Environmental

Huntzinger Farm

A Mixed-use Planned Community

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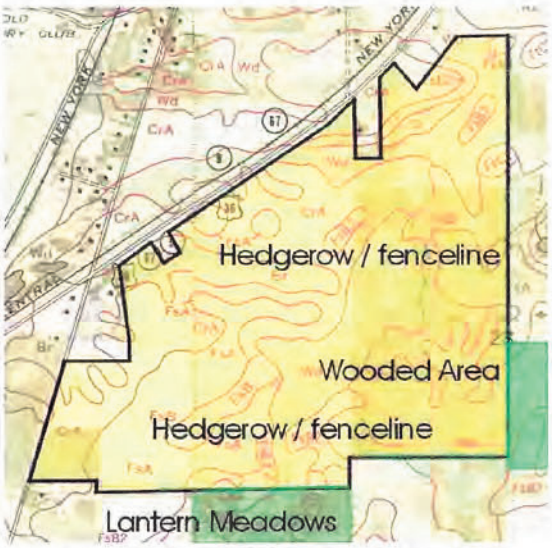
Huntzinger Farm
Planned Unit Development
Environmental Summary

Vegetation



The site is an active farm just recently harvested, The entire site is a single cultivated field. Any field divisions, denoted by fence lines, hedgerows, tree lines, etc., that may have been evident in the past have long been eliminated. Sporadic hedgerows and tree growth delineate the perimeter of the subject parcel. There exists a significant wooded area off the site, easterly of the site's southeast quarter consisting of second- and third-growth deciduous upland forest. This site is undeveloped. To the south of the center of site's southerly line is the remains of a similar forest through which Lantern Meadows was developed. There is a significant number of second- and third-growth deciduous trees remaining in this area.

Vegetation Summary

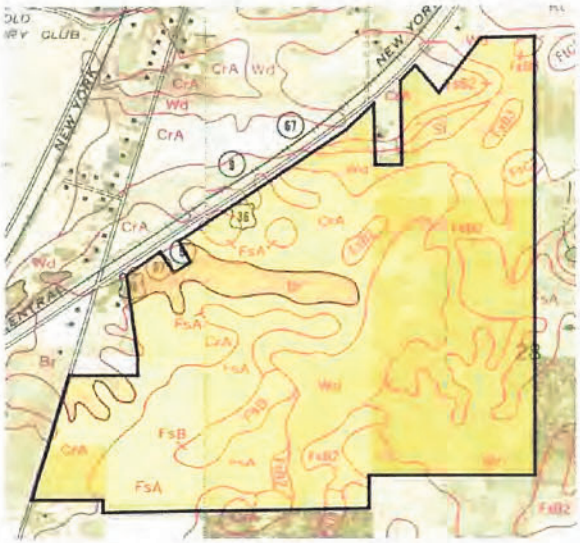
There is no vegetation within the perimeter of the subject site that is sensitive to development. No rare, or threatened plants were noted during review of the site.

Soils

There are six different soils series, as defined by the *Soil Survey for Madison County, 1967*, identified on the subject site. These soils are not unique to the site. They may be found throughout Madison County and the state.

The soils series and their general descriptions are as follows:

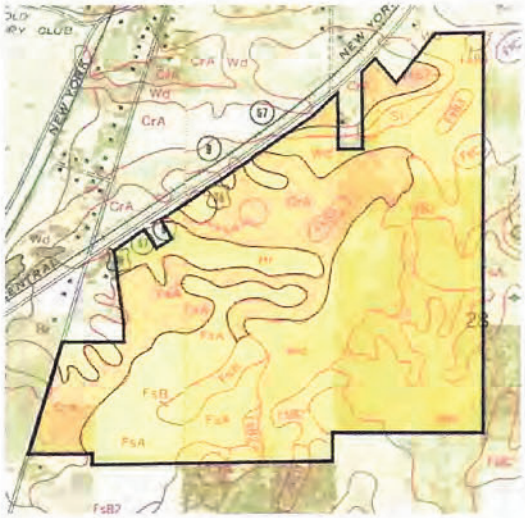
The **Brookston silt loam (Br)** series consist of deep, dark-colored, very poorly drained soils of the uplands.



