

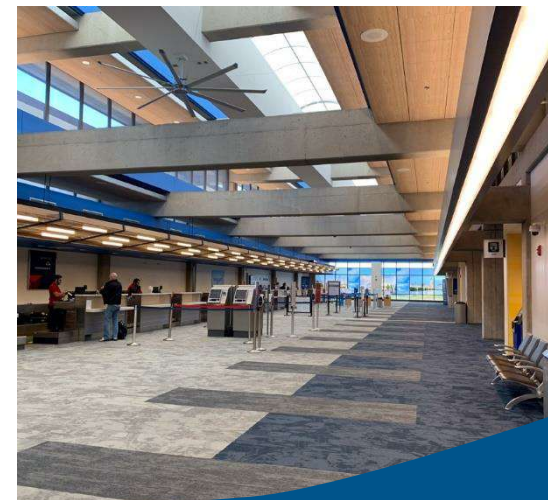
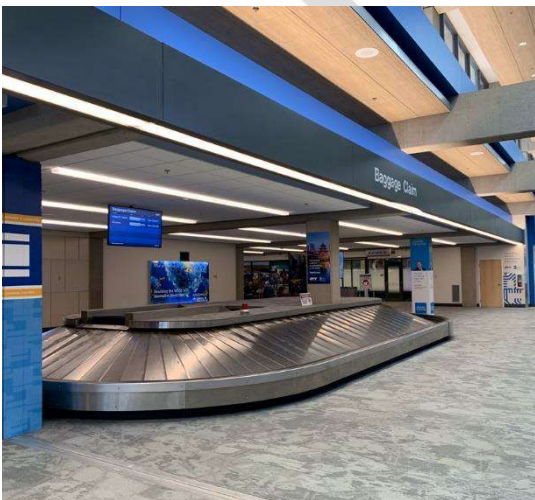
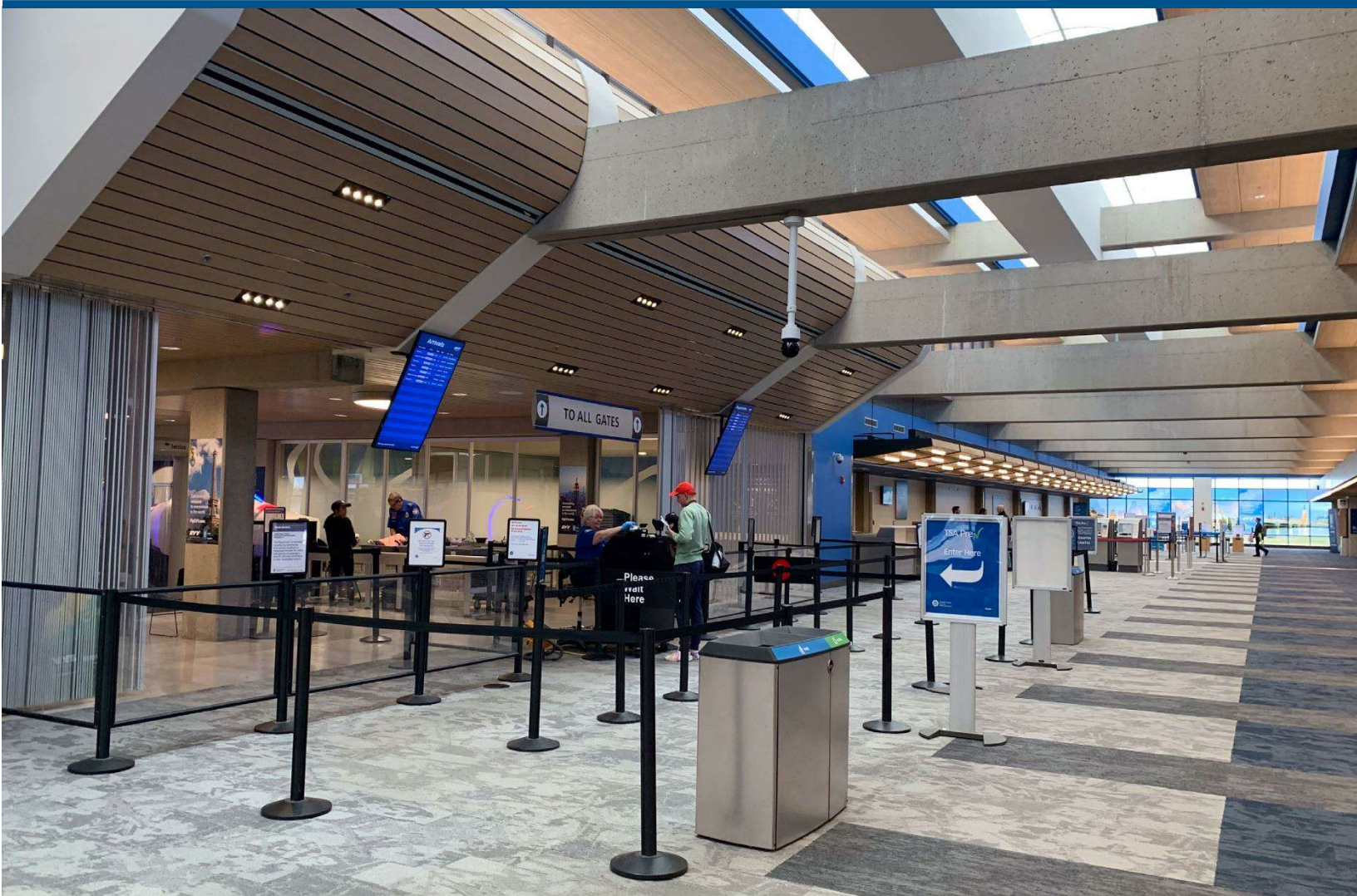


Evansville Regional Airport

# Draft Working Paper #7

Airport Master Plan Update

Land Use Plan  
June 2025



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## 7 AIRPORT LAND USE DEVELOPMENT PLAN

The Airport Land Use Development Plan ('Land Use Plan') presents a comprehensive land use plan for the Airport Master Plan Update ('MPU' or 'Study') for Evansville Regional Airport ('EVV' or the 'Airport'). When we consider the mission of the Evansville-Vanderburgh Airport Authority District ('EVAAD'), to meet the aeronautical demands of Evansville, Southern Indiana, and the Tri-State region, a strategic plan was necessary to evaluate the best use of available land and future requirements given anticipated demand. While there will be an importance of the amount of acreage that these various airport land uses will need to expand throughout the planning period (2043), the airport currently owns a large amount of developable land that may be sufficient to meet future demands. Therefore, the primary goal for the Land Use Plan is to determine the best use of land which does not impede demand, future development requirements, and works in cohesion with adjacent parcels to maximize the future viability of the Airport. Reconfigurations to existing land uses were also documented in the Land Use Plan, if a better use of a parcel was found to maximize use and/or development potential of an adjacent parcel.

### 7.1 GOALS AND OBJECTIVES

The Land Use Plan was prepared consistent with the goals and objectives identified during project kick-off and stakeholder meetings, specifically:

- Support the development of compatible land uses in the Airport's vicinity in a manner that is sensitive to the surrounding environment.
- Identify aviation and non-aviation revenue generating opportunities.
- Ensure that the Land Use Plan findings are consistent with the recommendations in the EVV Airport Master Plan, Long-Term Strategic Plan, and where appropriate, previous planning and development efforts.

Additionally, the Land Use Plan was prepared to be consistent with the broad master planning goals set forth by the FAA in AC 150/5070-6B, *Airport Master Plans*,

- Provide an effective graphic presentation of the development areas of the Airport and anticipated land uses in the vicinity.

The Land Use Plan will identify and prioritize the land needed by EVV to meet the demands of aviation in the Evansville-Vanderburg Area for the foreseeable future. This Land Use Plan identifies areas that are opportunities for future aeronautical/non-aeronautical development for land that is currently owned by the Airport and currently available for development in its current state. Recommendations are a result of the FAA approved forecast created for the Master Plan and resulting facility requirements to meet demand.

As demand at the Airport increases, having enough land available for development to keep up with that demand will be crucial. While this plan will only focus on developable areas within the airport's current property limits, the current developable land within the airport's current property boundary may not be sufficient for certain types of development that may need to grow

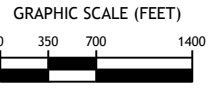
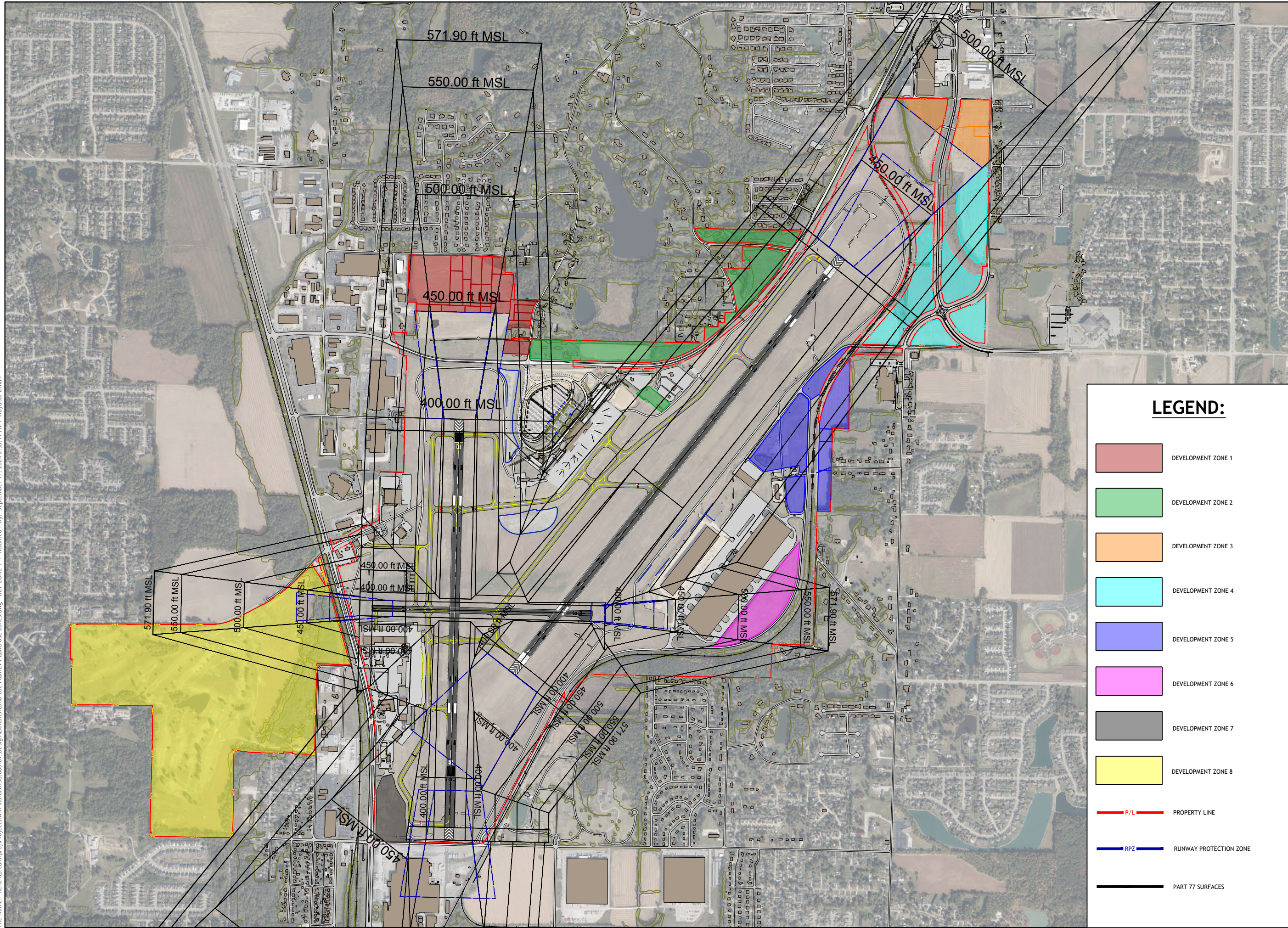
throughout the planning period. Further evaluation of strategic property acquisition may need to take place for specific airport land use expansion, including the Terminal Area.

