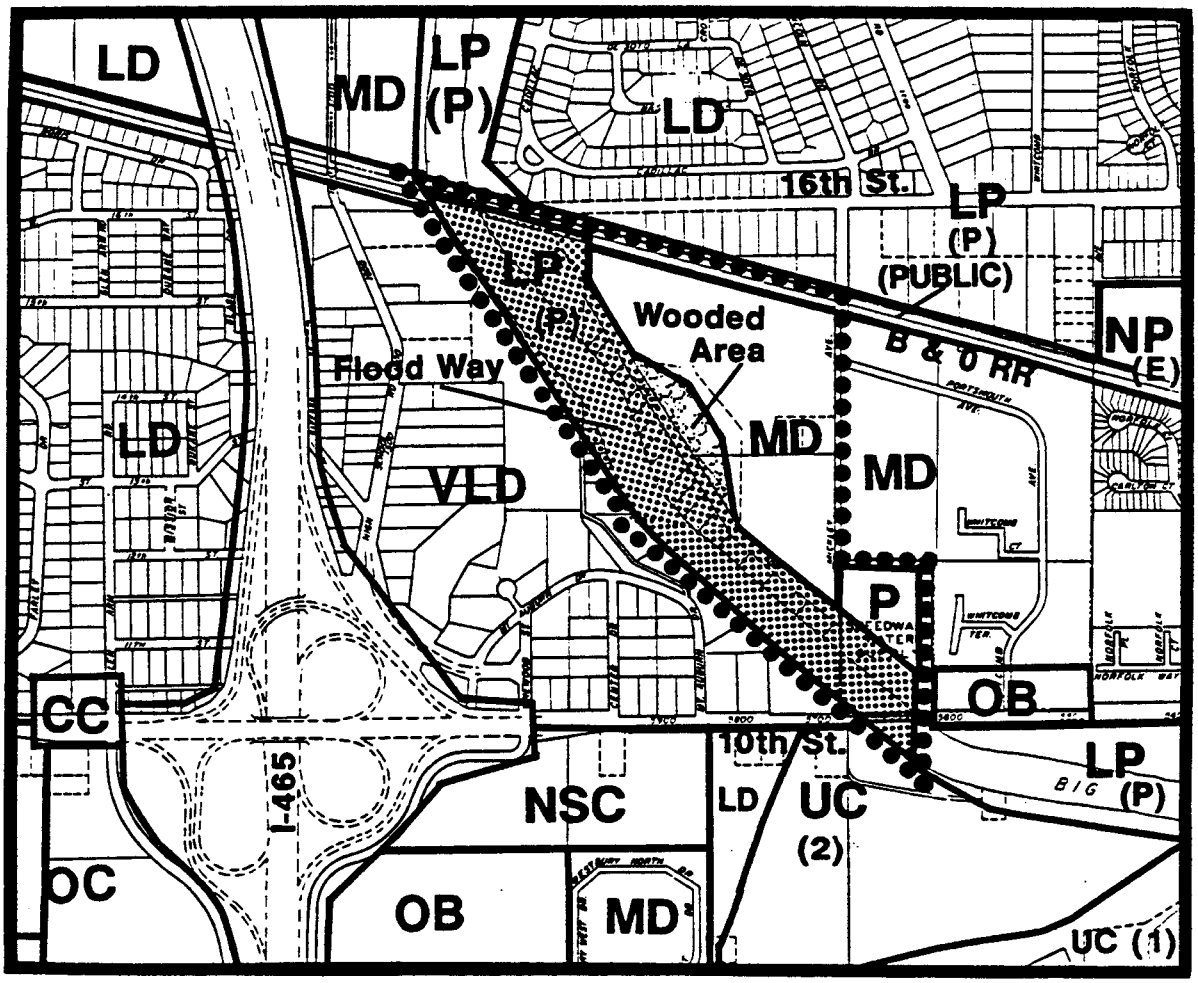
d. Sanitary Sewers - Critical Area 9 has sanitary sewer service. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Only the extreme southeast portion of Critical Area 9 currently has water service.

f. Transportation - The Official Thoroughfare Plan recommends that 10th Street be a six-lane primary arterial roadway in this critical area. Right-of-way should be dedicated to accommodate necessary future roadway widenings. Currently 10th Street is at or near capacity in this critical area.

