

6. Public Outreach

As part of the public outreach program for the Master Plan Update, three events were held. The three sets of Master Plan Update public outreach events are discussed in this section. The first set of outreach events consisted of a set of meetings held in fall 2012 as part of the Department of Aviation's Good Neighbor Plan (GNP) initiative. This initiative consisted of a series of 10 meetings held to engage residents and businesses in the communities surrounding the Airport and to seek their input regarding the areas surrounding the Airport perimeter. The second set of public outreach events consisted of two open houses held in July 2014. These open houses were intended to inform the public of the Master Plan Update process, findings, and proposed alternatives. The third set of public outreach events also consisted of two open houses held in March 2015. The objective was to present the final Master Plan Update to the public, including the final recommended alternatives and the finance plan, which were not presented at the previous outreach events.

6.1 Good Neighbor Plan Initiative and Public Outreach Event #1

As part of the Master Plan Update, an initiative was developed to enhance the physical and economic development of Dallas Love Field and its bordering neighborhoods. The GNP initiative included a public involvement program intended to incorporate community input into the decisions made regarding development and improvements around Dallas Love Field. Community input was to be incorporated into the alternatives and integrated into the Master Plan Update.

Creation of the GNP initiative was largely inspired by the Downtown Dallas 360 Plan — a long-term plan to bring new life to the downtown Dallas districts and to enhance street and landscaping features. Three overarching goals of the Downtown Dallas 360 Plan were used as a foundation for the GNP initiative. The three overarching goals were to create:

- An exciting urban experience
- A balanced transportation system
- An inclusive environment

6.1.1 PUBLIC INVOLVEMENT PROGRAM

A public involvement program was established to facilitate education and awareness of the Master Plan Update and the GNP initiative among neighborhood stakeholders, the public and non-government agencies. The goal of the public involvement program was to inform, educate, and actively involve the neighborhoods

bordering Dallas Love Field in the Master Plan Update process and to obtain their input to gain a better understanding of their wants and concerns.

Input from key stakeholders was important throughout the planning process for the GNP initiative, as well as the Master Plan Update. To include stakeholders that could be affected by the GNP initiative, a comprehensive database of key stakeholders was compiled, including representatives of residents and neighborhood associations, businesses and business associations, Airport tenants, nonprofit entities (hospitals, libraries, religious centers, etc.), educational institutions, surrounding cities, Dallas County, government agencies, and public officials.

The public involvement program for the GNP initiative was conducted between July and November 2012 and included the following:

- Development of a public involvement plan and project branding
- Creation of a stakeholder database
- Development of marketing materials, including website, newsletter, and stakeholder presentations
- Facilitation of 10 public meetings with participation by residents and business representatives from neighborhoods bordering the Airport

6.1.1.1 Stakeholder Zones

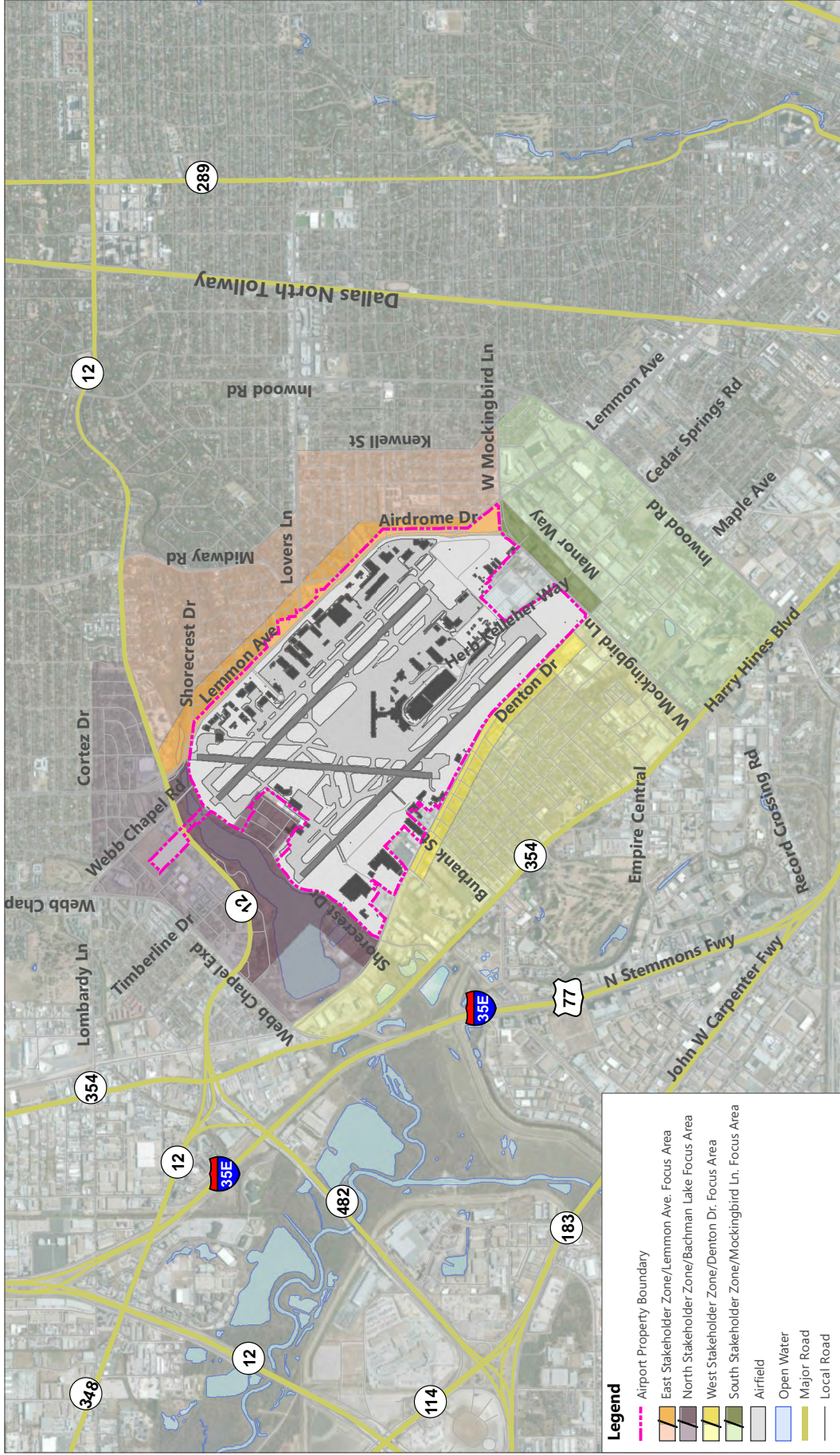
The stakeholders for the GNP initiative were separated into four zones (north, east, south, and west). These zones were established to guide public involvement and prioritize the types of development and improvement projects important for each zone. The zones and their focus areas are illustrated on **Exhibit 6-1**. The manner in which the public meetings were divided into zones to better identify the needs of each independent zone is described in the following subsection.

