

## Baseline Conditions Meeting

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



Crawford, Murphy & Tilly, Inc

August 7, 2008

# Meeting Agenda

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- Purpose of Study
- Study Area
- Airport Role
- Airport Compatibility
- Opportunities and Constraints
- Generalized Land Use Concepts
- Economic Development

## The CMT Team

**CMT – ENR Top 25 in National Aviation Firm**

**Camiros** - Nationally Recognized Leader in  
Land Use Planning and Development  
Guidelines

**Blane, Canada** - Nationally Recognized  
Leader in Economic Development

# Purpose of Study

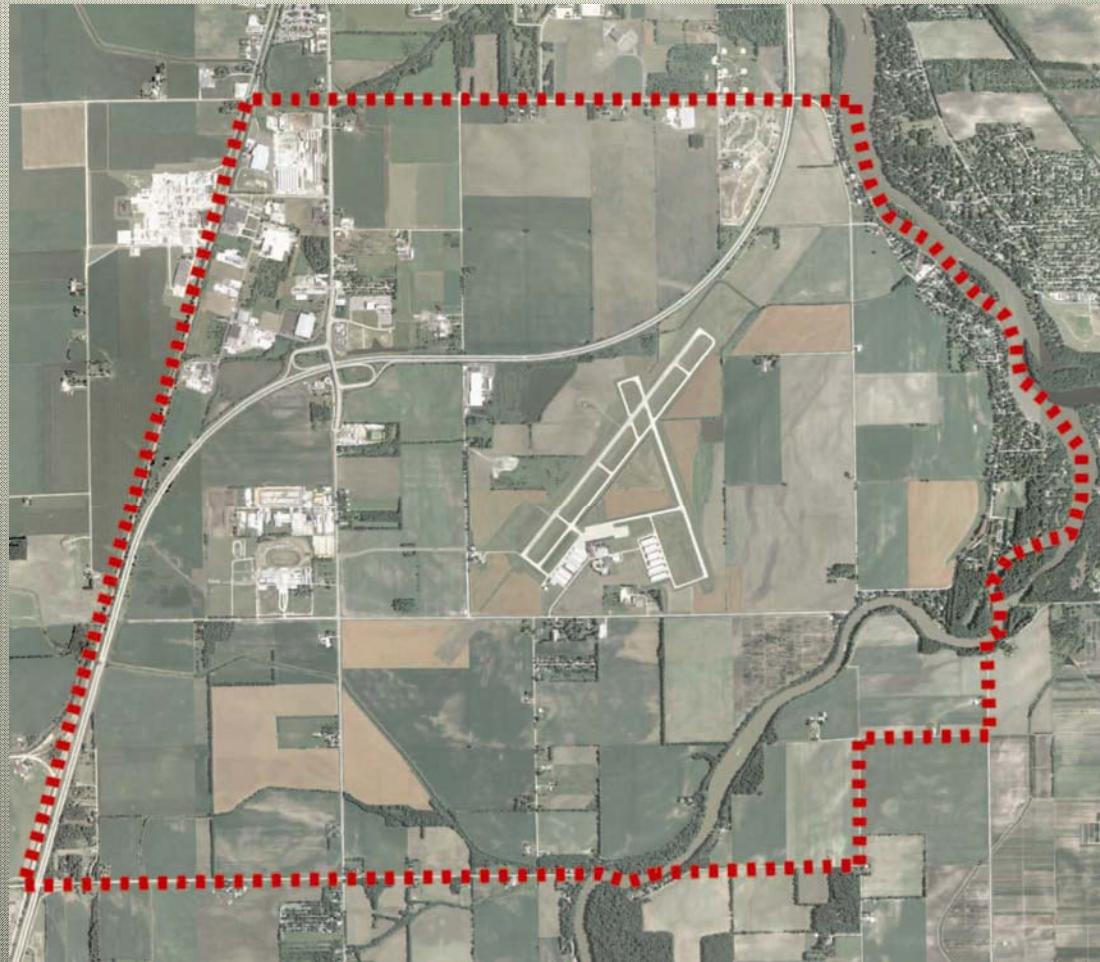
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- Develop a land use framework that encourages economic development opportunities and ensures compatibility with airport operations

## Recent Activities

- Conducted over twenty individual and group interviews of stakeholders
- Conducted “independent assessment” of land use and economic baseline conditions
- Generated exhibits depicting physical and regulatory features
- Developed presentation of baseline conditions
- Developed conceptual land use alternatives and economic strategies

# Study Area



# Airport Role

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- Primary Influences upon Future Airport Role
  - Facilities
  - Competition
  - Demand