## 7.2 DEVELOPMENT ZONES

This Land Use Plan provides and designates available and potential parcels to acquire for aeronautical development using “Development Zones”. Given the size of the airport and the surrounding area, 8 different “Zones”, described below and illustrated on **Figure 7-1**, were established based on their proximity to each other and different existing aspects of the Airport. The recommendations of this Land Use Plan are limited to compatible land uses and not specific land use development recommendations (i.e, terminals, aprons, parking areas, hangars, etc.) for each airport land use type as this analysis will take place in the Alternative. Specific development initiatives and supporting infrastructure are presented in the **Alternatives Development Concepts** chapter of the MPU. The recommendations in this plan will however designate specific parcels and areas into 5 different general airport land use categories described later in this chapter. The eight Development Zones are described and illustrated in **Section 7.7** of this Land Use Plan.

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**LEGEND:**

- DEVELOPMENT ZONE 1
- DEVELOPMENT ZONE 2
- DEVELOPMENT ZONE 3
- DEVELOPMENT ZONE 4
- DEVELOPMENT ZONE 5
- DEVELOPMENT ZONE 6
- DEVELOPMENT ZONE 7
- DEVELOPMENT ZONE 8
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE
- PART 77 SURFACES

**EVANSVILLE REGIONAL AIRPORT  
AIRPORT MASTER PLAN  
LAND USE PLAN  
DEVELOPMENT ZONES**

PROJECT:

TITLE:

EXHIBIT NO.

## 7.3 REGULATORY FRAMEWORK AND EXISTING PLANS/STUDIES

The first step in determining the best use of available land at EVV is a review of the existing regulatory framework that governs airports and their use of airport land. The federal guidelines and regulatory requirements for future development of airport land are provided by the Federal Aviation Administration ('FAA'). The local guidelines that govern the use of airport land and development of non-aeronautical parcels are local ordinances regulated by the City of Evansville and/or Vanderburgh County land use plans and ordinances which will be further discussed in this section.

### 7.3.1 Regulatory Guidelines

The FAA has established various guidance criteria and regulatory frameworks related to airport property and development. As such, for the purposes of this evaluation, the Land Use Plan references and adheres to the guidelines of the following documents to ensure cohesiveness with federal criteria.

#### ***FAA Development Recommendations***

##### FAA Order 5100.38D, Airport Improvement Program Handbook

FAA Order 5100.38D provides guidance on the FAA's Airport Improvement Program (AIP), which delivers grant funding for the planning and development of public-use airports. The Order is also used to outline projects that are eligible for federal funding under the AIP. Chapter Six of the Order addresses terminal, landside, and terminal access airport projects.

##### FAA Order 5190.6B Change 3, Airport Compliance Manual

FAA Order 5190.6B Change 3 provides guidance on complying with federal obligations in the form of grant assurances, surplus and non-surplus obligations, and other federal law. Grant assurances obligate Airport Sponsors to comply with FAA rules, regulations, design criteria, and preservation of compatible land use when receiving federal funds. Specifically, Grant Assurance 21, Compatible Land Use, requires Airport Sponsors to take reasonable action to maintain airport land use compatibly.

##### United States Code, Title 49, Subtitle VII Aviation Programs

United States Code, Title 49, Subtitle VII Aviation Programs, Part B, Chapter 471, Airport Development, provides guidance on the protection of the nation's air transit system as it relates to national defense and airport operations. The Title additionally provides policies within Subchapter I, Airport Improvement, Section 47101, stating that airports should work to become as self-sustaining as possible, given conditions present for the particular airport.

Although Title 49 states that airports should not seek to create revenue that exceeds the amounts needed for airport purposes; surplus airport property is often used for compatible land use development capable of generating and sustaining airport revenue.

### **FAA Development Guidance Criteria**

The FAA provides information advising airports on key issues that impact operations and functions, including:

- ✈ Noise – FAA AC 150/5200-1, Noise Control and Compatibility Planning for Airport, provides guidance for the preparation of noise exposure maps and airport noise compatibility programs. This includes surrounding development and the land use compatibility associated with noise exposure. Although, a noise analysis will not be a part of this Land Use Plan.
- ✈ Height – FAR Part 77, FAA AC 5300-13B, Objects Affecting Navigable Airspace, regulates the height restrictions surrounding airports. These restrictions are in place to ensure the safety of pilots, passengers, cargo and crew during the takeoff, landing and enroute phases of flight. It is imperative that these surfaces be maintained to promote safety at and around the Airport.
- ✈ Land Uses – FAA AC 150/5100-17 Change 7, Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects, provides guidance for airports developed under the Airport Improvement Program (AIP) to meet the requirements of the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended, and the Regulations of the Office of the Secretary of Transportation.
- ✈ Ponds – FAA AC 150/5200-33B, Hazardous Wildlife Attractants On or Near Airports, requires that only detention areas be used within 10,000 feet of an airport and that these areas should be dry within 48 hours of a rain event.
- ✈ Landfills – Landfills are also subject to review by the FAA when they are within five miles of an airport (AC 150/5200-34A, Construction or Establishment of Landfills near Public Airports).

### **Zoning Regulations of City of Evansville, Indiana Ordinance**

The *Evansville Municipal Code Chapter 18.118 Airport Overlay Zone (AIR-O)* was developed to protect the safety of the public by regulating land uses within the impact area of EVV. The zoning restrictions were also established to maintain the functionality and growth of EVV as an economic development generator for the City of Evansville and Vanderburgh County. The AIR-O aligns with FAA Part 77 regulations governing the construction, alternation, or expansion of structures of uses within the vicinity of airports. Any new structure or expansion of an existing structure within the AIR-O requires the submittal of a development application to the city in which the Airport must provide comment. The Land Use Plan follows the requirements of the AIR-O for any development recommendations.

### **Zoning Regulations of Vanderburgh County, Indiana Ordinance**

The Zoning Regulations of Evansville, Indiana Ordinance is a legal document adopted by the legislative body of Vanderburgh County. EVV airport is governed by the Evansville Vanderburgh Airport Authority District who uses this Ordinance to govern and dictate their zoning rules in the area. This Ordinance creates a Comprehensive Plan to govern the use of land and buildings, and the location of buildings and other structures upon parcels of land. This Land Use Plan

incorporates the current recommended land uses in the Vanderburgh County Area Plan Commission Conceptual Land Use Plan, last updated on June 27, 2016.

### 7.3.2 Review of Existing Plans and Studies

#### **Airport Master Plan**

The Master Plan analysis and its associated Airport Layout Plan (ALP) identified the land resources available that should be preserved for long-term aviation use. This Land Use Plan focuses on the remaining parcels that the airport owns but are not currently utilized for aeronautical or non-aeronautical use. The time horizon of this Land Use Plan stays within the planning period of the Master Plan (2023-2043). It is important to note that an FAA requirement that the Airport preserve land for current and future aeronautical use first and foremost. This could include airport property with direct airfield access or not hindering capacity or security. Therefore, a conservative approach was used to preserve the Airport’s adherence to this requirement in the future.

#### **Evansville-Vanderburgh County Comprehensive Plan**

The [2015-2035 Comprehensive Plan](#) was developed in 2016 by the Evansville-Vanderburgh County, Area Plan Commission in 2016. These updates are usually surveys given to people that live in the area to understand viewpoint of relevant issues in the county. This plan was introduced to provide a framework for future development in the City of Evansville, including the Airport. While the Comprehensive Plan is not binding, it is important to understand the vision of the future of the area and understand how EVV fits into that vision when recommending future airport development.

## 7.4 EXISTING ON-AIRPORT LAND USE REVIEW

To identify and explain future land use development opportunities, first we must understand the existing land uses for airport property. The purpose of the Existing On- Airport Land Use Review is to identify the different land use categories that are on airport property, along with their locations and size. The different land use categories are described below in **Table 6-1** and is further illustrated on **Figure 6-2**.

**Table 7-1 – Existing Airport Owned Land Use**

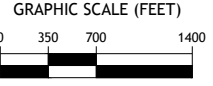
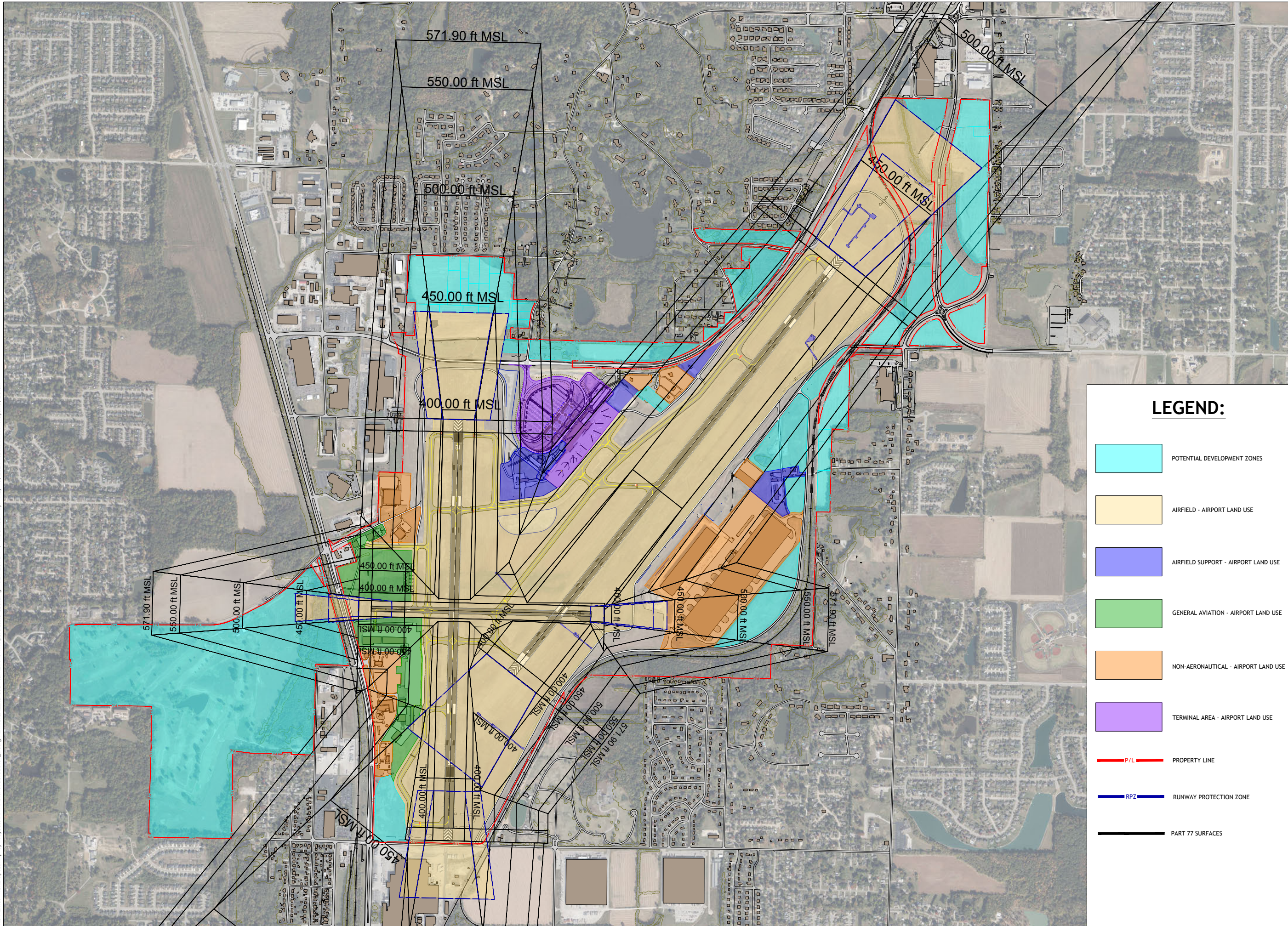
Land Use Category	Airport Owned Acreage
Airfield	704
Airfield Support	29
General Aviation	49
Non-Aeronautical	116
Terminal Area	41
Potential Development Zones	427
<b>Total Acreage</b>	<b>1,366</b>

Note<sup>1</sup>: Acreage data is estimated using AutoCAD.

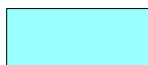
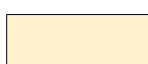

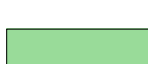





Source: CHA, 2024.

