

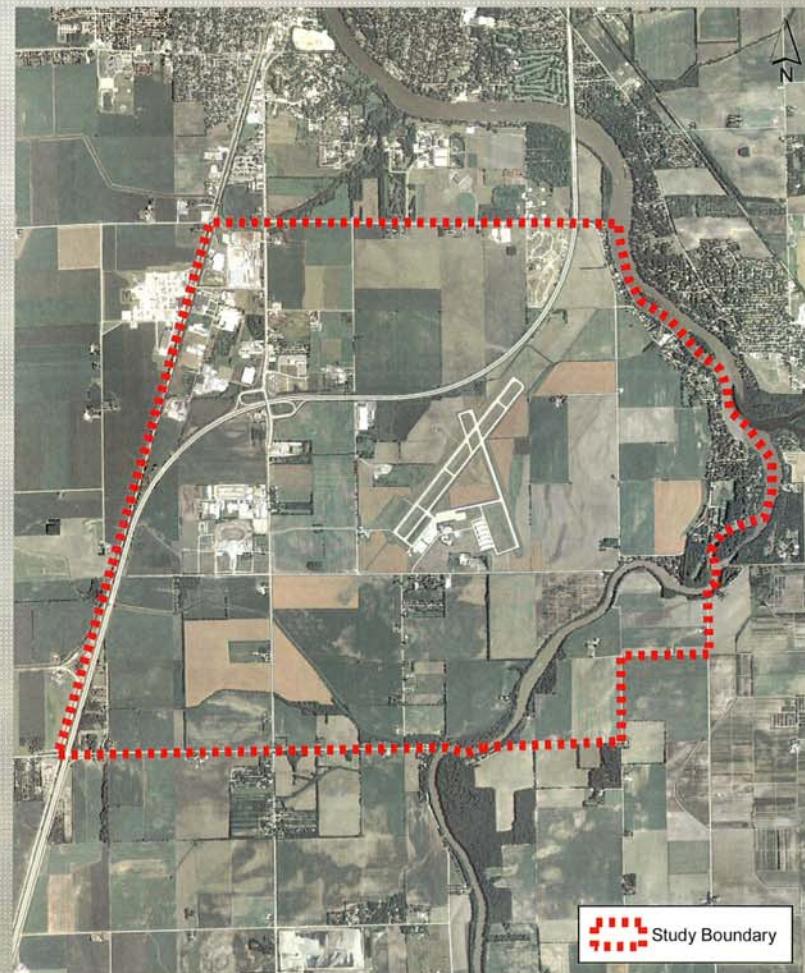
Public Information Meeting

**Airport Land Use,
Transportation and
Economic Development
Study
for the Greater Kankakee Airport**

September 25, 2008

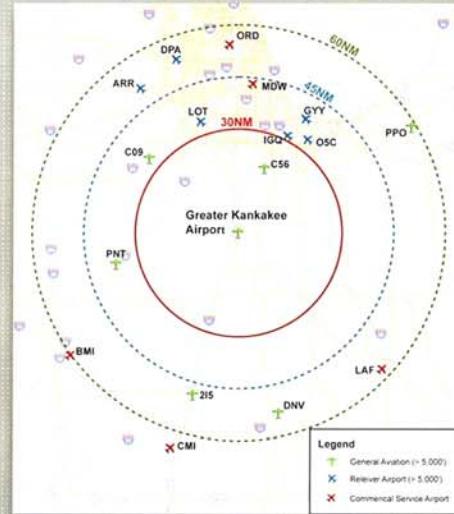
Study Details

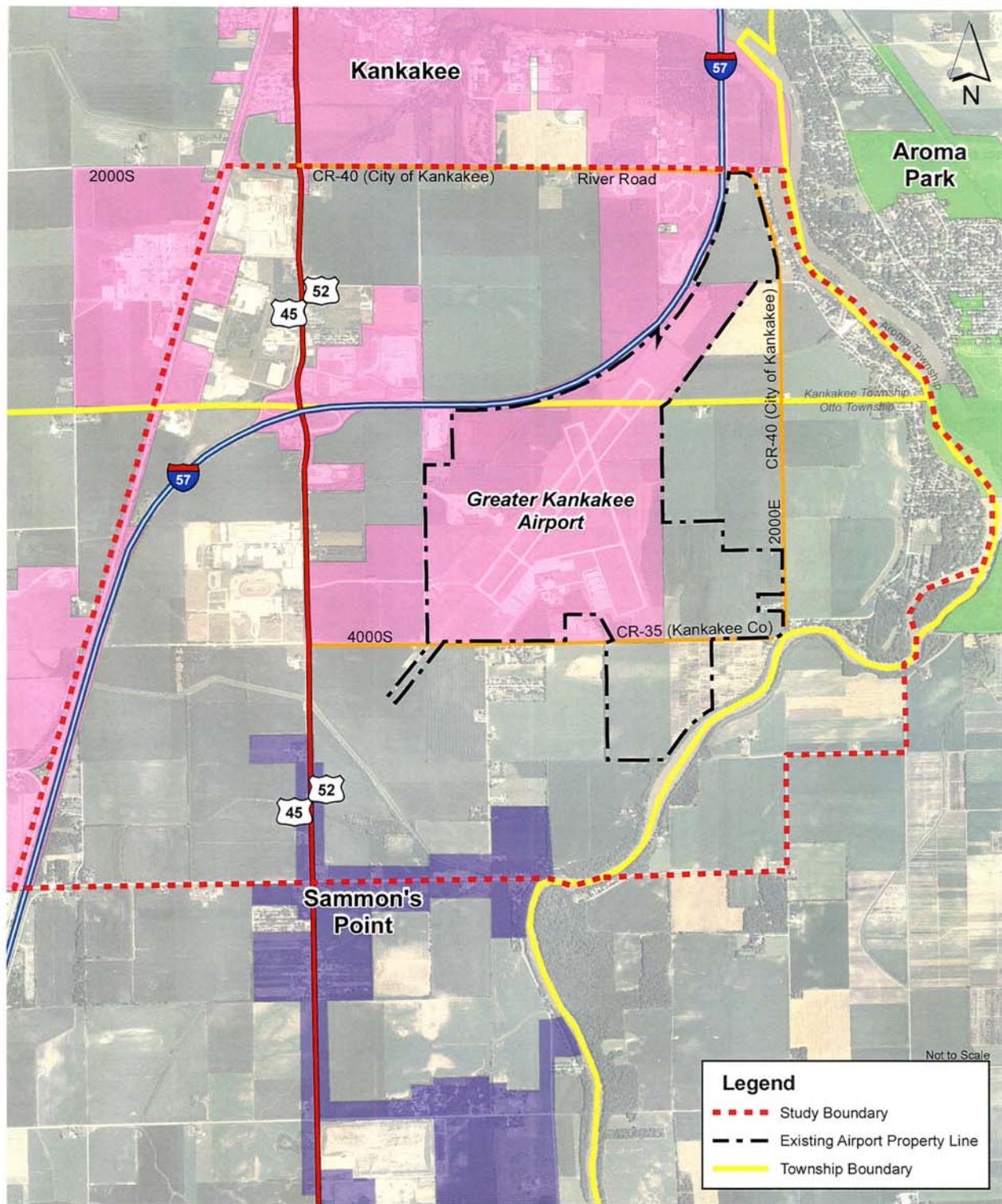
- **Study Purpose**
 - Develop a land use framework that encourages economic development opportunities and ensures compatibility with airport operations
- **20 Year Study Timeframe**
- **Study Area**
- **Focal Points**
 - Transportation
 - Land Use
 - Economic Development
- **Deliverable**
 - Generalized Land Use Plan
 - Development Guidelines
 - Marketing Plan



