



TOWN OF ZIONSVILLE
COMPREHENSIVE PLAN AMENDMENT
2014

Filed November 12, 2014

-updated mapping (Perry & Worth Township areas)

Prior Amendments to the October 2009 Adopted Plan

Economic Development Strategic Plan (September 2012)

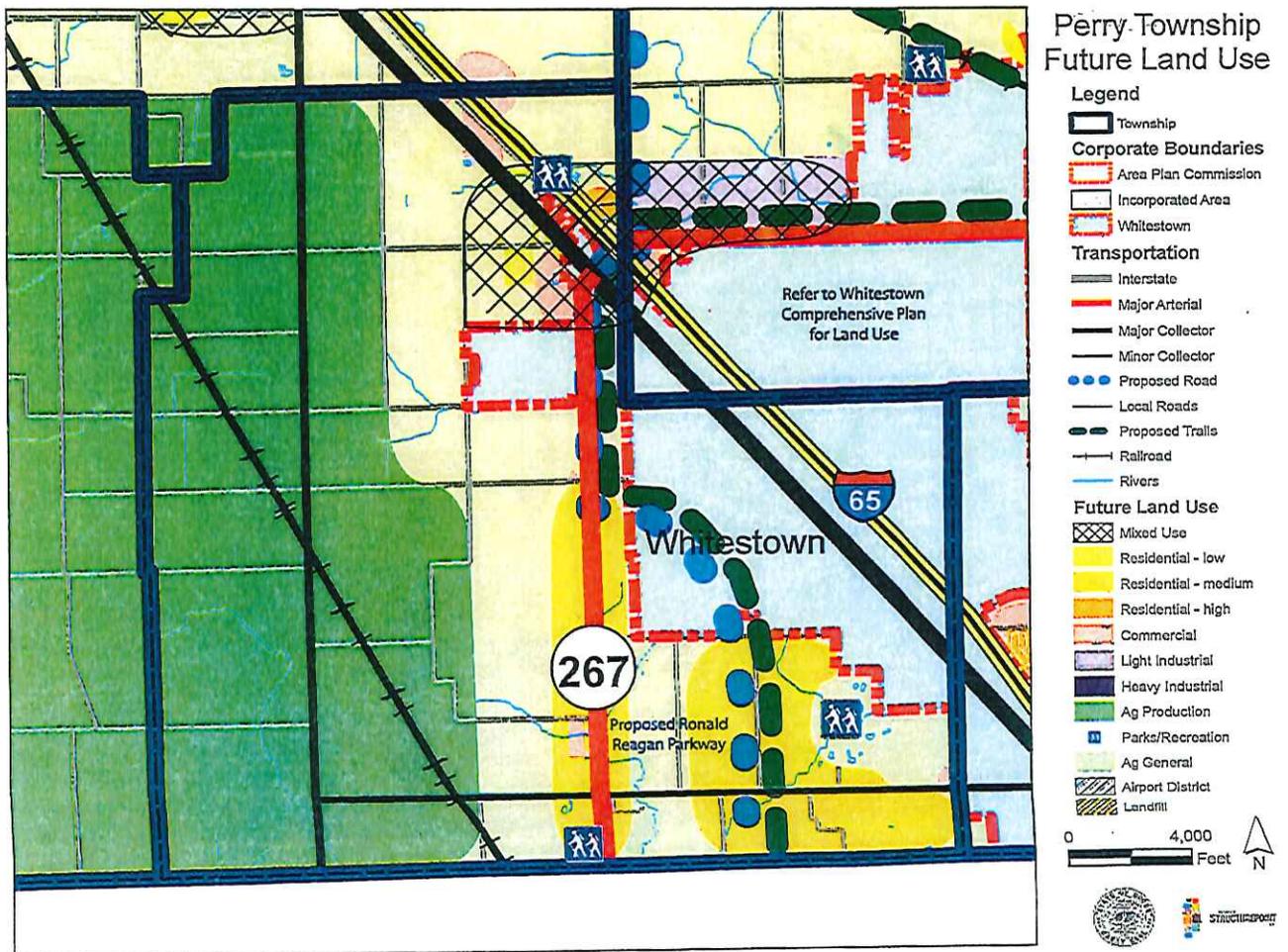
Downtown Market Study & Parking Analysis (August 2014)