<sup>1</sup> **Non-Aeronautical**: Infrastructure not related to the movement of passengers or airport support; **Potential Development Zone**: Developable Land described as Zones in this Chapter.

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**LEGEND:**

-  POTENTIAL DEVELOPMENT ZONES
-  AIRFIELD - AIRPORT LAND USE
-  AIRFIELD SUPPORT - AIRPORT LAND USE
-  GENERAL AVIATION - AIRPORT LAND USE
-  NON-AERONAUTICAL - AIRPORT LAND USE
-  TERMINAL AREA - AIRPORT LAND USE
-  P/L PROPERTY LINE
-  RPZ RUNWAY PROTECTION ZONE
-  PART 77 SURFACES

**EVANSVILLE REGIONAL AIRPORT  
AIRPORT MASTER PLAN  
LAND USE PLAN  
ON AIRPORT LAND USE**

PROJECT:

TITLE:

EXHIBIT NO.

## 7.5 DEVELOPMENT AREA CONSTRAINTS

### Aeronautical Compatibility

There are physical planning requirements promulgated by the FAA designed to further ensure safety. There are two primary requirements that influence the placement and design of any development. The first is lateral separation, this refers to the distances between structures and airfield infrastructure. The second is vertical separation that refers to safety areas/surfaces in the airspace beyond the airfield and extending outward from the airport. These surfaces are necessary for the operational safety of aircraft when arriving and departing from EVV. When viewed in a profile view, these imaginary surfaces take the shape of ramps that create height restrictions or notification requirements as you move outward from both side of the runways.

Beyond the physical structures and buildings that the public sees and uses, there are other aviation-specific requirements critical to an airport's operational safety and efficiency. Navigational aids ('Nav aids') are essential for the safe operation of the airfield. Nav aids use electronic and radio frequencies that must be free from reflections caused by variation in terrain and solid structures. Therefore, vertical development on the Airport or immediately adjacent must consider the location of these instruments.

### Land Use Compatibility

Land Use Compatibility refers to the relationship between development of land around an airport and impact of aviation operations (aircraft noise, emissions, etc.) on that development. In addition to aircraft noise, there are other issues, such as safety and other environmental impacts to land uses around airports which need to be considered when addressing the overall issue of land use compatibility. The objectives of compatible land use planning are to encourage land uses that are generally considered to be incompatible with airports (such as residential, schools and churches) to locate away from an airport and to encourage land uses that are more compatible (such as industrial and commercial uses) to locate around airports which are less impacted by noise and when operations may benefit from adjacency to an airport.

### Accessibility and Feasibility Constraints

When determining whether a specific plot or parcel is suitable for development, two main factors identify the level of constructability and long-term success of the development. The first is accessibility. Accessibility determines the location, preliminary development design, and whether the parcel is suitable to the developer's needs. The second is Feasibility. Although a general term, the feasibility of developing a parcel involves many factors including environmental concerns, cost of development, suitable land, and construction schedule.

## 7.6 FUTURE LAND REQUIREMENTS

A significant component of the Land Use Plan is understanding how different functions of the airport are going to need to grow over time throughout the planning period. For future acreage requirements, the growth of the 5 different land use categories that were introduced in **Section 7-4** were calculated throughout the end of the planning period (2043). This effort is mostly reliant on the Facility Requirements as described in **Chapter 4** of the MPU. The **Facility Requirements and Demands Chapter** recognizes that the Airfield, Airfield Support, and Non-Aeronautical (based on acreage requirement and not financial need) will not be necessary to grow throughout the planning period to meet aeronautical demand. The two airport land uses that will need to expand in area to meet estimated demand in 2043 are the Terminal Area and the General Aviation Area.

### 7.6.1 Basis for Analysis

Using the data from the Preferred Forecast within the Facility Demand and Requirements Chapter, an average annual growth rate was determined and applied to forecast growth for each respective category until 2043. The growth rate to calculate growth of the Terminal Area was the enplanements forecast. A ratio of current terminal space to current enplanements was created and extrapolated to 2043. The growth rate to calculate growth of the General Aviation area was based on operations. A ratio of current general aviation space to current general aviation operations was created and extrapolated to 2043. Using these ratios, we are given an approximate amount of space that these areas may need to expand to keep up with estimated demand in 2043.

**Table 7-2 – Future Airport Owned Land Use Requirements**

Land Use Category	Description	2023 Area (Acres)	2043 Area (Acres)	20 Year Additional Acreage Needed
Airfield	Runway, Taxiways, Safety Areas	704	704	0.00
Airfield Support	Airfield Maintenance and Storage, ATCT	29	29	0.00
General Aviation	GA FBO, Hangar and Apron	49	57	8
Non-Aeronautical	All development that is not used for function of the Airport	116	116	0.00
Terminal Area	Passenger Processing (Terminal) parking, access roads, terminal apron, etc	42	90	48
<b>Total Acreage</b>		940	996	56

Note: Acreage data is estimated using AutoCAD.  
Source: CHA, 2024.

## 7.7 DEVELOPMENT ZONE DESCRIPTIONS

To develop a strategic plan for future development on parcels available, accessible, and ready for airport development on land currently owned by the airport, first, the developable land was broken up into eight different “Zones”. The Zones were based on location/adjacency to each other and other aspects of the airport previously illustrated on **Figure 6-1**. While they are part of the property limits, these parcels are not currently utilized by the airport for any of the mentioned airport land uses. These parcels may become necessary to fulfill the land use requirements of the future or provide economic opportunities for both the airport and the surrounding community. Listed below are the different characteristics of these Zones that were studied and taken into consideration when creating development alternatives at the airport.

- **Included Parcels:** parcel numbers within development zone.
- **Total Acreage:** the approximate area within the development zone boundary that is assumed to be developable.
- **Traffic/Transportation/Access:** describes the landside and airfield access points available to the parcels.
- **Aeronautical Constraints on Development:** identifies the imaginary surfaces, safety areas, runway protection zones, etc. that would affect proposed development.
- **Environmental Considerations:** environmental constraints such as wildlife protection areas, floodplains, drainage, or other ecological functions that may affect proposed development.
- **Existing Tendencies:** identifies existing terrain and land uses surrounding zone parcels
- **Utility Availability:** identifies adjacent utility infrastructure for electric service, natural gas, portable water, and wastewater (sewage). However, it does not identify whether adequate capacity is available to handle new development which is beyond the scope of this Report.
- **Shovel Ready (Yes or No):** how quickly the parcels could be available if chosen for development (i.e. does existing development, terrain, environmental consideration, etc. hinder development) as defined by the Indiana Shovel Ready Program
- **Recommendation:** Explains the recommended future land use of a zone given its existing conditions, opportunities, constraints, and likelihood for development.

### Zone 1 – State Route 57/ Heinlein Road

This zone, illustrated on **Figure 7-3**, is located north of State Route 57 and south of Heinlein Road and is outside of the airport AOA fence. Zone 1 consists of approximately 36 acres of developable land between its 19 different parcels. This zone borders the Runway Protection Zones (RPZ’s) off of Runway 18/36’s 18 end. The close proximity to the RPZ (restricting people and property) and other safety areas of this runway will provide height restrictions for future development. Being bounded from the airfield by State Route 57, development that would need direct access to the airfield will be limited. The ground terrain is relatively flat, and mostly clear of trees and other

things that may need cleared before development were to take place. The Zone 1 parcels could also be preserved for a future runway extension, however the MPU found that the existing runway length for Runway 18/36 is adequate as a secondary runway. In addition, noise could be a concern since this area borders residential communities.

**Number of Parcels:** 19 different airport owned parcels (108, 121, 122, 123, 124, 125, 126, 127, 131, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142).

**Total Acreage:** Approximately 36 developable acres.

**Aeronautical Constraints on Development:** While section of these parcels are within Runway 18/36 RPZ's, this study will only designate portions outside of the RPZ as developable land. Being outside of the RPZ, there are still other imaginary surfaces that will restrict development including Pt. 77 Surfaces that introduce a building height restriction of 40' AGL in in this zone.

**Traffic/Transportation/Access:** Landside access available from the bordering roads, Heinlein Road borders the north of this area, Petersburg Road borders the east, and State Route 57 borders the south. Due to State Route 57 bordering the southern portion of these zones, this area does not have direct access to the airfield, which hinders certain types of aeronautical development.

**Environmental Considerations:** Currently no environmental considerations that would hinder development. Zone was previously clear of trees, but frequent changes in ground elevation over 15' throughout the zone may be an issue and require significant earthwork before development were to be take place.

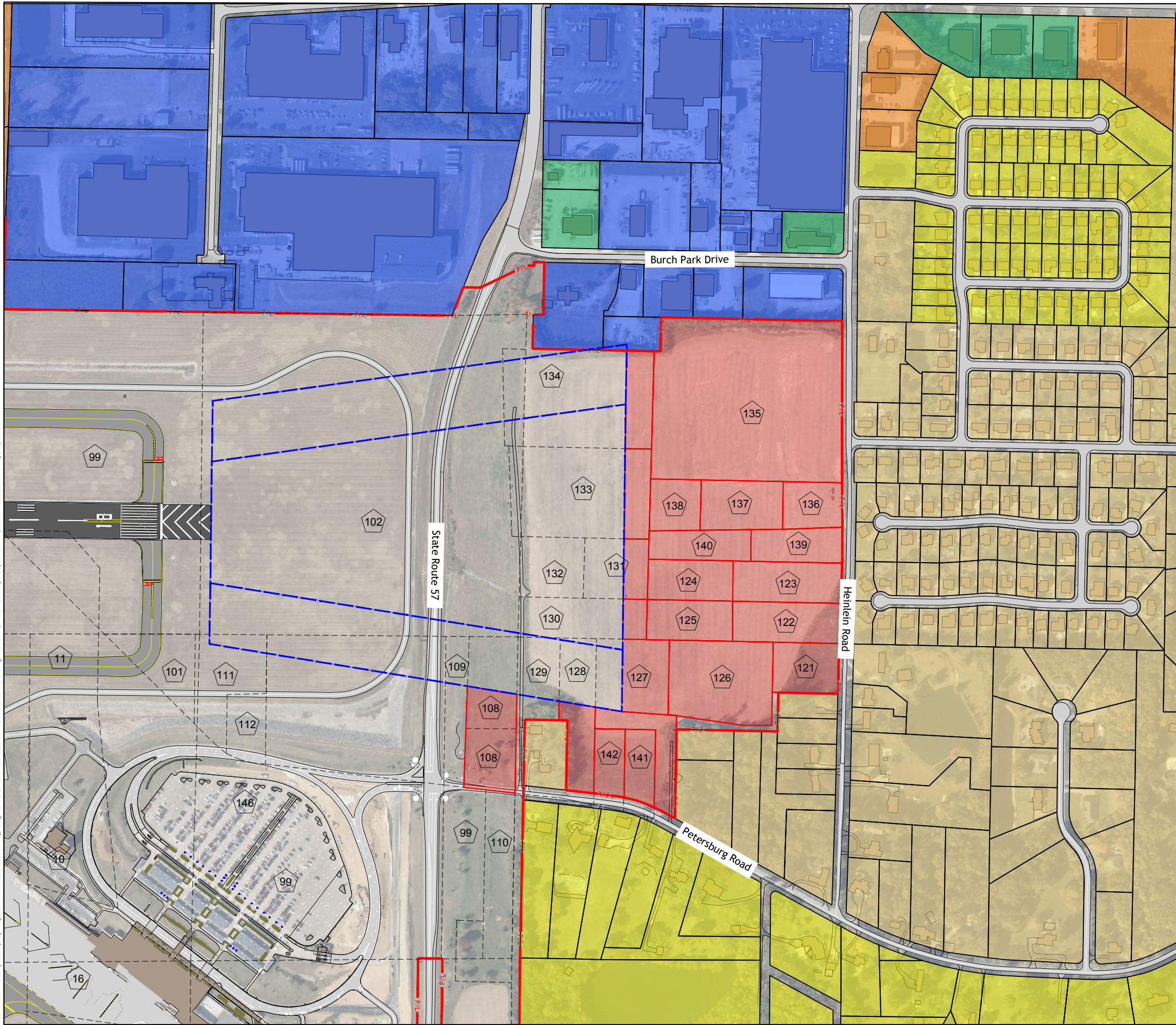
**Availability of Utilities:** Limited/Unknown.

