

# Memorandum



CITY OF DALLAS

DATE October 2, 2017

The Honorable Members of the Mobility Solutions, Infrastructure and Sustainability

TO Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins

SUBJECT **Dallas Executive Airport Land Use Study 2017**

On Monday, October 9, 2017, you will be briefed on Dallas Executive Airport Land Use Study. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jo M. Puckett'.

Jo M. (Jody) Puckett  
Assistant City Manager (Interim)

c: Honorable Mayor and Members of the City Council  
T.C. Broadnax, City Manager  
Larry Casto, City Attorney  
Craig D. Kinton, City Auditor  
Biliera Johnson, City Secretary (Interim)  
Daniel F. Solis, Administrative Judge  
Kimberly Bizer Tolbert, Chief of Staff to the City Manager  
Majed A. Al-Ghafry, Assistant City Manager

Jon Fortune, Assistant City Manager  
Joey Zapata, Assistant City Manager  
M. Elizabeth Reich, Chief Financial Officer  
Nadia Chandler Hardy, Chief of Community Services  
Raquel Favela, Chief of Economic Development & Neighborhood Services  
Theresa O'Donnell, Chief of Resilience  
Directors and Assistant Directors

# Dallas Executive Airport Land Use Study 2017

Mobility Solutions,  
Infrastructure &  
Sustainability Committee  
October 9, 2017

Mark Duebner, Director  
Department of Aviation



**City of Dallas**

# Presentation Overview

- Background/History
- Purpose
- Business Impacts
- Proposed Action
- Next Steps

# Background/History

- Adopted the Dallas Executive Airport Master Plan December 9, 2015
- As part of the adoption, City Council recommended:
  - Forming a Steering Committee of stakeholders in and around the airport
  - Conducting a Land Use Study
  - Required installation of noise monitors at the airport to assist in the management of noise issues
- Steering Committee has met monthly throughout the Land Use Study
  - Held 3 Community Meetings
  - Over 100 participants
  - Community comments included in Appendix 1 of study

# Purpose

- Worked with the Institute of Urban Studies (IUS) at the University of Texas at Arlington to complete a Land Use Study
- Provides a more in depth description on compatible uses of airport property
- Utilized for planning of future development opportunities

# Land Use Study

- Major components of the study:
  - Community Involvement
  - Situation Analysis
  - Best Practices
  - Land Use plan
  - Design Guidelines

# Community Involvement

## II. Door Hanger

**Dallas Executive Airport**

Dallas Executive Airport would like to invite you to our Quarterly Community Meeting to gain your input related to the Land Use Study that will be used for future planning and development opportunities on airport property.

**COMMUNITY MEETING**  
June 21, 2016 at 6:30 p.m.  
- OR -  
June 25, 2016 at 10:00 a.m.

Dallas Executive Airport  
5303 Challenger Dr.  
Dallas, TX 75237

For more information, you may contact the airport by:

- Calling 214-670-7612
- E-mail: [AVIExecutiveOperations@dallascityhall.com](mailto:AVIExecutiveOperations@dallascityhall.com)
- Visit [DallasExecAirport.com](http://DallasExecAirport.com)



**Aeropuerto Dallas Executive**

El Aeropuerto Dallas Executive se complace en invitarte a nuestra Reunión Comunitaria Trimestral para solicitar su opinión relacionada el Estudio de Uso de Terrenos que será usado para planes futuros y oportunidades de desarrollo en propiedad del aeropuerto.

**REUNION COMUNITARIA**  
21 de Junio de 2016 a las 6:30 p.m.  
- O -  
25 de Junio de 2016 a las 10:00 a.m.

Aeropuerto Dallas Executive  
5303 Challenger Dr.  
Dallas, TX 75237

Para más información, puede comunicarse con el aeropuerto:

- Llamando al 214-670-7612
- Correo electrónico: [AVIExecutiveOperations@dallascityhall.com](mailto:AVIExecutiveOperations@dallascityhall.com)
- Visite [DallasExecAirport.com](http://DallasExecAirport.com).



# Community Involvement

## d. Vision, Goals, and Strategies

### I. Vision Statement

"Dallas Executive Airport is an attractive, accessible, economic growth hub that contributes to a strong sense of place for Southern Dallas by empowering surrounding neighborhoods and enhancing sustainability to improve quality of life."



