

# APPENDIX C: FINAL ENVIRONMENTAL CONSTRAINTS REPORT

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This report was finalized prior to the issuance of several Executive Orders (EOs) and one United States Department of Transportation (USDOT) order, including:

- Federal EOs: EO 14154, EO 14148, EO 14173, and EO 14281;
- State EOs: EO 25-49, EO 25-37, and EO 25-14;
- USDOT Order 2100.7

# Final Environmental Constraints Report

12/6/2024



Prepared By:



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# ATTACHMENTS

- Attachment A – Environmental Constraints Summary Table
- Attachment B – Underserved Communities Information
- Attachment C – USGS Topographic Map Series
- Attachment D – Environmental Constraints Map Series
  - Infrastructure Maps
  - Water & Mineral Resources Maps
  - Hazardous Material Concerns Maps
- Attachment E – Land and Water Conservation Fund Information
- Attachment F – Soils Maps
- Attachment G – Protected Species Information
- Attachment H – Above-Ground Cultural Resources Memo
- Attachment I – Noise Sensitive Areas Memo
- Attachment J – Land Use Maps

# Environmental Constraints Report

## Introduction

The Indiana Department of Transportation (INDOT) is initiating ProPEL Indy, a Planning and Environment Linkages (PEL) study on I-65 and I-70 within I-465 in Indianapolis, Indiana. Analysis and planning activities will be conducted in coordination with resource agencies, stakeholders, and the public. Transportation planning documents from the PEL study will shape and inform subsequent project-specific environmental reviews conducted in accordance with the National Environmental Policy Act (NEPA).

ProPEL Indy is a unique opportunity for Indianapolis residents to envision the future of the urban interstates. This process will inform the next 20 years of investment in our interstates as INDOT identifies ways to modernize these roads and improve the region's overall mobility, equity, economic opportunity, and quality of life. The goal of ProPEL Indy is to identify transportation needs and community goals along I-65 and I-70 inside I-465. ProPEL Indy will develop a range of alternatives to be considered that meet transportation needs and community goals. This PEL study will set the long-term vision for investment in the interstates.

## Study Limits

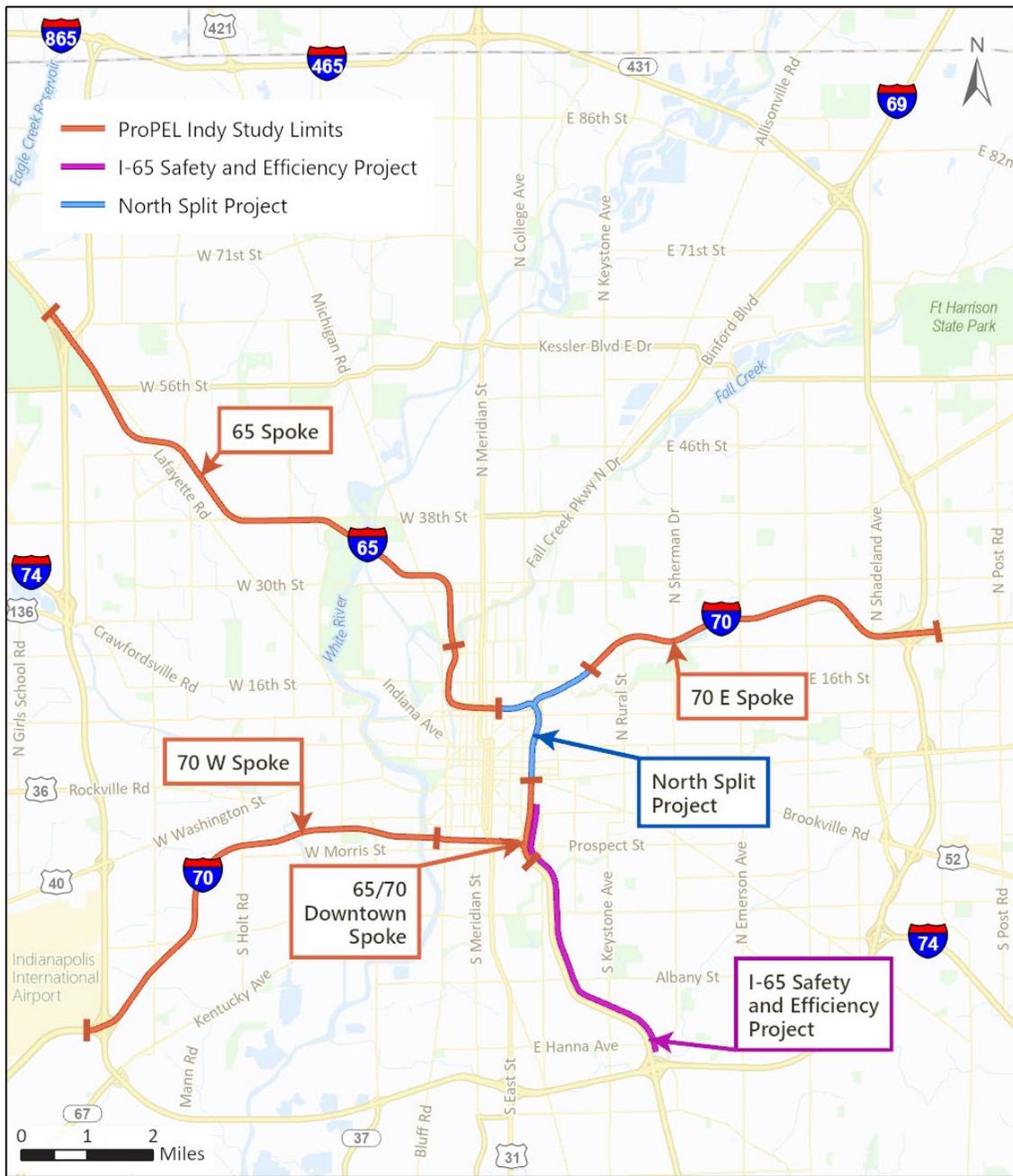
The ProPEL Indy study limits include approximately 11 miles of I-65, 14 miles of I-70, and 1 mile where I-65 and I-70 overlap. The study limits are broken into the following four “spokes” as an organizational tool (see **Figure 1**):

- **65 Spoke** – From the I-465/I-65 interchange on the northwest side to the 21<sup>st</sup> Street interchange
- **65/70 Downtown Spoke** – I-65 from the 21<sup>st</sup> Street interchange south to Alabama Street (west end of North Split project), I-65/I-70 from Washington Street (south end of North Split project) south to the South Split interchange, and I-70 from just west of West Street interchange east to the South Split interchange
- **70 West (W) Spoke** – From the I-465/I-70 interchange on the west side to just west of the West Street interchange
- **70 East (E) Spoke** – From just west of the Keystone Avenue/Rural Street interchange (east end of North Split project) to the I-465/I-70 interchange on the east side

The study limits extend slightly beyond I-465 and the I-65/I-70 South Split interchange to consider the potential influence of those system interchanges. Two active federally funded projects under construction (I-65/I-70 North Split) or in NEPA (I-65 Safety and Efficiency) are largely excluded from the

study limits. ProPEL Indy’s study area does overlap with the I-65 Safety and Efficiency project on the southeast side of Indianapolis. The overlap with I-65 Safety and Efficiency extends from north of Fletcher Avenue on I-65/I-70 to the South Split interchange ending south of Morris Street along I-65. The remainder of the I-65 Safety and Efficiency project area, which extends south on I-65 to I-465 is excluded from the study limits.

**Figure I. ProPEL Indy Study Spokes**



## Report Purpose

The purpose of this report is to identify and document environmental constraints that may influence the ProPEL Indy study. This review identifies existing socioeconomic, natural, cultural, and human resources that may constrain potential alternatives within the ProPEL Indy study area. This Environmental Constraints Report will allow for the understanding of environmental resources and concerns within the study area and will be used as a tool during the PEL study. It will also highlight future data and/or coordination considerations that may need to be addressed as the study progresses, if needed. INDOT intends to carry the information and analysis developed for this PEL study into subsequent NEPA reviews for projects. This report is not a comprehensive environmental analysis that would satisfy requirements under NEPA, nor is it intended to be used in determining regulatory permitting or other requirements.

## Identifying Environmental Constraints

### Methodology

To identify social, economic, and environmental constraints within the study area, information was collected through online database searches, imagery analysis, Google maps (<http://maps.google.com>), desktop geographic information analysis (GIS), limited field reconnaissance of the study area, and coordination with local planning agencies. The GIS data utilized was derived from various agencies affiliated with the State of Indiana, the Indiana Geographic Information Office (IGIO), the City of Indianapolis & Marion County, the HNTB Community Intelligence Toolkit, and the US Department of Homeland Security HIFLD GeoPlatform, each of which collect data from a myriad of sources.

Information was also obtained from the ongoing public involvement and stakeholder coordination process as part of the ProPEL Indy study. Between May 30, 2023, and January 31, 2024, the study team conducted stakeholder and public outreach, consisting of public information meetings, study launch events, community outreach events, and stakeholder meetings. These meetings and the comments received at that time are documented in the *Resource Agency, Stakeholder, and Public Involvement (RASPI) Summary #1*, which is available on the study website. This early feedback informed development of the Draft Environmental Constraints Report, which was published for public and agency review in May 2024. At that time, outreach and coordination included additional community outreach events, neighborhood office hours, stakeholder meetings, elected official briefings, as well as a Stakeholder Advisory Committee meeting on June 3, 2024, and a Resource Agency meeting on June 14, 2024. These meetings and comments received at that time are documented in the RASPI Summary #2, also available on the study website. Based on comments received, the following has been updated in this report:

- Additional information related to threatened and endangered species was added to the Protected Species section;
- Information related to local Source Water Assessment and Wellhead Protection Areas was added as a new section under Natural Resources; and,
- Information related to local historic resource designations was added to the Above-Ground Cultural Resources section.

In association with the updates noted above, the following attachments were also updated:

- Attachment A – Environmental Constraints Summary Table;
- Attachment G – Protected Species Information; and,
- Attachment H – Above-Ground Cultural Resources Memo.

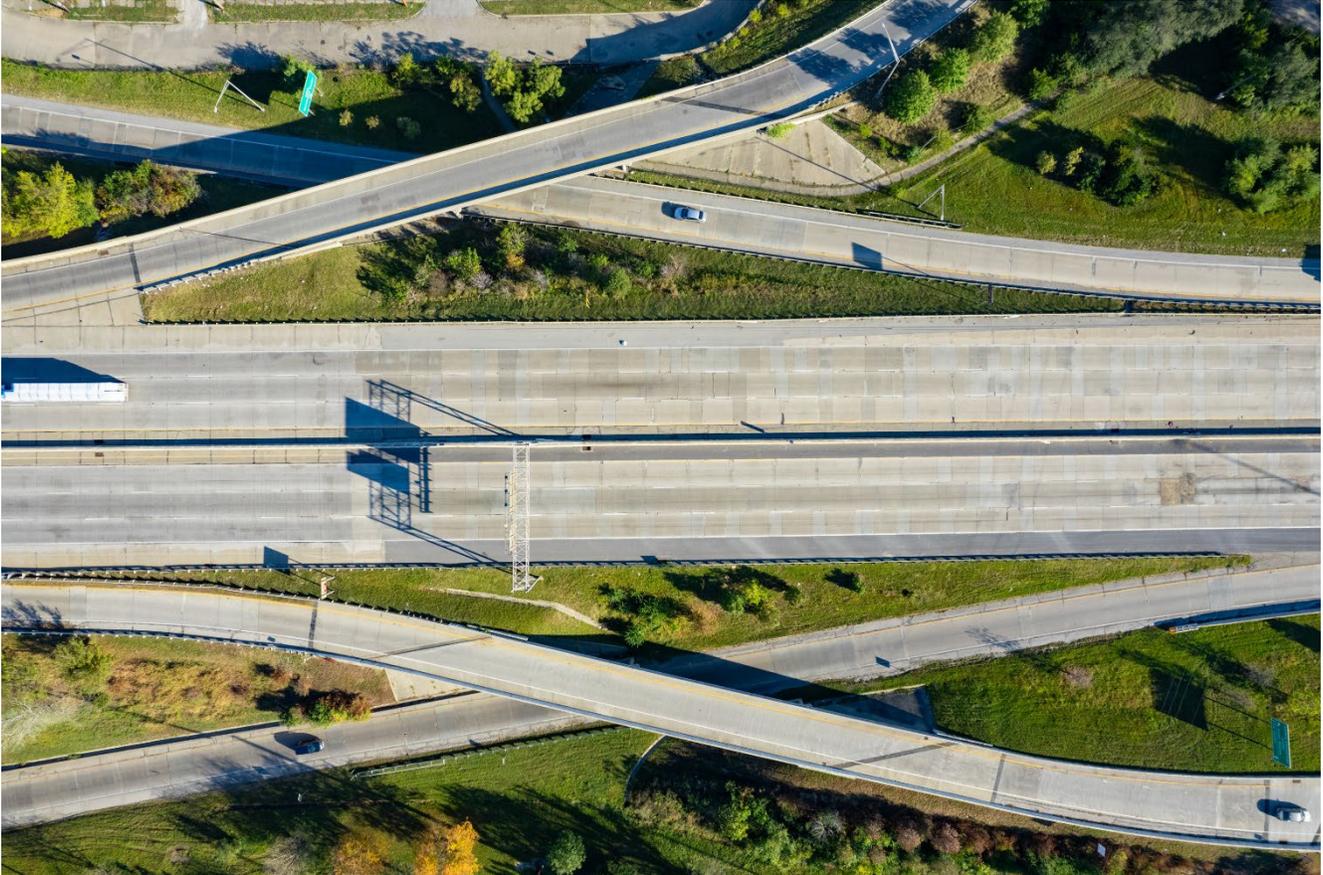
A study area of 0.5 mile from the corridor centerline in all directions was utilized to identify environmental constraints, and demographic data was collected within a one-mile buffer of the spoke centerlines. Exceptions to the half-mile study area are airports (buffer of 20,000 feet, or 3.8 miles, see the Infrastructure section); underserved communities (Marion County, see the Socioeconomic Considerations section); and noise sensitive areas (buffer of 500 feet from the edge of travel lanes per INDOT noise policy, see the Noise section).

## **ProPEL Indy Study Corridor Overview**

The ProPEL Indy study corridor (hereon referred to as the “study area”) is located within an urban area, and it is mostly contained within the City of Indianapolis incorporated limits. The built environment along the ProPEL Indy corridor consists of urban development with mixed residential, commercial, and industrial uses, but also includes suburban areas, as well as very limited agricultural uses.

Within the study area, the 65, 65/70, 70 E, and 70 W Spokes are classified as “Interstate” roadways. These freeway facilities are characterized by full control of access and high design speeds. All four spokes are part of the National Highway System (NHS) and the National Truck Network (NTN) and therefore have a national significance, as defined by the Federal Highway Administration (FHWA). The 65, 65/70 Downtown, and 70 W Spokes are primarily six-lane urban highways with paved shoulders separated by a concrete median barrier. A three-lane collector-distributor parallels I-65 in each direction at the 38th Street/West Kessler Boulevard interchange. A similar collector-distributor system exists parallel to I-70 at the Shadeland Avenue and I-465 interchange on the east side. The 70 E Spoke is primarily an eight-lane urban highway with paved shoulders also separated by a concrete median barrier. An in-depth summarization and analysis of the existing transportation conditions are provided in the ProPEL Indy *Existing Transportation Conditions Report*.

**Figure 2. I-70 and Access Ramps East of South Missouri Street**



## **Socioeconomic Considerations**

Socioeconomic considerations and constraints were analyzed using a variety of tools to identify potential populations and underserved communities throughout the study area, and to help ensure disproportionate impacts do not occur. This data will also be utilized by the study team to adapt its outreach methods and ensure meaningful engagement with populations and communities of concern occurs during the ProPEL Indy study.

### ***Population Trends***

Demographic data was analyzed to give an overall picture of the populations within and traveling through the region. Information was obtained from the US Census Bureau's (USCB's) American Community Survey (ACS) 2010 and 2020 5-year estimates to identify recent and future population trends. Total population in the state of Indiana has grown and is projected to continue to do so. Populations within Marion County have grown at a comparable rate, but slightly higher, to the overall state growth between 2000 and 2020 (see **Table 1**), and the future projected growth is about 2.67% higher than the projected growth for the state.

The total populations in Central Indiana, which includes Marion County and the eight surrounding counties, have generally increased, with some counties seeing nominal growth, while others, such as Hamilton and Hendricks Counties, have seen substantial growth. All of these surrounding counties are projected to see population growth from 2020 to 2050 except for Shelby County (see **Table 2**). Of the Central Indiana counties, Marion County is the only county projected to have consistent future population growth projections as seen historically through population trends, changing from 11.26% to 10.59%. The remaining counties are projected to have a more substantial decrease in total population growth over the coming decades. According to the Indiana Department of Workforce Development, the surrounding counties provide almost a quarter of the workforce in Marion County, which is determined through commute patterns. Overall, the growth in the Central Indiana region has tended to be Hoosier transplants versus out-of-state transplants, and largely consists of young adults. The substantial population growth projections in Hamilton and Hendricks Counties are largely attributed to suburban sprawl, with Marion County residents moving to these areas.

**Table I. Study Area and Surrounding Counties Population Trends, 2000-2020**

Location	2000	2010	2020	Change (2000 to 2020)
Indiana	6,080,485	6,417,398	6,696,893	10.14%
Marion County	860,454	890,976	957,337	11.26%
Boone County	46,107	54,796	66,875	45.04%
Hamilton County	182,740	261,244	330,455	80.83%
Hancock County	55,391	68,011	76,614	38.31%
Shelby County	43,445	44,237	44,559	2.56%
Johnson County	115,209	135,994	156,148	35.53%
Morgan County	66,689	68,654	70,141	5.18%
Hendricks County	104,093	140,028	166,806	60.25%

Source: ACS 2010 and 2020, 5-Year Estimates, Table S0101; 2000 Decennial Census, Table DP1

**Table 2. Study Area and Surrounding Counties Population Projections, 2020-2050**

Location	2020	2030	2040	2050	Change (2020 to 2050)
Indiana	6,738,573	7,014,880	7,171,702	7,272,579	7.92%
Marion County	963,732	1,001,231	1,033,719	1,065,757	10.59%
Boone County	70,556	83,749	92,011	97,944	38.82%
Hamilton County	343,179	417,754	479,841	527,582	53.73%
Hancock County	76,353	85,043	91,845	96,643	26.57%
Shelby County	44,600	45,039	44,244	43,247	-3.03%
Johnson County	158,713	176,917	191,249	202,884	27.83%
Morgan County	70,302	72,001	71,931	71,095	1.13%
Hendricks County	170,323	197,902	222,337	239,515	40.62%

Source: ACS 2020 5-Year Estimates, STATS Indiana Population Projections

### **Underserved Communities**

According to Executive Order (EO) 13985 (Advancing Racial Equity and support for Underserved Communities Through the Federal Government), the term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, such as:

- Black, Latino, Indigenous and Native American persons, Asian Americans and Pacific Islanders, and other persons of color.
- Members of religious minorities.
- Lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons.
- Persons with disabilities.
- Persons who live in rural areas.
- Persons otherwise adversely affected by persistent poverty or inequality.

