City of Columbus – Bartholomew County
Planning Department

123 Washington Street
Columbus, Indiana 47201
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STAFF REPORT

CITY OF COLUMBUS PLAN COMMISSION
(February 11, 2026 Meeting)

Docket No. / Project Title:	PC-26-1 (Columbus AirPark Final PUD Amendment)
Staff:	Desiree Aldrich
Applicant:	Columbus Municipal Airport
Property Size:	473 Acres
Current Zoning:	PUD (Planned Unit Development)
Proposed Zoning:	PUD (Planned Unit Development)
Location:	The Columbus AirPark PUD consists of the non-aviation land of the Columbus Municipal Airport, which is generally located between Arnold Street to the north, Poshard Drive to the east, Chapa Drive to the south, and River Road to the west, in the City of Columbus.

Background Summary:
The applicant proposes to amend the Final Planned Unit Development for the Columbus AirPark to (1) add a new “animal shelter” use category, (2) expand the provisions for the Open Space 2 (Bakalar Green) area, (3) update the Schedule of Uses to allow commercial uses more broadly throughout the AirPark and otherwise adjust land use areas, and (4) omit certain buffer area bicycle paths.

Key Issue Summary:
The following key issue(s) should be resolved through the consideration of this application:

1. Can the proposed expanded areas of commercial uses be provided with adequate bicycle and pedestrian connections to complementary areas of the AirPark, specifically student housing and the higher education campus?

Preliminary Staff Recommendation & Comments:
Favorable Recommendation to the City Council, subject to the following conditions:

1. The revision note on the cover page shall refer to PC-26-1, rather than a PUDF designation.
2. The note on Table 2: Schedule of Uses regarding sidewalks for commercial uses shall refer to a “5-foot” sidewalk.
3. The Development Plan on page 26 shall have a proper title, an appropriate legend title, and otherwise include all information on the current Development Plan. Currently missing information includes, but is not limited to, the label for Open Space 1, future sidewalk extensions and their notation in the Info. Tech Park, and the existing trail on Central Avenue. Graphic adjustments shall also be made to clarify the representation of the proposed trail along Open Space 3, the area designated for the Outdoor Sports, and the route of the proposed side path along Arnold Street.
4. The Street System Plan on page 27 shall have a proper title and otherwise include all information on the current Street System Plan. Currently missing information includes, but is not limited to, the label for Open Space 1, future sidewalk extensions and their notation in the Info. Tech Park, and the existing trail and sidewalk on Central Avenue. Graphic adjustments shall also be made to clarify the

representation of the proposed trail along Open Space 3, the route of the proposed side path along Arnold Street, and the buffer along River Road.
5. Development Standards Sections (B)7(a)(iii) and 7("c") – should be (b) - shall be deleted.
6. The reference to the Development Plan map "on page 51" on page 37 in the discussion of the 50-foot Greenway Buffer shall be deleted.

Plan Commission Options:

In reviewing a request for a *Final PUD* the Plan Commission may (1) forward a favorable recommendation to the City Council, (2) forward an unfavorable recommendation to the City Council, (3) forward the application to City Council with no recommendation, or (4) continue the review to a future Plan Commission meeting. The Plan Commission may attach conditions or commitments to any recommendation. The City Council makes all final decisions regarding *Final PUD* applications.

Decision Criteria:

Indiana law and the Columbus Zoning Ordinance require that the Plan Commission and City Council pay reasonable regard to the following when considering any rezoning (including Final PUD applications):

The Preliminary PUD Plan.
Preliminary Staff Comments: The proposed modifications, including the expanded use of Bakalar Green and expanded areas of possible commercial uses, remain conceptually consistent with the Preliminary PUD plan (PUDF-14-10) which established the overall concept of the PUD.

The Requirements and Intent of the Zoning Ordinance's PUD Standards.
Preliminary Staff Comments: The intent of a PUD is to provide greater design flexibility in the development of land that addresses unique opportunities and circumstances. The proposed modifications are consistent with the overall intent of the Airpark PUD and will appropriately address the unique circumstances of the properties within the AirPark, as well as the surrounding neighborhoods as the airport property is developed.

The Comprehensive Plan.
Preliminary Staff Comments: This proposed modification is consistent with the goals and policies, land use plan and the intent of the Comprehensive Plan. Additionally, the proposed modifications are comparable to the Columbus Zoning Ordinance.

The current conditions and the character of current structures and uses in each district.
Preliminary Staff Comments: The expanded flexibility in locating commercial uses will provide opportunities to support the campus area, the established industries, and the surrounding residential neighborhoods with goods and services. The addition of the animal shelter will further the AirPark as the location of a variety of government services, and the expanded use of Bakalar Green will complement its growth as a center of community gathering and activities.

The most desirable use for which the land in each district is adapted.
Preliminary Staff Comments: Additional options for commercial and government uses and an activated green space will help to support the existing educational, industrial, office, and healthcare facilities within the Airpark.

The conservation of property values throughout the jurisdiction of the City of Columbus.
Preliminary Staff Comments: The proposed modifications are not a substantial change in use and will not result in the lessening of any buffer and will, therefore, not affect the use of the land or the surrounding area. The potential for additional commercial uses and activated open space the Airpark will be beneficial to the student population and workers in the area as well as residents of the surrounding neighborhoods.

Responsible growth and development.
Preliminary Staff Comments: The proposed modification continues to represent responsible growth and development by expanding on existing types of uses and activities that complement the existing uses in the PUD and the intent of the Columbus Airpark PUD. The proposed modifications will promote

development within the PUD that will benefit not only the PUD properties but the surrounding neighborhoods as well.

Current Property Information:	
Land Use:	Agriculture, Residential, Institutional, Commercial, Industrial, Park and Open Space, and vacant/undeveloped land.
Site Features:	There are no streams and very little tree cover within the area. The site contains various college and university buildings, office buildings, light industrial manufacturing facilities, and health care facilities.
Flood Hazards:	The PUD does not contain any areas within a flood hazard area.
Special Circumstances: **(Airport Hazard Area, Wellfield Protection Area, etc.)**	The PUD is entirely within the Airport Hazard Area (AH-OL). A part of the western side of the PUD is located within the Airport Hazard Area's Approach Zone.
Vehicle Access:	The property within the PUD has access via several streets: Central Avenue, Poshard Drive, Marr Road, and River Road, which are all classified as Suburban Minor Arterial or Collector streets. The PUD is also served by various interior streets which are classified as locals.

Surrounding Zoning and Land Use:		
	Zoning:	**Land Use:**
North:	P (Public/Semi-Public Facilities)	Columbus Municipal Airport and Agricultural Fields
South:	P (Public/Semi-Public Facilities) RT (Residential: Two-Family) RHM (Residential: Manufactured Home Park) RS3 (Residential: Single-Family 3) RM (Residential: Multi-Family) I2 (Industrial: General	Worship Facility (The Sanctuary Church) Single-Family Residential (Pepper Tree Village) Homestead Mobile Home Park/Candlelight Village Mobile Home Park Single-Family Residential (Breakaway Trails) Multi-Family Residential (Pinebrook) Industrial
East:	RS4 (Residential: Single-Family 4) AP (Agriculture: Preferred)	Single-Family Residential (Northbrook) Agricultural Fields
West:	RS2 (Residential: Single-Family 2)	Single-Family Residential (Flatrock Park, Park Forest Estates, and Sims Homestead Subdivisions)

History of this Location:

The relevant history of this property includes the following:

1. In November of 2005, the Non-Aviation Land Use Development Plan was completed for the Columbus Municipal Airport's property.
2. The Preliminary PUD Plan (PUD-08-01) for the Columbus AirPark was approved by the Columbus City Council on May 7, 2008
3. The Final PUD and Rezoning (PUDF-08-04), which finalized the Columbus AirPark PUD, was adopted by the Columbus City Council as Ordinance Number 44, 2008 on December 2, 2008
4. On March 1, 2011, the Columbus City Council adopted Ordinance Number 5, 2011 that amended the Final PUD parking requirements to allow the occupants of the higher education campus to participate in an off-site parking arrangement by which parking spaces are calculated based on a shared campus area, rather than separately for each lot.
5. On June 4, 2013, the Columbus City Council adopted Ordinance Number 11, 2013 that modified the Final PUD for the Airpark to include student housing, a community garden, and an expansion of the limited retail area within the PUD.
6. On December 16, 2014, the Columbus City Council adopted Ordinance Number 52, 2014 that modified the Final PUD for the Airpark to include additional commercial and recreation related uses in specific locations of the Info Tech Park area of the Airpark PUD.

Comprehensive Plan Consideration(s):

The Future Land Use Map indicates the future use of this property as Special Use.

The following Comprehensive Plan goal(s) and/or policy(ies) apply to this application:

1. **GOAL J-5**: Ensure the continued desirability of the airport area as a location for aviation and for small-to-medium-sized enterprises, including high-technology companies, educational institutions, health care facilities, offices, and other similar uses
2. **POLICY J-5-1**: Reserve the land at Columbus Municipal Airport for aviation-related uses, for development of small-to-medium-sized businesses, offices, institutions, health care facilities, light industries, high-technology enterprises, and educational and technical centers which have high economic impact and high growth potential. *The aviation function of the airport needs to be retained and enhanced. The airport is an important community asset which should be utilized to best advantage. The educational institutions which are located there can create a positive synergy with new office, institutional, health care, and high-technology uses.*
3. **POLICY J-5-2**: Maintain and enhance the visual quality of the airport. *If the airport is to attract the types of uses the city desires, it needs to be visually appealing.*
4. **POLICY J-5-5**: Maintain and support the existing post-secondary educational facilities are the airport. *Educational institutions provide important support for industry, both in terms of educating the work force and in being a source of expertise and resources.*
5. **POLICY J-5-7**: Within the airport, restrict retail and similar commercial development to that which will support the desired activities. *Retail commercial development, fast-food operations and similar uses can interfere with other economic growth, and land meeting the criteria for this growth should be reserved for that purpose, not converted to other uses. Some commercial development is appropriate in these areas, to the extent that the commercial enterprises support the primary economic activities. Examples of this commercial development include automobile service stations, restaurants, and office supply stores.*

This property is located in the Columbus Municipal Airport character area. The following Planning Principle(s) apply to this application:

1. The clustering of similar land uses should be continued.
2. Significant area should be reserved for high-growth, high-technology development.
3. Encourage centrally located commercial development to serve the workers and residents in the area.

Planning Consideration(s):

The following general site considerations, planning concepts, and other facts should be considered in the review of this application:

1. The Board of Aviation Commissioners is proposing the following revisions to the Columbus AirPark Final PUD:
   a. Add a new Animal Shelter use category under Land Uses.

b. Expand the provisions for the Open Space 2 (Bakalar Green) area under Common Areas.
c. Update the Schedule of Uses to allow Commercial Uses more broadly throughout the AirPark and otherwise adjust land use areas.
d. Omit certain buffer area bicycle paths.

2. The proposed PUD changes also include the update of some basic information, such as the number of structures in the area, and the clarification of requirements regarding property lighting.
3. An Animal Shelter is proposed to be defined as including the sheltering and medical care of animals, enforcement of city animal ordinances, and response to area animal rescues. This use is proposed to be permitted in the Airplex Commerce Center portion of the AirPark (on the easternmost side of the AirPark, east of Middle Road).
4. The redefined Open Space 2 area (known as Bakalar Green), which is currently indicated to be green space with walking paths and monuments, would include options for a park facility, performance spaces for events and gatherings, interactive fountains, and inclusive play areas tailored for youth, adults, and families.
5. The applicants are also proposing changes to where certain uses are allowed within the 4 sub-areas of the Air Park – the Info. Tech Park, the Education / Life Sciences Center, the Ray Boll Commerce Center, and the AirPlex Commerce Center.
    a. Commercial Uses are proposed to be allowed more broadly throughout the AirPark. Currently, uses such as a child day care center, convenience market, restaurant, or retailer are only allowed on certain properties generally around the intersection of Central Avenue and Poshard Drive or along Ray Boll Boulveard, north of Poshard Drive. These are select properties within the Info. Tech Park and Ray Boll Commerce Center areas that are otherwise primarily devoted to office uses. The proposed PUD change would allow commercial uses throughout the Info. Tech Park, Education/ Life Science Center, and Ray Boll Commerce Center, where they would then be either permitted or conditional depending on the specific commercial use.
    b. The Ray Boll Commerce Center is proposed to expand along Middle Road, south to the edge of the AirPark occupying 2 additional lots (+/-2.34 acres) that are currently assigned to the Education / Life Sciences Center.
    c. The specific area designated for the community garden, along Cessna Drive in the southeast corner of the AirPlex Commerce Center, is proposed to expand to the west and include an additional existing lot (+/-5.3 acres).
6. The PUD currently requires any retail uses to be connected to the higher education campus and student housing areas by an 8-foot-wide asphalt path. Another proposed change, with those commercial uses dispersed more broadly throughout the area, would reduce that requirement to a sidewalk for specific commercial uses.
7. Finally, the proposed changes would omit a currently included bicycle and pedestrian side path within a required buffer area along the south and east sides of the AirPark. This side path to-be-omitted is not included as a part of the City's Bicycle & Pedestrian Plan.
8. Since the original adoption of the Columbus AirPark PUD, both the practical development of the area and the series of approved revisions to the PUD have generally included (1) more commercial uses. (2) expanded events and community offerings, (3) increased options for outdoor recreation and athletics, and (4) the continued development of an AirPark-wide bicycle and pedestrian network.

