

## CONTENTS

---

1	Introduction .....	1-1
1.1	Project Description .....	1-1
1.1.1	Purpose and Objectives .....	1-2
1.1.2	Public Involvement Program.....	1-3
1.2	Airport Background.....	1-5
1.2.1	Location and Service Area.....	1-5
1.2.2	History.....	1-8
1.2.3	Airport Role.....	1-9
1.2.4	Airport Vision .....	1-10
1.3	Airport Organization .....	1-10
1.4	Airport Major Tenants .....	1-11
1.4.1	Airlines .....	1-11
1.4.2	Fixed Base Operators (FBOs) .....	1-13
1.4.3	Rental Car Companies.....	1-13
1.5	Review of Existing Studies .....	1-14
1.5.1	1997 Noise Compatibility Program.....	1-14
1.5.2	1998 CAK Airport Master Plan Update .....	1-14
1.5.3	2000 Terminal Master Plan.....	1-15
1.5.4	2005 CAK Landside Development Study.....	1-15
1.5.5	2006 Ticketing Wing and Baggage System Expansion Planning Study.....	1-15

## FIGURES

---

Figure 1-1 – Location Map .....	1-6
Figure 1-2 – Vicinity Map .....	1-7
Figure 1-3 – Air Service Destinations .....	1-11

# 1 INTRODUCTION

---

The Akron-Canton Regional Airport Authority (the Authority) has retained CHA Consulting Inc. (formerly RW Armstrong) and a team of sub-consultants to prepare a Master Plan and Airport Layout Plan Update for the Akron-Canton Airport (CAK or the Airport). The sub-consultant team includes:

- Harris Miller Miller & Hanson, Inc.
- Gresham, Smith & Partners
- Albersman & Armstrong, Ltd.
- MAC Consulting, LLC
- Environmental Design Group, LLC
- 360° Communications, LLC
- Evidence of Title
- McGuiness Unlimited
- Engage Public Affairs, LLC

This introductory chapter provides a description of the project and a background overview of the Airport. Additional information about the Airport can be found on its website at [www.akroncantonairport.com](http://www.akroncantonairport.com). The site has destination and flight information, Airport maps, driving directions, and ground transportation and parking information. News and materials related to the Master Plan Update are also available to the public on this website.

## 1.1 PROJECT DESCRIPTION

The Master Plan Update provides planning and development guidance to the Authority in order to adequately accommodate existing and projected demand for the next 20 years and beyond. It serves as a strategic plan and marketing tool for the improvement of the Airport. Consistent with the guidance provided in Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, and contractual agreements with the Authority, the contents of this report include:

- Chapter 1: Introduction
- Chapter 2: Inventory of Existing Facilities and Conditions
- Chapter 3: Forecasts of Aviation Demand
- Chapter 4: Facility Requirements
- Chapter 5: Land Use Planning
- Chapter 6: Development Concepts
- Chapter 7: Environmental Overview
- Chapter 8: Financial Plan

### 1.1.1 Purpose and Objectives

The purpose of this study is to provide long-term guidance for continued airport improvement needed to satisfy projected aviation demand in a logical and financially-feasible manner.

Consistent with this purpose, the following objectives were established for the Master Plan Update:

- Provide a framework that allows the Airport to meet the long-term air transportation needs of the region in a safe, secure and efficient manner while complying with all FAA and Transportation Security Administration (TSA) requirements.
- Document changes in the aviation industry and economy to assist and prepare CAK for future challenges and opportunities to maintain a competitive market advantage.
- Identify the airfield, passenger terminal, ground transportation, and aviation support facilities necessary to accommodate future aviation demand and fulfill the needs of all airport users and stakeholders.
- Develop a strategic and flexible terminal area improvement plan that enhances passenger amenities and increases airline efficiency and cost effectiveness.
- Develop a scalable plan for expanding automobile parking capacity for public and rental cars that maintains a high level of customer service and maximizes revenue potential.
- Support the development of compatible land uses in the vicinity of the Airport in a manner that is sensitive to the surrounding communities and the environment.
- Identify appropriate and best uses of land on Airport property.
- Ensure that the Master Plan Update findings are in harmony with improvements in the Airport's current Capital Improvement Program (CIP) and recommendations of previous planning efforts (i.e., "CAK 2018," 1998 Master Plan Update, 2000 Terminal Master Plan, 2005 Landside Study, etc.).
- Ensure that development plans are consistent with the safe, secure, efficient, environmentally-responsible and financially-sound operation of the Airport.
- Actively engage the public throughout the planning process.

