



Dallas Executive Airport Land Use Study 2017

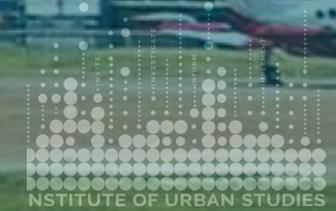


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Executive Summary

In an effort to further enhance the standing of the Dallas Executive Airport (DEA) and its surrounding communities, the Institute of Urban Studies (IUS) has performed a series of assessments and analyses to guide and direct future decisions. This Land-Use Study has been designed to not only incorporate spatial, socio-economic, and infrastructural analyses but also to capture the needs and aspirations of its communities.

Public meetings and consultation activities revealed that economic development, sustainability, and improved quality of life are at the forefront of both the Dallas Executive Airport and its communities' agendas. Working toward a greater integration of the airport activities with its communities was another critical target that had been identified; building a strategic and mutually beneficial relationship between the airport and its community was deemed vital. Accordingly, the vision statement of the Dallas Executive Airport emerged as follows: "The Dallas Executive Airport is an attractive, accessible, economic growth hub that contributes to a strong sense of place for South Dallas by empowering surrounding neighborhoods and enhancing sustainability to improve quality of life."

To that effect, the IUS research team conducted a series of analyses to identify opportunities to further fulfill the above-mentioned statement. Following the land use, transportation, socio-demographics, and employment analyses, it appeared that room to improve transportation accessibility exists. Fostering accessibility to the Dallas Executive Airport is important for the economic development of the airport and its surrounding communities. Situating the airport within the greater transportation system allowed for the identification of modal gaps and opportunities.

Similarly, IUS researchers have found that the Dallas Executive Airport and its communities benefit from great locational amenities, notably open spaces and green assets, which can be further leveraged to address connectivity gaps, preservation concerns, and the mitigation of noise pollution. Going beyond site analyses, this study also examined creative practices that could be emulated by the Dallas Executive Airport. Among others, a possible direction identified was for the airport to position itself as a supportive agent to the community's development, activities, and well-being. As such, the airport should offer the necessary amenities to attract and accommodate the community. This strategy should inform future developments and architectural investments.

The study closes on architectural and design recommendations to facilitate the implementation of identified goals and strategies resulting from the various analyses and consultation activities. The design guidelines range from place branding, walkability, and cohesive streetscape and landscape for an enhanced quality of life.

In sum, considerable potential exists for the Dallas Executive Airport and its communities to work together for the betterment of their standings.

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Dallas
Executive
Airport



CITY OF DALLAS

Introduction **DALLAS EXECUTIVE AIRPORT**



CHAPTER

1

INTRODUCTION

INTRODUCTION

An aerial photograph of a museum tarmac at Dallas Executive Airport. The central focus is a large, silver, four-engine propeller aircraft, likely a B-24 Liberator, with an American flag on its fuselage. To its left is a smaller, olive-green aircraft with a large radial engine and a propeller. To its right is a dark green aircraft with a radial engine. In the foreground, there are several smaller aircraft, including a blue and yellow biplane and a blue and yellow monoplane. A large group of people, including men in military-style uniforms and others in civilian attire, are standing in a line in front of the central aircraft. The background shows the airport terminal building with the words "DALLAS EXECUTIVE AIRPORT" and "TERMINAL" visible. The entire image is overlaid with a semi-transparent teal filter.

1. Introduction

a. Why Plan

The fate and well-being of a community is inextricable from its ability to plan for progress. This planning process helps a community to assess their needs and establish goals and strategies to achieve a concerted vision. In other words, planning allows communities to best leverage identified opportunities and overcome challenges. To identify opportunities and challenges, the planning process covers phases including an analytical inventory of historical and existing conditions, demographic and land-use analysis, and node analysis at a variety of scales, all of which are further informed by community participation. This plan is structured to act as a guide for development policies and initiatives over the subsequent 5-10 years in accordance with identified community goals and aspirations.

b. Purpose of the Plan

Within any urbanized areas, the locations surrounding airports have distinct potentials for growth. Two airports are located within the city limits of Dallas: Dallas Love Field and Dallas Executive Airports. Operating as a domestic and international airport, Dallas Love Field has an enormous empowering impact on surrounding urban neighborhoods, these impacts are primarily limited to the north side of Dallas.

Dallas Executive Airport, however, has the potential to make a significant contribution to the development of Southern Dallas. The growth of Southern Dallas is a major concern of Mayor Rawlings, other key city officials, and decision makers. The Dallas Executive Airport is a part of the Red Bird area, and economic development focus area within Dallas' Grow South initiative.

Several master plans since 1981 attempted to plan out the best possible growth scenarios for Dallas Executive Airport. These plans have provided the general recommendations for future developments, but frequently with low reliance on the wishes and desires of surrounding communities. This land use plan has at its core integrated consultation with these communities at every stage of plan development.

Overall, the purpose of this plan is contained within three foundational principles, from which the planning team has developed a set of recommendations for future non-aviation development of Dallas Executive Airport in order to achieve the community's vision. These foundational principles are designed to secure long-term, effective, and inclusive opportunities for both the airport itself and surrounding neighborhoods:

- **Community based planning composed of process and outcomes:** The process includes defining, analyzing, and producing based on the community vision. The outcome of this process is the guidelines for future decisions and developments. The foremost principle of this plan is to maximize the public participation in every process and outcome development, from beginning to end of the planning effort.
- **Fiscal Responsibility:** The future development of Dallas Executive Airport's non-aviation land should create a positive revenue stream for both the airport and surrounding neighborhoods by bringing employment opportunities for a diversity of the community's citizens.
- **Enhancement of Quality of Life:** The future developments should maintain and enhance the quality of life for the adjacent neighborhoods' residents.

c. Planning Process

The planning process began with an analysis of the Dallas Executive Airport and the current conditions of surrounding communities within a two mile radius. This included a review of previous airport master plans and various data and trends about population and economic features, physical characteristics such as urban and landscape design characteristics, transportation infrastructure, transit accessibility, building and business inventory, and influential cultural and transportation nodes.

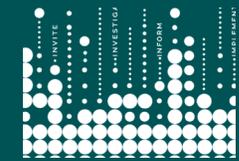
This analysis sought to answer the following questions:

- What is the history of Dallas Executive Airport?
- How have previous planning attempts envisioned future developments?
- What are the current conditions of the airport and surrounding communities?
- What are the major components of the airport and surrounding neighborhoods?

Since the inception of this plan was driven by the perceived need to better engage surrounding communities, a robust public engagement component is central to the overall process. As a first step, the Institute of Urban Studies (IUS) team, in conjunction with officials from the City of Dallas - Department of Aviation, facilitated public meetings held in two sessions on June 21, 2016 and June 25, 2016 in order to understand the communities' concerns about potential airport expansion and development. The results of the analysis were presented to the public in the second steering committee meeting on August 16, 2016. In addition, public participation through bilingual online and hard copy surveys empowered community members to participate in identifying their priorities, expectations, and issues for the future development.

The combination of public meetings and surveys led to the development of the DEA vision and goals for this plan, which were confirmed by the public during the third steering committee meeting on September 20, 2016. Community Residents worked with the planning team on the overall concepts of development of plan during the presentation. Finally, the planning team, through analytic efforts and consideration of suitable approaches to achieve the publicly identified vision, goals, and strategies, prepared best practices analysis and discussed them with the public in the fourth steering committee meeting on November 15, 2016. Based on all these meetings and the public input the IUS team prepared a draft of three scenarios for land use development within the airport non- aviation land. The scenarios were presented to the public during an open house style public meeting on December 13, 2016 and received constructive comments. Based on the community feedback, the planning team considered the comments and revised the land use plan along with preparing final guidelines for future land use of airport's non-aviation land. The final product was then presented to the public on February 21, 2017.

The selected land use plan exemplifies an appraisal of the impacts of Dallas Executive Airport on surrounding neighborhoods, Southern Dallas, and the entire DFW region; in addition, it provides an outline for the critical path of development in order to render it a successful economic engine and empowering factor for the community.



Dallas
Executive
Airport



CITY OF DALLAS

AIRPORT BACKGROUND **DALLAS EXECUTIVE AIRPORT**

CHAPTER

2

2

AIRPORT BACKGROUND

AIRPORT BACKGROUND

DALLAS EXECUTIVE
AIRPORT

2. Airport Background

a. History of Dallas Executive Airport

The diagram below displays the history of Dallas Executive Airport from the initial construction until today. The data used for the completion of the diagram was retrieved from the 2015 Airport's Master Plan prepared by Coffman Associates.