These soils occupy broad depressional flats, swales with many rounded projections and narrow drainage ways. These soils are very poorly drained, deep, nearly level soils in upland depressions; friable, granular silty clay loam or silt loam surface layer and firm, prismatic to angular blocky silty clay loam subsoil; calcareous loam to light clay loam till at depth of 49 inches or more; depth to parent material ranges from 42 to 60 inches; flooding and ponding common; water table at or near surface in wet period.

These soils are listed as having severe limitations for building sites and highway construction with the *Soils Survey*. These limitations can be mitigated with adequate surface and sub-surface drainage facilities. Once the excess water matters are addressed and with proper compaction, these soils provide excellent structure for building and highway construction.

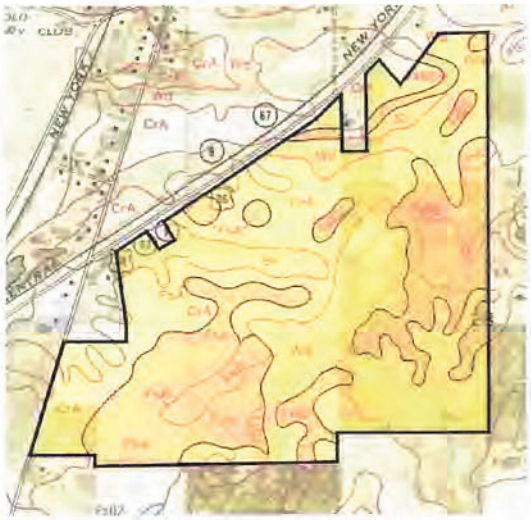
The **Crosby silt loam (CrA)** series consists of light-colored to moderately dark colored, deep, somewhat poorly drained soils.



These soils occur in nearly level to slightly undulating areas of the uplands. The soils are somewhat poorly drained, deep, nearly level to gently sloping soils on uplands that consist of 0 to 18 inches of loess over loam, silt loan, or light clay loam till; friable, angular silt loam surface layer and prismatic to firm, subangular blocky silty clay

loam or clay loam subsoil; highly calcarious till at depth of 24 to 42 inches; slopes stable; water table seasonally at depth of 1 to 3 feet.

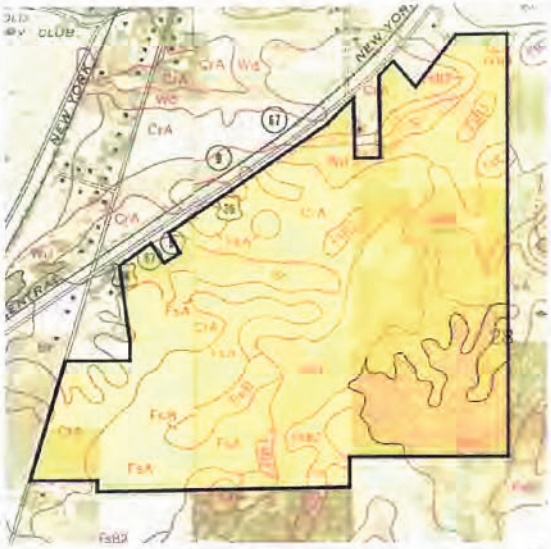
These soils, like the Brookston series, are listed as having severe limitations for building sites and highway construction with the *Soils Survey*. These limitations can also be mitigated with adequate surface and sub-surface drainage facilities. Once the excess water matters are addressed and with proper compaction, these soils provide excellent structure for building and highway construction.



The **Fox silt loams (FsA, FsB, FsB2, FsC2, FxB3)** series consist of light-colored to moderately dark colored, moderately deep, well-drained soils that are underlain by stratified sand and gravel or by limy till.

These soils are normally on low terraces bordering the bottomlands or are on higher gently sloping or sloping terraces. They occur also as knolls or hills of the uplands. These soils occur along the White River and along Pipe, Killbuck, and Fall Creeks. Some nearly level areas are south of Pendleton and Chesterfield. These soils are well- drained, moderately deep, nearly level to strongly sloping soils formed from outwash material; friable, granular silt loam or fine sandy loam surface layer and firm, subangular blocky light silty clay loam, clay loam, or sandy clay loam subsoil; stratified, calcareous sand and gravel at depth of 24 to 42 inches or more; slopes stable; soils tend to be droughty; water table seasonally deep; in the severely eroded soil nearly all, and in some places all, of the original surface layer has been lost through erosion.

