

Land Use Recommendations

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



Crawford, Murphy & Tilly, Inc

September 18, 2008

Meeting Agenda

- Purpose of Study
- Review of August Task Force Meetings
- Summary of Draft Generalized Land Use Policies
- Draft Generalized Land Use Plan
- Summary of Draft Development Standards
- Summary of Draft Marketing Plan

Purpose of Study

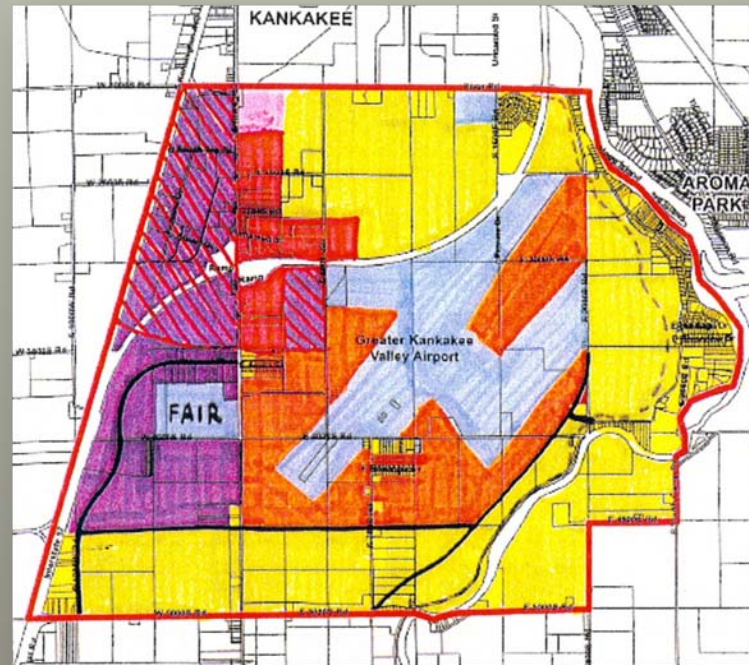
- Develop a land use framework that encourages economic development opportunities and ensures compatibility with airport operations

Recent Activities

- Highlights of August 7th Task Force Meeting
 - Airport Demand
 - Airport has primary function of serving GA
 - Select air cargo opportunities and potential for coordinated development with County Jail
 - Expansion of primary runway will be driven by specific user
 - Future land use plan should consider aviation-related airspace and land use compatibility restrictions
 - Land Use Plan
 - Introduced Conceptual Land Use Plan (discussion purposes only)
 - Land use plan should consider reasonable absorption rates
 - Economic Development
 - Economic growth is moving south from Chicago
 - Significant competition in Will and Kankakee Counties
 - Best opportunity smaller manufacturing and distribution being forced out of Will County by growth and increasing cost

Recent Activities

- August 28th Task Force Committee Meeting
 - Discussed Land Use Concepts
 - Developed revised Conceptual Land Use Plan



Recent Activities

- Conducted additional stakeholder interviews
- Formulated Draft Land Use Policies and Revised Generalized Land Use Plan
- Conducted ED Market Research
- Formulated Draft Marketing Plan

Draft Land Use Plan & Development Standards

Bill James

Camiros, Ltd.

Generalized Land Use Principles

- The I-57/Route 45 interchange area is seen as an important regional commercial destination and, as such, additional land should be designated for commercial use.
- Efforts should be directed to redeveloping existing older commercial properties along Route 45 and improving the appearance of the corridor in general.
- Significant amounts of land are allocated for employment use development both south and east of I-57 with frontage along the highway.