Figure 3-7: Vision



Figure 3-8: Dallas Executive Airport  
Source: Dallas Executive Airport, 2014



# Socioeconomic and Transportation Nodes

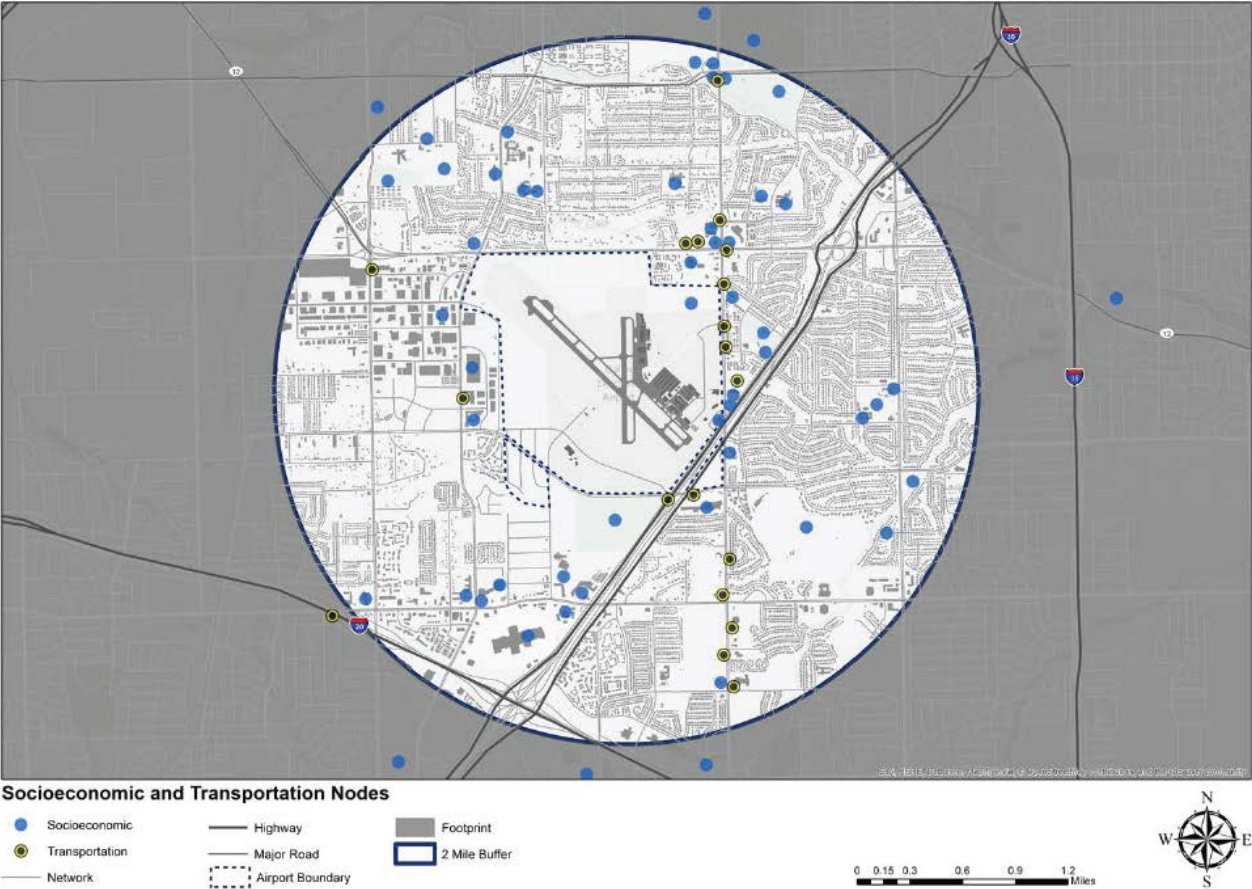
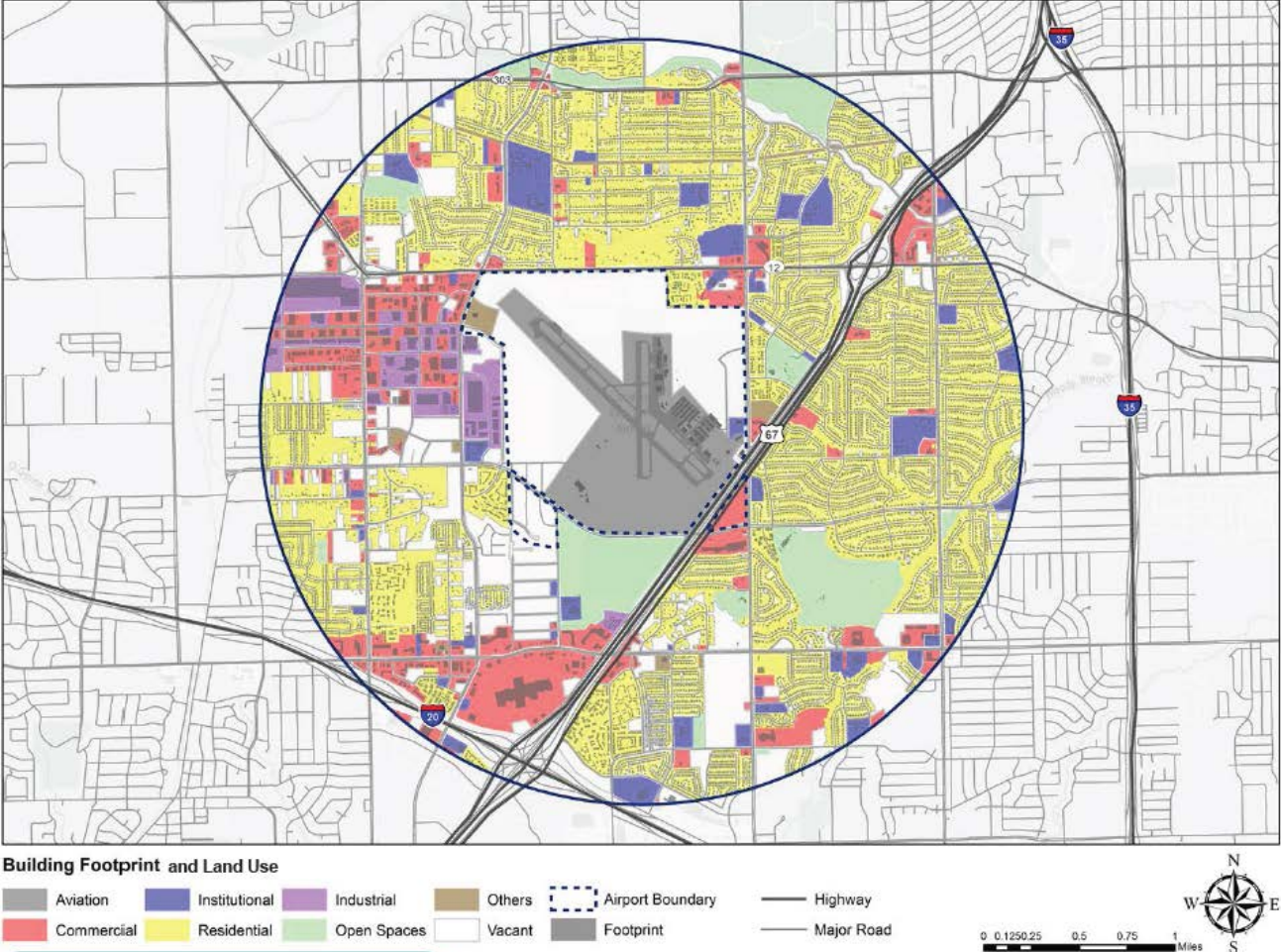