# Existing Airport Role

- FAA Civilian Airport Designations
  - Commercial Service (Primary)
  - Reliever
  - General Aviation
  - Joint Use
- Airport designated as General Aviation in the NPIAS and Illinois
- IKK is General Aviation Airport with facilities designed for corporate aircraft
- Airport has 135 based aircraft and 50,000 operations per year
- Airport ranks 3rd among Illinois GA airports for based aircraft
- Airport contributes over \$22 million dollars to local economy based upon 2000 Economic Impact Study

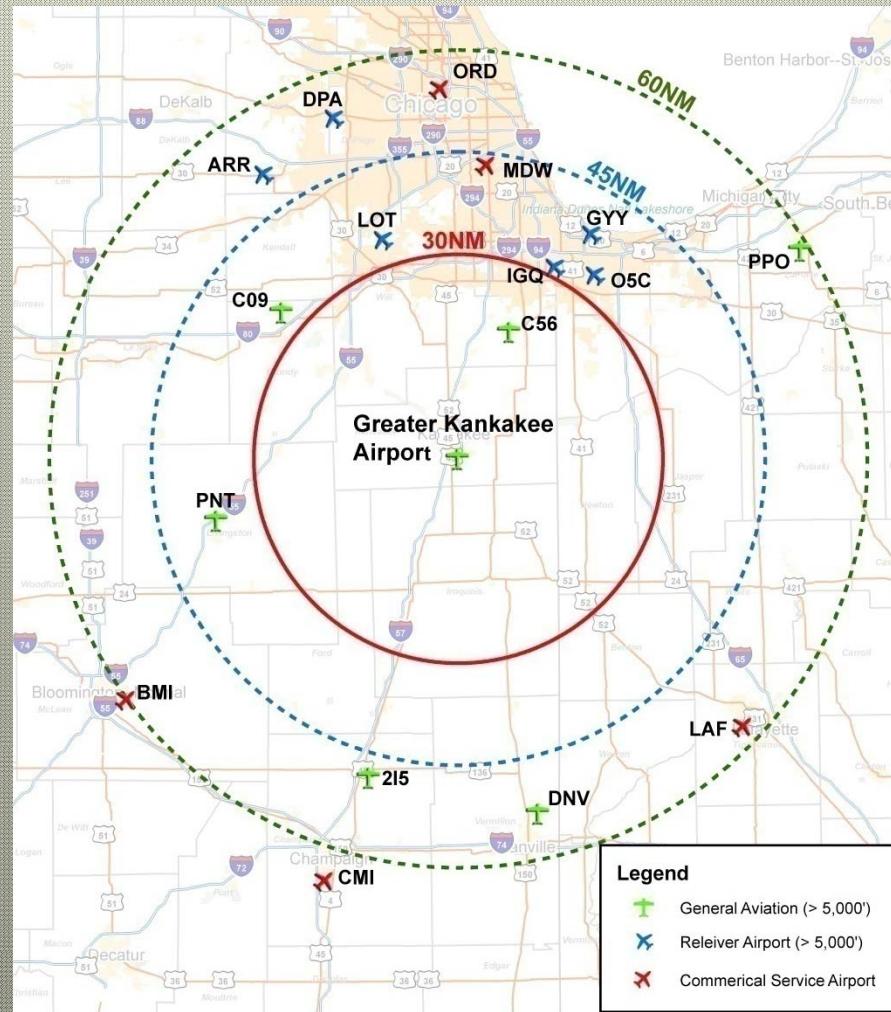
# Existing Airport Facilities and Expansion

- Two paved runways – Accommodates full fleet of general aviation aircraft
- Instrument Landing System
- TVOR/AWOS
- Outside of ORD Class B Airspace
- Flight Service Station
- Full Service FBO – fuel, maintenance, charter, flight training
- Municipal water and sewer
- Good visibility and access to I-57
- Available development property along primary runway flight line with municipal services
- Additional property acquisition proposed for potential runway extensions and new parallel runway

# Competition

- Airports with runway of 5,000 feet or longer and ILS are best competition to IKK
- Nearest General Aviation Airports (>5,000'):
  - Monee, IL (20nm N)
  - Lansing, IL (31nm NE)
  - Morris Municipal Airport (34nm NW)
  - Merrillville, IN (34nm NE)
  - Lewis University (34nm N)
  - Pontiac Municipal Airport (36nm W)

# Airport Competition



# Projected Demographics

- Greater Kankakee Area projected to grow at national average in next 10 years

Year	Population	Total Employment	Total Earnings ('04)	Income per Capita ('04)	Mean House Hold Income ('04)	Total Retail Sales ('04)
2008	110,075	56,334	\$2,050,616,000	\$27,584	\$70,711	\$1,372,619,000
2010	110,781	58,261	\$2,145,019,000	\$28,382	\$72,349	\$1,409,518,000
2015	112,886	63,053	\$2,398,066,000	\$30,493	\$76,938	\$1,509,281,000
2020	115,254	67,791	\$2,676,572,000	\$32,826	\$82,539	\$1,620,432,000
2025	117,918	72,476	\$2,983,183,000	\$35,391	\$89,155	\$1,744,880,000
2030	121,008	77,094	\$3,320,796,000	\$38,173	\$96,862	\$1,884,900,000
<b>AAG ('08 - '30)</b>	<b>0.43%</b>	<b>1.44%</b>	<b>2.22%</b>	<b>1.49%</b>	<b>1.44%</b>	<b>1.45%</b>