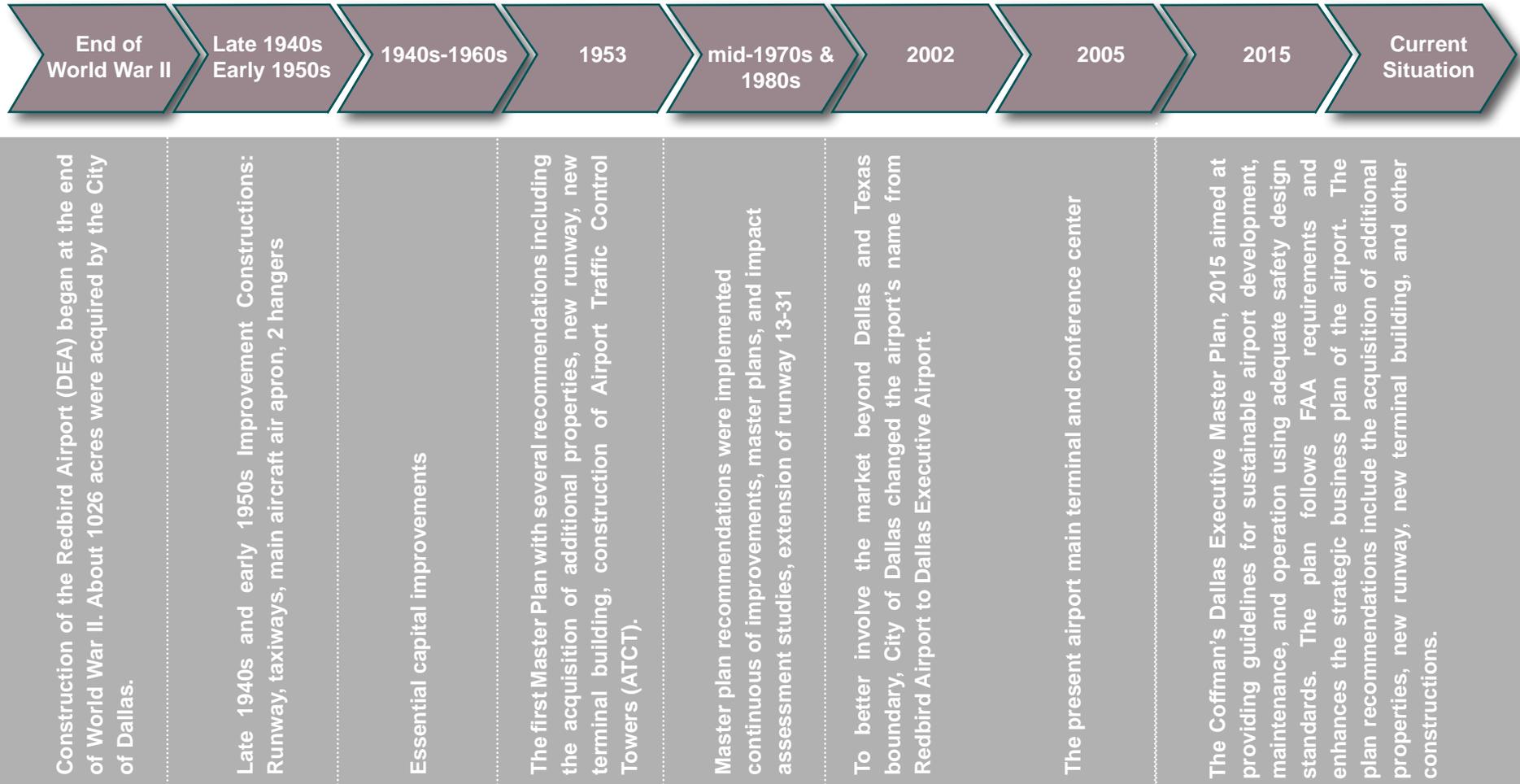




Figure 2-1: Red Bird Airport
Source: Wikimapia, 2011

b. Review of Airport's Previous Master Plans

The following summary of previous master plans is used to retrace the growth and development of Dallas Executive Airport:



The following summary of previous master plans is used to retrace the growth and development of the Dallas Executive Airport:

1945: The City of Dallas acquired 1,026 acres to construct the Redbird Airport.

1953: Although Redbird Airport was acquired by the City of Dallas in 1945, its first master plan was not created until 1953 by James C. Buckley, Inc. The capital improvement program generated by the plan and completed in 1965 included improvement to runways and aviation, a new terminal building and control tower, and a fire station.

1961: The 1953 Master Plan was revised by Ebasco Incorporated but no substantial variations occurred from the previous plan.

1970: The Department of Urban Planning and the Department of Aviation prepared a new land use and development plan. The plan was approved by the City Council in 1971 and revised in 1976. The plan aimed at providing a strategy to support the use of the airport as an aviation and industrial airpark hub. In addition to proposing an industrial park and an extension of existing runways and adding a new one, the plan recommended aviation- related uses, locations for commercial offices development, a water reservoir and a pump station, a transit facility, and land acquisition. Also, the plan had some thoroughfares recommendations to improve access and connectivity such as the realignment of the Redbird Lane and the connection and extension of other roads.

1976: The 1976 plan updated the previous plan to change the location of the pump station and reservoir as well as the transit site. Moreover, it proposed the purchase of additional land and recommended a location for the proposed transfer station.

1981: The Development Plan for Redbird Airport projected development up to the year 2000. It aimed at providing guidelines and recommendations for aviation and future land use development. The plan studied the projected aviation demand and the potential industrial and commercial uses. The land use plan included aviation uses, industrial/ warehousing uses, and commercial/ office park uses. In fact, it recommended a relocation and reduction of existing and new runways, an expansion of aviation land use area, a reduction of industrial land, a development of office park area, and the sale of both industrial and office park to the private sector. In addition to the noise assessment analysis and noise mitigation policies, the plan also included several sections: land use, land acquisition, streets and circulation, development standards, foreign trade zone, airport facilities, and land disposition. Moreover, an urban design element was included to give guidance for all type of uses and designs.

1987: The Redbird Airport Development Plan offered guidelines and recommendations for several aspects that were used by the 1981 plan. These sections included airport facilities, land use, land acquisition, land rental, thoroughfares, development standards, and a foreign trade zone. However, the land use section not only divided the land into the categories of aviation, industrial, office/research park, and retail commercial, but also added two new categories comprising public service uses and open space. Moreover, the plan recommended the extension of the existing runway, the conduction of an Environmental Assessment Report, the construction of a new runway and taxiways, and the installation of noise baffles at the end of the runways. In conclusion, the plan was developed to be implemented within three phases including the previous completed projects lasting from 1981 until 2000.

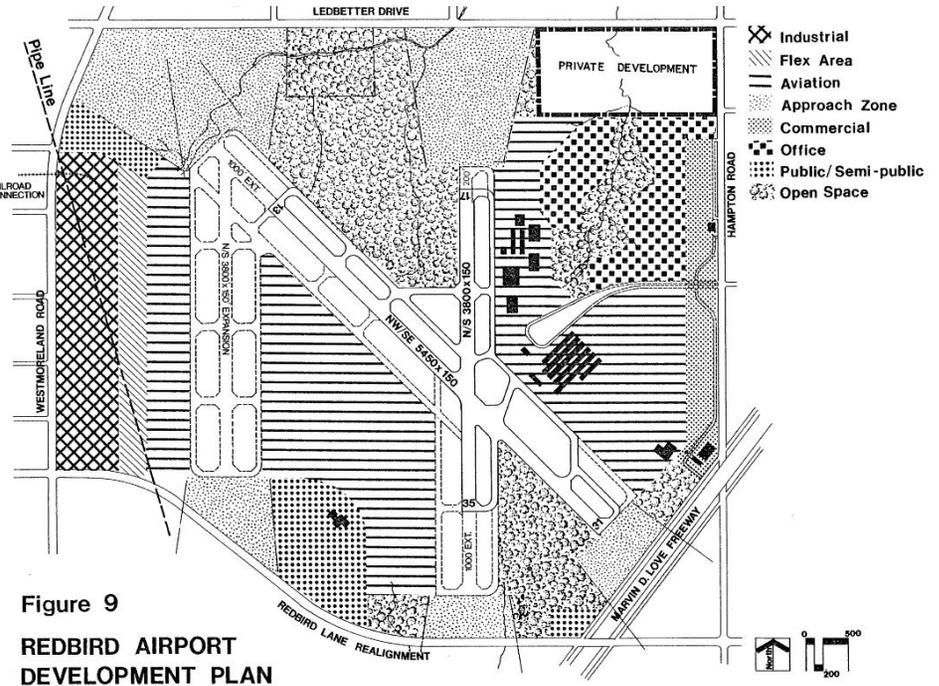
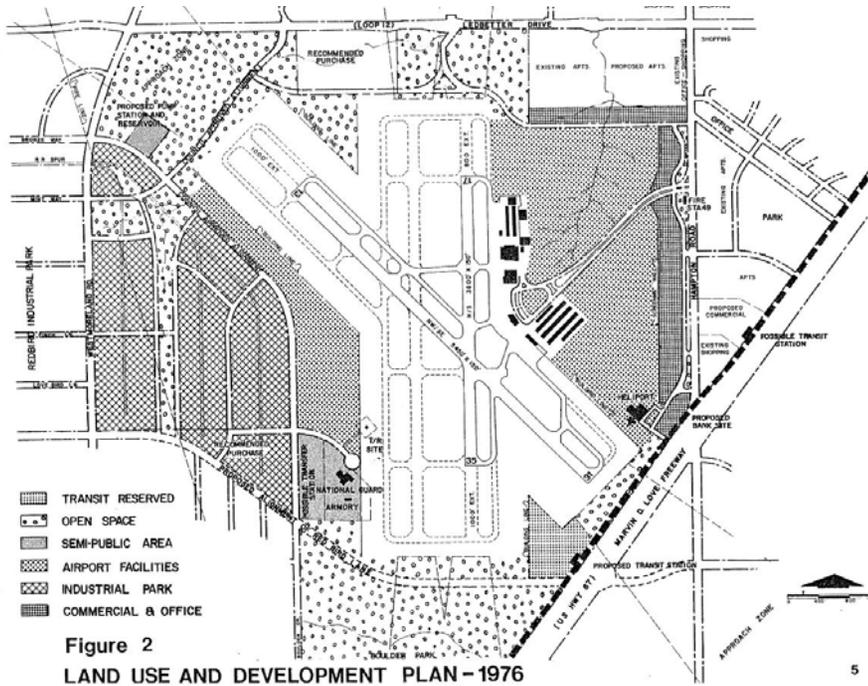


Figure 9
REDBIRD AIRPORT
DEVELOPMENT PLAN

Figure 2-3: 1981 Development Plan

Figure 2-2: 1976 Plan

2001: The Redbird Airport Master Plan was developed by Coffman Associates in 2001. The plan was comprehensive and included a vast inventory of the existing conditions not only for the Dallas Executive Airport but also for the city of Dallas, the county, and the metropolitan area. In addition, the plan looked at the airport role within the context of the region as well as the national aviation system, ground transportation, and socioeconomic profile. The plan aimed at providing guidance for the development of Redbird Airport using the projections of aviation demand, the assessment of existing facilities and their capacities, and the analysis of airside and landside development alternatives. Moreover, the plan included recommendations that helped in meeting the need of the facility for twenty years while accommodating the aviation demand. The plan promoted the airport long term self-sufficiency by increasing aviation and non-aviation developable lands. On the other-hand, the plan included financial management information and tools that were required to guarantee the implementation of the plan and its success.

2015: The 2015 Dallas Executive Airport Master Plan is an update of the 2001 Redbird Airport Master Plan that aimed at providing guidelines for sustainable airport development, maintenance, and operation using adequate safety design standards. Since this master plan is an update of the previous plan, it has followed the same structure including forecasting the aviation demand, evaluating the existing facilities and their capabilities, and planning for airside and landside development that can accommodate the current and future demand. It also included a long term financially feasible development program that not only meets the needs of future development but also supports the compatibility of community development and enhances transportation modes while being environmentally sensitive. The plan follows FAA requirements and enhances the strategic business plan of the airport.