These soils are listed in the *Soil Survey* as having no limitations for building sites or for highway construction. In fact these areas are listed as possible sources for sand and gravel used in site and highway construction. These areas are not suitable for location of ponds due to the permeability of the sand and gravel layers.



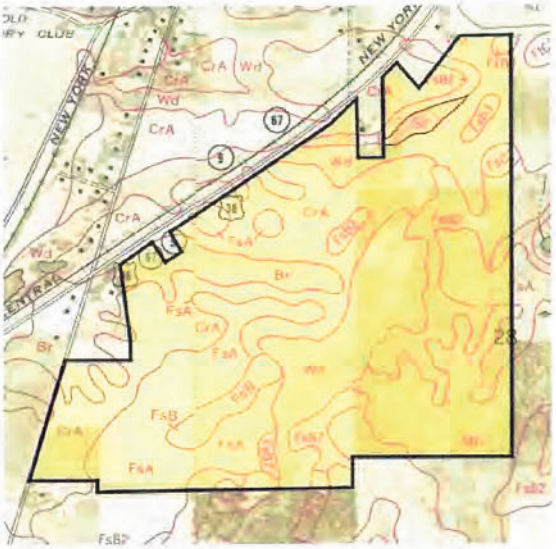
The **Mahalasville silt loam (Mh)** series consists of deep, dark-colored, very poorly drained soils on terraces. These soils occur in old glacial channels and on broad depressional flats of the glacial outwash plain in the northwestern corner of the county.

These soils are very poorly drained, deep, nearly level to depressional soils that formed from outwash material; friable, granular silty clay loam or silt loam surface layer and firm, prismatic to angular blocky silty clay loam, silty clay, or clay loam subsoil; depth to underlying calcareous silt and sand ranges from 42 to 60 inches or more; small amounts of gravel and clayey material at depth of 44 inches; in a few areas limestone bedrock may occur at a depth of 42 to 60 inches; flooding and ponding common; water table seasonally at or near the surface.

These soils, like the Brookston and Crosby series, are listed as having severe limitations for building sites and highway construction with the *Soils Survey*. These limitations can also be mitigated with adequate surface and sub-surface drainage facilities. Once the excess water matters are addressed and with proper compaction, these soils provide excellent structure for building and highway construction.

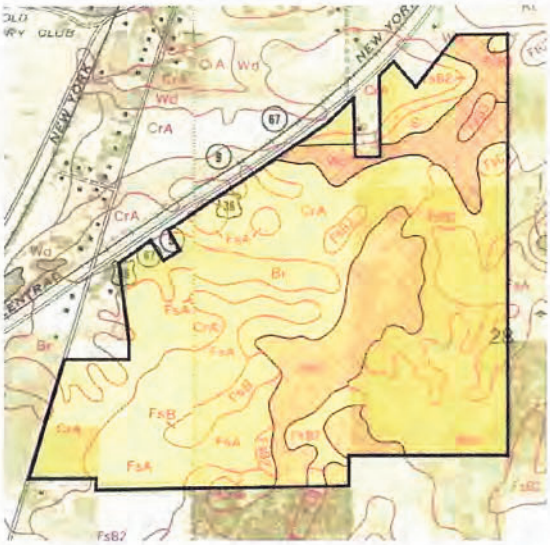
The soils of the **Sleeth silt loam (Sl)** series are light colored to moderately dark colored, deep, and somewhat poorly drained. These soils occur on nearly level terraces in the valleys of Fall Creek, Pipe Creek, and the White River.

These soils are also somewhat poorly drained, deep, nearly level soil on outwash terraces; friable, granular silt loam surface layer and firm, subangular blocky silty clay loam subsoil; calcareous, stratified, sand and gravel generally at depth of 48 inches, but depth ranges from 42 to 70 inches or more; slopes stable; water table seasonally at depth of about 1 to 3 feet.