Airport Growth & Protection

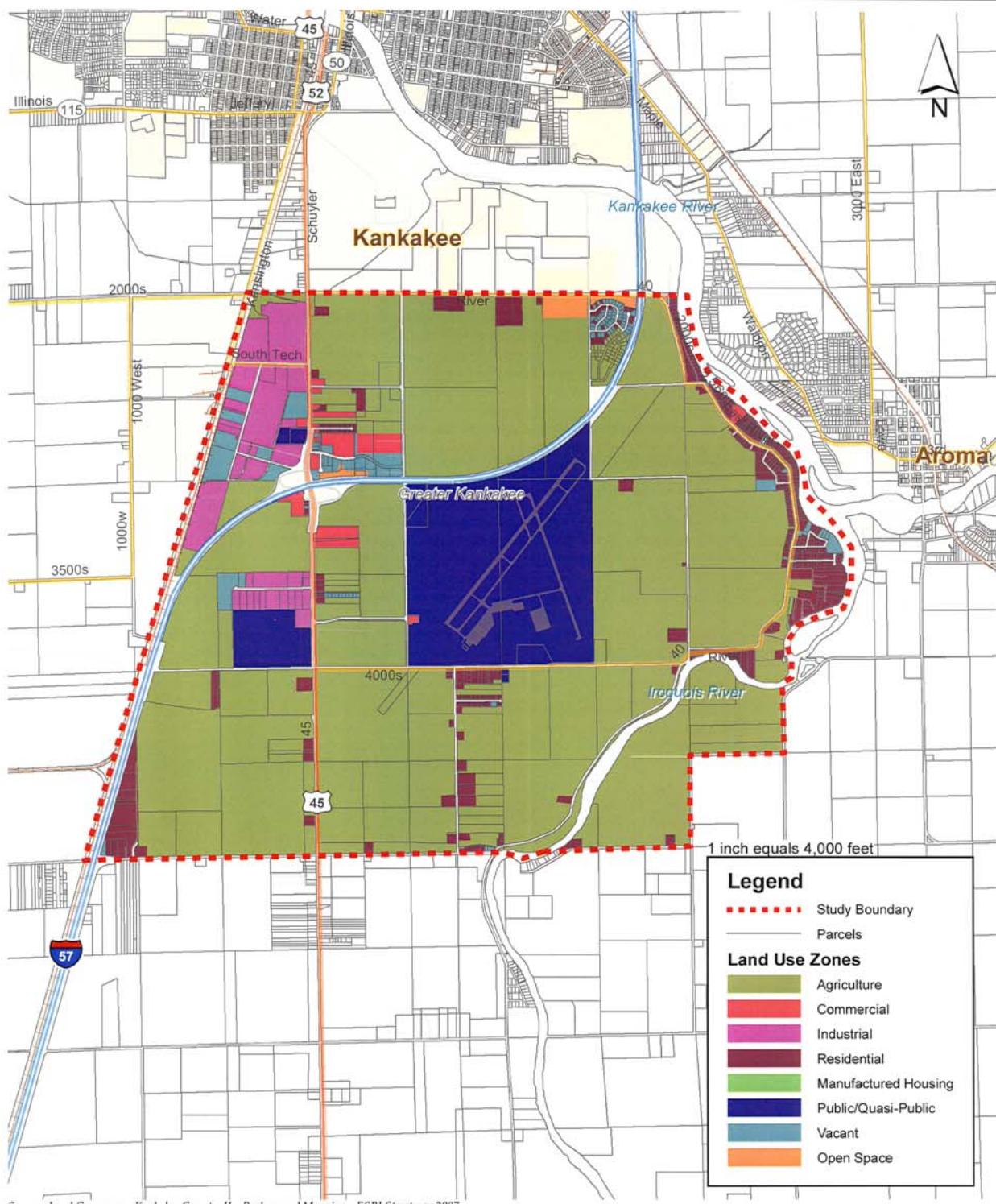
- Anticipate Airport to play an exclusive role to serve business aviation demand of Greater Kankakee Area and a competitive role for Southern portions of Chicago
- Airport offers excellent facilities and real estate for corporate aviation development
- County Jail provides a benchmark development for spin-off specialty developments with aviation focus (such developments are rare and unique)
- Expansion of primary runway facilities would be driven by a specific user(s) (Long-Term)
- Airport could see return of some cargo-related demands in future but may be more in the form of user specific shipments and involve little to no additional airport development
- Closure of portions of 4000S only if needed for Airport expansion, 4500S will serve as replacement roadway
- Airport should maximize Runway frontage for landside development opportunities
- Need to protect for Airspace & Incompatible Land Use constraints





