



LAND REUSE STRATEGY

Phoenix Sky Harbor International Airport
Land Use Strategy (LRS)
South Area Community Meeting
February 10, 2016, 6:00 PM - 8:30 PM
Broadway Heritage Neighborhood Resource Center
Meeting Summary

A community meeting was held February 10 as part of the PHX Land Reuse Strategy. The meeting consisted of a presentation by members of the Land Reuse Strategy project team, with a Question & Answer session following for meeting attendees.

Presentation

Welcome & Opening Comments

Trina Harrison, City of Phoenix Aviation Department (AVN Rep. Harrison) welcomed attendees and began the meeting by giving a short overview of what the meeting would cover, including why the Land Reuse Strategy is being prepared, a brief history of what led to the project, defining objectives and providing an overview of steps involved in the process. *AVN Rep. Harrison* also showed a map which showed all of the project area.

In 2002, the City of Phoenix City Council approved the Community Noise Reduction Program (CNRP) which produced the Voluntary Acquisition and Relocation Services Program (VARs), the Residential Sound Mitigation Services, and Sound Insulation and Mitigation Services. The Sound Mitigation programs have both ended and the VARs program is in the final stages. This land that the Airport acquired through the VARs Program is the reason for the Land Reuse Strategy, which includes 743 parcels within the program boundary that the Airport now owns.

Michael Hotaling, C&S Companies (Consultant Rep. Hotaling) began by thanking everyone for their participation. He first addressed why the City of Phoenix (COP) was undertaking the Land Reuse Strategy. One reason is as an obligation to the regulations set forth by the Federal Aviation Administration (FAA). Because the COP purchased the land with FAA money, they are required to go through a Land Reuse process to develop a long-term strategy. *Consultant Rep. Hotaling* also mentioned other benefits to the project including economic development to the project areas.

Land Reuse Strategy Overview

Consultant Rep. Hotaling stated that there are two major components to the Land Reuse Strategy. One of those is to take a detailed inventory of all of the Airport parcels and document all information. Once you have completed that inventory, the second component is to develop a long-term strategy.

The study breaks down into four major elements:

- Community Engagement – This will be accomplished through a variety of different ways, including technology, interpersonal communication, community leaders, and project committees. The four major stakeholder groups of the project are the community, which is the center of the entire project, the Roundtable Groups, the Advisory Group, and the Project Management Committee.
- Inventory – *Mark Johnson, Ricondo & Associates (Consultant Rep. Johnson)* reported that the project team is nearing the completion of the inventory process. The goal is to have a report to project staff by the end of February. The purpose of the inventory is to document the current status of the properties which includes looking at the city's planning documents, any environmental constraints there may be, documenting what utilities are available, and examining any historical and cultural resources. *Consultant Rep. Hotaling* added that the goal of the project was to make sure the outcome does not conflict with outcomes and any other work of other processes and community projects which have already taken place.
- Market Analysis – *Barbie Schalmo, C&S Companies (Consultant Rep. Schalmo)* explained that they would be looking at how the local market will influence and impact this project area. This will be done in the following ways:
 - Potential Land Uses
 - Preliminary Market Analysis – This will be done by looking at what they think will happen in the next ten years. They will also use benchmarking to look at other communities and see how they have utilized nontraditional community development.
 - Demand Allocation Strategy – This will look at how the parcels will play into the local market.
 - Implementation Models – This will explore what options there are.
 - Retention/Disposition Strategy – This will look at the results and start to determine the best options available.
- Strategy Development – *Consultant Rep. Hotaling* stated that the final component of the project is the Strategy Development. Before this plan will be put into action, a draft strategy will be developed which will be reviewed by all stakeholders and city staff, then by the Phoenix Aviation Advisory Board, and then submitted to the FAA for review. A final strategy can then be published.

Consultant Rep. Hotaling reviewed the study timeline. He stated that it is a lengthy process but it is lengthy for a purpose. There needs to be adequate time to consider all elements of the process which is a continuous process.

Consultant Rep. Hotaling went on to say that there is another follow-up piece which is the Airport Compatible Land Redevelopment Program. The City of Phoenix took part in an FAA Pilot Program which provides a grant to the city for plan implementation. Phoenix is one of only two airports in the country to take advantage of the FAA opportunity.

Community Engagement Plan

Consultant Rep. Hotaling reviewed the Community Engagement Plan which helps guide the process and define the ways in which community engagement will take place. The full document will be posted on the project website.