#### U.S. Growth

<b>AAG ('08 - '30)</b>	<b>0.97%</b>	<b>1.38%</b>	<b>2.34%</b>	<b>1.29%</b>	<b>1.25%</b>	<b>2.11%</b>
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# Commercial Service Demand

- Significant international growth and modest domestic growth with airline consolidation
- Commercial service demand is expected to be served in the near term by existing commercial service airports (*Kankakee is served by multiple airports within a 60-90 mile drive*)
- Property being purchased for New South Suburban Airport that is targeted for overspill from Chicago Region
- Other airports are vying for overspill including Gary, Rockford and Milwaukee

## Air Cargo Demand

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- Globalization and industry consolidation
- Greater reliance upon trucks
- Airfield facilities precedes cargo development
- Significant airport competition for air cargo
- Requires highly aggressive economic development strategy and investment

## Business and General Aviation Demand

- Significant growth in production and utilization of corporate jets
- Introduction of VLJ's
- Competition with commercial air service
- Downturn in recreational aviation - fuel

# Future Airport Demand

- Anticipate IKK 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)
- 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

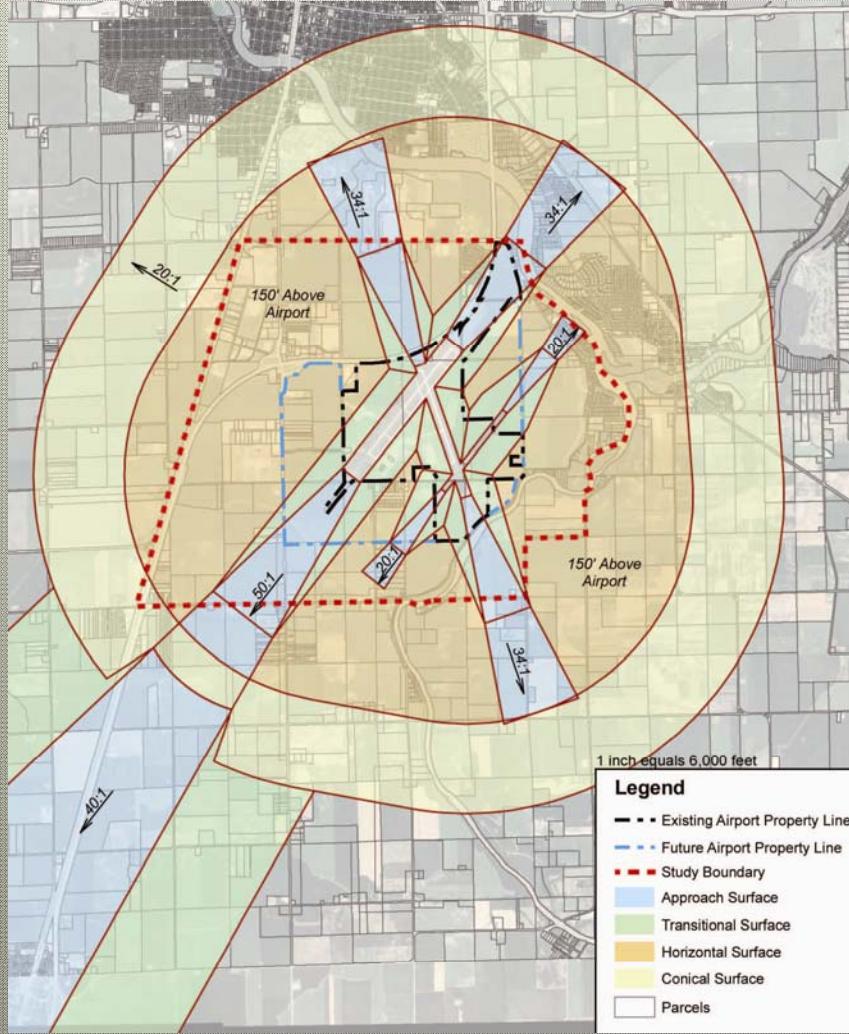
# Airport Compatibility

- Airspace
- Land Use

# Airspace Compatibility

- FAR Part 77 Surfaces
  - Administered by FAA
- Illinois Part 16 “Hazard Zoning”
  - Administered by IDOT
  - Enforces FAR Part 77 Surfaces above 50' AGL
  - Requires coordination with local regulatory agencies
  - Easements or local control is required below 50' AGL
- Cell towers and wind farms are most popular conflicts