**Existing Tendencies:** Close proximity to neighborhoods on the other side of Heinlein Road that may hinder certain types of development as well as industrial land use to the west.

**Shovel Ready:** Yes, although earthwork will be necessary prior to development due to the changes in elevation throughout.

**Recommendation:** This zone is best served for terminal landside development (i.e. parking, rental cars, etc.) or non-aeronautical development due to its adjacency to landside access roads, the terminal, light industrial, and residential communities. The recommendation is that this area primarily be reserved for future terminal development to meet forecasted future requirements due to the adjacency of this area to the terminal complex.

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Development Zone 1: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
108	Non-Aeronautical	1.96
121	Non-Aeronautical	1.27
122	Non-Aeronautical	1.68
123	Non-Aeronautical	1.69
124	Non-Aeronautical	1.35
125	Non-Aeronautical	1.34
126	Non-Aeronautical	3.24
127	Non-Aeronautical	1.33
131	Non-Aeronautical	0.57
133	Non-Aeronautical	0.90
134	Non-Aeronautical	1.02
135	Non-Aeronautical	11.81
136	Non-Aeronautical	1.06
137	Non-Aeronautical	1.56
138	Non-Aeronautical	1.01
139	Non-Aeronautical	1.19
140	Non-Aeronautical	1.19
141	Non-Aeronautical	0.85
142	Non-Aeronautical	0.78
Total		35.82

**EVY**  
Evansville Regional Airport

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GRAPHIC SCALE (FEET)  
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**LEGEND:**

- DEVELOPMENT ZONE 1
- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

PROJECT: EVANSVILLE REGIONAL AIRPORT AIRPORT MASTER PLAN

TITLE: LAND USE PLAN DEVELOPMENT ZONE 1

EXHIBIT NO. 3 OF 12

## Zone 2 – State Route 57 Corridor

This zone, illustrated on **Figure 7-4**, is located just north/northwest of the terminal, and includes areas that are both within the primary airport property boundary, however, mostly includes parcels owned by the airport on the other side of State Route 57 across from the airport. Specifically, this zone contains approximately 30 acres of developable land throughout its 10 different parcels. Access is provided along State Route 57, Whetstone Road, and Petersburg Road. Given the width of these parcels may impact the development potential of this area for airport use. Being on the other side of State Route 57 and the surrounding parcels being mostly residential homes will restrict airport development. There is one area that is adjacent to the current terminal and rental car lots that would provide approximately 2 Acres of airport development near the terminal and other non-aeronautical airport land uses. The area on the opposite side of State Route 57 compared to the airfield is hilly with elevation changes throughout, making significant earthwork a requirement before development were to take place.

**Number of Parcels:** 10 different parcels (85, 86, 87, 88, 89, 91, 94, 95, 99, 110).

**Total Acreage:** Approximately 30 developable acres.

**Aeronautical Constraints on Development:** Due to the parcels on the other side of State Route 57 being out of all airspace surfaces, they would have no aeronautical constraints or restrictions on development in them. The other area in Zone 2, adjacent to the rental car parking would have a 40' AGL Height Restriction.

**Traffic/Transportation/Access:** Due to limitations with access from State Road 57, access from State Road may not be accessible to these parcels. Providing access along State Road 57 will require state agency coordination. Petersburg Road can provide access to the more western parcels in this zone and Whetstone Road can provide access to the eastern parcels. Like Zone 1, being on the opposite side of State Road 57 may also hinder types of airfield development. Airport Drive would be able to provide access to the 2.1-acre space of developable land that was mentioned above.

**Environmental Considerations:** Currently no environmental considerations that would hinder development. Zone was previously cleared of trees, but frequent changes in elevation throughout where ground elevation varies almost 40' throughout.

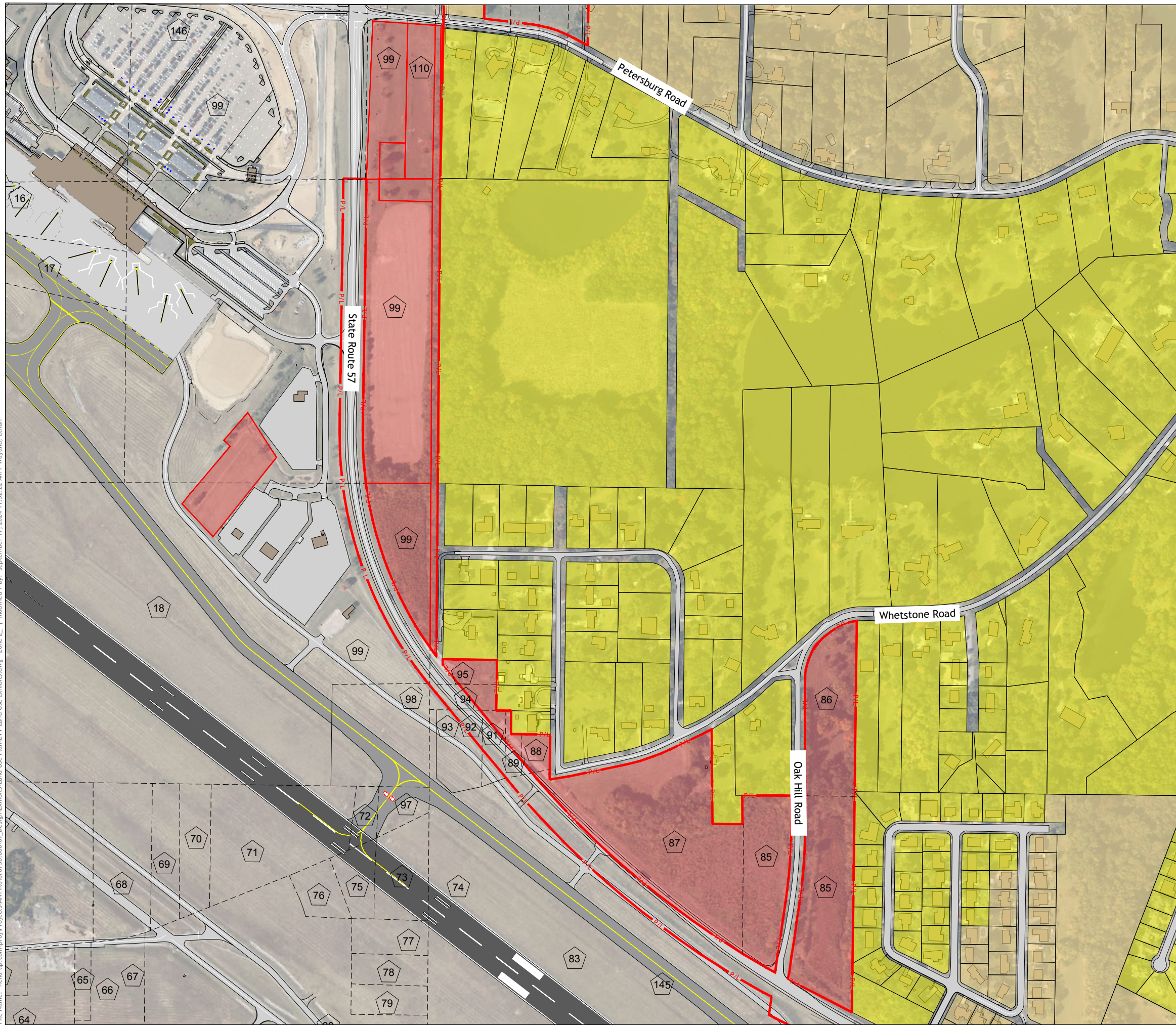
**Availability of Utilities:** Gas, Underground Electric, Water, Sanitary.

**Existing Tendencies:** Close proximity to residential neighborhoods to the north of the area that may hinder certain types of development.

**Shovel Ready:** Yes, although earthwork will be necessary prior to development due to the changes in elevation throughout.

**Recommendation:** Limit this area to terminal and non-aeronautical development which is unlikely to raise noise levels for adjacent communities. These zones can essentially be a noise buffer for these communities. In addition, the parcels closest to the terminal area should be reserved for any potential future terminal development such as parking.

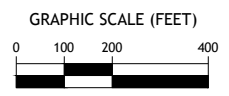
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Development Zone 2: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
85	Non-Aeronautical	7.89
86	Non-Aeronautical	3.48
87	Non-Aeronautical	9.30
88	Non-Aeronautical	0.43
89	Non-Aeronautical	0.17
91	Non-Aeronautical	0.17
94	Non-Aeronautical	0.29
95	Non-Aeronautical	0.51
99	Non-Aeronautical	5.43
110	Non-Aeronautical	1.84
Total		29.50



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**LEGEND:**

- DEVELOPMENT ZONE 1
- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

**EVANSVILLE REGIONAL AIRPORT  
 AIRPORT MASTER PLAN  
 LAND USE PLAN  
 DEVELOPMENT ZONE 2**

PROJECT:

TITLE:

EXHIBIT NO.

### Zone 3 – West of Hedden Road

This zone illustrated on **Figure 7-5**, is broken up into two different areas of land on the approach end of Runway 22 split by Oak Hill Road. Both areas being west of Hedden Road and South of Kansas Road. Zone 3 contains approximately 19 acres of developable land between its 4 different parcels. The Firlick Creek Floodway runs through the zone and may provide development restrictions. This zone borders the Runway Protection Zones (RPZs) off of the runway 4/22's 22 end, the close proximity of the RPZ and other safety areas of this runway will provide height restrictions for future development. Being bounded by railroad tracks and Oakhill Drive, development that would need direct access to the airfield will be limited. The surrounding parcels are a mix of Industrial, Residential and Agricultural in terms of land use. Specifically, this area is just south of different businesses including Berry Global and Superior Pool Products. Other than the Floodway, the area is relatively flat compared to other zones and free of trees and other things that may need cleared before development were to take place.

**Number of Parcels:** 3 different airport owned parcels (281, 282, 303).

**Total Acreage:** Approximately 19 developable acres.

**Aeronautical Constraints on Development:** While sections of these parcels are within Runway 4/22's RPZs, this study will only designate portions outside of the RPZ as developable land. Being outside of the RPZ, there are still other imaginary surfaces that will restrict development including Pt. 77 Surfaces that introduce a building height restriction of 40' AGL in this zone.

**Traffic/Transportation/Access:** All of the parcels in Zone 3 would be accessible via Oak Hill Road, which runs between the two different groups of parcels in this zone. This zone is also on the other side of the railroad in relation to the airfield hindering development that would require airfield access.

**Environmental Considerations:** The Firlick Creek Floodway and Firlick Creek mitigation area are in close proximity to this zone and further environmental requirements may need to take place prior to planning certain types of development in this zone.