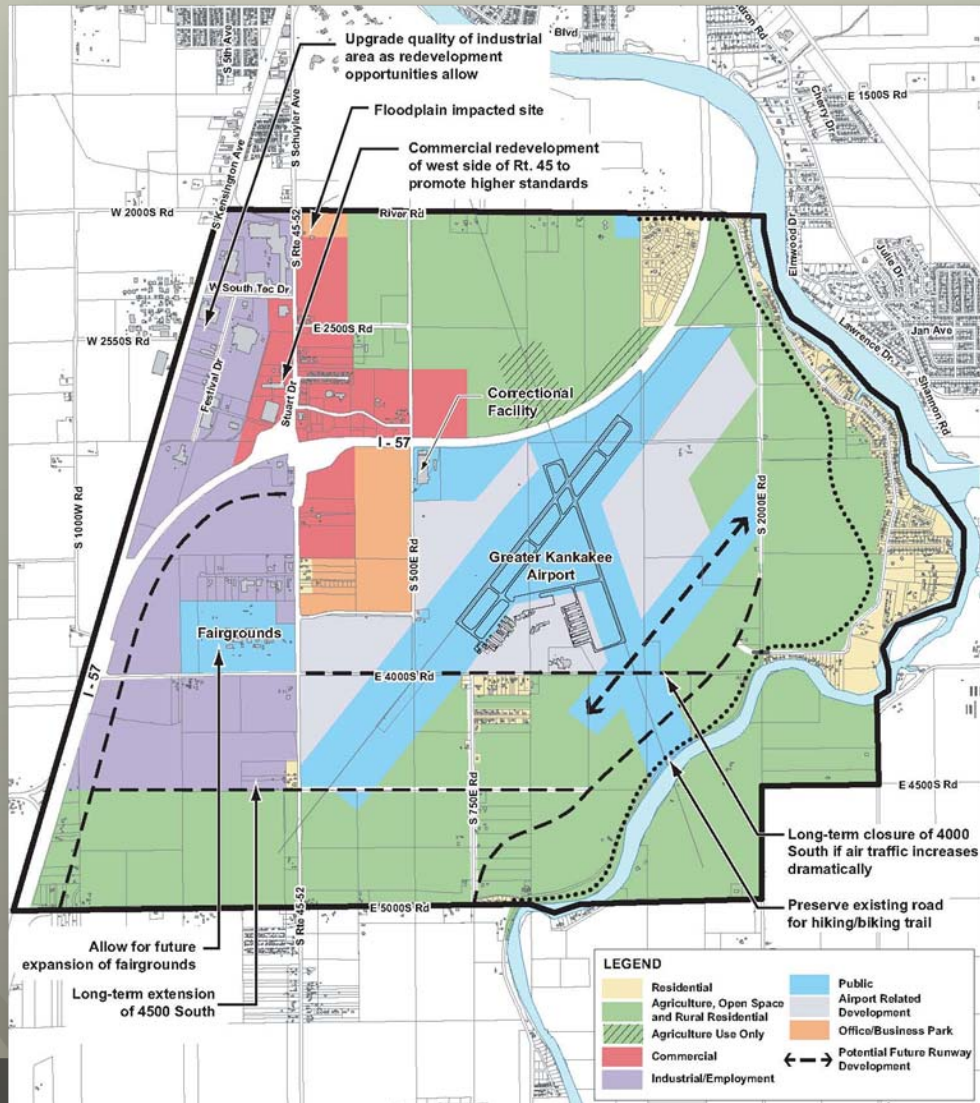
Generalized Land Use Principles

- Sufficient “Airport Related Development” land is set aside for the airport’s long term needs.
- Higher quality office and business park development is identified separate from general industrial/employment and requires cleaner, campus-like environments.
- 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.

Generalized Land Use Principles

- New residential and noise sensitive developments should be located away from approach and departure corridors.
- Developments that attract wildlife should be discouraged within study area including golf courses, drainage retention ponds, wetland construction, waste transfer stations, wildlife conservation areas, etc.

Draft Generalized Land Use Plan



Tri-Village Development Standards

- Reviewed by Consultant Team
- Considered as point of departure for development standards in Study Area
- Some differences recommended for Study Area development standards

Draft Study Area Development Standards

- **Differentiation Between Use Standards:** Different standards can and should be utilized for varying land uses including frontage setbacks, landscaping, signage and other development standards.
- **Curb Cut Spacing:** The TVDS establishes some aggressive standards for the spacing of access points off major roads. For the subject study area, 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.

Draft Study Area Development Standards

- **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. Lesser, setbacks are being proposed in the outlying Chicago areas and are meeting stiff resistance. While aggressive setbacks are more feasible on larger tracts, the fractured ownership of smaller parcels along Route 45 north of the interchange makes it harder to adapt to larger setbacks.

Draft Study Area Development Standards

- **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. Landscape material standards conducive to retail development are recommended.
- **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.