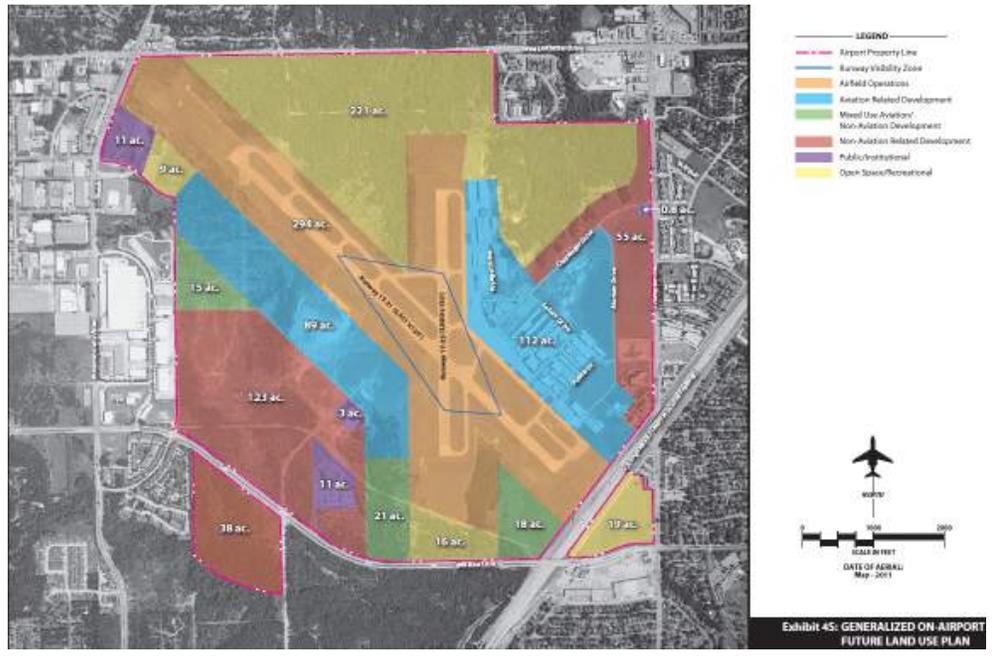


Figure 2-4: 2015 Land Use Plan (1)

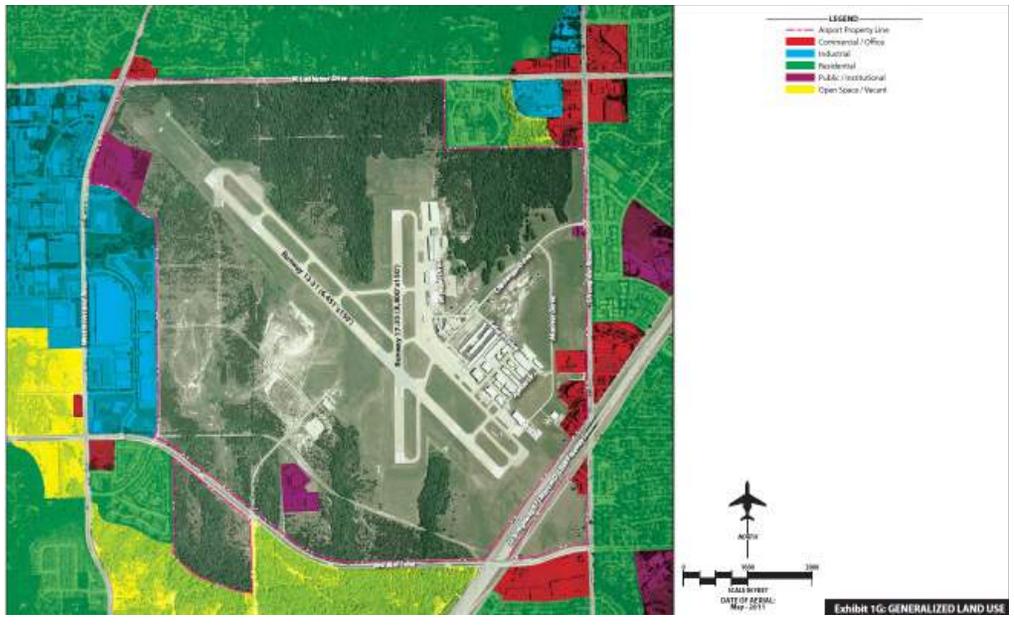


Figure 2-5: 2015 Land Use Plan (2)



Dallas
Executive
Airport



CITY OF DALLAS

COMMUNITY INVOLVEMENT **DALLAS EXECUTIVE AIRPORT**

CHAPTER

3



3

COMMUNITY INVOLVEMENT

COMMUNITY INVOLVEMENT



3. Community Involvement

A critical phase to this planning process is community participation. Residents are the true experts of their community. That is why it is critical to gather insight from the community to inform planning activities and allow a concerted and collective vision to emerge. In that perspective, for the development of this land use study, the UTA's Institute of Urban Studies (IUS) in collaboration with Dallas Executive Airport and the City of Dallas conducted several public meetings and a survey as explained earlier in the planning process of the Introduction chapter. This chapter presents the results of the TOWS analysis, the NODE analysis and the survey results.

a. Public Meetings

The first two public meetings conducted on June 21, 2016 and June 25, 2016. About 75 and 55 residents attended the sessions, respectively. Both meetings held identical agendas aimed at announcing the IUS work on preparing a Land Use Study for non-aviation properties within the airport. In addition, the IUS research team presented summary study results for the planning study area, and IUS' mission for the project.



Figure 3-1: Public Meetings

b. TOWS Analysis

Attendees of two public meetings optionally shared their location addresses with the airport staff. The IUS research team, based on this database, prepared a map showing the residential spatial pattern of attendees within the 2-mile radius of the study area. The goal of this analysis is to understand from which neighborhoods, communities' residents were involved in the meetings. The result shows that attendees belonged to several neighborhoods and a high percentage of the directly adjacent neighborhoods to the airport had a representation in the meetings. However, the majority of the attendees came from neighborhoods that are located to the north of the West Ledbetter Drive and the airport. In addition, there was some representation of the neighborhoods that are located to the east and south sides of the airport. The map in Figure 3-2 shows all the neighborhoods identified in this study and the representation of the attendees in the public meetings.

I. Boards

During the two public meetings three questions were asked to the public and people had the opportunity to comment, discuss, and brainstorm ideas. People were divided into random groups of 10- 12 and asked to join a table to start the discussion. Each table had a Flip chart, a moderator, and a table map that was used for identifying concerns and/ or ideas. Three questions were asked to the public such as the following:

- What can be done to improve the airport? / What elements of the airport need to be reevaluated or reconsidered? What don't you like about the airport that causes negative tendencies? What are the elements that can cause problems in the future?(Weakness & Threats)
- What do you like about the airport? /What elements of the airport will have lasting positive value?(Strengths)
- How do you see the airport at the future? What makes it unique? (Opportunities)

The feedback collected during the two public meeting sessions has been organized and categorized into themes based on the questions. The goal is to measure the relative importance and frequency of these themes. In addition to sorting out the comments received, we further differentiated the impact of the issues as being either negative or positive, or related to the vision.

For the positive category, the theme that ranked first is “park and recreation”, with a total of 7 collective votes out of 8. Next, “employment opportunities”, “open space and green areas” and “community and sense of place” all account for 6 votes each. Only accounting for 2 votes, the corporate airport ranked last among all listed theme for this ‘positive’ category. Therefore, it is clear that people consider park, recreation, open space, and green areas part of the assets the community possess. In addition, the community and sense of place is a major component to Dallas Executive Airport surrounding neighborhoods.

On the other hand, when considering the negative themes, “taking off and landing patterns” and “noise pollution” ranked first and second with respectively 8 and 7 votes. Next, “land uses” and “traffic” each tallied 5 mentions. On the other end of the spectrum, “environmental issues” and “crime rate” appear to be of a lesser concern with respectively 2 and 1 votes. It is obvious that aviation related issues are considered one of the big concerns for the surrounding community

Finally, when considering the vision category, “economic development” and “public and social services” ranked first. Next, “Recreation and open space” and “built environment” each tallied 6 mentions. Education was also a considerable element for the future vision with 5 votes. On the other end of the spectrum, “aviation activities”, “environmental aspects”, and “community engagement” appear to be of a lesser importance for the future vision. Indeed, people are interested in investing in the available assets such as economic development, open space and recreation activities, and educational resources.

Spatial Pattern of Attendees

-  Attendees
-  American Way
-  Beckley Heights
-  Brettonwoods
-  Chartwell on the Green
-  Cliff Creek
-  Cliffwood
-  Club Oaks
-  Druid Hills
-  Elder Grove Townhouses
-  Elderoaks
-  Elderwood
-  Fairmeadows
-  Glen Hills
-  Glen Oaks
-  Hideaway Valley
-  Kiest Forest Estates
-  Kiest Park
-  Kiestwood
-  Kimball Estates
-  Kimball Square
-  Kimballdale Estates
-  Oak Park Estates
-  Oak Park North
-  Old Oak Cliff League
-  Red Bird Hampton
-  Redbird
-  Southern Hills
-  Trinity Meadows
-  Twin Oaks
-  Unity Estates
-  West Park
-  Wisdom Creek
-  Wolf Creek
-  Woodland Terrace
-  Wynnewood Hills
-  2 Mile Buffer
-  Airport Boundary
-  Highway
-  Major Road
-  Minor Roads