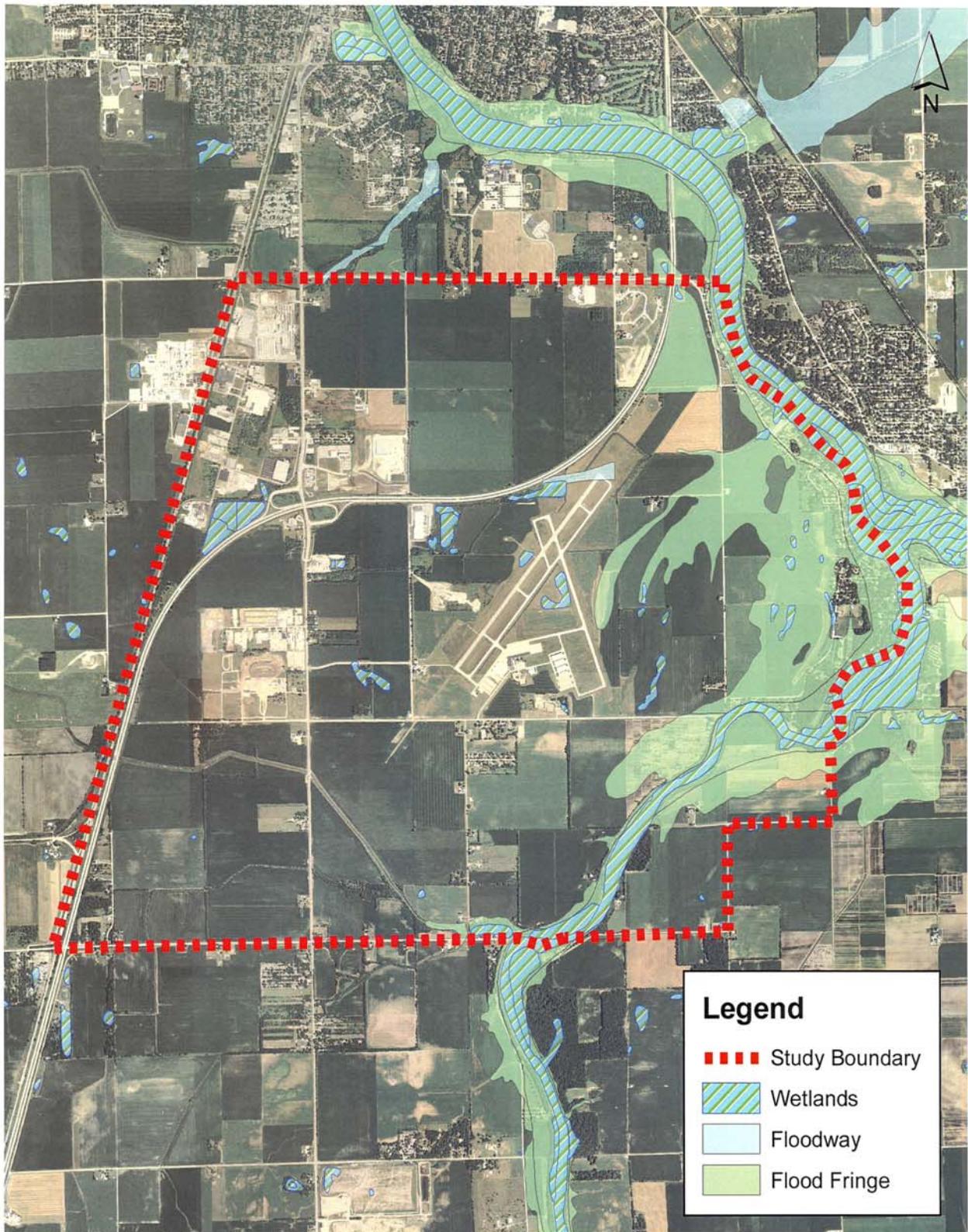
Township Divisions and Corporate Limits

Exhibit x-x



Existing Land Use

Exhibit x-x

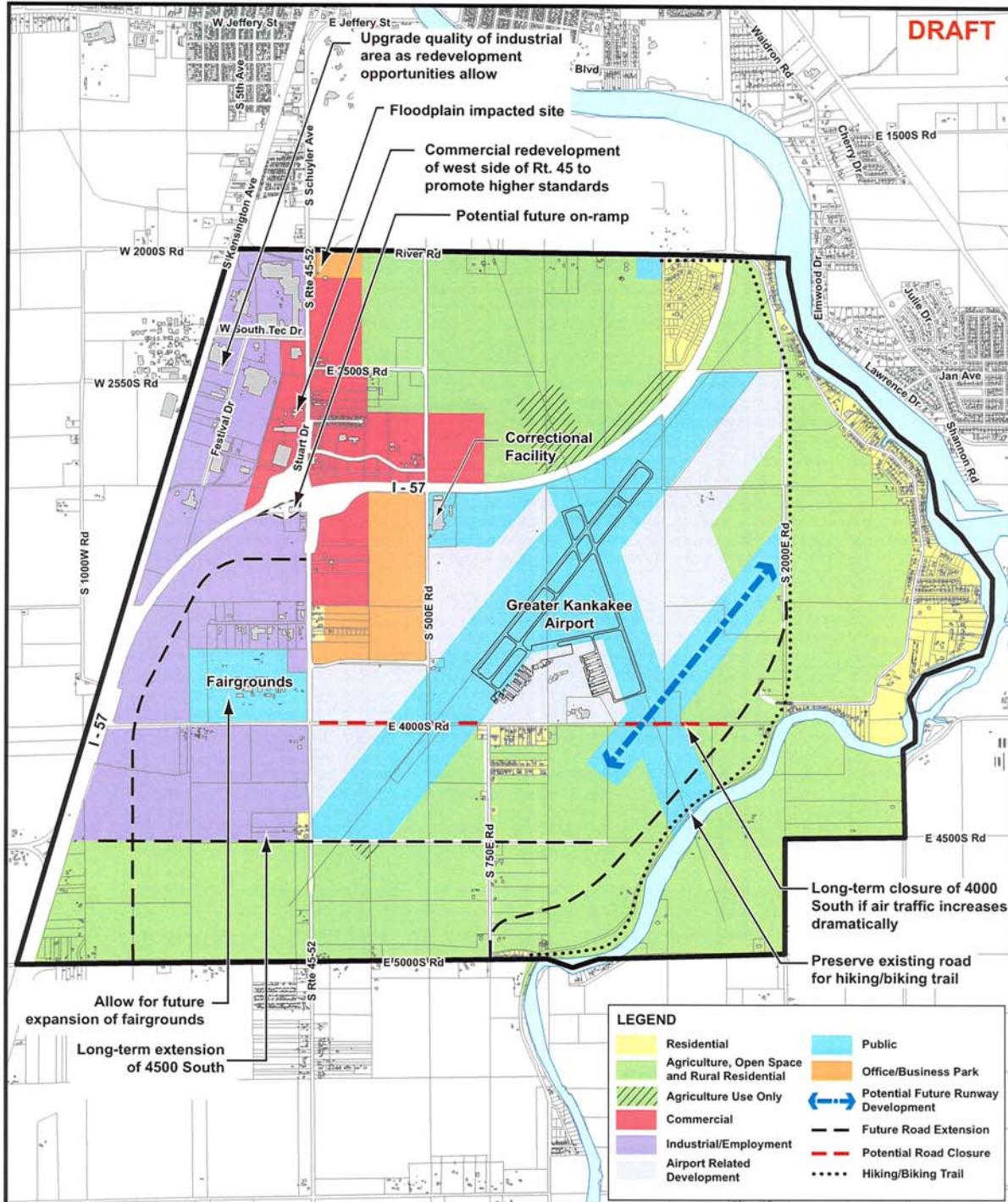


Floodplains and Wetlands with Study Boundary

Exhibit x-x

Highlights of Land Use Policies in Draft Generalized Land Use Plan

- The Plan acknowledges the recent trend for commercial development around the I-57/Route 45 interchange area, as evidenced by the recent Wal-Mart and hotel development. This location is seen as an important regional commercial destination and, as such, additional land should be designated for commercial use.
- Many of the older existing commercial properties along Route 45 are obsolete and do not reflect the higher development standards that will attract additional investment. Efforts should be directed to redeveloping these older obsolete properties and improving the appearance of the corridor in general.
- Industrial and employment use development is not a trend that is currently in place. However, the airport facility is seen as an important element of transportation infrastructure that can attract these uses. Significant amounts of land are allocated for this use south and east of I-57 with frontage along the highway.