For the ProPEL Indy study, underserved communities currently identified within the study area include:

- Communities with environmental justice (EJ) concerns (detailed further in the Environmental Justice section below): minority populations and persons in poverty (low-income)

- Disadvantaged Communities facing disadvantages pertaining to transportation access, health, the environment, economics, resilience (climate change), and equity (communities with a high percentile of persons [age 5+] who speak English “less than well”). The Disadvantaged Communities were determined utilizing federal tools identified by the US Department of Transportation (USDOT), including:
  - The Transportation Disadvantaged Census Tract tool developed by USDOT, the Equitable Transportation Community (ETC) Explorer (<https://www.transportation.gov/priorities/equity/justice40/etc-explorer>), and
  - The Climate and the Economic Justice Screening Tool (CEJST) developed by the Council on Environmental Quality (CEQ).
- Other underserved communities present within the study area, including persons with limited English proficiency (LEP), persons with disabilities, households with limited vehicle access, and households with limited internet access.

The identification of underserved communities in this report was derived from the most recent available data; however, additional underserved communities may be identified through ongoing public engagement throughout the duration of the study and during any subsequent NEPA reviews.

The following sections further describe how these groups are defined for the purposes of this analysis, as well as specific tools and tactics used to identify their potential presence within the study area.

## **Environmental Justice**

According to EO 14096 (Revitalizing Our Nation’s Commitment to Environmental Justice), environmental justice means the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people:

- (i) are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
- (ii) have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.

According to EO 14096, it is intended to supplement the foundational efforts of EO 12898 (Federal Actions to Address Environmental Justice in Minority and Low-Income Populations), which was focused on identifying and addressing disproportionately high and adverse human health or environmental impacts on minority populations and low-income populations. USDOT Order 5610.2(c) defines these terms as follows:

- Low-income persons are defined as those whose household income is below the US Department of Health and Human Services (DHHS) poverty guidelines.
- Minority persons include citizens or lawful permanent residents of the United States who are African American, Hispanic or Latino, Asian-American, American Indian, or Native Alaskan.
- USDOT Order 5610.2(c) provides the following definitions for minority populations:
  - **Black:** a person having origins in any of the black racial groups of Africa
  - **Hispanic or Latino:** a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race
  - **Asian American:** a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
  - **American Indian and Alaskan Native:** a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
  - **Native Hawaiian and Other Pacific Islander:** people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

As currently defined by FHWA, EJ means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens. For the purpose of ProPEL Indy, the term “Environmental Justice” will refer to communities where these populations are present.

In accordance with EO 14096 and EO 12898, a preliminary EJ analysis was performed to identify these populations within Marion County.

## Methodology

For the purposes of this analysis, potential communities with EJ concerns were detected by locating minority and low-income populations within one mile of the study spokes, relative to a reference population. All census block groups located entirely within the one-mile buffer, as well as those that intersect and are located partially within the buffer, were analyzed. Each block group that overlaps the area being analyzed is called the affected community (AC). The reference population may be a county, city, town, etc., and is called the community of comparison (COC). Per INDOT’s EJ criteria, a potential community with EJ concerns is present when an AC has a percent minority or percent low-income population that is greater than or equal to 125% of that of the COC and/or a population of 50% or more minority or low-income. This approach is consistent with INDOT’s EJ guidance. For this study, the COC is Marion County and the ACs are the block groups within or intersecting the one-mile buffer. The one-mile buffer includes 234 block groups.

Disadvantaged communities and other underserved communities were also analyzed for presence and density within a one-mile buffer of the study spokes; however, they were not compared against a COC. Depending on the referenced data for each community discussed, the one-mile buffer includes 92 census tracts and 234 block groups.

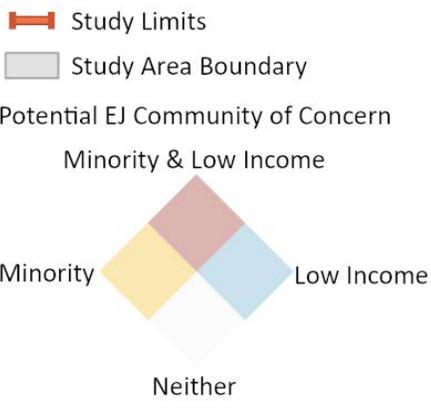
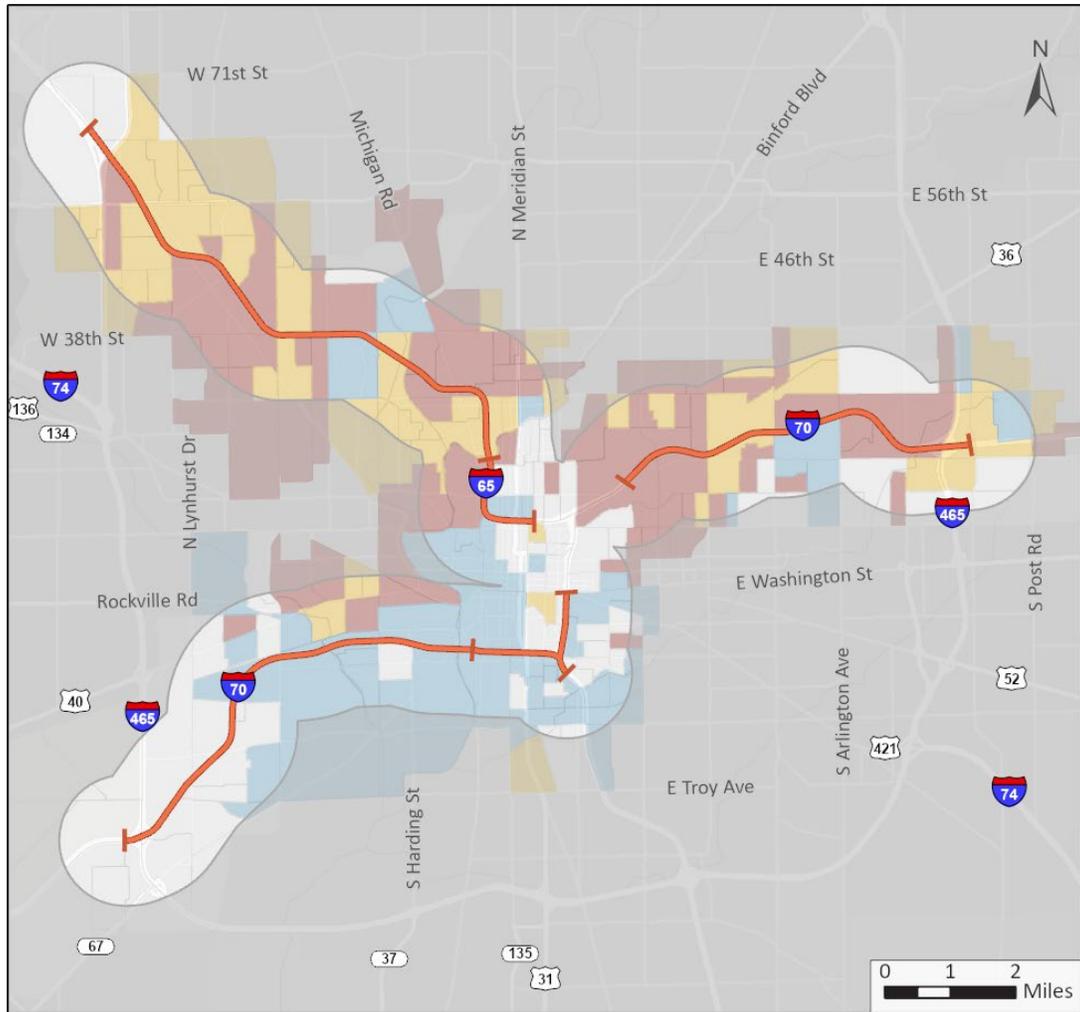
Information was obtained from the US Census Bureau’s (USCB’s) 2016-2020 American Community Survey (ACS) 5-year estimates, which was the most recent and extensive data set available at the time of the analysis.

**Table 3. Total Block Groups with Potential Communities with EJ Concerns**

	Categories		
	Minority	Low-Income (Below Poverty Level)	Both <sup>1</sup>
Total Block Groups	53	44	71

<sup>1</sup>Those populations meeting the identification criteria as both minority and low-income. This count is incorporated into both the minority and low-income columns.

**Figure 3. Potential Communities with EJ Concerns**



Data Source: US Census Bureau  
 American Community Survey 5 Year  
 Estimates, 2016-2020 (B17021,  
 B03002)

AC: Block Group  
 COC: County

Based on the preliminary EJ analysis, the following communities with EJ concerns are present within Marion County:

- **Minorities.** Minority populations make up approximately 45.73% of the total Marion County population; thus, the 125% threshold is 57.16%. Of the 234 census block groups in Marion County, 53 (approximately 22%) exceed the COC threshold or have more than 50% minority populations. Within those 53 census block groups, the percentage of minority populations range from 50.0 to 99.4% of the total block group populations.
- **Low-Income.** Low-income populations make up approximately 16.42% of the total Marion County population; thus, the 125% threshold is 20.52%. Of the 234 census block groups in Marion County, 44 (approximately 19%) exceed the COC threshold of low-income populations. Within those 44 census block groups, the percentages of poverty populations range from 20.55 to 100% of the total block group populations.

### **Additional Communities with Potential Environmental Justice Concerns**

Data from the US Department of Housing and Urban Development (HUD) was used to identify additional potential low-income communities within the study area (see Attachment B, pages 82 to 84). Within Marion County, there is a total of 311 mapped HUD resources. Within the one-mile buffer there are a total of 56 mapped HUD resources, which include public housing developments, buildings, and authorities, as well as low-income housing tax credit properties. Throughout the one-mile buffer, HUD resources are variably spread out; however, there is a higher density of these resources near downtown Indianapolis. The number of communities with potential EJ concerns identified in the COC is included above in **Table 3** and **Figure 3**. The full preliminary EJ analysis is included in Attachment B, pages 1 to 13.

Potential communities with EJ concerns, including both minority and low-income populations, are located throughout the study area. Impacts to communities with EJ concerns will be further considered during the alternatives development and screening phase of this PEL study. Additionally, further consideration of communities with EJ concerns will occur as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study.

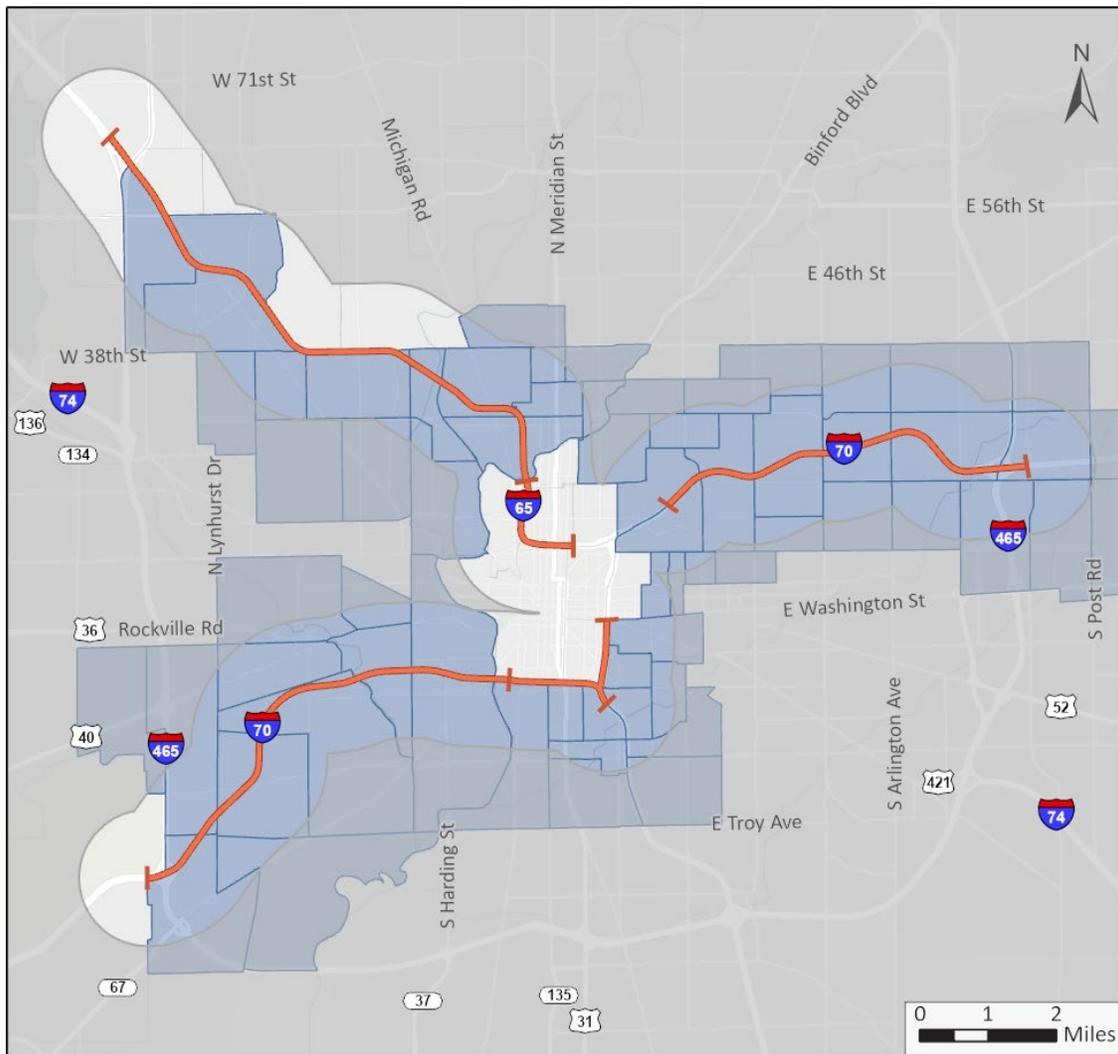
### **Disadvantaged Communities**

As set forth in EO 14008 (Tackling the Climate Crisis at Home and Abroad), disadvantaged communities are those that are marginalized, underserved, and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, and health care. Indicators of burdens include the following:

- Health burdens
- Reduction and remediation of legacy pollution

- Affordable and sustainable housing
- Clean transit
- Clean energy and energy efficiency
- Climate change
- Training and workforce development
- Critical clean water and wastewater infrastructure

**Figure 4. CEJST Populations**



- Study Limits
- Study Area Boundary
- Justice 40 Census Tract: Identified as Disadvantaged

Data Source: US Census Bureau  
 American Community Survey 5  
 Year Estimates, 2015 - 2019  
 Census Tracts, CEQ CEJST

Definitions and eligibility of what communities qualified as “disadvantaged” vary across USDOT programs. For the ProPEL Indy study, disadvantaged communities were identified using two tools identified by USDOT: the CEJST developed by the Council on Environmental Quality (CEQ) and the ETC Explorer.

The CEJST was created to help identify communities that are disadvantaged in one or more of the above categories. The CEJST highlights a community as disadvantaged if it is at or above the threshold for one or more of these categories and also meets stated socioeconomic conditions, which vary by category. The communities used in the CEJST are the 2019 census tracts, and under the current methodology, communities are also considered disadvantaged if surrounded by tracts that are identified as disadvantaged and meet an adjusted low-income threshold, or if they are located within the land boundaries of Federally Recognized Tribes.

Per the 2019 data, within Marion County, there are 121 census tracts that are identified as disadvantaged under the current criteria. For a map of the CEJST disadvantaged communities, see **Figure 4** and Attachment B, pages 14 to 21.

The USDOT’s ETC Explorer was also reviewed, which identified 96 census tracts within Marion County that meet the criteria defined by USDOT, consistent with the Interim Guidance for the Justice40 Initiative, to determine a community as “Historically Disadvantaged.” This data is derived from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program Persistent Poverty Dataset.