(See Map 17, next page)

Map 17 - Critical Area 9



Critical Area 10

- Location (see Map 18): South of Crawfordsville Road and primarily east of I-465 (approximately 203 acres).

- Land Use Plan Recommendations: Linear Park (Proposed) [LP (P)] indexed in different areas to Very Low Density Residential (1), Medium Density Residential (3), and Commercial Cluster (7); Low Density Residential (LD), Urban Conservation indexed to Very Low Density Residential [UC (1)]; Community Park (Proposed) indexed to Low Density Residential [CP (P) (2)].

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Medium Density Residential - MD
  Linear Park (Proposed) - LP (P)
  Commercial Cluster - CC
  Office Center -OC
  I-465
  Commercial Cluster - CC
  Community Park (Proposed) indexed to Low Density Residential - CP (P) (2)
  Neighborhood Shopping Center - NSC
  Community Shopping Center - CSC

  East: Linear Park (Proposed) indexed to Low Density Residential - LP (P) (2)
  Medium Density Residential - MD
  Low Density Residential - LD

  South: Medium Density Residential - MD
  Linear Park (Proposed) indexed to Public Use - LP (P) (Public)

  West: Office Buffer - OB
  Linear Park (Proposed) indexed to Very Low Density Residential - LP (P) (1)
  Very Low Density Residential - VLD
  Urban Conservation indexed to Very Low Density Residential - UC (1)
  Urban Conservation - UC
  I-465

- Stage of Development: 5 (Established Suburban Area) and 6 (Developing Suburban Area).

- Why Critical: A large portion of Critical Area 10 immediately east of I-465 is recommended as a Community Park. Two other portions of the critical area are recommended as linear park links. This entire critical area is a potentially important link in the Wayne Township parks system proposed in the Comprehensive Parks, Recreation, and Open Space Plan.

- Recommendations:

a. Acquire the land between I-465 and the apartment complex to the east and develop as a Community Park. The western half of Wayne Township is deficient in both passive (e.g., hiking, biking, picnicking) and active (e.g., swimming, team sports) recreation space. Two of the areas recommended for Community Parks in the Wayne Township Comprehensive Plan are currently private recreation operations (Country Club of Indianapolis and Jameson Camp). The Department of Parks and Recreation (DPR) may need to purchase other wooded undeveloped sites such as the one in this critical area, which can serve both passive and active recreation needs in much of northwestern Wayne Township.

   Over one-half of this proposed Community Park land (the northeast portion) is wooded and in the 100-year flood boundary. Big Eagle Creek runs through the property from the northwest to the southeast. This northeast portion, the more natural section of the proposed Community Park, could be used for passive recreation. The tilled portion of the proposed Community Park adjacent to I-465 and 21st Street (the southwest portion) could be developed for playing fields and other active recreation uses.

b. Develop the proposed Big Eagle Creek Linear Park from the northwest corner to the southeast corner of Critical Area 10. This will establish a linear park link along Big Eagle Creek that will connect the proposed Community Park with the proposed linear park on the northern edge of Critical Area 10 and the proposed linear park on the abandoned CSX railway line (see also recommendations for Critical Areas 2 and 9).

c. Study the potential and feasibility of establishing a linear park along the abandoned Conrail railway that roughly follows Crawfordsville Road from east of Clermont to the Indianapolis Motor Speedway. This park could link the proposed linear park system to a significant number of Wayne Township residents who otherwise would not have ready access to the parks. Over a decade since its last use as a railway, parts of this abandoned railway are still quite viable for linear park use. Two notable stretches seem to remain intact: a section of open space slightly over a mile long following Crawfordsville Road from 16th Street and Georgetown Road nearly to Cunningham Road and a section within Critical Area 10 slightly less than a mile long on both sides of I-465.

