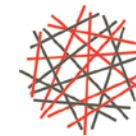




JUNE 4, 2021
DRAFT PLAN PRESENTATION

TOWN OF ZIONSVILLE
HAMILTON COUNTY AIRPORT AUTHORITY
AIRPORT AREA STRATEGIC LAND USE PLAN



HWC
ENGINEERING

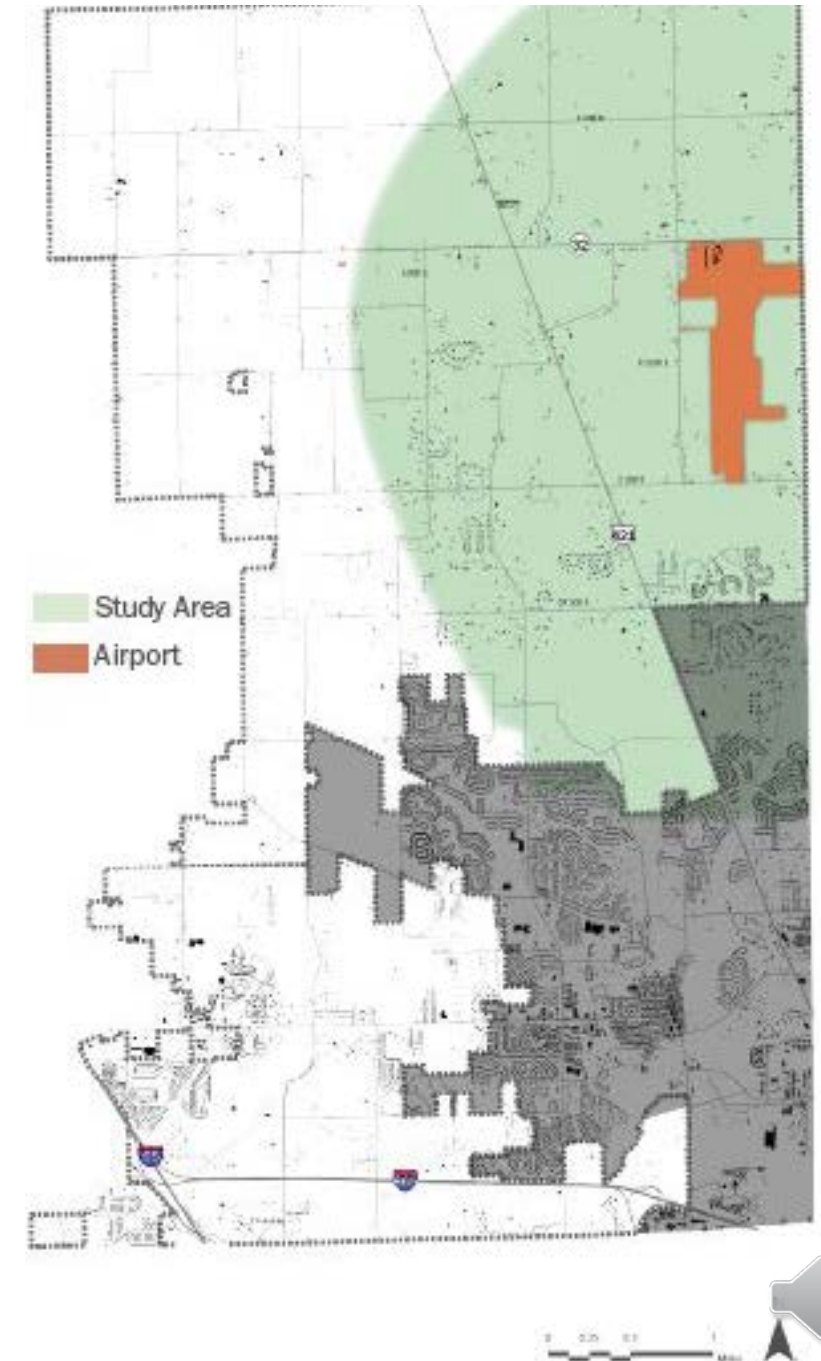
**Mead
& Hunt**



PLAN PURPOSE

Plan was jointly commissioned by the Town of Zionsville and the Hamilton County Airport Authority in order to:

- Protect current and future use of the Indy Exec Airport
- Achieve an appropriate mix of compatible development
- Implement policies that support Zionsville's community development, quality of life and economic development goals



COMPATIBLE LAND USES

Consideration Factors:

- Tall Structures/Vegetation
- Density/Concentrations of People
- Noise Sensitivity
- Visual Obstructions
- Wildlife Attractants

TABLE 6.1 LAND USE COMPATIBILITY WITH AIRPORT OPERATIONS

Generally Complimentary Uses	Conflicting Uses
Commercial (without concentrations of people)	Commercial (with concentrations of people)
Light Industrial (without steam, light, glare)	Heavy Industrial (with steam, light or glare)
Townhomes, Apartments, Mixed-Density Residential in Moderate Amounts	Suburban Single family residential
Agriculture	Assembly Uses (Churches, Schools, Theaters, Hospitals)



AIRPORT MASTER PLAN

- Runway extension Phase 1 - Under Construction
- Runway extension Phase 2 – Long Term
- Crosswind Runway – Long Term

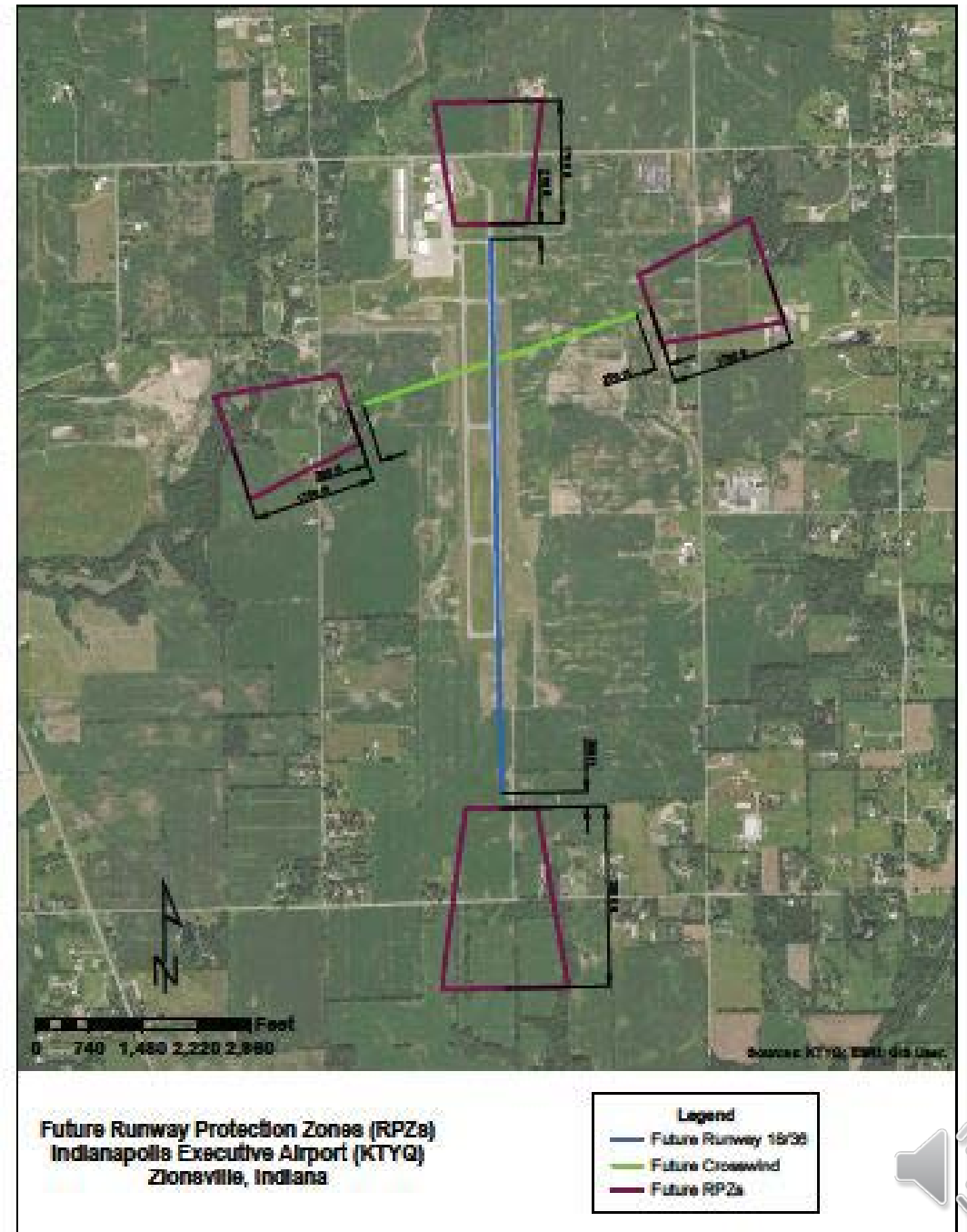
For More information on the Runway work, review:

- FAQ:

<http://zionsville-in.gov/566/Indianapolis-Executive-Airport-Study>

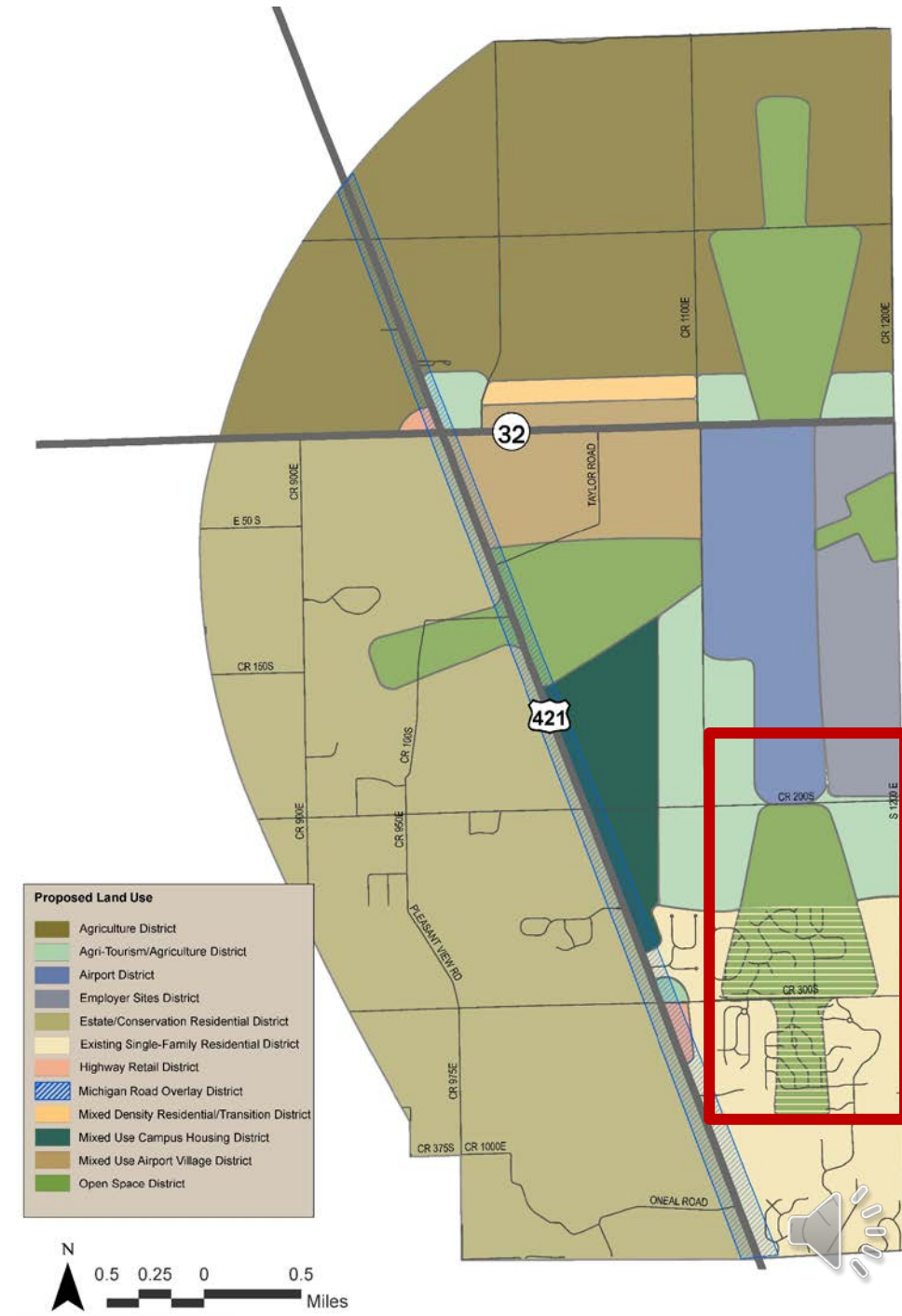
- Open House:

<https://www.youtube.com/watch?v=FRoQrJ9IPHY&t=39s>



EXISTING DEVELOPMENT IN OVERFLIGHT AREAS

We received significant input from residents south of the airport, concerned that the runway extension was intended to encourage larger and more frequent air traffic.



HOW DOES THIS PLAN ADDRESS RUNWAY EXTENSION CONCERNS?

The plan provides key clarifications regarding the intent of the plan, and the intent of the runway extension:

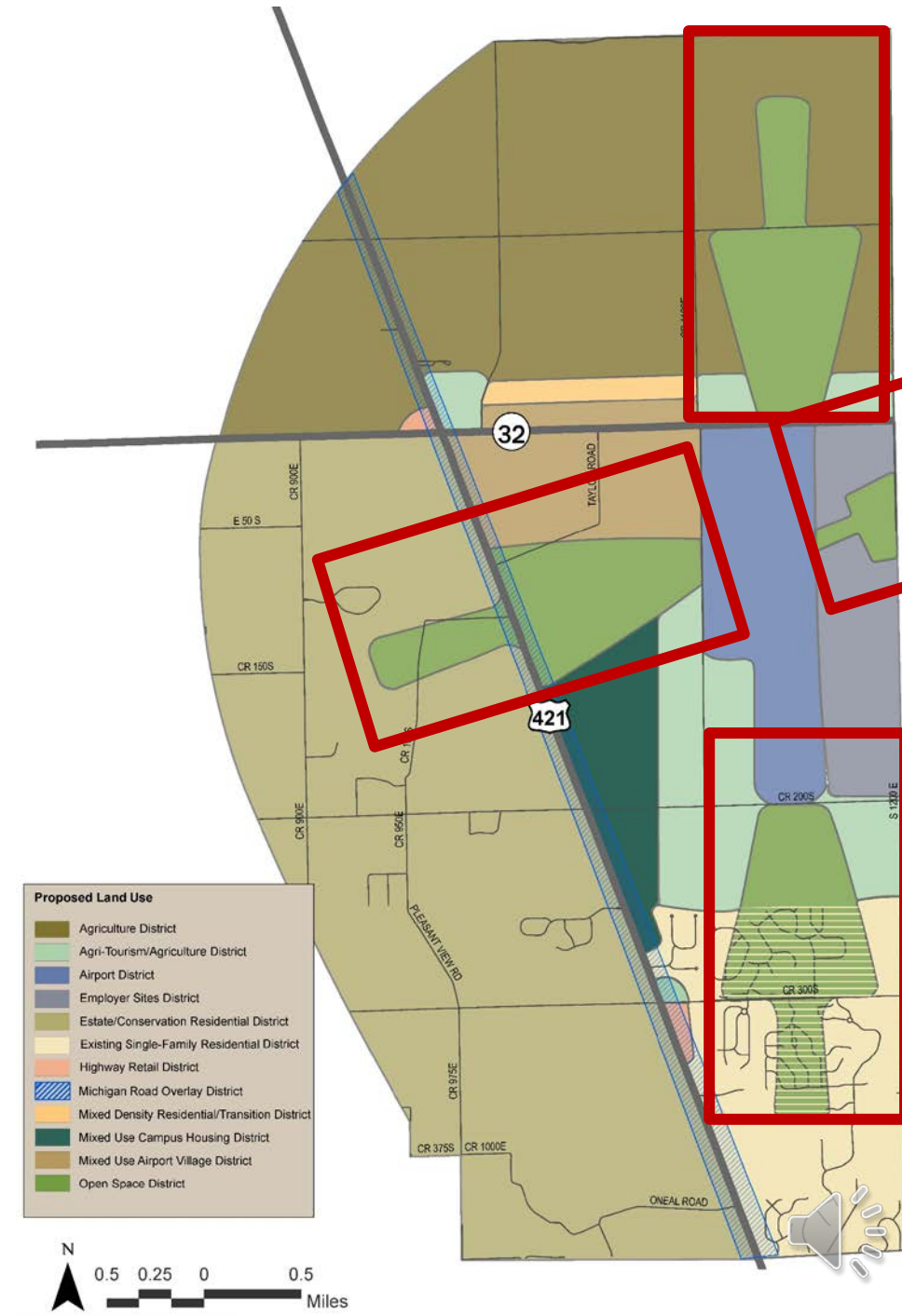
- This plan is intended to guide land use decisions around the airport.
- The runway extension project is intended to improve aircraft safety.
- The Airport has no short- or long-term plans to allow, on a regular basis, larger aircrafts than business jets, nor is it supported by the FAA.
- The Airport has no short- or long-term plans to start commercial passenger service, nor is it supported by the FAA.



NEW DEVELOPMENT IN OVERFLIGHT AREAS

We received significant input from residents in existing overflight areas – recommending against further development of similar areas.

This plan discourages development of these areas, in accordance with FAA recommendations.

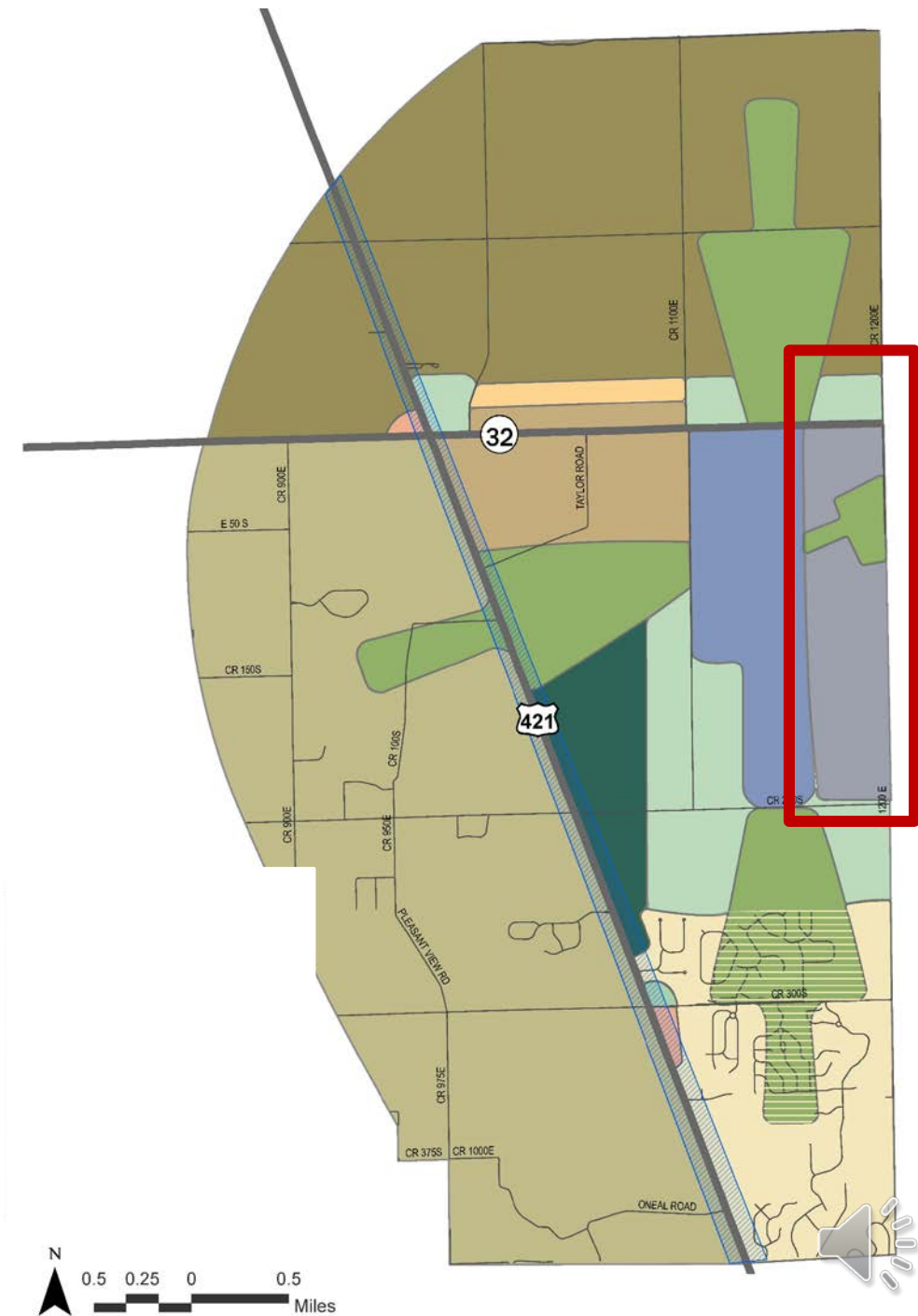


EMPLOYMENT DISTRICT

This plan considered options for employer sites for economic development in the Study Area.