These soils are listed in the *Soils Survey* as having fair suitability for road construction materials, but having a seasonally high water table. They also have a moderate limitation for building sites due to having medium sheer strength and compressibility and moderate to low shrink-swell potential. These limitations can also be mitigated with adequate surface and sub-surface drainage facilities that will control the moisture content. Once the excess water matters are addressed and with proper compaction, these soils provide excellent structure for building and highway construction.

The **Westland silty clay loam (Wd)** series consists of deep, dark-colored, very poorly drained soils on terraces. These soils occupy broad depressional flats along the White river, Mud Creek, Pipe Creek, Kilbuck Creek, Fall Creek and some small streams.



These soils are very poorly drained, deep, nearly level to depressional soil on outwash terraces; friable, granular silty clay loam surface layer and firm, angular blocky silty clay loam subsoil; calcareous sand and gravel generally at depth of 49 inches, but depths ranges from 42 to 70 inches or more; ponding common; water table seasonally at or near surface.

These soils also have severe limitations caused by the presence of high water tables. When comparing the location of these soils to the topography, these soils are in the lowest, depressional area of the site. Detention ponds for the project would work well within these

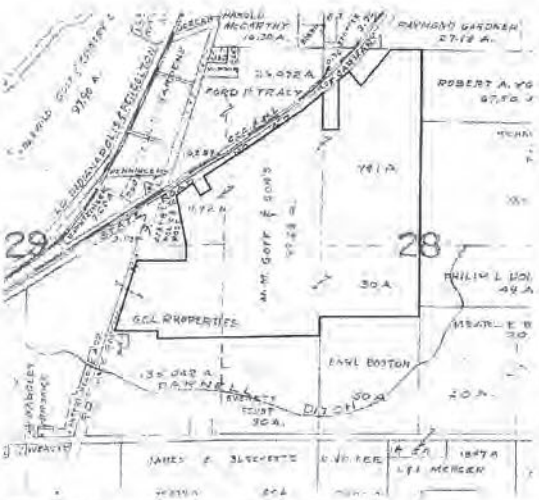
soils. They will provide suitable material for construction of the building sites. And, with the high water table, provide an external means for maintaining water levels in the proposed ponds.

Soils Summary

Though some of the soils delineated within the site are listed with severe limitations by the *Soils Survey,* the noted limitations can be easily overcome with conventional construction techniques. Care should be taken to place the proposed ponds within areas that will 1) provide suitable material for construction of the building sites, and 2) take advantage of the water table to maintain the pool level of any proposed detention ponds.

Drainage

The site could be described as a typical central Indiana farm field. The site characteristics range from flat to gently rolling. The site has several low depressional areas to which surface runoff drains to.



These areas, as well as the entire farm, is served by a underground field tile system. This system is connected to the Darnell Ditch Legal Drain (S.C. 5440).

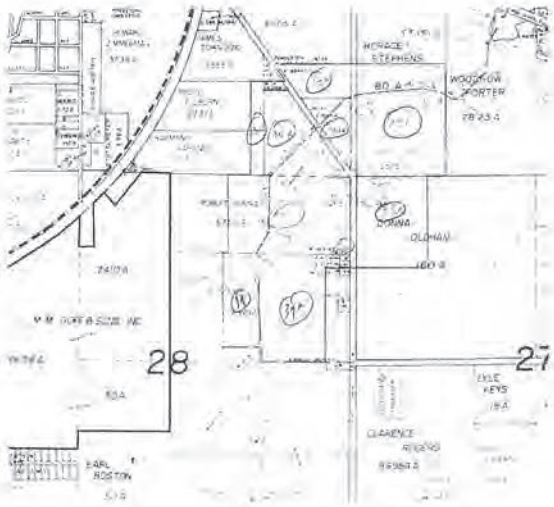
The Darnell Ditch Legal Drain consists of several connecting tile systems that serve a majority of the southern portion of the subject property, the lands on which Lantern Meadows is located, and lands to this underground tile system.

The Darnell Ditch Legal Drain discharges into a natural open ditch/stream approximately 1000 feet westerly of the subject property. This open ditch/stream flows westerly and northwesterly under State Road 67 and the railroad, through the Pendleton Reformatory property to Fall Creek.