   Parts of this potential linear park are already developed, necessitating more creative ways of piecing the trail together. This may include the use of sidewalks, easement on private properties, slight departures from the abandoned railway line, and other means. The Indianapolis Parks Foundation, Hoosier Rails to Trails, Groups Advocating Urban Greenspace

Environments, and other interested groups should be asked to work with DPR to study the feasibility of establishing this proposed section of linear park. If a DPR study reveals that this linear park has potential to be used by a large number of Wayne Township residents and it is feasible, it should be adopted as an amendment to the Wayne Township portion of the Parks, Recreation, and Open Space Plan.

- Additional Data:

a. Soil Limitations - Urban land-Fox, Urban land-Genesee and Genesee soils make up most of Critical Area 10. Urban land soils are difficult to characterize. Genesee soils severely limit development because of their characteristic flooding. Fox soils, on the other hand, present only slight to moderate limitations. A portion of Critical Area 10 is classified as a "cut and fill" area by the *Soil Survey of Marion County, Indiana.* In areas with Genesee soils, sanitary sewers and appropriate site preparation and construction measures should be used to offset or mitigate the soil conditions and help ensure the successful long-term development of the area.

b. Drainage - Drainage problems are associated with the Urban land-Genesee soils present in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

c. Environmental Constraints - Wetlands, large wooded areas, and the Big Eagle Creek floodway and floodway fringe are all located in this critical area. These natural areas should be protected and made available to Wayne Township citizens and others as part of the proposed Wayne Township linear park system. This critical area has the potential of linking three linear parks: Big Eagle Creek, the abandoned B&O railway, and the abandoned Conrail railway. The proposed Community Park in this critical area is perhaps the best park location in Wayne Township in terms of containing both a variety of natural features and level ground for playing fields.