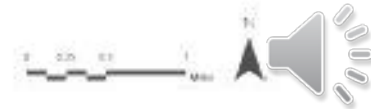
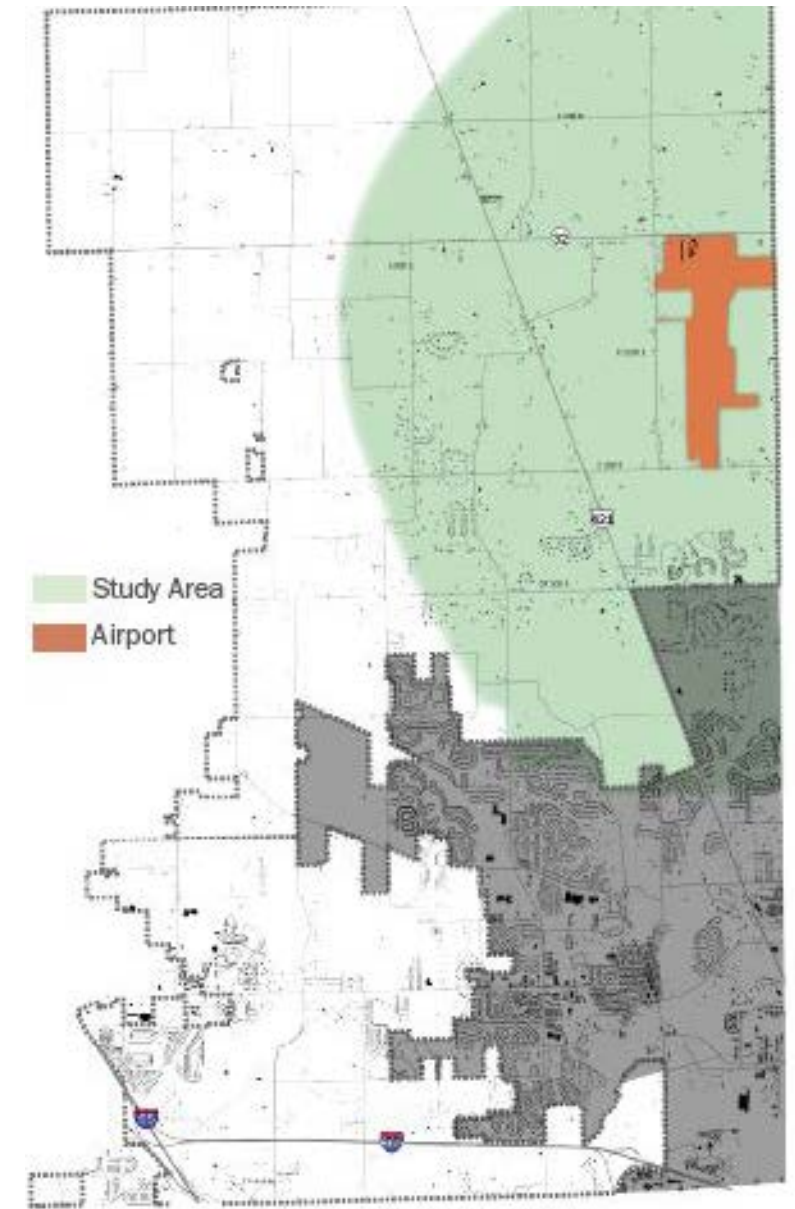
Public input expressed concern that large scale employment sites (such as distribution warehouses) would not be appropriate.

The plan recommends creation of employer sites east of the airport. Development should be small/medium scale, low rise and fully enclosed, with quality architecture and generous open space.

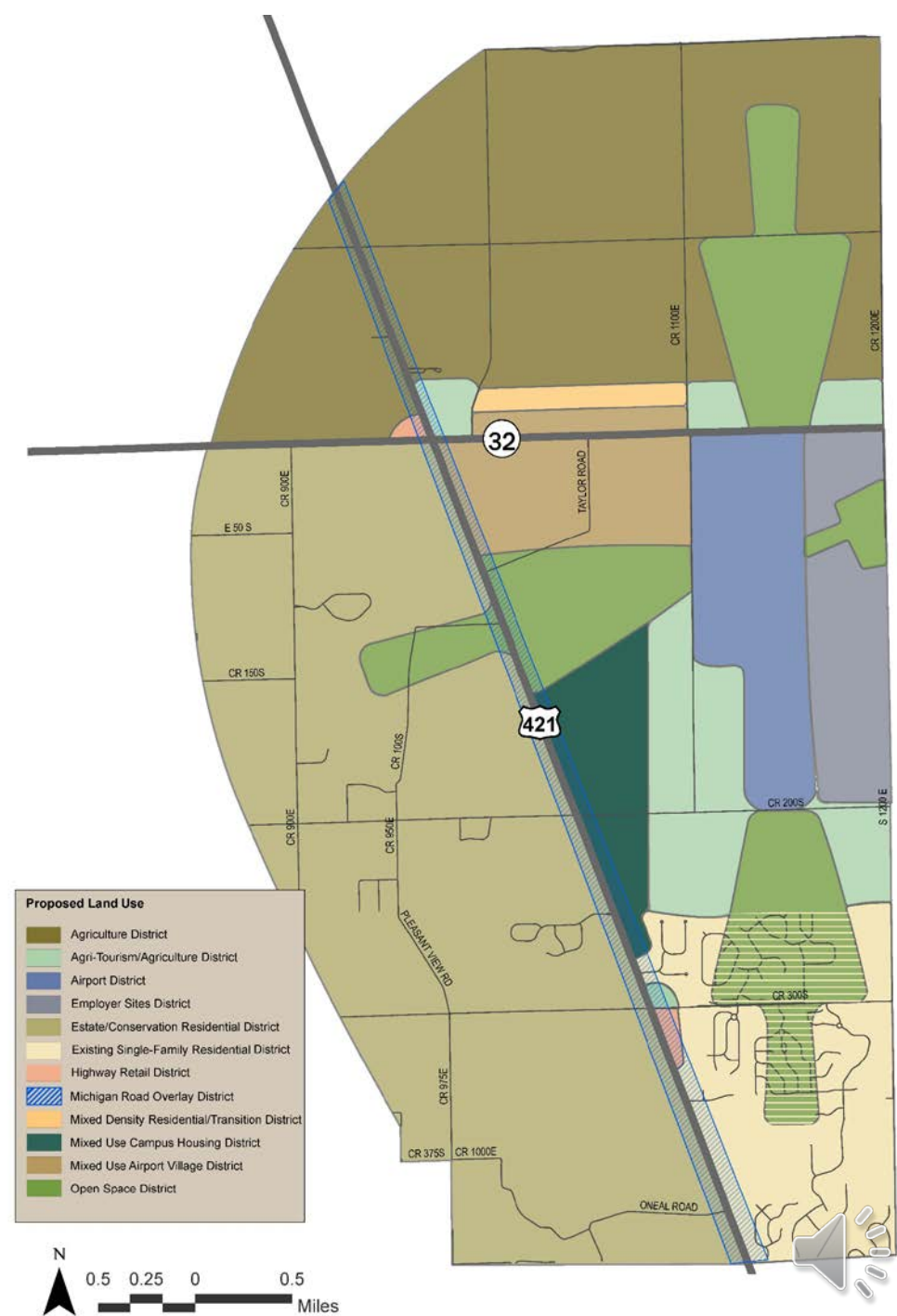


AIRPORT OVERLAY DISTRICT

Establish an Airport Overlay District to enact the land use recommendations of this plan.