6.1.1.2 Outreach Methods

Ten stakeholder meetings were held, including meetings with residents, businesses, and tenants. The following outreach methods were used for these meetings:

- **Residential meetings:** The stakeholders residing within the specific zone for each meeting were notified via bilingual door hangers. In addition, telephone calls were made by the consultant team and emails were sent to homeowners, select key community representatives, neighborhood association representatives, and crime watch groups.
- **Business and Airport tenant meetings:** Business and Airport tenant stakeholders were notified via letters, emails, and telephone calls.

Additionally, bilingual flyers were posted in relevantly located apartment complexes, libraries, and recreation centers prior to each meeting. Public meeting times, dates, and locations were also listed on the Good Neighbor Plan website: <http://www.goodneighborplan.com>.



SOURCES: North Central Texas Council of Governments, GIS Clearinghouse, June 2010; ESRI Database (Aerial Imagery), 2011.
 PREPARED BY: Ricondo & Associates, Inc., November 2014.



Airport Master Plan Update
 Public Outreach

EXHIBIT 6-1

Good Neighbor Plan Initiative
 Focus Areas and Stakeholder Zones

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As the Master Plan Update was being completed, the GNP initiative website was accessed to gain additional information about the Master Plan Update and projects stemming from the GNP initiative, as the website contained information provided at the public involvement meetings, including meeting schedules and PowerPoint presentations, as well as the GNP newsletter.

The first edition of the GNP newsletter was distributed at each meeting in both English and Spanish. The newsletter included an overview of the GNP initiative and contact information. Comment cards were made available at the meetings for attendees to either take home and mail in, or complete and leave with the Airport representatives. Meeting attendees were also provided with a business card listing the website address, contact information, and a schedule of meetings. Stakeholders were able to request additional information or submit comments and questions through the website, email, or a designated telephone number.

6.1.2 PUBLIC MEETINGS

Each of the 10 public meetings was segmented into two parts, beginning with a presentation of the GNP initiative and its overarching goals and concluding with breakout sessions and a joint session to discuss the results.

6.1.2.1 Schedule

The 10 public meetings consisted of separate residential and business stakeholder meetings for each of the four zones to accommodate different interests and concerns. Because of the size of the residential area in east zone, two residential meetings were held in that zone. A separate meeting was also held to address the needs of Airport tenants from all zones. The schedule of meetings and numbers of attendees are provided in **Table 6-1**. The sign-in sheets for each meeting, as well as a compiled list of attendees, are on record with the City of Dallas Department of Aviation.

Table 6-1: Good Neighbor Plan Initiative Public Meeting Attendance

MEETING DATE	MEETING	NUMBER OF ATTENDEES
10/09/12	East Zone Residential Meeting (North) Shorecrest Estates, Cochran Chapel	14
10/16/12	East Zone Business Meeting	9
10/16/12	East Zone Residential Meeting (South) North Park	38
10/18/12	Dallas Love Field Tenants Meeting	30
10/23/12	South Zone Business Meeting	10
10/25/12	South Zone Residential Meeting	2
10/30/12	West Zone Business Meeting	6
11/08/12	West Zone Residential Meeting	34
11/13/12	North Zone Residential Meeting	6
11/15/12	North Zone Business Meeting	7
TOTAL		156

SOURCE: City of Dallas Department of Aviation, Public Meetings Attendance Sheets, October 9, 2012, through November 15, 2012.

PREPARED BY: Ricondo & Associates, Inc., September 2014.

6.1.2.2 Presentation

The first part of each meeting included a PowerPoint presentation. The presentation included information about the public involvement program, the background of Dallas Love Field, an overview of the GNP initiative, and possible development and improvement opportunities in the zone specific to the meeting audience. **Appendix L** provides the development and improvement opportunities in all four zones.

6.1.2.3 Breakout Sessions

The second part of each meeting included breakout sessions. The purpose of the breakout sessions was to gain an understanding of the priorities of each stakeholder group. Each meeting attendee was asked to place eight dots on an activity board under the categories in which he or she would like to see developments or improvements. Attendees were asked to place their dots under the categories they considered to be of the highest priority. They were told they could place one dot in each category, all eight in one category, or any other combination they wished. The eight categories included are shown on **Exhibit 6-2** and described below.

Exhibit 6-2: Breakout Sessions Activity Board



SOURCE: K Strategies Group, October 2012.
 PREPARED BY: K Strategies Group, December 2012.

Transit Connections

- Description: Access to Airport and neighborhoods via rail or bus
- Examples: Direct shuttle from Dallas Love Field to DART rail station, benches/shelters at bus stations

Transit-oriented Development

- Description: Development around transit stations
- Examples: Retail, office, or living space around transit stations (i.e., Mockingbird Station)

Pedestrian Connections

- Description: Sidewalks, crosswalks, pedestrian bridges
- Example: Specific areas where neighborhoods need improved connections to Dallas Love Field or surrounding communities

Landscaping and Streetscaping

- Description: Trees, plants, wayfinding signs, public art, monuments
- Example: Landscaping improvements around Bachman Lake

Public and Open Spaces

- Description: Hiking and biking trails, walking/running paths
- Examples: Public parks, dog parks, improved trails

Retail Spaces

- Description: Restaurants, stores, commercial strip centers
- Examples: Sidewalk cafes, boutique shops, freestanding stores

Office Spaces

- Description: Small office buildings (low-level)
- Example: Midscale office buildings to increase economic development

Buffers (Visual and Physical)

- Description: Buffers around Dallas Love Field to separate the view of the Airport from the neighborhoods
- Examples: Large trees, berms, fences, decorative walls

The results of each meeting were discussed with the participants and an open discussion was facilitated. The top three priorities resulting from each meeting are listed in **Table 6-2**. A full summary of the breakout session results from each of the 10 meetings is presented in **Table 6-3**.