# Airspace



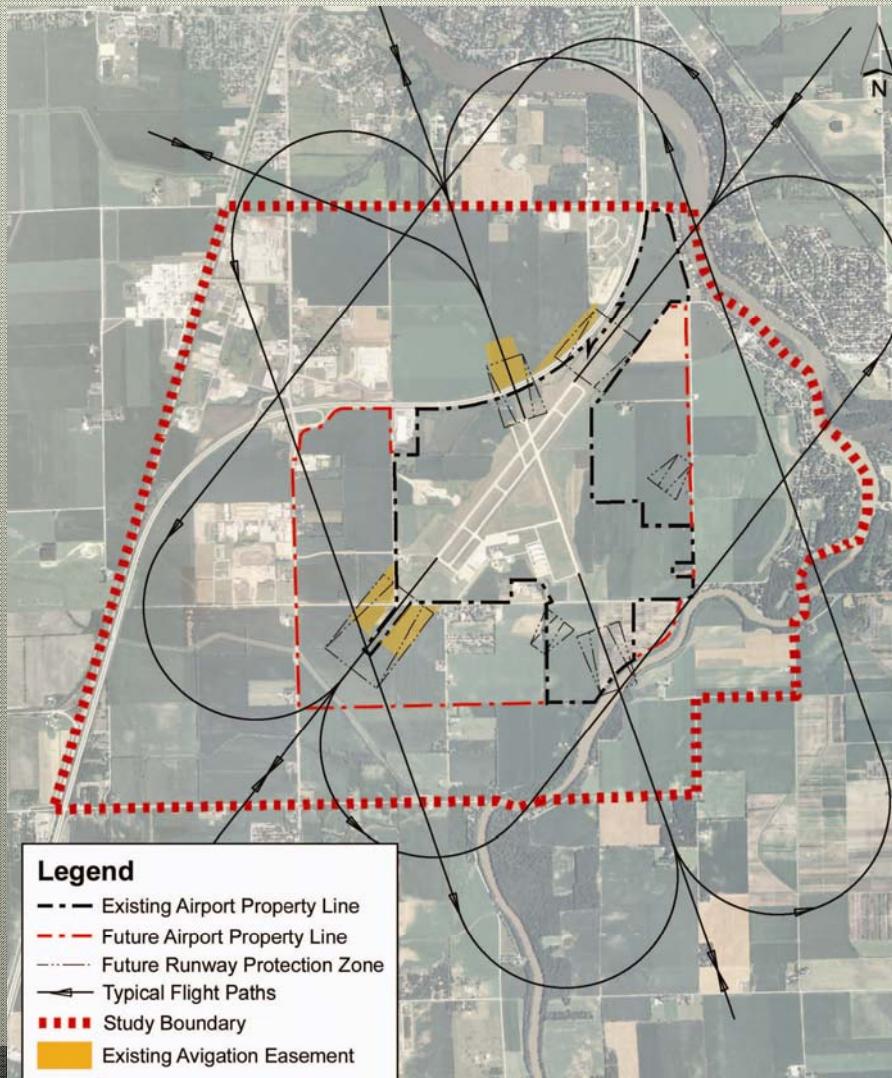
# Airspace (Study Area)



# Land Use Compatibility

- Runway Protection Zones
  - FAA encourages fee simple ownership
  - Restrict dwellings and places of public assembly
- Aircraft Noise and Overflights
  - FAA standard threshold for incompatibility is DNL 65 (likely on airport property)
  - Discourage noise sensitive properties in approach/departure or overflight corridors
- Wildlife Attractants
  - FAA criteria for new developments within 10,000 feet of runway (*majority of study area*)
  - Within the study area, establish development standards for new construction that minimize wildlife attractants (i.e. golf courses, detention ponds, wetland replacement, etc.)

