REPORT PRESENTATION AND LEARNINGS
(Update 4 April)

METROAIPORTS PROJECT - 2nd WORKSHOP, ATLANTA
Objectives of the report

1. Stimulate the exchange of experiences among partners and the extraction of lessons.
2. Become a useful knowledge material for other METROPOLIS member authorities.
3. Build from the previous project and elaborate further in four topics:
   - Conceptualization of airport areas.
   - Planning airport areas.
   - Governance of airport areas.
   - Fostering economic development and jobs.
Proposed structure

1. Introduction
2. Conceptualizing airport areas
   2.1. Conceptual approach
   2.2. Case studies
   2.3. Lessons learnt
3. Planning airport areas
   3.1. Identification of challenges
   3.2. Case studies / best practices
   3.3. Lessons learnt
4. Governance of airport areas
   4.1. Introduction
   4.2. Chart of stakeholders in airport areas
   4.3. Case studies / best practices
   4.4. Lessons learnt
5. Fostering economic development and jobs in airport areas
   5.1. Identification of challenges
   5.2. Case studies / best practices
   5.3. Lessons learnt
6. Conclusions and recommendations
1. Conceptualizing Airport areas

Concepts:

- Airport City
- Airport Area
- Airport Corridor
## Comparing Airport Areas BCN-ATL-PAR

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Atlanta</th>
<th>Barcelona</th>
<th>Paris</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area considered</td>
<td>Aerotropolis Atlanta</td>
<td>Municipalities of El Prat, Gavà, Sant Boi and Viladecans</td>
<td>Grand Roissy-Le Bourget</td>
</tr>
<tr>
<td>Has the AA any institutional form</td>
<td>Yes: Aerotropolis Atlanta</td>
<td>No</td>
<td>Yes but not a strong one: Bassin d’Emploi Roissy-Le Bourget and Hubstart Paris</td>
</tr>
<tr>
<td>Area (sq. Km)</td>
<td>427</td>
<td>115</td>
<td>420</td>
</tr>
<tr>
<td>Surface occupied by the airport (sq. km)</td>
<td>19.02</td>
<td>15.33</td>
<td>32.38</td>
</tr>
<tr>
<td>Population</td>
<td>310,567</td>
<td>255,882</td>
<td>693,400</td>
</tr>
<tr>
<td>Density inh./sq. Km</td>
<td>727</td>
<td>2,225</td>
<td>1,666</td>
</tr>
<tr>
<td>Average family income in airport area compared with average in metropolitan area</td>
<td>Lower</td>
<td>Average to lower</td>
<td>Lower</td>
</tr>
</tbody>
</table>
Comparing Airport Areas BCN-ATL-PAR

<table>
<thead>
<tr>
<th></th>
<th>Employment</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport direct jobs</td>
<td>65,000</td>
<td>18,000</td>
<td>89,000 (includes CDG and LBG)</td>
<td></td>
</tr>
<tr>
<td>Airport indirect + induced jobs</td>
<td>n.a.</td>
<td>33,200</td>
<td>167,000</td>
<td></td>
</tr>
<tr>
<td>Jobs in the airport area</td>
<td>175,000</td>
<td>103,000</td>
<td>300,000</td>
<td></td>
</tr>
<tr>
<td>Airport direct jobs/total jobs in airport area (in %)</td>
<td>37.1%</td>
<td>17.5%</td>
<td>29.7%</td>
<td></td>
</tr>
<tr>
<td>Airport related jobs (direct+indirect + induced)/total jobs in airport area (in %)</td>
<td>n.a.</td>
<td>49.7%</td>
<td>85.3%</td>
<td></td>
</tr>
<tr>
<td>Share of airport employees living in airport area (in %)</td>
<td>37.5% (data from 2009)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Comparing Airport Areas BCN-ATL-PAR

<table>
<thead>
<tr>
<th>Mobility</th>
<th>BCN</th>
<th>ATL</th>
<th>PAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>People going to the airport to work (daily average)</td>
<td>18,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travelers/visitors going to the airport (daily average)</td>
<td>100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% using private car, taxi or rented car</td>
<td>75% ¹</td>
<td></td>
<td>54%</td>
</tr>
<tr>
<td>People going into the airport area for work purposes (daily average)</td>
<td>145,530</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>81,175</td>
<td></td>
<td></td>
</tr>
<tr>
<td>People traveling inside the airport area for work purposes (daily average)</td>
<td>26,937</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Comparing Airport Areas BCN-ATL-PAR