In addition to addressing these objectives, this Master Plan Update also fulfilled the broad master planning goals set forth by the FAA in AC 150/5070-6B *Airport Master Plans*.

These goals are:

- Document issues that the proposed development will address.
- Justify the proposed development through the technical, economic and environmental investigation of concepts and alternatives.
- Provide an effective graphic presentation of the development of the Airport and anticipated land uses in the vicinity.
- Establish a realistic schedule for implementing the development proposed in the Master Plan Update, particularly the short-term capital improvement program.
- Propose an achievable financial plan to support the implementation schedule.
- Provide sufficient project definition and detail for subsequent environmental evaluations that may be required before the project is approved.
- Present a plan that adequately addresses the issues and satisfies local, state, and federal regulations.
- Document policies and future aeronautical demand to support municipal or local deliberations on spending, debt, land use controls, and other policies necessary to preserve the integrity of the Airport and its surroundings.

- Set the stage and establish the framework for a continuing planning process. Such a process should monitor key conditions and permit changes in plan recommendations as required.

### 1.1.2 Public Involvement Program

Public involvement is an integral part of any significant airport planning study. It encourages information sharing and collaboration among the community and the airport stakeholders that hold a collective interest in the outcome of the study. Stakeholders include the airport sponsor, airlines, tenants, users and travelers, local businesses and residents, resource agencies, elected and appointed public officials and the remainder of the general public. With such a diverse stakeholder group, it is important to use a variety of forums such as committees, public involvement meetings, and public awareness campaigns to enhance the program's effectiveness.

For this Master Plan Update, a Technical Advisory Committee (TAC) was established, consisting of technical level representatives of the Authority, airlines, FAA, local jurisdictions, regional planning and economic development organizations, TSA, National Guard, aircraft operators and service providers. The TAC provided input and insight on technical issues, and met seven times during the course of the program, as part of a coordinated series of meetings at key decision points in the study process. TAC members also reviewed working papers at various milestones throughout the course of the Master Plan Update to ensure that all relevant issues were adequately addressed. **Table 1-1** lists the members of the TAC.

**Table 1-1 – Technical Advisory Committee Members**

<b>Name</b>	<b>Representing</b>	<b>Name</b>	<b>Representing</b>
Alex Erskine	FAA – Detroit ADO	Jamie Walters	Jackson Township
Anthony DiGiacomo, Lt. Col.	Ohio Army National Guard	Jason Segedy	Akron Metro Area Transportation Study
Beth Boggins	University Park Alliance	John Gordon	Ultimate Air Center
Bryan Sharkey	Air Tran Airlines	John Whitney, Maj.	Ohio Army National Guard
Cass Tyson	Frontier Airlines	Justin Shedron, Capt.	Ohio Army National Guard
Chris Kostiuk	Goodyear – Flight Operations	Katherine Delaney	FAA – Detroit ADO
Daniel Colantone	Greater Akron Chamber of Commerce	Larry Beyes	JM Smucker – Flight Operations
David Pulay	Akron Metro Area Transportation Study	Marilyn Lyon	Jackson Township
David Wyatt	PSA (US Airways)	Michael Silvius	FAA – Air Traffic Control
DeeAnn Dehne	FAA – Air Traffic Control	Mike Grossman	Castle Aviation
Denise Stadalski	Hertz Rental Car	Rick Rabadow	Greater Akron Chamber of Commerce
Dennis Saunier	Canton Regional Chamber of Commerce	Ricky Jones	TSA
Don Armen	McKinley Air Transport	Robert Campbell	Timken – Flight Operations
Homer Taylor	MSE Branded Food Systems	Robert Nau	Stark County Regional Planning Commission
Jack Hough	MSE Branded Food Systems	Steve Paquette	Stark Development Board
Jake Stabl	Goodyear – Flight Operations	Todd Fite	First Energy – Flight Operations
James O’Dell, Capt.	Ohio Army National Guard	Tom Adam	Ohio Army National Guard
James Seadler	US Airways	Wayne Wiethe	City of Green – Planning & Development

Source: CHA, 2014

In addition to the TAC, other forms of public involvement included public meetings/workshops and briefings to elected and appointed officials or special interest groups. The four public workshops provided the opportunity to engage the public in meaningful conversation about the Airport and Master Plan Update. These meetings were conducted in an “open house” format with interactive information stations staffed by airport personnel and the consultant team. Other briefings were organized with key agencies, stakeholders, or public officials as needed on topics that are of special interest to that group.