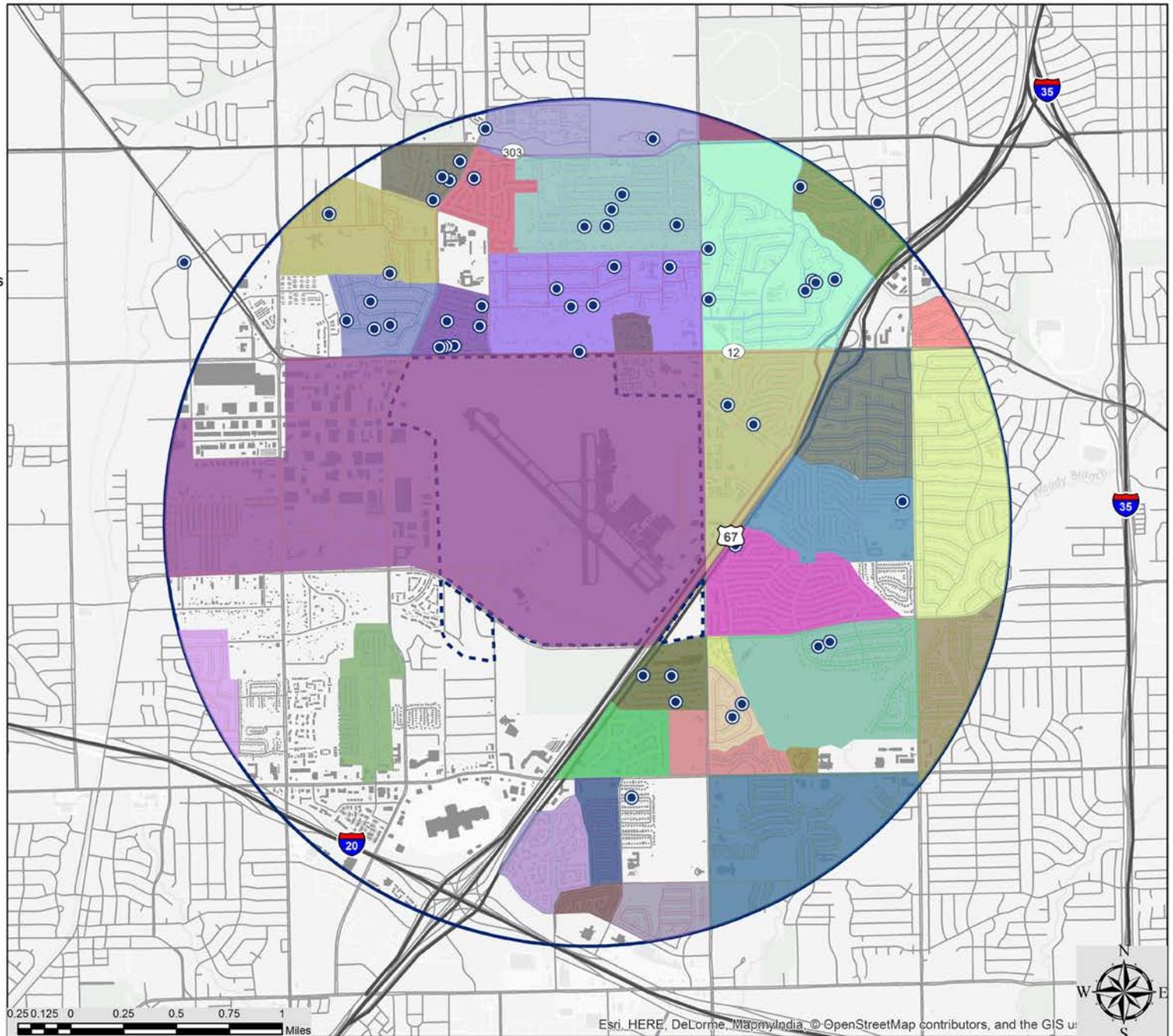


Figure 3-2: Public Meetings Attendees

Based on the input of the public meetings, a TOWS (Threats, Opportunities, Weaknesses, and Strengths) analysis was carried out by the IUS team to identify the strengths and issues within the study area (2-mile radius of neighborhoods surrounding Dallas Executive Airport). In essence, the IUS research team sought to identify the internal strengths and weaknesses of study area as well as the external opportunities and threats. The front chart represents the result of the TOWS analysis:

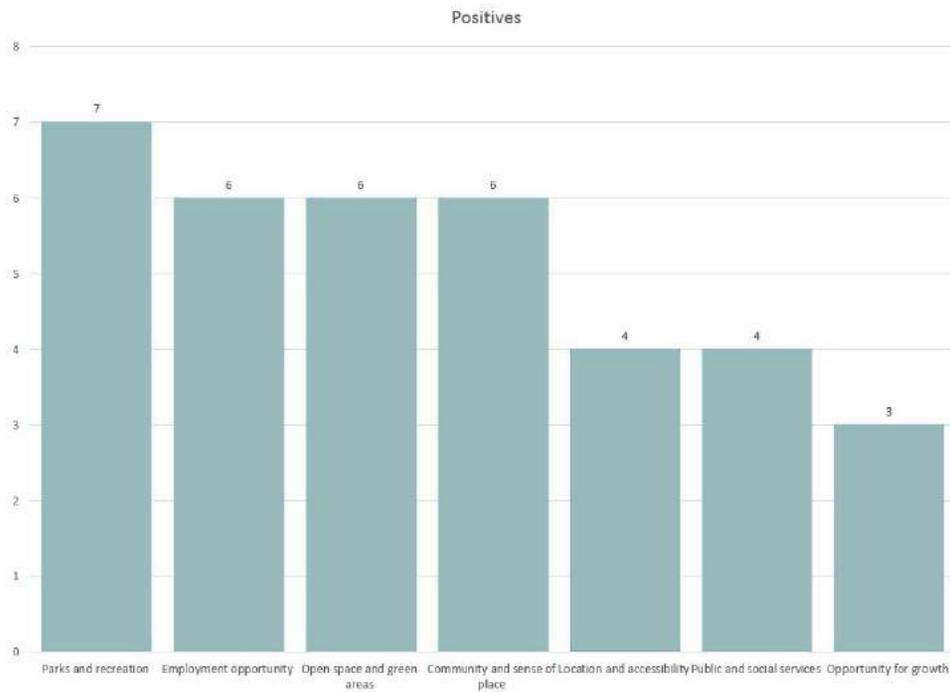


Figure 3-3: Positives Chart

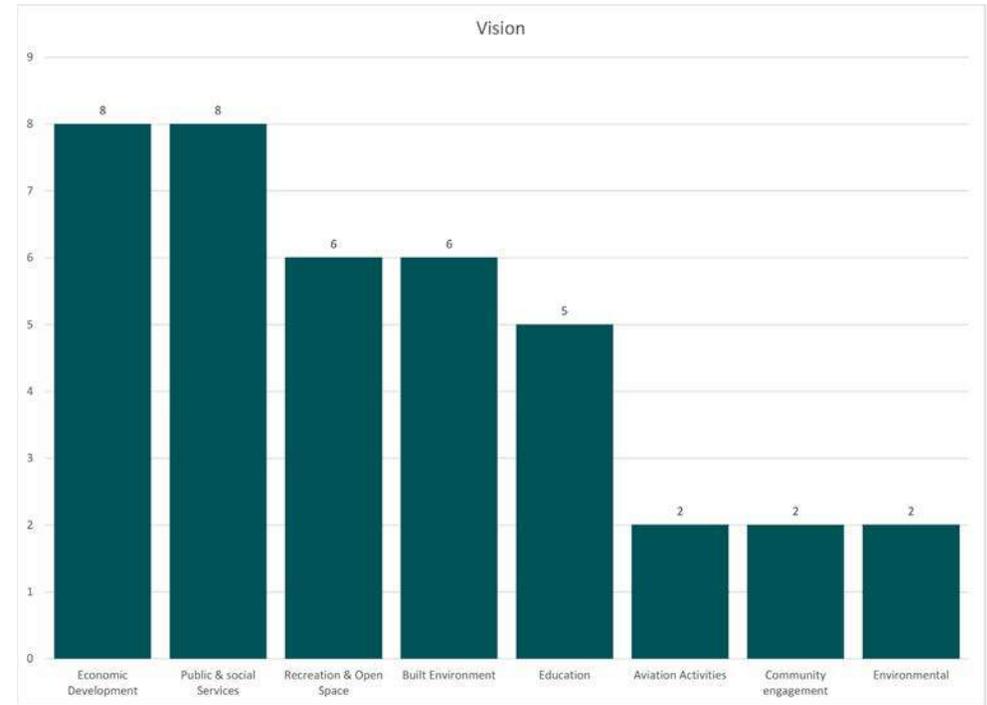


Figure 3-4: Vision Chart

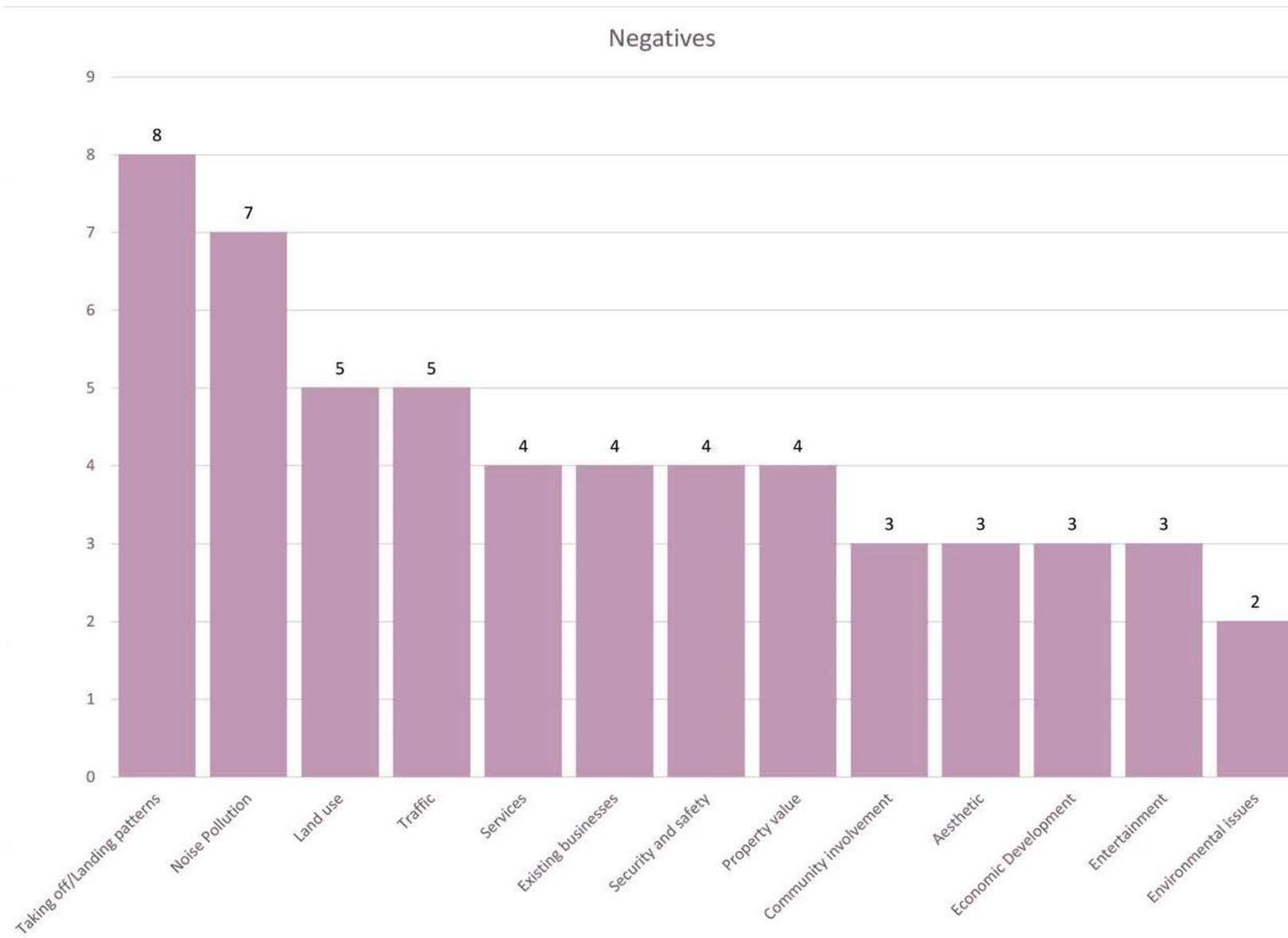


Figure 3-5: Negatives Chart

TOWS Analysis

Through the TOWS analysis, IUS research team aimed to identify the internal strengths and weaknesses of study area as well as the external opportunities and threats. The front chart represents the result of the TOWS analysis.



