

## 7. Land Use

### 7.1 Land Uses on Airport and in the Vicinity

Existing land use plans and policies that affect development in the vicinity of the Airport are summarized in this section. Land use plans that apply to the area surrounding the Airport include:

- *2006 ForwardDallas! Comprehensive Plan, City of Dallas, 2009*
- *The Stemmons Corridor – Southwestern Medical District Area Plan, City of Dallas, 2010*
- *The Maple-Mockingbird Project Plan and Reinvestment Zone Financing Plan, City of Dallas, 2009*
- City of Dallas Community and Redevelopment Plans

#### 7.1.1 ON-AIRPORT LAND USES

The Airport is located on 1,256 acres of land approximately 4 miles north of the Dallas Central Business District and is the only commercial service airport within Dallas City limits. Airfield facilities consist of two parallel runways and one crosswind runway, along with associated taxiways and support facilities, including the ATCT, ARFF station, and GA facilities. Specific Airport facilities and areas include:

- **Parallel Runway 13R-31L:** (8,800 feet long) and associated taxiway system
- **Parallel Runway 13L-31R:** (7,752 feet long) and associated taxiway system
- **Crosswind Runway 18-36:** (6,147 feet long) and associated taxiway system
- **Main Terminal Area:** The area between Runways 13L-31R and 13R-31L is primarily occupied by the Airport terminal building, aircraft gates, and aircraft parking areas, along with associated commercial aviation facilities. Two large parking garages are adjacent to the terminal building at the center of the Herb Kelleher Way terminal loop.
- **Southeastern Central Area:** The area southeast of the Central Terminal Area between Runways 13L-31R and 13R-31L is occupied by business and FBO facilities for GA aircraft and commercial rental car facilities.
- **Northwestern Central Area:** The area northwest of the Central Terminal Area between parallel Runways 13L-31R and 13R-31L is occupied by business and industrial land uses.
- **Northeastern Side:** The area northeast of Runway 13L-31R is primarily occupied by business and FBO facilities for GA aircraft located along Lemmon Avenue.

- **South/Southwestern Side:** The area southwest of Runway 13R-31L is occupied by Southwest Airlines' corporate headquarters and aviation and training facilities, as well as other business and FBO facilities for GA aircraft. DART Green and Orange Line light rail routes and the DART Burbank Station are located on the south side along Denton Drive, outside the Airport property boundary.

## 7.1.2 SURROUNDING LAND USES AND ZONING

Land in the vicinity of the Airport is densely developed, as the Airport is located within 4 miles of downtown Dallas.

### 7.1.2.1 2005 Land Use

**Exhibit 7-1** illustrates 2005 land use in the Airport vicinity, as obtained from the NCTCOG Geographic Information System (GIS) online database.<sup>1</sup> At the time of the Master Plan Update initiated the 2005 Land Use map was the most current. Land uses shown on the exhibit generally mirror existing (2013) land uses in the areas surrounding the Airport, as described below.