Table 6-2: Summary of Priorities from the Public Meetings for the Good Neighbor Plan Initiative

MEETING DATE	MEETING	NUMBER OF ATTENDEES	TOP THREE PRIORITIES
10/09/12	East Zone Residential Meeting (North) Shorecrest Estates, Cochran Chapel	14	Landscaping and Streetscaping Buffers (Visual and Physical) Public and Open Spaces
10/16/12	East Zone Business Meeting	9	Landscaping and Streetscaping Transit Connections Retail Spaces
10/16/12	East Zone Residential Meeting (South) North Park	38	Buffers (Visual and Physical) Pedestrian Connections Landscaping and Streetscaping
10/18/12	Dallas Love Field Tenants Meeting	30	Landscaping and Streetscaping Transit Connections Retail Spaces
10/23/12	South Zone Business Meeting	10	Landscaping and Streetscaping Office Spaces Buffers (Visual and Physical)
10/25/12	South Zone Residential Meeting	2	Landscaping and Streetscaping Pedestrian Connections Buffers (Visual and Physical)
10/30/12	West Zone Business Meeting	6	Landscaping and Streetscaping Office Spaces Retail Spaces
11/08/12	West Zone Residential Meeting	34	Pedestrian Connections Landscaping and Streetscaping Retail Spaces
11/13/12	North Zone Residential Meeting	6	Landscaping and Streetscaping Pedestrian Connections Transit Connections
11/15/12	North Zone Business Meeting	7	Landscaping and Streetscaping Pedestrian Connections Public and Open Spaces
	TOTAL	156	

SOURCE: City of Dallas Department of Aviation, Public Meeting Breakout Sessions, October 9, 2012, through November 15, 2012.

PREPARED BY: K Strategies Group, December 2012.

Table 6-3: Good Neighbor Plan Initiative Public Meeting Summary of Breakout Session Results

MEETING	TRANSIT CONNECTIONS	TRANSIT-ORIENTED DEVELOPMENT	PEDESTRIAN CONNECTIONS	LANDSCAPING AND STREETSCAPING	PUBLIC AND OPEN SPACES	RETAIL SPACES	OFFICE SPACES	BUFFERS (VISUAL AND PHYSICAL)
East Zone Residential (North)	4	6	16	26	18	7	0	26
East Zone Business	10	0	6	11	6	9	0	3
East Zone Residential (South)	17	6	31	27	21	7	5	32
Airport Tenants	27	10	17	30	19	22	3	18
South Zone Business	4	8	5	14	3	8	11	11
South Zone Residential	0	0	3	3	0	0	0	2
West Zone Business ^{1/}	0	0	0	0	0	0	0	0
West Zone Residential	15	6	43	35	31	35	2	27
North Zone Residential	6	5	6	8	4	1	0	1
North Zone Business	2	2	7	8	7	5	4	5
TOTAL^{2/}	85	43	134	162	109	94	25	125

NOTES:

The red numbers indicate the top three priorities at each meeting. The bold black numbers indicate the top three overall priorities.

1/ No priority rating was completed at this meeting because all meeting attendees were from the same company. The categories were discussed, and the top three priorities were determined to be landscaping and streetscaping, office spaces, and retail spaces.

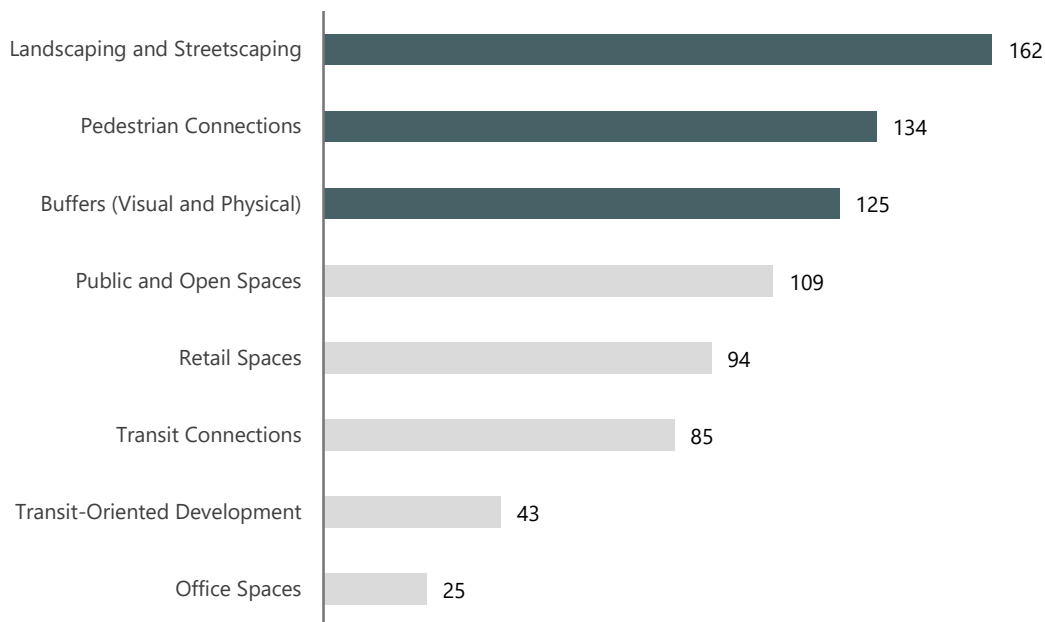
2/ Not all attendees chose to participate in the breakout sessions. Totals may exceed the number of attendees in cases where attendees concentrated their activity board dots on fewer than eight separate priorities.

SOURCE: City of Dallas Department of Aviation, Public Meeting Breakout Sessions, October 9, 2012, through November 15, 2012.
 PREPARED BY: K Strategies Group, December 2012.

Once all meeting attendees who wished to participate placed their maximum of eight dots on the activity board, the discussion portion of the breakout session proceeded. Beginning with the categories that received the most dots and continuing through the categories that received the fewest dots, attendees were asked to provide input on their wants and concerns regarding each category. The overarching comments regarding what residents and businesses wanted or did not want in each category are listed below in the order of priority indicated by the meeting attendees.

Overall, input received at the 10 meetings indicated that the top three priorities were landscaping and streetscaping, pedestrian connections, and buffers (visual and physical) around the Airport (**Exhibit 6-3**).

Exhibit 6-3: Overall Breakout Session Results



SOURCES: K Strategies Group, December 2012; City of Dallas Department of Aviation, Public Meeting Breakout Sessions, October 9, 2012, through November 15, 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2014.

Landscaping and Streetscaping (162 dots)

- Consistent landscaping on all sides of the Airport with plants native to Texas
- Additional directional signage around the Airport
- Traffic control around the Airport

Pedestrian Connections (134 dots)

- Consistent sidewalks on all sides of the Airport
- Connections to Bachman Lake from other neighborhoods
- Pedestrian bridges to cross busy roads around the Airport

Buffers (Visual and Physical) (125 dots)

- Replace chain link fence with a more attractive option
- No walls around the Airport
- Natural buffers such as trees to limit noise and pollution

Public and Open Spaces (109 dots)

- Increased safety around Bachman Lake
- Bike access around the Airport and access to Bachman Lake
- Construction of a dog park
- Area designated for watching airplanes take off and land

Retail Spaces (94 dots)

- Small boutique stores rather than large chains
- Sitdown restaurants
- Grocery store along Denton Drive
- Easily accessible stores and restaurants via bike or walking trails
- Renovate retail spaces along Northwest Highway

Transit Connections (85 dots)

- Connection from the DART rail stations directly to Dallas Love Field via shuttle or people mover

Transit-oriented Development (43 dots)

- Mixed-use developments similar to Mockingbird Station

Office Spaces (25 dots)

- No large office spaces along Denton Drive or Lemmon Avenue
- Renovate and create new office spaces along Mockingbird Lane

Photographs taken during the 10 public meetings are provided in **Appendix M**.