Record No: PC-26-1

Annexation or Rezoning Application

Status: Active

Submitted On: 1/12/2026

Primary Location

0 NO STREET
, 00000

Owner

CITY OF COLUMBUS Columbus Board of Aviation Commissioners
WASHINGTON ST 123 COLUMBUS, IN 47201

Additional Application Information

What is your Company/Business/Institution Name?

Columbus Municipal Airport

Are you the owner of the property?

Yes

Application Information

Request Type*

PUD - Final

Number of acres being rezoned?*

PUD Name*

Columbus AirPark PUD

Applicant Signature / Acknlowedgement

Applicant Signature*

Brian J. Payne
Jan 12, 2026

Columbus Municipal Airport

Columbus AirPark PUD District

Approved Final PUD Plan

Approved: December 2, 2008 (Ord. #44, 2008)

Revised: March 1, 2011 (PUDF-10-05 / Ord. #5, 2011)

Revised: June 4, 2013 (PUDF-13-01 / Ord. #11, 2013)

Revised: December 16, 2014 (PUDF-14-10 / Ord. #52, 2014)

Revised: March 17, 2026 (PUDF-__-__ / Ord. #__, 2026)

Columbus Municipal Airport

Columbus AirPark Planned Unit Development

Green = Old version

Yellow = Updated version

Plan Commission Certificate(s)

This Final PUD Plan was granted a favorable recommendation by the Columbus Plan Commission at a public hearing held on November 5, 2008 and was subsequently approved by the Columbus City Council through Ordinance #44, 2008 on December 2, 2008.

The revision of this Final PUD Plan was granted a favorable recommendation by the Columbus Plan Commission at a public hearing held on January 12, 2011 and was subsequently approved by the Columbus City Council through Ordinance #5, 2011 on March 1, 2011.

The revision of this Final PUD Plan was granted a favorable recommendation by the Columbus Plan Commission at a public hearing held on May 8, 2013 and was subsequently approved by the Columbus City Council through Ordinance #11, 2013 on June 4, 2013.

The revision of this Final PUD Plan was granted a favorable recommendation by the Columbus Plan Commission at a public hearing held on November 12, 2014 and was subsequently approved by the Columbus City Council through Ordinance #52, 2014 on December 16, 2014.

The revision of this Final PUD Plan was granted a favorable recommendation by the Columbus Plan Commission at a public hearing held on February 11, 2026 and was subsequently approved by the Columbus City Council through Ordinance #__, 2026 on March 17, 2026.

This document was prepared by Jeffrey R. Bergman. I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law.

Jeffrey R. Bergman

Columbus Municipal AirPark Planned Unit Development

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I. Site Description

The following is a description of the property and petitioners involved.

Applicant

Columbus Board of Aviation Commissioners
c/o: Rod Blasdel, Airport Director
4470 Ray Boll Boulevard
Columbus, IN 47203
(812) 376-2519
rblasdel@columbus.in.gov

Other Professionals

HNTB Corporation
c/o: Brooke Moore, AICP, Lead Project Planner
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
(317) 639-4682
bkmoore@hntb.com

Legal Description

A part of the West Half of Section 5 and a part of Section 6, all in Township 9 North, Range 6 East, Bartholomew County, Indiana, described as follows: Beginning at the southwest corner of said Section 6; thence East 4,318 feet, more or less, along the south line of said Section 6 to southeast corner of Columbus Municipal Airport AirPark; thence North 426.51 feet along the east line of said AirPark to the south line of said AirPark; thence East 690.57 feet, more or less, along said south line to a point on the east line of said Section 6, which point is 424.21 feet North of the southwest corner of said Section 5 and is the northwest corner of Lot 4 in Doup-Homestead Replat; thence East 1,180.62 feet along the north line of said Lot 4 to the west line of said Lot 4; thence Northeasterly 1,677.04 feet along said west line to the northeast corner of Columbus Municipal Airport, an Addition to Section One; thence Northwesterly 101.65 feet, more or less, along the northeastern line of said Columbus Municipal Airport to the centerline of Poshard Drive; thence Northeasterly 1,170 feet, more or less, along the centerline of said Poshard Drive to the centerline of Arnold Street; thence Westerly and Southerly 5,240 feet, more or less, along the centerline of said Arnold Street to the centerline of Cunningham Drive; thence Westerly along the centerline of said Cunningham Drive to the centerline of North Warren Drive; thence Northerly along the centerline of said North Warren Drive to the north line of said Section 6; thence West 1,150 feet, more or less, along said north line to the northwest corner of said Section 6; thence South 5,280 feet, more or less, along the west line of said Section 6 to the point of beginning, and containing 473 acres, more or less.

Name of Development

Columbus Municipal AirPark: Planned Unit Development for the Non-Aviation Land of the Columbus Municipal Airport.

II. Common Holdings Map

Figure 1, Common Holdings Map, illustrates the property owned, operated and maintained by the Columbus Municipal Airport. The corporate limits for the City of Columbus and the boundary of the Columbus Municipal AirPark PUD are included for reference.

Figure 1: Common Holdings Map

III. Sewerage Verification

The following is a letter from Columbus City Utilities verifying that the Columbus Municipal AirPark PUD will be served with proper waste disposal.

COLUMBUS CITY UTILITIES
1111 McClure Road
P.O. Box 1987
Columbus, IN 47202-1987

812-372-8861
812-376-2427 FAX
www.columbusutilities.org

Instrument 201500000596 PG 9 OF 44

September 25, 2008

Columbus City Planning Commission
123 Washington Street
Columbus, IN 47201

The Columbus City Utilities currently provides water and sewer service to all properties within the Columbus Municipal Airport. The CCU has sufficient capacity to provide water and treat wastewater generated by the improvements presented in the current planned unit development under consideration and will work with the Columbus Airport Board in the development of any future needed infrastructure.

Sincerely

Keith Reeves
Director

Cc: Brooke Moore - HNTB

IV. Existing Site Conditions

The following is a description of all of the known existing conditions within the boundary of the Columbus Municipal AirPark PUD.

A. Built Features

The following is a description of all known existing built features.

1. Streets

There are numerous streets spanning four separate road classifications within the Columbus Municipal AirPark PUD: primary arterial, secondary arterial, collector, and local streets.

The existing primary arterial street serving the PUD is Central Avenue south of Poshard.

Existing secondary arterial streets serving the PUD include:

- Central Avenue between Poshard and Cunningham
- Poshard Drive
- Cunningham Drive
- River Road

Existing collector streets serving the PUD include:

- Central Avenue north of Cunningham
- Arnold Street
- Middle Road

All other existing roads and streets are considered local.

2. Established Open Spaces

Open Space 1: Approach Zone

Open Space 1 is an approach zone for the Columbus Municipal Airport. The purpose and intent of the approach zone is to safeguard the public safety and welfare and properties in, adjacent to, and surrounding aircraft landing fields by placing height restrictions and other regulations thereon. While roads, access drives, and similar improvements may be constructed, no permanent structures may be located within this space, per Federal Aviation Administration (FAA) regulations.

Open Space 2: Common Area

Open Space 2 is the common area used by the Columbus Municipal Airport and containing walking paths, flag poles, and monuments.

Open Space 2 serves as the vibrant central common area for the Columbus Municipal Airport, featuring scenic walking paths, flag poles, and commemorative monuments. It may also be developed as an inviting park facility, incorporating dynamic performance spaces for events and gatherings, interactive fountains, and inclusive play areas tailored for youth, adults, and families to foster community engagement and recreation.

Open Space 3: Park Facilities
Open Space 3 consists of park facilities, such as soccer fields and concessions, as well as tree cover.

3. Structures

There are numerous existing structures located throughout the PUD.

There are seven eleven existing structures within the Info Tech Park Area. Primary structures in this area range from 4,800 to 33,800 square feet in size. There is only one accessory structure and it is approximately 3,100 square feet in size.

There are ten eleven existing structures located within the Educational/Life Sciences Area. Primary structures in this area range in size from 12,000 to 100,000 square feet while accessory structures range from 1,175 to 4,800 square feet.

There are seventeen nineteen existing structures in the Ray Boll Commerce Center Area. Primary structures in this area range in size from 3,200 to 19,000 square feet. There is only one accessory structure in the Ray Boll Commerce Center Area and it is approximately 1,500 square feet in size.

Lastly, there are twenty eight existing structures in the Air Plex Commerce Center Area. Primary structures in this area range in size from 500 to 80,000 square feet, while accessory structures range from 150 to 3,000 square feet. Note that in the Air Plex Commerce Center there is often more than one primary structure per parcel. In one instance, there appear to be three primary structures located on one parcel.

Table 1, Existing lot dimensions and structure size, is divided into the four sub-areas of the PUD and further illustrates the range and median calculation for all of the existing lot dimensions. All calculations are rough estimates and are therefore not intended to be totaled or interpreted or substituted for measurements which would otherwise be recorded or used by a professional surveyor licensed by the State of Indiana.

Table 1: Existing Lot Dimensions and Structure Size

Standard	Area					
	InfoTech Park			Educational / Life Sciences		
	Range		Median	Range		Median
Lot Area (square feet)	56200	1188600	207700	77500	671700	390900
Lot Width (feet)	250	1180	460	325	1325	750
Lot Depth (feet)	200	1350	353	230	750	600
Lot Coverage (percent of total)	0%	16%	3%	6%	21%	13%
Front Setback (feet)						
Adjacent to an Arterial Road or Street	75	90	83	30	215	140
Adjacent to a Collector Road or Street				75	75	75
Adjacent to a Local Road or Street	30	100	80	115	115	115
Side Yard Setback (feet)						
Primary Structure	0	120	83	0	395	70
Accessory Structure	280	280	280	60	105	83
Rear Yard Setback (feet)						
Primary Structure	10	425	73	20	300	180
Accessory Structure	480	480	480	105	160	133
Primary Structures per Lot*	0	1	1	1	1	1
Building Size (square feet)	4800	33800	6350	12000	100000	50600
Primary Structure	4800	33800	10125	12000	100000	50600
Accessory Structure	3098	3098	3098	1175	4800	2250

Standard	Area					
	Ray Boll Commerce Center			Air Plex Commerce Center		
	Range		Median	Range		Median
Lot Area (square feet)	18400	186400	49150	53700	833200	131950
Lot Width (feet)	125	450	235	265	900	423
Lot Depth (feet)	150	575	283	200	950	303
Lot Coverage (percent of total)	6%	25%	22%	1%	44%	12%
Front Setback (feet)						
Adjacent to an Arterial Road or Street	40	100	40	40	60	50
Adjacent to a Collector Road or Street	25	130	85	0	95	35
Adjacent to a Local Road or Street	20	265	50	0	200	35
Side Yard Setback (feet)						
Primary Structure	9	130	43	0	215	40
Accessory Structure	5	5	5	0	190	18
Rear Yard Setback (feet)						
Primary Structure	85	140	100	17	60	39
Accessory Structure						
Primary Structures per Lot*	1	1	1	1	3	2
Building Size (square feet)	3200	19000	10700	650	180000	15240
Primary Structure	3200	19000	10500	500	180000	14125
Accessory Structure	1500	1500	1500	150	3000	1115

*Medical centers, office complexes and other such developments with coordinated parking areas and pedestrian circulation systems may have unlimited primary structures on any one lot