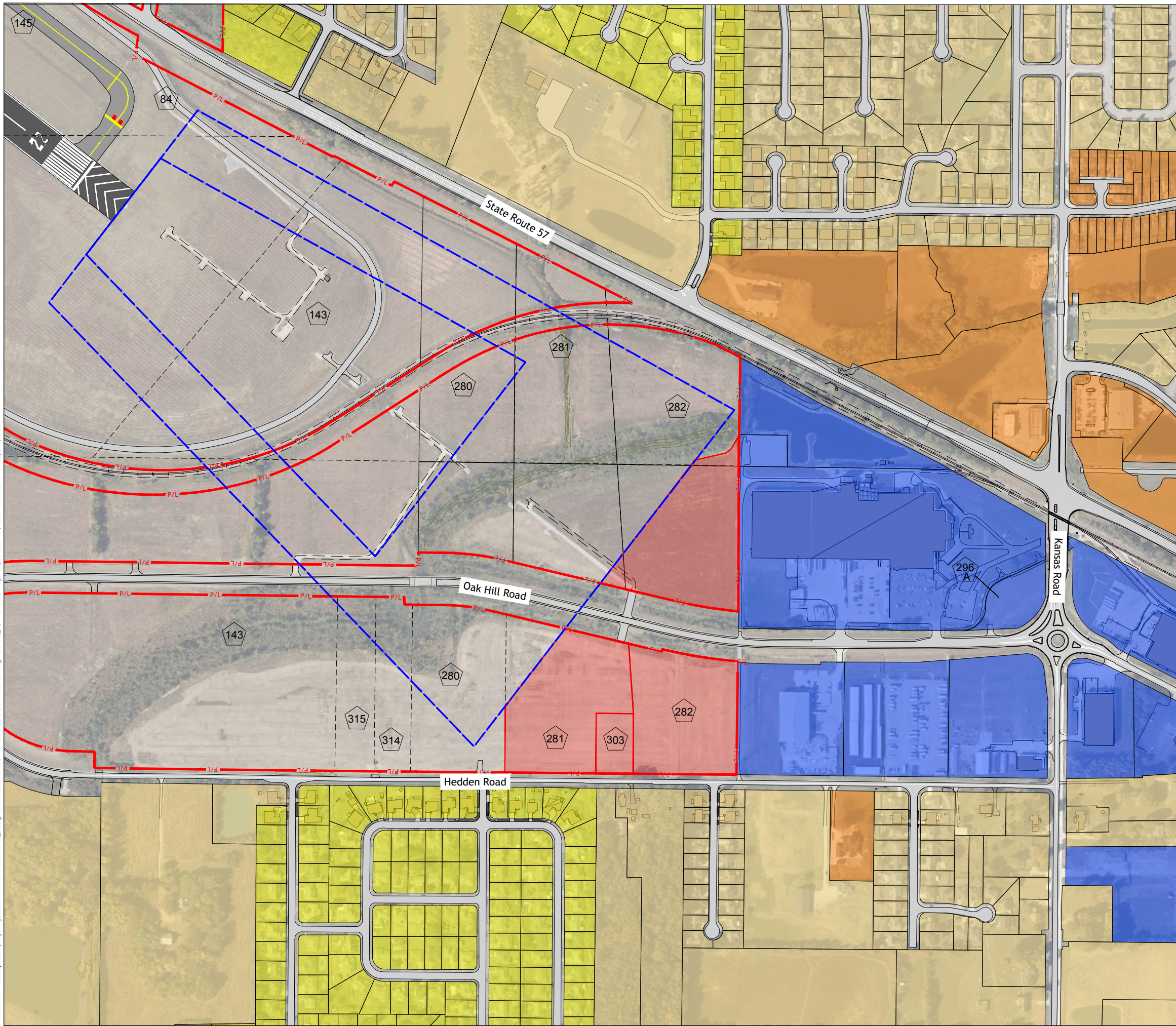
**Availability of Utilities:** Gas, Above Ground Electric, Water, Sanitary.

**Existing Tendencies:** Close proximity to residential neighborhoods and industrial business areas.

**Shovel Ready:** No, consideration of the Firlick floodway and mitigation zone will need to be considered prior to development.

**Recommendation:** Although this zone has some environmental considerations to keep in mind, this zone is best served for non-aeronautical development and/or airport support activities which do not require close proximity to the airfield.

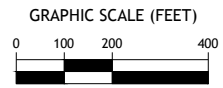
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Development Zone 3: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
281	Non-Aeronautical	5.32
282	Airfield Support/Non Aero	12.68
303	Non-Aeronautical	0.87
Total		18.88



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**LEGEND:**

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- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

**EVANSVILLE REGIONAL AIRPORT  
 AIRPORT MASTER PLAN  
 LAND USE PLAN  
 DEVELOPMENT ZONE 3**

PROJECT:

TITLE:

EXHIBIT NO.

**5 OF 12**

### Zone 4 – Oak Hill Roundabout

This zone illustrated on **Figure 7-6**, is located on the East and West side of Oak Hill Road and the East of Hedden road. Zone 4 consists of approximately 43 acres of developable land between its 5 different parcels. The Firlick Creek Floodway runs through the zone and may provide development restrictions. While adjacent to the Runway Protection Zones (RPZs) for Runway 4/22's Runway 22 approach end, only small amounts of this area will require 40' AGL and 50' AGL building height restrictions due to the runway's safety areas. Like previous zones, Zone 4 is bounded from the airfield by the railroad tracks as well as Oak Hill Drive. In between zone areas there is undeveloped land but due to each area being bound from each other by roads, trees or floodways, synergistic use between areas is not viable. All of these areas are bound from the airfield by either the railroad, Oak Hill Drive, other roads or a combination of them that would make access to the airfield not possible. This will restrict certain types of development that would require direct airfield access. Most of the area is relatively flat compared to other zones.

**Number of Parcels:** 5 different airport owned parcels (82, 143, 280, 314, 315).

**Total Acreage:** Approximately 43 developable acres.

**Aeronautical Constraints on Development:** While sections of these parcels are within Runway 4/22's RPZs, this study will only designate portions outside of the RPZ as developable land. Being outside of the RPZ, there are still other imaginary surfaces that will restrict development including Pt. 77 Surfaces that introduce a building height restriction of 40' AGL in this zone.

**Traffic/Transportation/Access:** All of the parcels in Zone 4 would be accessible via either Oak Hill Road or Hedden Road which has a round about between different areas of the zone. This zone is also on the other side of the railroad in relation to the airfield, hindering development that would require airfield access.

**Environmental Considerations:** The Firlick Creek Floodway and Firlick Creek mitigation area are in close proximity to this zone and further environmental requirements may need to take place prior to planning certain types of development in this zone. Each Area is relatively flat and clear of trees that would need cleared prior to development.

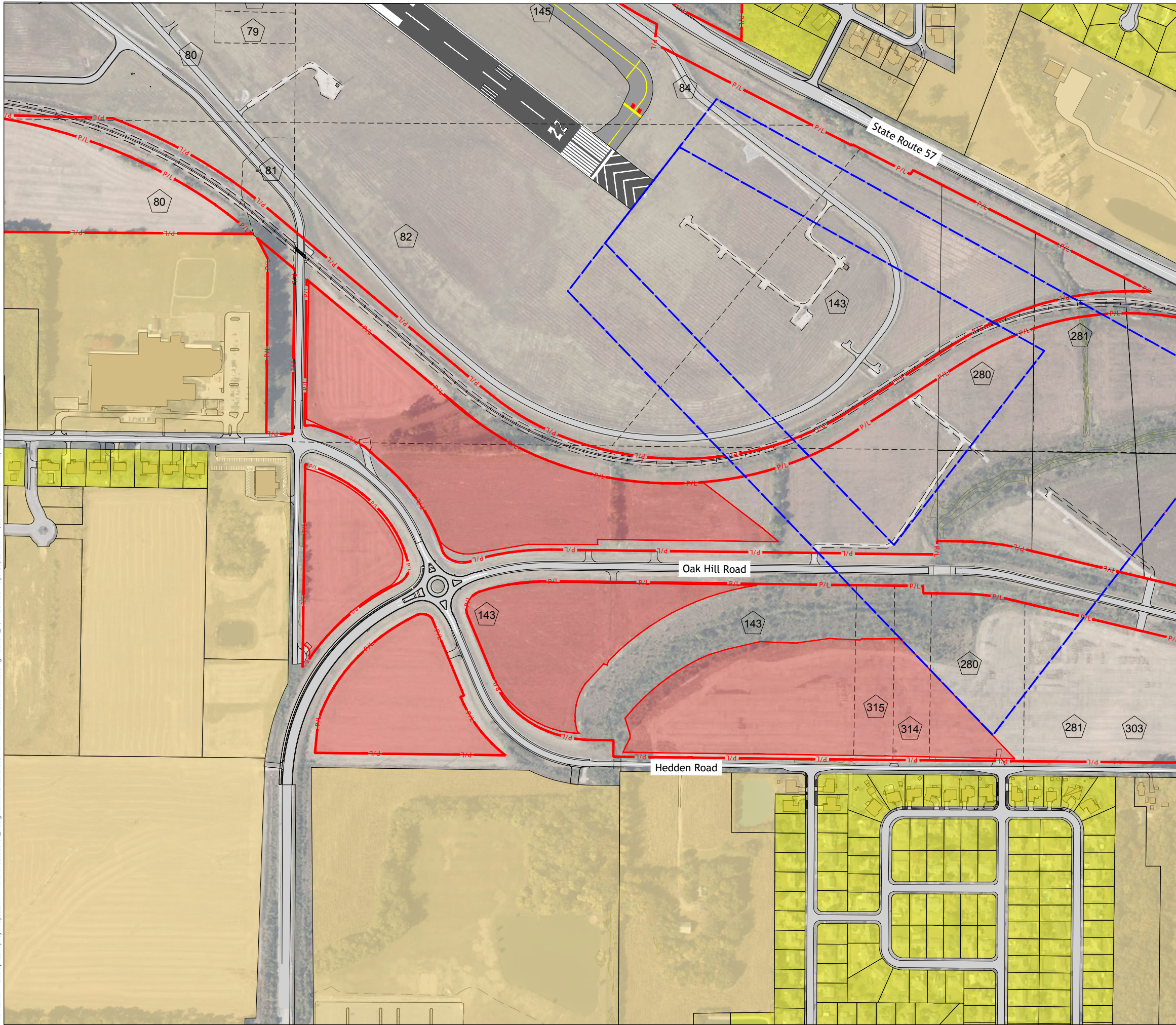
**Availability of Utilities:** Gas, Underground Electric, Water, Sanitary.

**Existing Tendencies:** While most of the parcels in this zone are close to agricultural areas in terms of land use that would provide little restrictions to development. Parcels 314 and 315 specifically are adjacent to residential parcels that may restrict certain types of development.

**Shovel Ready:** No, consideration of the Firlick floodway and mitigation zone will need to be considered prior to development.

**Recommendation:** Designate this area as non-aeronautical land use due to its existing constraints with access to the airfield. The availability of landside access via roadway and rail may be worthwhile for light industrial development, however environmental factors will need to be considered prior.

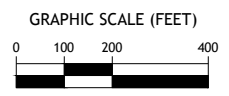
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Development Zone 4: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
82	Non-Aeronautical	6.19
143	Non-Aeronautical	31.59
280	Non-Aeronautical	1.44
314	Non-Aeronautical	1.48
315	Non-Aeronautical	1.81
Total		42.52



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**LEGEND:**

- DEVELOPMENT ZONE 1
- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

**EVANSVILLE REGIONAL AIRPORT  
 AIRPORT MASTER PLAN  
 LAND USE PLAN  
 DEVELOPMENT ZONE 4**

PROJECT:

TITLE:

EXHIBIT NO.

### Zone 5 – North of Berry Plastics

This zone illustrated on **Figure 7-7**, is located North/Northwest of the Berry Plastics Facility, and is accessible via Ossenberg Land and William L Brooks Drive. Ossenberg Lane, as well as the railroad track, divides the zone into East and West portions. Zone 5 consists of approximately 35 acres of developable land between its 10 different parcels. While the western portion of parcels is adjacent to the Berry Plastics Facility, the eastern portion of parcels on the other side of the railroad track is adjacent to agricultural parcels that are not owned by the Airport. While the western portion of the parcels may be a prime area for a development opportunity due to its access and proximity of the airfield, the majority of the Zone 5 is within the ASR Critical Area and will require special consideration prior to development. The surrounding parcels are mostly made of up agricultural parcels in terms of land use but there is a significant number of homes within those parcels that may hinder certain types of airport development.

**Number of Parcels:** 10 different airport owned parcels (61, 62, 63, 64, 65, 66,67, 68, 80, 81).

**Total Acreage:** Approximately 35 developable acres.

**Aeronautical Constraints on Development:** While none of these parcels are within Runway 4/22's safety areas or imaginary surfaces, the majority of these parcels are within the Airport Surveillance Radar (ASR) Critical Area which may hinder certain types of development if not below the ASR elevation of approximately 50 feet.

**Traffic/Transportation/Access:** This zone is split between two areas of parcels; one area is adjacent to the Berry Plastics Facility in close proximity to the airfield and the other is on the other side of the railroad tracks. With part of this zone on the other side of the railroad in relation to the airfield, this area would not allow for development that would require airfield access. All of the parcels in Zone 5 would be able to be accessed by William L Brooks Drive, which runs inside of airport property.

**Environmental Considerations:** Currently no environmental considerations that would hinder development. Zone was previously cleared of trees and the area is relatively flat with ground elevation changing less than 10' throughout.