The site discharges surface runoff in two separate directions. A majority of the site discharges through roadside ditches, common draws and swales on and adjacent to the site. These outlets eventually discharge to the un-named ditch/stream referenced above.

The easterly-southeasterly portion of the site discharges overland to the east into existing farm fields. These areas also collect into depressional areas that are discharged through the Darnell Ditch.

The northeasterly portion of the site discharges overland to the east into an existing farm field and eventually into the bog area along Angle Road. This area is collected into the bog/depressional area and into the Mary E. Stephens Legal Drain (CC #1832).



Though marginal, for it's capacity of handle surface runoff, The Mary Stephens Ditch does eventually convey the runoff from this area.

Drainage Summary

The site is generally flat to gently sloping with no singular defined outlet for the surface water. Instead, the surface water is conveyed through a combination of roadside ditches, field tiles, and undefined overland conveyance through adjacent properties.

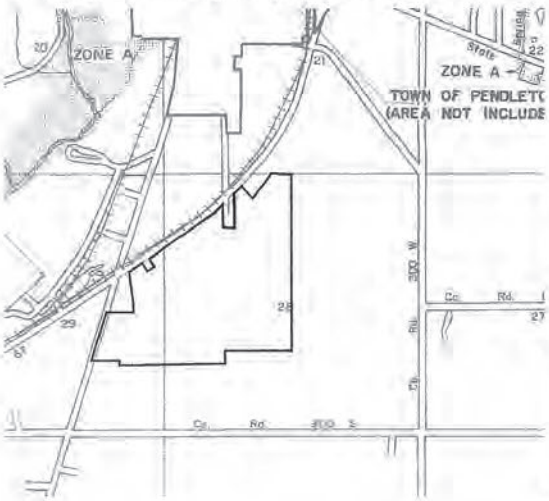
A methodology of containing and conveying the runoff associated with a large scale land development will need to be constructed for this site. The primary outlet for any storm water system appears to be the un-named stream/ditch that is westerly of the subject site.

It has been the policy of the Madison County Drainage Board, to assist in providing for constructed positive outlets for similar circumstances. This help would be in obtaining

necessary off-site easements. All costs associated with this assistance would be born by the petitioner.

Flood Hazard

The area is not within any defined Flood Hazard Zone as defined by the Federal Emergency Management Agency (FEMA). The map for the local area (Community-Panel #180442-0007 A, dated June 23, 1978, does not show this area affected by Zone "A" (Special Flood Hazard Area), as defined by FEMA.



Also, there are no streams, creeks or defined drainage ways with drainage areas greater than one square mile, on or adjacent to the subject parcel. A stream or defined drainage way with a contributing drainage area larger than one square mile would indicate the possibility of an unmapped flood hazard zone.

Cultural and Visual Character

The site has no significant internal visual or cultural character that would affect its use. Any fence rows and their associated growth as long been removed within the site. There are perimeter hedgerows and an adjacent wood lot (See Vegetation) to the southeast. There is also the remains of a wood lot through which Lantern Meadows was developed.

There are some significant perimeter and external characteristics that will affect its use in development. State Roads 9 and 67 form the westerly and northerly boundaries of the site. These highways carry significant traffic as reported by the Periodic Traffic Reports prepared by the Indiana Department of Transportation, dated 1997.

Of significance is the expanse of pavement along the southerly side of State Road 67 beginning about 300 feet easterly of the intersection. This pavement is the remains of a

former truck weighing station. Any contemporary development along this segment will need to address this pavement, perhaps in partial demolition or reconfiguring the highway.

There also exists a major railway corridor on the northerly side and adjacent to State Road 67. This 2 track corridor connects Detroit to Indianapolis and beyond and is considered a major international connection between Canada and Mexico. Its importance is noted by the significant increase in rail traffic over the last five years.

The house and barn that once was the center of this farm has been sold off in a five acre parcel along State Road 67, near the parcel's northerly boundary. The house and lands are not a part of this development. Even so, the house has been remodeled significantly and retains little of its original character.

Development around the perimeter of the parcel is dated and is typical of building and development that occurs in a small scale. Lantern Meadows, to the south and southwest of the parcel began development in 1962 and is still continuing. Lots in these subdivisions are 100-120 feet wide, in part of provide room for a septic system that was required.