6.1.2.4 Comments Received

Comment cards were distributed to meeting attendees at all 10 public meetings for the Good Neighbor Plan initiative. Attendees were requested to return them at the end of the meeting. The comments received as well as the responses are noted in **Table 6-4**.

Table 6-4 (1 of 5): Public Comments Database

DATE	METHOD BY WHICH COMMENT WAS RECEIVED	COMMENT	RESPONSE
October 9, 2012	East Zone Residential Meeting (North) – Comment Card	I am new to the community. I am from California. This meeting is really new to me. I would like to hear more about Love Field Airport. Please keep me informed about your meetings. The new look for the Airport looks great.	Email sent with website information. (October 25, 2012)
October 9, 2012	East Zone Residential Meeting (North) – Comment Card	Thank you inviting us to the planning stage instead of after the fact.	Noted in meeting summary.
October 10, 2012	Email	When will the public hearing schedule be announced to the stakeholders that was unveiled at the T&E committee on Monday? Will the airport tenants remain on October 18?	Email sent with website information. (October 12, 2012)
October 10, 2012	Telephone	I would like more information on the plan and what I missed in last night's meeting. I would also like a copy of the meeting minutes."	Called and spoke to Mr. Weldon and obtained email address to send website link. (October 25, 2012)
October 10, 2012	Telephone	I would like more information on what was discussed at last night's meeting.	Sent email with website information and link to PowerPoint presentation. (October 25, 2012)

Table 6-4 (2 of 5): Public Comments Database

DATE	METHOD BY WHICH COMMENT WAS RECEIVED	COMMENT	RESPONSE
October 10, 2012	Email	I live very close to Love and I would appreciate any information you can send me that details your development and/or improvement plans for the airport and surrounding area. Thank you.	Email sent explaining that there are currently; no plans for any specific property. During this phase of the project, we are creating awareness of the Good Neighbor Plan initiative and obtaining the public's input on what types of development and improvement projects the stakeholders would like to see in their community. This information will be included within the Master Plan Update alternatives. The website link was provided. (October 25, 2012)
October 11, 2012	Email	I want to know what was discussed last night? Will the airport's plan involve using our property as part of the redevelopment plan? If so, when will this take place?	Email sent with the website location www.goodneighborplan.com , which contains information such as background, presentations, the current newsletter, and a list of upcoming meetings. During this phase of the project, we are creating awareness of the project and obtaining the public's input on what types of development and improvement projects they would like to see in their community. This information will be compiled, analyzed, and integrated into the Master Plan Update. There are currently no plans to purchase or acquire any property. (October 25, 2012)
October 11, 2012	Telephone	We at Kimley-Horn & Associates are interested in coming to your public meetings. I just wanted to get some more information about them and what the Good Neighbor Plan entails."	K Strategies Group called and gave additional information about the upcoming meetings. (October 11, 2012) Respondent later attended the October 23, 2012, South Zone Business meeting.

Table (3 of 5): Public Comments Database

DATE	METHOD BY WHICH COMMENT WAS RECEIVED	COMMENT	RESPONSE
October 16, 2012	East Zone Business Meeting – Comment Card	In what ways does Love Field support outreach efforts and if so, how can more partnerships be established in regards to this zone (east)?	Emailed response advising that the team is currently conducting public meetings and individual stakeholder meetings, and preparing newsletters and website information to get the word out about the initiative. The wants and needs derived from the stakeholder (residents and businesses) engagement will be included with the development of alternatives in the Master Plan Update. A further outreach effort will be held to identify the proposed plan. The website location (www.goodneighborplan.com) was included in the email. The website provides presentations, a copy of the current newsletter, and a list of upcoming meetings. (October 25, 2012)
October 16, 2012	East Zone Business Meeting – Comment Card	I appreciate this forum to express our needs and desires. I personally hope for better streetscaping and signage for businesses, like mine, that are currently hidden in the Airport.	The comment has been addressed in Section 6.2.1.1, Roadway Landscaping and Signage.
October 16, 2012	East Zone Residential Meeting (South) – Comment Card	Need better bus connections, i.e., Midway bus to go all the way down Midway Road to 635 and beyond as before (recently disconnected that route). Need more retail in area, i.e., another grocery store.	Although bus connections were not a high priority among stakeholders, the comment has been noted in the meeting summary. The comment regarding more retail has been addressed by nonaeronautical land uses provided in Section 5.3.2 Lemmon Avenue Redevelopment Alternatives
October 18, 2012	Telephone	Wants more information on meetings and meeting schedule.	Emailed website information and meeting schedule. (October 18, 2012)
October 18, 2012	Telephone	Will you all be buying the area? Some people were saying you were so I wanted to ask because I'm putting a lot of work into my house and I wanted to know before I continue.	Left voicemail stating there is no intent to purchase any property at this time and left website information. (October 25, 2012)

Table (4 of 5): Public Comments Database

DATE	METHOD BY WHICH COMMENT WAS RECEIVED	COMMENT	RESPONSE
October 22, 2012	Telephone	Requested more information on meetings and meeting schedule.	Called and obtained email address to send the website link. (October 25, 2012)
November 5, 2012	Website	I sit on the committee at Cathedral of Hope that is designing a "Urban Park" on the grounds of the church. We are wanting to take the surrounding land that is part of the campus and make it more environmental. Such as adding a garden that local schools may come to. With the intent of helping children learn about the environment. Also making a (sic) environment that is welcoming to all. Being a neighbor to Love Field we were wondering if your committee would be willing to help our committee in making this a reality! Please contact me I would Love to introduce you to our clergy who are heading this project. We are at the end of the runway, but we send blessings to each and every flight!!	Forwarded the City of Dallas Department of Aviation's contact information to discuss further. (November 12, 2012)
November 8, 2012	West Zone Residential Meeting – Comment Card	"For my peace of mind, please assure me the City of Dallas has no plans of obtaining Love Field West for any future expansions of Love Field Airport. Thank you."	Emailed advising there are no current plans to purchase the Love Field West property and that we are in the very early planning phases for the GNP. Advised that options and alternatives will be presented to the public in spring 2013.
November 8, 2012	West Zone Residential Meeting – Comment Card	"Excellent!!"	Noted in meeting summary.
November 8, 2012	West Zone Residential Meeting – Comment Card	"Interested in development on Burbank Street. Traffic congestion and 18-wheelers enter our property from loading docks."	Noted in meeting summary. The area defined is outside of the designated study area.
November 8, 2012	West Zone Residential Meeting – Comment Card	"No apartments near our neighborhood on the west side of the Airport."	Noted in meeting summary.