**PERCEIVED
THREATS**

Environmental

- Clean and green manufacturing
- Trees as noise barrier

Education

- Education center for youth learning opportunities
- Job training center and high tech training
- Aircraft training programs and aviation learning center such as school of aviation
- Kimble school improvement
- Aeronautical Tech College

Traffic

- Access problems such as loop 12, Hampton, and Westmoreland
- Safety issues in some roads such as Ledbetter
- Poor signals flow outside the airport area
- Vehicle services such as lights and exits at Hampton
- Impact on taxes if more development occurred

Property value

- Impact on taxes if more development occurred

Environmental issues

- Pollution, insects, negative health impact

Services

- Infrastructure
- Public school system
- Internet service within DEA
- Trash on the edges of DEA and Rodents

Security and safety within the DEA and the surrounding area

- Control tower needs to be addressed to be either taller or relocated
- Surveillance cameras and signal lights
- Low flying aircrafts
- Crime rate at Ledbetter and Hampton

Existing businesses

- Lack of Commercial quality businesses that benefit neighbors including presentation, variety, and typology
- Lack of full service quality stores such as grocery stores
- Lack of quality restaurants versus the excessive quantity of fast food restaurants
- No Hotel available
- No businesses related to airport services and activities

PERCEIVED OPPORTUNITIES



Recreation and open space for all ages

- World class aviation attractions
- Convention center or event center
- Gathering areas for families and public facilities access for community use
- Airplane viewing area or tower with observation deck with tower restaurant
- Develop wooded areas and parks including a nice park and a dog park
- Plaza with inside activities and games
- Arts and entertainment hub
- A Movie theater
- A museum with Souvenir shop
- Bowling alley
- Bar and grill

Built Environment

- Renovate existing commercial properties
- Improve infrastructure
- Upgrade parking and add parking spaces
- Re imaging into mixed use/ mixed use with public use ex. (The Glen @ Glenview I, ii)
- Middle class retention and growth
- Densification of urban areas and keep homes and diversity
- Develop condos, homes, and business area in airport area but eliminate runways
- Convert DEA to a planned community (Residential, retail, office, etc.)
Ex, Austin, TX

Aviation Activities

- No significant increase in air traffic
- Smoke control device

- Drones and noise mitigation
- Restricted flying times/hours (11pm- 4am)

Community engagement

- Knowledge about future of General Aviation
- Find best practices

Economic Development

- More employment options for young and older people
- Corporate companies with 500+ employees
- High tech jobs and quality jobs/white collar
- Retail development such as car rental, 4-5 stars hotel, job work centers
- Movie production studios (like Pixar)
- Maintenance facility business (west side) that bring technical jobs

Public and social services

- More retail quality and upscale grocery stores with healthy eating options such as Trader Joe's, HEB, and whole foods
- Better dining and retail stores with no fast food restaurants
- Existence of police station and security standards and measurements such as street lights
- Mass transit to Bishop Arts and other community locations
- Shuttle among airports and parking spaces
- Call center availability

Education

- Education center for youth learning opportunities
- Job training center and high tech training
- Aircraft training programs and aviation learning center such as school of aviation
- Kimble school improvement



PERCEIVED WEAKNESSES

Noise abatement and control measurements

- Plane type control
- Noise complaint website and documenting process improvement
- Foliage cut along Ledbetter needed to reduce noise and for privacy

Taking off and landing patterns

- Flight schedule control and night time curfews
- Plane size, quality, and type standards
- Long runway needs to be restricted as planes fly too close to homes

Community involvement

- Lack of community communication to provide information such as airport boundaries, size, projects, and development and its impact on homeowners
- Meeting and discussion process regarding airport development requires improvement such as the venue

Economic Development

- Lack of job diversity including professional jobs
- Limited higher wage jobs
- Shortage of student involvement in training facilities and training opportunities
- Major economic force and some retail deficiencies such as aeronautical technologies, flight school, pay day loan, wheel shops, and a hotel.

Entertainment

- Absence of nature center with art
- Limited activities to attract younger families to the area including

singles

- Lack of educational programs
- No cultural or social nodes

Aesthetic and sense of place

- Relocate practice field to be out of view
- Quality of structure and visual cohesiveness lacking
- Signage for airport needs improvement (ex. Hampton and 67)
- Landscaping needs improvement

Built Environment

- Need for comprehensive plan/zoning for vacant airport property
- Lack of walking trails
- Landscaping is cheaper for maintenance but foliage along Ledbetter needs to be cut.



PERCEIVED STRENGTHS

Community and sense of place

- Community and neighborhood involvement
- Good neighborhood activities
- Younger people moving in
- Security and Low crime rate
- Availability of restaurants
- Architecture design

Green space

- Trees and buffer zones
- Open space
- Lack of development which cause less traffic

Location and access

- Proximity to downtown, Southern Dallas, and highway systems
- Mass transit accessibility
- Compete with North Dallas
- Accessibility to 45, 20, 35 and downtown
- Access to UNT and Dallas County Community College

Economic growth

- Employment opportunity
- Job creation potential
- Professional jobs opportunity

Parks and recreation

- Major parks: Kiest Park and Kiestwood Trail and Westmoreland Park
- Expanded entertainment venues, restaurants, and community facilities such as Golf club and Delta Charlie's
- Small plane watching and Air shows
- Close to Bishop Arts District
- Youth learning activities
- Goodyear Blimp

Corporate airport

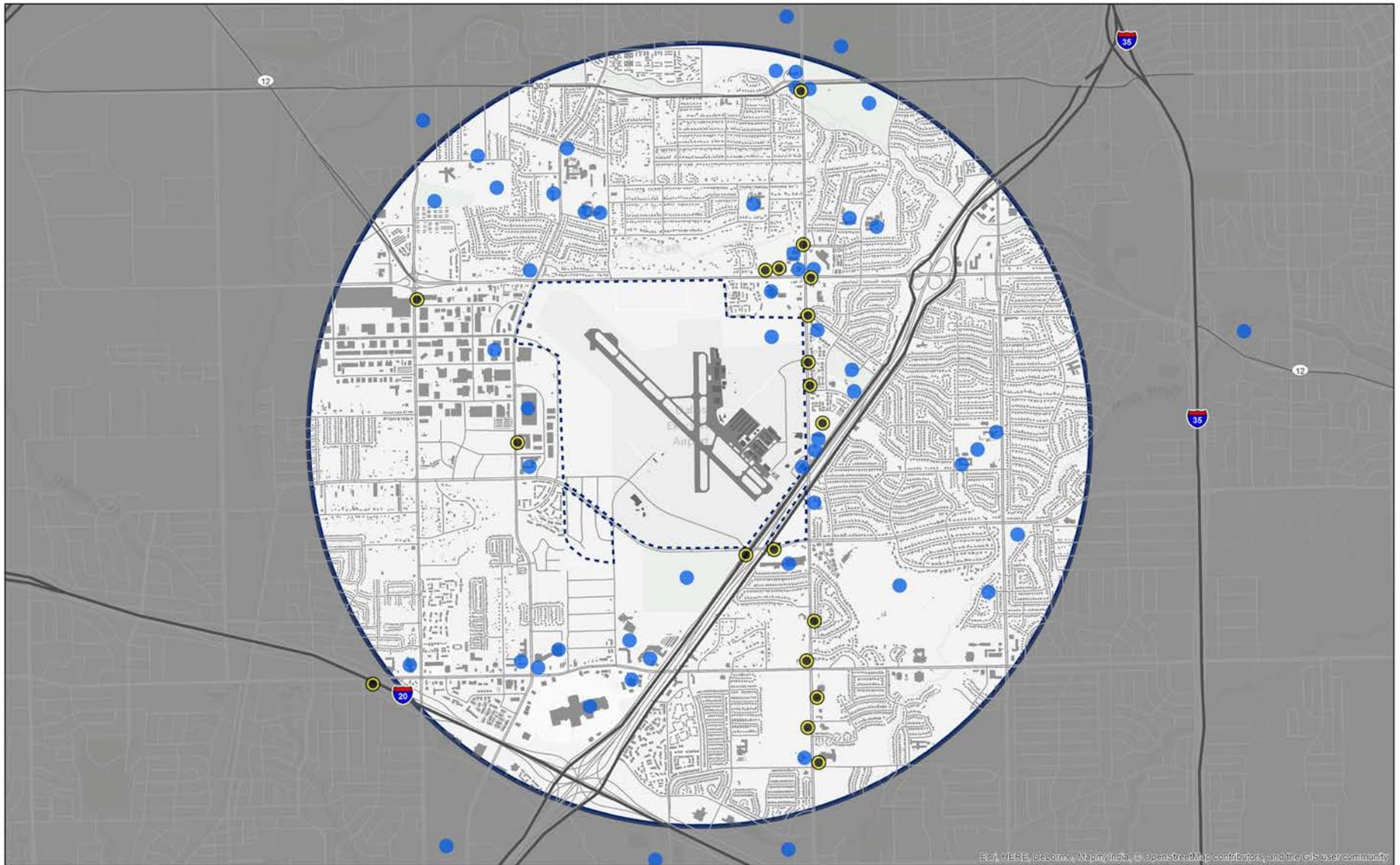
- Helicopter /airplane rides
- Easy for airplane to get in and out
- Airport restaurant
- CAF Museum
- Opportunity for growth

Social & public services

- Police Academy
- DPD helicopters provides faster response time
- Reasonable tax rates

II. Maps

Nodes are defined as areas around which activities agglomerate at the local or regional level and it includes economic nodes (such as retail, entertainment, education, cultural, and administration). Accessibility nodes on the other hand are transportation nodes such as ports, rail stations, airports, and distribution centers. The second part of the analysis of the public meetings input included the identification of both economic and transportation nodes. The following map shows the socioeconomic and transportation nodes within a 2 mile-radius from the airport. The socioeconomic nodes do not form any specific cluster, but rather seem to be evenly dispersed throughout the study area and in some areas are either clustered with transportation nodes or goes along with them. Some of them are identified as worship places and others are educational institutions. As for the transportation nodes, they expectedly are spread on the northern and southern ends of the Red Bird Transit Center and along South Hampton Road. Most of these nodes are bus stops.



