

Federal Aviation Agency



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AIRPORTS

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SUBJECT : PLANNING FOR RAPID URBANIZATION AROUND MAJOR METROPOLITAN AIRPORTS

1. **PURPOSE.** This Advisory Circular alerts planning agencies to the need for developing appropriate planning programs to guide rapid urbanization in the vicinity of major metropolitan airports and to suggest procedures for such planning programs.
2. **REFERENCES.** AC 150/5070-2, "Planning the Metropolitan Airport System," dated 9/17/65; AC 150/5070-3, "Planning the Airport Industrial Park," dated 9/30/65.
3. **BACKGROUND.** The dynamic urbanization which is occurring around our larger airports will continue and probably accelerate in the future. In the past, urbanization around airports has all too often been haphazard and unplanned. In most metropolitan areas the rate of economic growth near major airports is expanding faster than the economic growth rate of the metropolitan area as a whole. Therefore, planning agencies can anticipate continued economic expansion near the airport.

Although most of our major air carrier airports are already in place, the volume of business, commercial and industrial activity near such airports is rapidly expanding. It seems evident that this trend will continue, and that new "airport cities" will develop around many of our major airports. The airport city, as a specialized community within the larger metropolitan complex, will be characterized by specialized business, commercial and industrial interests. It is anticipated that aviation, as it becomes an increasingly critical factor in transacting the nation's business, will influence more and more business and commercial interests to locate near the airport. Our major metropolitan airports are becoming the locus of new hotels, offices, restaurants, clubs, wholesaling, and professional services to meet the demand created by the many meetings and other activities which executives hold there.

All of these factors are contributing to rapid changes in land use near major metropolitan airports. Now is the time for planning agencies to anticipate such changes and begin to plan for the new airport city.

4. THE RELATIONSHIP BETWEEN PLANNING THE AIRPORT CITY AND PLANNING THE METROPOLITAN AIRPORT SYSTEM. In theory a program of planning the airport city should be preceded by a program of planning the metropolitan airport system as described in Advisory Circular 150/5070-2. In practice, however, metropolitan planning and airport city planning may be carried out concurrently. Moreover, in some areas which are experiencing rapid urbanization around major airports, airport city planning may proceed without benefit of metropolitan airport system planning. If a metropolitan planning agency should undertake a program of "Planning the Metropolitan Airport System," the airport city plan should be considered within the context of the metropolitan planning program.
5. THE RELATIONSHIP BETWEEN PLANNING THE AIRPORT CITY AND PLANNING THE AIRPORT INDUSTRIAL PARK. Increased reliance on air transportation is attracting industrial development near airports. The planned industrial park is an important element in planning the airport city. The FAA provides guidance for planning the airport industrial park in Advisory Circular 150/5070-3.
6. THE AVAILABILITY OF FINANCIAL ASSISTANCE UNDER THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT'S (HUD) 701 PROGRAM. The 701 program may provide Federal assistance for planning the airport city if such planning is part of a comprehensive planning program. The 701 Urban Planning Assistance Program was authorized in Section 701 of the Housing Act of 1954, and substantially amended in 1959, 1961 and 1965. To facilitate comprehensive planning on a continuing basis for urban development, Federal grants are made available to assist local governments in solving planning problems resulting from increasing population concentrations in metropolitan and other urban areas, including smaller communities. Grants may be made to eligible planning agencies to assist in their comprehensive planning programs. Grants also may be made to disaster-affected cities and to Federally impacted areas. These grants may cover up to two-thirds of the total cost of planning work or up to three-fourths for designated redevelopment areas under Section 401 of the "Public Works and Economic Development Act of 1965." The remaining portion of the cost is paid by local or other non-federal funds.
7. SUGGESTED PROCEDURES FOR PLANNING THE AIRPORT CITY. The following steps are suggested as a guide to planning agencies in their consideration of the feasibility of planning an airport city.
 - a. Request assistance from FAA field offices to provide information regarding the anticipated future passenger levels at major metropolitan airports. The air traffic passenger levels expected five to ten years in the future seem to be most appropriate for planning the airport city.

- b. Determine the amount of business, commercial, and industrial development which might reasonably occur in the vicinity of the airport if adequate land is made available for such development.
 - c. Determine an airport city study area based on the following:
 - (1) Identification of the land area which will be needed to accommodate the future expansion of business, commercial and industrial use near the airport.
 - (2) Consideration of political boundaries and special districts in the vicinity of the airport.
 - (3) The availability of highway access and rapid transit service to the airport.
 - d. Prepare a land use plan to guide the future business, commercial and industrial development to achieve an economic, efficient and attractive airport city environment.
 - e. Develop a program to effectuate the airport city plan including appropriate zoning ordinances, building codes, street layout plans and redevelopment plans.
8. HOW TO GET THIS PUBLICATION. Obtain additional copies of this circular, AC 150/5070-4, "Planning for Rapid Urbanization Around Major Metropolitan Airports," from the Federal Aviation Agency, Printing Branch, HQ-438, Washington, D. C., 20553.


for Cole Morrow, Director
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