## **Other Underserved Communities**

### **Limited English Proficiency (LEP)**

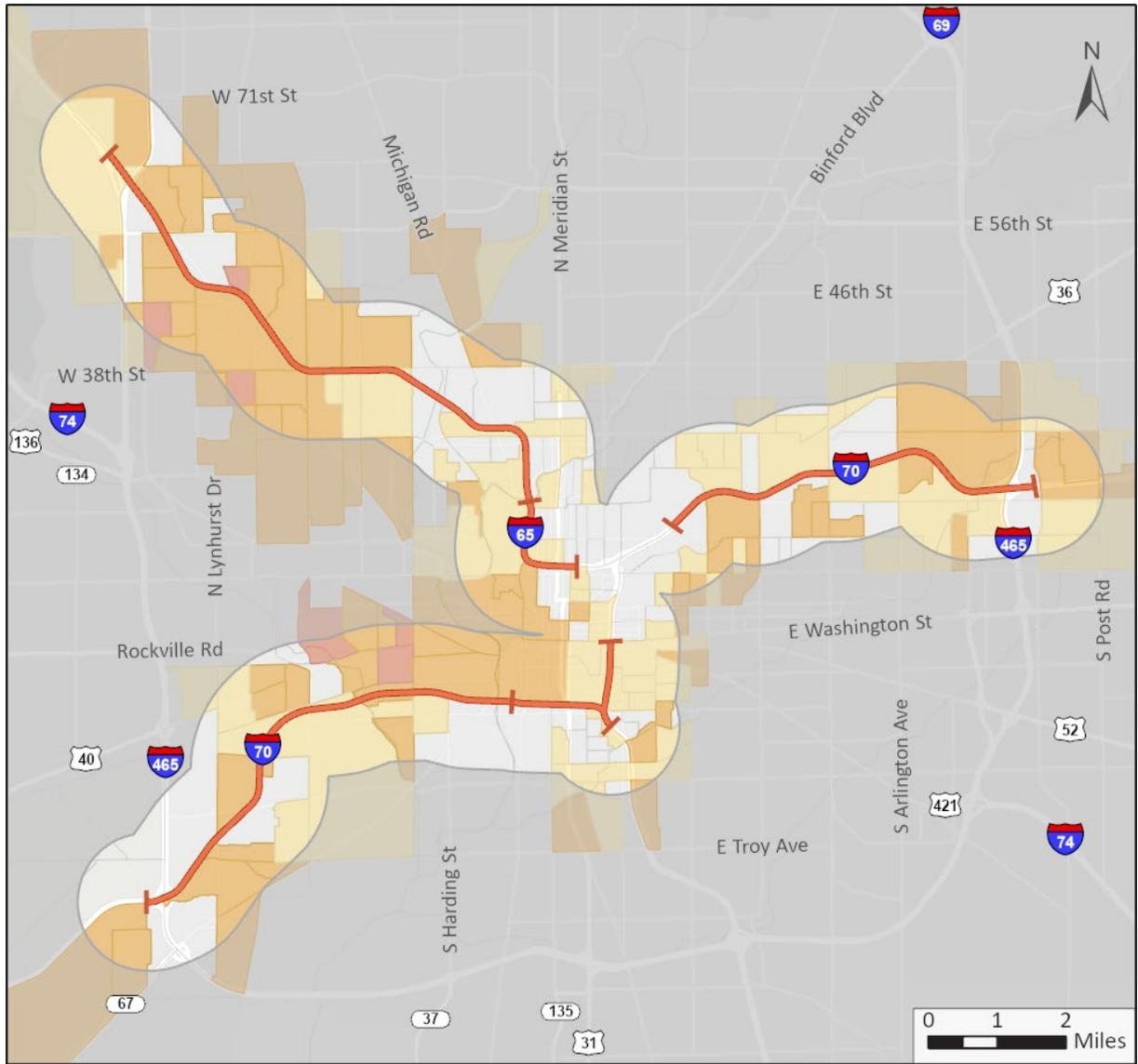
“Limited English-Proficiency” is defined by the USCB as a person five years old and over who speaks English less than “very well.” Due to the available data in the 2016-2020 ACS 5-year estimates, specifics about which language(s) is/are dominant in a particular community are unknown beyond the categories of Spanish, Other Indo-European Language, Asian and Pacific Island Language, and other language. Additionally, through public involvement and outreach for various projects, INDOT has had experience and engagement with the large Burmese population residing in Indianapolis. According to the Burmese American Community Institute, as of August 2023, approximately 30,000 Burmese individuals live in Indianapolis, making up nearly 10% of the overall Burmese population in the United States – a higher population than any other city. Of the 30,000, approximately 23,000 are of the Chin ethnic group, nearly a third of the United States’ total Chin population. Generally, the local populations speak the Hakha Chin language (also referred to as Hakha Lai).



LEP populations make up approximately 6.20% of the total Marion County population. Of the 234 census block groups in the one-mile buffer, 156 (approximately 67%) have LEP populations (see **Figure 5** and Attachment B, pages 24 to 31).

As the study progresses, local outreach will be completed to include the Burmese community and Hakha Chin speakers, as well as to identify any additional dominant languages that may be spoken in the area. Public involvement efforts would need to employ multilanguage material(s) to ensure LEP populations have meaningful access to participate in the study process.

**Figure 5. LEP Populations**



HNFB, US Census Bureau, State of Indiana, INDOT, City of Indianapolis Marion Co, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

-  Study Limits
-  Study Area Boundary
- Limited English Proficiency Population**
-  > 25 and < 60 %
-  > 5 - 25 %
-  > 0 - 5 %
-  0 %

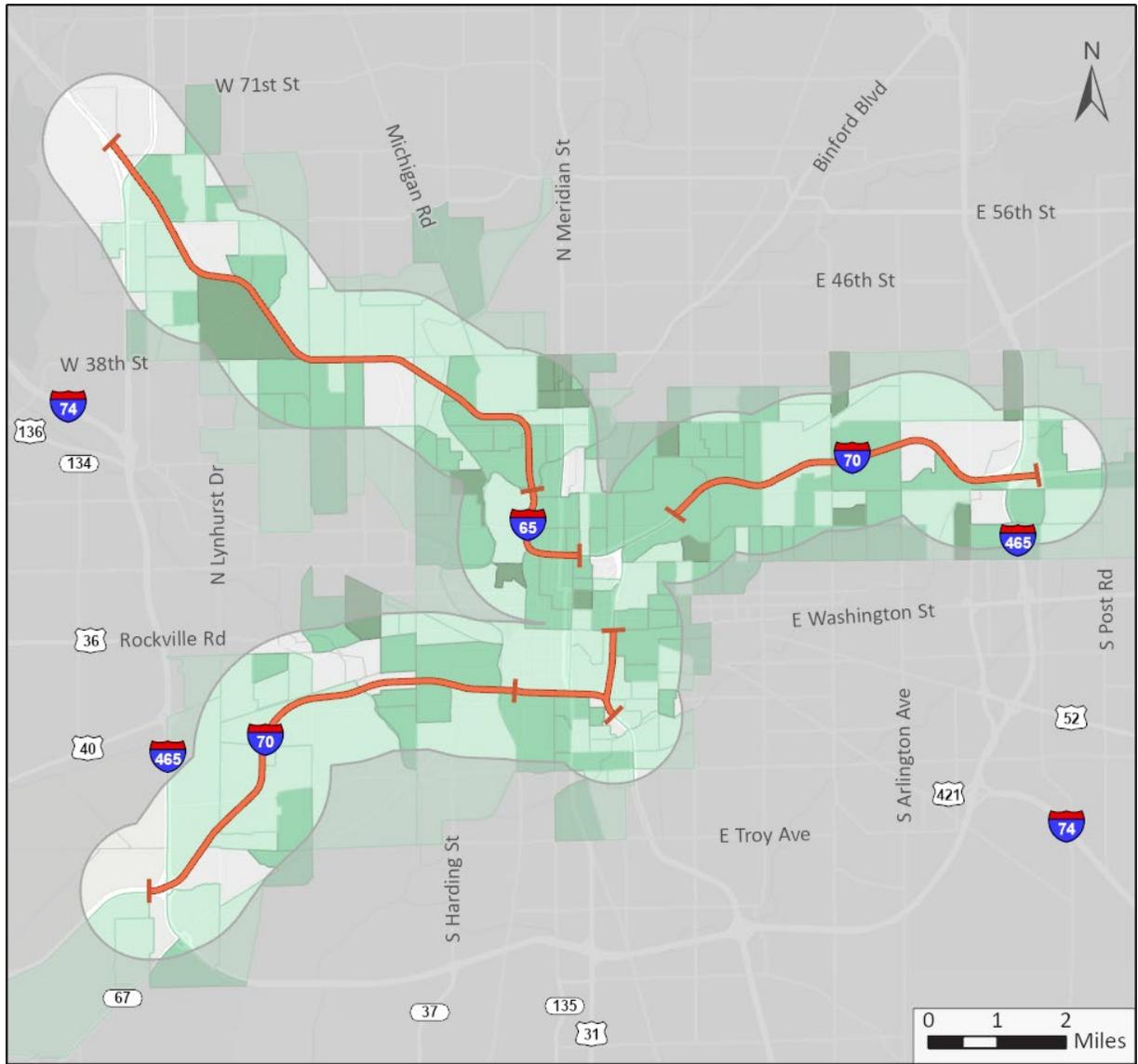
*Data Source: US Census Bureau  
American Community Survey 5 Year  
Estimates, 2016-2020 Block Groups  
(B16004)*

## Limited Vehicle Access

“Tenure by Vehicles Available” is defined by the USCB as number of passenger cars, vans, and pickup or panel trucks of one-ton (2,000 pounds) capacity or less kept at home and available for the use of household members. Vehicles rented or leased for one month or more, company vehicles, and police and government vehicles are included if kept at home and used for non-business purposes. Motorcycles and other recreational vehicles, dismantled or immobile vehicles, and vehicles kept at home but used only for business purposes are excluded. Households within the study area were classified as “Limited Vehicle Access” if they indicated that the household had “No vehicle available.” Public involvement efforts would need to consider meeting locations for public involvement meetings, to ensure they are accessible to any populations that do not have access to vehicles.

Populations with “Limited Vehicle Access” make up approximately 8.70% of the total Marion County population. Of the 234 census block groups in the one-mile buffer, 204 (approximately 87%) have populations with “Limited Vehicle Access” (see **Figure 6** and Attachment B, pages 37 to 44). To ensure the ProPEL Indy study reaches populations with “Limited Vehicle Access,” the study will include virtual engagement opportunities and targeted in-person public involvement efforts along transit routes.

**Figure 6. Limited Vehicle Access Populations**



RNTB, US Census Bureau, State of Indiana, INDOT, City of Indianapolis Marion Co, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

**—** Study Limits  
**▭** Study Area Boundary

**Households with No Vehicle Available**

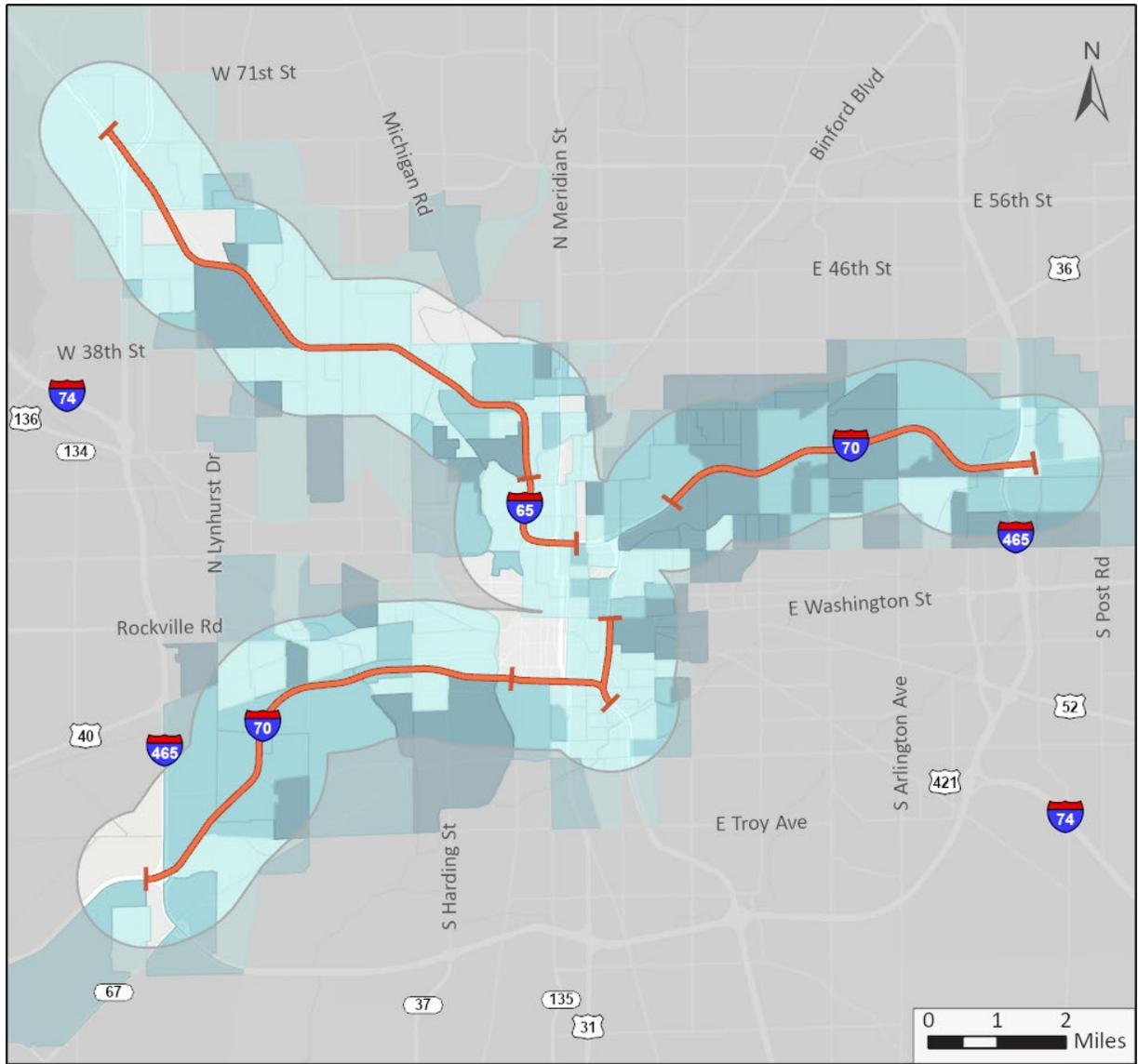
- > 30 and < 75 %
- > 10 - 30 %
- > 0 - 10 %
- 0 %

*Data Source: US Census Bureau  
 American Community Survey 5 Year  
 Estimates, 2016-2020 Block Groups  
 (B25044)*

## Limited Internet Access

According to the USCB, “Internet access refers to whether or not a household uses or connects to the Internet, regardless of whether or not they pay for the service to do so.” For this analysis, households that responded, “No access to the Internet at the house, apartment, or mobile home” were classified as “Limited Internet Access”. Populations with “Limited Internet Access” make up approximately 13.96% of the total Marion County population. Of the 234 census block groups in the one-mile buffer, 221 (approximately 94%) have populations with “Limited Internet Access” (see **Figure 7** and Attachment B, pages 50 to 57). To ensure the ProPEL Indy study reaches populations with “Limited Internet Access,” the study will include targeted in-person public involvement efforts.

**Figure 7. Limited Internet Access Populations**



HNTR, US Census Bureau, State of Indiana, INDOT, City of Indianapolis Marion Co, Esri, HERE, Garmin, SafeGraph, METY/NASA, USGS, EPA, NPS, USDA

-  Study Limits
-  Study Area Boundary

**Households with No Internet Access**

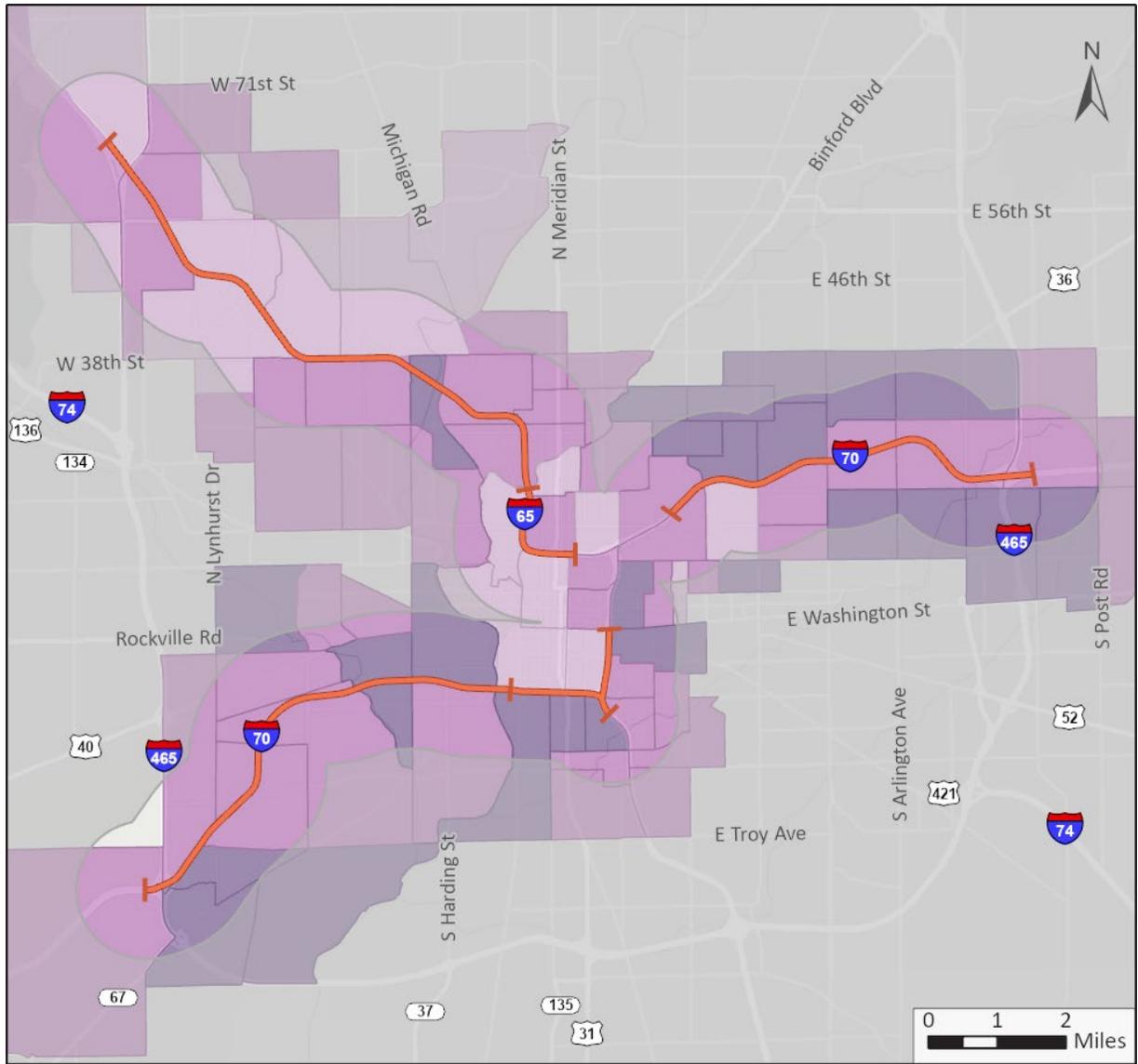
-  > 30 and < 80 %
-  > 15 - 30 %
-  > 0 - 15 %
-  0 %

*Data Source: US Census Bureau  
American Community Survey 5 Year  
Estimates, 2016-2020 Block Groups  
(B28002)*

## Persons with Disabilities

The Americans with Disabilities Act (ADA) defines a person with a disability as “a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.” The ADA “prohibits discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications.” The 2016-2020 ACS 5-year estimates identify disabled populations at the census tract level and determines the status based on six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Respondents who report any one of the six disability types are considered to have a disability. Populations with disabilities make up approximately 13.4% of the total Marion County population. Of the 92 census tracts within the one-mile buffer, populations with a disability were identified in every census tract (see **Figure 8** and Attachment B, pages 63 to 70). As the ProPEL Indy study progresses, local outreach will be completed to identify any specific needs for persons with disabilities.