# Airport Property and Land Use Constraints



# Land Use Planning

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**Bill James**

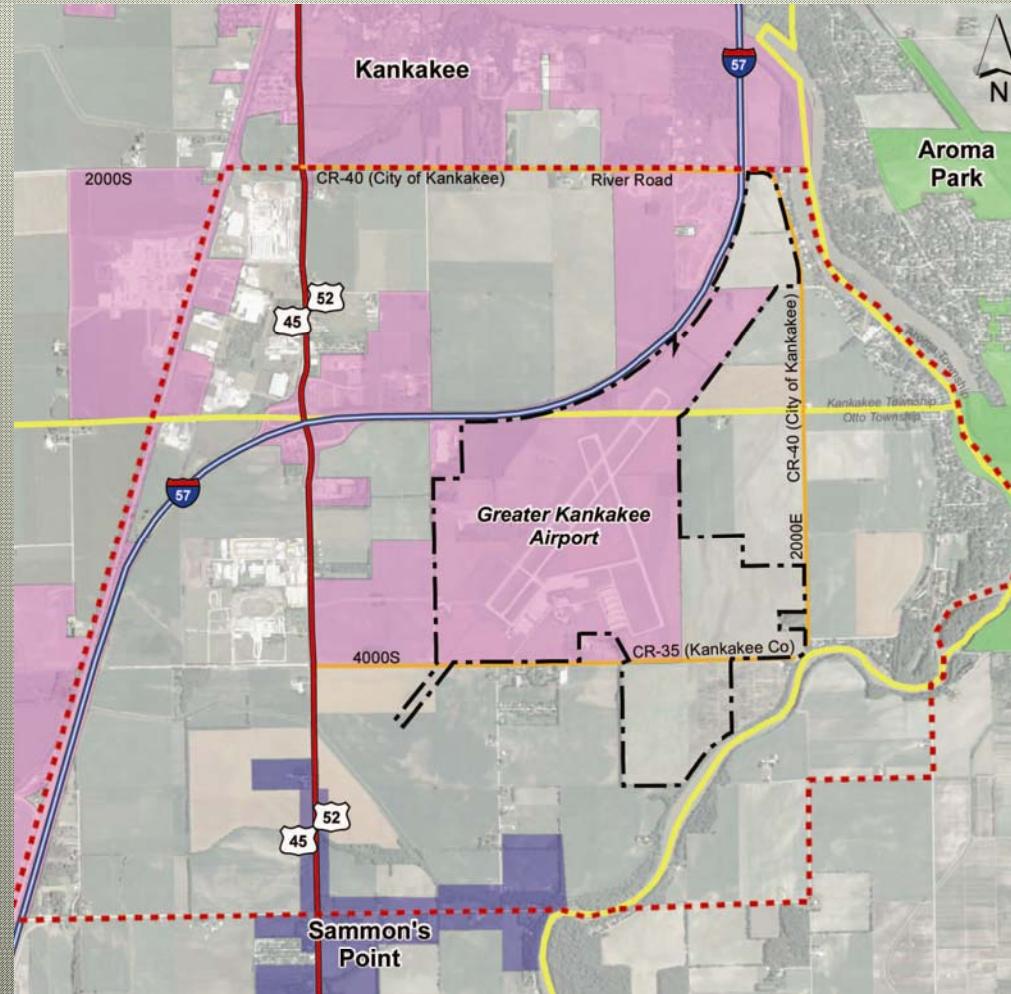
*Camiros, Ltd.*

# Opportunities and Constraints Considerations

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- Jurisdictional Boundaries
- Existing Land Use
- Infrastructure
- Environmental
- Land Ownership
- Roads
- Development Suitability