- Since one of the functions of the airport is to support local industry, it is important to allocate sufficient land for those industries that need direct access to the airport and its runways. “Airport Related Development” is the term used to describe aircraft maintenance, air cargo and other uses requiring an on-airport location. The land set aside for these uses should be sufficient for the airport’s long term needs.
- Distinguishing sites for general industrial/employment and higher quality office and business park development is important. Office and business park development need cleaner, campus-like environments and should be separated from heavier industrial uses, as shown on the plan.
- Anticipating the limits of development within the planning horizon is also important. The plan allocates sufficient land for development within the foreseeable future while placing appropriate limits on development to preserve agriculture and limit impacts on existing residents. The category titled “open space, agriculture and rural residential” delineates a broad area to the south and east of the airport designated for open space and related uses. This will maintain floodplain lands along the river in open space as well as buffering existing residential areas. In addition, land north of I-57 east of the Route 45 frontage is also designated in this category. This area will probably develop before land south of the airport, but such development is still a considerable distance into the future and community needs for land use are clear at this time.
- Coordinating land use and development with future airport facility upgrades requires assessing two sets of variables; the development market and the demand for air transportation. The plan attempts to blend together the two considerations to advance the regional interests for economic development. It must be understood that, just as not all land development goals may be reached within the planning horizon, expansion of the airport facility may also not occur within the planning horizon.



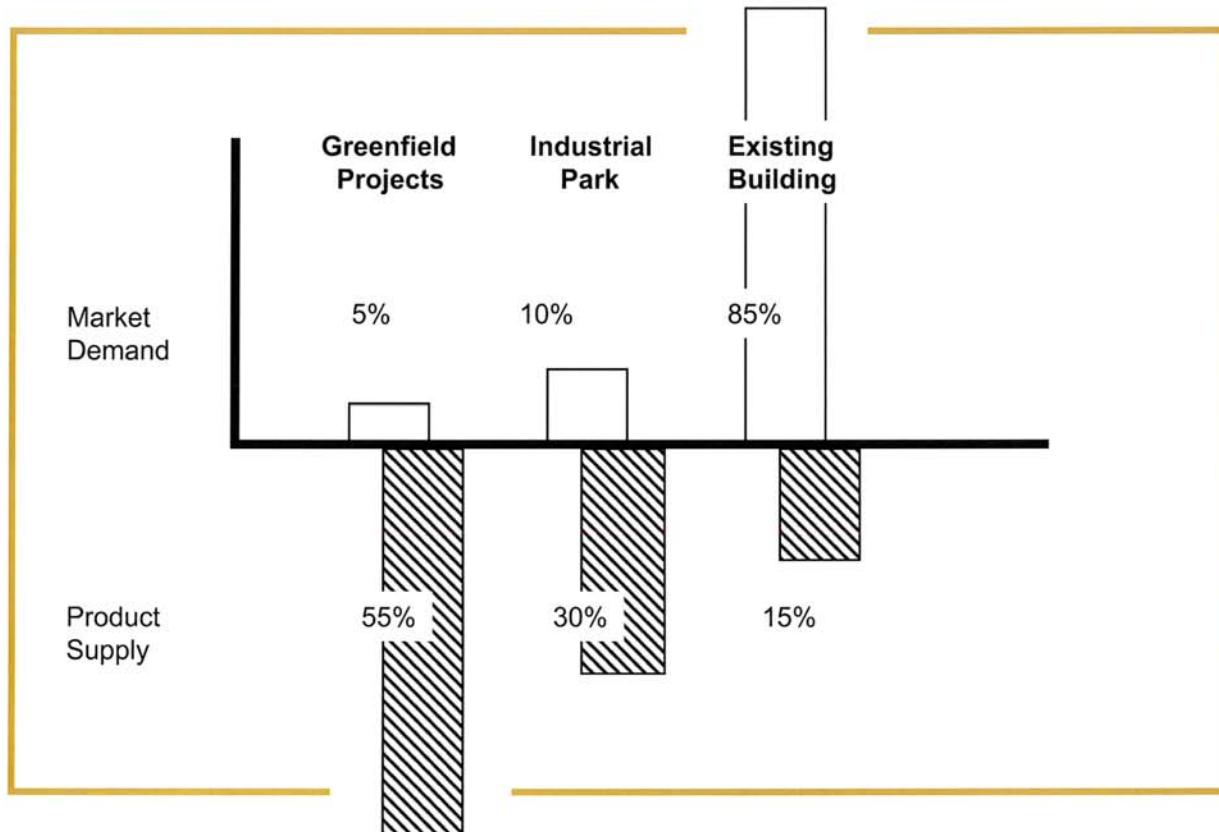
Generalized Land Use Map - Draft

Land Use, Transportation and Economic Development
Study for the Greater Kankakee Airport
Kankakee County, Illinois