## 1.2 AIRPORT BACKGROUND

Understanding the background of an airport and the region it serves is essential in making informed decisions pertaining to airport-related improvements. This section discusses CAK in the context of its location, service area, history and role in the overall aviation system.

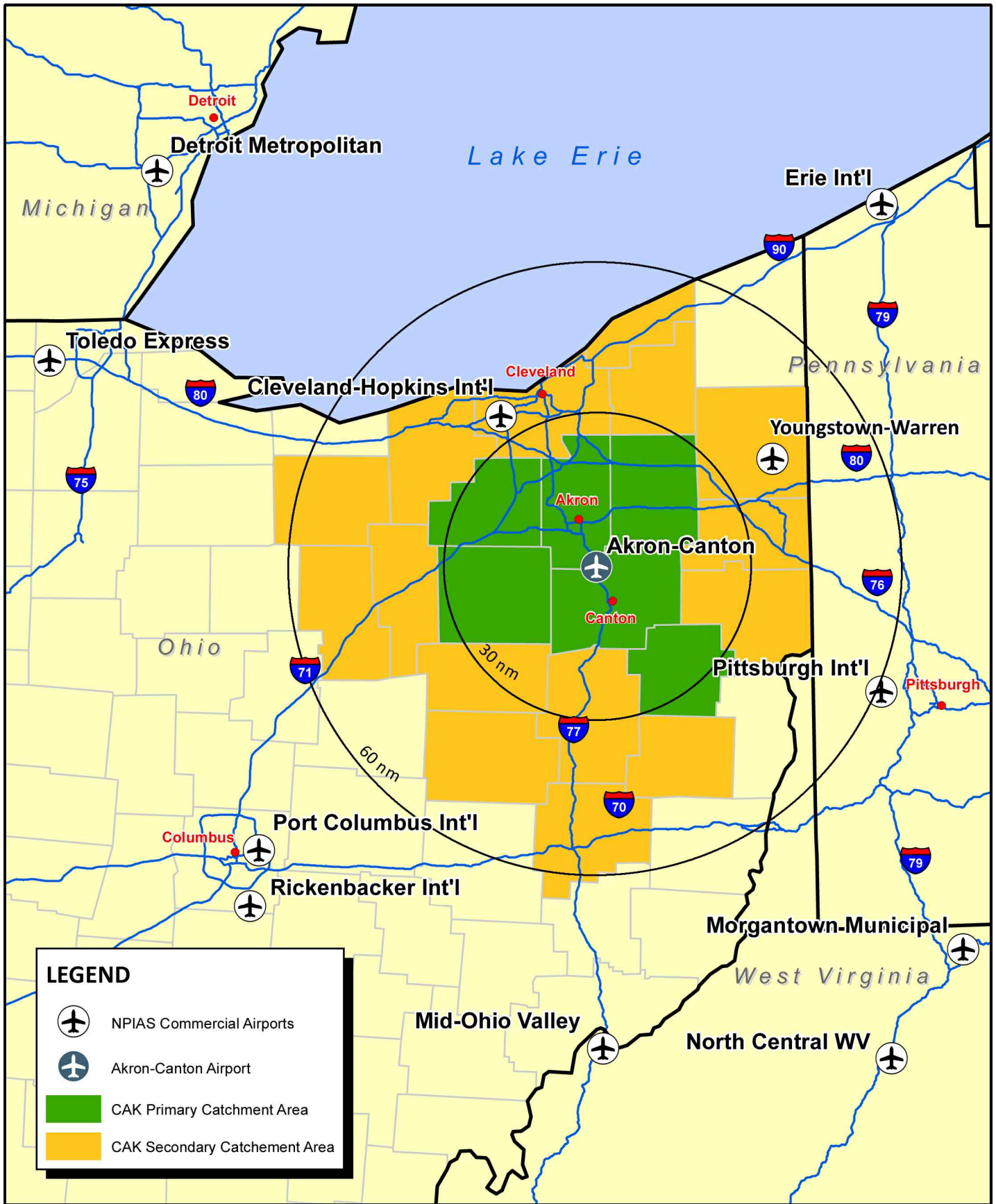
### 1.2.1 Location and Service Area

CAK is located in northeast Ohio, approximately midway between the cities of Akron and Canton. The Airport sits on approximately 2,400 acres of property, located in the City of Green, in southern Summit County, although a small portion of both runways extend southward into Stark County. The Airport is within 10 nautical miles (nm) of the cities of Akron, Canton and Massillon, and is approximately 35 nm south of Cleveland and 70 nm northwest of Pittsburgh. The Airport is accessible directly from Interstate 77, which provides access south to Canton and north to Akron and Cleveland.