**Figure 8. Disability Populations**



HNFB, US Census Bureau, State of Indiana, INDOT, City of Indianapolis Marion Co, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

-  Study Limits
-  Study Area Boundary
- Non-Institutionalized Population with a Disability**
-  > 20 and < 40 %
-  > 10 - 20 %
-  > 0 - 10 %
-  0 %

*Data Source: US Census Bureau  
American Community Survey 5 Year  
Estimates, 2016-2020 Census Tracts  
(B18101)*

The socioeconomic analysis summarized in the preceding sections identified several potential areas where underserved communities are present in the study area. In addition to low-income and minority populations (Environmental Justice populations), the study area also includes persons with LEP, persons with limited internet access, persons with limited vehicle access, and persons with disabilities. **Table 4** below summarizes the Marion County underserved populations. The public involvement plan will include different tools, tactics, and strategies to meaningfully engage these underserved communities throughout the ProPEL Indy study.

**Table 4. Summary of Underserved Communities in Marion County**

Category		Total County Population (% of population)	Block Group Totals (% of block groups   block group count)
Communities with EJ Concerns	Minorities	45.73%	42%   316
	Persons in Poverty	16.42%	33%   250
Other Underserved Communities	LEP	6.20%	69%   524
	Disability Status <sup>2</sup>	13.4%	100%   253
	Households with No Vehicle Available	8.70%	73%   551
	Households with No Internet Available	13.96%	87%   660

Source: ACS 2016-2020, Tables B03002, B17021, B16004, B25044, B28002, C21007

## Land Use, Infrastructure, and Community Facilities

Aerial photography, GIS data (including US Geological Survey (USGS) Topographic Maps), and information from publicly available community plans were utilized to identify types of land use, infrastructure, and community facilities that currently exist within the study area.

### Community Plan Summaries

The ProPEL Indy study team collected and reviewed existing documentation, including community plans. Below is a summary of the existing land use information gathered from the available community plans.

<sup>2</sup>Disability status population data is provided at the census tract level.

## Land Use

The City of Indianapolis and Marion County are the joint jurisdiction responsible for local land use regulation and control within and adjacent to the study area boundaries.

Indiana's local governments possess broad and comprehensive authority over local land use regulations, zoning, and design guidelines shaping the built environment per Indiana Code Title 36. The Comprehensive Plan Land Use Element, a singular component of the overarching City of Indianapolis and Marion County City-County Comprehensive Plan, was reviewed to understand the zoning and regulatory context for land use areas surrounding the study spokes.

The 2020 Marion County Land Use Plan (referred to as Land Use Plan hereon) has two parts: the Land Use Plan Pattern Book (referred to as Pattern Book hereon) and Land Use Maps. The Land Use Maps exist as individual figures (organized by Township), but they are also consolidated into a web-based portal on the City of Indianapolis's website (<https://maps.indy.gov/PlanIndy/>), which is searchable by parcel, address, or neighborhood areas including land use typology, density, appropriate use, and modification overlays (if any). See Attachment J for the applicable land use maps. The Pattern Book is the written component of the Land Use Plan, and it details the various land uses and typologies that are applied in the City's figures and portal.

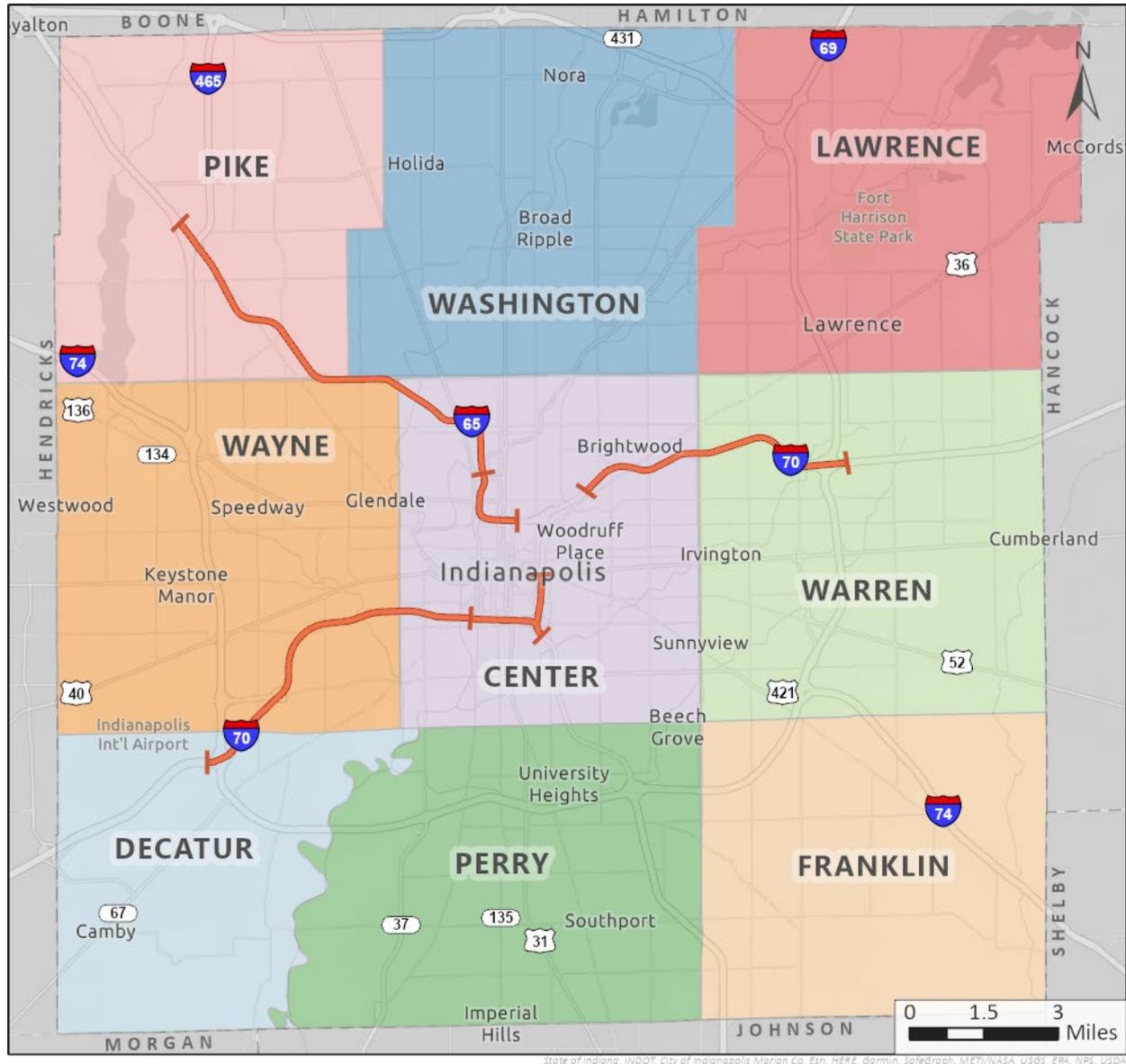
The Pattern Book was developed around "Neighborhood Typologies." These typologies provide planning guidance on the appropriate development based on the context of the neighborhood or area. The Pattern Book details three typologies: living, mixed-use, and working. Living typologies are primarily residential neighborhoods but also include small shops, schools, and places of worship. Mixed-use typologies include a balance of places where people live and work. Finally, working typologies are primarily where people work and are too intense to be near homes, either because of their scale and form (such as a business park) or because they may cause a nuisance (such as noise, traffic, or pollution generators). Additionally, the Pattern Book identifies "Non-Typology" land uses, which are land uses classified outside of the aforementioned Neighborhood Typologies due to their scale or the unique nature of their use. The applicable typologies that exist within the ProPEL Indy study area are provided in **Table 5** below.

**Table 5. City of Indianapolis/Marion County Land Use Typologies**

Typology	Land Use Type	Description
<b>Neighborhood Typologies</b>		
<b>Living</b>	Rural or Estate Neighborhood	Rural or agricultural areas and historic, urban areas with estate-style homes on large lots.
	Suburban Neighborhood	Predominately oriented towards single-family housing but interspersed with attached and multifamily housing where appropriate. Residential density of 1 to 5 dwelling units per acre with higher density allotted for transit adjacent areas.
	Traditional Neighborhood	Includes a full spectrum of housing types, ranging from single family homes to large-scale multifamily housing. The development pattern of this typology should be compact and well-connected. Residential density of 5 to 15 dwelling units per acre.
	City Neighborhood	Consists largely of multifamily housing and is stepped down to other living typologies with attached housing. Residential density 15+ dwelling units per acre.
<b>Mixed-Use</b>	Village Mixed-Use	Creates neighborhood gathering places with a wide range of small businesses, housing types, and public facilities.
	Urban Mixed-Use	Provides pedestrian-oriented development with a mix of businesses, services, and institutions adjacent to neighborhoods. Residential density of between 25 to 75 units per acre.
	Core Mixed-Use	Intended for the core of the City’s Central Business District and along logical extensions from the core (such as the North Meridian Street corridor). Residential density of 50+ units per acre.
	Institution-Oriented Mixed-Use	A mix of uses within and surrounding a significant regional institution campus, such as a university or hospital. Residential density of 8 to 15 dwelling units per acre.
<b>Working</b>	Office Commercial	Provides for single and multi-tenant office buildings.
	Community Commercial	Provides for low-intensity commercial and office uses that serve nearby neighborhoods.
	Regional Commercial	Provides for general commercial and office uses that serve a significant portion of the county rather than just the surrounding neighborhoods.
	Heavy Commercial	Provides for consumer-oriented general commercial and office uses that tend to exhibit characteristics that are not compatible with less intensive land uses.
	Office/Industrial Mixed-Use	Intended to provide for light industrial, distribution, and office uses conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations (i.e., business parks).

Typology	Land Use Type	Description
<b>Neighborhood Typologies</b>		
	Light Industrial	Provides for industrial, production, distribution, and repair use conducted within enclosed structures and unlikely to create emissions of light, odor, noise, or vibrations (i.e., warehousing, self-storage, part assembly, etc.).
	Heavy Industrial	Provides for industrial, production, distribution, and repair uses that are intense and may create emissions of light, odor, noise, or vibrations (i.e., food processing, storage of petroleum products, recycling, etc.).
<b>Non-Typologies</b>		
<b>Other Uses</b>	Agricultural Preservation	Intended for areas that should be protected for agricultural use. These areas may also be appropriate for parks.
	Large-Scale Park	Generally, parks over 10 acres in size.
	Linear Park	Intended for public or private property designated for active or passive recreation and is primarily used for the passage of people or wildlife (i.e., greenways, parkways, trails, off-street paths, and conservation areas).
	Floodway	Delineated areas that exhibit a great potential for property loss and damage from severe flooding, or for water quality degradation. No development should occur within the floodway.
	Regional Special-Use	Provides for public, semi-public, and private land uses that serve a specific institutional purpose for a significant portion of the county (i.e., cemeteries, hospitals, universities, high schools, government complexes, museums, etc.)
<b>Overlays</b>	Environmentally Sensitive Area	Intended for areas containing high-quality woodlands, wetlands, or other natural resources that should be protected, and to prevent or mitigate potential damage to these resources caused by development.
	Transit-Oriented Development (TOD)	Intended for areas within walking distance to a transit station to promote pedestrian connections and higher densities of development.
	Town Center	Intended for new and historic neighborhood centers.
	Residential Corridor Reserve	Intended for areas where the residential nature of a corridor is at risk due to encroachment from other land uses (i.e., overtake by schools, hospitals, etc.).
	Industrial Reserve	Intended for areas that are prime for industrial development due to factors such as large parcel size, proximity to compatible uses, and/or interstate access.
	Airport Vicinity	Intended to provide for development that appropriately responds to the unique needs and constraints of airports.
	Critical Area	Intended for special circumstances where custom modifications need to be made.

**Figure 9. Marion County Townships**



 Study Limits

## Center Township Land Use

### 65 Spoke

From the northeast corner of the Township limits to Fall Creek, classifications include Traditional Neighborhood, and Village Mixed-Use. From Fall Creek to Central Avenue, the north and south typologies along the 65 Spoke include Core Mixed-Use, Urban Mixed-Use, Traditional Neighborhood, and City Neighborhood. Other Uses include Large-Scale Park (Major Taylor Sports Complex and

Riverside Golf Course & Academy), Floodway (White River and Fall Creek), Regional Special-Use (Crown Hill Cemetery, Children’s Museum of Indianapolis, Indiana University Purdue University Indianapolis, Indiana University Health Methodist Hospital, Indianapolis Fire Department Headquarters, etc.), and Linear Park (Canal Walk). There is a Transit-Oriented Development overlay along Capitol Avenue between Ohio Street and 16<sup>th</sup> Street, and Environmentally Sensitive Area overlays along the White River and Fall Creek, and within Crown Point Cemetery, Major Taylor Sports Complex, and Riverside Golf Course & Academy.

#### *65/70 Downtown Spoke*

From the White River to the South Split, typologies along the south side of I-70 include Light Industrial, Traditional Neighborhood, Village Mixed-Use, and Urban Mixed-Use. Along the north side of this segment of I-70, the typologies include Office/Industrial Mixed-Use, Urban Mixed-Use, City Neighborhood, Traditional Neighborhood, and Core Mixed-Use (Downtown Indianapolis Central Business District). Other Uses include Regional Special-Use (Lucas Oil Stadium [Figure 10] and Eli Lilly & Company Corporate Center). Overlays include:

- Environmentally Sensitive Area: Along the White River and Pleasant Run Creek
- Industrial Reserve: South of I-70 between Morris Street and Raymond Street, East of I-65 between English Avenue and Washington Street
- Transit-Oriented Development: Along the Virginia Avenue and Shelby Street corridors near the South Split

**Figure 10. Lucas Oil Stadium**



*70 W Spoke*

From the western limits of the Township to the White River, typologies along the north side of I-70 include City Neighborhood, Urban Mixed-Use, Traditional Neighborhood, Community Commercial, and Office/Industrial Mixed-Use. There is an Environmentally Sensitive Area overlay north of the I-70 and Harding Street interchange along the railroad corridor.

*70 E Spoke*

From Roosevelt Avenue to the eastern limits of the Township, typologies along each side of I-70 include Light Industrial, Heavy Industrial (along the Massachusetts Avenue rail corridor), Office Commercial, Traditional Neighborhood, and Village Mixed-Use. Other Uses include Large-Scale Park (Brookside Park and Pogue's Run Art & Nature Park). There are Industrial Reserve overlays along the Massachusetts Avenue rail corridor and Roosevelt Avenue between 19<sup>th</sup> Street and 23<sup>rd</sup> Street, as well as an Environmentally Sensitive Area beginning near Brookside Park and following the watershed to Pogue's Run.

## Pike Township Land Use

### *65 Spoke*

From 71<sup>st</sup> Street to 38<sup>th</sup> Street, the north and south typologies along the 65 Spoke include Suburban Neighborhood, Rural or Estate Neighborhood, Office Commercial, Office/Industrial Mixed-Use, Village Mixed-Use, Community Commercial, Heavy Commercial, and Light Industrial. Other Uses include Large-Scale Park (Eagle Creek Park), Regional Special-Use, and Floodway (Little Eagle Creek and Guion Creek). Overlays include:

- Residential Corridor Reserve: West of I-65 along 71<sup>st</sup> Street, 62<sup>nd</sup> Street, and 56<sup>th</sup> Street
- Environmentally Sensitive Area: Nearly all of Eagle Creek Park and adjacent areas, and along the Little Eagle Creek and Guion Creek corridors
- Industrial Reserve: North of the I-65 and 38<sup>th</sup> Street interchange

## Warren Township Land Use

### *70 E Spoke*

From Emerson Avenue (western Township limits) to I-465, typologies along each side of I-70 include Community Commercial, Light Industrial, Suburban Neighborhood, Heavy Industrial, Traditional Neighborhood, and Office Commercial. Other Use includes Floodway (Pleasant Run). There are Industrial Reserve overlays along each side of I-70 throughout most of the 70 E Spoke study area within this Township, as well as an Environmentally Sensitive Areas beginning near Ritter Avenue along the north side of I-70 to Arlington Avenue and along the Pleasant Run corridor.

## Wayne Township Land Use

### *65 Spoke*

From 38<sup>th</sup> Street (the northern limits of the Township) to the White River (the eastern limits of the Township), the north and south typologies along the 65 Spoke include Office Commercial (Indiana Donor Network Headquarters and Taylor Homes) and Suburban Neighborhood. Other Uses include Regional Special-Use (Cold Spring School [Figure 11] and Marian University), Floodway (Little Eagle Creek and White River), and Large-Scale Park (Major Taylor Sports Complex and Riverside Golf Course & Academy). There is an Environmentally Sensitive Area throughout most of the study area at this location, but primarily along the Little Eagle Creek and White River corridors.

**Figure 11. I-65 at 38<sup>th</sup> Street and Cold Spring School**



*70 W Spoke*

From Belmont Avenue (the eastern limits of the Township) to the southern limits of the Township, typologies along the 70 W Spoke include Heavy Commercial, Community Commercial, Light Industrial, Heavy Industrial, Suburban Neighborhood, Traditional Neighborhood, and Office/Industrial Mixed-Use. Other Uses include Large-Scale Park (Stout Field Park), Floodway, and Regional Special-Use (Indianapolis International Airport). There is an Environmentally Sensitive Area overlay north of the I-70 and Harding Street interchange along the railroad corridor.

**Decatur Township Land Use**

*70 W Spoke*

From the northern limits of the Township to I-465, typologies along the 70 W Spoke include Suburban Neighborhood, Office/Industrial Mixed-Use, and Light Industrial. Other Uses include Floodway (Seerley Creek) and Regional Special-Use (Indianapolis International Airport). There are Environmentally Sensitive Area overlays primarily along Seerley Creek, as well as Airport Vicinity overlay along the north side of Kentucky Avenue between High School Road and Southwest Drive/Olender Drive.

## Tax Increment Financing Districts

Tax increment financing (TIF) is a financing method used by government entities to fund economic development infrastructure. TIF allows a government to create a district and issue bonds to fund infrastructure such as roads, water and sewer systems, buildings, and amenities, promoting economic development. Governments continue to tax the assessed value of property in the district, but cash from the development is used to repay the bond. Once the bond is repaid, the TIF district expires, and the increased assessed value becomes available for normal taxation. According to Indiana legislation, TIF funds infrastructure to encourage development that would not have occurred otherwise.

