for any flood damage that results from reliance on this Ordinance or any administrative decision made lawfully thereunder. (Ord. No. 90-14, § 6.14.10, 2-19-90)

6.14.11 Violations.

Failure to obtain an Improvement Location permit in the SFHA or failure to comply with the requirements of a permit or conditions of a variance may be deemed to be a violation of the Greenwood Zoning Ordinance. All violations may also be considered a nuisance and be treated as such in accordance with the provisions of Sec. 6-270 *et seq.*, of the *Greenwood Municipal Code.*

A) A separate offense shall be deemed to occur for each day the violation continues to exist.

B) The Greenwood Plan Commission shall inform the owner that any such violation is considered a willful act to increase flood damages and therefore may cause coverage by a Standard Flood Insurance Policy to be suspended.

C) Nothing herein shall prevent the City from taking such other lawful action to prevent or remedy any violations. All costs connected therewith shall accrue to the person or persons responsible. (Ord. No. 90-14, § 1, 6.14.11, 2-19-90)

Sec. 10-99 Airspace District Zoning of Greenwood, Indiana.

6.15.01 Airspace District.

An Airspace District, a secondary zoning district, is established for Greenwood, Indiana, and land within its area of extended jurisdiction as designated on the Airspace District Zoning Map (Which Map is attached hereto, incorporated herein by reference and made a part of this Ordinance) is zoned and classified as the Airspace District. The Airspace District shall consist of Airport Instrument and NonInstrument Approach Surface Areas, Airport Transitional Surface Areas, Airport Horizontal Surface Areas and Conical Surface Areas, Heliport Approach Surface Areas and Heliport Transitional Surface Areas as defined in this Ordinance and indicated on the Airspace District Zoning Map.

6.15.02 Airspace District Regulations.

The following regulations shall apply to all land within the Airspace District. These regulations shall be in addition to all other primary or secondary zoning district regulations applicable to said land, and in case of conflict, the more restrictive regulations shall control.

A. **USE.**

1. **PROHIBITED USES—AIRPORT.** Within that part of the Airport Instrument and Airport Non-Instrument Approach Surface Areas and Airport Transitional Surface Areas of the Airspace District Zoning Map, which extend within ten thousand (10,000) feet from each end of a runway measured horizontally along the extended centerline of said runway, no building, structure or premises shall be erected, relocated or converted for use as a school, church, child caring institution, hospital, stadium, sports arena, public swimming pool, picnic grounds, public auditorium, theater, assembly hall, carnival, amusement park, correctional institution or any other public assembly use.

2. **PROHIBITED USES - HELIPORT.** Within that part of the Heliport Approach Surface Areas and Heliport Transitional Surface Areas of the Airspace District, as defined in this Ordinance and designated on the Airspace District Zoning Map, which extend four thousand (4,000) feet from the designated landing and take-off area of the heliport, no building, structure or premises shall be erected, relocated or converted for use as a school, church, child caring institution, hospital, stadium, sports arena, public swimming pool, picnic grounds, public auditorium, assembly hall, carnival, amusement park, correctional institution or any other public assembly use.

B. **HEIGHT LIMITS—AIRPORT.**

Except as otherwise provided herein, no structure or tree shall be erected, altered, allowed to grow or maintained within the Airspace District to a height in excess of the following height limits herein established for the applicable Airport Instrument Approach Surface Area, Airport NonInstrument Approach Surface Area, Airport Transitional Surface Area, Airport Horizontal Surface Area and Airport Conical Surface Area, as defined in this Ordinance and designated on the Airspace District Zoning Map. (Such height limits shall be computed from the applicable runway elevation or airport elevation as designated on the Airspace District Zoning Map.):

1. **HEIGHT LIMITS FOR THE AIRPORT INSTRUMENT APPROACH SURFACE AREA SHALL BE:** One (l) foot in height for each one hundred (100) feet in horizontal distance beginning at a point two hundred (200) feet from the end of the instrument runway and extending to a distance of ten thousand two hundred (10,200) feet from the end of the runway; thence one (l) foot in height for each fifty (50) feet in horizontal distance to a point fifty thousand two hundred (50,200) feet from the end of the runway.