Table 6-4 (5 of 5): Public Comments Database

DATE	METHOD BY WHICH COMMENT WAS RECEIVED	COMMENT	RESPONSE
November 8, 2012	West Zone Residential Meeting – Comment Card	"Overall, good plan. It will be an improvement over what we have now. People will get used to it. Most people will love it!"	Noted in meeting summary.
November 8, 2012	West Zone Residential Meeting – Comment Card	"Safety is a high priority both in neighborhood and along Denton Drive. Another is neighborhood access to the Burbank DART Station which has no parking features."	Safety addressed in Master Plan Update Section 6.2.1. Aesthetics and Safety. DART access via pedestrian connections addressed in Master Plan Update Section 6.2.2, Pedestrian Connections.
November 13, 2012	North Zone Residential Meeting – Comment Card	"Exert your influence with other City departments to promote positive retail. Right now, we are "scary" on NW Highway. Bachman Recreation Center is also an asset to utilize and promote"	Noted in meeting summary.
November 13, 2012	North Zone Residential Meeting – Comment Card	"Pedestrian access everywhere possible." "DART: Shuttle to Love Field"	Pedestrian access addressed in Master Plan Update Section 6.2.2, Pedestrian Connections. DART's Bus Route 524 operates between Dallas Love Field and Inwood/Love Field Station.
November 15, 2012	North Zone Business Meeting – Comment Card	"Great presentation. Looking forward to positive action."	Noted in meeting summary.
November 15, 2012	North Zone Business Meeting – Comment Card	"Very happy to be at the meeting and hear about the plans."	Noted in meeting summary.
November 26, 2012	Website	"Just wanted to stay in touch, to keep informed of progress in our community. Thank you for forming the Good Neighbor Plan! I'm anxious to learn of more improvements in the area."	Emailed informing that we will add contact information to our stakeholder database and that the second phase of the project should begin around spring 2013. Advised to visit the GNP website for additional information.

SOURCE: K Strategies Group, December 2012.

PREPARED BY: Ricondo & Associates, Inc., October 2014.

6.1.3 CONCLUSION

The Good Neighbor Plan initiative meetings were completed in November 2012. After all comments from the public meetings, comment cards, emails, and telephone calls were compiled, trends in stakeholder priorities became apparent, with the neighborhoods focusing on consistent landscaping and signage, increased pedestrian connections and safety, and the creation of a more visually appealing buffer around the Airport with landscaping and new fencing.

Alternatives were developed to help achieve the desired results. The alternatives were presented during the second set of public outreach events for the Master Plan Update in July 2014, as described in Section 6.2 below.

6.2 Good Neighbor Plan – Master Plan Update Alternatives Development

Master Plan Update alternatives were developed that would help address stakeholder concerns through improvements around the perimeter of the Airport. Eventual implementation will need to be coordinated through City agencies. The alternatives suggested include improvements related to aesthetics and safety, which would be implemented along roadways, as well as in Airport buffer areas, and pedestrian connections along primary pedestrian corridors, which would create safe, aesthetically pleasing routes between destinations surrounding the Airport and neighboring communities.

6.2.1 AESTHETICS AND SAFETY

In most of the 10 meetings held in 2012, aesthetics and safety were raised as potential areas for improvement. These topics were addressed throughout concept development for the Master Plan Update, as described below.

6.2.1.1 Roadway Landscaping and Signage

Aesthetics around the Airport would be improved through landscaping along the roadway corridors surrounding the Airport. Street trees located in the medians and parkway buffers between the roadway and sidewalk would not only beautify areas surrounding the Airport, but provide a needed safety buffer for residential neighborhoods and pedestrian routes. **Exhibits 6-4** and **6-5** provide conceptual renderings of Lemmon Avenue and Airdrome Drive, respectively, incorporating aesthetic and safety improvements. The Lemmon Avenue corridor improvements would include trees and landscaping along the median, landscaped parkway buffers, ornamental signage for businesses, and consistent wayfinding signage for the Airport. Safety enhancements would include the parkway buffers, as well as high visibility pedestrian crossings and sidewalks, as discussed in Section 6.2.1.2. Lighting along pedestrian paths would also provide enhanced nighttime safety in these areas. Airdrome Drive and Mockingbird Lane improvements would include parkway buffers with landscaping and connected sidewalks and crosswalks. Airdrome Drive and Mockingbird Lane improvements would include enhanced landscaping and roadway buffers.

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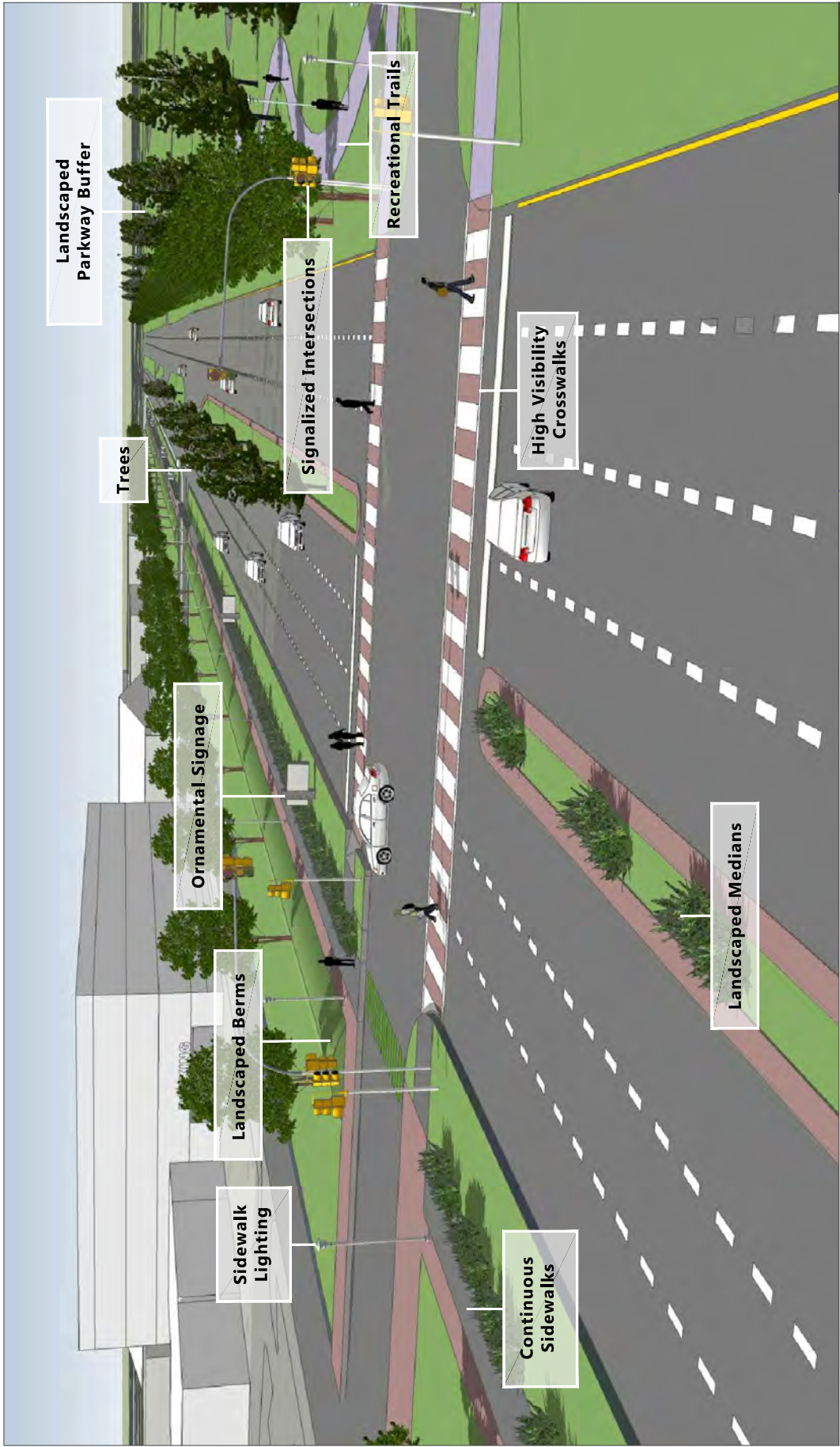