Land Use Plan
Perry and Worth Townships

The intersection of Highways 421 and 334 serves as an entry corridor into Zionsville. New commercial and mixed-use development should be restricted to the east side of US 421. New development should follow the US 421 overlay standards.

The Indianapolis Executive Airport (formerly Terry Airport), provides an excellent resource to industrial and commercial uses in and around Boone County. The airport has experienced substantial growth due to the overflow of general aviation uses from Indianapolis International Airport. The capacity of the airport, its proximity to surface transportation to Indianapolis along SR 421 and US 31, and existing area commercial and industrial land uses provide the perfect opportunity for mixed-use development to occur around the airport with focus on additional commercial and industrial opportunities. Specific development standards and land-use requirements that help protect existing property values, promotes the health and safety of the surrounding areas while accommodating future airport expansion should be incorporated into any type of growth and new development in or around the airport

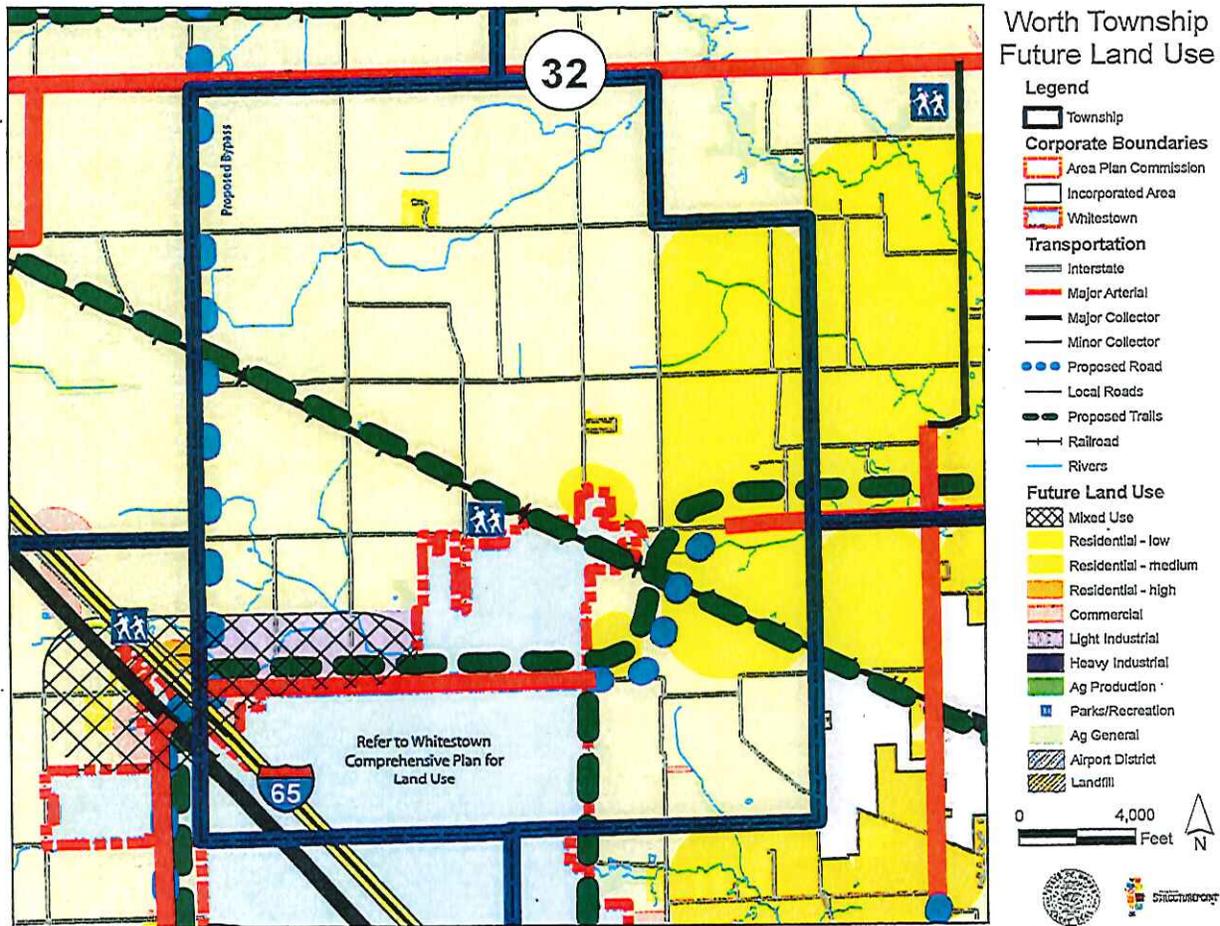
Perry and Worth Townships



Land Use Plan
Perry and Worth Townships

These townships occur in the southeast portion of the County and are both well served by the interchange at I-65 and SR 267. Perry Township also has access to the SR 334 interchange at I-65. This area exhibits a primarily rural character with large expanses of agricultural fields bisected occasionally by wooded stream banks and drainage ditches.

Whitestown is located approximately three and one half miles east of the SR 267 interchange at I-65 and three and one half miles north of the I-65 and SR 334 interchange within Worth Township. While access to the interchange from this community is poor along CR 300 S and CR 400 E, access from SR 334 has been established.



Medium-density residential developments surrounding Whitestown should continue to occur adjacent to existing infrastructure, and strip residential growth should be discouraged within Worth Township.

Buffering between differing land uses, utilization of open space, and agricultural land preservation should be incorporated into development in this area to reflect its rural character. Expansion of strip-lot developments should be discouraged due to aesthetic and safety service concerns.