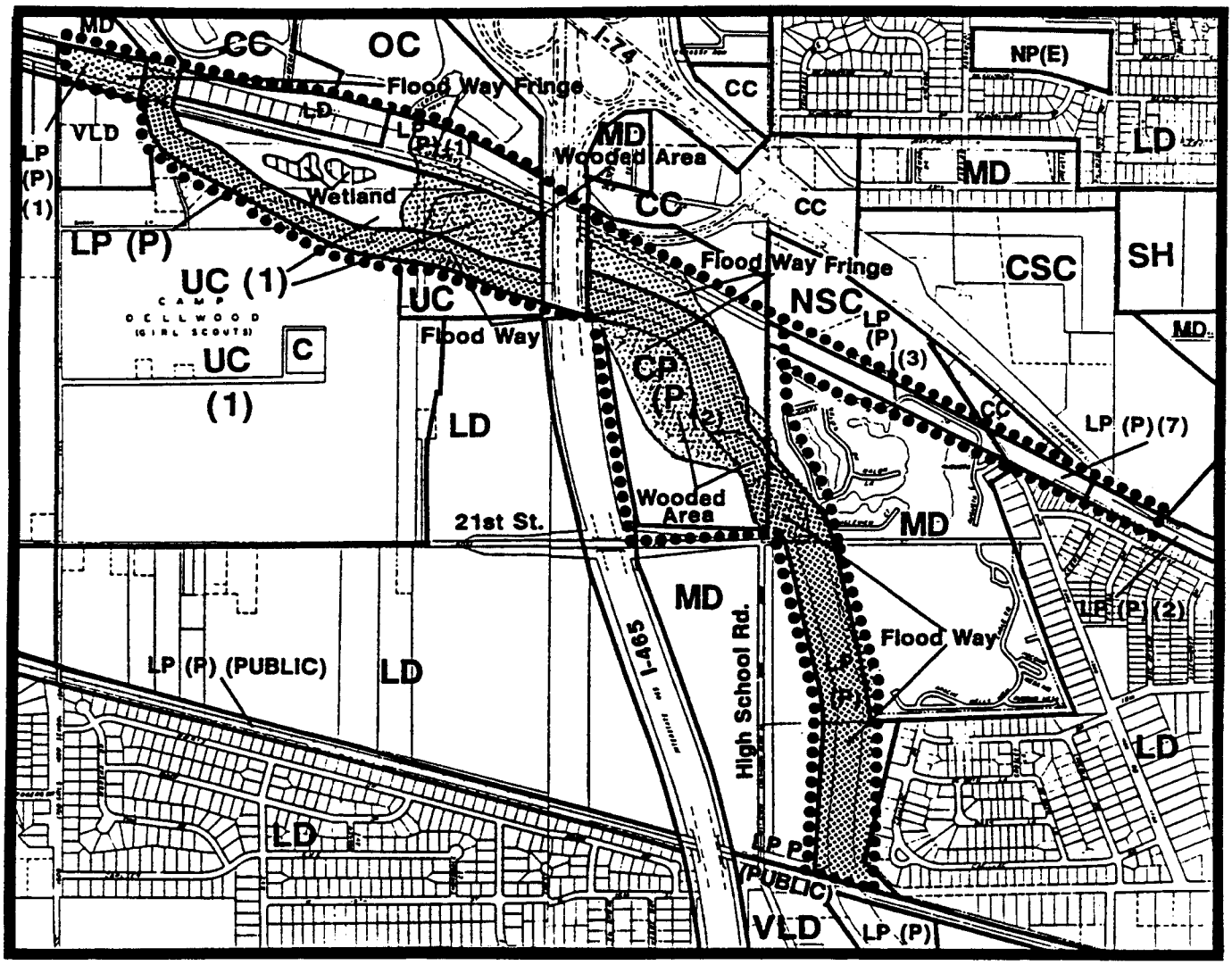
d. Sanitary Sewers - Sanitary sewer services are adjacent to the northern and eastern critical area boundary, as well as along 21st Street. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Existing development should acquire sewers through the Barrett Law or another procedure. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - Water service is available along the eastern and northern boundary of the critical area, as well as south of 21st Street.

f. Transportation - The Official Thoroughfare Plan recommends that both Cunningham Road and 21st Street be four-lane secondary arterial roadways in this critical area, with Crawfordsville Road serving as a four-lane primary arterial west of I-465. Right-of-way should be dedicated to accommodate necessary future roadway widenings. Cunningham Road, 21st Street, and Crawsfordsville Road currently have sufficient capacity in this critical area, with Crawfordsville Road operating nearest its capacity.

(See Map 18, next page)

Map 18 - Critical Area 10



Critical Area 11

- Location (see Map 19): West of I-465 and north of 21st Street (approximately 198 acres).

- Land Use Plan Recommendations: Urban Conservation indexed to Very Low Density Residential [UC (1)], Linear Park (Proposed) [LP (P)], Urban Conservation (UC), and Low Density Residential (LD).

- Surrounding Land Uses Recommended in the Comprehensive Plan:

  North: Urban Conservation indexed to Very Low Density Residential - UC (1)
  Linear Park (Proposed) - LP (P)

  East: I-465

  South: Low Density Residential - LD

  West: Public Use indexed to Low Density Residential - Public (2)

- Stage of Development: 6 (Developing Suburban Area).

- Why Critical: This area is south of the proposed Big Eagle Creek Linear Park and includes woodlands and wetlands at its northern end. In addition, woodlands make up much of Critical Area 11, especially on Camp Dellwood property. As a Girl Scout camp set in a heavily wooded portion of a developing suburban area, Camp Dellwood is particularly sensitive to adjacent development.