### 7.1.2.2 2013 (Existing) Land Use

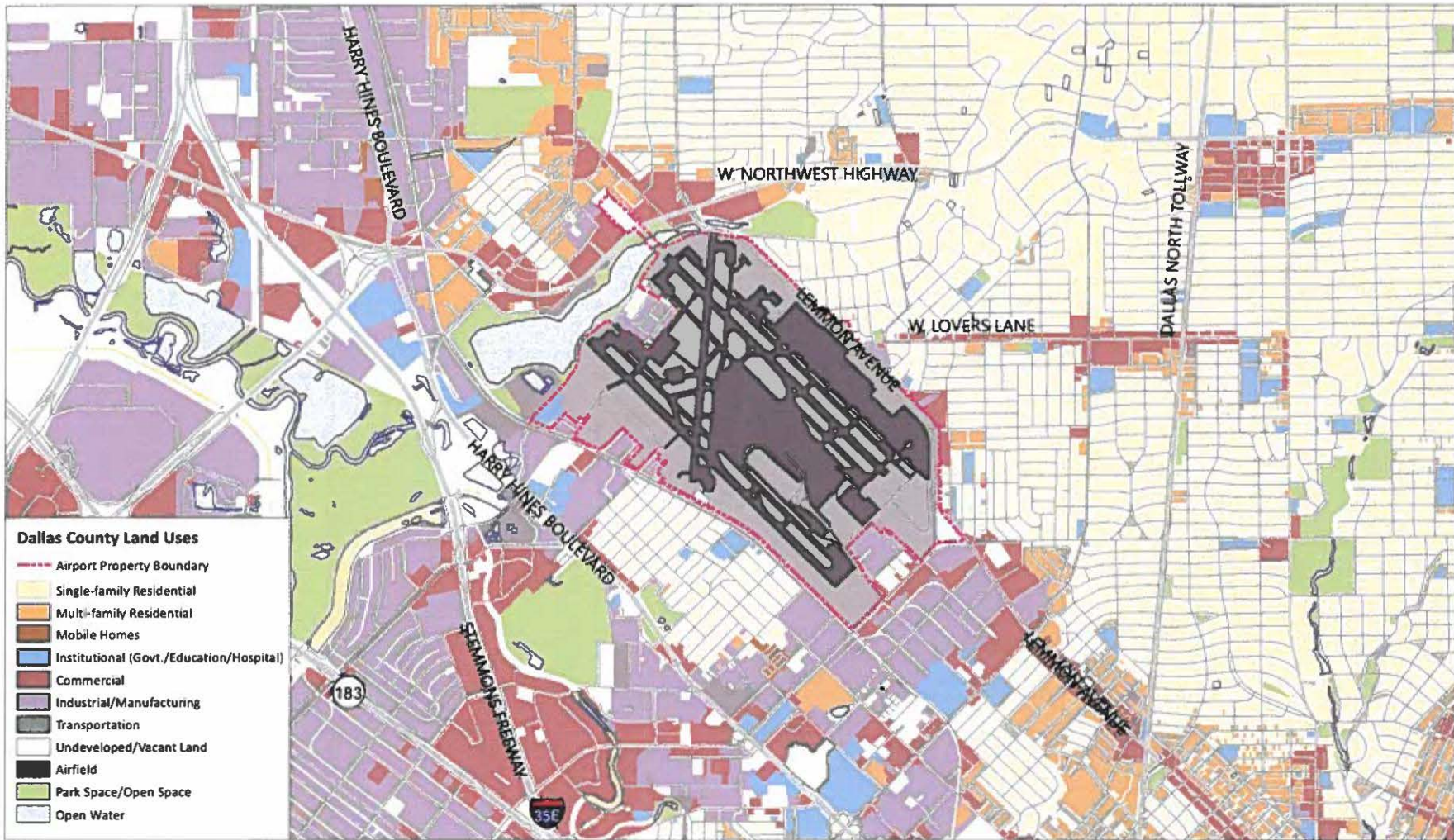
**Exhibit 7-2** illustrates 2013 (existing) land uses in the Airport vicinity, as obtained from the City of Dallas, Tax Parcel coverage online database.<sup>2</sup> Generally, Exhibit 7-2 shows land uses continuing from 2005 land uses. Particularly, residential land uses continue in areas throughout the Airport vicinity. Some single-family residential land uses northeast and southwest of the Airport are now shown as multifamily residential uses. In comparison with the 2005 land use, the existing (2013) land use in the vicinity of the Airport demonstrates increased commercial uses, particularly to the south, east, and northwest, interspersed among industrial uses. Although Exhibits 7-1 and 7-2 show that selected industrial parcels may have changed to commercial uses between 2005 and 2013, some of the differences may be attributed to the different land use designations between the NCTCOG and City of Dallas data sources. Additionally, areas such as Bachman Lake Park and open water to the east were classified as park space/open space in 2005, and are classified as institutional in the 2013 City of Dallas land use data.

#### *Northeast of the Airport*

The predominant land use northeast of the Airport consists of single-family residential neighborhoods along with some commercial parcels. Greenway Parks, Bluffview, and Bachman Hollow are the three residential neighborhoods immediately adjacent to the Airport's northeastern boundary. Commercial uses northeast of the Airport consist of automobile dealerships, public storage spaces, and various other small commercial developments.

<sup>1</sup> North Central Texas Council of Governments, *GIS Clearinghouse*, June 2010.

<sup>2</sup> City of Dallas, GIS Services, *2013 Certified Tax Parcel Coverage*, <http://gis.dallascityhall.com/EnterpriseGIS> (accessed August 2014).



SOURCE: North Central Texas Council of Governments, Geographic Information System Clearinghouse, June 2010.  
 PREPARED BY: Ricordo & Associates, Inc., November 2014.