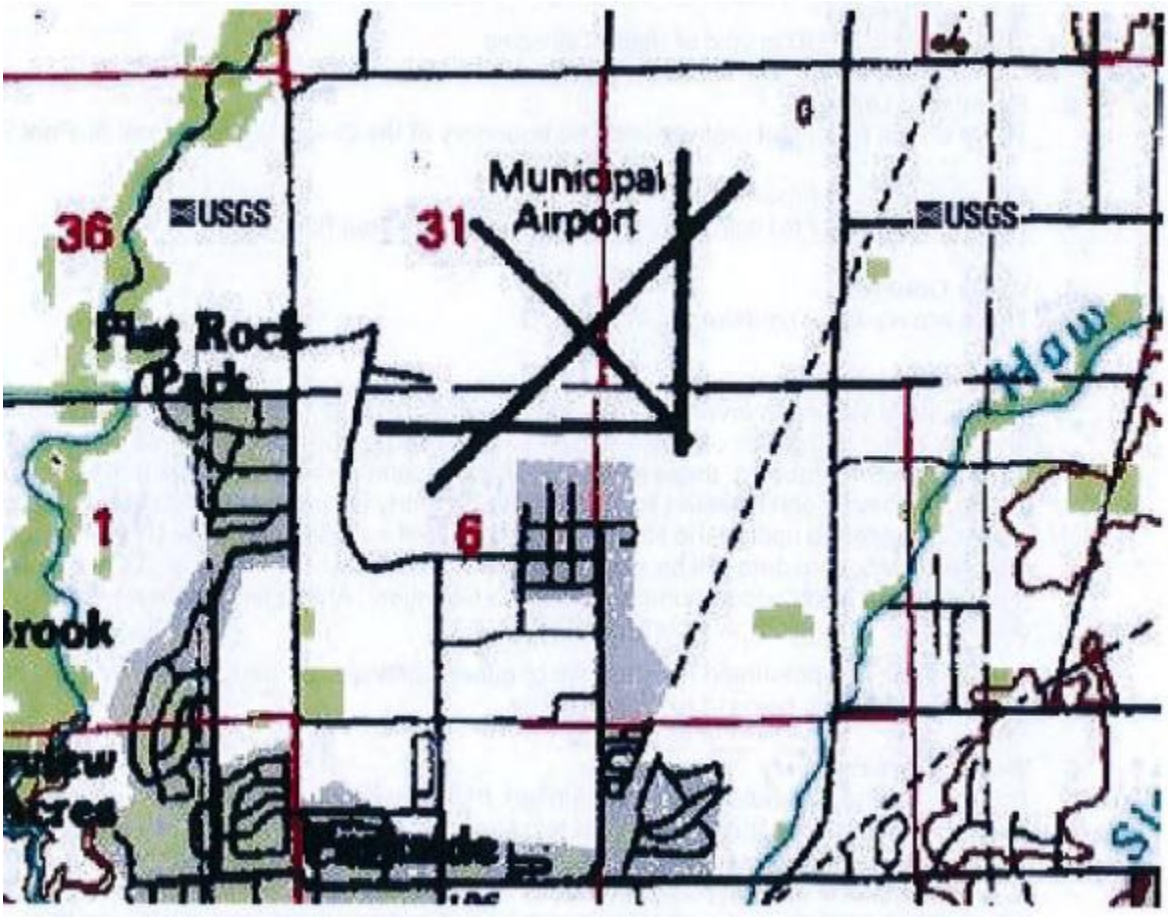
B. Easements

With the exception of the existing roads and utilities described herein, there have been no additional easements identified within the Columbus Municipal AirPark PUD.

C. Topography

Figure 2 is a portion of the topographic survey map, extrapolated from USGS data, for the area of, and immediately around the PUD.

Figure 2: USGS Topographic Survey Map



D. Natural Features

There are no significant natural features of added value within the Columbus Municipal AirPark PUD. The following is a break down of what is and what is not currently present within the PUD boundary.

1. Natural Streams

The land of the PUD is void of natural streams.

2. Regulated Drains

There are no regulated drains within the boundary of the Columbus Municipal AirPark PUD.

3. Floodplains and Floodways

The PUD does not fall within either a 100-year or 500-year floodplain.

4. Water Courses

There are no water courses within the PUD.

5. Wetlands

The National Wetlands Inventory (NWI) reveals that, in 1992, there were two wetland features along both sides of Poshard, just east of Middle Road and adjacent to existing development. Combined, these areas are less than one acre in size. The largest feature appears to have been bisected by Poshard Dr. A study is currently being conducted by Ducks Unlimited to update the NWI. Once completed and verified by the U.S. Fish and Wildlife Service, the data will be incorporated into the official NWI dataset. Ducks Unlimited has created draft data for a number of Indiana Counties. At this time however, there is no draft data for Bartholomew County, Indiana.

A recent site visit presented no evidence of either wetland area depicted by the 1992 National Wetlands Inventory, being in existence today.

6. Wooded Areas

The area for the Columbus Municipal AirPark PUD is void of wooded areas. While neither is substantial in size or scope, there exist two separate areas of tree cover along the western boundary of the Columbus Municipal AirPark PUD. These areas of trees are likely to remain as they are until such time as the Board of Aviation Commissioners deems it necessary to trim or remove them. This is especially true for the northernmost area of trees as this particular area of tree cover is within an area which is subject to height restrictions imposed by the Federal Aviation Regulation Part 77 (FAR Part 77). These areas appear on the Existing Conditions Map.

7. Isolated Trees

Like the airport proper, the non-aviation land of the Columbus Municipal Airport is relatively absent of isolated trees that might otherwise be considered for preservation.

E. Utilities

The water and sewer maps on the following pages illustrate the known location of existing utilities within the PUD.

F. Cemeteries

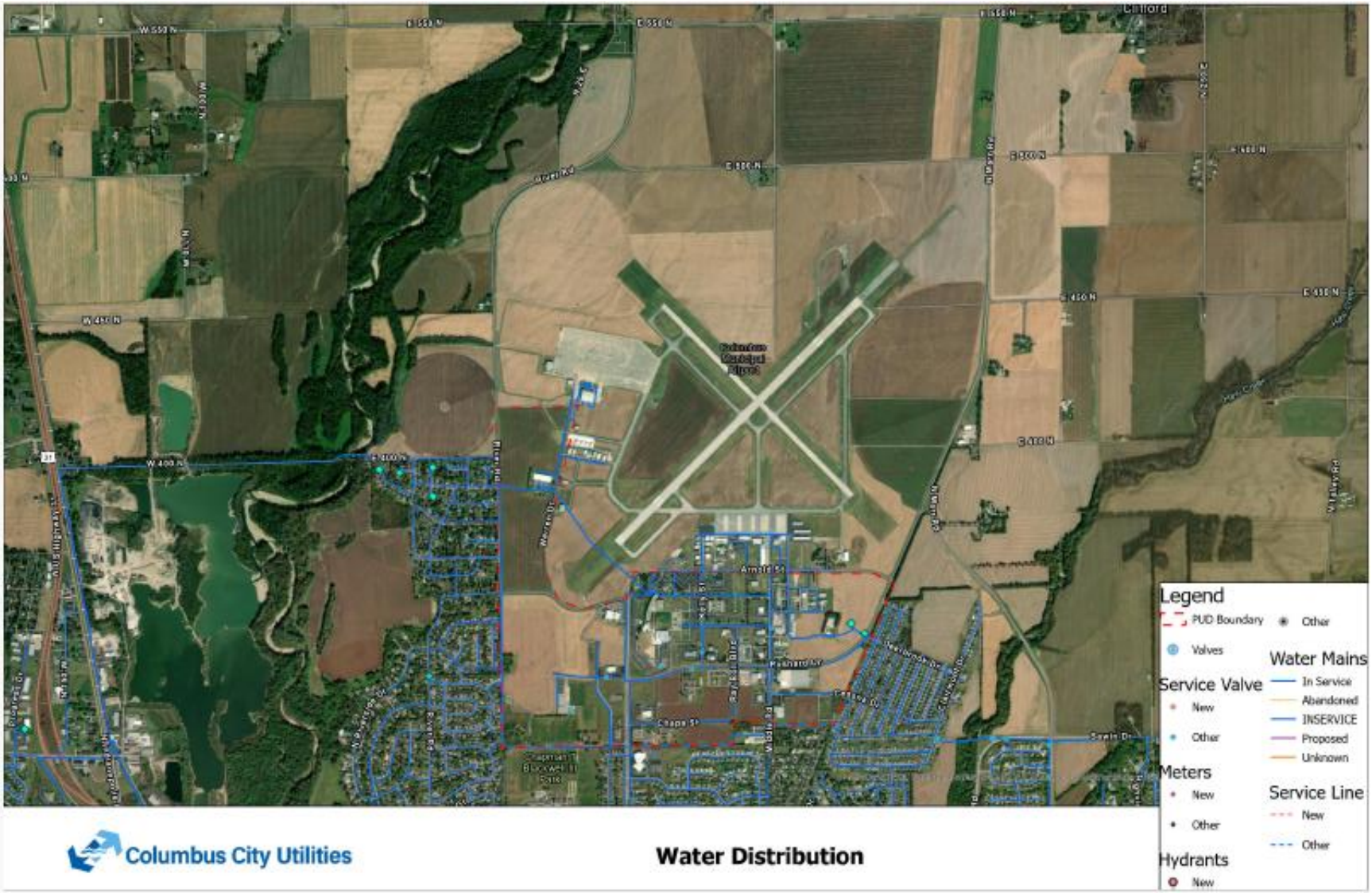
According to the Bartholomew County Public Access Geographic Information System, there are no cemeteries located within the Columbus Municipal AirPark PUD. There is one cemetery, Liberty Cemetery, located along the northern edge of the airport property off of 500 N. This cemetery is approximately 2.31 acres in size.

G. Historic Features

With the exception of the Memorial Chapel, which is located on the northwest corner of the intersection of Middle Road and Grissom Street, there are no historic features located within the Columbus Municipal AirPark PUD.

H. Other Features

The PUD is void of any other significant features that would influence the design of the future development of the non-aviation land of the Columbus Municipal Airport.


Columbus City Utilities
Water Distribution
Legend
PUD Boundary
Other
Valves
Service Valve
New
Other
Meters
New
Other
Hydrants
New
Water Mains
In Service
Abandoned
INSERVICE
Proposed
Unknown
Service Line
New
Other

Columbus City Utilities
Sanitary Sewer
Legend
PUD Boundary
SanForceMain
In Service
Abandoned
Proposed
Unknown
Other
sanGravityMain
In Service
Abandoned
Proposed
Unknown
Other
sanLateral
New
No
Yes
SanLiftStation
In Service
Abandoned
Proposed
Unknown
SanManhole
In Service
Abandoned
Unknown
Proposed

HNTB

Existing Conditions

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V. Development Standards

In no instance shall a development standard of this PUD District Ordinance or the future development, redevelopment, or improvement of the non-aviation land of the Columbus Municipal Airport impede the operations of the airport proper. In no instance shall a requirement of the PUD District create an unsafe environment for the Columbus Municipal Airport. This is in conformance with the Airport's grant from the Federal Aviation Administration which stipulates that any decision, including the decision to develop the non-aviation land of the Columbus Municipal Airport, must benefit aviation first.

The Columbus AirPark PUD is governed by the following development standards, the City's stormwater management ordinance, Columbus Subdivision Control Ordinance, and the following specific topic areas as they may be addressed by the Columbus Zoning Ordinance, as amended from time to time.

- District Standards
    - Minor essential services (Current Zoning Ordinance **Section 3.2.C**.)
    - Airport Hazard Area Overlay District (AH-OL) standards, in their entirety (Current Zoning Ordinance **Section 4.2**)

- Use Standards
    - Accessory Use/Structure Standards, specifically: Trash & Recycling Containers, and Park & Recreation Facility Accessory Uses & Structures (Current Zoning Ordinance **Sections 6.1.C.2 and 6.1.G.**)
    - Temporary Use/Structure Standards (Current Zoning Ordinance **Section 6.2**, with the exception of standards governing residential garage/yard sales and temporary home sales which are expressly prohibited by this Ordinance.)
    - Industrial Standards, in their entirety (Current Zoning Ordinance **Section 6.4**)

- Parking Standards (Revised 3.1.11 - Ord. #5, 2011)
    - General Parking Standards, as they apply generally to all parking areas and specifically to non-residential zoning districts (Current Zoning Ordinance **Section 7.1**).

      Provided, however, that the number of required and provided parking spaces for higher education uses located at the Ivy Tech Community College / IUPUC / Columbus Learning Center / Advanced Manufacturing Center of Excellence campus may be calculated using a "shared campus" as a whole, rather than each individual lot. This allows for the use of parking that is technically off-site to meet the minimum requirements without the otherwise required approval of a conditional use.

      This provision specifically excludes uses that are not directly related to higher education. For the purpose of this provision the "shared campus" is defined as an area of interdependent and inter-related higher education offices, classrooms, study facilities, and research and development facilities. Further, to be considered as a part of a "shared campus" and therefore be eligible to participate in this off-site parking provision each of the following must apply:

1. the structure(s) and parking area(s) on each lot must be clearly and conveniently linked to the other structures and parking areas within the shared campus by sidewalks and/or other year-round pedestrian paths;
2. the owners, lessees, and operators of the structure(s) and/or parking area(s) must enter into an off-site parking agreement meeting the specifications for such agreements provided by the Columbus Zoning Ordinance (which are currently found at Zoning Ordinance Section 7.1(Part 2)(A)(5));
3. the total number of parking spaces shall not be less than the sum of the spaces required separately for each participating lot; and
4. the parking areas at each facility must be available for use by the students, faculty, staff, and visitors of the other facilities. This should not be interpreted as prohibiting the designation of specific visitor, staff, or faculty parking for each facility at that facility in an amount proportional to its need.