- Recommendations:

  a. As a part of any residential development of this area, require dedication of linear park along Big Eagle Creek. Big Eagle Creek Linear Park is an important part of the proposed Wayne Township linear park system, and future residents of Critical Area 11 should have access to this amenity.

  b. Require any future development proposal for the portion of the critical area on Camp Dellwood's eastern boundary to include a site design that protects the views and natural environment of the Camp Dellwood property. Generous setbacks and intensive organic landscaping, including berming, tree preservation, and tree planting, should be included as part of any development proposal for this area. Development should be clustered to the east of this area, and should not occur adjacent to Camp Dellwood property.

  c. Utilize clustering in developing the area of approximately forty acres recommended for Low Density Residential development east of Camp

Dellwood. Development in this portion of the critical area should be concentrated to the east, away from Camp Dellwood. This will ensure that residential development of an average of 2-5 units per acre in Critical Area 11 occurs with minimal impact on the Camp Dellwood property. Because of the potential negative impact of developing a large number of homes adjacent to Camp Dellwood, the preferred overall development density for the recommended Low Density Residential portion of Critical Area 11 is in the lower half of the range of 2-5 units per acre.

d. Preserve the wetland and woodland areas in the northern portion of this critical area adjacent to the proposed Big Eagle Creek Linear Park. The preferred treatment of this land is to leave it undeveloped.

e. If the Camp Dellwood property is ever developed according to the secondary recommendation of Very Low Density Residential use, require extensive tree preservation plans prior to approval. The Camp Dellwood property is one of the two largest areas of contiguous woodlands that remain in Wayne Township.

f. Although Planning Division staff considers Low Density Residential development to be the most appropriate use of the approximately forty acres west of I-465, representatives of Hoosier Capital Girl Scouts and other Wayne Township Planning Committee members consider residential development as undesirable this close to Camp Dellwood. These Planning Committee members are concerned that if the property east of Camp Dellwood were to be residentially developed, parents would be less likely to allow their children to stay at Camp Dellwood.

Rather than Low Density Residential use, the Hoosier Capital Girl Scouts would prefer a recommendation of Urban Conservation indexed to office use on the property between Camp Dellwood and I-465. They believe that an Urban Conservation recommendation would help protect Camp Dellwood from suburban impacts; but if the property were to be developed according to a secondary recommendation, they would prefer office use to residential use. Based on the experiences of Girl Scout camps in other urban areas, the Hoosier Capital Girl Scouts consider round-the-clock residential use as more disturbing to parents of potential campers than weekday office use.

Planning Division staff does not consider an Urban Conservation recommendation appropriate east of Camp Dellwood except for the areas adjacent to the camp and to Big Eagle Creek. The area outside of the Urban Conservation boundary has no woodlands, floodways, or wetlands to warrant an Urban Conservation recommendation. Furthermore, Planning Division staff considers office use less desirable than residential for the area between the camp and I-465 for three main reasons. First, the nighttime security

lighting associated with office grounds and parking lots would negatively impact Camp Dellwood and planned residential uses south of Critical Area 11. Second, office uses would have visibility from I-465 but no nearby interstate access, which could be confusing and inconvenient for potential customers. Third, introduction of commercial office uses could lead to pressure for further commercial development in the area, possibly in the form of retail uses. Commercial development is undesirable in an area predominantly developed and planned for residential uses.

- Additional Data:

a. Soil Limitations - Critical Area 11 is made up of a wide variety of soils: Brookston, Crosby, Fox, Genesee, Miami, and Shoals. Brookston, Crosby, Genesee, and Shoals soils severely limit development because of their characteristic flooding and wetness. Fox and Miami soils, on the other hand, present only slight to moderate limitations, mainly due to slopes. In Critical Area 11, sanitary sewers and appropriate site preparation and construction measures should be used to offset or mitigate the soils' limitations and help ensure the successful long-term development of the area.

b. Drainage - Drainage problems are associated with the Brookston, Crosby, Genesee, and Shoals soils present in this critical area. Potential development must be accompanied by a thorough analysis of on- and off-site drainage impacts, as well as drainage plans that follow the requirements contained in the City Drainage and Sediment Control Ordinance.