The area from which an airport draws its customers and visitors is known as the service, or catchment, area. It is determined by drive times, socioeconomic factors of the region and market competition (i.e., rates and services). The size of a catchment area affects the airlines' choice of routes and as a result affects the airport. CAK's catchment area includes any county within a 90-minute drive. It has been divided into primary and secondary service areas.

The primary catchment area is considered to be the county in which the Airport is located, Summit County, and the adjacent counties: Medina, Wayne, Stark, Portage and Carroll. The secondary catchment area is determined by drive times, the proximity to other airports and may include counties within other airports' catchment areas. The counties that fall into CAK's secondary catchment area are: Geauga, Cuyahoga, Lorain, Huron, Ashland, Holmes, Tuscarawas, Coshocton and Guernsey.

The catchment area, general location and vicinity of Akron-Canton Airport are shown in **Figure 1-1** and **Figure 1-2**.

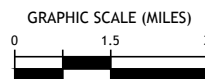
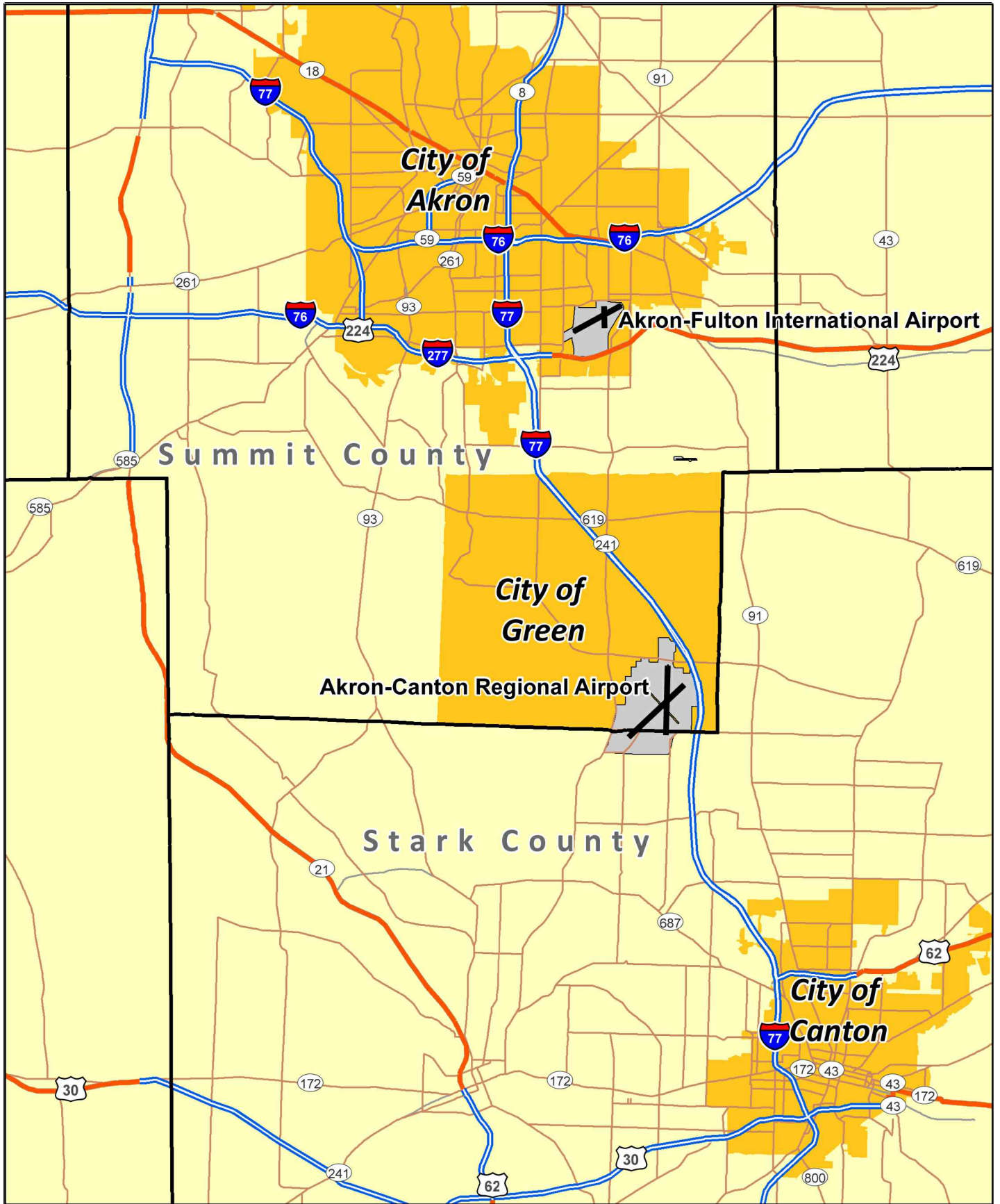