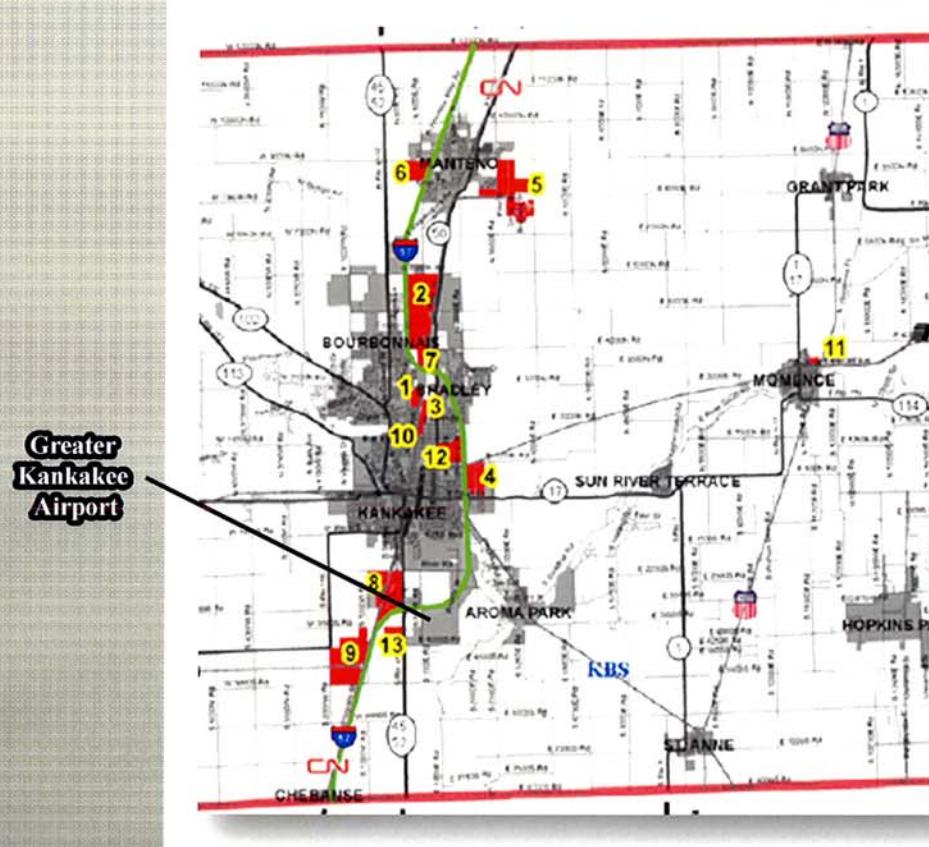
Highlights of Recommended Draft Development Standards