2. **HEIGHT LIMITS FOR THE AIRPORT NON-INSTRUMENT APPROACH SURFACE AREA SHALL BE:** One (l) foot in height for each fifty (50) feet in horizontal distance beginning at a point two hundred (200) feet from the end of the non-instrument runway and extending to a point five thousand two hundred (5,200) feet from the end of the runway; thence one (l) foot in height for each sixteen (16) feet in horizontal distance to a horizontal distance of ten thousand two hundred (10,200) feet from the end of the runway.

3. **HEIGHT LIMITS FOR THE AIRPORT TRANSITIONAL SURFACE AREA SHALL BE:** One (l) foot in height for each seven (7) feet in horizontal distance beginning at a point two hundred fifty (250) feet from the centerline of non-instrument runways and five hundred (500) feet from the centerline of instrument runways, measured at right angles to the longitudinal centerline of the runway, extending upward to a maximum height of one hundred fifty (150) feet above the established airport elevation as indicated on the Airspace District Zoning Map; one (l) foot vertical height for each seven (7) feet of horizontal distance measured from the outer lines of all Instrument and Non-Instrument Approach Surface Areas for the entire length of said Approach Surface Areas, extending to their intersection with the outer line of the Conical Surface Area; and, beyond said point of intersection, beginning at the outer lines of all Instrument Approach Surface Areas and extending a horizontal distance to five thousand (5,000) feet therefrom, measured at right angles to the continuation of the runway centerline, one (l) foot vertical height for each seven (7) feet of horizontal distance.

4. **HEIGHT LIMIT FOR THE AIRPORT HORIZONTAL SURFACE AREA SHALL BE:** One hundred fifty (150) feet above the established airport elevation as indicated on the Airspace District Zoning Map.

5. **HEIGHT LIMIT FOR THE AIRPORT CONICAL SURFACE AREA SHALL BE:** One (l) foot in height for each twenty (20) feet of horizontal distance beginning at the periphery of the Horizontal Surface Area and measured perpendicularly to the periphery of the Horizontal Surface Area to a height of three hundred fifty (350) feet above the airport elevation.

Provided, however, if any area is subject to more than one of the above height limitations, the more restrictive limitation shall control. Provided further, however, nothing in this Ordinance shall be construed as prohibiting the erection, construction, growth or maintenance of any structure or tree to a height of fifty (50) feet or less above the surface of the land.

C. **HEIGHT LIMITS - HELIPORTS.**

Except as otherwise provided herein, no structure or tree shall be erected, altered, allowed to grow or maintained within the Airspace District to a height in excess of the following height limits herein established for the applicable Heliport Approach Surface Area and Heliport Transitional Surface Area, as defined in this Ordinance and designated on the Airspace District Zoning Map. (Such height limits shall be computed from the applicable heliport landings and take-off area elevation as designated on the Airspace District zoning Map.)

1. **HEIGHT LIMIT FOR THE HELIPORT APPROACH SURFACE AREA SHALL BE:** One (l) foot in height for each eight (8) feet in horizontal distance beginning at the end of the heliport primary surface (such primary surface coinciding in size and shape with the designated take-off and landing area of the heliport) with the same width as the primary surface and extending outward and upward for a horizontal distance of four thousand (4,000) feet where its width is five hundred (500) feet.

2. **HEIGHT LIMIT FOR THE HELIPORT TRANSITIONAL SURFACE AREA SHALL BE:** One (l) foot in height for each two (2) feet in horizontal distance extending outward and upward from the lateral boundaries of the heliport primary surface and from the approach surface for a distance of two hundred fifty (250) feet measured horizontally from the centerline of the primary and approach surfaces.

Provided, however, if any area is subject to more than one of the above height limitations, the more restrictive limitation shall control. Provided further, however, nothing in this Ordinance shall be construed as prohibiting the erection, construction, growth or maintenance of any structure or tree to a height of fifty (50) feet or less above the surface of the land.