According to the City of Indianapolis GIS Datasets, there are 90 TIF districts within Marion County, which range in establishment between 1983 and 2023. Of these 90 districts, 32 districts fall entirely or partially within 0.5 mile of the study spokes. These include 17 standard TIF districts, four housing TIF (HOTIF) districts, and 11 consolidated districts, which are made up of several individual TIF districts. The boundaries of these districts are shown in Attachment J, page 16.

## Comprehensive Plans

A long-term vision for Indianapolis and Marion County's growth and development can be found in the City-County Comprehensive Plan. Rather than an individual planning document, the Comprehensive Plan is made up of numerous connected plans that are arranged into seven different planning elements. Each of the individual plans are developed by city planners and stakeholders following a community process, and they are then independently adopted by the Metropolitan Development Commission (MDC). Several of the seven planning elements are comprised of Primary System Plans and supplemented with Supporting System Plans, as shown in **Table 6** below. Many of the Comprehensive Plan's elements are also detailed geographically via a mapping interface provided by the interactive PlanIndy application (<https://www.indy.gov/activity/planindy>).

**Table 6. City-County Comprehensive Plan Elements**

Planning Element	Description	Primary System Plan
Visions and Values	Describes the City-County’s overall vision and establishes direction for the other planning elements.	<a href="#">Plan 2020 Bicentennial Agenda (2016)</a>
Land Use	Establishes policies for the development and redevelopment of land in the County and provides guidance for zoning.	<a href="#">Marion County Land Use Pattern Book (2019)</a> and Maps (2018) (Attachment J)
Transportation	Demonstrates how the City-County's transportation system promotes connectivity, economic opportunity, and mobility, and identifies the needs for system expansion related to development projects, while also guiding public investment.	<a href="#">Indy Moves Transportation Integration Plan (2018)</a>
Parks, Recreation, and Open Space	Guides public spending towards parks, recreation, and open spaces, aids in meeting the community, recreation, and health needs for residents and visitors, and protects the ecological and cultural systems of the community.	<a href="#">Indy Parks Comprehensive Master Plan 2016-2021 (2017)</a>
Neighborhood and Housing Strategy	Organizes various investments toward community development and aims to address the needs of specific neighborhoods as well as the County.	<a href="#">Neighborhood Investment Strategy (2017)</a>
Resiliency	Assists in preventing threats to the County’s long-term security and prosperity. They provide strategies for recovering from foreseeable natural, economic, and social catastrophes. The plans also address persistent issues like poverty, environmental quality, and violence.	<a href="#">Thrive Indianapolis (2019)</a>
Specific Area	These various plans describe specific planning strategies for the County's smaller communities or individual neighborhoods.	Comprised of various Specific Area plans and Historic Preservation Area plans

## Zoning Plans

In 2015, the City of Indianapolis Department of Metropolitan Development initiated the Indy Rezone, which was and continues to be responsible for the creation of the zoning ordinances for the city-county, and it officially came into effect on April 1, 2016. This ordinance undergoes regular reviews and updates through the implementation of ordinance amendments. According to the City, Indy Rezone considers historical planning while addressing mixed-use development, reducing the emphasis on car-centric development, introducing elements of form-based development and new urbanism concepts, and acknowledging renewable energy as a valuable community asset for the future. This enhanced understanding was utilized to solicit meaningful contributions from the public through diverse methods of outreach. The Indy Rezone project aims to shape the built environment of Indy into spaces that cater to the desires of individuals for the next several decades, providing a desirable place to work, live, and play.

The Zoning Map, which has been directly incorporated into the Indy Rezone plan, was developed as a web-based mapping application, and it divides the city's real estate into zones, or "districts," based on land use and building regulations. The general zoning planned for each spoke is discussed below.

### *65 Spoke*

The zoning within this spoke's study area is predominantly characterized by park, residential-use, and commercial-use zoning districts. There are variable special-use districts, which include, but are not limited to, schools, places of worship, cemeteries, and power transmission line corridors.

### *65/70 Downtown Spoke*

The zoning within this spoke's study area is predominantly characterized by industrial, central business, commercial, and residential zoning districts. There are variable special-use, multi-use, and park zoning districts, and the study area also includes hospital districts (IU Methodist Hospital) and a historic preservation district (Lockerbie Square Historic District [**Figure 12**]).

As downtown populations and businesses increase, the Indianapolis Regional Center Plan 2020 cites a goal of establishing new residential districts by converting available non-residential spaces and buildings into housing.

**Figure 12. The Lockerbie Square Historic District**



Additionally, the study area of this spoke is mostly encompassed within the Regional Center Secondary Zoning District, which imposes additional development regulations within the Regional Center and within the North Meridian Street Corridor in addition to the various primary zoning districts. The Regional Center planning area covers 6.5 square miles and is bounded by 16th Street to the north, I-65 and I-70 to the east, I-70 to the south, and the Belt Railroad to the west. Likewise, the North Meridian Street Corridor is an approximately 250-acre area located along Meridian Street north of downtown Indianapolis. It is bounded by 30<sup>th</sup> Street to the north, the first alley east of Pennsylvania Street to the east, 16<sup>th</sup> Street to the south, and the first alley west of Illinois Street to the west.

#### *70 W Spoke*

The zoning within this spoke's study area is predominantly characterized by industrial-use and residential-use zoning districts. There are variable commercial-use and park zoning districts, as well as special-use districts, which include, but are not limited to, schools, places of worship, and the Indianapolis International Airport.

Additionally, the eastern limits of this spoke fall within the Regional Center Secondary Zoning District described above.

### *70 E Spoke*

The zoning within this spoke’s study area is predominantly characterized by industrial-use, commercial-use, and residential-use zoning districts. There are variable park zoning districts, as well as special-use districts, which include, but are not limited to, schools and places of worship. Additionally, the study area includes a University Quarters district, associated with Martin University.

**Figure 13. 70 E Spoke at the North Sherman Drive Crossing**



### **Infrastructure**

Infrastructure in the study area is summarized in **Table 7** below. These resources are described in detail below the table and shown in the mapping provided in *Attachment D. Environmental Constraints Map Series*. Information on infrastructure was generally derived from federal and state agency GIS data, aerial imagery, field reconnaissance, and the city and county comprehensive plans.

**Table 7. Infrastructure - Study Area**

Infrastructure	Study Spoke				Total
	65	65/70 Downtown	70 W	70 E	
Major Utilities: Underground Pipelines	9	2	5	2	17 <sup>1</sup>
Major Utilities: Electric Transmission Line	10	14	13	5	37 <sup>1</sup>
Railroads	3	8	15	6	28 <sup>1</sup>
Airports <sup>2</sup>	13	11	13	11	19 <sup>1</sup>

Source: US Department of Homeland Security HIFLD GeoPlatform, INDOT & Federal Railroad Administration GIS Data, IGIO

<sup>1</sup>The total shown does not sum from the spoke columns because several resources are located within the limits of the buffer at more than one spoke and are reported accurately in each spoke column.

<sup>2</sup>Airport data is reported within a 3.8-mile (20,000-foot) buffer of each spoke.

## Utilities

Standard overhead and underground utilities are located throughout the study area. This includes, but is not limited to, overhead electric transmission lines, communication lines, natural gas and petroleum pipelines, fiber optics, cellular communication towers, and wastewater and stormwater drainage structures and facilities. A more comprehensive breakdown of utilities in the study area is included in the ProPEL Indy *Existing Transportation Conditions Report*. For the ProPEL Indy study, only major utilities were mapped and analyzed, including underground pipelines and electric transmission lines. These resources are indicated by study spoke in **Table 7** and are shown on the Environmental Constraints Maps (Attachment D, pages 1 to 15).

There are a total of 17 utility pipelines located within the study limits, of which, 12 intersect the study spokes. These below-grade pipelines carry natural gas, refined petroleum, and hydrocarbon liquid products, and they are owned and operated by Citizens Gas & Coke Utility, Amoco Oil Company, Buckeye Pipe Line Company, and Enterprise Products.

Additionally, there are 37 large electrical transmission lines within the study area, of which, 19 are adjacent to or cross the interstates. Considerations should be given for these utilities during planning, and impacts should be avoided and/or minimized when possible.

## Railroads

There are 28 railroad segments located within the study area. There are 16 railroads, both active and abandoned, that intersect or run adjacent to the study spokes, which are all grade-separated crossings. The crossing positions of the railroads are variable throughout the overall study area and are detailed in the *Existing Transportation Conditions Report*. Rail companies operating within the study area include CSX, Indiana Rail Road, Indiana Southern Railroad, and Louisville and Indiana Railroad. Additionally, there are three railroad or railroad corridors that are abandoned within the study area. Two of these abandoned railroad corridors are now associated with the Central Canal Towpath, and the other crosses underneath the 70 East Spoke at the southwest end of the I-70 and North Keystone Avenue interchange, which is a planned trail that will connect the Monon Trail and the planned Pogue's Run Greenway. Considerations should be given for these railroads and corridors during planning, and impacts should be avoided and/or minimized when possible.

**Figure 14. 70 E Spoke at the Roosevelt & Massachusetts Avenues Crossing**



## Airports

There are 19 airports mapped within the 3.8-mile (20,000-foot) buffer, which includes two public and two private airports, as well as four public and 11 private heliports. Within the 0.5-mile buffer, there is one public-use airport, as well one public-use and three private-use heliports.

The IU Health Methodist Hospital, located directly adjacent to the east of the 65/70 Downtown Spoke, has two twin helipads on the hospital roof near the North Capitol Avenue and West 16<sup>th</sup> Street intersection. These helipads are private-use and intended for emergency responses, and they are operated by Metro Aviation, Inc. in partnership through the IU Health LifeLine program.

The WTHR (Channel 13 News) television station, owned and operated by TEGNA Inc., is also located adjacent to the 65/70 Downtown Spoke, which has a ground-level, private-use helipad along its 11<sup>th</sup> Street property border. The helipad is utilized as a part of the station's news investigations and reporting efforts.

There is also a public-use heliport, owned and operated by the Indianapolis Airport Authority, located within the study area in downtown Indianapolis, west of the 65/70 Downtown Spoke, which is currently only operating for support services of the IU Health LifeLine emergency response program, including both ground and air-based response. In February 2023, the Federal Aviation Administration (FAA) published a notice to release the property from federal land covenants and from IAA jurisdiction; however, further actions, including changes in property ownership, have not yet been made.

The Indianapolis International Airport (IND), the largest airport in the state of Indiana by passenger count, is located just west of the 70 W Spoke, accessible by I-70 and Col. H. Weir Cook Memorial Drive. Additional uses at the airport premises include the FedEx Express World Hub, a large freight air hub located directly adjacent to the I-70 W and I-465 interchange, which is currently under a land-lease through the year 2053.

Because some airports are located further than 0.5 mile from the study spokes, they may not appear in *Attachment D. Environmental Constraint Map Series*.

## Community Facilities

This section describes the schools, places of worship, cemeteries, public services, and recreational facilities that serve the residents and businesses in the study area. There are 342 community facilities in the study area. These resources are shown in the maps provided in *Attachment D. Environmental Constraints Map Series* and described below. Information on community facilities was generally derived from Indiana and Indianapolis & Marion County GIS Data, aerial imagery, field reconnaissance, and the counties' comprehensive plans.

**Table 8. Community Facilities - Study Area**

Infrastructure		Study Spoke				Study Area Total
		65	65/70 Downtown	70 W	70 E	
Education Facilities		13	14	6	10	43
Places of Worship		50	39	23	34	146
Cemeteries		4	0	0	1	5
Public Services	Hospitals	0	1	0	0	1
	Fire Stations/EMS	3	3	4	0	10
	Police Stations	3	1	1	0	5
	Libraries	1	1	1	2	5
Recreation	Managed Lands	15	17	6	10	48
	Recreational Facilities	15	15	9	10	49
	Trails	25	12	3	3	43

Source: US Department of Homeland Security HIFLD GeoPlatform, State of Indiana, IGIO, and City of Indianapolis & Marion County GIS Data

### Schools

The study area spans multiple school districts providing K-12 educational services, including the Metropolitan School Districts (MSDs) of Pike Township, Warren Township, Wayne Township, and Decatur Township, as well as the Indianapolis Public School (IPS) District, which encompasses the majority of the study area. Additionally, there are schools operated under private educational operations within the study area.

Within the study area, there are 43 education facilities, which include public schools, private and charter schools, colleges or universities, as well as variable education administrative offices. There are 14 educational facilities located adjacent to the study area, some of which have quick access to one of the interstates. These adjacent facilities are listed below by spoke:

#### 65 Spoke

- Purpose of Life Academy, a private school offering pre-kindergarten and kindergarten, is adjacent to the south side of the spoke along the east side of West Kessler Boulevard North

Drive, and it has access to I-65 via the southern interchange ramps, which are located directly across West Kessler Boulevard North Drive.

- Cold Spring School, a public school offering kindergarten through 8<sup>th</sup> grade, is adjacent to the south side of the spoke along the northwest side of Cold Spring Road. It has quick access to I-65 via Cold Spring Road and 38<sup>th</sup> Street.
- Ivy Tech Indianapolis, a regional campus of the greater Ivy Tech Community College, is located east of the spoke between North Capitol Avenue and North Meridian Street, with spoke access along West 29<sup>th</sup> Street, as well as West 30<sup>th</sup> Street. The school enrolls more than 28,000 students annually through in-person, online, or hybrid learning modalities.
- George Washington Carver School, IPS No. 87, a public school offering pre-kindergarten through 8<sup>th</sup> grade, is adjacent to the west side of the spoke between Parks Avenue and Indianapolis Avenue at West 24<sup>th</sup> Street. The nearest interstate access for this school is located at 21<sup>st</sup> Street.
- Christ Temple Christian Academy, a private school offering pre-kindergarten through 5<sup>th</sup> grade, is adjacent to the west side of the spoke between Parks Avenue and Indianapolis Avenue at Fall Creek Boulevard. The nearest interstate access for this school is at 21<sup>st</sup> Street.
- Capitol City Seventh-Day Adventist School, a private school offering pre-kindergarten through 8<sup>th</sup> grade, is located relatively adjacent to the east side of the spoke, at the northeast corner of the Boulevard Place and McLean Place intersection. There is nearby access to I-65 at 21<sup>st</sup> Street.

#### *65/70 Downtown Spoke*

- Crispus Attucks High School, an IPS public school offering 9<sup>th</sup> through 12<sup>th</sup> grades, is adjacent to the west of the spoke west of Dr. Martin Luther King Jr. Street between 11<sup>th</sup> Street and West 12<sup>th</sup> Street. There is nearby access to and from I-65 along 11<sup>th</sup> Street and West Street.
- Southeast Neighborhood School of Excellence (SENSE), a public charter school offering kindergarten to 8<sup>th</sup> grade, is adjacent to the west side of the spoke along the west side of Shelby Street just north of East Pleasant Run Parkway North Drive. Access to I-65 is available to the south at the East Raymond Street interchange.

#### *70 W Spoke*

- Lynhurst 7<sup>th</sup> & 8<sup>th</sup> Grade Center, an MSD of Wayne County public school offering 7<sup>th</sup> and 8<sup>th</sup> grades, is adjacent to the east of the spoke along the south side of Gadsden Street. The nearest access to I-70 is located to the north along Sam Jones Expressway. See **Figure 15** below.

**Figure 15. I-70 and Lynhurst 7<sup>th</sup> & 8<sup>th</sup> Grade Center**



- Sanders School, an MSD of Wayne County public school serving students from kindergarten to age 22 through a five-district cooperative, placement-based program, is adjacent to the east of the spoke along the north side of Gadsden Street. The nearest access to I-70 is located to the north along Sam Jones Expressway.
- William Penn School, IPS No. 49, a public school offering pre-kindergarten through 8<sup>th</sup> grade, is adjacent to the south of the spoke along the north side of West Wilkins Street. The nearest access to I-70 is located to the west along South Harding Street.
- Edison Schools of the Arts School, IPS No. 47, a public school offering kindergarten through 8<sup>th</sup> grade, is adjacent to the north of the spoke along the east side of South White River Parkway Drive West. There is nearby access to I-70 at the South Harding Street interchange to the west and via South Missouri Street and South West Street to the east.

### 70 E Spoke

- Martin University is a small private college in the Martindale-Brightwood neighborhood of Indianapolis. As the only Predominantly Black Institution (PBI) in the state of Indiana, Martin University maintains a total enrollment of 231 undergraduate and graduate students. The college is accessible by I-70 via Rural Avenue/Keystone Avenue. See **Figure 16** below.

**Figure 16. I-70 and Martin University**



- The Excel Center, operated by Goodwill of Central & Southern Indiana, is a tuition-free, public charter high school for adults that also offers on-site childcare, transportation assistance, and college credit and industry-recognized certification courses. The Excel Center effectively eliminates obstacles to education and empowers individuals to attain their objectives by providing access to supplementary Goodwill initiatives, including employment and disability services, a criminal re-entry program, and services tailored for first-time mothers. It is adjacent to the north of the spoke along Shadeland Avenue, which provides nearby access to I-70.

In addition to the education facilities located nearest to the interstate detailed above, there are also two large universities within the ProPEL Indy study area that accommodate large student populations.

IU Indianapolis (formerly Indiana University Purdue University Indianapolis [IUPUI]) is on the west side of downtown Indianapolis, southwest of the 65/70 Downtown Spoke, with interstate access to the campus from I-65 at West Street/Martin Luther King Boulevard and from I-70 at West Street.

A dissolution of the current partnership between Indiana University and Purdue University is underway, which will be formalized in July of 2024, creating two separate institutions - Indiana University Indianapolis and Purdue University in Indianapolis. Indiana University will continue to own and operate the Indianapolis campus, and Purdue University will retain responsibility and authority for the School of Engineering and Technology.

Marian University, a private Catholic university located four miles northwest of downtown Indianapolis south of the 65 Spoke, maintains an enrollment of approximately 3,700 students. The university is accessible by I-65 at 38<sup>th</sup> Street, with campus connections by Cold Spring Road.

The schools located within the study area will be coordinated with, as needed, throughout the ProPEL Indy study.

## Places of Worship

There are approximately 146 places of worship within the study area, which are led and attended by an array of faith groups with a variety of religious and cultural traditions and beliefs, demonstrating considerable religious diversity within the community. There are 26 adjacent places of worship, some of which have quick access to one of the interstates. Considerations should be given for these places of worship during planning, and impacts should be avoided and/or minimized when possible.