**LEGEND**

-  NPIAS Commercial Airports
-  Akron-Canton Airport
-  CAK Primary Catchment Area
-  CAK Secondary Catchment Area

**Figure 1-1**  
 Location Map





**Figure 1-2**  
Vicinity Map

### 1.2.2 History

Like many airports of the time, construction of the then-named Canton-Akron Airport was proposed during World War II when the United States' primary concern was air defense. On October 5, 1942, after the invasion of Pearl Harbor, the Civil Aeronautics Administration (CAA) approved \$2 million for the construction of the Airport. Later that year in December, the first \$200,000 was transferred to the Canton City Council from the Timken War Profit Tax to purchase land for the Airport.

Three potential sites were originally selected for the Canton-Akron Airport: McKinley Airport, Martin Field and Harvey Miller Farm. Because the initial request had been drawn out over two years, these sites were deemed too small. The CAA settled on a site north of Canton, south of Greensburg-Greentown Road in Summit County. The site was chosen for its excellent elevation and room for expansion.

After many delays and a presidential five-month hold on all airport projects considered "unessential to the war effort," the CAA awarded the bid for the construction of the Airport to Julius Porath and Son Company of Detroit, Michigan. On October 6, 1944, ground was finally broken, and the Akron-Canton Regional Airport was dedicated on October 12-13, 1946.

CAK originally had three runways, each 5,600 feet long and 150 feet wide. The first Instrument Landing System (ILS) was installed on May 1, 1947. United and American Airlines moved to CAK from Akron Municipal Airport and began providing commercial service on July 1, 1948, followed by Capital and Eastern Airlines, and eventually general and corporate aviation. Airmail service began on August 24, 1948. The Ohio Army National Guard moved their operations from Akron Municipal Airport to CAK in October of 1948.

By 1953, passenger traffic had outgrown the capacity of the temporary terminal hastily built in order to complete the initial construction of the Airport. By the time ground was broken for the new \$2.08 million terminal on CAK's 10<sup>th</sup> birthday, passenger traffic had increased by 125 percent from 92,000 to 193,000 passengers. The new terminal was built and dedicated in 1961. It was expanded in 1962, creating additional hold rooms in the departure hallway. The completion of I-77 in 1966 improved access to CAK. An 800-foot extension of Runway 1/19 was completed in 1968.

CAK experienced significant expansion and development in the following two decades. The original Airport Rescue and Fire Fighting (ARFF) and Snow Removal Equipment (SRE) facility was built in 1976, followed by increased short-term parking and the construction of the northwest general aviation (GA) apron in 1978. The 1980s brought the installation of ASR-8 (since decommissioned and replaced by ASR-11), an extension of Runway 5/23 and construction of the Goodyear, Goodrich, Firestone, GenCorp and Air Camis hangars.