Socioeconomic and Transportation Nodes

- Socioeconomic
- Transportation
- Network
- Highway
- Major Road
- Airport Boundary
- Footprint
- 2 Mile Buffer

0 0.15 0.3 0.6 0.9 1.2 Miles



Figure 3-6: Socioeconomic and Transportation

c. Survey Results

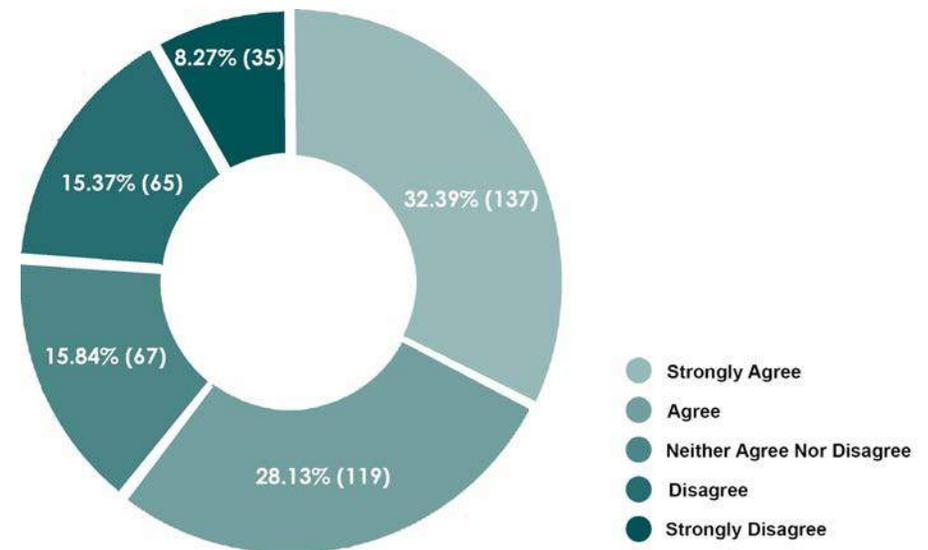
The public survey was prepared by the IUS to be distributed in two forms: a hard copy and an online copy. The DEA staff distributed the hard copy by mail to the local community. In addition, the online survey was open for over a month and people responded directly to them. About 430 people participated in the survey. The below results illustrate the total results of both forms of the survey (hard copy and online).

1. The area surrounding the Dallas Executive Airport strongly contributes to Dallas' identity.

Answered: 423

Skipped: 7

About 60% of the respondents favorably answered the question with close to a third of the respondent strongly agreeing that the Dallas Executive Airport strongly contributes to Dallas' identity. On the other side of the spectrum, around 27% of the respondents do not agree with the statement. Finally, around 16% of the respondents neither disagree nor agree with the statement.

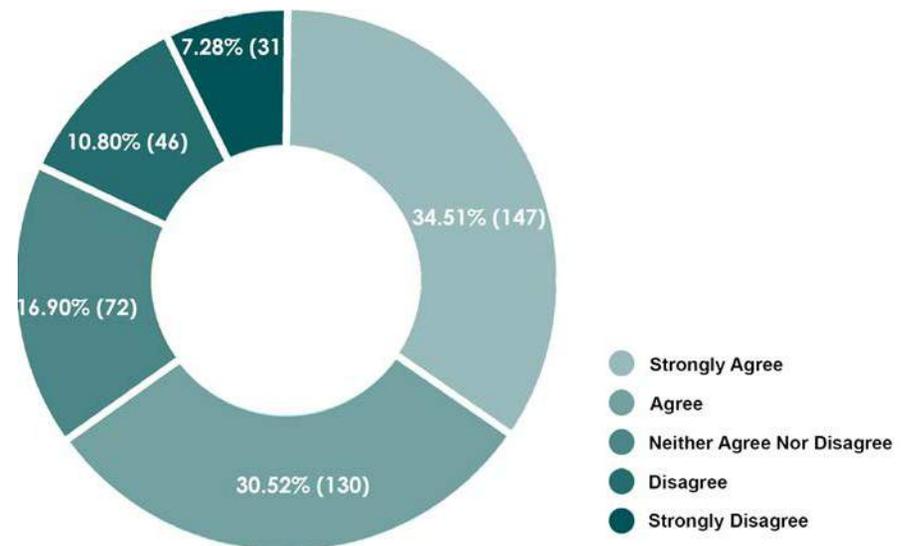


2. The Dallas Executive Airport is an important part of my community.

Answered: 426

Skipped: 4

Assessing whether the Dallas Executive Airport is an important component of the community is crucial. 65% of the respondents agree that it is the case, with close to 35% of the respondent strongly agreeing. A minority of approximately 18% of the respondent do not think that the Airport is an important part of their community. Finally, around 17% of the respondents neither disagree nor agree with the statement.

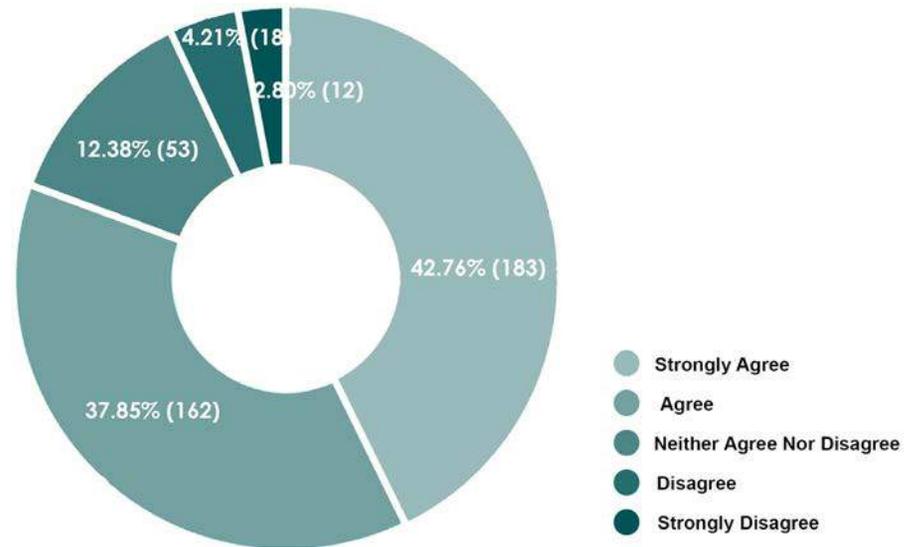


3. I like the diversity of people and cultures in my community.

Answered: 428

Skipped: 2

A great majority of the respondents, more than 80%, favorably perceive the diversity of people and culture in their communities. More specifically, close to 43% of the respondents strongly agree that the diversity of people and culture is positive. On the other side, about 7% of the respondents unfavorably perceive the diversity of people and culture in the community. Finally, around 12% of the respondents neither disagree nor agree with the statement.

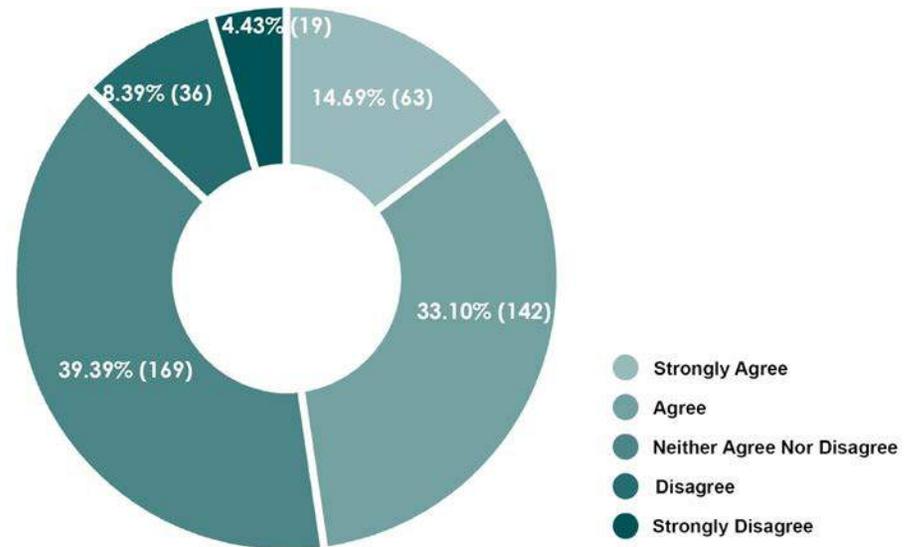


4. I like the design of the buildings in/of the Dallas Executive Airport.

Answered: 429

Skipped: 1

Overall, around 47% of the respondents relatively like the design of the buildings. More specifically, close to 15% of the respondents strongly agree with the statement of liking the design of the buildings in the Dallas Executive Airport. On the other side, close to 40% of the respondent neither agrees nor disagrees with the statement of liking the buildings designs. Marginally, around 4% of the respondents strongly disagree with this statement.

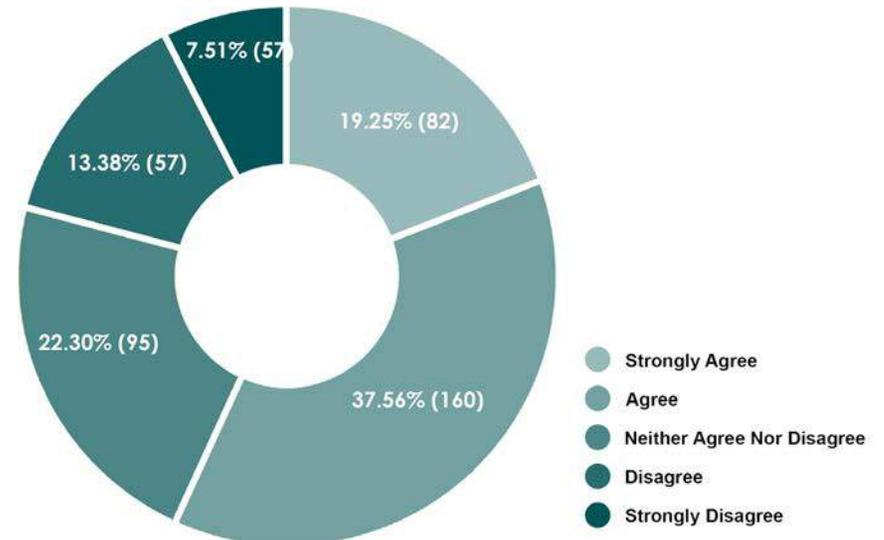


5. Public transit nodes are well connected in the area surrounding Dallas Executive Airport.

Answered: 426

Skipped: 4

Close to 87% of the survey participants agree that public transit nodes are well connected in the area surrounding the Dallas Executive Airport, with about 19% strongly agreeing. Slightly more than 20% of the respondents disagree with the statement that the public transit nodes.