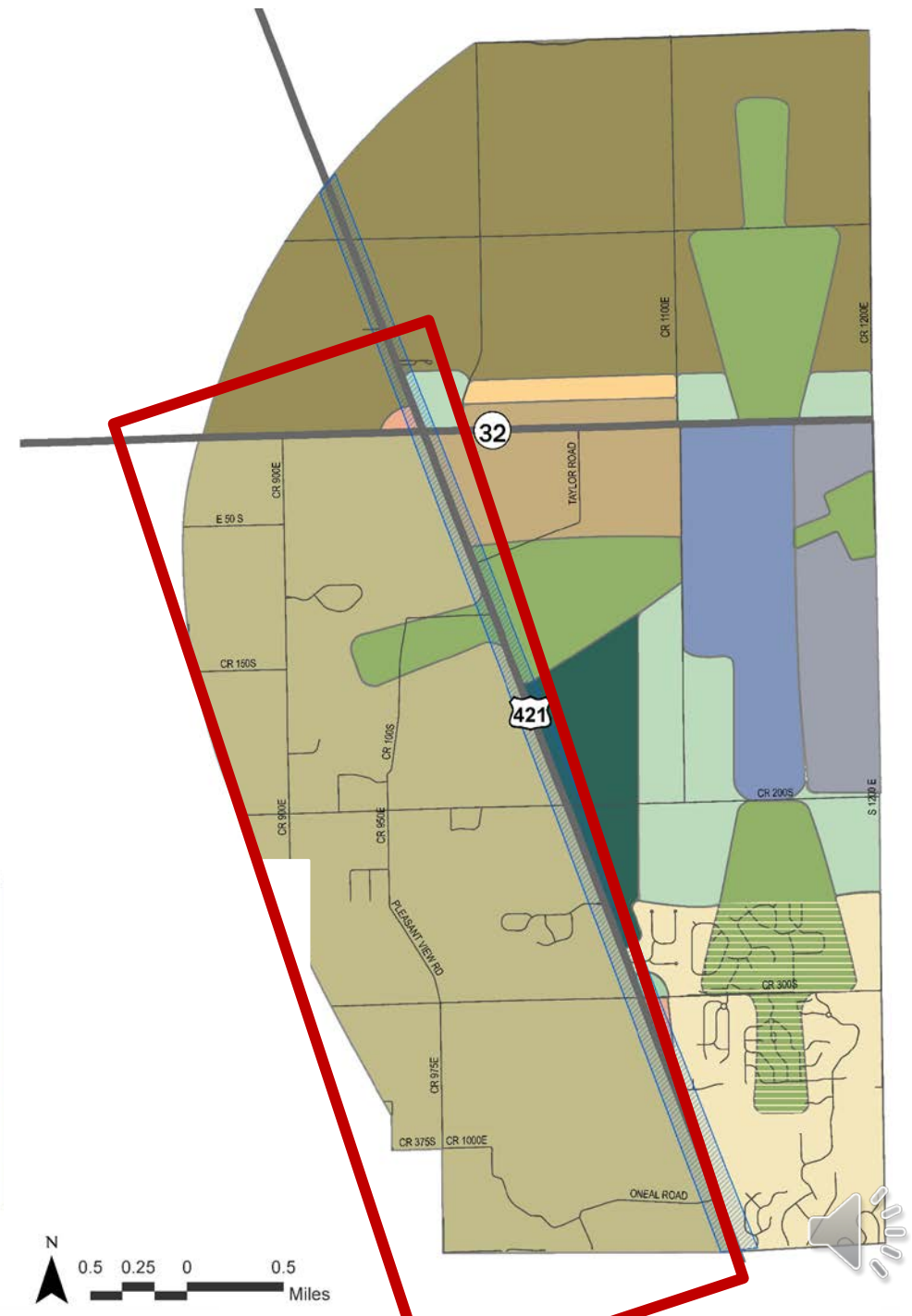


FUTURE LAND USE PLAN



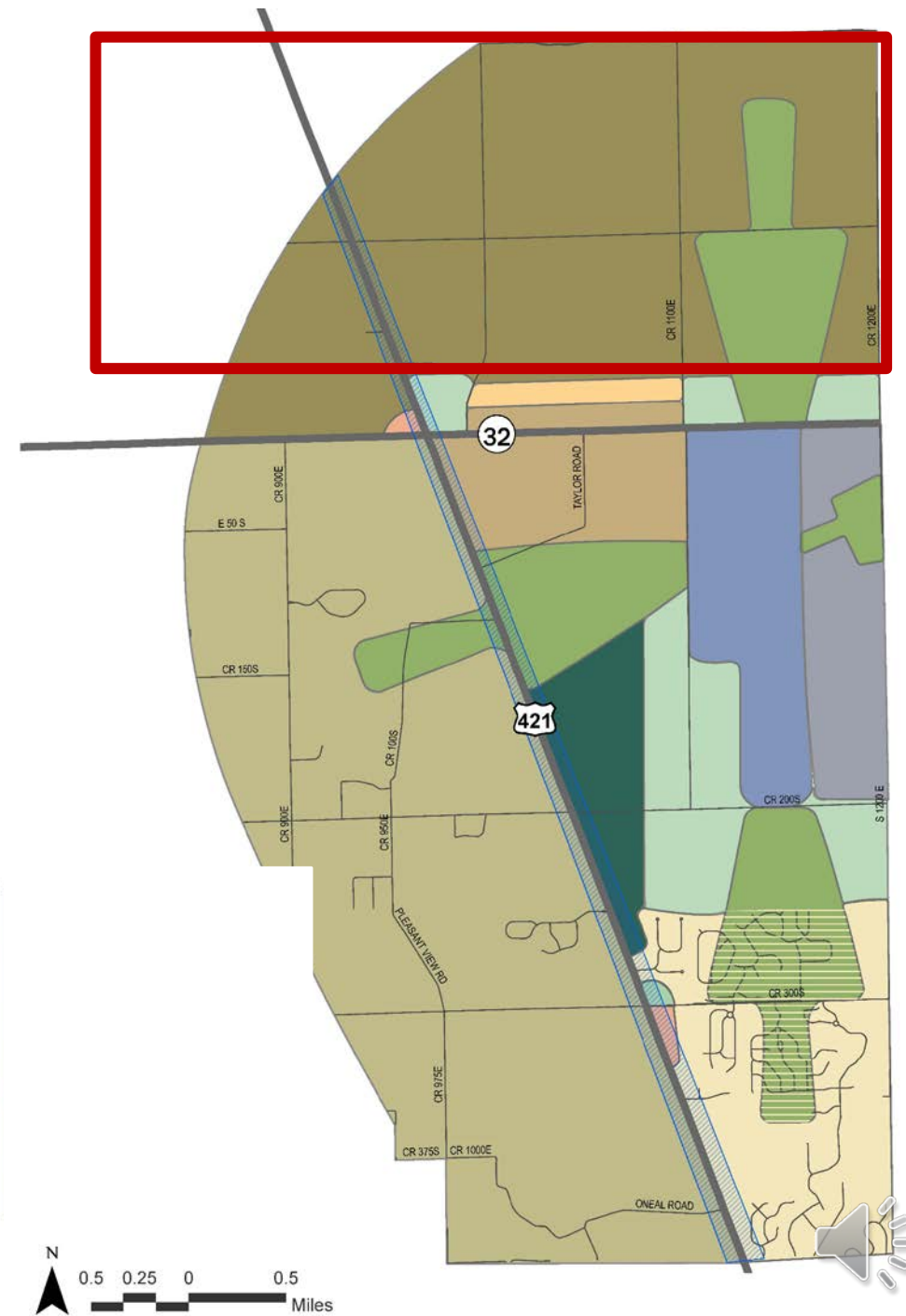
ESTATE/CONSERVATION RESIDENTIAL DISTRICT

Preserve 3,500 acres west of U.S. 421 for
Estate/Conservation Residential.