EXHIBIT 7-1



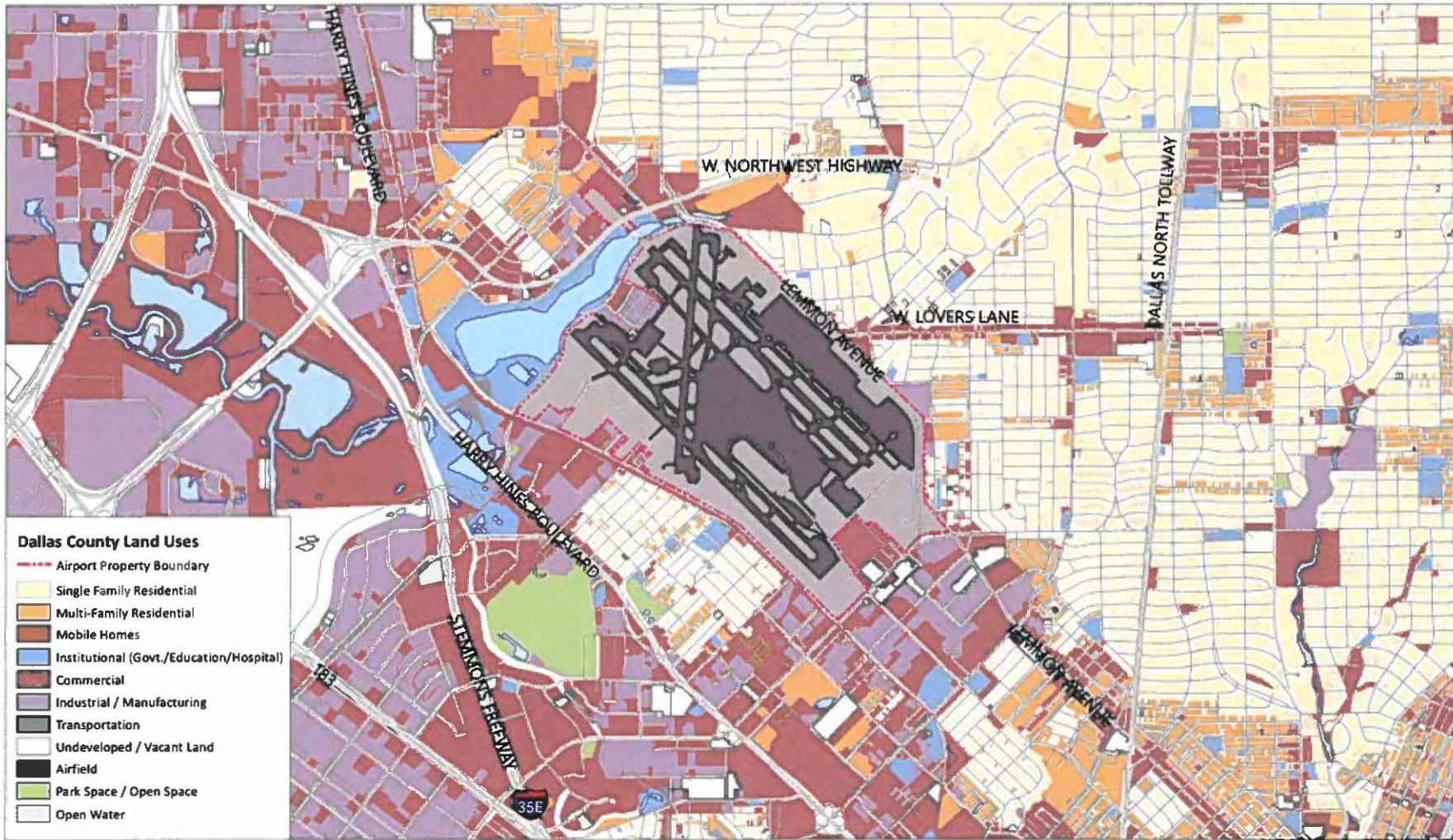
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2005 Land Use In the Airport Vicinity

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SOURCES: North Central Texas Council of Governments, GIS Clearinghouse, June 2010; City of Dallas, Geographic Information Services, 2013 Certified Tax Parcel Coverage, accessed online: <http://gis.dallascityhall.com/EnterpriseGIS>, accessed August 2014.  
 PREPARED BY: Riconda & Associates, Inc. November 2014.

EXHIBIT 7-2



2013 (Existing) Land Use In the Airport Vicinity

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### *Northwest of the Airport*

Bachman Lake and Bachman Lake Park are the predominant land uses immediately northwest of the Airport. A small area to the northwest is developed in industrial (mostly aviation-related) and single-family residential uses. Beyond Bachman Lake is a mix of land uses, including a commercial corridor, multifamily and single-family residential developments, and a small area of industrial development.