Benchmarking Airports

Consultant Rep. Hotaling stated that we reviewed five other similar airports that have completed FAA-required land reuse studies. This benchmarking process provides opportunity for the project team to learn from these other airports. The airports under review as part of the benchmarking task:

- Seattle/Tacoma International
- Atlanta Hartsfield – Jackson International
- Fort Lauderdale – Hollywood International
- Detroit Metropolitan – Wayne County
- Baltimore/Washington International

Question & Answer

Consultant Rep. Hotaling opened the meeting up to questions regarding the materials just presented.

A meeting attendee asked if the properties east of 24th Street to 32nd Street were being considered as part of this plan. *Consultant Rep. Hotaling* stated that that area is part of another process with the Airport.

A meeting attendee asked if there would be the possibility to buy adjacent lots. *Consultant Rep. Hotaling* replied not before this process is complete but once completed, that is a possibility. *The attendee* asked if that was not until 2018. *Consultant Rep. Hotaling* replied that that was correct.

A meeting attendee asked if 2018 was the end date to go to the FAA. *Consultant Rep. Hotaling* confirmed that that was when they hoped to have FAA approval on the plan.

A meeting attendee commented that there are a lot of business that want to be close to the airport but there are no buildings. *Consultant Rep. Schalmo* asked what types of businesses were interested. *The attendee* responded that it was mostly industrial that would benefit from being near the airport.

A meeting attendee asked what would happen if a business comes in and buys the property around them. Would they be able to force them out? *Consultant Rep. Hotaling* explained that the only way to force someone off their land is through eminent domain and the City has no intentions of doing that.

A meeting attendee asked if there was any possibility of the relocation program happening again. *Consultant Rep. Hotaling* replied that that program is over.

A meeting attendee asked if residential was something that could be considered. *Consultant Rep. Hotaling* stated that the FAA has never allowed residential to go back in where residential has been taken out with federal funds. *Consultant Rep. Johnson* commented to keep in mind that there are a number of residents that still live in the project areas. A big part of the project will be to balance the new development with the current residents as that is an important component moving ahead with the development of the strategy.

Consultant Rep. Schalmo commented that other uses besides residential that could be beneficial to the current residents is why the process is taking place. She asked for any further perspectives or ideas for the project areas.

Consultant Rep. Hotaling asked what the best way to communicate with everyone was in keeping them informed. A meeting attendee asked when the website would be up and running. *Consultant Rep. Hotaling* replied that the website is live now. It can be accessed at <http://skyharbor.com/LandReuseStrategy/>. He then gave a brief overview of the project website.

A meeting attendee commented that it might be helpful to utilize the local libraries for residents that don't have computer access to receive project information. *Consultant Rep. Hotaling* replied that there would be computers setup for people to take advantage of.

A meeting attendee asked about the other airports that have used FAA money for this process, and if it had been this long of a process for them. She also asked if they had started out the same and been able to complete the plan. *Consultant Rep. Hotaling* replied that some had been faster, and some had been slower as every airport is different. One reason the process takes time is that the VARS Program just closed out last year. The previous plan has to be completely finished in order to develop a successful next plan.

A meeting attendee asked if the other airports had similar challenges with the leftover properties that did not get bought by the airport. *Consultant Rep. Hotaling* replied that they had all had some form of challenge with having a patchwork leftover. *Consultant Rep. Johnson* added that one of the main reasons for these challenges is because of the programs being voluntary. Rarely will there be 100% participation from eligible property owners within these programs. The attendee then asked what had been done in those areas to deal with that patchwork of different use properties. *Consultant Rep. Hotaling* replied that some had been changed over to light industrial and commercial uses. Land swap was used for some properties that were right next to the airports. Some of them are still waiting to sell the properties.

A meeting attendee suggested it be put in the plan that there is an avenue for people to move out of the area or swap out their property if they are not happy with the development that takes place in their area.

Closing

Consultant Rep. Hotaling closed the Question & Answer session of the meeting and informed attendees that staff would still be available to answer any questions. He also directed people to visit the project website where the [meeting's presentation](#) would also be available, and provide any feedback they might have. He thanked attendees for their participation and directed any additional input to be submitted to Trina Harrison:

Trina Harrison

PHX Land Reuse Strategy Project Manager

City of Phoenix, Aviation Department, Planning & Environmental

602-273-3476

trina.harrison@phoenix.gov