AGRICULTURAL DISTRICT

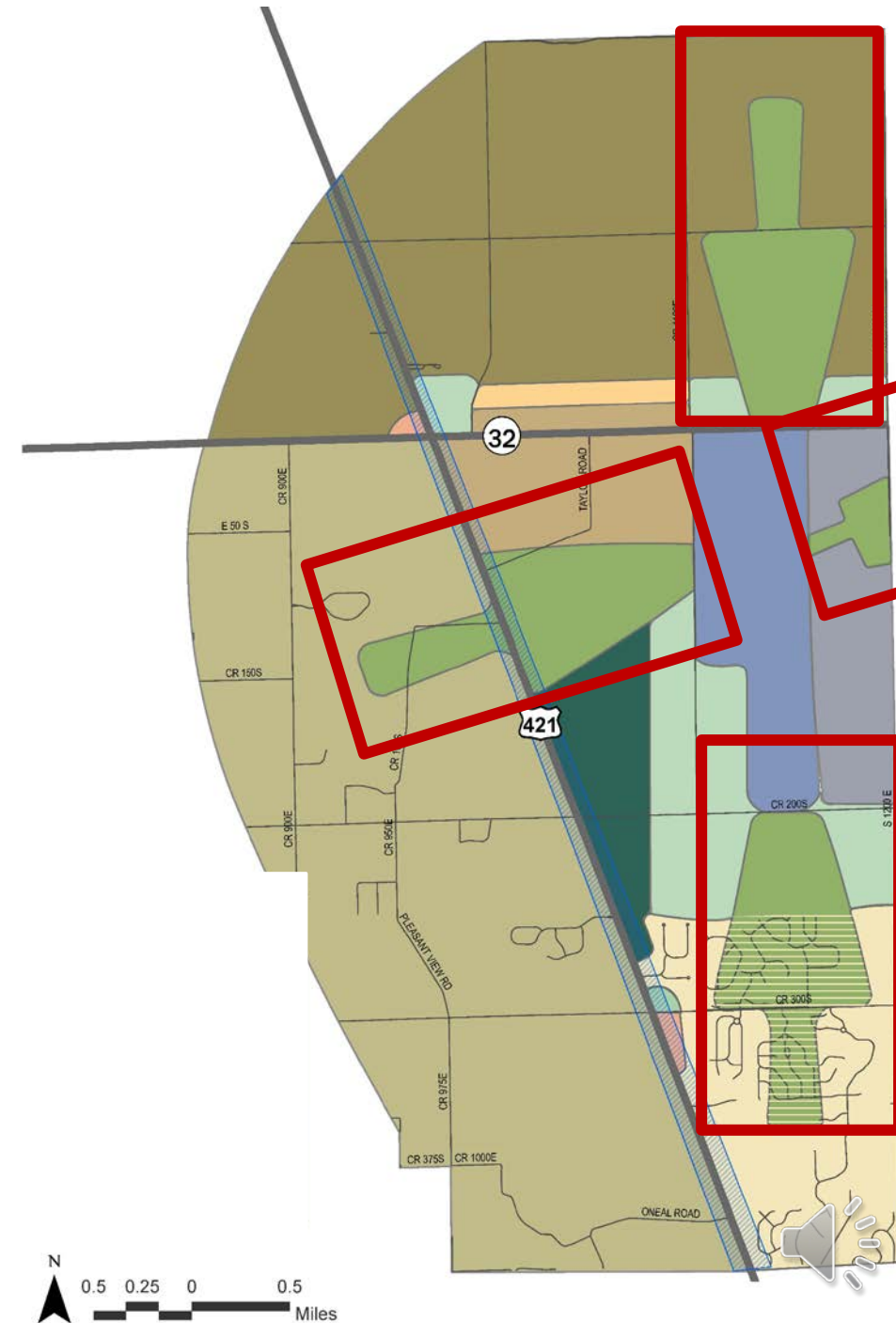
Preserve 2,900 acres of land north of S.R. 32 for agricultural uses, or for long-term development.



AIRPORT AND OPEN SPACE DISTRICTS

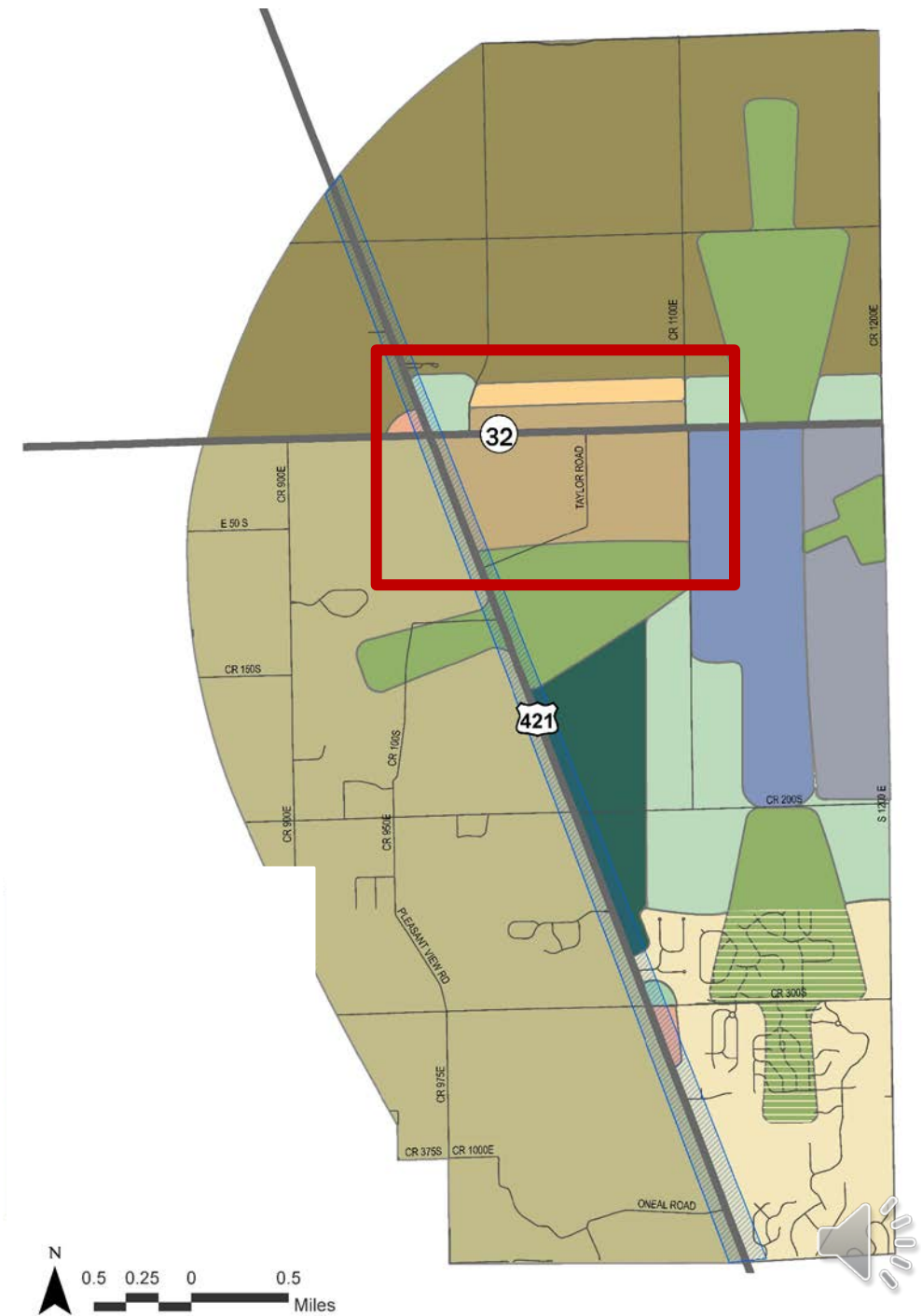
Establish open space districts for current and future Runway Protection Zones, and airport operations.