Since the last master plan was completed in 1998, many grants for improvements have been awarded through the Airport Improvement Program (AIP) or the American Recovery and Reinvestment Act (ARRA). In fact, from 1983-2011 the FAA has invested more than \$155 million

modernizing and improving the public facilities at Akron-Canton Airport. Some of the projects funded by these investments include:

- Improvements of the terminal building, drainage, service and access roads, and the runway safety area (RSA)
- Acquiring snow removal and security equipment, land for development, approaches, and noise compatibility, and aircraft rescue and firefighting (ARFF) vehicles
- Environmental and Master Plan studies
- Installing airfield guidance signs, an emergency generator and perimeter fencing
- Constructing a de-icing containment facility, an ARFF building and a snow removal building
- Apron, taxiway and runway rehabilitations, and a runway extension

The most recent facility improvements include enlarging the terminal 2006, extending Runway 5/23 in 2010 and expanding the public parking facilities in 2012. These key improvements have significantly contributed to the overall operational success and growth experienced by the Akron-Canton Airport and neighboring business community.

### 1.2.3 Airport Role

In addition to connecting the Akron-Canton region to the global transportation network, the Airport plays a significant role in the nation's air travel system. The FAA's National Plan of Integrated Airports System (NPIAS) is a program maintained by the FAA to assist the agency in programming federal funds to support required aviation development at airports included in the NPIAS. According to the 2013-2017 NPIAS Report, the United States has approximately 5,171 public airports, of which 64 percent are included in the NPIAS (3,355 airports). Airports included in the NPIAS are considered significant to national air transportation and therefore, are eligible to receive grants under the FAA's Airport Improvement Program (AIP). The NPIAS further categorizes the nation's airports based on types of service provided and quantity of passengers enplaned. Of the airports included in the NPIAS, 499 are considered a primary or non-primary commercial service airport.

CAK is classified as a small-hub primary commercial service airport in the 2013-2017 NPIAS. Small hubs are defined as airports that enplane 0.05-0.25 percent of total U.S. passenger enplanements. Less than 25 percent of the runway capacity at small hub airports is used by airline operations, so these airports can accommodate a great deal of general aviation activity. These airports are typically uncongested and do not have significant air traffic delays. There are 74 small hub airports in the nation that together account for 8 percent of all enplanements.<sup>1</sup>

CAK also plays a significant role in the *Ohio State Airport System Plan* (Ohio SASP). This document, completed in May 2006, provides general guidance on planning airport improvements and helps ensure that the system of airports is developed in a manner that best serves the state of Ohio. Although the Ohio SASP does not identify any desired improvements

---

<sup>1</sup> Based on Enplanement Data from the 2013-2017 NPIAS Narrative.

at CAK based on the established system plan goals, it does not imply that improvements are not needed at the Airport. The Ohio SASP only addresses the aviation needs for the state of Ohio at a system level perspective.

### 1.2.4 Airport Vision

The Authority's management philosophy and long-term vision for the Airport is built around the needs of its customers. Offering the traveling public exceptional convenience, easy access and relaxing amenities are the cornerstones of this philosophy. In addition to the direct flights offered to prime destinations, connections with larger hub airports make the Akron-Canton Airport *one stop away from the rest of the world*. The long-term vision for CAK is predicated on remaining the low-fare airport of choice in northeast Ohio. Over the past 15 years, the low fares offered at CAK have saved its customers more than \$958 million with average fares 40 percent lower than the nearby Cleveland Hopkins International Airport (CLE). Through facilities, services, fares and amenities provided, the Airport has been the driving factor in supporting over 3,100 local jobs and adding nearly \$500 million in total economic impact to the community.<sup>2</sup>

## 1.3 AIRPORT ORGANIZATION

The Akron-Canton Airport is the only commercial airport in the state of Ohio that is governed by a bi-county Airport Authority. The Authority is a political subdivision of the state, formed by Summit and Stark counties under Section 308 of the Ohio Revised Code. The eight-member board of trustees is comprised of four members appointed by the Stark County Commissioners and four members appointed by the Summit County Executive, and approved by Council. The eight board members serve four year terms, serve at the discretion of the appointing county and can be reappointed indefinitely.