<table>
<thead>
<tr>
<th>Economic activity areas</th>
<th>BCN</th>
<th>ATL</th>
<th>PAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial, logistics and business parks</strong></td>
<td>3,844,300 sq. m floor space (≈1,200 gross hectares? Own calculation)</td>
<td>296 ha only partially developed inside airport premises</td>
<td>3,770 ha (including inside airport premises)</td>
</tr>
<tr>
<td><strong>Developed office space (sqm)</strong></td>
<td>769,479</td>
<td>250,000 (Mas Blau 1&amp;2)</td>
<td>2,100,000</td>
</tr>
<tr>
<td><strong>Projected office space</strong></td>
<td>338,000 (Airport City)</td>
<td>575,000 (PDU Àrees Econòmiques Delta)</td>
<td>300,000 (projected for 2020)</td>
</tr>
<tr>
<td><strong>Hotels</strong></td>
<td>9 Hotels (None at walking distance)</td>
<td>Circa 1,000 rooms</td>
<td>11,600 rooms</td>
</tr>
<tr>
<td><strong>Commercial space in existing retail areas in sqm (only large surfaces considered)</strong></td>
<td>745,641</td>
<td>156,700 outside airport</td>
<td>580,000 outside airport</td>
</tr>
<tr>
<td><strong>Number of major malls</strong></td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td><strong>Number of convention centers</strong></td>
<td>2 (Paris Nord Villepinte and Paris Le Bourget)</td>
<td>1 (Fira Granvia), located outside the define airport area but close</td>
<td></td>
</tr>
<tr>
<td><strong>Floor space in convention and exhibition centers (sqm)</strong></td>
<td>380,000</td>
<td>240,000</td>
<td></td>
</tr>
</tbody>
</table>
Conceptualizing Airport areas

**Inputs pending:**

- Characterization of Aerotropolis Atlanta ➔ Atlanta
- Confirm / validate data in comparison table ➔ All
- Extract lessons learnt ➔ All
2. Planning Airport areas

Major challenges identified in developing airport areas are:

- Matching local and supra-local logics in airport planning
- Urban quality in airport areas.
- Coordination of infrastructure planning (airport, roads, railway, etc.) and urban planning.
- Integration of airport cities within metropolitan planning.
- Balance between development and protection.
Planning Airport areas

Suggested case studies / best practices:

**Atlanta**: Open to suggestions

**Barcelona**: Barcelona’s Airport City. Conception and difficulties to attract business to the airport city. Revision proposals from City of Barcelona (Plan Delta) and AMB. Lessons learnt.

**Paris**: Challenges posed by mega projects in airport areas. The example of Europacity project. Lessons learnt.

**Santiago de Chile**: Challenges to accommodate airport expansion plans with urban dynamics. Pudahuel 2014, etc. Way forward and lessons learnt.
Planning Airport areas

Inputs pending:

- Description of case studies / best practices → All
- Extract lessons learnt → All
3. Governance of Airport Areas

Chart of stakeholders: typical stakeholders in airport areas with their interests/priorities, power, etc. e.g.:

- Airport operator
- Airlines
- Travelers
- Neighbors and local communities
- Real estate developers
- Airfreight and logistics
- Tourism boards/tourism promotion agencies/hotels
- Local elected authorities (surrounding the airport / central city)
- Chambers of commerce/local economic promotion agencies
- State / regional government
- Civil aviation / national government
- Security agencies
- Etc.....
3. Governance of Airport Areas

Suggested Case Studies/Best Practices:

**Atlanta:** Aerotropolis Atlanta. Description, partners, roles, projects, outcomes, etc....

**Barcelona:** How Barcelona’s airport area is governed without specific institutions. A historic overview, current status and forward. Lessons learnt.

**Paris:** The experience of Hubstart Paris. Background, objectives, actors, roles, outcomes, lessons learnt and way forward.
Governance of Airport areas

Inputs pending:

- Description of case studies / best practices → All
- Extract lessons learnt → All
Fostering economic development and jobs in Airport areas

Tentative list of challenges in this field:

- Matching of airport related employment opportunities and job seekers in airport areas.
- Identifying opportunities for low skilled people in airport areas.
- Assess the implications of airport city projects and their impact in the job markets in neighboring communities.
- Adapting training to job requirements.
- Public transport and access to airport jobs. Good transport links to central city but less to neighboring towns.
- Gender issues (is there a gender trap in airport jobs?)
Fostering economic development and jobs in Airport areas

Suggested case studies/ best practices:

Atlanta
Community improvement districts?
Workforce development collective?

Barcelona
Incidence of airport jobs in the City of El Prat. Policies, lessons learnt, etc....?

Paris
GIP Employ?
Fostering economic development and jobs in Airport areas

**Inputs pending:**

- Description of case studies / best practices → All

- Extract lessons learnt → All