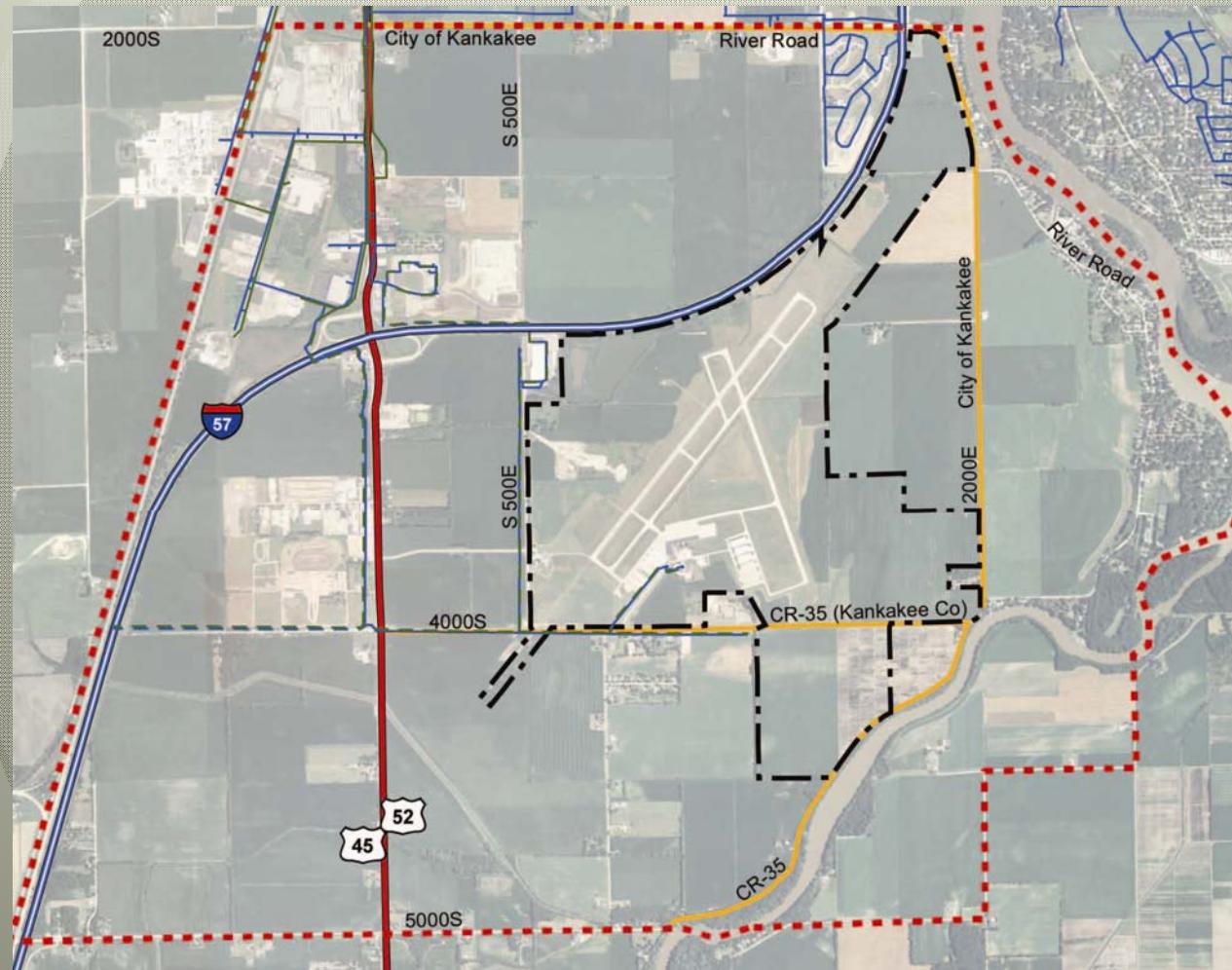
# Jurisdictional Boundaries



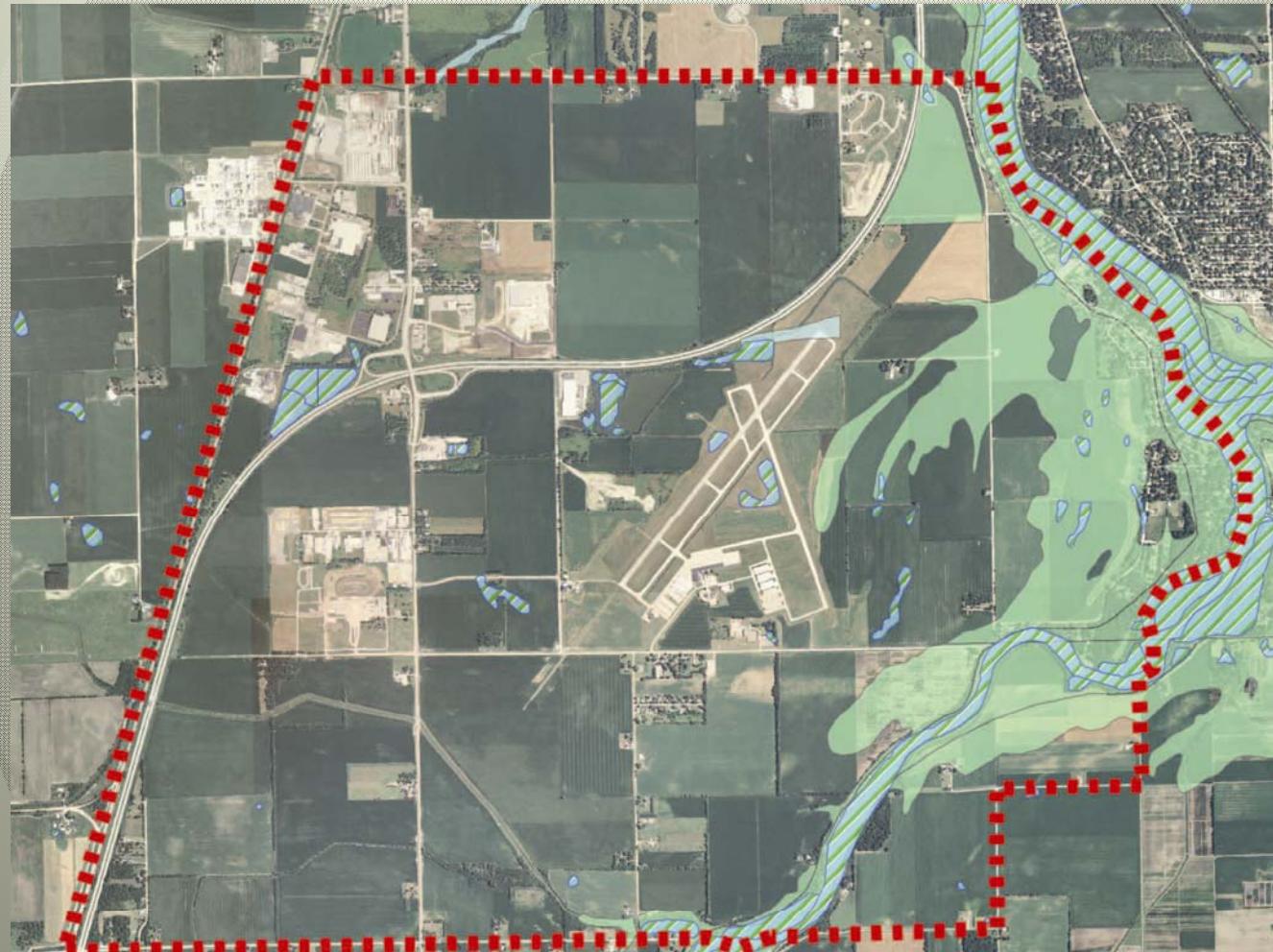
# Existing Land Uses and Ownership



# Roads and Utilities



# Environmental

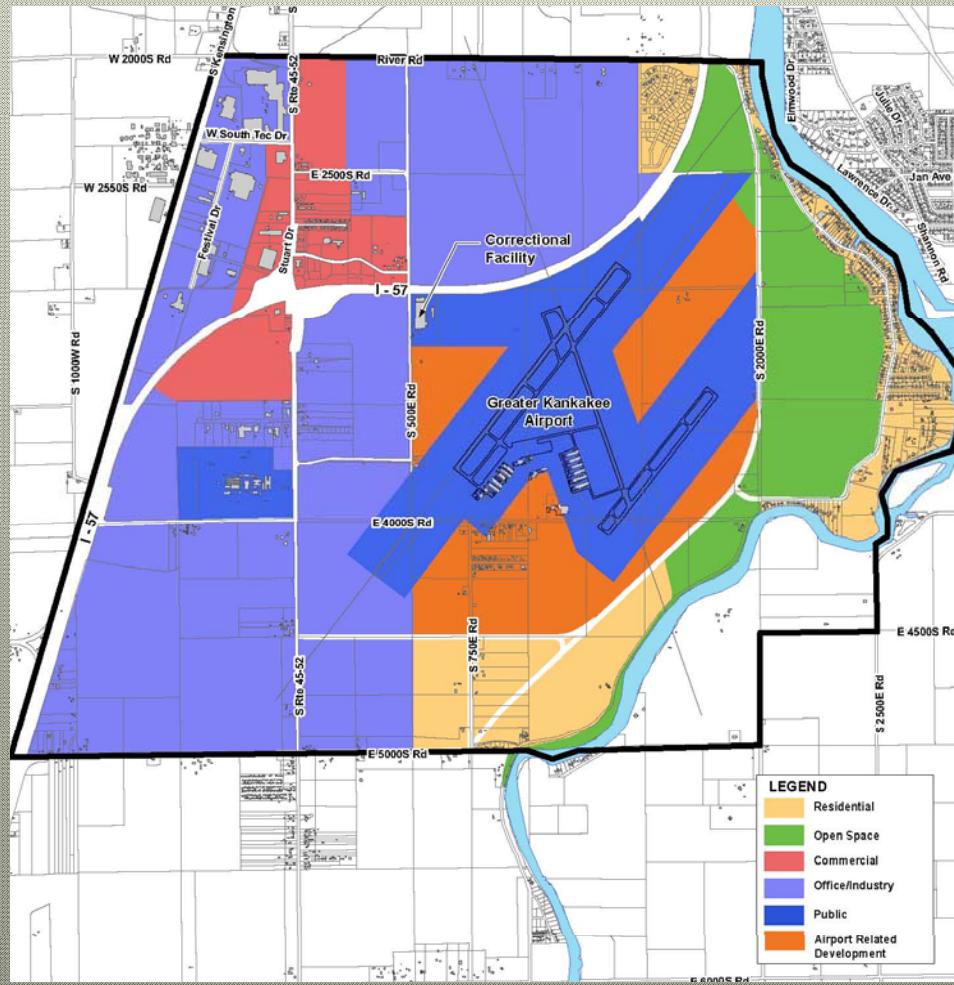


# Preliminary Land Use Concepts

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- Generalized Land Use Concept
- Other Planned Development
- Potential Infrastructure Improvements