While the Airport Authority is responsible for the governance and strategic direction of the Airport, a 49-member team of airport employees conducts the day-to-day management and operations. This Airport's President and Chief Executive Officer leads the team, reports to the board of trustees monthly and manages the Airport's \$9 million annual operating budget, oversees strategic planning and manages the Airport's Capital Improvement Program (CIP). A Senior Vice President and Chief Marketing and Communications Officer direct all airport marketing and communication programs including air service development, branding, advertising, media relations, social media and internal and external communications. The remaining employees provide a variety of services, including administration and marketing, operations management, building maintenance, custodial duties, field maintenance, ARFF, and information services. The operations and ARFF staff are cross trained and perform both functions.

---

<sup>2</sup> <http://www.akroncantonairport.com/about/economic-impact>; accessed September 2014

## 1.4 AIRPORT MAJOR TENANTS

The Airport hosts a number of aviation and non-aviation tenants that offer a variety of services to the traveling public and aviation community. Among these tenants are airlines, Fixed Base Operators (FBOs) and rental car companies.

### 1.4.1 Airlines

As of late 2014, four airlines provide scheduled commercial service to the Airport: Southwest Airlines / AirTran, US Airways / American Airlines, Delta Airlines, and United Airlines. Frontier Airlines discontinued service at CAK in 2013. Between these airlines, CAK offers daily, nonstop service to 12 destinations in the U.S. as far west as Denver, as depicted in **Figure 1-3**.

Figure 1-3 – Air Service Destinations



Source: <http://www.akroncantonairport.com/>, Accessed September 2014

***Southwest Airlines / AirTran***

AirTran has offered service at CAK for more than 15 years. Southwest Airlines began operating at the Airport in 2012, after the merger with AirTran. Between the two airlines, trips are offered to Atlanta-Hartsfield International Airport (ATL), Orlando International Airport (MCO), Tampa International Airport (TPA), Southwest Florida International Airport (RSW), Lambert-St. Louis International Airport (STL), LaGuardia Airport (LGA) Logan International Airport (BOS), and Denver International Airport (DEN). AirTran currently maintains a fleet mix of Boeing 717-200 and 737-700 series aircraft. Southwest flies the Boeing 737-300, 500, 700, 800 and Supermax series aircraft.



***US Airways / American Airlines***

Under the US Airways umbrella, US Airways Express has been offering service at CAK for more than 30 years. With a fleet of 50-seat CRJ-200s and 70-seat CRJ-701s, they provide daily nonstop round-trip flights to Charlotte International Airport (CLT), Philadelphia International Airport (PHL) and Reagan National Airport (DCA). As of September 2014, no flights are being offered at CAK under the American Airlines name.



**U·S AIRWAYS**

***Delta Air Lines***

Regional Elite Airline Services, LLC (REAS) manages Delta operations at CAK. They operate MD88, MD90, CRJ-700, and CRJ-200 aircraft with daily nonstop flights daily to Atlanta (ATL) and Detroit Metro Airport (DTW).



***United Airlines***

Also managed by REAS, United Express operates ERJ-145 aircraft and has daily flights to Chicago O'Hare International Airport (ORD).



### **1.4.2 Fixed Base Operators (FBOs)**

Two full-service FBOs – McKinley Air Transport and Ultimate Air Center – provide aviation services and amenities to the airlines and pilots operating out of CAK. A summary of the services offered by these two companies is below. Other private companies such as Air Camis, Inc., Castle Aviation Inc., Canton Aircraft Sales, G-Force Aviation, Inc., Jim Long Aviation, Kinny Associates, Ultimate Jet Charters, Inc. and Northstar Business Aviation, LLC offer additional aviation services at the Airport.

#### ***McKinley Air Transport***

McKinley Air Transport provides a wide variety of services including aircraft maintenance, corporate charter, aircraft hangar rental, ground service equipment (GSE) repair, ground handling of aircraft, fueling services, flight instruction, pilot lounge, overnight accommodations, rental car, pilot services, aviation management and a business aircraft passenger terminal. McKinley owns nine facilities at CAK, all located on the east side of the airfield around the main terminal complex. Being the on-call maintenance provider and contract fueler for all of the airlines, they also own the fuel farm complex south of the terminal. They operate out of the business aircraft passenger terminal and their storage hangar, which is located directly north of the passenger terminal building. They rent the rest of their facilities to private corporations and other aviation service providers. McKinley employs approximately 20 part-time and 28 full-time staff.