This provision is intended to apply to a shared campus that expands over time and is not limited to the presently known campus area.

- Design Standards, as they apply generally to all parking areas and specifically to non-residential zoning districts (Current Zoning Ordinance **Section 7.2**)
- Circulation Standards, as they apply generally to all parking areas and specifically to non-residential zoning districts (Current Zoning Ordinance **Section 7.3**)

- Landscaping Standards (Revised 12.16.14 - Ord. #52, 2014)
  - Landscaping Standards (Current Zoning Ordinance **Chapter 8.1**) except for the alternate prohibited plant material list and landscaping arrangement and location standards provided by Section E of this Final PUD Plan. Also, distinctions made between commercial and industrial districts in the Zoning Ordinance shall be applied to commercial and industrial uses in the PUD.

- Nonconforming Situations
  - Nonconformities, in their entirety (Current Zoning Ordinance **Article 11**)

- Conditional Uses and Variances (Revised 12.16.14 - Ord. #52, 2014)
  - Conditional Uses and development standards variances may be applied for and approved within the PUD and shall be processed consistent with the provisions of current Zoning Ordinance **Chapters 2.4, 12.3, and 12.4** and the applicable provisions of Indiana law. However, the approval of use variances shall be prohibited within the PUD.

The following is a detailed description of the additional development standards for the Columbus Municipal AirPark PUD.

A. Street Systems

The following is a detailed description of the layout and design of the street system for the Columbus Municipal AirPark PUD.

1. Vehicular Traffic Circulation

The PUD does not include the creation of new roads or thoroughfares, nor is it proposing the expansion of or improvements to existing roads. Rather, the existing street system, which is currently operated and maintained by the City of Columbus, will continue to serve the existing uses. In most instances, the existing street system is adequate for serving future uses. However, in some instances a new street may be necessary. This is due to the fact that the Planned Unit Development includes relatively large tracts of undeveloped land which may require road improvements in order to adequately serve future use(s). All future thoroughfares will conform to the requirements of the Thoroughfare Plan and Subdivision Control Ordinance in effect at the time that a new street or subdivision is proposed.

2. Curb & Gutter Requirements

Roll-back curbs are expressly prohibited within the Columbus Municipal AirPark PUD. The installation of chair-back curbs and gutters shall be required whenever a) a new street is installed, and b) where existing streets are improved. For the purposes of administering and enforcing this standard, the term "improved" shall not include repaving, or simply repairing a portion of said existing street, or any other similar road maintenance activity.

All curb cuts and curb installations shall be in conformance with city standards, as amended from time to time. Inspections may be made by the City Engineering Department before and after construction to determine if repairs to a curb are necessary.

3. On-street parking prohibited

On-street parking shall be prohibited within the Columbus Municipal AirPark PUD.

4. Off-street parking

All off-street parking, including off-site and shared parking, shall be governed by the non-residential off-street parking requirements of the Columbus Zoning Ordinance, as amended from time to time.

5. Sidewalks

Refer to Section D, Pedestrian Route System.

6. Street Trees

Refer to Section E, Landscaping Requirements.

B. Land Uses (Revised 12.16.14 - Ord. #52, 2014) (Revised 03.17.26 - Ord. #__, 2026)
The specific land uses for the Columbus Municipal AirPark PUD are as follows.

1. ***Permitted & Conditional Uses***
   Below are descriptions of the various permitted and conditional uses for the Columbus Municipal AirPark PUD as prescribed by the Schedule of Uses.

   a. Accessory Structure: A structure that is subordinate to and located on the same lot as the primary structure, and which does not change or alter the character of the premises and which is not used for human occupancy. Accessory structures include such items as satellite dishes, garages, decks and fences.

   b. Accessory Use: A use that is subordinate in area, extent and purpose to the primary use; contributes to the comfort, convenience, or necessity of the primary use; and is located on the same lot or parcel.

   c. Agriculture, crop production: The use of land for agricultural purposes including any agriculturally related buildings and structures.

   d. Animal Shelter: A facility to protect and enhance the safety, health, and welfare of animals in the community. Activities at a facility include sheltering and medical care of animals, enforcement of city animal ordinances, and responding to area animal rescues. The shelter facility also handles pet adoptions and fostering, pet food distribution operations, and neutering as well as hosting periodic public education and open house events.

   e. Athletic Complex: An indoor or outdoor facility for the playing of team games such as baseball, basketball, football, and/or soccer. An athletic complex typically includes spectator areas, concessions, equipment storage, and other related facilities. An athletic complex may also include athletic training, sports medicine, or other similar athletics-related services.

   f. Book Store: A retail establishment that, as its primary business, engages in the sale, rental, or other charge-for-use of books, magazines, newspapers, greeting cards, postcards, videotapes, computer software, or any other printed or electronically conveyed information or media, excluding any “adult bookstore”, “adult theater”, “theater”, or “studio”.

   g. Child Care Center: A business operated by a person, society, agency, corporation, institution, or any other group for the purpose of providing care, protection, and guidance for children during only part of a 24-hour day. This term includes nursery schools, preschools, and other similar facilities including educational facilities.

h. Coffee Shop: A coffee shop is an informal restaurant primarily offering coffee, tea, and other beverages, where light refreshments and limited menu meals may also be sold.

i. Community Garden: A location where a government agency, neighborhood association, church group, or other entity offers seasonal garden plots or a common garden area for use by the public to grow fruits and vegetables for their individual or household and/or community use. The term community garden includes associated parking areas, tool sheds, and water supplies, but not the sale or distribution of the items grown on site. (Revised 6.4.13 - Ord. #11, 2013)

j. Conference Center: A facility used for service organizations, business and professional conferences, and seminars.

k. Convalescent Care or Rest Home: A health services facility that provides housing, meals and continuing nursing care for its residents.

l. Convenience Market: A neighborhood store offering limited amounts of consumer goods in which automotive fuel is not offered for sale. This use includes neighborhood grocery stores and drugstores whose purpose is to serve the immediate neighborhood, as distinguished from stores selling to a regional market.

m. Dental Clinic or Medical Clinic: A health services facility for the examination and treatment of ill and afflicted human outpatients by their regular doctor(s).

n. Drive-In: A restaurant establishment that delivers prepared food and/or beverages to customers in parked motor vehicles, regardless of whether or not it also serves prepared food and/or beverages to customers who are not in motor vehicles, for consumption either on or off-premises.

o. Emergency/Immediate Care Medical Facility: A health services facility for the examination and outpatient treatment of "walk-in" human patients, which may be open 24 hours per day.

p. Emergency Response Facility: A building or other area set aside for storage of emergency response apparatus (e.g. fire engines, ambulances and related vehicles) and other emergency response equipment. It may also include dormitory living and cooking facilities and work areas such as meeting rooms, workshop, or laundry.

q. Fabrication: An industrial term generally applied to the building of metal machines and structures. The term is also used for semiconductor device fabrication and non-metal manufacturing.

r. Foreign Trade Zone: An area where imported goods can be stored or processed without being subject to import duty under federal law.

s. Freight Consolidation/Forwarders: A business which consolidates partial or small shipments into full truck or container loads for the purpose of saving on transportation costs.

t. Gas Station: A building, structure, or area of land used for the retail sale of automobile fuels, oils, and accessories, without any repair services.

u. Health Club: A health services facility where members or nonmembers use equipment or space for the purpose of physical exercise.

v. Health Services Facility: The term health services facility includes the following: a convalescent care or rest home; a nursing home; a dental or medical lab or clinic; an emergency or immediate care medical facility; a public health center; or a health club.

w. Helipad: A facility without the logistical support provided by a heliport where helicopters take off and land. Helipads do not include facilities for maintenance, repair, fueling, or storage of helicopters.

x. Heliport: An area of land which provides for the following: the takeoff and landing of helicopters; for fueling (whether fixed or mobile) helicopters; parking; and maintenance and repair of helicopters.

y. Hotel: A building in which lodging is provided and offered to the public for compensation, and in which egress and ingress from all rooms is made through an inside office or lobby.

z. Learning Center: A learning center is a public facility where members of a community can gather for lifelong learning activities which are designed for all ages and education levels.

aa. Library: A structure housing a collection of literary documents or records kept for reference or borrowing.

bb. Mail/Shipping Service Facility: A retail establishment that provides duplicating services using photocopy, blueprint, and offset printing equipment, including publishing, binding, collating of booklets and reports and engraving, and then the shipment of those documents or packages.

cc. Manufacturing, Light: The creation (predominantly from previously prepared materials) of finished products or parts, including processing, fabrication, assembly, treatment and packaging of such products, and incidental storage, sales and distribution of such products, but excluding the manufacture or compounding process of raw or extracted materials. This includes all actions which have the objective of retaining or restoring an aviation-related item in or to a state in which it can perform its required function.

dd. Manufacturing Supplies: A facility that supplies materials, such as coolants, lubricants, hydraulic fluids and cleaning agents which are often used in industrial production processes.

ee. Mental Health Facility: A health services facility or institution for diagnosing, treating, caring for, or counseling people requiring mental health services in confinement. The term Mental Health Facility also includes the term Psychiatric Hospital.

ff. Medical or Dental Lab: A health services facility for scientific laboratory analysis of medical or dental specimens. The scientific analysis is generally performed for an outside customer. This category includes medical or veterinary laboratories for the analysis of blood, tissue, or other human or animal products. Forensic laboratories for analysis of evidence in support of law enforcement agencies are also included in this category.

gg. Nursing Home: A health services home, licensed by the state, for the aged or chronically or incurably ill persons in which five or more unrelated persons are provided with food and shelter or care for compensation, but not including hospitals, clinics or similar institutions devoted primarily to the diagnosis and treatment of the sick or injured.

hh. Office: A structure primarily used for the conduct of business, such as administration, clerical services, and consultation with clients and associates. This includes a room or group of rooms used for conducting the affairs of a business, profession, service, industry, government, or like activity. Institutional offices of a charitable, philanthropic, religious or educational nature are also included in this classification. Also, an office used by member of a recognized profession, including but not limited to dentists, engineers, lawyers, architects, artists, musicians, physicians, surgeons or pharmacists, and real estate or insurance agents and brokers.

ii. Office Supply Store: Office supply stores are establishments offering for sale those materials used by conventional business offices for the preparation of their services and products.

jj. Outdoor Recreation: An area for outdoor enjoyment or physical training such as a BMX bicycle track, skateboard park, outdoor fitness course, ropes course, bike pump track, rock climbing, challenge sports course, Frisbee golf, lacrosse, cross-country track, or cricket.

kk. Paint Shop: A shop for the storage, mixing and sale of a full line of retail paint supplies; or an automotive shop with a primary purpose of repairing and painting the exterior surfaces of automobiles, small trucks, and vans.

ll. Pedestrian Route: Any route for travel on foot or by bicycle.

mm. Programming: The designing, writing, testing, debugging, and documentation of computer software.

nn. Public Health Center: A health services facility primarily utilized by a health unit for providing public health services including related facilities such as laboratories, clinics and administrative offices operated in connection with the center.

oo. Public Safety Training Facility: Any school, college, university, academy, or local training program which offers fire or police service training.

pp. Recreation Use, Small Scale: Recreational uses used that tend to serve a local area and include establishments such as billiard rooms, arcades, and brewpubs.

qq. Research and Development: A business that engages in research and/or development of innovative ideas, particularly in technology-intensive fields. Examples include, but are not limited to laboratories; scientific; medical; chemical; applied physics; mechanical; electronic; biological; genetic; or other similar experimental research, product development or testing facilities. Development, construction, and testing of prototypes may be associated with this use.

rr. Restaurant: A structure in which the principal use is the preparation and sale of food and beverages.

ss. Resource Information Center: A clearinghouse which provides access to information from journals and reports related to education and medicine.

tt. Retail Uses, Small Scale: Retail uses that tend to serve a local area and include establishments such as video stores, delicatessens, bakeries, gift shops, cream shops, bookstores, coffee shops, dry cleaners (retail), tanning salon, mail/shipping service facility, beauty shop, or office supply store.

uu. Student Housing: Multi-tenant, shared common space housing that is transient in nature via short-term (less than 1 year) leases. The student housing shall be limited to (1) students enrolled at IUPUC, Ivy Tech – Columbus, or some other institution of higher education located primarily at the Columbus Airpark and/or (2) students enrolled at other institutions of higher learning and participating in internships or other work study programs with an employer located in the City of Columbus. Student housing may include common resident meeting space, a student welcome space, recreation and fitness facilities, laundry facilities, entertainment lounges and rooms, computer and study labs, and other similar support facilities for the exclusive use of student housing residents. (Revised 6.4.13 – Ord. #11, 2013)

vv. University/College Classrooms: A room or rooms in which classes are taught by an instructor qualified by an educational institution for the purpose of educating.