### *Southwest of the Airport*

The area southwest of the Airport is mostly developed in single-family residential uses, with commercial and industrial areas surrounding the residential development. A small area in the central portion of the residential development is designated as institutional use. These institutional-use parcels are home to Our Lady of Perpetual Help Catholic (elementary) School and Obadiah Knight Elementary School. Beyond the residential and institutional areas is a mix of public park space, a commercial corridor, and industrial space along Harry Hines Boulevard.

### *South of the Airport*

Portions of the City of Dallas *Vision and Policy Plan: Stemmons Corridor – Southwestern Medical District Area Plan* (the Stemmons Corridor Plan) and the *Maple-Mockingbird Project Plan & Reinvestment Zone Financing Plan* (the Maple-Mockingbird Plan) include areas along Mockingbird Lane immediately adjacent to the Airport. Existing land use in these areas consists of industrial and commercial uses adjacent to the Airport, with multifamily residential, commercial, and institutional uses beyond the industrial district. The Southwestern Medical Center, a large University of Texas medical campus, is located approximately 0.5 mile south-southwest of the Airport. The Stemmons Corridor Plan maintains a mix of uses in this district and plans to enhance access to public park space and public transportation.

### *Southeast of the Airport*

Land southeast of the Airport is dominated by industrial uses with a mix of commercial developments along Mockingbird Lane and Lemmon Avenue. Beyond the industrial and commercial developments are several parcels developed in institutional land uses, including the Thomas J. Rusk Middle School, Weichsel Park, and Maple Lawn Elementary School. These institutional land uses are surrounded by a variety of residential and commercial uses, the DART Orange and Green Lines, and the DART Inwood/Love Field Station at Inwood Road.

### *East of the Airport*

East of the Airport along Lemmon Avenue is a small corridor of commercial land uses with predominantly residential uses beyond. The K. B. Polk Center for Academically Talented and Gifted students and a public park are also located in this area, designated as institutional land uses.

#### 7.1.2.3 Existing Zoning

City of Dallas zoning is planned and mapped by the City's Department of Sustainable Development and Construction. The Airport is currently zoned as Industrial Research. Generally, zoning in the immediate areas surrounding the Airport tends to be Multi-family and Single-family Residential or Industrial, which is

consistent with the current land use in these areas. Several areas in the immediate vicinity of the Airport are zoned as Planned Development District. Specific stipulations and requirements particular to each district pertain to this zoning designation. These specific designations vary in development intensity, mix of uses, and types of uses allowed.

A discussion of the compatibility of the Airport with sensitive land uses in areas that have the potential to be affected by aircraft noise is provided in Section 9.2.2 of this Master Plan Update. The sensitive land uses within 1 mile of the Airport property boundary, specifically schools, religious institutions, and healthcare facilities, are listed in that section.

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## 7.2 Future Land Use

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Future on-Airport land use was evaluated as part of the Master Plan Update preferred alternative. The preferred alternative would result in negligible changes to land use and the communities surrounding the Airport. The following projects associated with the preferred alternative would affect land use:

- Roadway Improvements
- Land Use/FBO Redevelopment along Lemmon Avenue

Land use/FBO redevelopment along Lemmon Avenue would be confined to Airport property and would be anticipated to minimally affect the surrounding communities. However, some roadway improvements would occur beyond Airport property and have minor impacts on the surrounding community. **Exhibit 7-3** illustrates areas where changes in land use would occur at the Airport and in the vicinity as a result of implementing the Master Plan Update preferred alternative.

### 7.2.1 ROADWAY IMPROVEMENTS

Primary roadway improvements would be implemented along Mockingbird Lane between Airdrome Drive and Denton Drive. Improvements are recommended for several roadways, including Mockingbird Lane, Airdrome Drive, Cedar Springs Road/Herb Kelleher Way, and Lemmon Avenue, to accommodate forecast Airport activity. The roadway improvements along Mockingbird Lane would result in four full continuous lanes from Airdrome Drive to Cedar Springs Road/Herb Kelleher Way, northbound and southbound lanes being tunneled below grade for through traffic, and an additional left turn lane at Denton Drive. Simulated traffic patterns for future conditions under the preferred alternative demonstrate improvement at the two intersections along Mockingbird Lane that exhibited poor-to-failing future traffic conditions without the recommended improvements (see Section 5.2.2 for the traffic analysis and Section 9.4.2 for additional traffic-related socioeconomic impact analysis).