Where areas are already developed, discourage redevelopment that would increase the intensity of use.



AIRPORT VILLAGE DISTRICT

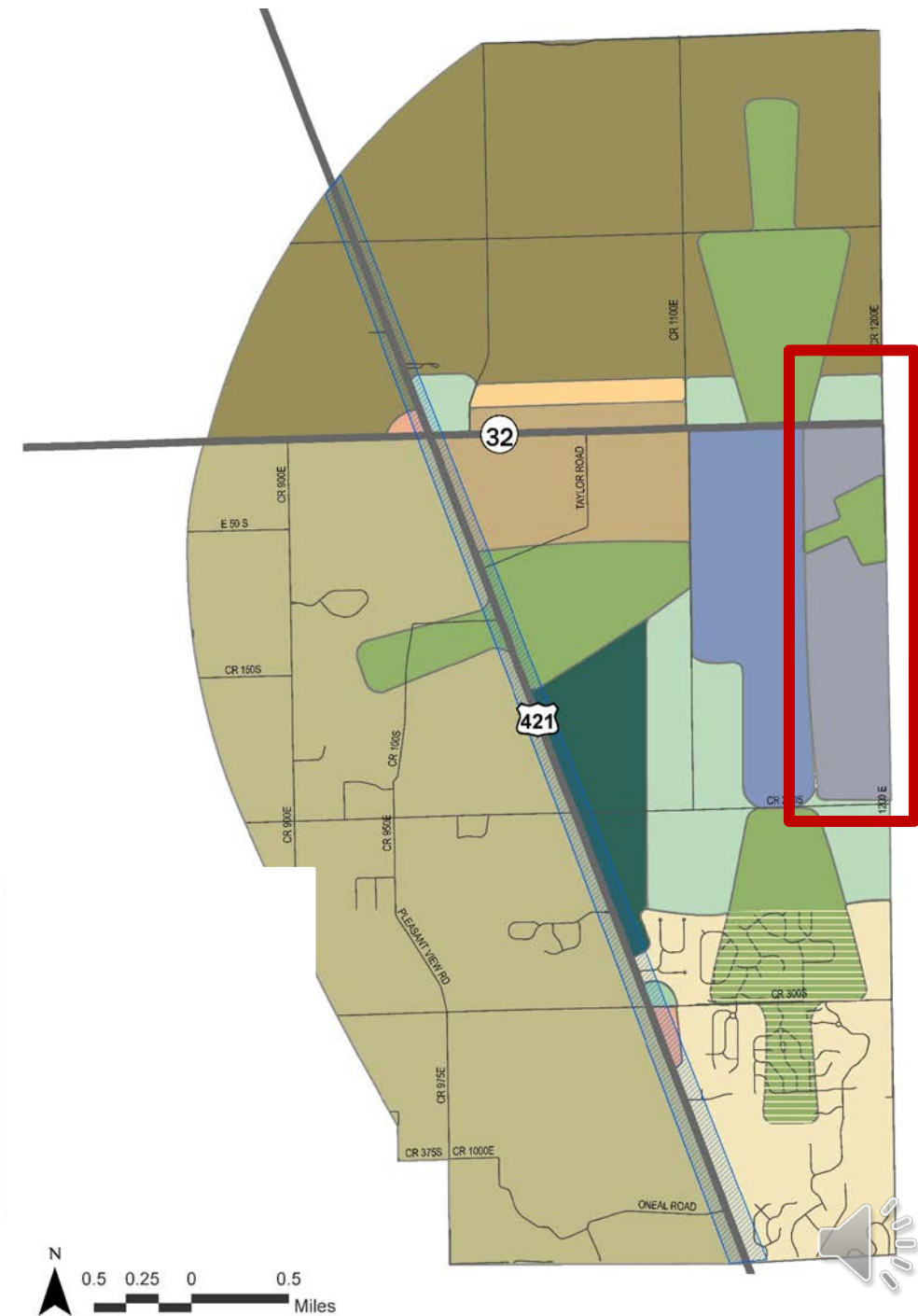
Establish a 400-acre Airport Village Mixed-Use District consisting of offices, commercial, retail, hospitality, residential and related uses.