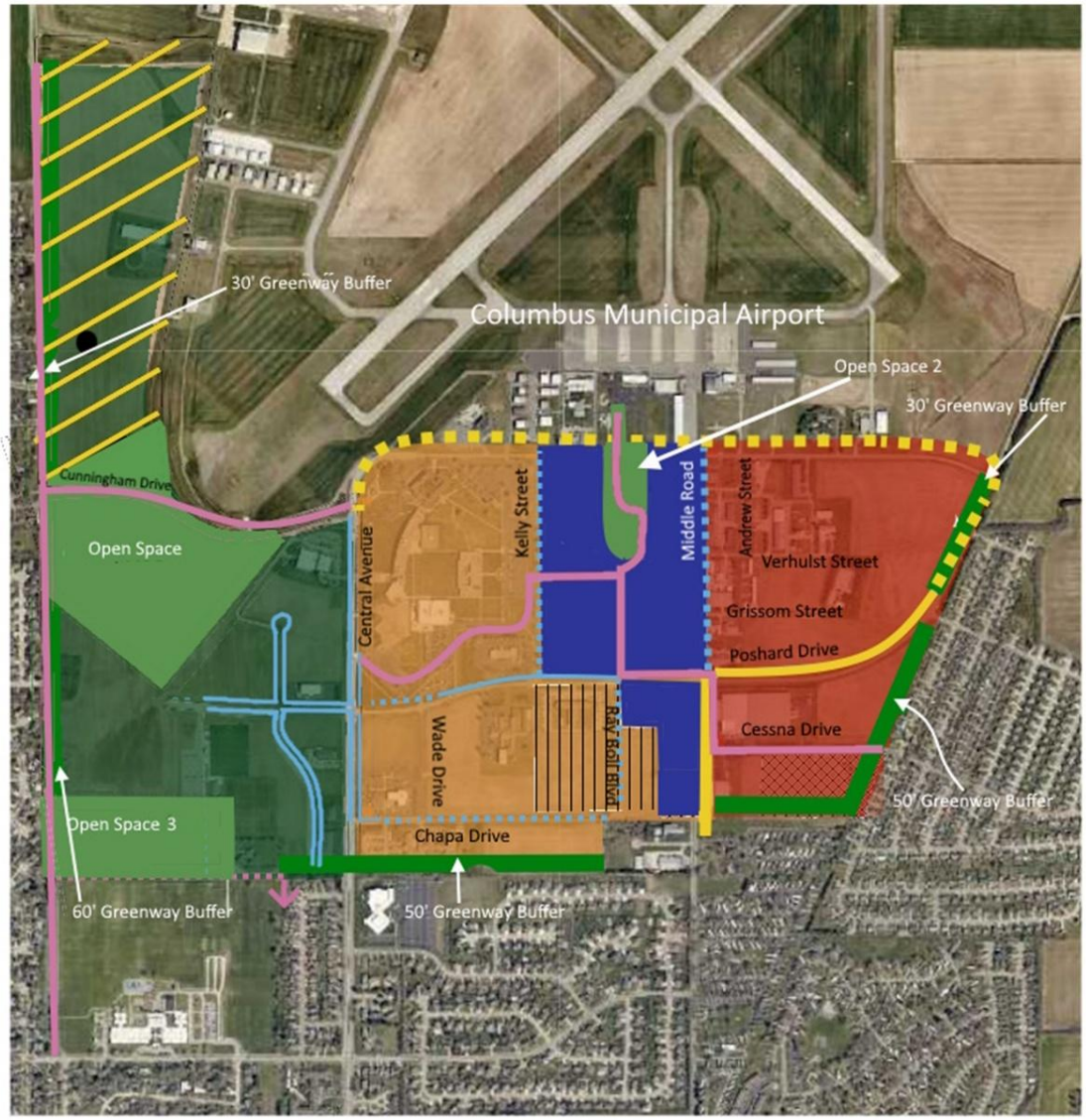
ww. University/College Research Facility: An approved, accredited, or licensed public or nonprofit institution, faculty, entity, or organization conducting educational programs, including research for any such programs.

xx. Warehouse: A commercial building for storage of goods. Warehouses are used by manufacturers, importers, exporters, wholesalers, transport businesses, customs, etc. They are usually large buildings. They are often equipped with loading docks to load and unload trucks. In some instances they are loaded directly from railways or airports. Warehousing is often associated with distribution in which the goods are stored temporarily until they are loaded on to trucks, trains, or planes for shipping.

The following table is the Schedule of Uses for the Columbus Municipal AirPark PUD. A "P" represents uses which would be permitted by right. A "C" represents uses which may be permitted as a conditional use. The permitted and conditional uses for the Columbus Municipal AirPark PUD are in addition to any minor essential service permitted within the jurisdiction of the Columbus Plan Commission as prescribed by the Columbus Zoning Ordinance, as amended from time to time.

Any use not listed as a permitted use or conditional use is considered prohibited. The Planning Director may determine into which category any questionable use is placed if it is not specifically listed but is similar to another use that is a permitted or conditional use. This determination may be appealed to the Board of Zoning Appeals consistent with the provisions of the Zoning Ordinance for appeals of administrative decisions (current Zoning Ordinance Section 12.5).

Table 2: Columbus AirPark: Schedule of Uses (Revised 12.16.14 - Ord. #52, 2014) (Revised 03.17.2026 - Ord #__, 2026)				
Use	**Info Tech Park**	**Education / Life Sciences Center**	**Ray Boll Commerce Center**	**Airplex Commerce Center**
Technology				
Research and Development	P	P	P	P
Programming Facility	P			
Technical Support Facilities				
Office	P	C	P	C
Resource Information Center	P	P		
Educational				
University/College Classrooms	C	P	C	C
University/College Research Facility	C	P	C	C
Learning Center		P		
Library	C	P		
Student Housing		P*		
Government/Public				
Office Building			P	P
Emergency Response Facility				P
Public Safety Training Facility				P
Animal Shelter				P
Light Industrial				
Contacting Office			C	P
Manufacturing, Light			C	P
Fabrication			C	P
Manufacturing Supplies				P
Warehousing			C	P
Distribution Facility				P
Freight Consolidation/Forwarders				P
Foreign Trade Zone				P
Paint Shop				C
Commercial				
Athletic Complex	P	C	C	
Child Care Center	P	P	P	
Conference Center	P	P	P	
Convenience Market**	P	P	P	
Gas Station**	C	C		
Health Services Facility	P	P	P	
Hotel**	P	P		
Recreation Use, Small Sale**	P	P	C	
Restaurant**	P	P	P	
Retail Uses, Small Scale**	P	P	P	
Other				
Helipad		C		
Parking Lot	P	P	P	
Agriculture, Crop Production	P	P	P	P
Community Garden				P*
Outdoor Recreation	C*			
P = Permitted Use	**C = Conditional Use**			
* = Where specifically indicated on the Development Plan. See also any supplemental development standards for specific uses provided by Section V (B)(7)				
** = Will be located where, at a minimum, a sidewalk is present connecting them to the student housing area and higher education campus, or that sidewalk will be provided with their development.				

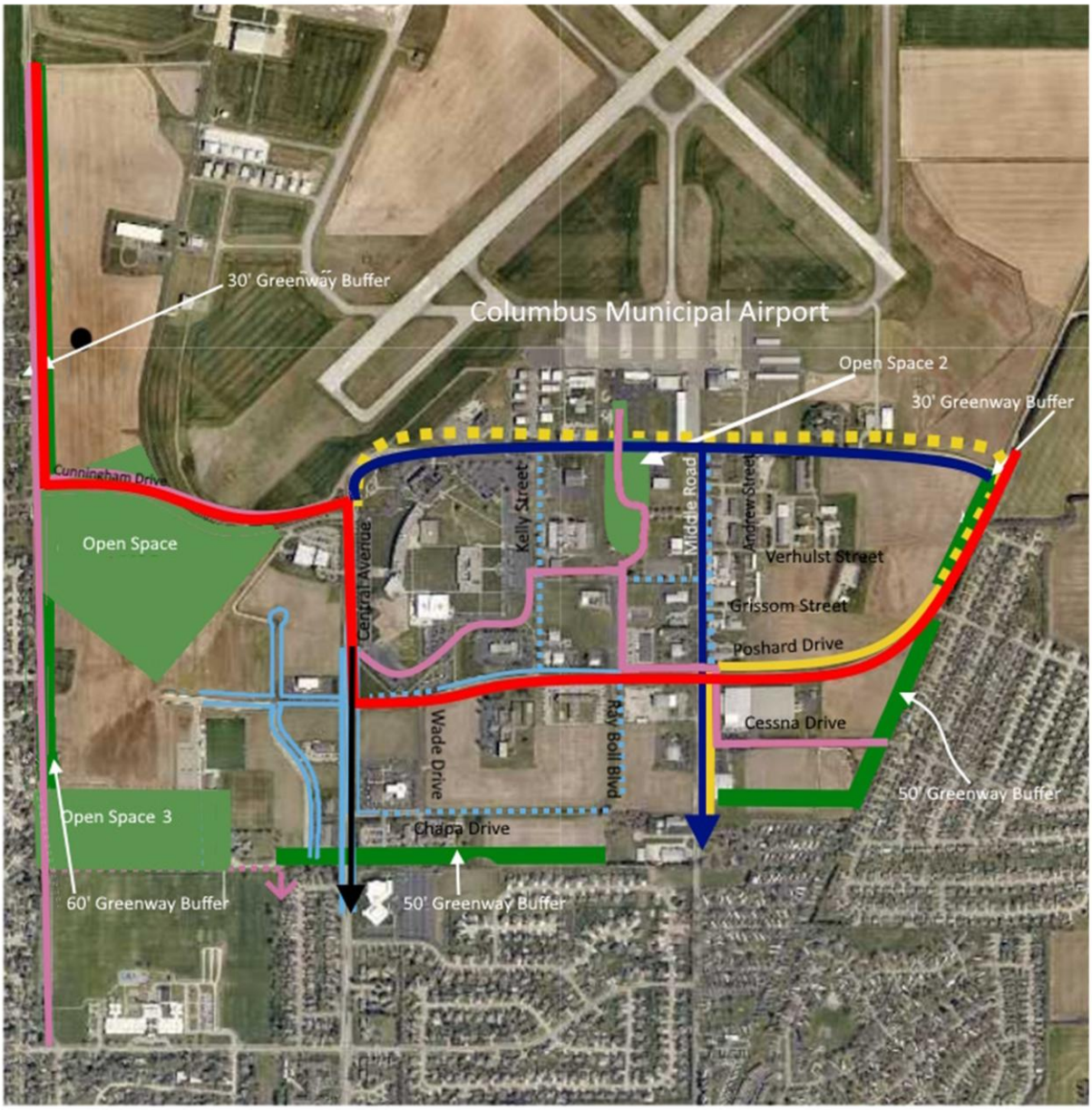


SCHEDULE OF USES LEGEND

PUD Boundary	
Info Tech Park	
Edu/Life Sciences Center	
Ray Boll Commerce Center	
AirPlex Commerce Center	
Open Space	
Greenway Buffer	

Existing Trail	
Proposed Trail	
Existing Side Path	
Proposed Side Path	
Existing Sidewalk	
Proposed Sidewalk	

Student Housing	
Community Garden	
Outdoor Sports	



STREET SYSTEM PLAN LEGEND:

PUD Boundary	Existing Trail
Primary Arterial Street	Proposed Trail
Secondary Arterial Street	Existing Side Path
Collector Street	Proposed Side Path
Open Space	Existing Sidewalk
Greenway Buffer	Proposed Sidewalk

2. *Prohibited Uses*

In addition to residential uses, which are expressly prohibited from locating within the Columbus Municipal AirPark PUD, the following uses are also expressly prohibited from being located within said PUD due to their character, or hazardous/harmful nature:

a. Manufacturing, manipulation, storage or transportation of any hazardous material, specifically Class-A explosives;
b. Uses that release into the air any substance which would impair visibility or otherwise interfere with the operation of aircraft;
c. Uses that produce light emissions, either direct or indirect (reflective) which would interfere with the operation of aircraft;
d. Uses that produce electrical, magnetic or other emissions which would interfere with the operation of aircraft, aircraft communication or aircraft guidance systems; or
e. Uses that attract birds, waterfowl, or wildlife, in a manner that creates a hazard to aviation.