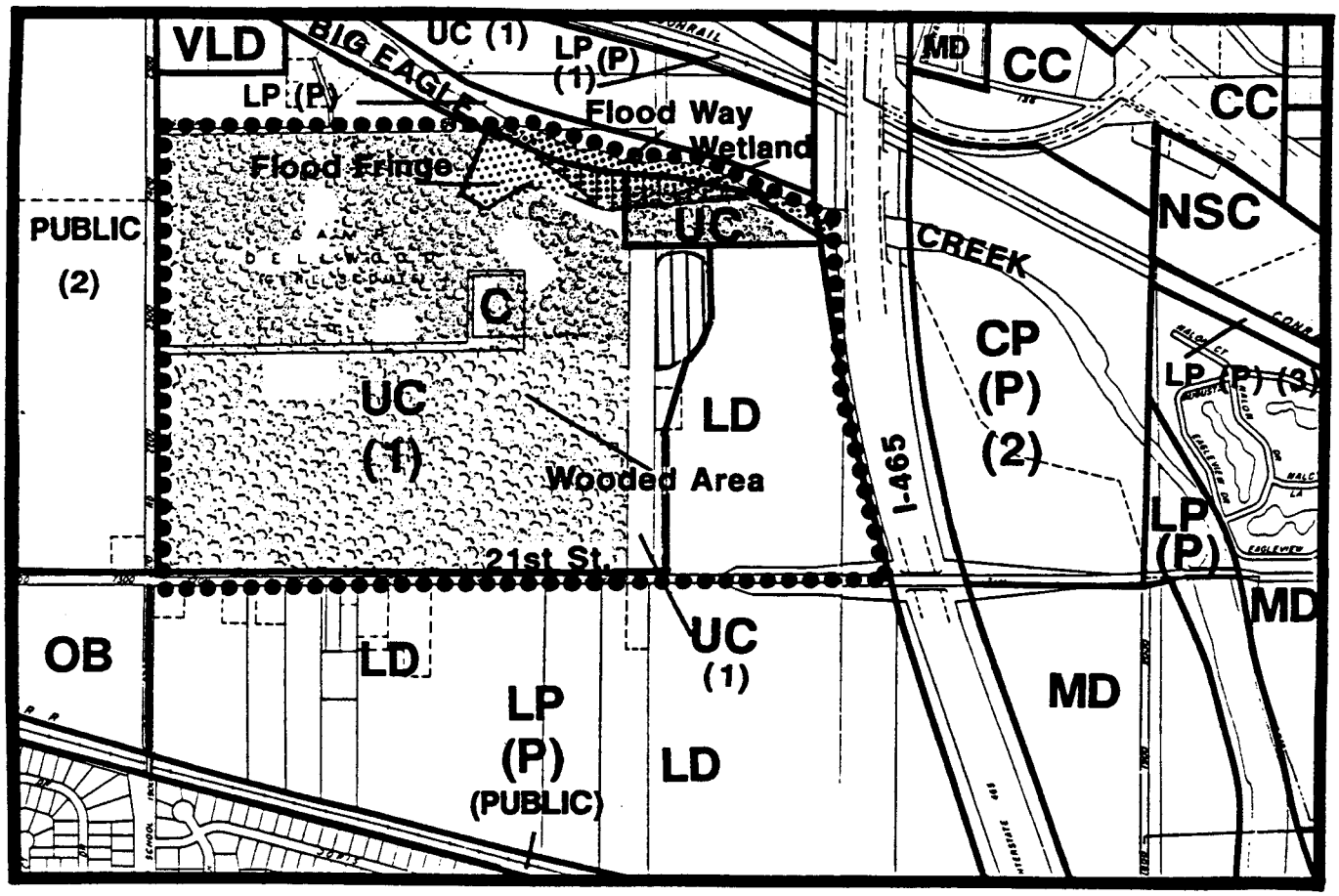
c. Environmental Constraints - This area contains the Big Eagle Creek floodway, wetlands, and perhaps the largest contiguous wooded area in Wayne Township. Preservation of these scarce natural resources must be included in any development of this critical area. This critical area contains part of the Big Eagle Creek floodway and floodway fringe, or floodplain. The environmental resources in this critical area are of even more value to Marion County residents because the western portion of Critical Area 11 serves as a Girl Scout camp.

