Airport Land Use Planning

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Deputy Aviation Director
<table>
<thead>
<tr>
<th>PHX Forecast</th>
<th>2017</th>
<th>2037</th>
<th>CAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic PAX (Mill.)</td>
<td>44</td>
<td>67</td>
<td>2.1%</td>
</tr>
<tr>
<td>Int. PAX (Mill.)</td>
<td>2.2</td>
<td>4.0</td>
<td>3.0%</td>
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<tr>
<td>Departures (Grand)</td>
<td>180</td>
<td>220</td>
<td>0.7%</td>
</tr>
<tr>
<td>Avg Seats/Departures</td>
<td>135</td>
<td>175</td>
<td>1.1%</td>
</tr>
<tr>
<td>O&amp;D/Connecting</td>
<td>65/35</td>
<td>62/38</td>
<td>XX</td>
</tr>
<tr>
<td>Category</td>
<td>2016</td>
<td>2011</td>
<td></td>
</tr>
<tr>
<td>---------------------------</td>
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<td></td>
</tr>
<tr>
<td>Total Jobs</td>
<td>269,580</td>
<td>241,995</td>
<td></td>
</tr>
<tr>
<td>Total Payroll</td>
<td>$13.5B</td>
<td>$9.9B</td>
<td></td>
</tr>
<tr>
<td>Total Econ. Activity</td>
<td>$38.7B</td>
<td>$28.7</td>
<td></td>
</tr>
<tr>
<td>Total Cargo [tons]</td>
<td>927</td>
<td>828</td>
<td></td>
</tr>
<tr>
<td>Total Int. Visitors</td>
<td>444,708</td>
<td>258,263</td>
<td></td>
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<tr>
<td>Daily Passengers</td>
<td>120,982</td>
<td>111,211</td>
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How do airports get land?

- FAA funds (AIP, PFC)
- Bonds and cash
- Gifts and swaps

Why do airports get land?

- Accommodate forecasted demand
- Prevent (or remove) physical/political obstacles
- Foster self-sufficiency

“Great plan. Could we get some more details?”
What are the airport rules for land development?

• Preservation of rights
• NEPA compliance
• Highest and best use
• Community acceptance
Land Use Planning Areas

- Land Reuse Area
- Sky Harbor Center
- CAMP Planning Area
- Airport Support Uses
- West GTC
Community Preferred Land Reuse Framework

Land Use and Noise Compatibility

Definitions

Study Area Boundary

Core Village—Traditional low-scale residential area (density of 5-10 units per acre). Uses may include single or multi-family dwellings, existing and infill replacement housing, residential live-work, and complimentary community-benefit spaces (i.e. community garden, pocket park, etc.).

Mixed Use—North of Jefferson Street, this designation refers to compatible residential and non-residential uses co-located vertically within a multi-level structure. Elsewhere in the Study Area, this designation may refer to residential properties combined with workshop, studio, office, or other uses supporting home occupations. This designation also supports complementary features including parking, open space, and drainage, as well as community-benefit spaces such as community gardens, pocket parks, etc.

Commercial—Primary land uses include retail, office, service, entertainment, and apartment development in formats appropriate to the setting and transportation network.

Industrial—Consists of regional-scale land uses such as warehousing and distribution, manufacturing, food processing, utilities, and storage.

Small Business/Flex—Includes a variety of low- to moderate-intensity, non-residential uses. Uses may include office, research and development, biotech, small-scale manufacturing, retail, business incubators, showrooms, artisan production, small business and transitional uses. This designation supports opportunities for infill community-benefit spaces like urban farms and pocket parks.

Education/Institutional—Lands occupied by educational facilities including preschools, primary and secondary schools, colleges and universities, and supporting uses, or institutional facilities such as fire and police stations.

Parks/Recreation—Areas for neighborhood and community-level active recreation.

Business Park—A cohesively planned area occupied primarily by office, light industrial and industrial uses of similar character.
TAKEAWAYS

• Airport interested in putting non-aero land in play

• Still in the tinkering process
  • WGTC Now!
  • Reuse within 6 months [skyharbor.com/LandReuseStrategy](http://skyharbor.com/LandReuseStrategy)
  • CAMP within 12 months [skyharbor.com/CAMP](http://skyharbor.com/CAMP)

• Once plans fully bake, CED and AVN B&P will implement
  • Suggest building those relationships Now!