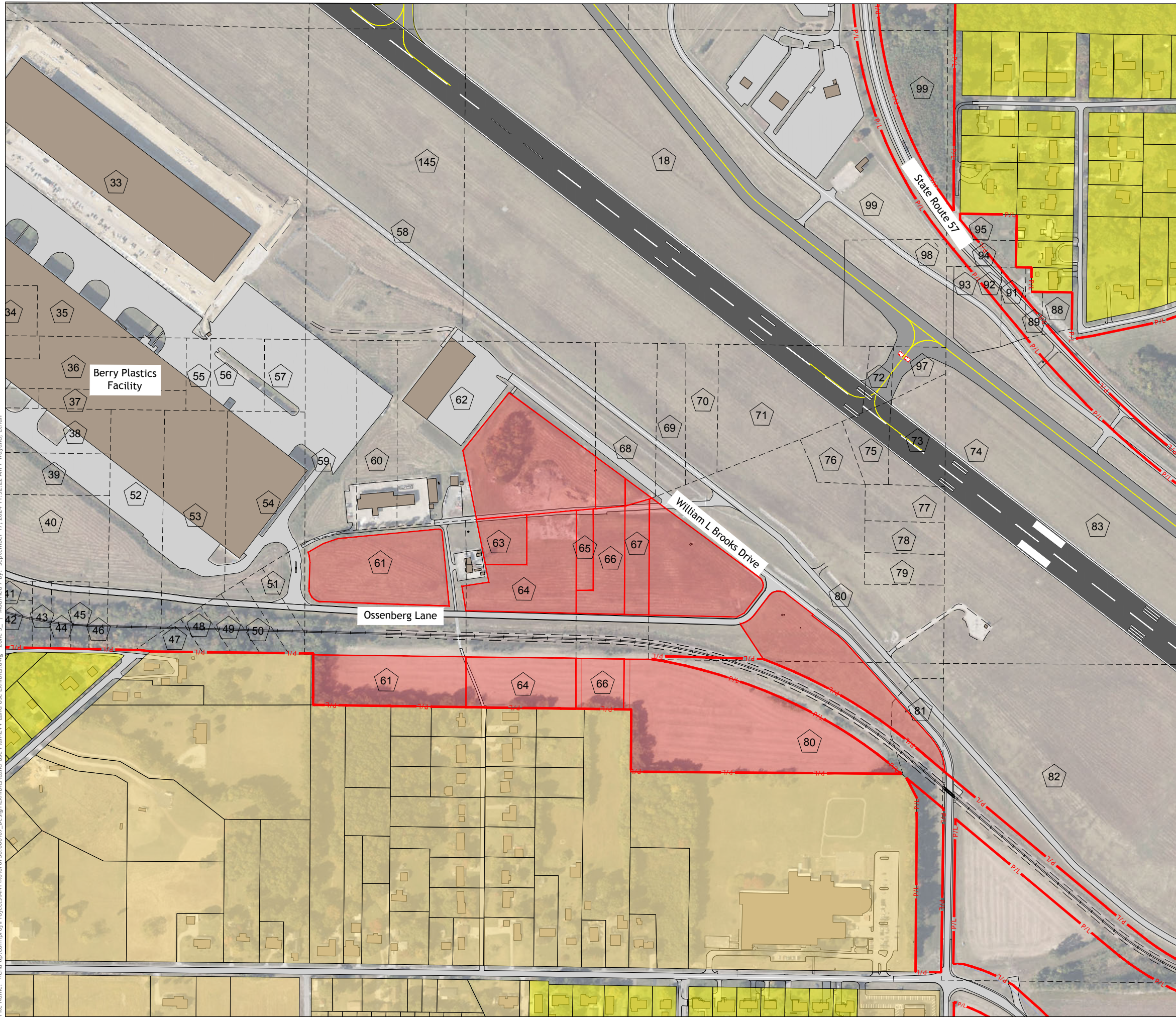
**Availability of Utilities:** Gas, Underground Electric, Water, Sanitary.

**Existing Tendencies:** Being in close proximity to Berry Plastics, coordination would most likely need to take place with them prior to development. Parcels on the other side of the railroad tracks are surrounded by agricultural parcels according to county land use but most have houses on them that may hinder certain types of development.

**Shovel Ready:** Yes, due to lack of tendencies.

**Recommendation:** The portion of the zone to the west of the railroad tracks should be preserved primarily for general aviation development due to its proximity to the airfield if under the ASR elevation and if development does not impede on the ASR signal. Parcels east of the tracks can be used for non-aeronautical development as well as the ones to the west of the tracks if non-aeronautical development outpaces general aviation demand.

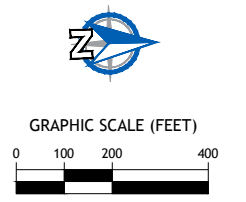
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Development Zone 5: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
61	Airfield/Non-Aeronautical	6.82
62	Airfield/Non-Aeronautical	4.58
63	Airfield	0.87
64	Airfield/Non-Aeronautical	2.94
65	Airfield	0.54
66	Airfield/Non-Aeronautical	1.48
67	Airfield	1.08
68	Airfield	0.61
80	Non-Aeronautical	15.07
81	Airfield/Non-Aeronautical	0.54
Total		34.53



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**LEGEND:**

- DEVELOPMENT ZONE 1
- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

**EVANSVILLE REGIONAL AIRPORT  
 AIRPORT MASTER PLAN  
 LAND USE PLAN  
 DEVELOPMENT ZONE 5**

PROJECT:

TITLE:

EXHIBIT NO.

**7 OF 12**

### **Zone 6 – Adjacent to Berry Plastics Facility**

This zone is illustrated on **Figure 7-8**, located adjacent to the Berry Plastics Facility between the facility and Ossenberg Lane. Zone 6 consists of approximately 18 acres of developable land between its 11 different parcels. The entirety of this area is not bounded by the railroad or any other roads but being directly bound from the airfield by the Berry Plastics Facilities, making available types of development limited. This area also has some residential parcels that are near but on the other side of Ossenberg Lane and not adjacent to the Zone, which creates little to no limitations on development from a land use perspective. This area also has no limitations on development from an aeronautical perspective, being outside of all airport safety areas, critical areas, and imaginary surfaces. The area is also relatively flat and clear of any trees or other obstacles that would need to be cleared prior to development.

**Number of Parcels:** 11 different airport owned parcels (21, 24, 27, 28, 29, 30, 31, 32, 39, 40, 52).

**Total Acreage:** Approximately 18 developable acres.

**Aeronautical Constraints on Development:** Due to the area being outside of all Runway/Taxiway safety areas and imaginary surfaces as well as being outside any airport critical areas. There are no aeronautical constraints that would hinder development in this zone.

**Traffic/Transportation/Access:** This zone is bordered by Ossenberg Lane that would provide access to the entirety of the zone. It would not have access to the airfield due to the Berry Plastics facility which blocks airfield access.

**Environmental Considerations:** Currently no environmental considerations that would hinder development. Zone was previously cleared of trees and the area is relatively flat with ground elevation changing less than 10' throughout.

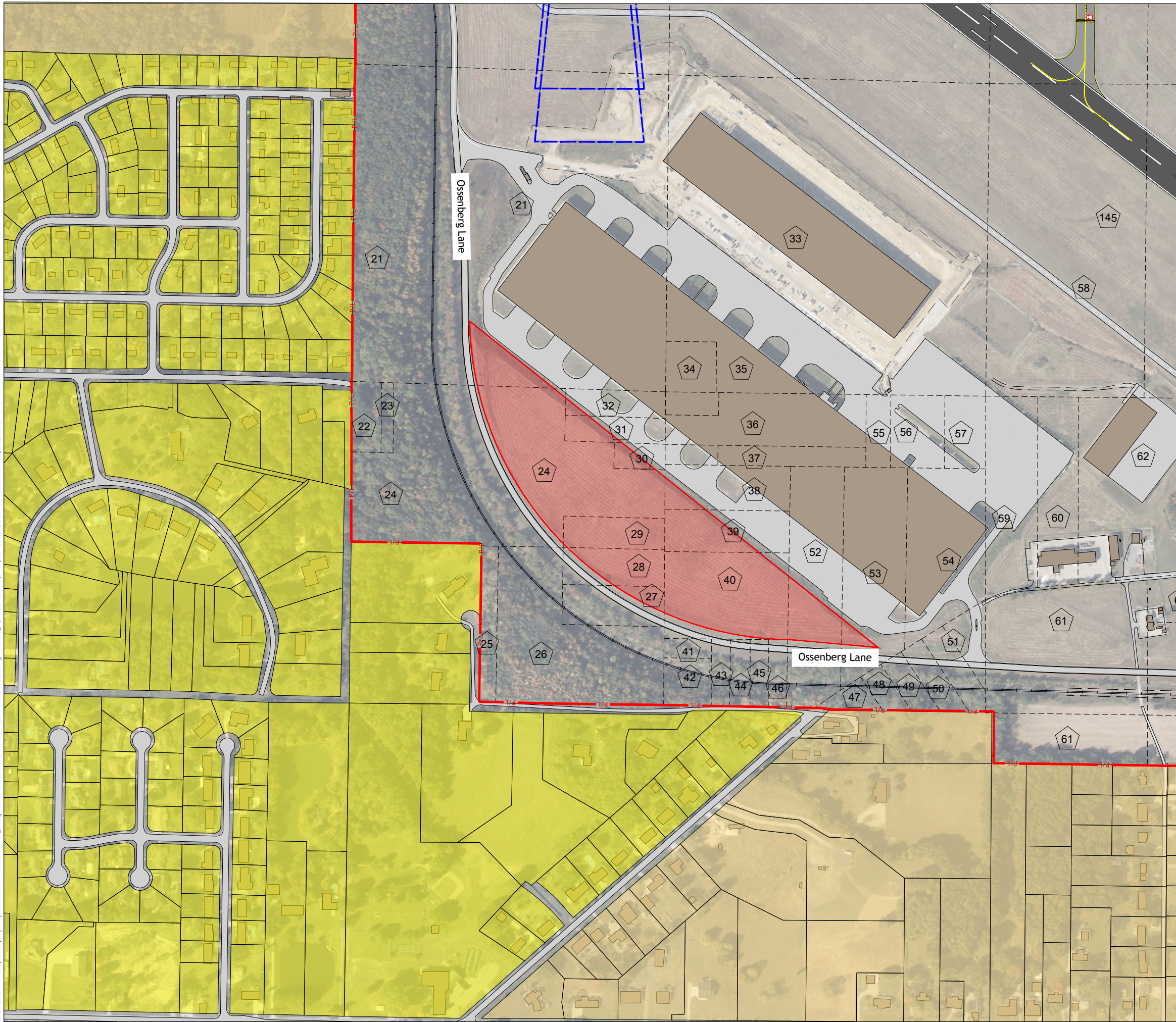
**Availability of Utilities:** Limited/Unknown.

**Existing Tendencies:** Being near Berry Plastics, coordination would need to take place with them prior to development. While there are no nearby parcels outside of airport property that would hinder development, its location in relation to Berry Plastics and the airfield would limit most types of airport development.

**Shovel Ready:** Yes, as this parcel is clear with no existing tendencies.

**Recommendation:** Zone 6 is best served for non-aeronautical light industrial development due to its adjacency to Berry Plastics and Ossenberg Lane. If Berry Plastics were to discontinue operations at the Airport, this zone could be converted with the Berry Plastics parcel to be to aeronautical development due to adjacency to the airfield. However, this is not anticipated to take place during the planning horizon.