There is also a mixture of uses along the westerly and northwesterly side of the site. These uses have evolved as demand on the land to provide services for the regional population and traffic has evolved.

At the southwesterly corner of State Roads 9 and 67 is a restaurant. This restaurant has been in existence in one form or another for over 50 years. A brick building and shooting range at the southeasterly corner of the highways was formerly a State Police Post. This is now being used by the Department of Corrections to house an emergency response unit and for reformatory guards to practice their marksmanship.

The area south of the intersection has evolved as a business, industrial area with direct driveway access off State Road 9. The uses include a construction pipe products supplier, a manufactured housing sales office and display, a siding and replacement window contractor, a bathroom remodeling contractor, a self-storage facility, a lawn mower sales and service

facility, a tool making company, an implement repair shop and a general contractor's home, office and materials yard.

Easterly from the intersection of the highways the only improvement has been the development of a single site for as truck maintenance facility. This was constructed in the last 10 years and represents one of the most recent developments in the area.

Cultural and Visual Character Summary

The impact of existing land and highway use will have the most significant impact on the development of the site. The impact of the existing uses suggest that range of development from intense (commercial/industrial/business) to significantly less intense (residential) be considered for the subject parcel.

The intense use along the highway corridors will compliment the existing development and expected regional traffic along State Roads 9 and 67. As development is planned easterly and southerly from these corridors, less intense uses would compliment existing uses along the southerly boundary.

Huntzinger Farm

A Mixed-use Planned Community

Facilities Plan

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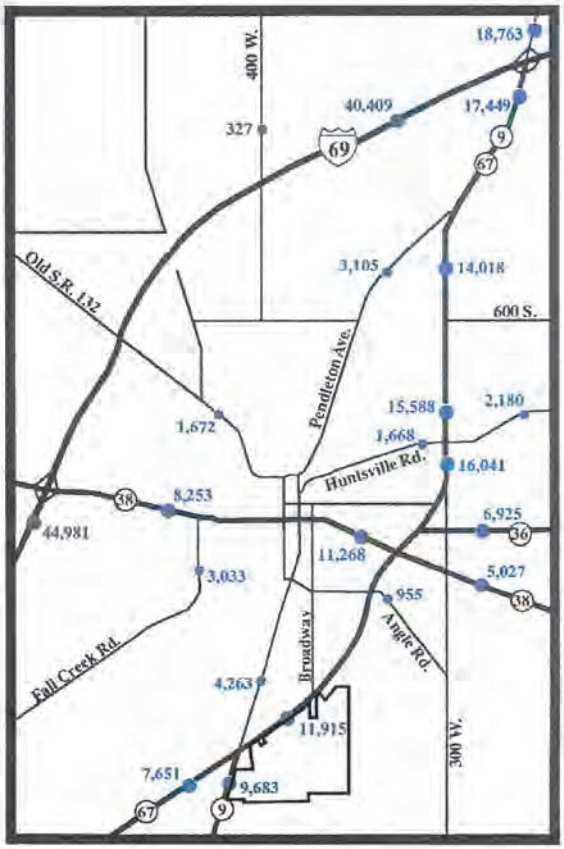
Huntzinger Farm
Planned Unit Development
Facilities Plan

External Access

State Road 67 was a major highway between Indianapolis and Detroit. Its significance was reduced to regional intrastate, city-to-city importance by the construction of I-69.

State Road 9 has always been considered a significant regional highway. It was planned to connect county seats in the first north-south corridor east of Indianapolis. If anything, its significance has increased. It has been found that interstate commerce traffic uses State Road 9 and 109 (to the east) as "short-cut" between I-74 to I-70 and I-69.

