



Airport authority approves contract for 2010 land use and development study

INDIANAPOLIS—The Indianapolis Airport Authority (IAA) today approved a \$1.3 million contract with Landrum & Brown for a comprehensive study that will guide future land use and development of IAA’s airport system.

The approval marks the beginning of a process that will take place over several months, culminating with a final report presented to the board before year’s end.

Landrum & Brown (L&B) will oversee a team that includes Cassidy Turley, RW Armstrong, and others. They will develop aviation and non-aviation recommendations for IAA property at Indianapolis International (IND) in addition to its five general aviation (GA) facilities, including: Eagle Creek Airpark, Hendricks County Airport/Gordon Graham Field, the Indianapolis Downtown Heliport, Metropolitan Airport, and Mount Comfort Airport. The former Speedway Airport land will also be included in the study.

PROJECT SCOPE & TIMELINE

The project components include several major phases, including review and consolidation of existing documentation, data collection and review, comparative airport analyses, market research, community outreach, and more as part of the overall scope of work.

The timeline is:

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| ▪ June 2010 | Document consolidation and research complete |
| ▪ July 2010 | Aeronautical vs. non-aeronautical land uses recommended |
| ▪ August 2010 | 30 percent project completion |
| ▪ October 2010 | 60 percent project completion |
| ▪ November 2010 | 90 percent project completion |
| ▪ December 2010 | Final presentation of completed study |

PROJECT COMPONENTS

1. Property Assessment

The L&B team will catalog available property, determine what parcels should be reserved for short- and long-term aviation needs, and identify land most suitable for non-aeronautical development. Part of the focus will be a review of all primary, secondary, and gateway parcels owned by IAA and/or adjacent to its properties.

- **Primary**—Undeveloped land adjacent to and on IND or GA facilities, including parcels set aside for existing or future operations; includes property on High School Road.

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- **Secondary**—Outlying parcels surrounding IND as well as land surrounding each of the GA facilities.
- **Gateway**—Land with long-term significance and importance to development of an aerotropolis*, including parcels which may or may not currently be owned by IAA.

** Dr. John Kasarda of the University of North Carolina pioneered the aerotropolis concept, which is an urban development comprising aviation-intensive businesses and related enterprises extending outward for several miles from major airports. Regional drivers of economic development, they are similar to large, centralized business districts like those in New York City and other major metropolitan areas. Dallas, Memphis, Detroit, and Washington, DC each have or are pursuing an aerotropolis, as do European cities including Amsterdam, Seoul, Dubai, and Bangkok.*

2. Aviation considerations

A review of forecasted aviation demand and existing planning studies over a 20-year horizon will be completed. Current and future aviation needs will be analyzed, including:

- Facility requirements
- Expansion needs
- Airspace protection
- Noise impact
- Operational safety
- Environmental impacts
- Utility and ground transportation infrastructures

3. Development patterns

Research and a comparative analysis of development patterns adjacent to domestic and international airports with characteristics similar and dissimilar to IND will be completed. The analyses will review marketable commercial, industrial, and aviation-related developments and identify airports with successful (and unsuccessful) redevelopment programs to gather information and lessons learned.

4. Market assessment

Characteristics and factors including demographics, development patterns and trends, long-range commercial/industrial demand, existing and planned supply of commercial and industrial properties, and more will be reviewed for five, ten, and 20 year time horizons.

5. Preliminary plans

Based on all data collected, preliminary developments plans will be formulated, including conceptual alternatives for reuse of IAA property or property IAA may wish to acquire. The preliminary plans will detail the highest and best uses for the property based on market opportunities, constraints, land use, airport operational needs, and non-market considerations. The concepts will include potential land use scenarios and plans for all parcels.

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6. Evaluation of concepts

A matrix approach will be used to determine the most productive uses of each concept. It will include traffic impacts, public service demands, utility needs, aviation compatibility, environmental impacts, community compatibility, FAA requirements, development costs, market demand, absorption rates, site suitability, and revenue potential.

7. Final recommendations

Specific recommendations will be prepared and included in a final plan that will provide guidance for development, financing, land division, street and general utility layout, public improvements, noise and environmental mitigation, and more. Recommendations will be made in accordance with FAA regulations and applicable zoning codes and requirements.

COMMUNITY ADVISORS & PUBLIC OUTREACH

An IAA land use advisory committee (LUAC), comprised of key stakeholders from a number of municipal, governmental, business, and civic organizations throughout central Indiana, will be formed. The number of committee members is expected to be fewer than 20 individuals who will equitably represent the entire central Indiana region and serve as key information sources for their constituents about the project's progress.

LUAC members will also review study assumptions, data, findings, and conclusions, playing an active role in evaluating preliminary and final land use concepts and development plans.

In addition, a series of broad-based community outreach meetings and public workshops will be conducted at IND, each of the GA facilities, and/or other central locations.

Local residents and the general public will be notified of the meeting times and locations well in advance to encourage participation by the greatest number of interested individuals. Their individual and collective feedback will be tabulated and integrated into the preliminary and final project recommendations.

A number of communication tools will be used to engage, inform, and educate the public about the project.

In addition to public meetings and workshops, plans call for media interviews with key spokespersons and subject-matter experts, a newsletter, Web site, and speaker's bureau.

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