EXHIBIT 6-4

Lemmon Avenue Conceptual Improvements

SOURCE: Ricordo & Associates, Inc., September 2014.
 PREPARED BY: Ricordo & Associates, Inc., November 2014.



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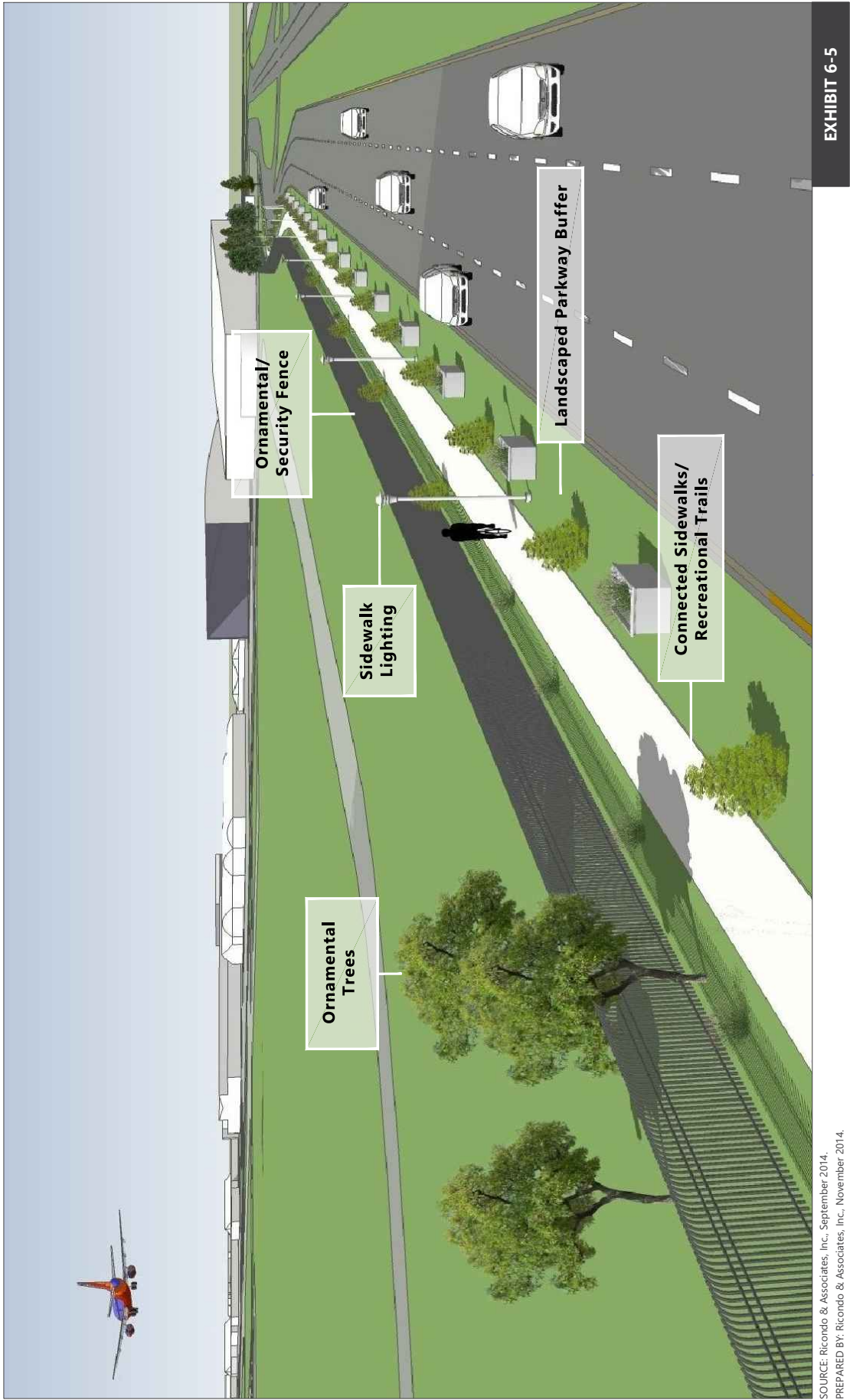


EXHIBIT 6-5

SOURCE: Ricordo & Associates, Inc., September 2014.
 PREPARED BY: Ricordo & Associates, Inc., November 2014.

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Airport Master Plan Update
 Public Outreach

Airdrome Drive Conceptual Improvements

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6.2.1.2 Airport Landscaping and Fencing

In addition to roadway improvements, landscaping and fencing would be improved in certain areas along the Airport property boundary. Along Airdrome Drive and Mockingbird Lane, Airport improvements would include landscaping enhancements and improved security fencing that would also be an aesthetic upgrade. Landscaping improvements would be considered where allowable under applicable Airport safety regulations and guidelines. Exhibit 6-5 illustrates Airport landscaping and fencing improvements along Airdrome Drive.

