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# APPENDIX F

## METROPOLITAN AIRPORT - SPECIAL STUDY

**FISHERS 2040**

A Framework for Our Future

## 6.1 Overview

Indianapolis Metropolitan Airport (“Metro”) is a public airport owned by the Indianapolis Airport Authority (“IAA”) and is a reliever airport for Indianapolis International Airport. Located generally north of 96th Street and west of Hague Road, the airport includes approximately 445 acres. Metro currently has one runway and accommodates the needs of non-commercial service, flying enthusiasts, and other aviation uses that are well suited to smaller, less congested operations, with services such as full service aircraft management, pilot service, flight instruction, and aircraft sales, repair and maintenance. Despite the fact that Metro is an airport, it remains a neighbor to the surrounding Fishers community, and the airport has determined that approximately 210 acres of its land resources will not be needed for future airport needs. Without adversely impacting Metro’s aviation obligations, this excess land now will be available for non-aviation uses to provide the Fishers community opportunities to introduce commercial, business and other activities not otherwise available.

The Fishers 2040 Comprehensive Plan designated this excess land for special study in order to analyze the community needs and development potential of the land and to develop a site-specific concept plan. That plan is set forth below in this Appendix, and it hereby is incorporated into the comprehensive plan and the future land use map.

The guiding principles for this special study included:

- To protect Metro’s capabilities to meet its aviation obligations
- To stimulate development that would encourage regional development activity extending beyond the airport’s boundaries
- To stimulate improved pedestrian and bicycle connectivity to Fishers’ downtown and Ritchey Woods Nature Preserve
- To create new jobs for the region
- To ensure that airport and non-aviation

development are compatible with each other and with the surrounding area’s planning and infrastructure

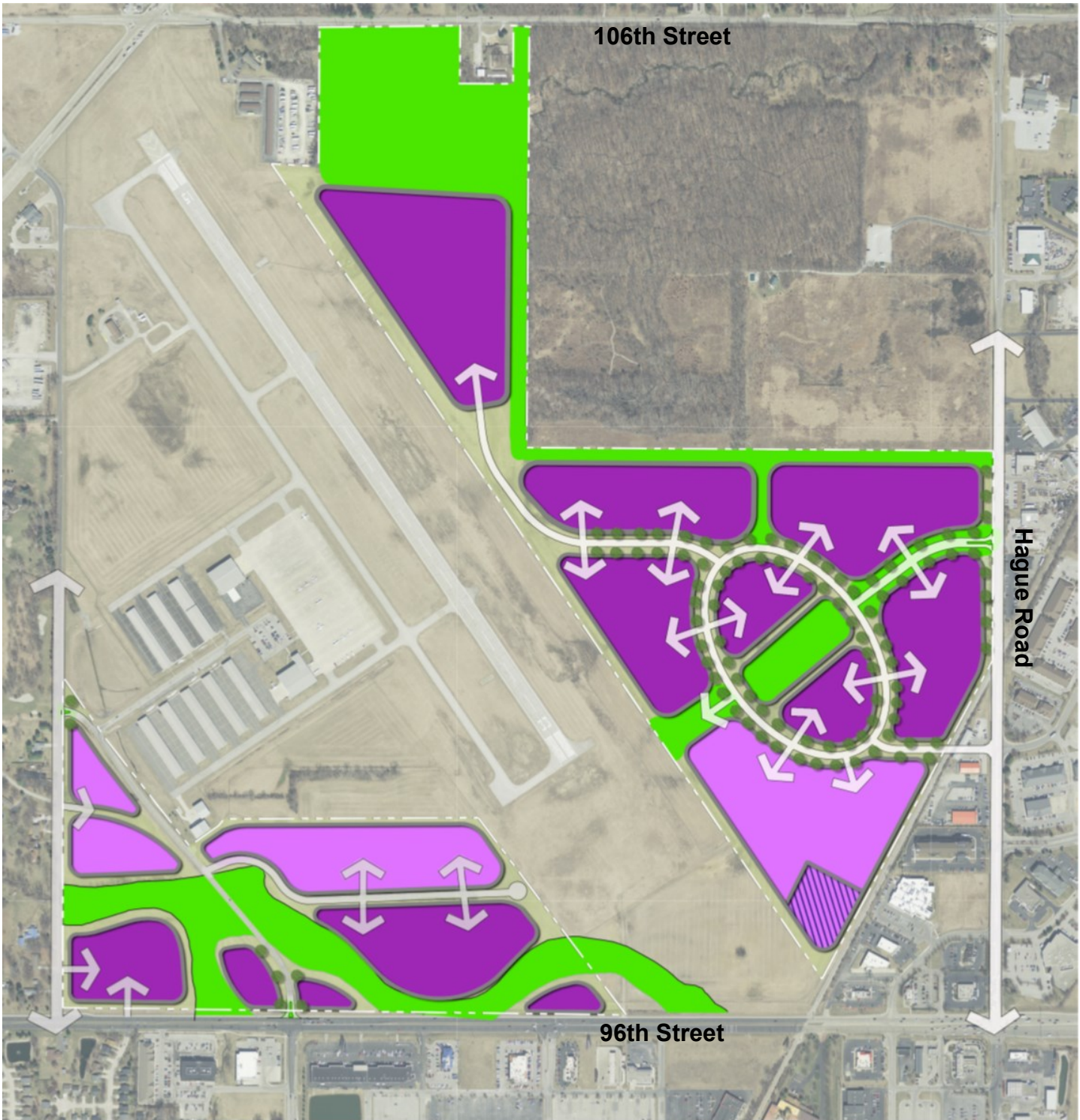
- To ensure that non-aviation development is additive to Fishers’ vision and that it respects and appropriately transitions to the adjacent Ritchey Woods Nature Preserve
- To ensure that the airport runway and all transitional surfaces are protected and all operating and safety guidelines are addressed
- To create a strong identity, sense of place and inclusion
- To enhance property values and provide long-term sustainability
- To encourage quality and sustainable design and development through UDO amendments that are context-sensitive to this land

### Land Uses

From the airport’s perspective, certain uses are not compatible with adjacent aviation uses, such as residential uses and wildlife-attracting uses, cell towers and antennae transmitting signals, lights that may be disorienting to a pilot and certain tall structures. From Fishers’ perspective, the Employment Node, Flex Employment Center/ R+D, and Parks and Open Space land uses are

- compatible land uses around the airport;
- needed by the community;
- additive to the City’s vision; and
- likely to be market supported.

See the following page for the site-specific land use concept plan for the Metro airport excess land:



-  Flex Employment Center / R&D
-  Employment Node
-  Parks and Open Space
-  Potential Park & Ride