3. *Accessory Uses & Structures*

In addition to the Accessory Use/Structure Standards of the Columbus Zoning Ordinance (specifically standards for trash and recycling containers and park and accessory uses and structures for recreation facilities), as amended from time to time, the following standards shall also apply for accessory uses and structures within the Columbus Municipal AirPark PUD.

a. Encroachment prohibited
   No accessory structure shall be placed so as to encroach on a required yard setback or greenway buffer area. No accessory structure shall be permitted in a drainage easement without express written permission from the City of Columbus Engineering Department.

b. Outside Storage or Sales
   The permanent outside (unenclosed) storage of vehicles, merchandise, or equipment is prohibited throughout the entire Columbus Municipal AirPark PUD. Any staging area intended for the temporary loading or unloading of materials shall be clearly marked on the pavement wherein the use of the staging area is restricted to unloading/loading and may not be used for storage or display. For the purposes of administering and enforcing land uses within this District, the term "temporary loading or unloading" shall mean a period of thirty (30) days or less. The permanent outside (unenclosed) sale of vehicles, merchandise, or equipment is also prohibited throughout the entire Columbus AirPark.

4. *Temporary Uses & Structures*

In addition to the Temporary Use/Structure Standards of the Columbus Zoning Ordinance, as amended from time to time, the following standard shall also apply to temporary uses and structures within the Columbus Municipal AirPark PUD. Residential garage/yard sales and temporary homes sales facilities are hereby expressly prohibited from being located within the Columbus Municipal AirPark PUD.

5. *Nonconforming Uses, Lots, Structures, & Site Features*

Refer to the standards governing all nonconformities in the Columbus Zoning Ordinance, as amended from time to time.

6. Open Spaces

a. Open Space 1: Approach Zone
Open Space 1 is an approach zone for the Columbus Municipal Airport. The purpose and intent of the approach zone is to safeguard the public safety and welfare and properties in, adjacent to, and surrounding aircraft landing fields by placing height restrictions and other regulations thereon. While roads, access drives, and similar improvements may be constructed, no permanent structures shall be located within this space, per Federal Aviation Administration (FAA) regulations.

b. Open Space 2: Common Area
Open Space 2 is the common area used by the Columbus Municipal Airport and containing walking paths, flag poles, and monuments. It is intended to remain and be used as it currently is. Open Space 2 serves as the vibrant central common area for the Columbus Municipal Airport, featuring scenic walking paths, flag poles, and commemorative monuments. It may also be developed as an inviting park facility, incorporating dynamic performance spaces for events and gatherings, interactive fountains, and inclusive play areas tailored for youth, adults, and families to foster community engagement and recreation.

c. Open Space 3: Park Facilities
Open Space 3 consists of park facilities, such as soccer fields and concessions, as well as tree cover. It is intended to remain and be used as it currently is.

7. *Supplemental Standards for Specific Uses* (Revised 6.4.13 - Ord. #11, 2013)

In addition to the development standards provided for all uses by this Columbus Airpark PUD, the following supplemental standards shall apply to the development and operation of specific uses as listed below:

a. Student Housing:

i. On-site parking shall be provided at a minimum of 1 bed.

ii. An 8 foot wide paved side path shall connect any student housing with other area paths and the higher education campus via (1) the existing side path at the northeast corner of the intersection of Ray Boll Boulevard and Poshard Drive, (2) the existing side path on the west side of Kelly Street (via Poshard Drive and Kelly Street), and (3) the existing side path located between Ivy Tech's Poling Hall and Harrison College (via Poshard Drive). Such side paths shall be separated from all adjacent street pavement (including shoulders) by a "tree lawn" area that is a minimum of 5 feet in width wherever possible. All street crossings shall meet the specifications of the City Engineer and be subject to approval by the Columbus Board of Public Works and Safety. The side path network shall be installed in its entirety in conjunction with any student housing development and shall be 100% complete prior to occupancy of any student housing.

iii. An 8 foot wide paved side path shall connect any student housing with any existing retail uses. Such side paths shall be separated from all adjacent street pavement (including shoulders) by a "tree lawn" area that is of 5 feet in width. All street crossings shall meet the specifications of the City Engineer and be subject to approval by the Columbus Board of Public Works and Safety. The side path network shall be installed in its entirety in conjunction with any student housing development and shall be 100% complete prior to occupancy of any student housing.

iv. A buffer yard of 25 feet in width, in addition to the required setback, shall be provided between any student housing facilities and the lots in the Ray Boll Commerce Center. The buffer shall be provided in its entirety on the lot containing the student housing and shall consist of a minimum 6-foot tall fence or wall and landscaping that is designed, installed, and maintained consistent with that of other required Airpark buffers. The buffer yard shall be installed in its entirety on a lot by lot basis as student housing is completed on each lot and shall be 100% complete prior to occupancy of the student housing.

c. Limited Retail:

An 8 foot wide paved side path shall connect any limited retail uses to both the higher education campus and all existing student housing facilities. Such side paths shall be separated from all adjacent street pavement (including shoulders) by a "tree lawn" area that is a minimum of 5 feet in width wherever possible. All street crossings shall meet the specifications of the City Engineer and be subject to approval by the Columbus Board of Public Works and Safety. The side path network shall be installed in its entirety in conjunction with any limited retail developments and shall be 100% complete prior to occupancy of any limited retail uses.

C. Performance Requirements

In addition to the Industrial Standards of the Columbus Zoning Ordinance, as amended from time to time, the following performance standards shall also apply to uses within the Columbus Municipal AirPark PUD.

1. Airport Operations, general

No use shall impede the day-to-day operations of the Columbus Municipal Airport. No land use shall endanger the landing, taking-off, or maneuvering of aircraft.

2. Interference with Aircraft

No land use shall create electrical interference with radio communication between airport and aircraft or create interference with navigational aids employed by aircraft. All applicable regulations of the Federal Aviation Administration (FAA) shall apply to all operations that may adversely affect the navigation or control of aircraft.

3. Lights

No lights shall employ the use of lights that make it difficult for pilots to distinguish between airport lights and other lights.

4. Glare

No land use shall result in glare in the eyes of pilots using the airport. No use on a property shall produce any glare or heat that is detectable without the aid of instruments at the property lines of the lot on which the use is located.

5. Waste Materials

No use on a property shall be maintained in such a manner as to inadvertently attract wildlife. No waste disposal site, solid waste transfer station, or any other use which is known to attract wildlife shall be located within the Columbus Municipal AirPark PUD.

6. Pollution

No land use shall create pollution or other condition that would impair a pilot's visibility either at the airport or in the vicinity of the airport.

7. Health and Safety Requirements

All uses shall be in conformance with any and all applicable requirements of the state and federal governments, including the requirements of the Occupational Safety and Health Administration (OSHA), and the Federal Aviation Administration (FAA).

D. Pedestrian Route System

The PUD includes a pedestrian route system made up of trails, side paths, and sidewalks, as illustrated by the Development Plan map. Future segments of the pedestrian route system shall be integrated as follows.

1. ***Trails***

   The Columbus People Trail Master Plan (or its succeeding plan), as amended from time to time, shall serve as the official plan in determining the location of future segments of the Columbus People Trail.

   a. Location

   While the actual alignment is intended to be determined by the City of Columbus Parks and Recreation Department, future segments of the Columbus People Trail should generally be located as indicated by the Development Plan map.

   b. Installation

   Trail segments which have not been already installed by the Columbus Parks and Recreation Department prior to development of a given site shall be installed at the time of development.

2. ***Side paths***

   a. Location

   Future side path segments are intended to connect existing and proposed segments of the Columbus People Trail within the Columbus Municipal AirPark PUD. Refer to the Development Plan map.

   b. Installation

      i. Where a future side path is planned to be located within a required greenway buffer area, said segment of side path shall be installed as each lot develops.

      ii. Where a future side path is planned to be located along a road (i.e. Arnold St), said segment of side path shall be installed when the subject parcel is developed or redeveloped. For the purposes of administering and enforcing this ordinance, the term “redevelopment” shall mean the redesign or rehabilitation of existing properties, excluding a change of use, as determined by the Planning Director.

3. ***Sidewalks***

   All sidewalks installed within the Columbus Municipal AirPark PUD shall be in compliance with all applicable standards adopted by the Board of Public Works and Safety and the Americans with Disabilities Act.

   a. Location

      i. Existing Streets

      A public sidewalk shall be required to be installed in the locations depicted by the Development Plan map.

      ii. New Streets

      A public sidewalk shall be installed along all new streets.

b. Installation

i. Existing Streets
A public sidewalk shall be required to be installed along an existing street as each lot develops.

ii. New Streets
A public sidewalk shall be required to be installed during the construction/installation of a new street per the City of Columbus Subdivision Control Ordinance, as amended from time to time.

4. Other Routes

In the event that an internal pedestrian circulation network (i.e. pedestrian route) is proposed by a developer or tenant, said internal network should be connected to the pedestrian route system of the Columbus Municipal AirPark PUD.

E. Supplemental Landscaping Requirements (Revised 12.16.14 - Ord. #52, 2014)

The Supplemental Landscaping Standards of this Section are in addition to the landscaping requirements of Section F, Greenway Buffer Requirements, and the provisions of the Columbus Zoning Ordinance incorporated by reference in Section V of this PUD

1. *Prohibited materials*

Use of plants that have nuts and seeds which are known to attract wildlife (e.g. flocking starlings) is prohibited. Vegetation that is densely planted is prohibited. Table 3, Prohibited Planting Materials illustrates those planting materials which are prohibited from being planted or allowed to grow within the Columbus Municipal AirPark PUD.

2. *Arrangement and Location of Plantings*

All portions of every lot within the Columbus Municipal AirPark PUD not occupied by structures, parking areas, or other unpaved surfaces will need to be designed, constructed and maintained in a cultivated landscape condition. Plantings shall be staggered so that there is no overlap in tree canopies at full maturity. All linear plantings shall provide a break every twenty (20) feet for a distance of at least eight (8) feet in order to prevent the creation of wildlife corridors (refer to Figure 3). All landscaping materials shall be placed to avoid interference with traffic control signs and devices and lighting as the landscaping matures. In no instance shall vegetation impede the natural flow of stormwater runoff within a drainage easement unless approved by the City of Columbus Engineering Department.