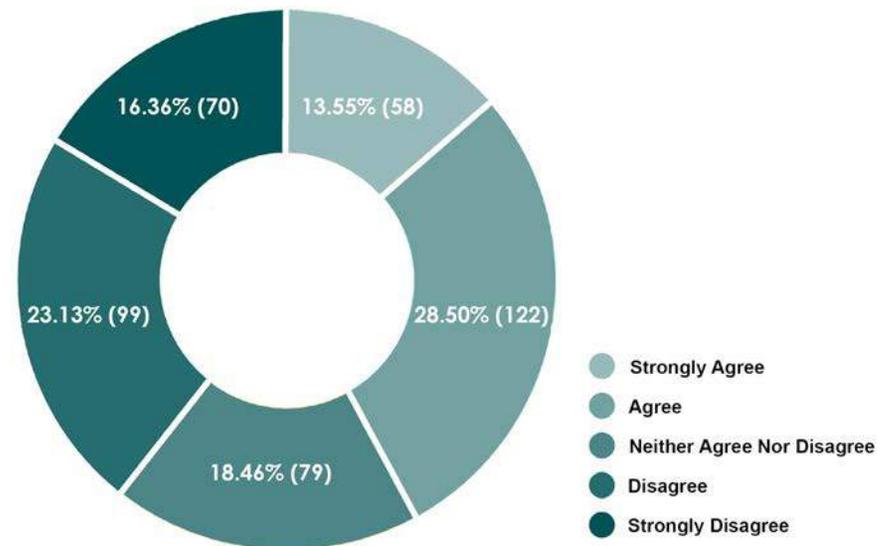


6. I am satisfied with the parks and green spaces in the area surrounding Dallas Executive Airport.

Answered: 428

Skipped: 2

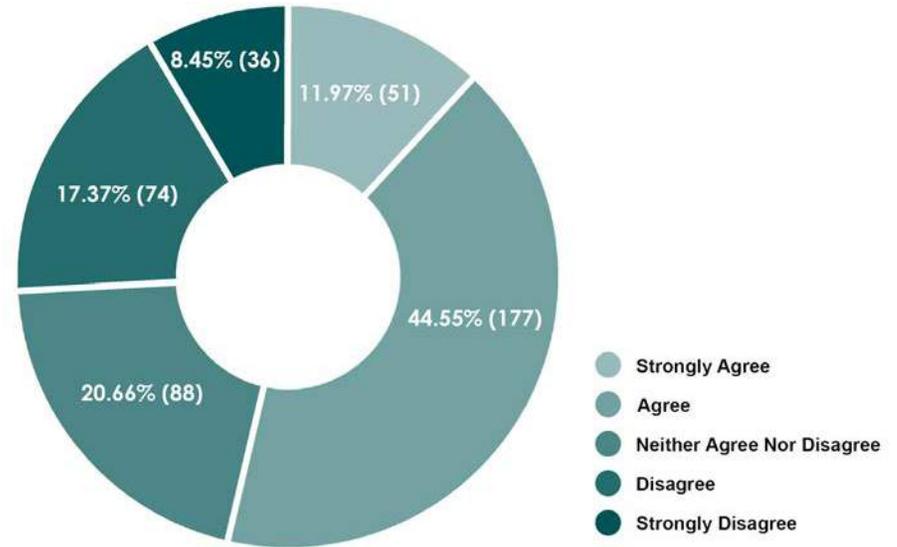
As for the being satisfied with the parks and green spaces in the area surrounding the airport, the respondents are rather split. Overall, around 42% of the respondents agree with that statement while 40% disagree. The distribution of responses is similar on both end of the spectrum: almost 14% strongly agreeing with the statement while 16% strongly disagree. Finally, around 19% of the respondents neither disagree nor agree with the statement.



7. Sidewalks in the area surrounding Dallas Executive Airport are wide and safe.

Answered: 426
 Skipped: 4

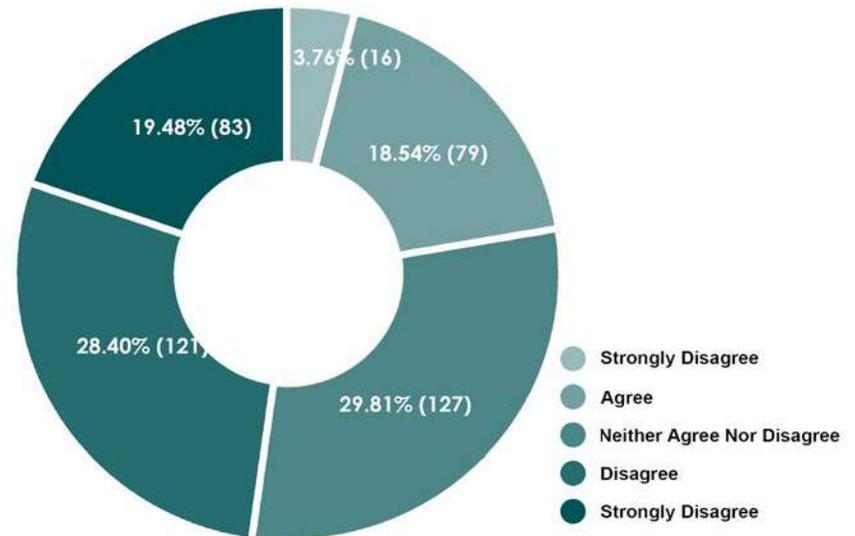
Overall, more respondents disagree that sidewalks in the area surrounding the airport are wide and safe. Also, close to a third of the respondents neither agree nor disagree. Around 23% overall agree that the sidewalks are wide and safe, however close to 48% of the respondents generally disagree, which represents twice more. Finally, a slight portion of the respondents, below 4%, strongly agree that the sidewalks are wide and safe.



8. There is easy access to health centers in the area surrounding Dallas Executive Airport.

Answered: 428
 Answered: 426
 Skipped: 4

Close to 54% of the respondents agree that there is easy access to health centers in the area surrounding the Dallas Executive Airport. On the other side of the spectrum, around 21% neither agree nor disagree and around 26% overall disagree that there is easy access to health centers in the area surrounding the airport.

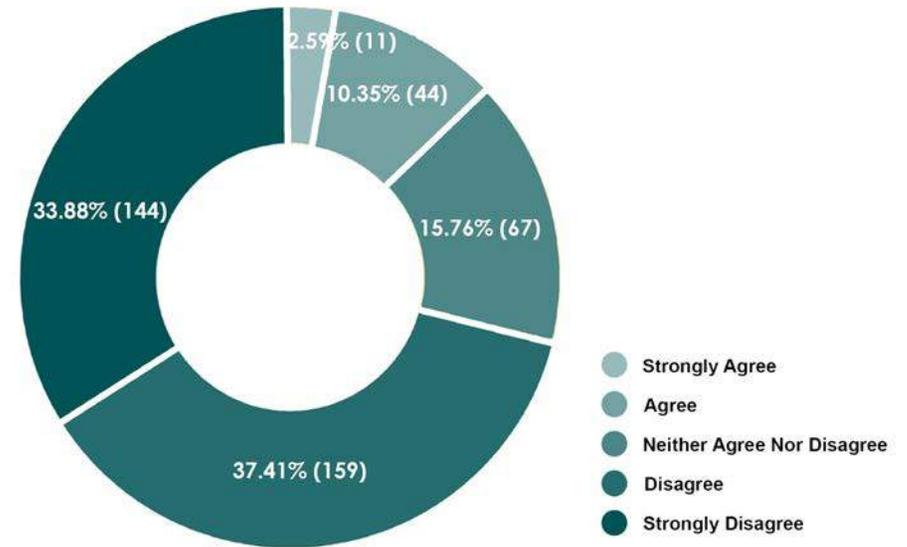


9. There are diverse entertainment activities in the area surrounding Dallas Executive Airport.

Answered: 425

Skipped: 5

More than 71% of the respondent overall disagree with the statement that there is diverse entertainment activities in the area surrounding the Dallas executive Airport. The survey results indicate an overwhelming dissatisfaction with having a diverse range of entertainment activities. Around 13% of the respondents overall agree with having diverse entertainment activities in the surrounding area.



10. In which way do you think the areas surrounding Dallas Executive Airport could contribute to Dallas’ identity? Please use numbers 1-5 to rank the importance where 1 is the most important and 5 is the least important.

Answered: 423

Skipped: 7

According to the public survey, economy in the areas surrounding Dallas Executive Airport is the most important element in the development of Dallas identity. Education and culture ranked next with a slight difference in percentage from each other. Finally character and entertainment ranked at the end of the list.

Economy
Education
Culture
Character
Entertainment

Table 3-1: Impact Elements

11. What is the most important demand for the area? Please use numbers 1-5 to rank the importance where 1 is the most important and 5 is the least important.

Answered: 427

Skipped: 3

The public identified “jobs” as the most important demand for the area. Recreational area and Urban Spaces rank was second in terms of importance for the area. In addition, location and accessibility and public transit had almost the same importance. Finally having a corporate aviation was the least important demand for the public.

Jobs
Recreational Area and Urban Spaces
Location and Accessibility
Public Transit
Corporate Aviation

Table 3-2: Area Demand

12. Name and prioritize 5 places in the in the area surrounding Dallas Executive Airport that are familiar to you.

Answered: 371

Skipped: 59

Several places were recognized by the public but some of them were repeated continuously. Southwest center mall, Kiest Park, Fiesta, Wells Fargo, South West Center, Red Bird Mall, and some Churches, schools, and restaurants were among the highest mentioned places. For the full list, refer to Appendix B.

Southwest Center Mall	Kiest Park	Church
Fiesta	Wells Fargo / Kiest Park	Restaurants
Wells Fargo	Fiesta	Churches
Parks (including Kiest, Twin Fall, & Water Side Park)	South West Center / Red Bird Mall	Fiesta
South West Center / Red Bird Mall	Schools (including St. Elizabeth, AW Brown, Daniel Webster, Bishop Pawn, Bishop Dunne, Kimball High School)	

Table 3 -3: Well-known Areas

13. Where do you see your neighbors or other individuals gathering in and around your neighborhood?

Answered: 371

Skipped: 59

Parks and churches were among the most places that people consider as gathering places. However, many others believe that gathering areas are limited and no sufficient places available for such activities. For the full list, refer to Appendix B.

Parks
Church
Not sufficient place to gather
Restaurants
Shopping Center

Table 3-4: Gathering Areas

14. If you go walking in the area surrounding Dallas Executive Airport, where will you go and why?

Kiest Park and hike and bike trails were among the most popular places for walking as identified by the public. Some people consider their neighborhoods and the airport as desired walking areas. However, many others believe that walking areas are limited and no sufficient places available for such activities. For the full list, refer to Appendix B.