### *65 Spoke*

- Eagle Creek Community Church is adjacent to the east side of the spoke and is located along the east side of Lafayette Road. Access to I-65 is located to the southwest at the Lafayette Road interchange.
- Life Church Eagle Creek Campus is adjacent to the east side of the spoke and is located along the east side of Lafayette Road. Access to I-65 is located to the southwest at the Lafayette Road interchange.
- Corinthian Baptist Church is adjacent to the west side of the spoke and is along the south side of West 56<sup>th</sup> Street. The nearest access to I-65 is to the southeast at the Lafayette Road interchange.
- Community of Christ Church – Indianapolis is adjacent to the west side of the spoke and is along the south side of West 52<sup>nd</sup> Street. The nearest access to I-65 is to the southeast at the Lafayette Road interchange.

- Joyful Manna Fellowship is adjacent to the east side of the spoke and is along Freyn Drive west of Lafayette Road. The nearest access to I-65 is to the southeast at the Lafayette Road interchange.
- Christ SPEM Church is adjacent to the west side of the spoke and is in a commercial strip along Century Plaza Road, just south of Georgetown Road. The nearest access to I-65 is to the northwest at the Lafayette Road interchange.
- Purpose of Life Ministries is adjacent to the south side of the spoke along the east side of West Kessler Boulevard North Drive, and it has access to I-65 via the southern interchange ramps, which are located directly across West Kessler Boulevard North Drive.
- Barnes United Methodist Church is adjacent to the south side of the spoke at the southwest corner of the Dr. Martin Luther King Jr. Street interchange along West 30<sup>th</sup> Street. This interchange serves as quick access to and from I-65 with additional access just east along West 30<sup>th</sup> Street.
- North Side New Era Baptist Church is adjacent to the west side of the spoke along West 30<sup>th</sup> Street. There is nearby access to I-65 just west of the facility via the West 30<sup>th</sup> Street interchange.
- Twenty Eighth Street Church of God in Christ is adjacent to the east side of the spoke along West 28<sup>th</sup> Street. There is nearby access to I-65 just north of the facility via the West 30<sup>th</sup> Street interchange.
- Fall Creek Parkway Church of Christ is adjacent to the east side of the spoke along West Fall Creek Parkway North Drive and West 23<sup>rd</sup> Street. There is nearby access to I-65 south of the facility via the West 21<sup>st</sup> Street interchange.
- Christ Temple Apostolic Faith Assembly is adjacent to the west side of the spoke along Fall Creek Boulevard. There is nearby access to I-65 just south of the facility via the West 21<sup>st</sup> Street interchange. See **Figure 17** below.

**Figure 17. Christ Temple Apostolic Faith Assembly**



*65/70 Downtown Spoke*

- Church of God in Christ is adjacent to the west side of the spoke along Dr. Martin Luther King Jr. Street. Access to I-65 is available to the north via the West 21<sup>st</sup> Street interchange and south via 11<sup>th</sup> Street and West Street.
- New Baptist Church is adjacent to the west side of the spoke along Dr. Martin Luther King Jr. Street. Nearby access to I-65 is available to the south via 11<sup>th</sup> Street and West Street.
- Trader's Point Christian Church is adjacent to the north side of the spoke (I-65) along Delaware Street and 12<sup>th</sup> Street. There is access to I-65 and I-70 along 12<sup>th</sup> Street and 11<sup>th</sup> Street.
- Immanuel United Church-Christ is adjacent to the south of this spoke (I-70) along Prospect Street. There is nearby access to southbound I-65 via East Morris Street and Prospect Street, northbound I-65 to the northeast along Calvary Street, and I-70 to the west via Missouri Street and West Street.

- Bethesda Baptist Church is adjacent to the north side of this spoke (I-70) along Senate Avenue and Ray Street. There are several nearby access points to I-70, including along McCarty Street, Missouri Street, and West Street.

#### *70 W Spoke*

- Eternal Life Tabernacle is adjacent to the north of the spoke and is located along Raymond Street. The nearest access to I-70 is located to the south and is accessible via Lynhurst Drive and Sam Jones Expressway.
- Debere Selam Kidus Michael Ethiopian Orthodox Tewahido Church is adjacent to the south side of the spoke and is along Belmont Avenue. The nearest access to I-70 is located to the east at the Harding Street interchange.
- DG Kidane Mhret Eritrean Orthodox Cathedral Church is adjacent to the north side of the spoke and is along Ray Street. The nearest access to I-70 is located to the west at the Harding Street interchange. See **Figure 18** below.

**Figure 18. DG Kidane Mhret Eritrean Orthodox Cathedral Church**



*70 E Spoke*

- Eastside New Hope Missionary Baptist Church is adjacent to the north side of the spoke and is along the east side of Sheldon Street. The nearest access to I-70 is to the northeast at the Rural Street/Keystone Avenue interchange.
- Hillside Christian Church is adjacent to the north side of the spoke and is along Ingram Street. The nearest access to I-70 is to the northeast at the Rural Street/Keystone Avenue interchange.
- New Hope Missionary Baptist Church is adjacent to the north side of the spoke and is along Winter Avenue. The nearest access to I-70 is to the northeast at the Rural Street/Keystone Avenue interchange.
- Bible Study Chapel is adjacent to the south side of the spoke in the southeast corner of the I-70 and Emerson Avenue interchange. This interchange is the nearest I-70 access for this religious facility.

- Pentecostal Apostolic Church is along Arlington Avenue adjacent to the north side of the spoke. The nearest access to I-70 would be either of the Emerson Avenue or Shadeland Avenue interchanges.
- Solid Rock Missionary is located along Arlington Avenue adjacent to the south side of the spoke. The nearest access points to I-70 include the Emerson Avenue and Shadeland Avenue interchanges.

## Cemeteries

Five cemeteries were identified within the study area. Most notably, the Crown Hill Cemetery, the third largest non-governmental cemetery in the United States, is northeast of the I-65 and Dr. Martin Luther King Jr. interchange and encompasses approximately 555 acres of land (see **Figure 19** below). There are no cemeteries mapped adjacent to any of the study spokes.

**Figure 19. Crown Hill Cemetery**



## Public Services

There are 21 public services with facilities and operations within the study area. Public services included in this report include hospitals, fire departments, police departments, and libraries.

## Hospitals

There is one hospital within the study area. The IU Methodist Hospital is adjacent to the east of the 65/70 Downtown Spoke. The IU Health medical campus, located in downtown Indianapolis, combines the operations of IU Health Methodist and University hospitals. Located on a 44-acre site east of the 65 Spoke, the campus is bounded by I-65, Capitol Avenue, 12<sup>th</sup> Street and 21<sup>st</sup> Street. Operations between the two hospitals will be consolidated with the construction of a new 864-bed hospital tower between 12<sup>th</sup> and 16<sup>th</sup> Street, and Capitol Avenue and I-65. Construction is currently underway and the proposed opening year for the facility is scheduled for 2027. See **Figure 20** below.

IU Health Methodist Hospital is a Level 1 Adult Trauma Center. The IU Health campus has direct access to I-65 at 21<sup>st</sup> Street.

**Figure 20. IU Methodist Hospital and Campus Expansion**



Additionally, although just outside the study area southwest of the 65/70 Downtown Spoke in downtown Indianapolis, the IU Health University Hospital is a teaching hospital affiliated with the IU School of Medicine. Its campus and operations also include the Riley Hospital for Children, a children's hospital serving all of Indiana. Similarly, the Sidney and Lois Eskenazi Hospital is located just west of the

IU University Hospital campus, and the Richard L. Roudebush Veterans' Administration Medical Center is a hospital located just west of that.

In addition to the individual hospital's own emergency response dispatches, the Indianapolis Emergency Medical Services (IEMS) are co-located at three fire station locations within the study area, and the IEMS headquarters is located west of the 65 Spoke along Georgetown Road, which are further detailed in the Fire Stations and Emergency Medical Services section below. Emergency services will be coordinated with throughout the study to understand the planning context and needs of the community emergency management services that utilize the ProPEL Indy study area.

### Fire Stations and Emergency Medical Services

The Indianapolis Fire Department (IFD) operates 10 fire and/or EMS operation facilities within the study area, including the IFD Downtown headquarters at the 10<sup>th</sup> Street and East Street intersection in downtown Indianapolis. As described, IEMS are combined at three of these locations with the IEMS headquarters located within the study area. The majority of the study area is located within the jurisdictional limits of the IFD; however, portions of the 65 and 70 W Spokes are under Township jurisdiction. There are two fire stations located within these Township limits, including Pike Township Fire Department & Medic Station 64 and Wayne Township Fire Department Station 81. Additionally, there are two fire response services that serve independent areas, including the IAA Fire Department and the Eli Lilly Fire Rescue, which operates out of and protects the company's technology center south of the 70 W Spoke.

Five of the IFD fire stations are either located directly adjacent to an interstate, or have nearby access to the interstates, including:

- IFD/IEMS Medic Station 14, located east of the 65 Spoke, with nearby access to I-65 via West 30<sup>th</sup> Street;
- IFD/IEMS Medic Station 5, located west of the 65/70 Downtown Spoke, with nearby access to I-65 via West 21<sup>st</sup> Street;
- IFD/IEMS Medic Station 3; located east of the 65/70 Downtown Spoke, with nearby access to I-65 via East Morris Street and Prospect Street;
- IFD Station 19, located directly adjacent to the 70 W Spoke along the north side, without nearby interstate access (see **Figure 21** below); and,
- Wayne Township Fire Department Station 81, located east of the 70 W Spoke, with nearby access to I-70 via the Sam Jones Expressway.

**Figure 21. Indianapolis Fire Department Station No. 19**



Nearby fire stations and emergency medical services serving the community will be coordinated with, as needed, throughout the ProPEL Indy study.

### **Police Stations**

The Indianapolis Metropolitan Police Department (IMPD) has jurisdictional operations over the majority of the City of Indianapolis, and is comprised of six districts, which are each traversed by the study area. Additionally, there are smaller areas that are under different jurisdiction, including the Marian University and IU Indianapolis campuses along the 65 and 65/70 Downtown Spokes, and the IAA with policing jurisdiction over the Indianapolis International Airport property at the western limits of the 70 W Spoke study area.

IMPD operates five stations within the study limits. The IMPD Northwest District headquarters is located west of the 65 Spoke along Office Plaza Boulevard, and a coordinating district station is located

adjacent to I-65 along Industrial Boulevard with quick access utilizing Guion Road and 38<sup>th</sup> Street. The IMPD Southeast District headquarters is located along Shelby Street in Fountain Square southeast of the southern I-65 and I-70 interchange and has quick access to I-65 along Prospect Street and East Morris Street.

Additionally, just outside of the study area, the primary IMPD Headquarters is located west of the 65/70 Downtown Spoke, operating out of the Indianapolis City-County Building. Likewise, an Indiana State Police (ISP) post shares a location with the INDOT Traffic Management Center south of I-70, just outside of the eastern 70 E Spoke study area limits.

IMPD, ISP, and other law enforcement entities that serve the stakeholder communities will be coordinated with, as needed, throughout the ProPEL Indy study.

## **Libraries**

There are five public libraries within the study area, none of which are mapped adjacent to the interstates.

## **Recreational Facilities**

A total of 140 recreational facility resources were identified within the study area. These resources include managed lands, recreational facilities (comprised of parks, playgrounds, schoolyards, etc.), and trails.

Coordination with the entities that own or manage these resources will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study.

## **Managed Lands**

Forty-eight managed lands were identified within the study area. Seventeen managed lands are mapped directly adjacent to the interstates and are discussed below. All of these resources are owned and managed by the City of Indianapolis Department of Parks and Recreation.

### *65 Spoke*

- Eagle Creek Park is adjacent to the west side of the spoke and is roughly bounded by I-65 and West 56<sup>th</sup> Street within the study area. It is the largest park managed by the City of Indianapolis and is notably one of the largest city parks in the nation. Officially dedicated in June of 1972, the park is comprised of over 5,300 acres of land and water (Eagle Creek Reservoir). The park is a major source of recreation for the community, offering fishing, boating, hiking, golfing, a ropes course, nature learning experiences, and more.
- Major Taylor Sports Complex, more often referred to as the Indy Cycloplex or the Lake Sullivan Sports Complex, is adjacent to the south side of the spoke along Cold Spring Road. The complex

is included as a smaller portion of the larger Riverside Regional Park. The Major Taylor Sports Complex includes various recreational cycling and sport facilities, including the Major Taylor Velodrome, Major Taylor Skatepark, a BMX track, and off-road cycling trails across approximately 41 acres. Although all of this land is owned by the City of Indianapolis Department of Parks and Recreation, much of this complex is operated by nearby Marian University. Nearby access to I-65 is available via 38<sup>th</sup> Street. See **Figure 22** below.

**Figure 22. Major Taylor Sports Complex**



- Lake Sullivan is adjacent to the south of the spoke just west of the White River. Historically, the lake was developed as a Civil Works Administration project to serve as an area for nature education and to provide wildlife habitat, dredged from a large wetland complex. The construction of I-65 reduced the size of the lake, and it has consistently experienced a need for further dredging. Currently, Crooked Creek flows through the silt-laden lake, which discharges directly into the White River. The approximately 29-acre area is currently the subject of an ecosystem restoration research project through the IU Indianapolis Center for Earth and Environmental Science. Nearby access to I-65 is available to the north via 38<sup>th</sup> Street.

- Riverside Golf Academy is adjacent to the north side of the spoke just west of the White River along 38<sup>th</sup> Street. The facility is a Professional Golf Association recognized practice range, which covers approximately 58 acres, and includes indoor and outdoor practice facilities, as well as a small Par-3 golf course. There is quick access to I-65 via 38<sup>th</sup> Street.
- The White River Greenway intersects the spoke, traveling underneath the I-65 bridges over the White River. This resource is further detailed in the Trails section below.
- The Central Canal Towpath intersects the spoke, also traveling underneath the I-65 bridges over the White River. This resource is further detailed in the Trails section below.
- Highway Parcel #15 is adjacent to the spoke northwest of the Dr. Martin Luther King Jr. Street interchange. It is a mini park on a one-acre parcel that was established in 1980, and it includes various playground amenities. There is access to I-65 at the adjacent interchange.
- Charlie Wiggins Park is adjacent to the west side of the spoke between West 28<sup>th</sup> Street and West 29<sup>th</sup> Street. It is an approximately one-acre park supported by local businesses and institutions. There is adjacent access to I-65 along West 29<sup>th</sup> Street and West 30<sup>th</sup> Street.
- Fall Creek Greenway intersects the spoke, traveling underneath the I-65 bridges over Fall Creek. This resource is further detailed in the Trails section below.

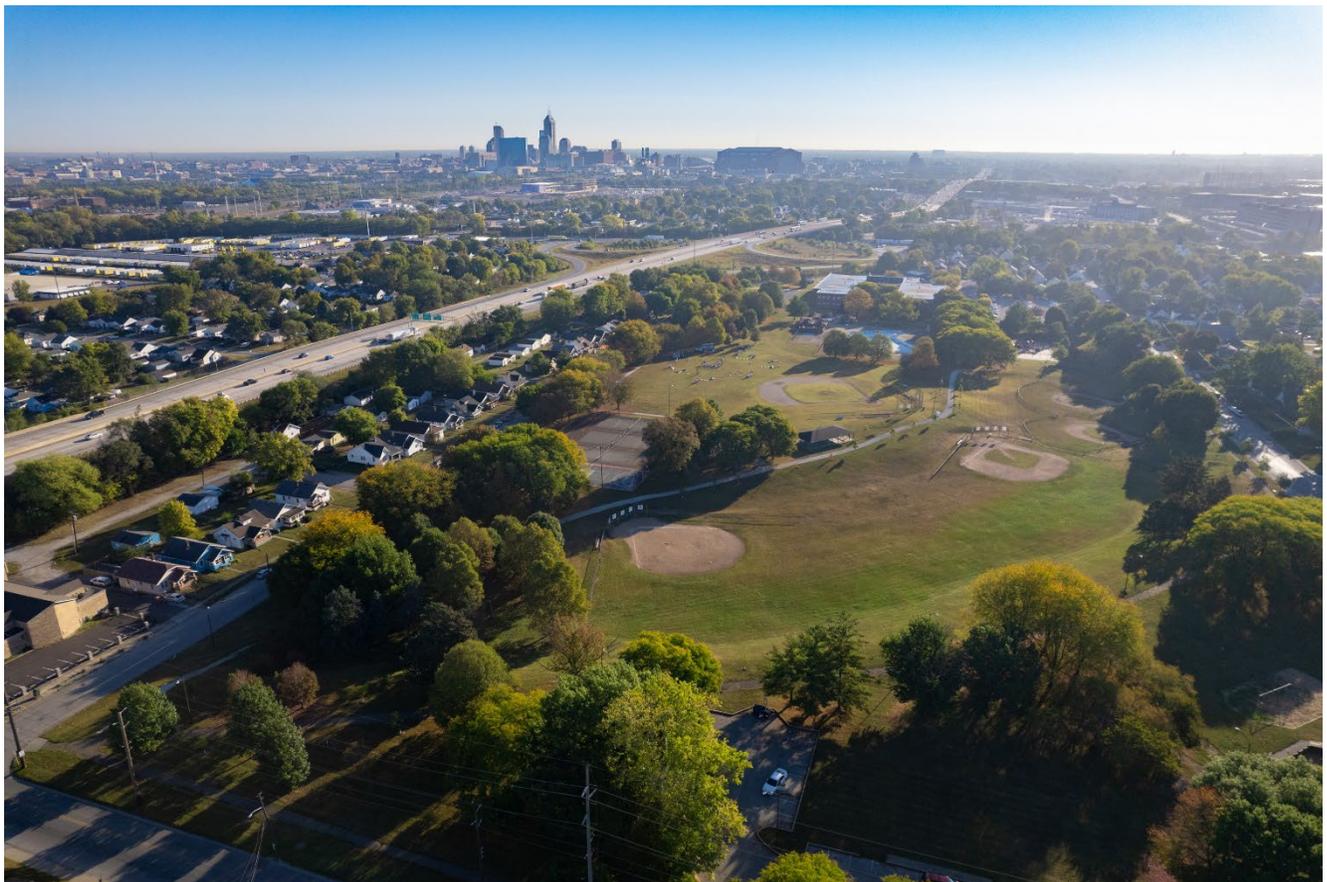
#### *65/70 Downtown Spoke*

- Ringgold Park is adjacent to the west side of the spoke (I-65) along Ringgold Avenue. The park is a 0.21-acre mini park established in 1973 that recently underwent renovations. The park features various playground equipment. There is partial access to I-65 to the north along East Morris Street and full access to the south at the East Raymond Street interchange.
- The Pleasant Run Greenway intersects I-65 just south of the southern spoke limits, traveling underneath the I-65 bridges over Pleasant Run. This resource is further detailed in the Trails section.
- The Ranger Station at Nobel Place is adjacent to the south side of the spoke (I-70) along the east side of Madison Avenue. This resource serves as administrative offices and roll call for the City of Indianapolis Department of Parks and Recreation rangers. The property is also utilized for the storage of associated agency vehicles. There is nearby access to southbound I-65 via East Morris Street and Prospect Street, northbound I-65 to the northeast along Calvary Street, and I-70 to the west via Missouri Street and West Street.
- Babe Denny Park is adjacent to the north side of the spoke (I-70) along West Wyoming Street. This park, established in 1920, is approximately one acre in size, and it includes playground and picnic amenities. There is quick access to I-70 along McCarty Street, Missouri Street, and West Street.