6.2.2 PEDESTRIAN CONNECTIONS

In addition to aesthetic improvements to roadways, pedestrian connections were a priority during Master Plan Update alternatives development. Pedestrian connections in areas surrounding the Airport were a chief concern among stakeholders during the public outreach events. Pedestrian connections in each of the stakeholder zones surrounding the Airport can also aid in creating a safer environment for surrounding communities. The land uses in these areas are largely residential and commercial and these areas have the greatest need for safe, convenient passage for residents. Concepts for creating and improving pedestrian connections include:

- Continuous sidewalks
- Connected recreational paths
- High-visibility crosswalks
- Signalized intersections
- Sidewalk lighting
- Roadway buffers

Pedestrian connections would be implemented to create a network of safe passages for residents and visitors that stretches from Bachman Lake recreational trails in the northern stakeholder zone, along Lemmon Avenue to Airdrome Drive, then to Mockingbird Lane, and eventually connecting with the Love Field entrance along Cedar Springs Road/Herb Kelleher Way. Along the western edge of the Airport, pedestrian connection concepts include continuous sidewalks on Denton Drive that would link Mockingbird Lane sidewalks to the south with the Bachman Lake trails to the north. The network of trails and sidewalks would allow pedestrian and recreational access from surrounding neighborhoods to Bachman Lake Park, Midway Manor Park, the Frontiers of Flight Museum, Dallas Love Field and Airport FBOs and businesses, as well as convenient access to the commercial areas along Lemmon Avenue and Mockingbird Lane. To the west, pedestrian connections along Denton Drive would provide access from Mockingbird Lane and Bachman Lake to residential neighborhoods west of the Airport, as well as the DART Burbank Station for the green and orange lines and businesses along Denton Drive.

Along Lemmon Avenue, intersections were prioritized for safe pedestrian connections. **Exhibit 6-6** illustrates the intersections along Lemmon Avenue at Shorecrest Drive, Lovers Lane, and University Boulevard that are prioritized for pedestrian connections. This exhibit also lists conceptual improvements for these intersections to increase pedestrian safety and connect with surrounding pedestrian routes. The conceptual improvements include a recreational path that would connect with existing Bachman Lake recreational trails, travel southeast along the northeastern side of Lemmon Avenue to Lovers Lane, where the path would cross Lemmon Avenue and connect with a recreational path and sidewalk that would extend around the Airport to the Airport entrance at Mockingbird Lane and Cedar Springs Road/Herb Kelleher Way.

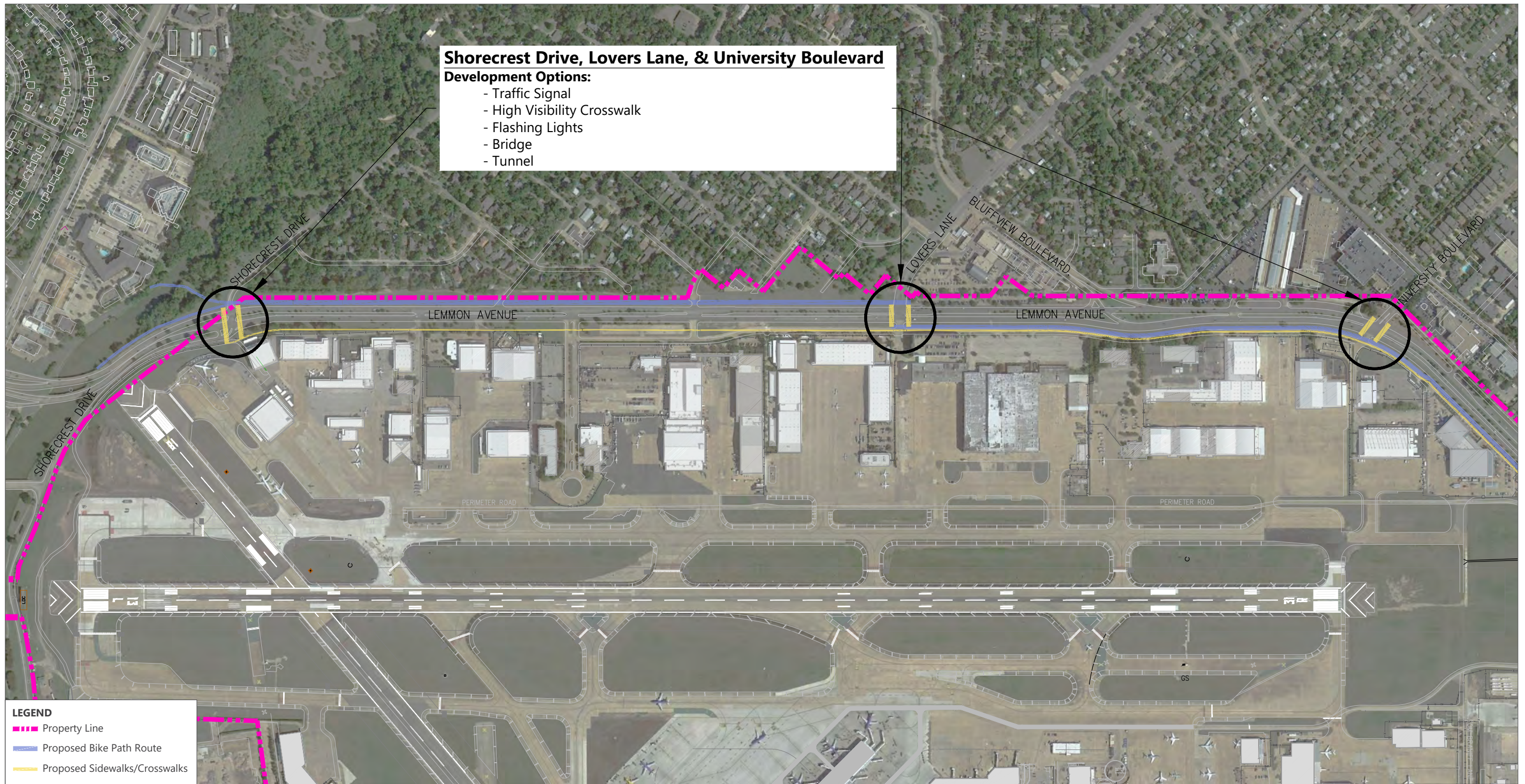
6.3 Master Plan Update Public Outreach Event #2

On July 10, 2014, two public open houses related to the Master Plan Update were held to seek input for the future development of the Airport. The Master Plan Update process, demand/capacity findings, conceptual alternatives, and future steps were displayed for the attendees. The information presented was made available at www.goodneighborplan.com, which can also be accessed through www.dallas-lovefield.com for those unable to attend the open houses.

The open houses were held at the Frontiers of Flight Museum on Airport property. The first open house was held between 1 p.m. and 3 p.m. and the second open house was held between 5 p.m. and 7 p.m. In total, 91 attendees added their names to the sign-in sheet; 41 attendees signed in for the first open house and 50 attendees signed in for the second open house. The sign-in sheets are on record with the City of Dallas Department of Aviation.

