



AIRPORT CITIES 2016
SHANGRI-LA HOTEL, QINGDAO | CHINA
15-17 NOVEMBER 2016
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FACE-TO-FACE WITH:



Jonathan Tuley, AICP
Senior Principal Planner
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Jon Tuley has worked in the Urban Planning industry for 10 years. He earned an undergraduate dual degree in Marketing and Management from Lipscomb University and his Masters in City and Regional Planning from the Georgia Institute of Technology.

Jon has experience both in local and regional planning having worked in Franklin, Tennessee and for the Atlanta Regional Commission, where he currently serves as a Senior Principal Planner. In this role, Jon provides management support for the division, is lead staff and project manager for the Aerotropolis Atlanta initiative, oversees the Developments of Regional Impact (DRI) program, and serves as project manager for Livable Centers Initiative (LCI) studies.

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Governance and stakeholder alignment are among the greatest challenges to successful airport city and aerotropolis development. So in your own opinion, share with us the approaches and solutions to this complex challenge.

For the Atlanta region, we have been working on stakeholder alignment for many years. It is important to take the long view, while still working to advance the vision. For us, the first step was to identify common ground in the form of common challenges and common solutions. The second step was to show what is possible by using other airport areas as examples and looking to local successes. Step three was to show that a win for one community, partner, etc. is a win for the entire airport area or aerotropolis. Finally, a good mix of public and private partners has been key for moving our effort forward.

What do you feel are the most likely scenarios or changes that the airport city or aerotropolis industry will face in the next 5 years in the States?

Airports will continue to become the center of communities, rather than fringe uses and locations, while at the same time, airport areas may struggle to offer the amenities businesses and residents are looking for when making location decisions. Specifically, airport areas that are located far from city centers or other activity centers will have to focus more on providing urban services and amenities. In-town airport areas often have and will continue to face challenges related to K-12 education, crime and area perception issues.

What do you think is the role of UBM Airport City (ACE) and how does this benefit the industry?

ACE is one of only a few opportunities for aerotropolis and airport city industry experts to come together, share ideas and learn from each other. It is one of only a few opportunities to discuss the state of the practice and trends. It also serves to bring attention to this unique industry.

What do you hope to see in the future series of UBM Airport City (ACE)?

Hands-on problem solving of issues facing airport areas. Either focusing on an issue the host city/region is facing or problems facing the industry as a whole, ACE should utilize the presence of so many experts to solve problems and develop solutions. Additionally, the inclusion of more students and young professionals will increase the reach of the event and excitement around the topics.

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