Draft Study Area Development Standards

- **Stormwater Detention:** Drainage retention ponds can be likely locations for usage by waterfowl and other wildlife. It is recommended that a development standard that designates 72-hour stormwater detention be utilized.
- **Airspace Restriction:** Zoning regulations typically dictate the overall height of development without a variance. Development standards should reference existing airport hazard zoning rules to ensure compliance and airport compatibility.

Draft Marketing Plan

Eric Canada

Blane-Canada, Ltd.

Marketing Plan Overview

- Economic Alliance Preamble
- Economic Development Environment
- Kankakee County Development Assets
- Challenges
- Implications for County and Airport Development
- Marketing Kankakee County and Airport Business Park

Marketing Preparation and Research

- Determine the condition of the Kankakee County workforce and available labor supply
- Determine the condition of available buildings of 20,000 sq. ft. or larger in Kankakee County
- Grow the resources available for marketing Kankakee County
- Expand and update marketing materials
- Create opportunities to generate press releases highlighting business and economic development success stories

Tactical Marketing - External

- Conduct a marketing campaign to attract attention of potential investors as well as influencers who can provide referrals

Tactical Marketing - Internal

- Grow and retain existing employers in Kankakee County

Target Marketing – Industry and Geographic

- Target Industry Lists
- Build a company/contact specific distribution list for marketing
- Gather industry intelligence on target industries

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)

Airport Business Park Location Trends

- 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.
- 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).

Site Selection Factors

Site Selection Factors by Industry (Example)					
Factor	HQ	Back Office	High Tech	Manuf.	Distribution
Market access & cost	4		6	1	1 & 3
Labor skills & quality	2	2	5	2	
Labor costs		1		3	6
Unionization trends				4	
Available buildings		7		5	4
Utility costs/local service				6	
Business climate	7		9	7	7
Turnover		3			
Absenteeism		4			
Occupation costs		5	7		5
Business costs	6				
Training programs		6			
Ability to recruit executives	1	8	1		
Proximity to commercial air service	8	9	8		
Service delivery time					2
Scientist and engineers			2		
Higher education			4		
Cost of living	5				
Quality of life	3		3		

Kankakee County Availability and Sites

Kankakee County Industrial Sites by Locality

	Acres	0-100	101-200	201-300	301-400	401-500	501-600	601+
Bourbonnais, IL		3	0	0	0	0	0	0
Bradley, IL		0	0	0	0	0	0	2
Kankakee, IL		8	1	1	0	0	0	1
Manteno, IL		2	2	1	0	0	0	0
St. Anne, IL		1	0	0	0	0	0	0
Total		25	10	2	1	1	0	

Source: Location One Information System

Kankakee County Available Buildings by Locality

	Sq. Ft.	<10,000	10-50,000	51-100,000	101-150,000	151-200,000	200,001+
Aroma Park, IL		1	0	0	0	0	0
Bourbonnais, IL		2	2	0	0	0	0
Bradley, IL		10	1	0	0	0	0
Grant Park, IL		1	0	0	0	0	0
Kankakee, IL		9	7	2	1	1	0
Momence, IL		2	0	0	0	0	0
Total		25	10	2	1	1	0