Figure 3:
Location of Linear
Plantings

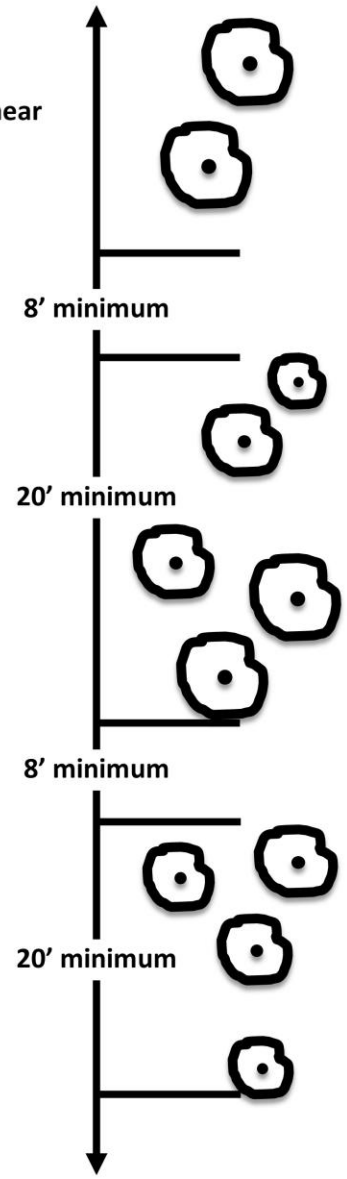


Table 3: Prohibited Plant Materials

Prohibited Planting Materials		
Common name	**Scientific Name**	**Negative Characteristic(s)**
Trees		
American Elm*	Ulmus Americana	Insects, disease
Ash	Fraxinus	Insects
Austrian (Black) Pine	Pinus Nigra	Disease prone
Autumn Olive	Elaeagnus Umbellate	Poor form, disease prone, invasive
Beech	Fagus	Fruit bearing, nuts/seeds, wildlife attractant
Black and Choke Cherries	Prunus serotina and virginiana	Fruit bearing, nuts/seeds, wildlife attractant
Black Locut	Robinia pseudoacacia	Invasive
Boxelder	Acer negundo	Aggressive, shallow roots, weak wood
Bradford Pear	Pyrus calleryana "Bradford"	Weak branching, low branches
Burr Oak	Quercus macrocarpa	Fruit bearing, wildlife attractant
Cottonwood	Populus deltoides	Weak wood, shallow roots, seeds
Crabapple	Malus species	Fruit bearing, wildlife attractant
Dogwood	Cornus Species	Fruit bearing, wildlife attractant
European White Birch	Betua Pendula	Insect prone
Ginkgo (Female)	Ginkgo biloba - female	Fruits, odors
Hackberry	Celtis	Fruit bearing, nuts/seeds, wildlife attractant
Hawthorn	Crataegus species	Fruit bearing, wildlife attractant
Lombardy Poplar	Populus nigra "Italica"	Insects, disease, short-lived
Mimosa	Albizia julibrissin	Invasive
Mulberry	Morus species	Fruits, shallow roots, invasive
Norway Maple	Acer platanoides	Invasive
Oak	Quercus	Fruit bearing, nuts/seeds, wildlife attractant
Princess Tree	Paulownia tomentosa	Invasive
Russian Olive	Elaeagnus angustifolia	Poor form, disease prone, invasive
Serviceberry	Amelanchier	Fruit bearing, nuts/seeds, wildlife attractant
Siberian Elm	Ulmus pumlia	Weak wood, seeds, shallow roots
Silver Maple	Acer saccharinum	Aggressive, shallow roots, weak wood
Sycamore	Platanus	Fruit, size and scale, pests, disease prone
Tree of Heaven	Ailanthus altissima	Seeds, suckers, weak wood, invasive
White Poplar	Populus abla	Suckers, shallow roots, weak wood, invasive
Willow	Salix species	Weak wood, shallow roots
Shrubs		
Bicolor Lespideza	Lespedeza bicolo	Invasive
Black Alder	Alnus glutinosa	Invasive
Buckthorn	Rhamnus cathartica, R. frangula	Invasive
Bush Honeysuckles (Amur, Marrow, Tartarian)	Lonicera maackii, L. tatarica, L. morrowii	Invasive
Privet	Lingustrum	Invasive
Cotoneaster	Cotoneaster species	Fruit bearing, wildlife attractant
Multiflora Rose	Rosa multiflora	Invasive
Winged Burning Bush	Euonymus alatus	Invasive
Viburnum	Viburnum species	Fruit bearing, wildlife attractant
Groundcovers and Vines		
Creeping Charlie	Glechoma hederacea	Invasive
Creeping Jenny	Lysimachia nummularia	Invasive
Crown Vetch	Coronilla varia	Invasive
Japanese Honeysuckle	Lonicera japonica	Invasive
Japanese Hops	Humulus japonicus	Invasive
Kudzu	Pueraria lobata	Invasive
Oriental Bittersweet	Celastrus orbiculatus	Invasive
Periwinkle	Vinca minor	Invasive
Purple Winter Creeper	Euonymus fortunei	Invasive
Flowers & Herbs		
Canada Thistle	Cirsium arvense	Invasive
Dame's Rocket	Hesperis natronalis	Invasive
Garlic Mustard	Alliaria petiolata	Invasive
Japanese Knotweek	Polygonum cuspidatum	Invasive
Purple Loosestrife	Lythrum salicaria	Invasive, prohibited by Indiana Law
Sericea Lespedeza	Lespedeza cuneata	Invasive
Star of Bethlehem	Ornithogalum umbellatum	Invasive
Sweet Clover	Melilotus alba, M. officinalis	Invasive
Grasses		
Common Reed or Phragmites	Phragmites australis	Invasive
Japanese Stilt Grass	Microtegium vimineum	Invasive
Maiden Grass	Miscanthus sinensis	Invasive
Reed Canary Grass	Phalanis arundinacea	Invasive
Smooth Brome	Bromus inermis	Invasive
Tall Fescue	Festuca elatior	Invasive
* Disease resistant varieties of American Elm are acceptable		

F. Buffering Requirements

It is the intent of the Columbus Board of Aviation Commissioners to maintain a vegetated greenway buffer where the Columbus Municipal AirPark PUD abuts a residential district. The standards of this Section are in addition to all other landscaping requirements. Said greenway buffer is to be incorporated as follows:

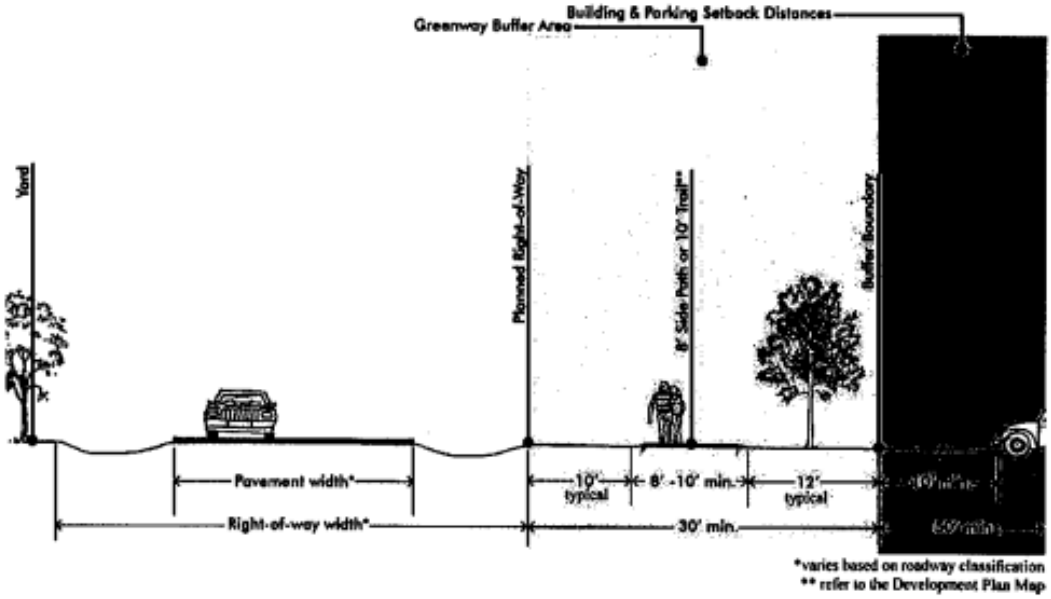
1. ***Greenway Buffer Location & Width***
    a. 30' Greenway Buffer

    Where the AirPark PUD directly abuts an existing road right-of-way, the minimum greenway buffer width shall be thirty (30) feet. Refer to the Development Plan map on and Figure 7 below. The 30' greenway buffer shall be measured from the planned right-of-way, and located entirely within the Columbus Municipal AirPark PUD.

    In the event that the location of a required greenway buffer coincides with an existing or future segment of a pedestrian route, the required width of the greenway buffer, as prescribed by this PUD District, shall include the width of the pedestrian route.

    Therefore, where a pedestrian route segment exists or is intended to exist as illustrated on the Development Plan map, the width of said pedestrian route will be included in the calculation of the width of the required greenway buffer. Conversely, the required greenway buffer width shall not be included when determining parking and building setback distances. All yard setback measurements shall be taken from the edge of the required greenway buffer.

Figure 7: Typical 30' Greenway Buffer Cross Section

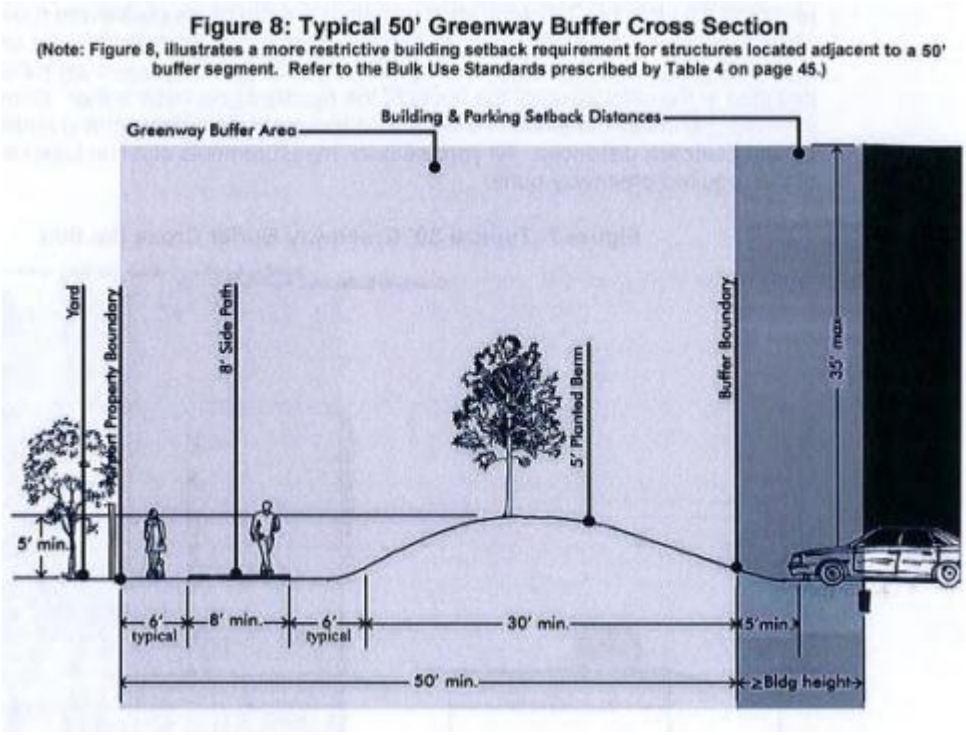


b. 50' Greenway Buffer

Where the AirPark PUD directly abuts a residential district to the south or east, the minimum greenway buffer width shall be fifty (50) feet. Refer to the Development Plan map and Figure 8 below. The greenway buffer shall be measured from the airport property line, and located entirely within the Columbus Municipal AirPark PUD. In the event that the location of a required greenway buffer coincides with an existing or future segment of a pedestrian route, the required width of the greenway buffer, as prescribed by this PUD District, shall include the width of the pedestrian route

Therefore, where a pedestrian route segment exists or is intended to exist as illustrated on the Development Plan map on page 51, the width of said pedestrian route will be included in the calculation of the width of the required greenway buffer. Conversely, the required greenway buffer width shall not be included when determining parking and building setback distances. All yard setback measurements shall be taken from the edge of the required greenway buffer.

Figure 8: Typical 50' Greenway Buffer Cross Section



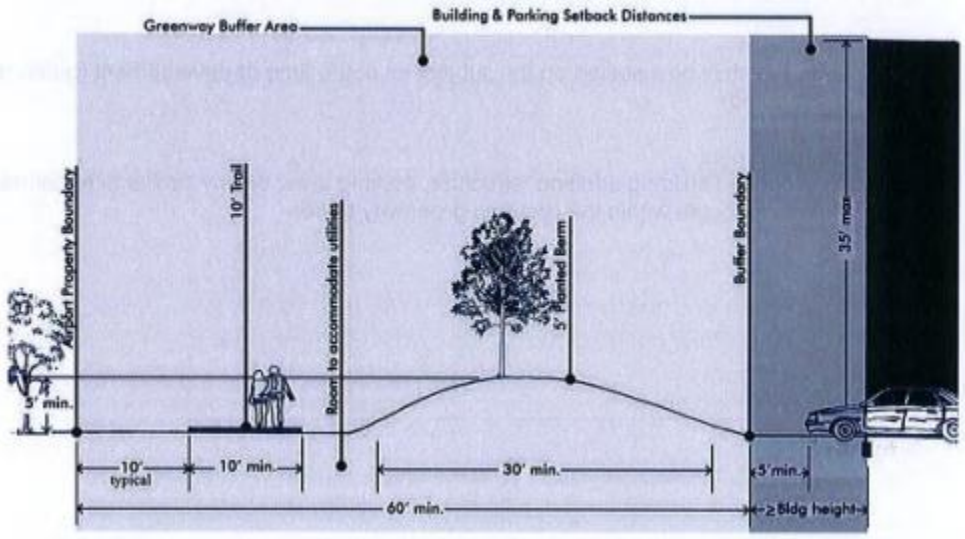
c. 60' Greenway Buffer

Where the AirPark PUD directly abuts a residential development to the west, the minimum greenway buffer width shall be sixty (60) feet. Refer to the Development Plan map and Figure 9 below. The greenway buffer shall be measured from the airport property line, and located entirely within the Columbus Municipal AirPark PUD. In the event that the location of a required greenway buffer coincides with an existing or future segment of a pedestrian route, the required width of the greenway buffer, as prescribed by this PUD District, shall include the width of the pedestrian route.

Therefore, where a pedestrian route exists or is intended to exist as illustrated on the Development Plan map. The width of said pedestrian route will be included in the calculation of the width of the required greenway buffer. Conversely, the required greenway buffer width shall not be included when determining parking and building setback distances. All yard setback measurements shall be taken from the edge of the required greenway buffer.