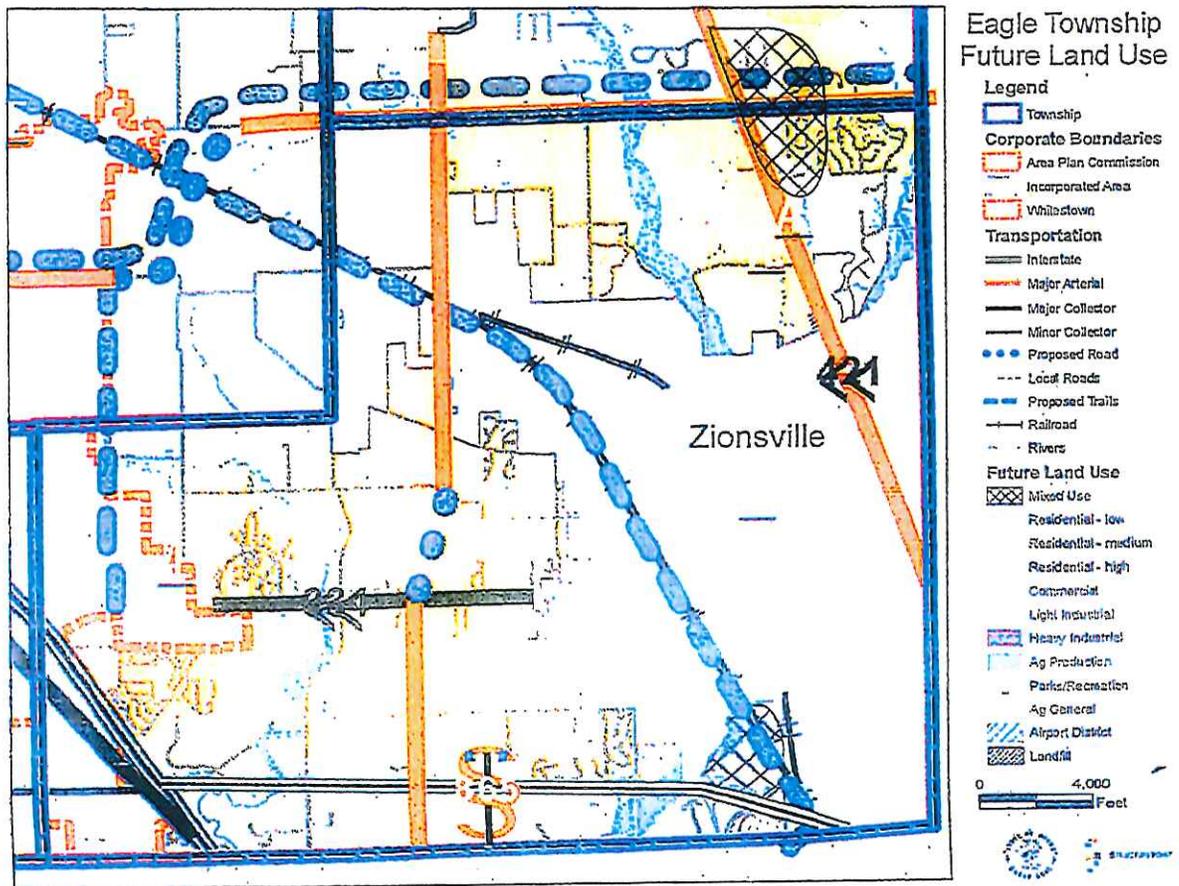
Development areas are shown at the interchanges of I-65 with both SR 267 and SR 334. Mixed-use development with residential and commercial land uses, as well as medium- and high-density residential development, is located next to areas with existing infrastructure.

Agricultural uses continue to dominate Perry and Worth Townships. Efforts should be made to provide for the sustained production of agricultural products within this area. Uses other than farm-related residential development should be discouraged on prime agricultural soils.

Land Use Plan
Eagle and Union Townships

Eagle and Union Townships have continued to experience the most intense development pressure in Boone County, Due to their proximity to Indianapolis and the access from I465 and US Hwy 421. Zionsville exhibits an attractive small-town atmosphere and the surrounding area boasts rural scenery including rolling hills, streams, and floodplains, roads lined with mature trees and the horse farms southwest of town.

The landscape within Eagle and Union Township exhibits a scenic character with rolling hills, wooded stream flood plains and tree-lined country roads. The flood plains of Big and Little Eagle Creeks and the accompanying tributaries have limited development along the northeast side of Zionsville but provide a network of available open space, particularly connecting Union Township with Eagle Township and Zionsville. The floodplain of Fishback Creek creates open space links between southwest Boone County and the Northern Marion County that should be preserved as potential greenways connecting developed areas. A portion of the abandoned Penn Central Railroad line through Zionsville has been developed as a linear trailway. Efforts should be made to expand this trailway along the abandoned railroad right-of-way to the northwest connecting Zionsville with Whitestown and eventually linking with Lebanon.



Land Use Plan
Union Township

The desirability of the rural, small town character and quality of life of the area combined with ease of access to two townships has created a brisk real estate market for new residential development. Many new homes in the area surrounding Zionsville tend to be high priced compared to other areas of the county. Strip residential development had occurred along a number of the rural roads creating safety and traffic concerns. Sanitary sewer availability from Zionsville and especially Whitestown has contributed to more residential development.

New residential areas are proposed throughout rural Zionsville adjacent to existing residential development. With respect to undeveloped property that is currently adjacent to land developed at 1.75 dwelling units per acre or less, the new development should be consistent with that existing density. Public input strongly supports new residential development and should respect the unique rural and natural character of the area. A variety of open space preservation techniques should be employed to insure new development respects the existing scenic features of the landscape