Figure 3-6: Socioeconomic and Transportation

# Situational Analysis

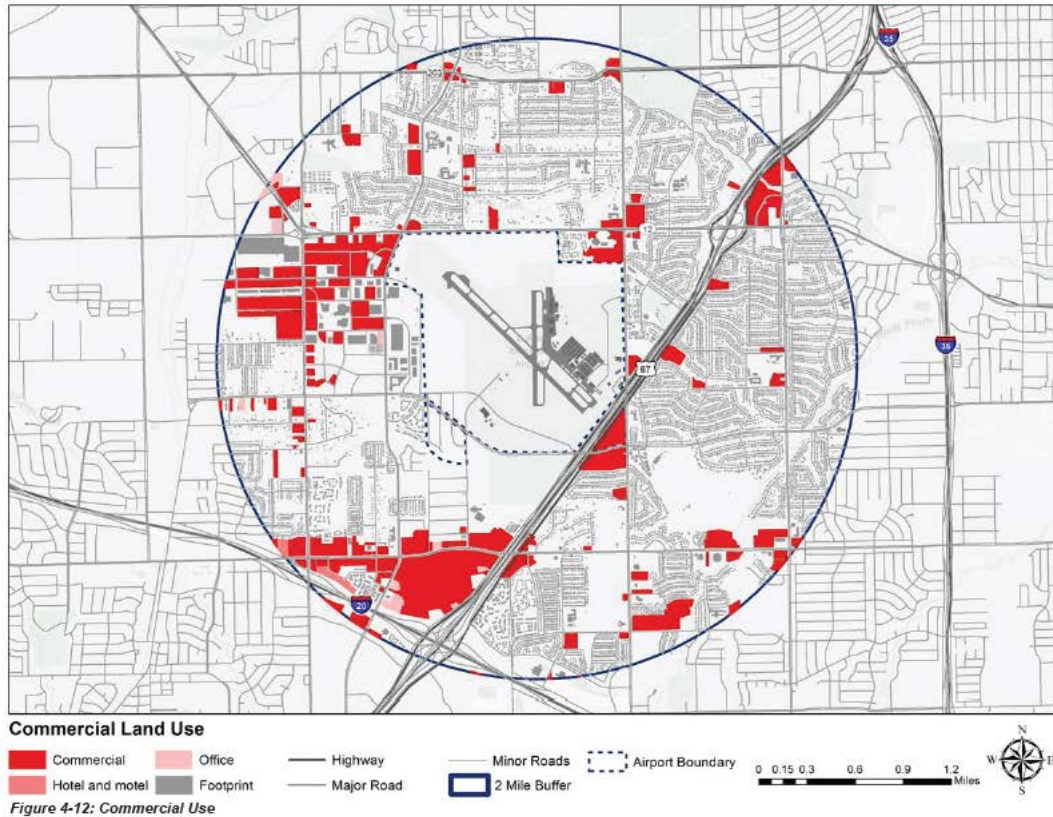




# Land Use Plan – Commercial and Industrial Use

- **Commercial and Industrial Use**

When categorized, more than 90% of the land uses are commercial in type, while office use accounts for 7% and hotel use slightly over 1%. The map displays two important clusters, one to the southwest and another to the northwest of the airport. The northwest cluster of commercial uses overlaps with industrial uses.



# Land Use Plan – Open Spaces

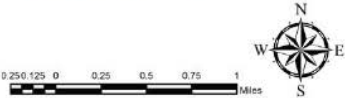


# Transit & Connectivity



**Existing Transportation Network**

- Express
- Rail Feeder
- Local Bus Route
- Transportation Nodes
- Bus Stops
- 2 Mile Buffer
- Highway
- Major Road
- Minor Roads





# Best Practices

## a. Addison Airport

Addison is located to the immediate north of the City of Dallas. The City of Addison enjoys more than 170 restaurants and also has the busiest general aviation airport in Texas. Therefore, a closer look to the Addison airport is essential in order to understand the initiatives taken to ensure successful operations of the airport.

The Addison Airport is one of only a few U.S. airports that are privately managed. The Addison Airport management is working toward creating a viewing area for the public with picnic tables, landscaping, parking, a storyboard about the airport, and a receiver so viewers can listen to pilots and controllers communicating via radio.



Figure 5-1: Addison Airport  
Source: Cavanaughflightmuseum, 2014



Figure 5-2: Addison Airport  
Source: Taketotheskiesairfest, 2013



Figure 5-3: Air Show  
Source: Kaboomtown, 2016

## b. Sugar Land Regional Airport

Sugar Land Regional Airport is less than 20 miles south of Houston and is the fourth largest airport in the Greater Houston area. With an average of 119 flights per day, the Sugar Land Regional Airport focuses on corporate aviation, while maintaining a balance for the community's general aviation needs. The airport contributes greatly to the local economy by providing jobs, corporate access to local markets, access to air transportation services, and facilities to house corporate aviation departments.



Figure 5-4: Sugar Land  
Source: Jetcharters, 2016



Figure 5-5: Art Showcase  
Source: Sugar Land, 2016

## c. Napa County Airport

With an estimated population of over 136,000 in 2010, the Napa County Airport is located north of San Pablo Bay in northern California. The Napa County Airport was built in the early 1940s by the US Army Force and today averages 148 flights a day. Tenants in the Napa County Airport provide an estimated 406 jobs with a total income of \$18.4 million annually. These businesses notably benefit from close proximity to parks such as the Napa Valley Corporate Park, located to the north of the airport, and the Gateway Project to the east side of the airport.