EMPLOYMENT DISTRICT

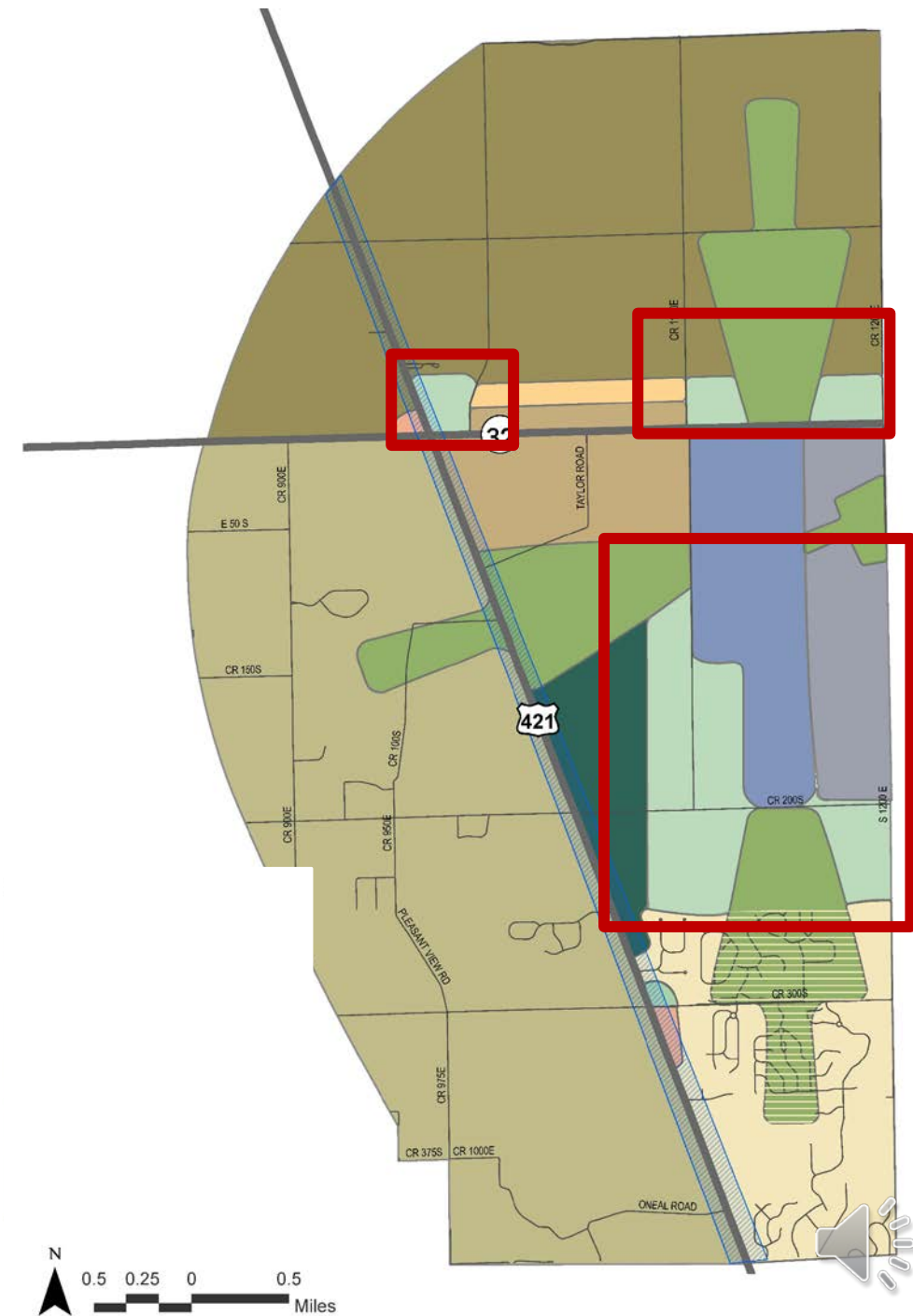
Establish a 600-acre Employer Sites District to promote a diverse, well-paying job market that takes leverages the adjacent airport. Airside and landside business opportunities are both available.

Businesses should be small to medium scale, appropriate for adjacent rural uses, and be limited to fully enclosed manufacturing and office spaces.



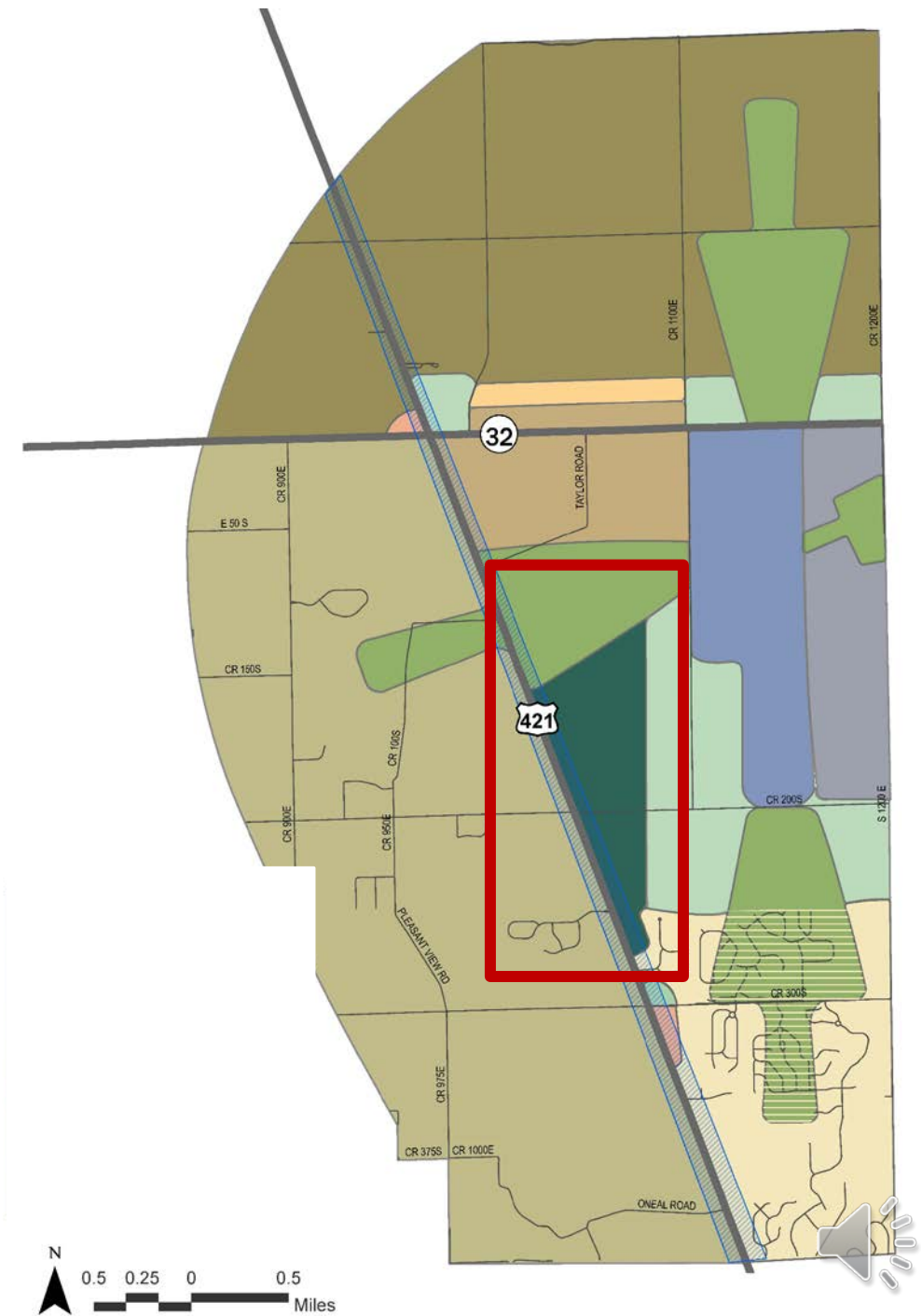
AGRI-TOURISM/AGRICULTURAL DISTRICT

Designate areas south and southwest of the airport to remain agriculture, low-density agri-tourism, open space or other low density uses. Residential development should be discouraged.



MIXED USE CAMPUS HOUSING DISTRICT

Designate 400 acres for mixed-density residential development. Limited mixing of supportive restaurant/retail/commercial/office would be supported.



RESOURCES AND COMMENTS

Questions and Comments:

- Wayne DeLong, Town of Zionsville
 - wdelong@zionsville.in.gov
- Sam Sachs, Indianapolis Executive Airport
 - Sam.sachs@hamiltoncounty.in.gov

Available Resources:

<http://zionsville-in.gov/566/Indianapolis-Executive-Airport-Study>