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Development Zone 6: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
21	Non-Aeronautical	0.99
24	Non-Aeronautical	5.66
27	Non-Aeronautical	2.54
28	Non-Aeronautical	1.07
29	Non-Aeronautical	1.23
30	Non-Aeronautical	0.25
31	Non-Aeronautical	0.40
32	Non-Aeronautical	0.08
39	Non-Aeronautical	1.11
40	Non-Aeronautical	3.67
52	Non-Aeronautical	0.93
Total		17.93

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GRAPHIC SCALE (FEET)

**LEGEND:**

- DEVELOPMENT ZONE 1
- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

PROJECT: EVANSVILLE REGIONAL AIRPORT AIRPORT MASTER PLAN

TITLE: LAND USE PLAN DEVELOPMENT ZONE 6

EXHIBIT NO. 8 OF 12

### Zone 7 – West Side GA Area

This zone illustrated on **Figure 7-9**, is composed of an area adjacent to what is currently identified as the West GA Area. Zone 7 consists of approximately 10 acres of developable land between its 2 parcels. Being directly adjacent to the West GA area, this is considered the best area in this study for General Aviation development. The area is accessible by current West GA area infrastructure and is adjacent to the airfield. This area is bordered and may be accessible from US Highway 41, St. George Rd, and Taxiway C. On the west side of US Highway 41 is parcels described by the county as Industrial in terms of land use. This area is also very flat with less than a 3' deviation in ground level throughout, making it great for development.

**Number of Parcels:** 2 different airport owned parcels (1,2).

**Total Acreage:** Approximately 10 developable acres.

**Aeronautical Constraints on Development:** Due to being in close proximity to Taxiway C and Runway 18/36, development would need to remain clear of the Taxiway C taxilane object free area (TOFA) and the Runway 18/36 Part 77 imaginary surfaces.

**Traffic/Transportation/Access:** This zone is bordered by US Highway 41 and St. George Road. Due to limitations with providing access off of US Highway 41 which will require coordination and review from INDOT, access via St. George Road would be more feasible.

**Environmental Considerations:** Currently no environmental considerations that would hinder development. Zone was previously cleared of trees and the area is relatively flat with ground elevation changing less than 5' throughout.

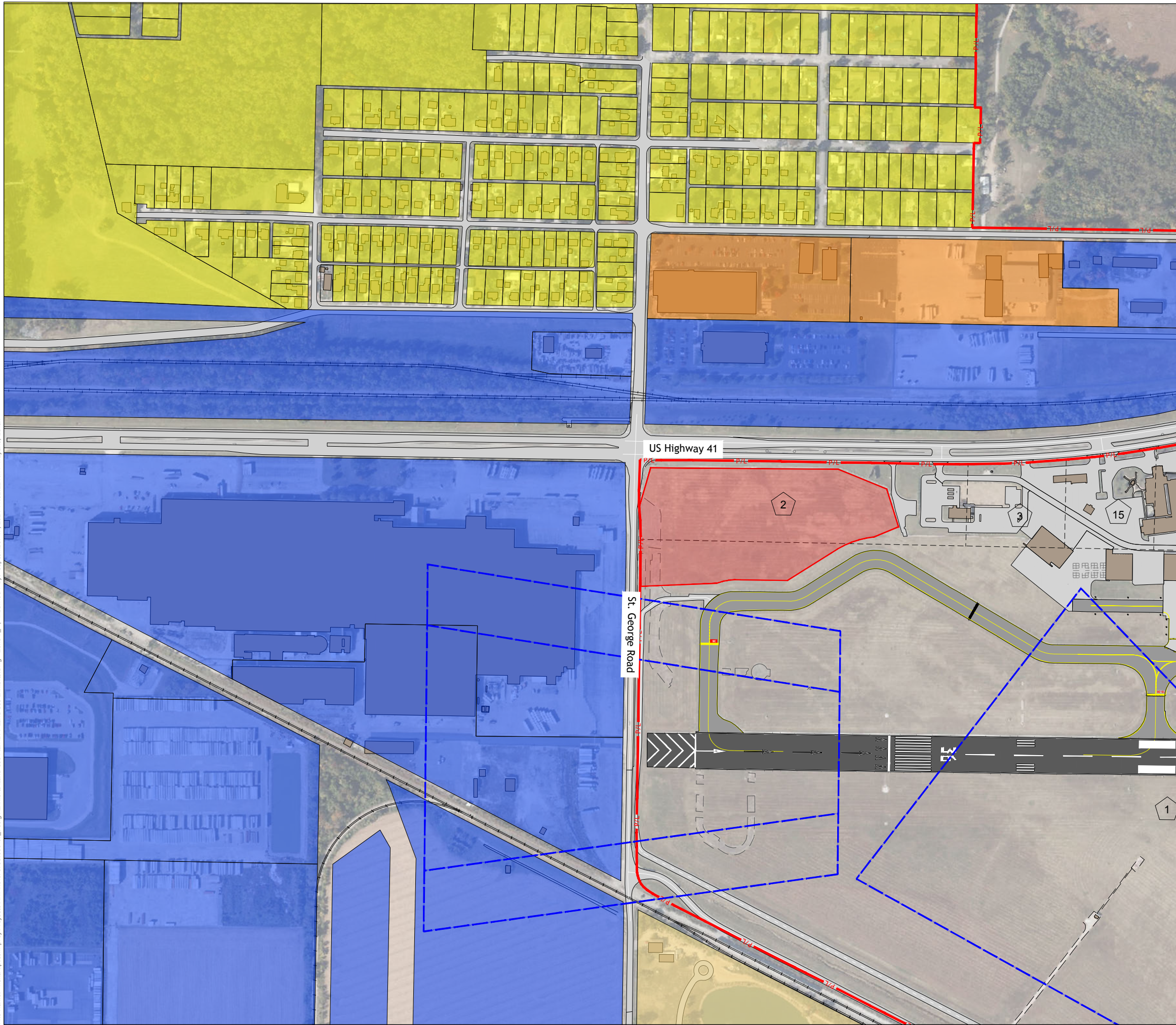
**Availability of Utilities:** Limited/Unknown.

**Existing Tendencies:** Due to all of the surrounding non airport owned parcels being described as Industrial per county land use, there is little limitation that would need to be considered prior to development.

**Shovel Ready:** Yes, zone is relatively flat with utilities nearby alongside US Highway 41.

**Recommendation:** Airfield access is considered a limited resource for an airport, therefore this area with its airfield access with Taxiway C and the approach end of Runway 36 should be preserved for future aeronautical development. Due to the distance from the terminal, future GA aeronautical development is the most plausible development scenario for this area.

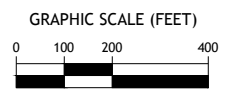
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Development Zone 7: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
1	General Aviation	2.83
2	General Aviation	6.79
Total		9.62



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**LEGEND:**

- DEVELOPMENT ZONE 1
- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

**EVANSVILLE REGIONAL AIRPORT  
 AIRPORT MASTER PLAN  
 LAND USE PLAN  
 DEVELOPMENT ZONE 7**

PROJECT:

TITLE:

EXHIBIT NO.

**9 OF 12**

### Zone 8 – Thunderbolt Pass Golf Course

This zone illustrated on **Figure 7-10**, is located West of Highway 41 and South of Old Petersburg Road and is also accessible via North Fares Avenue. Zone 8 consists of a portion of the old course of Thunderbolt Pass Golf Course. The area is approximately 220 acres of land that has not been maintained. As the now decommissioned land sits undeveloped, the airport would like to determine what types of development can replace this area and provide space for potential alternatives for development. The area immediately adjacent to the development area includes light industrial and residential housing to the south, which is bordered by a fence line; US Highway 41 and Petersburg Road to the north, which provides access to the development area. The only development restrictions include the Little Pidgeon Floodplain and Floodway, which would require environmental permitting prior to any development. Due to its size, maintenance costs, demand, and location, Zone 8 will not be recommended for any airport development, a suggestion from previous discussions with the EVAAD is described below.

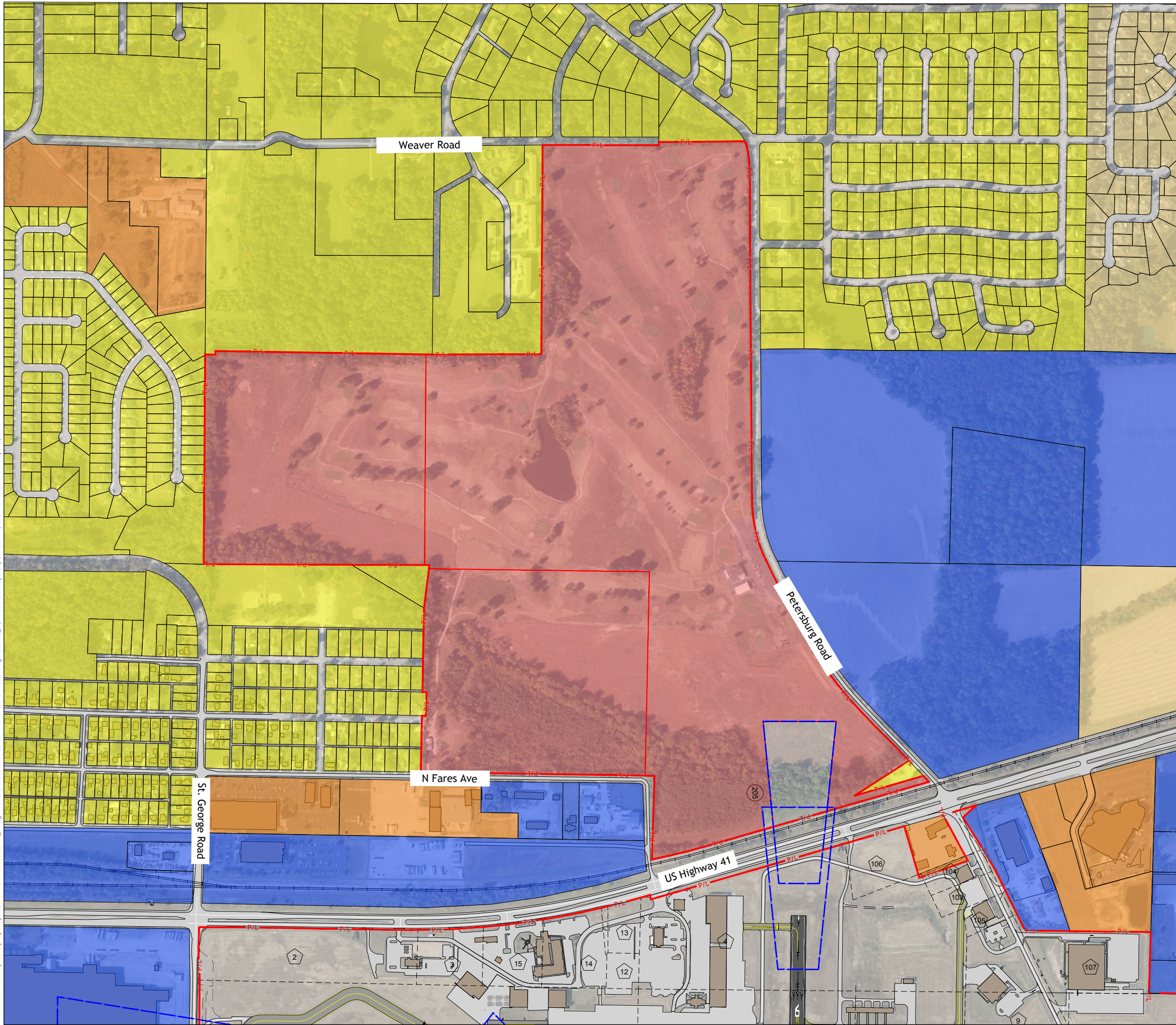
Based off discussions with the EVAAD during prior development plan discussions, the northern Evansville/Vanderburgh County area is lacking family oriented recreational facility. Further, the community pool center, Lloyd Pool, is closing its doors, creating a need for new future facilities in the North Evansville Area. The EVAAD has expressed interest in using the old golf course development area as a potential site for such facility. This new recreational and athletic activity center could be integrated with existing golf course infrastructure creating an expansive area for all types of outdoor and indoor activities.

The following is a list of potential improvements included in the new golf course redevelopment plan as previously discussed in prior studies:

- Expanded parking lots along Petersburg Road to accommodate additional traffic with shuttles.
- Large access drive via Petersburg Road with the potential of roundabout accessibility
- New 80,000 SF Family Recreational Facility
  - Recreational Facility has potential to include indoor Olympic swimming pool, health and fitness area, classroom fitness area, indoor gymnasium, administrative offices, family friendly rocker rooms in addition to member locker rooms, personal training, physical therapy studios, child watch, etc.
- Outdoor water park
- Concession and restroom pavilions
- Recreational multi-use fields
- 18 PDGA Disc Golf Course
- Walking and Biking Trails
- Pedestrian Bridge for Habitat Viewing

A Conceptual Drawing of the Gold Course Redevelopment is illustrated on **Figure 7-11**.