### 70 W Spoke

- Rhodius Park is adjacent to the south side of the spoke and shares land with William Penn School, IPS No. 49, which is discussed in the School section. The park is over 25 acres in size and was established in 1913. The resource includes several recreational amenities, including playgrounds, sports fields and courts, and a public swimming pool. There is quick access to I-70 at the northeast adjacent Harding Street interchange. See **Figure 23** below.

**Figure 23. Rhodius Park and William Penn School (IPS No. 49)**



### 70 E Spoke

- Pogues Run Art and Nature Park is adjacent to the south of the spoke, spanning adjacent to the interstate from Sherman Street to the west and Emerson Avenue to the east. The 40-acre park was completed in 2003, and it includes hiking trails, temporary and permanent art installations, and a small lake, which also acts as a floodwater retention facility. There is nearby access to the northeast at the Emerson Avenue interchange.

- Windsor Village Park is adjacent to the west side of the spoke along the north side of East 25<sup>th</sup> Street. Established in 1953, the eight-acre park is comprised of various amenities, including playgrounds, a splash pad, walking trails, and a community center, the Windsor Village Park Family Center. There is access to I-70 to the southeast at the Shadeland Avenue interchange.
- Indy Urban Acres Park is located adjacent to the south of the spoke at the southeast corner of the I-70 and I-465 interchange. Established in 2011, the park resulted as a collaboration between The Parks Alliance and the City of Indianapolis Department of Parks and Recreation, as an initiative to develop an urban garden to harvest and distribute food throughout the community, which has become known as the Farm Share Program. There is access to I-70 to the west at the Shadeland Avenue interchange and to the east at the Post Road interchange.

Coordination with the City of Indianapolis Department of Parks and Recreation will occur as part of the ProPEL Indy study.

## Parks and Recreational Facilities

Forty-nine parks and recreational facilities were identified within the study area, many of which coincide with managed lands and schools. All of the resources identified as parks and recreational facilities that are adjacent to the study spokes coincide with the schools and/or managed lands discussed above.

## Trails

Forty-three trail segments were identified within the study area. Twelve trail segments are adjacent to or cross the interstates. The trail information included in this study was limited to those trail segments that have been built and are open to the public or that were identified as “under development.” Trail segments that are identified as “planned” or “proposed” are detailed in the *Existing Transportation Conditions Report*.

### 65 Spoke

- The 56<sup>th</sup> Street Trail, a paved, multi-use path, is associated with the Eagle Creek trail network running along the north side of 56<sup>th</sup> Street. It connects the Georgetown Road Trail to the east and continues through Eagle Creek Park to the west, crossing underneath I-65.
- The Georgetown Road Trail, a paved, multi-use path, runs along the west side of Georgetown Road, connecting the 56<sup>th</sup> Street Trail and pedestrian facilities along Lafayette Road. The trail crosses over I-65 via the Georgetown Road bridge.
- The Central White River Trail, also known as the White River Trail, White River Greenway, and the White River Wapahani Trail, runs between White River Parkway Drive West and the White River. The trail has a northern terminus trailhead at 38<sup>th</sup> Street, north of the spoke. The trail is along the west side of the White River and crosses underneath the I-65 bridges over the White

River. Additionally, at this location, there is an associated trail segment that runs east-west that connects the trail to the Major Taylor Sports Complex.

- The Central Canal Towpath intersects the spoke, traveling underneath I-65 along the east side of White River Parkway East Drive. The gravel trail parallels the Indiana Central Canal, which is further detailed in the Streams and River section below. The Central Canal Towpath begins in Broad Ripple and follows the canal south to West 24<sup>th</sup> Street and Burdsal Parkway, where it meets the Fall Creek Trail. Following the Central Canal Aqueduct, the canal travels underground before daylighting south of the 65/70 Downtown Spoke, which is the northern end of the Indianapolis Canal Walk. The Indianapolis Canal Walk includes multi-use pathways on both sides of the canal and passes many significant sights, including parks and museums, before eventually out falling into the White River. See **Figure 24** below.

**Figure 24. Indianapolis Canal Walk**



- The Fall Creek Trail intersects the spoke, traveling underneath the I-65 bridges over Fall Creek. The paved, multi-use trail runs between Fall Creek and Fall Creek Parkway North Drive within

the study area. The Fall Creek Trail begins in northeast Indianapolis at the Fort Benjamin Harrison State Park, where it connects to the Harrison Trace Trail, and it ends at its junction with the Central Canal Towpath.

#### *65/70 Downtown Spoke*

- The Indianapolis Cultural Trail intersects the study spoke, traveling over I-65/I-70 along the Virginia Avenue bridges. The trail is an eight-mile, urban, multi-use path in downtown Indianapolis, and it was designed to connect city-established “Cultural Districts”, including Massachusetts Avenue, Fountain Square, the Canal & White River State Park, Indiana Avenue, and the Wholesale District. Additionally, the last district, Broad Ripple, is connected by way of the Monon Trail, which connects to the Indianapolis Cultural Trail below the I-65/I-70 bridges over 10<sup>th</sup> Street. The trail also aims to connect downtown neighborhoods and entertainment amenities. It is managed by a nonprofit organization, Indianapolis Cultural Trail Inc.
- Pleasant Run Trail intersects I-65, traveling underneath the I-65 bridges over Pleasant Run. The paved, multi-use trail runs parallel between Pleasant Run to the north and Pleasant Run Parkway South Drive to the south, within the study area. Pleasant Run Trail begins in the northeast at Ellenberger Park, where it connects to the Pennsy Trail, and travels following Pleasant Run southwest to Garfield Park.

#### *70 W Spoke*

- A segment of the Eagle Creek Greenway intersects the spoke, traveling underneath the I-70 bridges over Eagle Creek. This segment of paved, multi-use trail begins just north of the spoke and follows Eagle Creek along its east side until it eventually reaches the Eli Lilly Recreation Park where it terminates at its connection with the Central White River Trail.
- A second segment of the Central White River Trail intersects the study area at this spoke. At this location, the Central White River Trail follows along the west side of the White River before turning west into the Eli Lilly Recreation Park, where it terminates at its connection with the Eagle Creek Greenway.

#### *70 E Spoke*

- Pogues Run Trail is located adjacent to the south of the spoke within the Pogues Run Art and Nature Park. The crushed-stone trail is comprised of a series of walking paths throughout the park.

Coordination with the City of Indianapolis Department of Parks and Recreation and Indy Greenways will occur as part of the ProPEL Indy study.

## Natural Resources

Data and information on surface waters (above-ground bodies of water including streams, rivers, lakes, wetlands, reservoirs, and creeks), floodplains, soil types, and habitat types and the species that live in them provide context of the natural environment within the study area. These were compiled from aerial photos, state and federal environmental and geospatial databases (including from the United States Fish and Wildlife Service [USFWS], United States Federal Emergency Management Agency [FEMA], the United States Department of Agriculture (USDA) Natural Resources Conservation Service [NRCS], and the USGS), as well as field reconnaissance. Specific data sources are provided within each section, as needed. Most natural resources are regulated by federal and/or state agencies and as such, potentially require official resource agency coordination, approvals, and/or permits depending on project-specific activities; such coordination will occur as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. The resources within the study area are detailed below in **Table 9** and are mapped in Attachment D, pages 16 to 30. Adjacent water resources were generally determined utilizing a 150-foot buffer of the spokes.

**Table 9. Water Resources - Study Area**

Water Resources	Study Spoke				Total
	65	65/70 Downtown	70 W	70 E	
Wetlands	65	3	14	16	98
INDOT Mitigation Sites	0	0	0	0	0
Streams and Rivers	127	12	95	102	336
IDEM 303(d) Impaired Streams	17	8	15	12	52
Special Status Stream/River	1	0	1	0	1 <sup>3</sup>
Historic Canal Route	1	1	0	0	1 <sup>3</sup>
Floodplains	89	12	31	40	172
Lakes	65	3	14	16	98
Source Water Assessment Area	2	0	0	0	2
Wellhead Protection Area	1	1	0	0	1 <sup>3</sup>

Source: State of Indiana, IGIO, USFWS, USGS, and National Park Service (NPS)

<sup>3</sup>The Total shown does not sum from the spoke because several resources are located within the limits of the buffer at more than one spoke and are reported accurately in each spoke column.

## Wetlands

Ninety-eight National Wetlands Inventory (NWI) wetlands are located within the study area. Approximately five mapped wetlands are adjacent to the study Spokes. A more detailed delineation to map and evaluate these features, and other features not identified on the NWI map will occur as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. This future work will also determine if these or any other delineated features are within the jurisdiction of the US Army Corps of Engineers (USACE) or the Indiana Department of Environmental Management (IDEM).

## INDOT Mitigation Sites

There are no INDOT mitigation sites located within the study area.

## Soils

Due to the urban nature of the study area, the majority of the area is made up of non-hydric and predominantly non-hydric soils. There are interspersed areas of partially hydric, predominantly hydric, and hydric soils within the study area, which are primarily concentrated at the northwest end of the 65 Spoke, the southwest end of the 70 W Spoke, and the east end of the 70 E Spoke. See Attachment F, pages 1 to 15 for the soils maps.

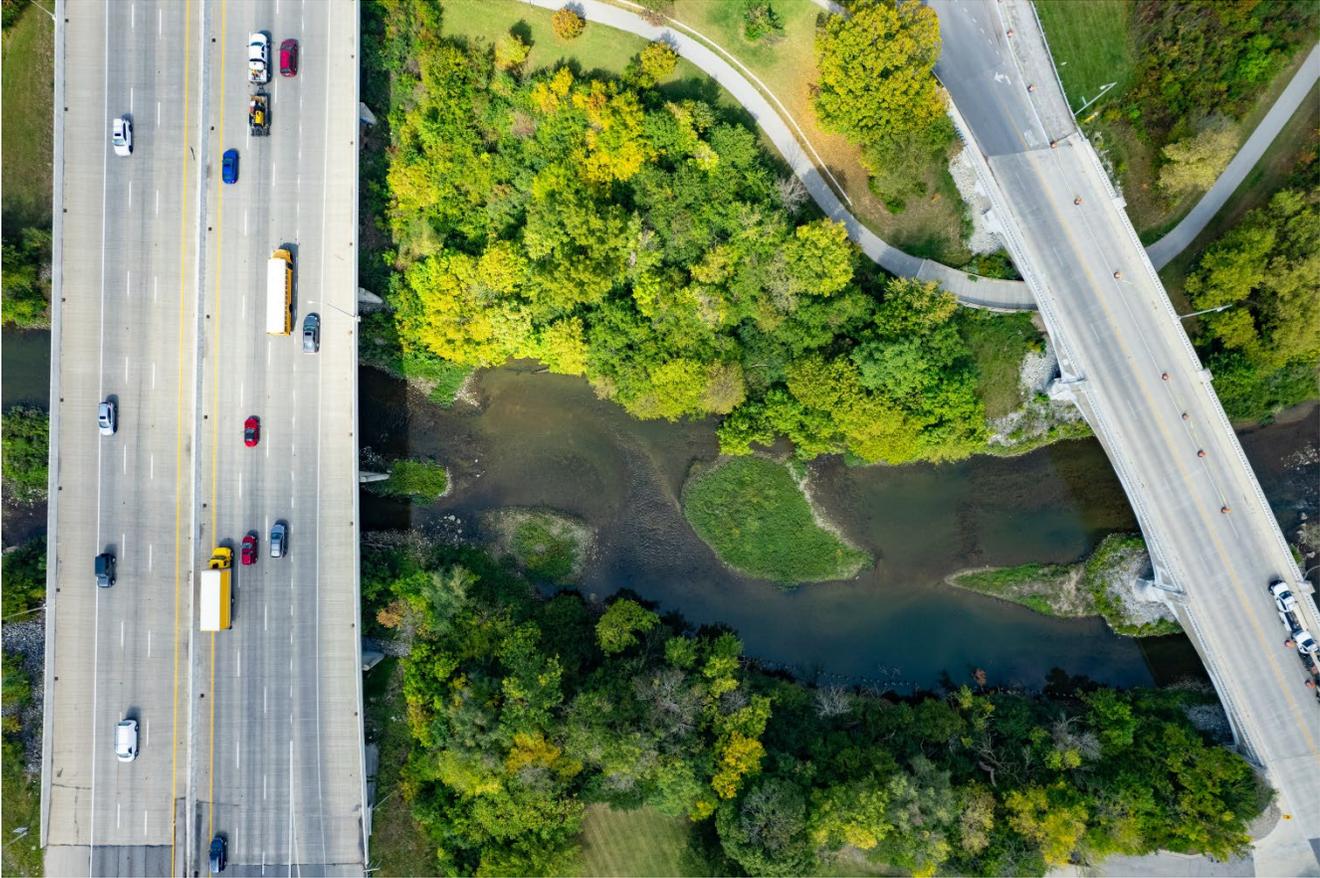
## Rivers and Streams

Three hundred and thirty-six river and stream segments are within the study area. Thirty-eight river and stream segments cross or are adjacent to the interstate spokes. Many of the river or stream crossings, which are listed below, are comprised of more than one segment. The resources that intersect the interstates are listed below by study spoke and are shown on the *Environmental Constraints: Water and Mineral Resources* map series in Attachment D, pages 16 to 30.

### 65 Spoke

- Little Eagle Creek
- Crooked Creek
- White River
- Indianapolis Central Canal (also referred to as the Indianapolis Water Company Canal)
- Fall Creek

**Figure 25. I-65 over Fall Creek**



*65/70 Downtown Spoke*

- Pleasant Run
- Indianapolis Central Canal (carried below-grade at this location)

*70 W Spoke*

- Seerley Creek
- Davis Creek
- Mars Ditch
- Drexel Run
- Unnamed Tributary to State Ditch
- Eagle Creek
- White River

**Figure 26. I-65 over the White River**



*70 E Spoke*

- Pogue's Run
- Pleasant Run
- Warren Creek

A more detailed delineation to map and evaluate these features and other potentially unmapped streams will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. This future work will also determine if these features are within the jurisdiction of USACE.

**IDEM 303(D) Listed Streams and Lakes**

Fifty-two IDEM 303(d) Listed Streams and Lakes are within the study area. Fifteen IDEM 303(d) listed streams intersect the ProPEL Indy study area. All of the stream segments determined to be adjacent or to intersect the interstates are listed as impaired, with the exception of Crooked Creek that intersects the 65 Spoke, as well as a segment of the Central Canal that intersects the 65/70 Downtown Spoke below-grade, and an unnamed tributary that intersects the 70 W Spoke.

Although there are a wide range of impairments that are possible in Indiana waterbodies, only four impairments were found among the streams located within the study area per the USEPA data: nutrient impairment, *Escherichia coli* (*E. coli*), impaired biotic communities (IBC), and polychlorinated biphenyls (PCBs). A more detailed investigation will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. This future work will determine the stream impairments and any required commitments.

### **Special Status Streams and Rivers**

The NPS's Nationwide Rivers Inventory (NRI) is a listing of more than 3,200 free-flowing river segments in the U.S. that are believed to possess one or more "outstandingly remarkable" values. The White River is the only resource listed in the NPS NRI within the study area. Additionally, the White River is classified as a navigable water throughout Marion County. Navigable waters of the U.S. are those waters that are presently used, or have been used in the past, or may be susceptible for use to transport interstate or international commerce and are under the jurisdiction of the United States Army Corps of Engineers and/or the United States Coast Guard. The White River is also identified on the Indiana Department of Natural Resource's Outstanding Rivers List for Indiana, within Marion County and several others. This list identifies rivers and streams that have particular environmental or aesthetic interest. Except where incorporated into a statute or rule, the listing is intended to provide guidance rather than to have regulatory application.

### **Historic Canal Routes**

One historic canal route, associated with the Central Canal, is within the study area, traversing within the study areas of both the 65 Spoke and the 65/70 Downtown Spoke. The Central Canal was built with intentions to connect the Wabash and Erie Canal to the Ohio River. While the overall project was never completed, the Central Canal route persists and it has become notable as a heavily frequented recreational facility for the community, as discussed in the Trails section. This historic canal route is further detailed in the Above-Ground Resources section (Attachment H, page 22).

**Figure 27. I-65 over the Central Canal and the Canal Towpath**



### **Floodplains**

One hundred and seventy-two floodplain polygons are within the study area. Twenty-five floodplain polygons are adjacent to or intersect the interstates. As typical, these floodplains are generally associated with the perennial streams and waterbodies that are located within the study area, which are detailed in the River and Streams section. A more detailed investigation will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. This future work will determine floodplain impacts and the need for Indiana Department of Natural Resources (IDNR) Construction in a Floodway permits.

### **Flood Hazard Mitigation Grant Program Lands**

FEMA's Flood Mitigation Assistance (FMA) is a competitive grant program that provides funds that can be used for projects that reduce or eliminate the risk of repetitive flood damage. States, local communities, and federally recognized tribes and territories can apply for FMA funding; however,

parcels purchased through the FMA Grant program are preserved as open space in perpetuity to restore and conserve natural floodplain functions. Therefore, development of these lands for transportation purposes is prohibited.

According to the Indiana Department of Homeland Security's State Hazard Mitigation Officer, there are two lands within the ProPEL Indy study area that have received such funds. The projects receiving funding include a property buyout along Fall Creek Drive and the Fall Creek floodplain near the 65 Spoke and the creation of a flood control improvement district along Mars Ditch, State Ditch, and Seerley Creek near the 70 W Spoke (approximately 2,700 feet east of the I-70 and Sam Jones Expressway interchange).

## Lakes

Ninety-eight lakes are mapped within the study area. There are two lakes adjacent to the study spokes. The majority of the mapped lakes are associated with stormwater retention basins and ponds. A more detailed delineation to map and evaluate these features will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. This future work will also determine if these features are within the jurisdiction of USACE.