- LEGEND**
- Airport Property Line
  - Potential GA Development
  - East Side Redevelopment
  - Lemmon Avenue Improvements
  - Airdrome Drive Improvements
  - Mockingbird Lane Improvements

SOURCE: Ricardo & Associates, Inc., DFW Airport Layout Plan, August 2014  
 PREPARED BY: Ricardo & Associates, Inc., November 2014

EXHIBIT 7-3



Graphic: © Ricardo & Associates, Inc., DFW Airport Layout Plan, August 2014

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Preferred Alternative Land Use in the Airport Vicinity

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The preferred alternative would not disrupt the larger neighborhood developments around the Airport. The roadway improvements on Mockingbird Lane, Airdrome Drive, and Cedar Springs Road/Herb Kelleher Way would occur along corridors that are primarily commercial/industrial in use. The preferred alternative roadway improvements would result in temporary construction-related noise and traffic. The roadway improvements would alleviate traffic congestion in surrounding communities and improve the roadway aesthetics. Minor roadway construction along Lemmon Avenue and Airdrome Drive would occur on Airport property, adjacent to residential uses, but would be temporary. Additionally, these roadway improvements would provide aesthetic improvements and provide a buffer between the Airport and residential areas along the northeast side of the Airport. Aesthetic/buffer improvements considered under the preferred alternative include landscaped berms, continuous sidewalks, ornamental signage, landscaped parkways and medians, street trees, high visibility sidewalks, ornamental/security fencing, and recreation trails. No residences or businesses would be removed or relocated as a result of the Master Plan Update improvements. No residents would be displaced as a result of the Master Plan Update improvements.

## 7.2.2 LAND USE/FIXED BASE OPERATOR REDEVELOPMENT

Airport redevelopment was considered under two alternatives: Runway 18-36 remaining operational and Runway 18-36 decommissioned. In developing the Master Plan Update preferred alternative, the permanent decommissioning and closure of Runway 18-36 was assumed.<sup>3</sup> Under this assumption, the property immediately north of Taxiway N and east of Taxiway A would become available for future GA facility development and 13 additional acres of Airport property would become available for future facility development. Additionally, upon reconfiguration of the midfield taxiway system to include a dual parallel crossfield taxiway, an additional 15 acres would become available for future facility development. As a result of landside access restrictions to this 15-acre parcel, however, the City has elected to preserve the parcel for future terminal support functions. The preferred alternative would result in development of the northernmost corner of the Airport.

As no other development space is available at the Airport and the existing GA facilities along Lemmon Avenue are reaching the ends of their useful lives, the preferred alternative would include systematically replacing all GA facilities along Taxiway A. Specific analysis and descriptions of the Master Plan Update alternatives and the preferred alternative are provided in Section 5.3.

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<sup>3</sup> In accordance with the February 2015 FONSI issued by the FAA on the Environmental Assessment of the Runway 18-36 decommissioning.

### 7.2.2.1 Runway 18-36 Area Development

Under the preferred alternative, GA facility development would occur in the area immediately north of Taxiway N and east of Taxiway A, with aircraft parking along the north side of the ramp along Shorecrest Drive. Implementation of the preferred alternative would convert these 13 acres from runway and RSA space to GA facilities. Landside access would be provided from the intersection of Shorecrest Drive and Webb Chapel Road, with access to the easternmost development provided from Shorecrest Drive. Dedicated parking areas for all hangars would be provided along their respective entrance roads. Blast protection would be necessary between the ramp and Taxiway A entrance roads, with additional protection provided between the taxiway and the Business Jet Center hangar.

### 7.2.2.2 Lemmon Avenue Redevelopment

Lemmon Avenue redevelopment under the preferred alternative would result in a consolidated hangar area in parallel and U-shaped arrangements between Lemmon Avenue and Taxiway A. This arrangement would create efficiencies for aircraft movements and parking on the apron. Additionally, the recommended hangar configurations would maximize ramp space while providing dedicated aircraft parking areas in front of tenant hangars. In addition to the hangars, two terminal buildings are planned along the east side of the ramp, accessible from Lemmon Avenue. Landside access would be provided by connections to Lemmon Avenue to the east and from George Coker Circle. Each hangar is planned to have a dedicated parking area, accessible from the access roads along the back of each hangar. While this area would be redeveloped, the primary land uses would remain consistent with existing uses.