d. Sanitary Sewers - Sanitary sewer service is available to Critical Area 3 along its southern and western boundaries. New development should provide sewer services to prevent health hazards associated with soils' inability to accommodate septic systems. Existing development should acquire sewers through the Barrett Law or another procedure. Potential developers should contact the Department of Public Works' sewer permitting division regarding sewer service needs.

e. Water Facilities - The area on the western border of Critical Area 11 is served by the Indianapolis Water Company.

f. Transportation - The Official Thoroughfare Plan recommends that Girls School Road be a four-lane primary arterial roadway and that 21st Street be a four-lane secondary arterial in this critical area. Right-of-way should be dedicated to accommodate necessary future roadway widenings. Both Girls School Road and 21st Street have sufficient capacity in this critical area.

Map 19 - **Critical Area 11**



Conclusion

The Wayne Township Comprehensive Land Use Plan was developed over a period of approximately one year through a systematic and highly participatory process. During this time, Division of Planning staff initiated the planning process, gathered and analyzed township data, and led planning meetings. The township planning committee worked with Division of Planning staff for five months to develop the final plan. The plan's recommendations reflect thorough examination of township population and land use characteristics as well as open discussion of planning and development goals. The recommendations of the plan map and plan narrative will help guide the future development of Wayne Township.

The plan will be evaluated in the future to determine when there is a need for revision. Some of the factors that may indicate the need for a revision include fundamental changes in land use or population, rapid development of all or part of the township, and extension of major sewer or water lines. Periodic revisions can be made via the adoption of new critical areas or subarea plans, thereby keeping the Wayne Township Plan current without development of an entirely new township plan. When the time comes to revise the township plan as a whole, the process will again be thorough, highly participatory, and reflective of the community's planning and development goals.

Appendix A

Wayne Township Planning Committee

The Planning Committee was an open membership committee. The Planning Division initiated formation of the Planning Committee by inviting neighborhood organization presidents, school district leaders, City-County Council members, Metropolitan Development Commission members, and other township leaders. The Division advertised the planning process and meetings in local media and also relied on committee members to communicate with others.

Members of the Planning Committee participated actively throughout the planning process. Thus, plan recommendations reflect extensive committee discussion and analysis. The Planning Division staff thanks the Planning Committee members for their invaluable participation and patience throughout the months of review and revision that resulted in this Wayne Township Comprehensive Land Use Plan. The following is a list of Wayne Township Planning Committee members who attended committee meetings.

Merri Anderson
Darrell Bakken
Jan Bartlett
Nancy Baxter
Phil Baxter
Patrick Bennett
Don Bishop
Pam Bishop
Edward Bowes
Bill Burgan
David Burke
John Camden
Dan Conklin
Frank Cornwell
Bill Crawford
Carolyn Curl
Carlton Curry, Councillor
David Daugherty
Joyce Daugherty
Jess Davidson
Mildred Davidson
Shirley Deckard
Sandy Dillard
Ronald Doak
Shannon Frank
Kirby Gamber
Gale Gehlhausen
Joan Gorman
Marlene Gorman
Randy Gulley
Dorothy Gummer
Beuford Hall
Dewey Hammack
Raymond Hays
Lee Hermer
Mark Hill
Phillip Hinkle, Councillor
Carol Howard
William Howard
Michael J. Hughes
Phyllis Jenkins
Truman Jenkins
Mark Kautz
Tamera Kersey
Michael Littlejohn
Melvin E. Lucas, Sr.
Ron Marsh
Francis Maynard
Nada Maynard
Virginia McGriffin
Ron Miller
Mary Ann Mills, MDC