#### ***Ultimate Air Center***

Ultimate Air Center offers amenities such as a passenger crew lounge, lunch room/cafeteria, weather/flight planning, wireless Internet, a 250,000-square-foot transient aircraft apron, freight handling, rental and crew car service, hotel accommodations and catering. Ultimate operates out of two hangars and an attached central office structure on the northwest side of the airfield west of the Runway 19 threshold. They maintain a staff of five part-time and six full-time employees.

### **1.4.3 Rental Car Companies**

Six rental car brands provide service at CAK: Hertz, Alamo, Budget, Avis, Enterprise and National. Each company has a kiosk in the terminal, an on-site car wash and maintenance facility and dedicated ready/return parking near the southern end of the terminal. The ready return lot holds 150 cars among all the companies.

## **1.5 REVIEW OF EXISTING STUDIES**

Numerous detailed studies are complete or are in progress for CAK and the surrounding area. It is important to be familiar with these studies when analyzing future needs to ensure compatibility, efficiency and synergy with local, state and federal transportation plans. The following are a summary of these studies.

### **1.5.1 1997 Noise Compatibility Program**

In 1997, CAK developed an FAR Part 150 Noise Compatibility Program (NCP) to document noise exposure on and around the Airport and establish noise mitigation actions. The 1997 NCP for CAK outlined eight noise abatement measures, nine land use measures and seven continuing program measures. These measures have the specific objectives of eliminating and deterring incompatible land uses within the 65 decibel (dB) DNL (Day-Night Noise Level) noise contour surrounding CAK. Due to a changing fleet mix and new aircraft and approach procedure technologies, an update to the Noise Exposure Map (NEM) and NCP will be completed in late 2014.

### **1.5.2 1998 CAK Airport Master Plan Update**

The 1998 CAK Master Plan Update's primary goal was to provide the Authority with a flexible development plan that could accommodate both anticipated and yet unforeseeable passenger and operational needs. The plan addressed the needs of the airfield, terminal complex, cargo facilities, general aviation facilities, Foreign Trade Zone (FTZ), airport maintenance facilities and landside infrastructure. The primary recommendations included improvements to the airfield environment (e.g. runways and taxiways). Significant expansion of terminal building was not deemed necessary to accommodate projected passenger demands at that time. Development recommended by that Plan was estimated to cost \$56.55 million from 1995-2014. The following are key findings and recommendations of the 1998 CAK Master Plan Update:

- Extend both runways. This would require the relocation of Mount Pleasant Road, a portion of Frank Road and the relocation of associated navigational aids and approach lighting systems.
- Close Runway 14/32 and construct 4,000-foot GA runway parallel to Runway 5/23.
- Identify and reserve area to accommodate future cargo demand.
- Expand the general aviation area with additional hangar and apron space.
- Identify unusable airport property for expansion of the Foreign Trade Zone.
- Expand airport maintenance storage facilities.
- Expand rental car ready and employee parking lots.



### **1.5.3 2000 Terminal Master Plan**

The 2000 CAK Terminal Master Plan identified the capacity of the terminal facilities and developed a plan for future development and expansion. The goals of the 2000 CAK Terminal Master Plan were:

- Determine the terminal capacity.
- Forecast growth for 20 years.
- Optimize passenger movement into and through the facility.
- Maintain user friendliness.
- Have a flexible plan.
- Meet the needs of future passengers and encourage growth.

At an estimated cost of \$53.41 million for 2000-2019, the plan outlined a strategy that minimized walking distances, provided amenities at convenient locations, allowed for easier navigation from the freeway exit to the aircraft gates and offered architectural concepts to reflect the spirit of the community.

### **1.5.4 2005 CAK Landside Development Study**

In 2005, the Authority conducted a study to identify and address landside development issues with parking demand and capacity, rental car demand and capacity, traffic flow and curbside operations in support of a planned parking structure. Short-, mid-, and long-range solutions were produced with varying degrees of cost and resolution.

### **1.5.5 2006 Ticketing Wing and Baggage System Expansion Planning Study**

The objective of this Study was to provide the Authority with a strategy to accommodate future increases in outbound passenger and baggage handling activity. Based on the projected growth of enplaned passengers, the following areas of the ticketing and baggage handling systems required expansion:

- Ticket Counter Length
- Ticket Lobby Queue Space
- Airline Ticket Office And Miscellaneous Mechanical
- Bag Conveyor Space In Ticketing Building
- TSA Bag Screening And Office Area
- Bag Make-Up Area