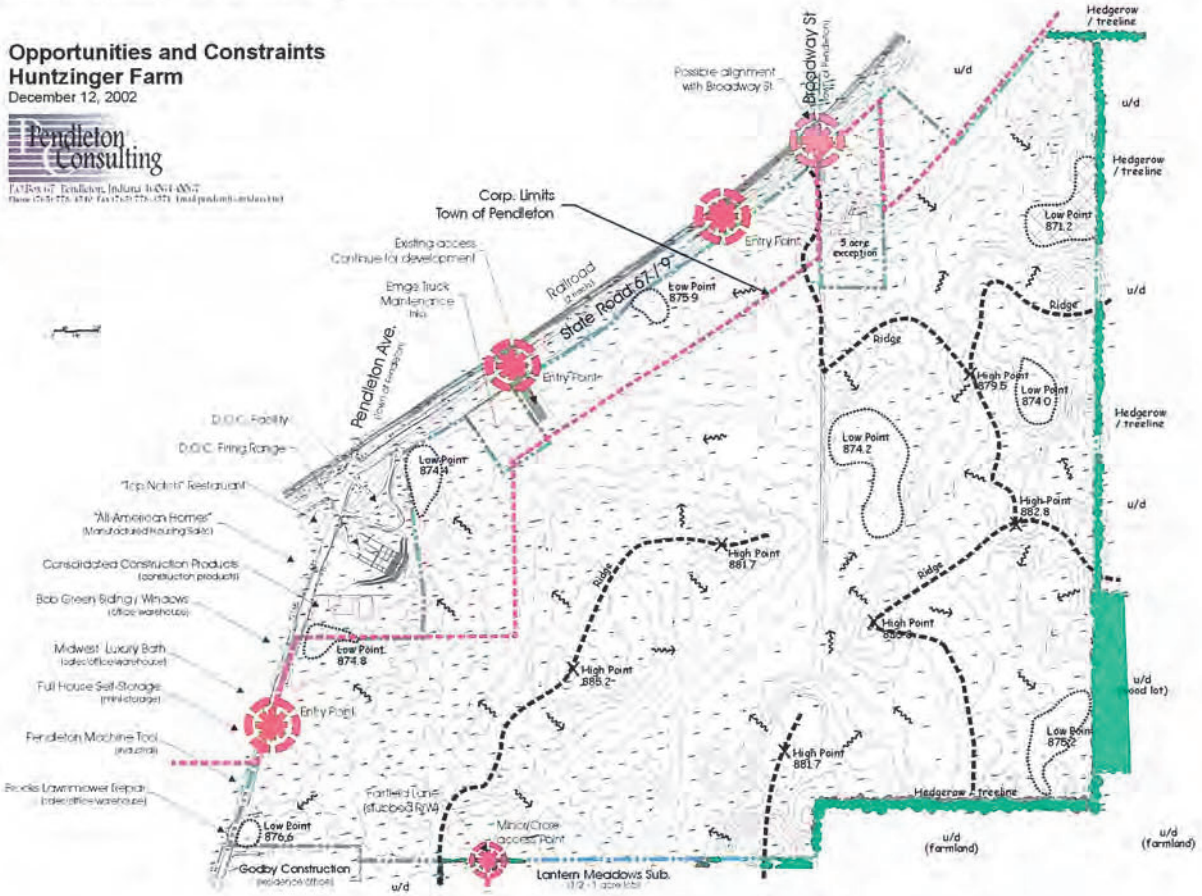
The existing traffic counts support the referenced status of State Roads 67 and 9. As noted above, State Road 67-9 handles traffic equaling 40% of the traffic counts of I-69 north of the Pendleton exit.



There is adequate sight distance at almost any point along these highways for an entrance. Consideration for connection to these highways will be given more to the internal functions and land form of the development. The existing street constructed for the truck maintenance facility (Emge) should probably be utilized and extended.

The length of the property's frontage along State Road 67 suggests that another access point would be suitable. This "second" access point would be used as the primary entrance to the development. At this second point, the developer would be able to establish the "tone" of the development. This second "primary" access should be located somewhere between the existing street and the 5 acre exception.

Consideration should be given to aligning the second access point with Broadway Street to the north. Broadway Street "tees" at State Road 67 from across the railroad. It's location aligns with the driveway for the 5 acre exception to the subject parcel. Alignment with Broadway Street would be desirable and would allow the site to connect with the planned walking trails with the Town of Pendleton. However, without consideration from the owner of the 5 acre parcel, this alignment may not be feasible.



Access for the development onto State Road 9 should, again be a matter of internal land form. There is adequate sight distance for an entrance at any point. There are entrances onto State Road 9 across the highway, but nothing of enough significance to warrant consideration compared to the traffic that the subject project will generate.