ACRP Insight Event:
Challenges to Implementing Successful Land Use Strategies at Airports

Elusive Perspectives – How Hard Can This Be?

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Overview and Disclosure

- On airport land use in terms of non-aviation commercial development
- Most aspects referenced are about larger airports and surrounds planned in the “jet age”
- Not IAD and DCA specifically
Land Use Jurisdiction and Control

- Airport governance – local governance
- Airports – federally regulated; Master Plan & Airport Layout Plan; “one public owner”
- Community land use and zoning – locally regulated; comprehensive planning and zoning; many public and private owners
Rules Change When You Cross the Line

For federally-funded airports:

• Grant assurances given to FAA; Airport Compliance
• Airport Layout Plan approval by airport governance body and by FAA
• No diversion of airport revenues
• Various other rules such as: market value, no residential, leasing of hangars, acquisition of property, lease limits
Airport Compatibility is Multi-Dimensional…and Really Confusing to Local Communities Planning Their Land Use

• Noise
• Height – Part 77 and OEI
• Radar shielding and reflectivity
• Light emissions
• Wildlife hazards
• The promise of technology
• Who has the power to regulate?
Community Compatibility is Multi-Dimensional… and Really Confusing to Most Airports Planning On-airport Commercial Development

- Setting use and density
- Off-airport facility impacts and tax base impacts
- Noxious and eyesore uses
- Market shifts and new community planning models
- Complaints by competing land-owners
- Civic use and the law of unintended consequences
- Who has the power to regulate?
For Whose Benefit?

**Off-airport Development**
- Enhancing the airport?
- Doing no harm to the airport?
- Near-term / long-term tradeoffs

**On-airport Development**
- Airport – community – region
- Airline cost reduction – passenger services – facility maintenance
- Near-term / long-term tradeoffs
Metropolitan Growth, Dulles and the Dulles Corridor

1970

People per square mile

- 0 - 1,999
- 2,000 - 3,999
- 4,000 - 7,999
- Greater than 8,000
Metropolitan Growth, Dulles and the Dulles Corridor

1980

People per square mile
- 0 - 1,999
- 2,000 - 3,999
- 4,000 - 7,999
- Greater than 8,000
Metropolitan Growth, Dulles and the Dulles Corridor

1990

People per square mile

- 0 - 1,999
- 2,000 - 3,999
- 4,000 - 7,999
- Greater than 8,000
Metropolitan Growth, Dulles and the Dulles Corridor

2000

People per square mile

- 0 - 1,999
- 2,000 - 3,999
- 4,000 - 7,999
- Greater than 8,000
Metropolitan Growth, Dulles and the Dulles Corridor

2010

People per square mile

- 0 - 1,999
- 2,000 - 3,999
- 4,000 - 7,999
- Greater than 8,000
Metropolitan Growth, Dulles and the Dulles Corridor

2018 (Projected)

People per square mile

- 0 - 1,999
- 2,000 - 3,999
- 4,000 - 7,999
- Greater than 8,000
For Whose Benefit?

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Managing Expectations

• Big revenue from a project can take generations to emerge (there are exceptions)

• There is an irresistible mystic to being at the airport (really?)

• Competition for the same products with limited demand (absorption)

• Some non-commercial uses follow the same business cycles as aviation

• In the free market, businesses fail – can you manage that risk?

• Airport land is “free” (not)
Real Estate Development is a Real Profession

• Developers like to own in fee simple
• Properties turn and flip; companies merge or liquidate
• Many industry segments have very thin margins and can’t afford a middle-man
• Airport rules are confusing and threaten borrowing – too much risk
Business Community – Friend and Foe to Airports

• Life is easier when your neighbors have built-out
• Life is easier when airports offer a product that they can’t
• Neighbors will “game” airport development plans to favor themselves
• Some neighbors like to compete with an airport’s aviation products
• Most developers have really good government relations and really good lawyers
The Changing Marketplace

• Political support for “compatibility” changes with economic cycles and conditions, and with the mood of the electorate

• TOD and mixed-use development – how can you compete?

• Changing technology

How do we keep compatibility policies up-to-date?
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