Figure 9: Typical 60' Greenway Buffer Cross Section

(Note: Figure 9, illustrates a more restrictive building setback requirement for structures located adjacent to a 60' buffer segment. Refer to the Bulk Use Standards prescribed by Table 4 on page 45.)



2. ***Greenway Buffer Berm & Plantings*** **(Revised 6.4.13 - Ord. #11, 2013)**
   A landscape berm, with a minimum height of five (5) feet, shall be provided within and along the entire length of a fifty (50) foot greenway buffer, or a sixty (60) foot greenway buffer. Said berm shall be visually continuous, although it does not need to be entirely connected. The maximum slope for the berm shall be 3:1, or three (3) feet of width for every one (1) foot of berm height. The berm shall be constructed with adequate ground cover to prevent erosion. The following are the minimum planting requirements for each one hundred (100) linear feet of landscape buffer, for all buffers. For any buffers that include a berm, all required planting shall be provided on the berm, or within five (5) feet of the toe of the berm slope.
   a. Five (5) medium deciduous trees; or
   b. Three (3) medium deciduous trees and three (3) small deciduous trees and/or ornamental trees; or
   c. Three (3) medium deciduous trees and ten (10) deciduous shrubs; or
   d. Three (3) medium deciduous trees, two (2) small deciduous trees and/or ornamental trees, and four (4) deciduous shrubs.

3. Installation
Buffering shall be installed on the subject lot at the time of development (buildings constructed).

4. Encroachment
No proposed building addition, structure, parking area, or any similar site feature shall be allowed to locate within the required greenway buffer.

G. Lot Requirements/Bulk Use Standards

Table 4, Bulk Use Requirements, illustrates the proposed bulk use standards for the Columbus Municipal AirPark PUD, by area.

Table 4: Bulk Use Requirements

Standard	Area			
	InfoTech Park	**Educational / Life Sciences Center**	**Ray Boll Commerce Center**	**Airplex Commerce Center**
Minimum Lot Area (square feet)	55000	55000	20000	20000
Maximum Lot Area (square feet)	None	None	185000	None
Minimum Lot Width (feet)	200	200	125	200
Maximum Lot Depth (feet)	250	325	200	250
Minimum Lot Frontage (feet)	100	100	75	100
Maximum Lot Coverage (percent of total)	50%	50%	75%	65%
Minimum Front Yard Setback (feet)				
Adjacent to an Arterial Road or Street	50	50	35	50
Adjacent to a Collector Road or Street	35	35	25	35
Adjacent to a Local Road or Street	25	25	15	25
Minimum Side Yard Setback (feet)				
Primary Structure	10***	10	5	10
Accessory Structure	10***	10	5	10
Minimum Rear Yard Setback (feet)				
Primary Structure	10***	10	5	10
Accessory Structure	10***	10	5	10
Maximum Building Height*				
Primary Structure	35	35	35	35
Accessory Structure	35	35	35	35
Maximum Primary Structures per Lot**	1	1	1	1

* = The proposed building height limits are consistent with the height restrictions of the Federal Aviation Regulations Part 77 (FAR Part 77), which are the basis for land use and safety requirements, designed to minimize risk to people on the ground from aircraft accidents.

** = Medical centers, office complexes and other such developments with coordinated parking areas and pedestrian circulation systems may have unlimited primary structures on any one lot.

*** = Structures located adjacent to a 50' or 60' greenway buffer shall have a minimum building setback distance greater than or equal to the building height as illustrated in Figures 8 and 9.

H. Lighting (Revised 12.16.14 - Ord. #52, 2014)

1. On-site Lighting

For the purposes of administering and enforcing this District, on-site lighting shall refer to freestanding light fixtures located on the premises and out of the public right-of-way.

a. *Design Limitations*
   All on-site lighting shall be completely enclosed and not flat in shape to prevent perching and nesting of birds. The open construction of such features is prohibited.
b. *Height Limitation*
   All freestanding light fixtures, such as pole mounted parking lot lighting, shall be limited to a maximum total height of thirty (30) feet throughout the entire Columbus Municipal AirPark PUD. The height shall be measured as the distance between the grade level of the surface being illuminated and the bottom of the lighting fixture. All freestanding lighting shall make use of ninety (90) degree cut-off fixtures with fully recessed lens covers. All exterior property lighting, including freestanding and building mounted lighting, shall make use of ninety (90) degree cut-off fixtures with fully recessed lens covers.
c. *Illumination*
   All lighting fixtures must be illuminated using a low heat transfer fixture, such as LED, to further prevent perching in the cool season.
d. *Spillage*
   With the exception of lights used for aviation, there shall be a maximum of 0.1 foot candle where the Columbus Municipal AirPark PUD boundary abuts an adjacent property.

2. Exterior Illumination of Buildings

The uplighting of the exterior of a building within the Columbus Municipal AirPark PUD shall be prohibited. Building facades may be illuminated using downlighting (where objects or areas are illuminated from above where the lighting comes directly from overhead) provided that all fixtures are located, aimed, and shielded so that light is directed only onto the building façade. Building façade light fixtures shall be designed and installed so as to wash the façade of the building with light rather than to provide a spotlight or floodlight effect. In no instance shall a buildings exterior illumination be directed toward a public right-of-way, adjacent property, or the sky.

3. Lighting of nonconforming structures and trees

Refer to the Airport Hazard Area Overlay District of the Columbus Zoning Ordinance, as amended from time to time.

I. Signage (Revised 12.16.14 – Ord. #52, 2014)

1. ***Sign Design***
   All signs shall be designed so that the sign face is flush and sealed. Projecting elements of a sign are prohibited as they allow for nesting and perching of birds, becoming a wildlife attractant. In addition, the back of all signs shall be sealed and void of any perching/nesting opportunities. Any sign with a corrugated back shall have vertical lines instead of horizontal lines.

2. ***Illumination of Signs***
   Signs may be illuminated externally or internally, including through the use of back lighting and flood lighting. Signs that portray movement are prohibited. The source of any external illumination shall be located, aimed and shielded so that light is directed onto the sign face. No exposed bulb or lamp shall be used on the exterior surface of any sign so as to expose the face of the bulb, light or lamp to any public right-of-way, adjacent property, or towards the sky.

3. ***Location of Signs by Sign Type***
   In no instance shall commercial signage be located within the public right-of-way. The location of signs within the Columbus Municipal AirPark PUD will be as prescribed by the following table. The type of sign permitted within the PUD, and their subsequent requirements are as follows:

Table 5: Sign Requirements for Permitted Signs by Sign Type

Sign Requirements for Permitted Signs		District Standard
Permanent Primary Signs as General Sign Types		
Wall Sign for ground floor uses		
Maximum number for each frontage per tenant		2
Maximum total area per sign or tenant/use, whichever is less	Percent of all front walls	15%
	Sign area (square feet)	350
Freestanding sign for a single use lot		
Maximum number per lot public street frontage		1
Maximum area (square feet) per sign		75
Maximum height (feet)		10
Freestanding sign for multiple use/tenant lots		
Maximum number per lot public street frontage		1
Maximum number of elements per sign	Primary	1
	Secondary	3
Maximum area per element per sign	Primary (square feet)	75
	Secondary (square feet)	25
Maximum height (feet)		10
Development Entry Sign intended for the entire Columbus AirPark		
Maximum number per entrance		2
Maximum area per sign (square feet)		32
Maximum height per sign (feet)		10
Options and Alternatives for Permanent Primary Signs		
Awning Signs as a type of wall sign		
Maximum number per frontage per tenant/use		1
Maximum area per sign (square feet) 18F		See note1
Changeable Copy Sign as a part of a Primary Wall or Freestanding Sign		
Maximum number per primary structure		1
Maximum area (square feet) 19F		See note 2
Time & Temperature Sign as a part of a Primary Wall or Freestanding Sign		
Maximum number per primary structure		1
Maximum Time & Temperature Area (square feet)		12
Permanent Secondary Signs		
Directional Sign		
Maximum number per entrance	Single Driveway	1
	One-way Driveway	2
Maximum area (square feet)		6
Maximum height (feet)		4
Directory Sign		
Maximum number per primary structure		1
Maximum area (square feet)		50
Maximum heiht, if freestanding (feet)		6
Window Sign		
Maximum total area per tenant, whichever is less…	Percent of window area	25%
	Sign area (square feet)	20
Flag Sign		
Maximum number per tenant/use		1
Maximum area per sign (square feet)		32
Maximum flagpole height (feet) 20F		See note 3
Temporary Sign		
Banner Sign		
Maximum number per tenant/use		1
Maximum area per sign (square feet)		32
Maximum duration per calendar year (days)		90
Inflatable Sign		
Maximum number per tenant/use		1
Maximum area per sign (square feet)		25
Maximum duration per calendar year (days)		12

(1) Awning signs are to be considered a type of Wall Sign and will be included in the maximum area allowed for all wall signs for each use.
(2) Not to exceed 75% of the area of the non-changeable copy portion of the Primary Sign of which it is a part.
(3) Primary structure height plus ten (10) feet, provided that said flag sign does not encroach on the height limitations placed on the airport by the Federal Aviation Administration (FAA). In which case, the height limitation imposed by the FAA shall govern.

J. Fences and Walls

The following standards apply to all fences or walls within the Columbus Municipal AirPark PUD.

1. ***Location***
    a. No fence or wall shall be permitted in a drainage easement unless specifically permitted by the City of Columbus Engineering Department.
    b. No fence or wall shall be constructed or allowed to encroach upon any public right-of-way.
    c. No fence or wall shall cross a public or private easement without the written permission of the easement holder.
    d. No fence or wall shall be constructed within a required front yard.
    e. No fence or wall shall be located within the required greenway buffer.

2. ***Height***
    No fence or wall shall exceed eight (8) feet in height.

3. ***Visibility***
    No fence or wall shall be erected or maintained within the intersection visibility triangle. Refer to the standards for Intersection Visibility Requirements in the Columbus Zoning Ordinance, as amended from time to time.

4. ***Pointed Instruments prohibited***
    With the exception of decorative spikes that are an ornamental part of the fence, chicken wire, concertina wire, or razor wire, razor-edged, broken glass, affixed spikes, projecting nails or other pointed instruments of any kind are prohibited. Barbed wire fences may be permitted for the purposes of security.

5. ***Construction***
    All fences and walls shall be erected with the structural side (braces, bolts, etc.) facing the interior of the property that the fence encloses.

6. ***Prohibited Types***
    All electrical and stockade fences are prohibited.

K. Written Commitments

There are no commitments as part of the Columbus Municipal AirPark PUD.

L. Covenants

There are no covenants as part of the Columbus Municipal AirPark PUD.

M. Drainage

No permanent structure shall be permitted to be located in a drainage easement without express written permission from the City of Columbus Engineering Department.

For the purposes of administering and enforcing this Ordinance the storm water management standards established by the Columbus Engineering Department shall apply, with the exception of the Department's open water storm water management standards given their nature of attracting wildlife. All open water areas proposed within the Columbus Municipal AirPark PUD shall be based on flight patterns of aircraft and the location of proposed features and be consistent with the open water standards prescribed by the United State Department of Agriculture (USDA) & Animal and Plant Health Inspection Service (APHIS), as amended from time to time, and/or the Federal Aviation Administration (FAA), as amended from time to time.

In addition all developers/tenants will be encouraged to reduce soil erosion and sedimentation by minimizing the removal of vegetative cover, and employ the use of the following temporary and permanent best management practices.

The following measures for site grading and clearing are strongly encouraged as they are intended to reduce soil erosion and sedimentation that originates from the development or redevelopment of land.

1. ***Minimization of the Removal of Vegetative Cover***
   A developer shall remove no more vegetation than is necessary to construct the approved development.

2. ***Temporary Best Management Practices***
   A developer shall install temporary mulching, such as straw bales, on areas to be left bare of plant material for an extended period of time. These temporary best management practices shall not be removed no later than twelve (12) months from the date in which they were installed.

3. ***Permanent Best Management Practices***
   A developer shall provide de-silting basins to remove sediment from runoff water.

VI. Supplemental Information

A. Subdivision of Land
The subdivision of land in the Columbus Municipal AirPark PUD shall comply with the standards of the Columbus Subdivision Control Ordinance, as amended from time to time.

B. Utility Requirements
Within the Columbus AirPark, attachment to public or semi-public water and sanitary sewer facilities shall be mandatory, as this is a requirement of the City of Columbus. The water system shall provide flows acceptable to the Columbus Fire Department. Sewage treatment shall be provided by the City of Columbus as well. These and all other utilities shall be designed and installed in accordance with the City of Columbus Utilities Ordinance, as amended from time to time, and the Subdivision Control Ordinance, as amended from time to time.