D. **PERFORMANCE STANDARDS.**

The following performance standards shall apply to all land within the perimeter of the Airport Conical Surface Area and Heliport Transitional Surface Area as defined in this Ordinance and indicated on the Airspace District Zoning Map.

1. **INTERFACE WITH COMMUNICATIONS.** No use shall create interference with any form of communication the primary purpose of which is for air navigation.

2. **GLARE; MARKING AND LIGHTING OF AIRSPACE HAZARDS.**

a. All lights shall be located or shielded in such a manner that they do not interfere with runway, taxi, tower or any other airport and heliport lights or result in glare which may interfere with the use of the airport and heliport in landing, taking-off or maneuvering of aircraft.

b. Such markers and lights as may be required by the Federal Aviation Administration, the Indiana Department of Transportation, Division of Aeronautics, or the Greenwood Board of Aviation Commissioners to indicate to air crews the presence of structures or trees constituting airspace hazards, as defined in this ordinance, shall be permitted.

E. **DEFINITIONS.**

1. **AIRSPACE HAZARD.** Any structure, tree, object or use of land which obstructs the airspace or is otherwise hazardous to the flight of aircraft in landing or taking-off at a public airport or heliport, as determined to constitute an "airspace," "airport" or "heliport" hazard either by the Federal Aviation Administration, the Indiana Department of Transportation, Division of Aeronautics, or the Greenwood Board of Aviation Commissioners.

2. **AIRPORT CONICAL SURFACE AREA.** The land area designated as "Airport Conical Surface Area," on the Airspace District Zoning Map, beginning at the periphery of the Horizontal Surface Area and thence extending outwardly a distance of four thousand (4,000) feet - said Conical Surface Area not including, however, the Instrument and Non-Instrument Approach Surface Areas and Transitional Surface Area.

3. **AIRPORT HORIZONTAL SURFACE AREA.** The land area designated as "Airport Horizontal Surface Area," on the Airspace District Zoning Map, the perimeter of which is determined by projecting arcs from the center of the inner line of each Instrument and Non-Instrument Approach Surface Area (the dimension of said arcs for Instrument Approach Surface Areas being ten thousand (10,000) feet and for NonInstrument approach connecting adjacent arcs by lines tangent thereto - not including, however, as a part of the Horizontal Surface Area, the Instrument and Non-Instrument Approach Surface Areas and Transitional Surface Area.

4. **AIRPORT INSTRUMENT APPROACH SURFACE AREA.** The land area designated as "Airport Instrument Approach Surface Area" on the Airspace District Zoning Map, located at each end of each instrument runway for landings and takeoffs - said Surface Area having a width of one thousand (1,000) feet at a horizontal distance of two hundred (200) feet beyond each end of the runway and widening thereafter uniformly to a width of sixteen thousand (16,000) feet at a horizontal distance of fifty thousand (50,000) feet beyond each end of the runway, its centerline being the continuation of the runway centerline.

5. **AIRPORT NON-INSTRUMENT APPROACH SURFACE AREA.** The land area designated as "Airport Non-Instrument Approach Surface Area" on the Airspace District Zoning Map, located at each end of each non-instrument runway for non-instrument landings and take-offs - said Surface Area having a width of five hundred (500) feet at a horizontal distance of two hundred (200) feet beyond each end of the runway and widening thereafter uniformly to a width of three thousand five hundred (3,500) feet at a horizontal distance of ten thousand two hundred (10,200) feet beyond each end of the runway, its centerline being the continuation of the runway centerline.

6. **AIRPORT LANDING AREA.** The area of the Airport used for the landing, take-off or taxiing of aircraft.