Figure 5-6: Napa Valley Wine Auction  
Source: Napavintners, 2016



Figure 5-7: Napa Valley Wine Auction  
Source: Napavintners, 2016



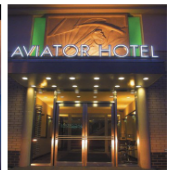
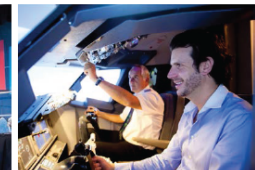
Figure 5-8: Patrick's Restaurant  
Source: The runway by patrick, 2016

## d. Sywell Aerodrome

The Sywell Aerodrome is a local aerodrome in Northamptonshire, England. The aerodrome accommodates private and corporate flying and offers flight training notably through the Brooklands Flying Club, the Sloane Helicopters Flying School, and 2EXCEL Training. The aerodrome is particularly dedicated to preserve the history and rich aviation heritage. To that effect, the Sywell Aviation Museum opened its door in 2001 and is managed by a non-profit and staffed with volunteers. In addition to the various training and educational opportunities, the facilities of the aerodrome offer great venues for numerous functions such as weddings, private parties, exhibitions, and conferences. Sywell Aerodrome counts two hangars, suites, and several rooms to host conferences and meetings. Also, the aerodrome counts diverse amenities, activities, and festivals for locals and visitors: the Pilot's Mess Restaurant, Art Deco styled Hotel, Aero Legends (allows people to fly on a full range of war bird flight experiences) and Virtual Aerospace (commercial plane simulators allow people to experience piloting aircraft). A key festival, aligned with the character of the aerodrome, is the Footman James Sywell Classic Piston and Props Motoring Festival. The festival combines historic racers, hot rods, and motorbikes with classic planes and vintage music to create a fantastic two day event, celebrating classic motoring on the ground and in the air.



Figure 5-8: Airport Activities  
Source: Sywellaerodrome, 2016



# Business Impacts

- Two overall objectives:
  - Economic growth for the airport and surrounding neighborhoods
  - Enhanced quality of life for residents of the surrounding communities