- **The Tri-Village Development Standards.** The Tri-Village Development standards represent a logical “point-of-departure” for standards to apply to the Study Area. Camiros endorses the concept of regional development standards. Some adjustment of these standards may be appropriate within the Study Area to address site-specific conditions and advance economic development, as outlined in the points below.
- **Differentiation Between Use Standards.** One of the areas of concern Camiros has with the Tri-Village Development Standards (TVDS) is that the same or similar standards are applied to different uses. It is Camiros’ opinion that industry norms for development standards differ depending on the use. For example, a frontage setback standard that might be appropriate for a large corporate office use would not be appropriate for a smaller retail use. The same holds true for landscaping, signage and other development standards.
- **Curb Cut Spacing.** The TVDS establishes some aggressive standards for the spacing of access points off major roads. State routes require $\frac{1}{4}$ mile separations and arterial roads 600 feet. Camiros does not believe either standard would apply to Route 45 north of the interchange, where existing development already has more frequent access points. We think an access control plan should be prepared to identify where points of access should be located, taking into consideration likely redevelopment, potential shared access, signalization and turn lanes. This plan should recommend the formulation of an access control plan for Route 45/52.
- **Underground Utilities.** Requiring underground utilities for new industrial parks and business parks is given. It may be more problematic within areas of existing development, and should be assessed on a case-by-case basis.
- **Frontage Setbacks.** The frontage setback of 200 feet along I-57 and 50 feet along state routes is aggressive, and might be too aggressive. Potential retail uses in the southeast quadrant of the I-57/ Route 45 interchange would object to a 200 foot landscape setback. Their objection would be based on what they need to be successful and competitive. Similar objections would be raised by retail uses regarding the 50 foot landscape setback along Route 45. The fractured ownership of smaller parcels along Route 45 north of the interchange makes it harder to adapt to larger setbacks.
- **Landscape Requirements.** Applying the same landscape material requirements on office/industrial uses and retail uses could be problematic. Retail uses will object to shade trees and large evergreens that will obstruct visibility. Camiros recommends landscape material standards conducive to retail development and will formulate specific recommendations.
- **Parking Lot Landscaping.** Standards based on a minimum percentage of landscape area within a parking lot are generally preferable to parking space based standards. The former allow for greater flexibility and usually produce better design.

Sites & Buildings Supply/Demand



Kankakee County Industrial Park Inventory



Airport Business Park Location Trends

- The term “airport” industrial/business park is used very loosely covering contiguous properties with runway access to locations on airport road.
- General aviation airports as well as commercial service airports are looking for revenue enhancement by developing business parks.
- Many airports have built substantial airport business parks with long lists of tenants.
- Many parks have some property available that offers direct taxiway access.
- Converted military bases have glutted the market with available airport buildings. These buildings can often be offered at very attractive, below market rates.
- More than 9,300 companies in the United States operate business aircraft. The 6,300 NBAA members, which include most corporate fleet operators, own approximately 8,700 aircraft. About half of these aircraft are jets. Turboprops account for about 20 percent, while piston-engine airplanes, turbine-powered aircraft, and helicopters account for the remaining 30 percent. Source: National Business Aviation Association (NBAA)
- On-going decline in private pilot ranks over two decades reduces the number of business executives with private aircraft and a personal connection to general aviation airports.

Airport Business Park Location Trends

- Communities with former military bases often have access to federal funding for redevelopment/redeployment of these facilities.
- North American Free Trade Agreement (NAFTA) has reduced the importance of a Foreign Trade Zone where the market is North America.
- Tenants in airparks are predominantly mixed use parks including: cargo, manufacturing assembly, distribution, and office. The percentage of aviation-related industries is relatively small. This study found 441 of 523 businesses or 84% of the tenants were non-aviation related businesses. These findings have been verified through additional research.
- Few parks require airport usage as a condition of occupancy.
- Eighty-five percent of manufacturing prospects are looking for available buildings. Proximity to the airport is considered a "plus".
- Air cargo consolidation is currently underway. Two examples include the pending closure of airport air cargo centers by DHL, Wilmington, OH and the already closed Kitty Hawk, Fort Wayne, IN.
- Cargo carriers like Fed Ex, UPS, and DHL overnight shipping operators, have been central to the development of a number of larger airport industrial parks such as Memphis (TN), Cincinnati (OH), Cedar Rapids (IA), and Louisville (KY).

Tactical Marketing

- **Conduct a marketing campaign to attract attention of potential investors as well as influencers who can provide referrals**
- **Grow and retain existing employers in Kankakee County**
- **Target Industry Lists**
- **Build a company/contact specific distribution list for marketing**
- **Gather industry intelligence on target industries**

Project Schedule

May

- Task Force Meeting #1 (May 29)
- Site Visit

June - July

- Data Gathering
- Baseline Conditions Assessment
- Concept Development
- Task Force Meeting #2 (August 7)

August - September

- Concept Refinement and Recommendations
- Task Force Meeting #3 & Public Meeting #1 (September 25)
- Draft Report

October

- Final Report
- Task Force Meeting #4 & Public Meeting #2 (October 30)