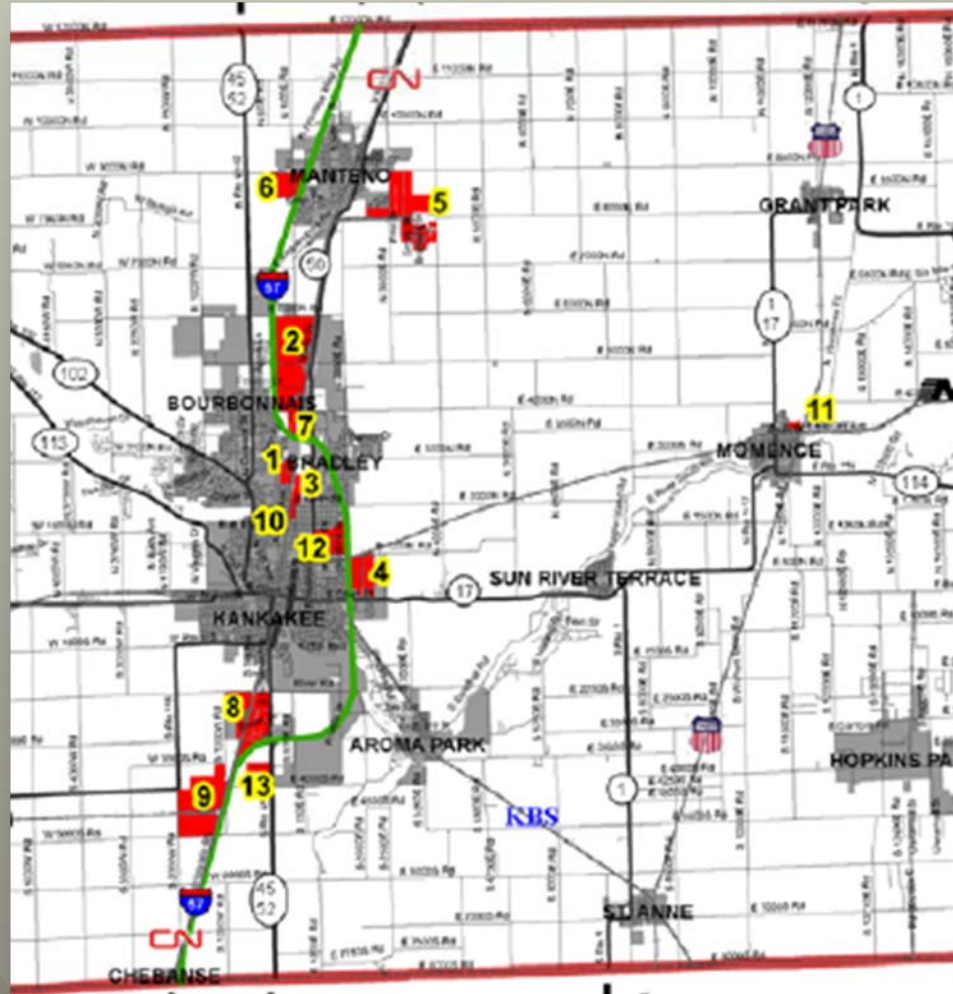
Source: Location One Information System

Kankakee County Availability and Sites

Kankakee County Industrial Parks

No.	Park	Available Acreage
1	Bourbonnais Industrial Park	20
2	Bourbonnais Township Industrial Area	669
3	Bradley Industrial Park	14
4	Eastgate Industrial Park	138
5	Illinois Diversatech Campus	277
6	Illinois Diversatech Campus West	77
7	Interstate Business Center	2
8	Kankakee Industrial Estates & Southtech	152
9	Kankakee Regional Industrial Park	230
10	Ken Hayes Industrial Complex	NA
11	Momence Industrial Park	25
12	Northland Industrial Park & Space Center	77
13	South Kankakee Industrial Park	23
	Total	1,704

Kankakee County Industrial Park Inventory



Available Buildings in Kankakee County

Available Buildings, Kankakee County, IL

South-Tec Development	160,000	Warehouse & Distribution	Kankakee
Dearborn Community Center	103,000	Commercial	Kankakee
Industrial Warehouse	80,000	Industrial	Kankakee
Kankakee Industrial Estates 52,225 sf.	52,225	Industrial	Kankakee
Bourbonnais Office Park	44,000	Office	Bourbonnais
Space Center 40,000 sf.	40,000	Industrial	Kankakee
601 N. Entrance Ave	38,100	Commercial	Kankakee
505 S Schuyler	22,200	Commercial	Kankakee
664 E Broadway	20,125	Commercial	Bradley
601 N. Fifth Ave.	20,000	Commercial	Kankakee

Other Considerations

- Speculative Buildings
- Leased Property/Buildings
- Economic Development Target Industry Sectors by Allies
- Sample Economic Development Web Sites

Marketing Practices and Performance

Most Effective Marketing Tactics	Rank
Website	1
Direct Mail	2
One-on-one events	3
Public Relations*	4

Least Effective Marketing Tactics	Rank
Display advertising	1
Telephone Cold Calls	2
CD-ROMS	3
Mementos and/or premium campaigns	4
Trade show booth*	5

Questions/Comments

Action Items

- Make Revisions to Draft Land Use Plan, Principles and Marketing Plan
- Review Public Information Materials
- Conduct Public Information Meeting
- Prepare and Submit Draft Report
- Make Final Study Presentation

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)

Study Area