Wayne Township Planning Committee (continued)

Morris Mills, State Senator
Timothy Monger
Gordon Nutty
Daniel C. Orcutt
Sally Orwenul
John Ottensman
Jimmy Parham
Sam Patterson
Georgie Perkins
Marie Pickens
Rick Phillips
Joe Powner
Pat Pritchett
B. Jack Realey
Alan Richardson
Paul Ross
Steve Rupenthal
Thomas G. Sain
Joyce Scales
William Scales
Randy Shambaugh, Councillor
Pamela Sheads
Debbie Smith
Jack Sneyd
Daniel J. Snyder
Charles Spears
Paul Spellman
Dana Spurgeon
Derrick Stokes
Linda Stranghoener
Helen Strodtbeck
V. Keith Tharp
Jessica Thomas
James Thompson
Jerry Thompson
Johanna Trauner
Robert E. Trivers
Diana Virgil
Hall Virgil
Vince Wall
Robert Wamer
Helen Warner
Theodore Warner
Erm Weir
Jim Wernke
Steven West, Councillor
Peg Williamson
Jack Winkler

Elected Officials Stephen Goldsmith, *Mayor*

City-County Councillors and Districts

Gordon Gilmer, 1
William Dowden, 4
Stuart Rhodes, 7
Paul Jones, 10
Cory O'Dell, 13
Maggie Brents, 16
Kenneth Giffin, 19
Susan Williams, 22
Dr. Philip Borst, 25
W. Tobin McClamroch, AL

Dr. Beurt SerVaas, President, 2
Linda Beadling, 5
Randy Shambaugh, 8
Rozelle Boyd, 11
Z. Mae Jimison, 14
Jeff Golc, 17
Timothy M. Mullin, 20
David Smith, 23
Carlton E. Curry, AL
Stephen R. West, AL

William Schneider, 3
Elwood E. Black, 6
Monroe Gray, Jr., 9
Betty Ruhmkorff, 12
Mary B. Moriarty, 15
Phillip Hinkle, 18
Frank T. Short, 21
Beulah Coughenour, 24
Ron Franklin, AL

Administration and Policy Direction

Metropolitan Development Commission

William R. Brown
Jack Hall, M.D.
Mary Ann Mills
Julie P. Scott

James J. Curtis, Sr.
Lois Horth
Michael W. Rodman
Randolph L. Snyder

Project Coordination

Nancy Silvers, *Deputy Mayor and Director of the Department of Metropolitan Development*
Charlene Hederick, *Wayne Township Administrator and Chief of Staff for Nancy Silvers*

Department of Metropolitan Development, Planning Division

Leslie Rubin, Ph.D., *Administrator*
Thomas Bartlett, Senior Planner
Gina Bush, Graphic Designer
Don Colvin, Senior Planner
Cynthia Cunningham, Planner
William Gentry, Senior Planner
Jay Getz, Project Coordinator
Keith Holdsworth, Senior Planner

Mike Peoni, Senior Planner
Stuart Reller, Master Planner
Kira Wauwie, AICP, Planner
Phil Pettit, Drafting Superintendent
Darrell Walton, Draftsman
Anna Davenport, Secretary
Carole Wilburn, Secretary

Participating Public Agencies

City of Indianapolis Departments:
- Metropolitan Development
- Parks and Recreation
- Public Works
- Transportation

Indiana Historic Landmarks Foundation
Indianapolis International Airport

Indianapolis Water Company
Marion County Health Department
Metropolitan School District of Wayne Township
Town of Clermont
Town of Speedway
Wayne Township Fire Department