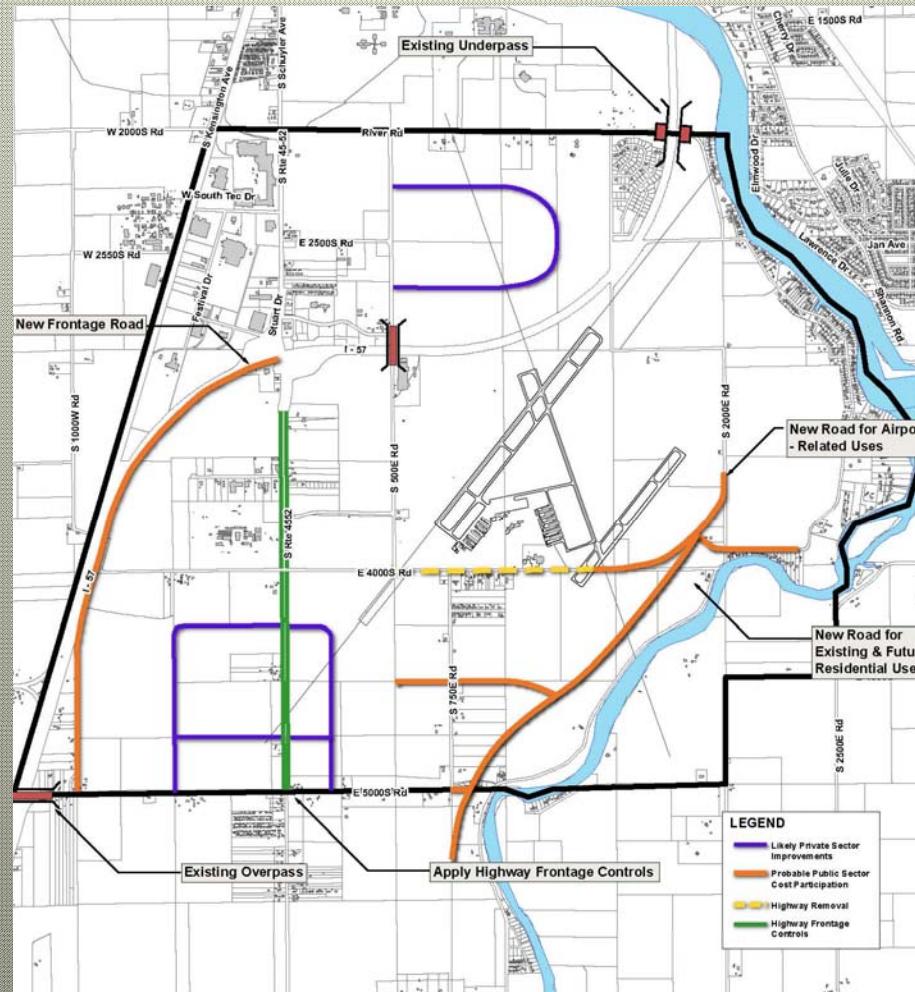
# Generalized Land Use Concept



Conceptual - For  
Discussion Purposes  
Only



# Roadway Infrastructure Concept



Conceptual - For  
Discussion Purposes  
Only

# Economic Development

**Eric Canada**

*Blane-Canada, Ltd.*

# Economic Development

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- Economic development environment
- Kankakee County economic development
- General economic development trends
- Implications for airport development

# Economic Development Environment

- Chicago regional growth path moving south along I-55 near the northwest corner of Kankakee County
- The I-55 Corridor is Chicago's most active submarket in terms of new industrial development
- The Corridor has a total of about 29 million square feet of industrial space, over half of which has been built since 1995.
- When taken together as whole, the I-80 and I-55 markets have been responsible for 33% of all new development in the Chicago Metropolitan area since 1997
- Will County among Illinois fastest growing in Chicago
- Large box distribution development and land speculation are driving up land costs for all business expansions
- I-57 growth slowly moving south

# Kankakee County Economic Development

- Economic Development Alliance of Kankakee
  - Celebrating 1<sup>st</sup> Anniversary
  - Public/Private partnership
  - Broad based support
  - Substantive effort to repair a dysfunctional history
- In the formative stage
  - Largely volunteer driven
  - Organizational focus
  - Internal awareness focus
  - Responsive, limited outreach
- Reaching out to potential area partners including Will County

## General Economic Development Trends

- Congestion along I-55 impedes access North to Chicago
- Growth and land speculation in Will County forces existing small employers to look for alternatives when expanding
- Train and truck traffic pushing for new routes around Chicago
- Burlington Northern Intermodal, Elwood, IL (former arsenal)
- CenterPoint Industrial Park

# Development Assets

- I-57 access to Chicago
  - I-80
  - 1 hour south of Chicago
  - Dan Ryan expressway improvements
  - Relatively uncongested, direct access
  - Southern movement of growth at interchanges
- I-57/I-355 provides new access to NW suburbs
- No congestion on main routes within the County
- Water and sewer at airport
- Quality of construction of “jail” facility
- Working relationship and shared leadership of Airport and Alliance
- Alliance focus on existing industry and business expansion and retention
- Airport’s taxing authority has untapped potential

# Challenges

- Alliance's early development stage constrains capacity
  - Low funding level
  - Low staffing level
- Lack of control or ownership of development property in study area
- History of competing economic development interests continues outside the County
- Negative self image persists and lack of self confidence

## Implications for Kankakee County and Airport Development

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- Competition focused on big box distribution
- Northern I-57 interchanges drawing development, filling in
- Best opportunity smaller manufacturing and distribution being forced out of Will County by growth and increasing cost

# 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*)