The City representatives present at both open houses included the following:

- Mark Duebner, Director of Aviation (City of Dallas)
- Lana Furra, Assistant Director of Aviation (City of Dallas)
- Michelle Gonzalez, Senior Budget Analyst (City of Dallas)
- Robin Dickens, Senior Program Manager (City of Dallas)
- Rozalind Dickerson, Tenant Liaison (City of Dallas)
- Master Plan Update Consultant Team (10 members)



SOURCE: Ricondo & Associates, Inc., DAL Airport Layout Plan, September 2014.
 PREPARED BY: Ricondo & Associates, Inc., November 2014.

EXHIBIT 6-6



Lemmon Avenue Prioritized Pedestrian Intersections

Drawing: Z:\Love Field\Master Plan Inventory\7.4 Public Outreach\CAD\East Side Existing Conditions.dwg Layout: 11x17L East Side Existing (2) Plotted: May 14, 2015, 02:34PM

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6.3.1 OUTREACH METHODS

Several forms of notification were used to inform the public of the Master Plan Update open houses, including information on the time, date and location of the open houses. These included:

- Emailed flyers to 224 stakeholders on June 12, 2014, and again on July 9, 2014
- Printed flyers in English and Spanish delivered to eight local recreation centers and libraries for distribution on June 13, 2014
- Advertisements in English and Spanish published in the *Dallas Morning News* on Sunday, June 15, 2014
- Door hangers distributed to 10,000 residents around Dallas Love Field on June 26, 2014

6.3.2 OPEN HOUSE FORMAT

No formal presentation was made at the open houses. Display boards were placed along the main corridor on the second floor of the Frontiers of Flight Museum providing information to attendees about the results, planning activities, and requirements for future development of the Master Plan Update. City representatives were available to respond to questions and comments throughout the open houses.

Handouts of the information included on the display boards were made available in both English and Spanish. The handout is provided in **Appendix N**.

6.3.3 COMMENTS RECEIVED

Comment forms were also distributed to open house attendees for immediate response or for attendees to take home and mail back. Attendees were informed that comments could also be submitted by email to Lovefieldmasterplan@dallascityhall.com or on the website www.dallas-lovefield.com.

Four comment forms focusing on the three topics listed below were returned at the end of the open houses. No other comments were received within the 30-day comment period. **Table 6-5** identifies a summary of the three comments and their responses.

Table 6-5: Comments Received at Master Plan Update Public Outreach Event #2

COMMENT	RESPONSE
Noise from engine maintenance operators heard along Lemmon Avenue	Telephone call to follow up on concern. No action needed in Master Plan Update. Commenter added to the Love Field Environmental Advisory Committee (LFEAC) email list.
Purpose of military airplane taking off from Love Field several times a day every day	Telephone call to explain aircraft type and use. No action needed in Master Plan Update.
Request for information on noise issues south of Love Field	Commenters were added to the LFEAC email list. No action needed in Master Plan Update.

SOURCES: City of Dallas Department of Aviation, Comment Cards received at the Open Houses on July 10 2014; Ricondo & Associates, Inc., August 2014.

PREPARED BY: Ricondo & Associates, Inc., October 2014.

6.4 Master Plan Update Public Outreach Event #3

On March 19, 2015, two public open houses were held to discuss the DAL Master Plan Update and gather comments from the community. The Master Plan Update process, demand/capacity findings, preferred alternatives, and financial plans were displayed for attendees. The information presented was made available at www.goodneighborplan.com, which can also be accessed through www.dallas-lovefield.com for those unable to attend the open houses.

The open houses were held at the Frontiers of Flight Museum on Airport property. The first open house was held between 1 p.m. and 3 p.m. and the second open house was held between 5 p.m. and 7:30 p.m. In total, 16 attendees added their names to the sign-in sheet; 15 attendees signed in for the first open house and 1 attendee signed in for the second open house. The sign-in sheets are on record with the City of Dallas Department of Aviation.

The City representatives present at the open houses included the following:

- Mark Duebner, Director of Aviation (City of Dallas)
- Lana Furra, Assistant Director of Aviation (City of Dallas)
- Robin Dickens, Senior Program Manager (City of Dallas)
- Rozalind Dickerson, Tenant Liaison (City of Dallas)
- Master Plan Update Consultant Team (9 members)

6.4.1 OUTREACH METHODS

Several forms of notification were used to inform the public of the Master Plan Update open houses, including information on the time, date, and location of the open houses. These included:

- Advertisements in English and Spanish published in the *Dallas Morning News* on Wednesday, February 18, 2015
- Advertisements in English and Spanish on DallasNews.com from February 18 through 24, 2015
- Advertisements in Spanish in *Al Dia* on February 21, 2015, and again between March 11 and March 14, 2015
- Open house flyers and notices sent to Dallas Love Field tenants via email on March 6, 2015

6.4.2 OPEN HOUSE FORMAT

No formal presentation was made at the open houses. Display boards were placed along the main corridor on the second floor of the Frontiers of Flight Museum, providing information to attendees about the results, planning activities, and requirements for future development of the Master Plan Update. City representatives were available to respond to questions and comments throughout the open houses.

Handouts of the information included on the display boards were made available. The handout is provided in **Appendix O**. The display boards were also offered to attendees in digital format via email.

6.4.3 COMMENTS RECEIVED

Comment forms were also distributed to open house attendees for immediate response or for attendees to take home and mail back. Attendees were informed that comments could also be submitted by email to Lovefieldmasterplan@Dallascityhall.com, at the website www.Dallas-LoveField.com, or by mail using the pre-addressed comment cards.

One comment form focusing on the topics listed below was returned at the end of the open house. No other comments were received within the 30-day comment period. **Table 6-6** identifies the comments received and the response.

Table 6-6: Comments Received at Master Plan Update Public Outreach Event #3

COMMENT	RESPONSE
<p>The hold short line at Runway 13L on Taxiway Alpha should be relocated and split from the ILS hold line.</p> <p>If the Runway 31R ILS/glide slope shack is moved from the closed portion of Taxiway Mike, consider the effect on the variance that the arrivals will receive since the location is within 1,000 feet of the holding area for Runway 31R on Taxiway B.</p>	<p>The hold lines have been evaluated and it appears that a new hold line has been recently painted. The new marking should remove the confusion and fix the issue described.</p> <p>If the glideslope and RVR facilities are relocated, the ILS hold bars will be relocated in accordance with the critical areas to avoid signal interference.</p>

SOURCES: City of Dallas Department of Aviation, Comment Cards received at the Open Houses on March 19, 2015; Ricondo & Associates, Inc., April 2015.

PREPARED BY: Ricondo & Associates, Inc., October 2014.

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