# Land Use Plan



**DALLAS EXECUTIVE AIRPORT LAND USE PLAN**

Figure 6-2: DEA Land Use Plan



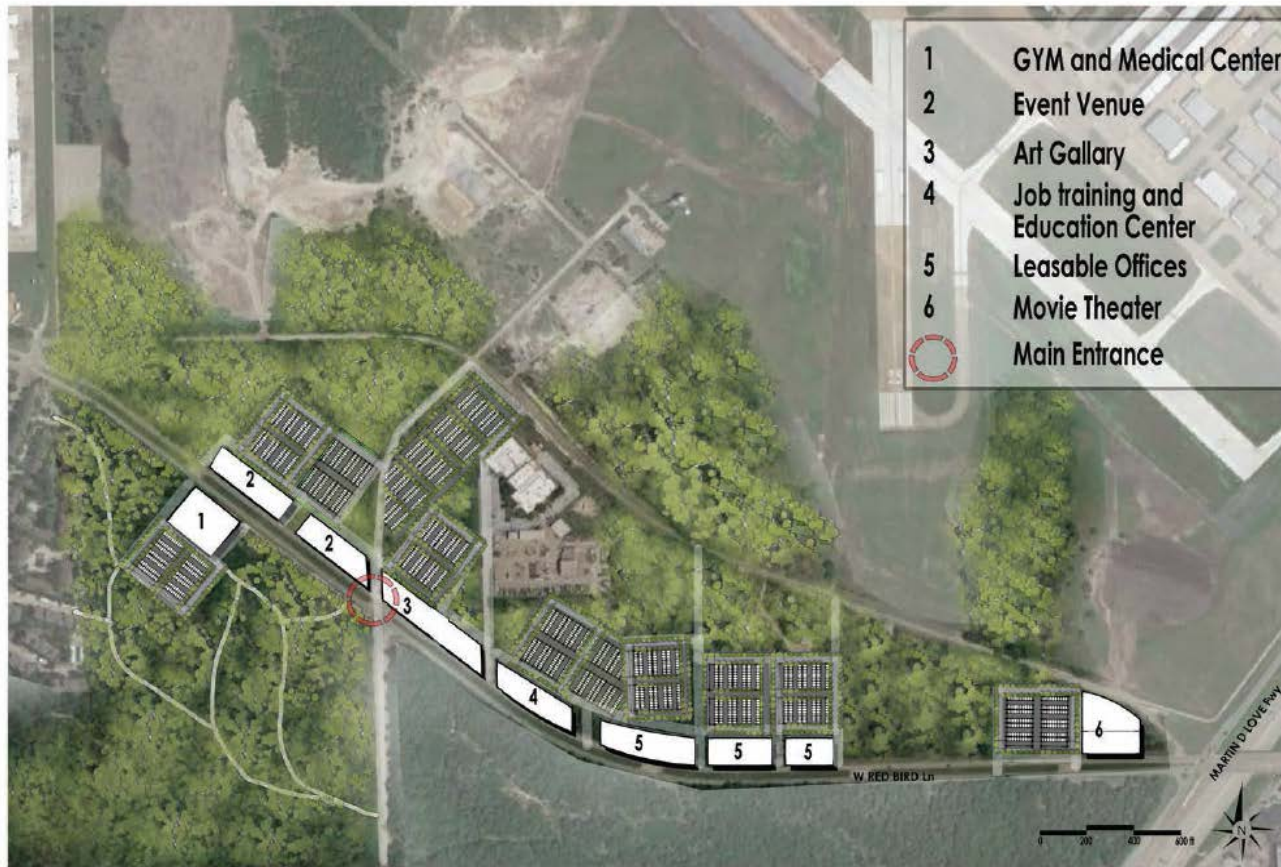
# Land Use Plan – Schematic Concept



**DALLAS EXECUTIVE AIRPORT NORTH SECTION SCHEMATIC CONCEPT PLAN** 

Figure 6-4: North Section Concept Plan

# Land Use Plan – Schematic Concept



## DALLAS EXECUTIVE AIRPORT SOUTH SECTION SCHEMATIC CONCEPT PLAN

Figure 6-6: South Section Concept Plan



# Design Guidelines

## II. Design Approaches

### • **Street Design and Sidewalk**

- Sidewalks, pedestrian pathways, and bike lanes shall create a continuous pedestrian and bike network through the site.
- Bike lanes shall be separated from car lanes with proper striping, color, and paving.
- Sidewalks shall be separated from car lanes with proper landscaping.
- Sidewalks and bike lanes shall be separated with landscaping and enhanced paving.
- Car and bike lanes may be shared by appropriating proper signage.
- A minimum width of 6 feet is recommended for sidewalks within and outside the study area.
- Sidewalks, pedestrian walking zones, and bike lanes shall be clear at all times.
- Enhanced intersections are suggested to support pedestrian crossing.
- Street lighting shall be standard city lighting at a minimum.
- Proper pedestrian scale lighting and signage shall be provided through all pedestrian and bike pathways.



*Figure 7-1: Active Street Design*  
Source: Better Cities & Towns, 2014



*Figure 7-2: Streets, Sidewalk and Amenity Zone*  
Source: Green Blue Urban, 2016



*Figure 7-3: Street Furniture and the Amenity Zone*  
Source: HMM, 2014-2017

# Design Guidelines continued...

- **Streetscape and Landscaping**

- Streetscape elements such as street trees, turf grass, trash cans, bollards, benches, and pedestrian or street lights shall be located within amenity zones. They may be aligned along the street or clustered to form gathering places or rest spots.
- Native street tree species and ground-cover shall be used for landscaping in public spaces, lawns, and amenity zones.
- Diversity of street tree species and planting material is highly suggested.
- Selected street tree species are suggested to provide constant shading at maturity. Smartscape, <http://www.txsmartscape.com/index.asp>, provides information, including a searchable database, for appropriate choices.
- Amenity zones may be used for outdoor public seating or gathering but shall not be used as a permanent outdoor retail show.



Figure 7-4: Landscaping Using Local Live Ground Plants  
Source: Wyss Associates, Inc., 2008



Figure 7-5: Street Landscaping  
Source: Flickr, 2011



Figure 7-6: Streetscape  
Source: Vlsit Ann Arbor, 2016



Figure 7-7: Active Street Design  
Source: Better Cities & Towns, 2014

- **Paving**

- Paving for building related purposes should be located outside of the public right of way and may be distinguishable from pedestrian pathways using different paving patterns, materials, and colors.
- Creative paving patterns are highly encouraged.



Figure 7-8: Creative Paving Patterns  
Source: MKW

# Appendix 1

## Dallas Executive Land Use Study 2017



# Steering Committee Addendum

- The Steering Committee has been invaluable in bringing the Land Use Study to completion
- The Steering Committee has proposed an addendum to the Land Use Study for City Council approval
- The addendum gives greater specificity with regard to the type of development around Dallas Executive Airport

## [Steering Committee Recommendations](#)

# Proposed Action

- Approve the Dallas Executive Airport Land Use Study, along with additional recommendations included by the Steering Committee

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