## Source Water Assessment and Wellhead Protection Areas

On June 19, 2024, the IDEM Groundwater Section provided information on the Source Water Assessment (SWA) areas and Wellhead Protection (WHP) areas within or adjacent to the study spokes. The 65 Spoke is located within the Citizens Water Indianapolis' SWA Area and WHP Area, as well as within 350 feet of the Speedway Water Works' SWA Area. Additionally, the 65/70 Downtown Spoke is also located within the Citizens Water Indianapolis' WHP Area. The response also included appropriate contacts for each water utility.

Any reasonable alternatives for programmed projects advanced from the ProPEL Indy study into a subsequent NEPA review will require further analysis to determine the level of coordination or consultation required with these entities.

## Wildlife Habitat

Within the ProPEL study area, there is a variety of both dense wildlife habitat and urban habitat. Wildlife habitat within the study area is predominantly maintained grass, forested areas, and various water bodies. Denser areas of wildlife habitat are present within the forested riparian corridors in the study area, which includes the White River, Fall Creek, Pleasant Run, Eagle Creek, Pogue's Run, and Brookside Creek, as well as wetlands, which together provide terrestrial and aquatic habitat to a variety of species. Additionally, there are large areas of forest that provide ample wildlife habitat, which includes Eagle Creek Park, Nina Mason Pulliam EcoLab ecological park, Crown Point Cemetery, Seerley

Creek Park, Brookside Park, and Pogue's Run Art and Nature Park. In addition to these denser habitats, wildlife also finds suitable habitats within the city, living among smaller parks, wooded areas, and residential neighborhoods.

## Protected Species

The Marion County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high-quality natural communities are provided at [https://www.in.gov/dnr/nature-preserves/files/np\\_marion.pdf](https://www.in.gov/dnr/nature-preserves/files/np_marion.pdf). The IDNR database documents 13 federally-listed species that may occur in Marion County, including: 10 mollusk species; one insect species; and two mammal species. Additionally, the database reports 35 state-listed species (state-threatened or state-endangered) that may occur in Marion County, including: nine mollusk species, two insect species, two arachnid species, one fish species, five reptile species, seven bird species, three mammal species, and six vascular plant species. There are 27 additional species that are categorized as state-extirpated, state species of special concern, and others on a watch list.

On June 19, 2024, the IDNR Division of Fish & Wildlife provided an Early Coordination/Environmental Assessment report that documented 19 State Endangered, Rare, or Species of Special Concern that have been documented within a half-mile of the ProPEL Indy spokes, including: one reptile, 11 birds, five mussels, one mammal, and one insect. The report also noted that special considerations should be made to minimize impacts to local populations of Kirtland's snakes (*Clonophis kirtlandii*) along the 65 and 70 W Spokes. A copy of the report is provided in *Attachment G. Protected Species Information*.

A half-mile bat review, which looks at confidential USFWS GIS layers for potential documented roost trees, capture locations, acoustic record, and/or hibernaculum records for both the northern long-eared bat and the Indiana bat, was conducted by INDOT for the ProPEL Indy study area. No reports within the database indicated the presence of any endangered bat species in or within a half-mile of the study area (see *Attachment G. Protected Species Information* for a copy of the coordination email).

The USFWS Information Planning and Consultation (IPaC) online project planning tool identified eight federally protected species as potentially occurring within the study area, as documented in *Attachment G. Protected Species Information*. The study area is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*). Additionally, the results of the species list generated from IPaC identified one proposed endangered mammal species, the tricolored bat (*Perimyotis subflavus*), one experimental population, non-essential bird species, the whooping crane (*Grus americana*), and one candidate insect species, the monarch butterfly (*Danaus plexippus*). The statuses of these additional species are not federally protected under Endangered Species Act (ESA) regulations but may have future implications if a federal status changes. The USFWS IPaC planning tool did not identify any critical habitat.

Additionally, the Migratory Bird Treaty Act (MBTA) makes the taking, killing, or possessing of migratory birds unlawful. Several of these species may use bridges as an alternate nesting location as a result of the loss of traditional habitat. Other migratory bird species can be found along our roadsides or in other habitat that may be impacted by transportation projects. The USFWS IPaC planning tool identified 17 migratory bird species of particular concern, either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention within the limits of the study area. This includes known presence of the bald eagle (*Haliaeetus leucocephalus*) and the golden eagle (*Aquila chrysaetos*) within the study area, which are each subject to additional regulatory stipulations under the Bald and Golden Eagle Protection Act.

Any reasonable alternatives for programmed projects advanced from the ProPEL Indy study into a subsequent NEPA review will require further analysis to determine the level of coordination or consultation required with the USFWS.

## Cultural Resources

Information on previously identified above-ground and archaeological cultural resources that are listed in or potentially eligible for listing in the National Register of Historic Places (NRHP) was collected from previous studies. Further consideration of cultural resources will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. Formal determinations of National Register eligibility would occur in the future during the Section 106 process, and additional properties that may be eligible could be identified at that time.

### Above-Ground

An Above-Ground Cultural Resources Identification Memorandum (Attachment H, pages 1 to 105) was completed for the study for resources found within the 0.5-mile study area. This memorandum summarized previously identified aboveground cultural resources that are listed in the NRHP or may be potentially eligible for listing in the NRHP.

The primary resource referenced for the memorandum was the Indiana Historic Buildings, Bridges, and Cemeteries (IHBBC) Map. The IHBBC Map is a database containing information about above-ground cultural resources in the state and is maintained by the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR, DHPA). The IHBBC Map includes data from the Indiana Historic Sites and Structures Inventory (IHSSI) County Interim Reports, which document countywide surveys to identify potentially historic sites and structures. In Marion County, the surveys were conducted and reported at the township level. The most recent IHSSI interim reports for Marion County were developed between 1991 and 1994. It is possible additional properties in these townships are now old enough to be considered potentially historic. In addition, the INDOT-Cultural Resources

Office’s (INDOT-CRO’s) Public Web Map was examined to identify any above-ground cultural resources that have been determined eligible for listing in the NRHP as a result of Section 106 coordination between INDOT-CRO and the Indiana State Historic Preservation Officer (SHPO).

For the purposes of the PEL study, the resources mapped and recorded include the following:

- Properties listed as National Historic Landmarks (NHL), properties listed in the NRHP, and properties listed in the Indiana Register of Historic Sites and Structures (Indiana Register);
- Properties rated as Outstanding or Notable in the IHSSI; and
- Historic bridges.

Properties identified as “Outstanding” and “Notable” per the IHSSI were treated as potentially eligible for the purposes of the ProPEL Indy study. The results of the ProPEL Indy study above-ground resources identification are shown in **Table 10** and the *Above-Ground Cultural Resources Identification Memorandum* (Attachment H, pages 7 to 50).

**Table 10. Above-Ground Resources - Study Area**

Above-Ground Resources	Study Spoke				Total
	65	65/70 Downtown	70 W	70 E	
National Historic Landmarks	0	3	0	0	3
NRHP and Indiana Register Listed	19	76	2	1	98
Outstanding in IHSSI	28	106	1	0	135
Notable in IHSSI	36	95	1	3	135
Historic Bridges	5	3	1	3	12
IHPC Designations	0	13	0	0	13

Source: INDOT-CRO Public Web Map, IHSSI, NRHP, and IHPC

For the ProPEL Indy study, 402 above-ground resources that are listed in or potentially eligible for listing in the NRHP were identified. Three National Historic Landmarks (NHLs) and 104 NRHP-listed resources are within the study area. Additional Outstanding and Notable-rated resources in the ProPEL Indy study area not already listed individually or as a contributing resource in a historic district are potentially eligible. Of the Outstanding-rated resources, 135 remain extant and six were identified as being no longer extant. Many of the Outstanding-rated resources are listed in the NRHP or contribute to NRHP-listed historic districts. A few have been determined eligible for inclusion in the NRHP through Section

106 coordination for previous projects. The majority of the Outstanding-rated resources are located in the study area of the 65/70 Downtown Spoke.

A similar number of Notable-rated resources were identified: 135 extant and four no longer extant. Many contribute to NRHP-listed historic districts, and a few are individually listed in the NRHP or have been determined eligible for inclusion in the NRHP through Section 106 coordination for previous projects. As with the Outstanding-rated resources, the Notable-rated resources are mostly found in the 65/70 Downtown Spoke.

This identification is intended as a planning tool and is not a final determination of NRHP eligibility. Any federally funded or approved project that is programmed as a result of the PEL study will follow the Section 106 process, during which time cultural resources will be formally evaluated for NRHP eligibility.

### **Local Historic Designations**

The Indianapolis Historic Preservation Commission (IHCP) provided input on May 22, 2024, with recommendations to include above-ground resources with local historic designation within the study area in this report (Attachment H, page 106). The IHPC provides design and zoning review and approval for locally designated historic districts, conservation areas, and individually designated properties. There are three individually designated properties and 10 districts with local designation within the study area, each of which are located within the 65/70 Downtown Spoke buffer. The resources and districts with local historic designation within the study area have been included in **Table 10** above and are shown on Attachment H, page 107.

Further consideration and coordination on these resources will occur, as needed, as part of subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study.

### **Historic Canal Routes**

As detailed in the Water Resources section, there is one historic canal route within the study area, the Central Canal (IHSSI No. 098-296-01437). Based on the Above-Ground Cultural Resources Identification Memorandum, the Central Canal is an IHSSI Outstanding-rated resource (Attachment H, page 22).

### **Hoosier Homesteads**

The Hoosier Homestead Award Program (HHAP) under the Indiana State Department of Agriculture recognizes families with farms that have been owned by the same family for 100 years or more, consequently creating economic, cultural, and social advancements in the state. In addition to length of ownership requirements, farms must also be at least 20 acres in size or produce over \$1,000 in agricultural products annually. Farms in Indiana can qualify for three awards based on length of

ownership: the Centennial Award (100 years), the Sesquicentennial Award (150 years), and the Bicentennial Award (200 years). The HHAP provides a public, comprehensive list of awarded farmsteads by county. Marion County has 18 Centennial Farms and three Sesquicentennial Farms (Attachment H, page 108). Further consideration of these farmsteads will occur, as needed, as part of subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study.

## **Archaeology**

For the ProPEL Indy Study, a records check was completed to identify archaeological resources within 0.5 mile of the study spokes. A total of 47 previously recorded archaeological sites are located within the study area. A majority of these sites have not been assessed or available documentation has no record of assessment for the NRHP. Further details on the identification of archaeological findings are provided in the ProPEL Indy *Archaeological Cultural Resources Identification Memorandum*.

This identification is intended as a planning tool and should not be considered a final determination of NRHP eligibility of any archaeological resources within the study area. Any federally funded or approved project that is programmed as a result of the PEL study will follow the Section 106 process, which should include formal evaluation on the NRHP eligibility of any archaeological site within the project(s) area of potential effect.

## **Section 4(f) Resources**

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant public owned parks, recreation areas, wildlife/waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources. Forty-eight managed lands, 49 recreational facilities (including playgrounds and schoolyards), and 43 trails are potential Section 4(f) properties identified within the study area (Attachment A, pages 1 and 2 and Attachment D, pages 1 to 15). Note, several of the managed lands and recreational facilities coincide with the same resources, and several of the managed lands coincide with school properties. Additionally, Section 4(f) protects historic sites either listed in the NRHP, eligible to be listed in the NRHP, or of state and local significance, regardless of public ownership. These resources are described in the Cultural Resources section above.

## **Section 6(f) Resources**

The US Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreational use. A review of the Section 6(f) properties on the INDOT Environmental Services Division website revealed a total of twenty-four (24) properties in Marion County (Attachment E, pages 1 and

2). There are three lands with LWCF funding adjacent to the 65 Spoke, including two program grants associated with the Eagle Creek Park and one associated with the Major Taylor Velodrome and Lake Sullivan.

## Mineral Resources/Petroleum Wells

Data and information on mineral resources, petroleum wells, and mines provide context of the physical environment, at- and below-grade, within the study area and were derived from the US Department of Homeland Security HIFLD Geoplatform. As shown in **Table 11** below, there are three oil and/or gas wells mapped within the ProPEL Indy study area, which are mapped with water resources in Attachment D, pages 16 to 30. There are no industrial mineral resources or mines mapped within the study area. Additionally, there are no natural gas storage facilities within in the study area nor within Marion County. Further investigation of impacts and coordination with the IDNR Division of Oil and Gas will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study.

**Table 11. Mineral Resources/Petroleum Wells – Study Area**

Hazardous Material Resources	Study Spoke				Total
	65	65/70 Downtown	70 W	70 E	
Wells (Oil & Gas)	0	1	2	0	3
Industrial Minerals	0	0	0	0	0
Mines (Surface & Underground)	0	0	0	0	0
Natural Gas Storage Facilities	0	0	0	0	0

## Air Quality

The ProPEL Indy study area is located within Marion County, which is currently a maintenance area for Ozone under the 1997 Ozone 8-hour standard, which was revoked in 2015, but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision ([https://www3.epa.gov/airquality/greenbook/anayo\\_in.html](https://www3.epa.gov/airquality/greenbook/anayo_in.html)). Additionally, Center and Wayne Townships within Marion County are currently maintenance areas for 1-Hour Sulfur Dioxide (SO<sub>2</sub>).

A small portion of Marion County within downtown Indianapolis is under a limited maintenance plan for carbon monoxide (CO). This area is bounded by 11<sup>th</sup> Street to the north, Capitol Avenue to the west, Georgia Street to the south, and Delaware Street to the east.

Further consideration of air quality will occur, as needed, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study. This future work will determine the applicability of a potential exemption from air quality analysis in accordance with 40 CFR Part 93.126.

## Greenhouse Gases

### Agency Approach

In alignment with federal requirements and guidelines established in the Bipartisan Infrastructure Law (BIL) and other federal policies, INDOT published a carbon reduction strategy (CRS) to support efforts to reduce carbon dioxide (CO<sub>2</sub>) emissions from the transportation sector in Indiana in July 2023. The CRS was developed in consultation with Metropolitan Planning Organization (MPO) partners and FHWA. The CRS identifies potential transportation projects and/or strategies that can support carbon reduction. These include alternative fuels/energy efficiency, active transportation, transportation demand management, technology solutions, and other projects.

### Study Approach

In January 2023, the CEQ issued interim guidance to assist agencies in analyzing greenhouse gas (GHG), the climate change effects of their proposed actions, and the potential impacts of climate change on the proposed action under NEPA. CEQ issued the guidance as interim guidance, is seeking public comment on the guidance, and intends to either revise it in response to public comments or finalize it. CEQ's intent with the interim guidance is to provide greater clarity and more consistency in how agencies address climate change in NEPA reviews.

As the ProPEL Indy study progresses, consideration will be given to integrating GHG considerations into the study. Inclusion of GHG considerations in the study will be coordinated with FHWA.

## Noise

Preliminary analysis has been completed to identify potential noise-sensitive areas along the study area. This information is summarized in the *Noise-Sensitive Areas Identification Memo* (Attachment I). Fifty-nine (59) Common Noise Environments (CNE) were identified, with 39 areas identified with a need for further investigation. These are areas where sufficient density exists such that noise abatement could potentially be determined feasible and reasonable in future studies.

Formal noise analysis, in accordance with 23 CFR 772, will not be completed during the ProPEL Indy study, but will occur, if required, as part of the subsequent NEPA review for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study.

## Hazardous Materials and Regulated Substances

The federal government regulates hazardous materials under multiple statutes including the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) and their respective amendments. The USEPA maintains an online database of regulated sites and facilities; resource information was additionally derived from the IDEM Virtual File Cabinet (VFC). Hazardous materials include substances or materials determined by the USEPA to be capable of posing an unreasonable risk to health, safety, or property, such as asbestos, lead-based paint, heavy metals, dry-cleaning solvents, and common fuels. Typically, sites with potential for hazardous materials exist at or near facilities that generate, store, or dispose of these substances, or at locations of past releases or leaks of these substances, such as gas stations or industrial sites.

A review of GIS and available public records indicated that there are 1,347 sites within the study area with a potential for hazardous material or regulated substances (Attachment D, pages 31 to 45). The identified sites are interspersed throughout the project area, with a higher density of sites within the 65/70 Downtown Spoke, as well as the heavy commercial and industrial areas along the 65, 70 W, and 70 E Spokes. Table 10Table 12 presents resource types and number of facilities with a potential to impact the study area.

**Table 12. Hazardous Materials and Regulated Substances - Study Area**

Hazardous Material Resources	Study Spoke				Total
	65	65/70 Downtown	70 W	70 E	
RCRA Generator/TSD	17	37	25	21	100
State Cleanup Sites	7	22	6	6	41
Superfund	0	0	1	0	1
USTs	25	84	44	39	192
LUSTs	37	57	55	49	198
Voluntary Remediation Program	4	8	11	5	28
Manufactured Gas Plant	1	1	0	0	2

Hazardous Material Resources	Study Spoke				Total
	65	65/70 Downtown	70 W	70 E	
Waste Transfer Station	1	0	1	1	3
Infectious/Medical Waste Site	0	2	1	0	3
Tire Waste Site	0	0	2	0	2
Institutional Controls	62	140	54	69	325
NPDES Facilities	29	82	60	44	215
NPDES Pipe Locations	14	22	20	16	72
Landfill Boundaries	0	1	2	1	4
Brownfields	26	109	10	24	169

Source: US Department of Homeland Security HIFLD GeoPlatform

A total of 95 hazardous material resources, which includes underground storage tanks (USTs), leaking underground storage tanks (LUSTs), an infectious/medical waste site, institutional controls, National Pollutant Discharge Elimination Services (NPDES) facilities, NPDES pipe locations, landfills, and brownfield sites, are mapped directly adjacent to the interstates. Any transportation improvements recommended as part of the study would require further investigation into IDEM’s VFC to determine potential impacts.

## Conclusion

For the ProPEL Indy study, numerous potential social, economic, and environmental constraints were identified within the study area (see the *Environmental Constraints Summary Table* in Attachment A). This includes underserved communities and Disadvantaged Communities throughout the study area. The identification of the constraints is intended as a planning tool and will be used throughout the PEL study to inform the development of the purpose and need, the alternatives development and screening, as well as outreach efforts. This information will also be used to inform subsequent NEPA reviews for any reasonable alternatives for programmed projects advanced from the ProPEL Indy study.

# References

This section documents data sources that were used to compile this report, in alphabetical order, from federal, state, and local agencies; previous area studies; existing literature and websites; and readily available geospatial mapping and environmental data.

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