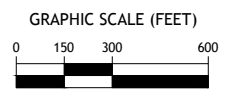
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Development Zone 8: Lot Parcels		
ID #	Recommended Airport Land Use	Acreage
205	Non-Aeronautical	219.73
Total		219.73



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### LEGEND:

- DEVELOPMENT ZONE 1
- AGRICULTURAL- NON-AIRPORT LAND USE
- COMMERCIAL- NON-AIRPORT LAND USE
- RESIDENTIAL- NON-AIRPORT LAND USE
- INDUSTRIAL- NON-AIRPORT LAND USE
- CONSERVANCY- NON-AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE

**EVANSVILLE REGIONAL AIRPORT  
AIRPORT MASTER PLAN  
LAND USE PLAN  
DEVELOPMENT ZONE 8**

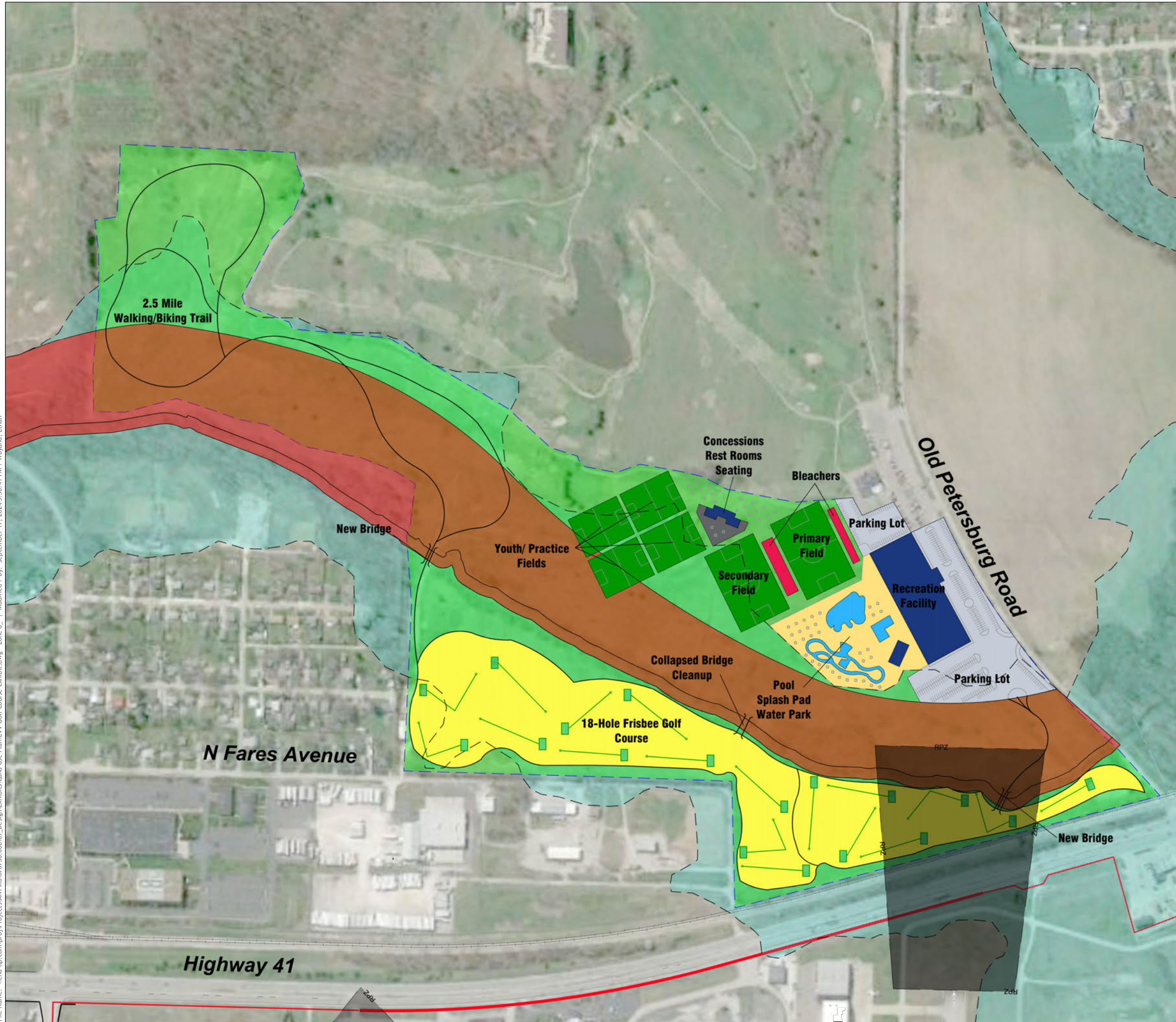
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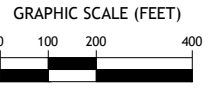
**10 OF 12**

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**LEGEND:**

-  MAPPED FLOODPLAIN
-  PROPOSED FLOODWAY LIMITS
-  DEVELOPMENT AREA BOUNDARY (104.2 ACRES)
-  RUNWAY PROTECTION ZONE
-  CONCRETE PAD
-  POOL, SPLASH PAD, LAZY RIVER
-  ATHLETIC FIELD
-  PARKING LOT (350 SPACES)
-  ASPHALT PAD
-  BLEACHER
-  18-HOLE FRISBEE GOLF COURSE
-  NEW BUILDING
-  WALKING/BIKE TRAIL (2.75 MILES)



**NOTES:**

1. AGL - Above Ground Level
2. Acreages include entire parcel area
3. Development within Floodplain/Floodway Requires Permit Application & Approval from the Indiana Department of Natural Resources

EVANSVILLE REGIONAL AIRPORT  
AIRPORT MASTER PLAN

LAND USE PLAN  
GOLF COURSE CONCEPT DEVELOPMENT

PROJECT:

TITLE:

EXHIBIT NO.

## 7.8 FUTURE LAND USE PLAN

The purpose of the Land Use Plan was to combine the preferred development recommendations for each zone into a comprehensive plan for future development of available parcels on the Airport. The preferred development recommendations were developed in coordination with EVAAD. The intent was not only to recommend a vision with the corresponding existing Land Use Plan, but also to convey the related action items that will lead to a timely and orderly implementation of the plan.

Presented below on **Figure 7-12** is an overview of the preferred On-Airport Land Use Plan and related action items for implementation. Although, aeronautical development will ultimately depend on operator/owner requirements, it was important to show which aeronautical parcels should be reserved. Non-aeronautical development covers a wide variety of uses (i.e., businesses, offices, manufacturing, storage, retail, restaurant, hotel, recreation, etc.) which makes it difficult to illustrate specific development. Future development may not occupy the entirety of a zone and ultimately depends on operator requirements and/or investment outlay. The future Land Use Plan will be carried forward in the Airport Layout Plan ('ALP') for future planning purposes. The proposed acreage of each Airport Land Use illustrated on the Future Airport Land Use Plan is presented listed below on **Table 7-3**.

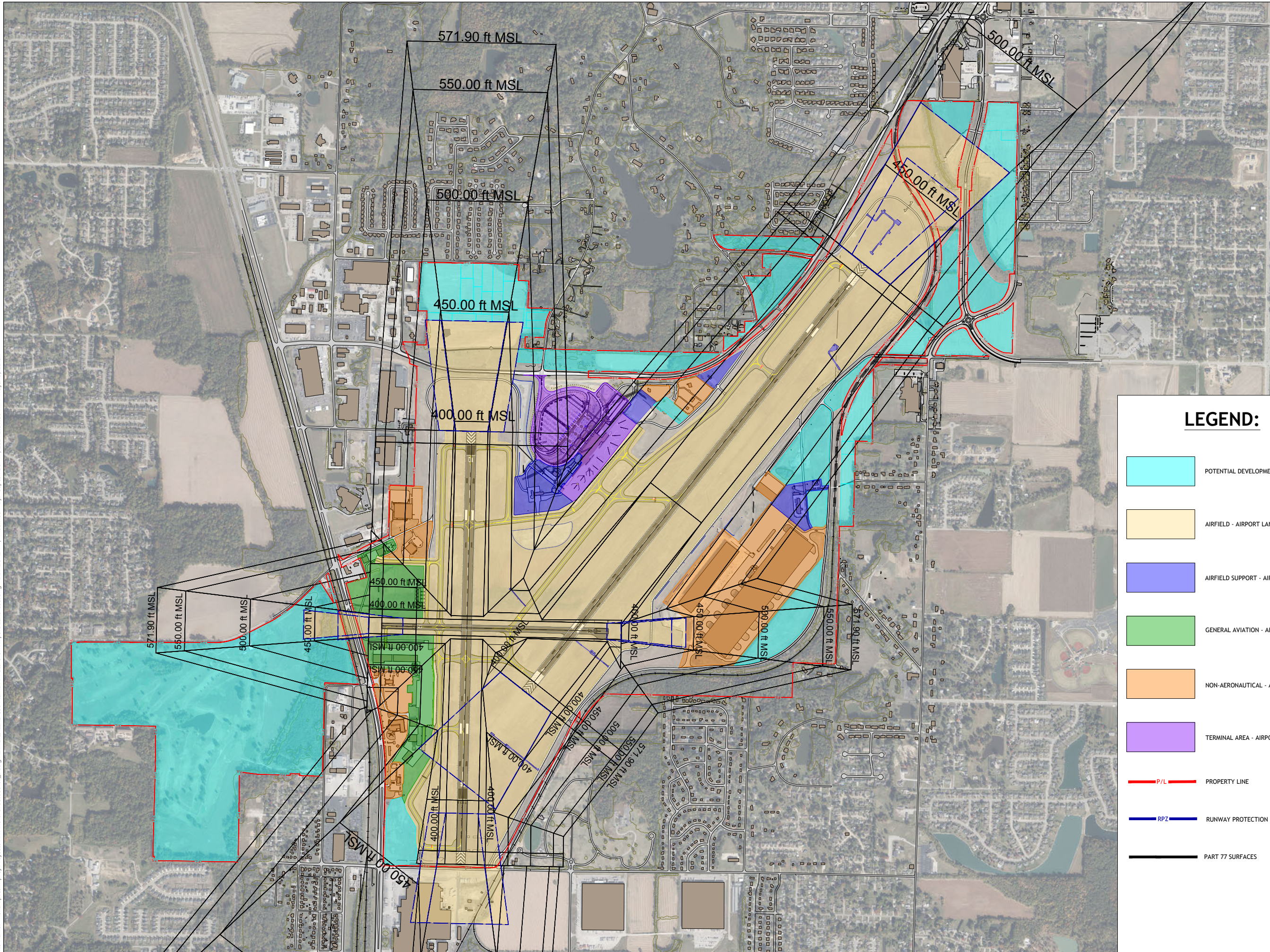
**Table 7-3 – Future Airport Owned Land Use**

Land Use Category	Existing Land Use	Future Land Use	Difference
Airfield	704	704	0
Airfield Support	29	42	13
General Aviation	49	88	39
Non-Aeronautical	116	456	340
Terminal Area	41	76	35
Potential Development Zones	427	N/A	N/A
<b>Total Acreage</b>	<b>1,366</b>	<b>1,366</b>	<b>427</b>

Note: Acreage data is estimated using AutoCAD.

Source: CHA, 2024.

File Name: \\cha-llp.com\proj\Projects\ANY\6\076738.000\09\_Design\Exhibits\Land Use Plan\EVY Future On Airport Land Use.dwg - DEV\ZONE 1 - Modified / By: September 17, 2024 2:51:50 PM - Wayland, Ethan



**LEGEND:**

- POTENTIAL DEVELOPMENT ZONES
- AIRFIELD - AIRPORT LAND USE
- AIRFIELD SUPPORT - AIRPORT LAND USE
- GENERAL AVIATION - AIRPORT LAND USE
- NON-AERONAUTICAL - AIRPORT LAND USE
- TERMINAL AREA - AIRPORT LAND USE
- P/L PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE
- PART 77 SURFACES

**EVANSVILLE REGIONAL AIRPORT  
AIRPORT MASTER PLAN**

**LAND USE PLAN  
FUTURE ON AIRPORT LAND USE**