7. **AIRPORT TRANSITIONAL SURFACE AREA.** The land area designated as "Airport Transitional Surface Area" on the Airspace District Zoning Map, located adjacent to each instrument and non-instrument runway, symmetrically on each side of such runway - said Surface Area extending outward as indicated on the Airspace District Zoning Map from a line two hundred fifty (250) feet on either side of the centerline of a non-instrument runway, for the length of such runway plus two hundred (200) feet at each end thereof, to the inner line of the Horizontal Surface Area, and from a line five hundred (500) feet on either side of the centerline of an instrument runway plus two hundred (200) feet at each end thereof, to the inner line of the Horizontal Surface Area; further symmetrically located adjacent to each Instrument and NonInstrument Runway Approach Surface Area, on each side thereof, having variable widths, as indicated on the Airspace District Zoning Map, and extending the entire length of said Approach Surface Areas to their intersection with the outer line of the Conical Surface Area; and further located beyond said points of intersection, beginning at the outer lines of all Instrument Approach Surface Areas and extending a horizontal distance of five thousand (5,000) feet therefrom, measured at right angles to the continuation of the runway centerline, as indicated on the Airspace District Zoning Map.

8. **HELIPORT APPROACH SURFACE AREA.** The land area designated as "Heliport Approach Surface Area" on the Airspace District Zoning Map, located at the edge of the heliport landing and take-off area - said surface area having a width equal to the width of the heliport landing and take-off area and widening thereafter uniformly to a width of five hundred (500) feet at a horizontal distance of four thousand (4,000) feet from the landing and take-off area.

9. **HELIPORT LANDING AND TAKE-OFF AREA.** The area of the heliport used for the landing and take-off of helicopters.

10. **HELIPORT PRIMARY SURFACE AREA.** That area coinciding in size and shape with the Heliport Landing Take-off Area.

11. **HELIPORT TRANSITIONAL SURFACE AREA.** The land area designated as Transitional Surface Area on the Airspace District Zoning Map, located adjacent to the heliport primary surface - said surface extends outward perpendicular to the centerline of the primary and approach surfaces for a horizontal distance of two hundred and fifty (250) feet.

12. **INSTRUMENT RUNWAY.** A runway equipped or to be equipped with electronic or visual air navigation aids adequate to permit the landing of aircraft under restricted visibility conditions.

13. **NON-INSTRUMENT RUNWAY.** A runway other than an instrument runway.

14. **PUBLIC USE AIRPORT OR HELIPORT.** An airport or heliport, whether private or publicly owned, which the owner or persons having a right of access and control invite, encourage or allow flight operations by the general public without prior authorization, designated as a "Public Use Airport" or "Heliport" on the Airspace District Zoning Map, for which an Airspace District is established by this Ordinance.

15. **RUNWAY.** The surface of the airport used for landing and taking-off of aircraft.

16. **STRUCTURE.** An object constructed or installed by man, including but without limitation, buildings, towers, smokestacks and overhead transmission lines.

17. **SECONDARY ZONING DISTRICT.** The area designated on a secondary zoning district map which has special regulations in addition to the regulations of the land use independent zoning district which also applies to the area on the map. A list of the land use independent zoning districts or primary districts is found in Article 5 of the Greenwood Zoning Ordinance No. 82-1, as amended. (Ord. No. 86-21, § 1, 5-5-86)

6.15.03 Airspace District Zone Map.

Two (2) copies of the Airspace District Zoning Map are on file in the Office of the Clerk-Treasurer of the City of Greenwood and the Council directs the Clerk-Treasurer to maintain for public inspection two (2) copies of said map in the files of the Clerk-Treasurer. (Ord. No. 86-21, § 2, 5-5-86)

Sec. 10-100 Group Homes Protected under *I.C.*, 12-7-2-98.5 for the Developmentally Disabled.

6.16.01 Purpose and Scope.

This Section shall apply to group homes that are protected under *I.C.*, 16-13-21-12, as amended [Repealed by P.L. 9-1991], for the developmentally disabled. Group homes for the developmentally disabled must be facilities licensed under *I.C.*, 16-10-4, as amended, and are protected by *I.C.*, 16-13-21-12. [Editor's Note: This State law was repealed by P.L. 9-1991. "Group Home" is now defined at *I.C.*, 12-7-2-98.5, and "developmentally disabled" is defined at *I.C.*, 12-7-2-62.]

6.16.02 Location/Separation.

Article 8, Table A. Official Schedule of Uses shall establish in which districts group homes are permitted or prohibited. A group home shall not be located within three thousand (3,000) feet of another such group home as measured between lot lines.