Kiest Park
In the neighborhood
Hike and bike trails (like Kiestwood trail)
Not sufficient area for walking
Inside the airport

Table 3-5: Walking Areas

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

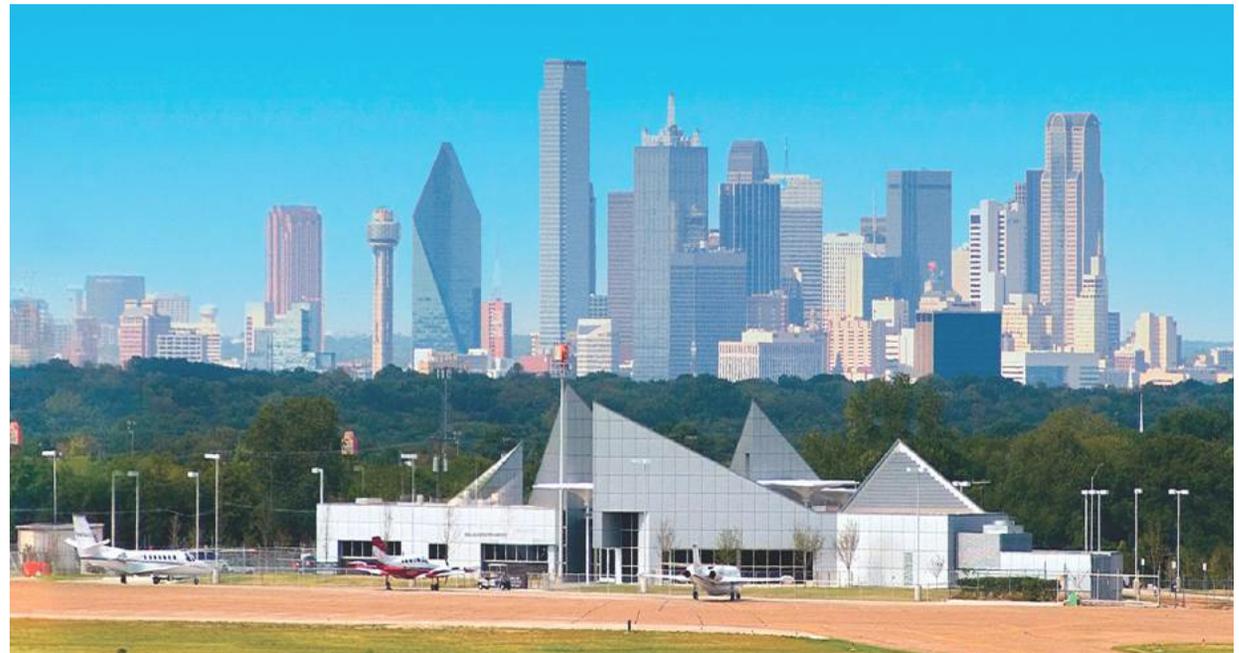


Figure 3-8: Dallas Executive Airport
Source: Dallas Executive Airport, 2014

II. Goals

The community survey and the public meetings have enabled the formulation of goals to direct current and future efforts in the pursuit of the aforementioned vision:

1. Provide diverse economic activities that offer opportunities for investment and employment on one hand and serve as entertainment centers on the other hand.
 - a. Support community-based businesses investing in the community workforce and accommodating for a wide range of skills.
 - b. Strengthen and highlight on-site assets, such as hotels and museums, to attract investments and pedestrian traffic.
 - c. Strategically design overall layout to enhance the coordination of airport services and enhance the economic standing of the airport as a whole.
 - d. Identify suitable locations for office, retails, and commercial spaces to foster synergy and maximize opportunities.
 - e. Provide a wide range of networking assets and allow for incubators and co working spaces.
2. Create a strong sense of place through integrating social and cultural diversity into buildings' design and providing open spaces and gathering areas.
 - a. Develop marketing and outreach strategy to brand the unique culture, services and products offered by the Dallas Executive Airport to its adjacent communities, the general aviation community, and the greater Dallas area.
 - b. Engage with the adjacent communities in meaningful ways regarding airport development activities.
 - c. Using community feedback, establish architectural and landscaping design guidelines reflective of the communities' character.
 - d. Enhance natural assets, pillars of the community's identity, to strengthen sense of place
 - e. Develop a branding strategy and incorporate it into architectural improvements such as landmarks or pavilions to accommodate community gathering.
3. Empower the local community by enhancing community involvement and educational programs and training.
 - a. Develop incubator spaces that provide training for a wide range of skills.
 - b. Create physical venues and space for community engagement.
 - c. Create platform/organization to support community initiatives and facilitate the incorporation of community input into decision making process.
 - d. Establish several community organizations that provide wide range educational programs for the community.
 - e. Encourage the use of the social media among community members to discuss any development issues within the community.
4. Enhance accessibility and provide alternative public transit modes that allow for better mobility and parks and trail connectivity.
 - a. Collaborate with city and transportation authorities to address connectivity gaps and connect trails to Dallas parks and trail system.
 - b. Develop a way finding system to better guide bike and pedestrian traffic.
 - c. Adopt bike facilities to accommodate bikers for better safety and enhance users' experience.
 - d. Integrate future bike improvement strategy with existing Veloweb network.
 - e. Engage with City of Dallas to perform street enhancements with sidewalk restoration, the use of shading and buffers such as connected canopy.
 - f. Include additional bus stops to connect to the public transit system and provide ADA accessibility.
5. Align future developments with environmental sustainability considerations to mitigate aviation impacts on communities and enhance quality of life.
 - a. Establish residential sound insulation programs which are mainly funded by the Federal Aviation Administration or can be supported through Passenger Facility Charges (PFCs).
 - b. Place aesthetics and green sustainability at a forefront in selecting and upgrading building designs.
 - c. Preserve and creatively repurpose natural assets to serve as both environmental barriers to nuisance and community assets.
 - d. Provide pedestrian friendly development option whenever possible that integrates complete streets design.
 - e. Preserve green areas and open space to enhance air quality and health standards.



Dallas
Executive
Airport



CITY OF DALLAS

SITUATION ANALYSIS **DALLAS EXECUTIVE AIRPORT**

CHAPTER

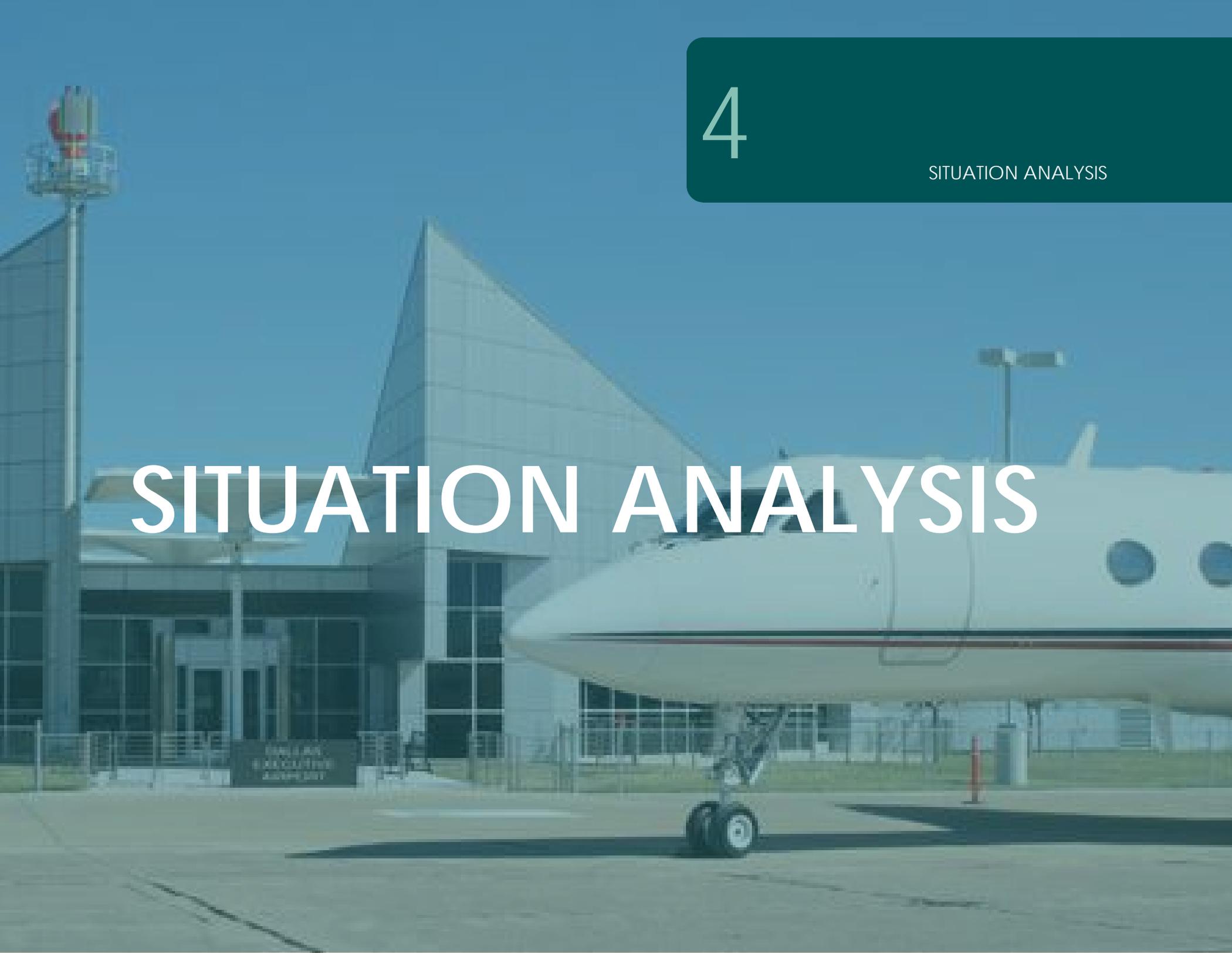
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4

SITUATION ANALYSIS

SITUATION ANALYSIS



4. Situation Analysis

The creation of a demographic and socioeconomic profile of the neighborhoods surrounding the Dallas Executive Airport has required the collection and analysis of data from various sources. This section primarily uses data from the ‘American Community Survey’ (ACS). ACS is a survey conducted by the U.S. Census Bureau. It is an ongoing survey that provides important information on a yearly basis about our nation and its people. The information provided by ACS covers data on education, jobs and occupation, and other topics. The 2010 ACS data was accessed through the National Historical Geographic Information System (NHGIS) which is hosted by the Minnesota Population Center at the University of Minnesota. Other data were accessed through the North Central Texas Council of Government’s website. As for additional data with regard to the airport and the surrounding areas, the source was the City of Dallas and the Dallas Executive Airport.

a. Airport in the Regional Context

The Dallas-Fort Worth Metroplex, Texas is the fourth most-populous metropolitan area in the United States, and Dallas is the largest city in this region. The region’s size has led to a diverse set of economic opportunities, lifestyles, development patterns, and transportation networks that make the Metroplex a great location for any business. The Dallas Executive Airport is located in Southern Dallas. The Dallas Executive Airport’s boundaries are: Hampton Road (East), South Westmoreland Road (West), West Ledbetter Drive (North), and Red Bird Lane (South). The airport is more specifically located 10 miles from downtown Dallas, in proximity to the Urban Arts District and the Central Business District. The airport can also be accessed via I-20, I-30, I-35E, I-45, US-67, and Loop 12.

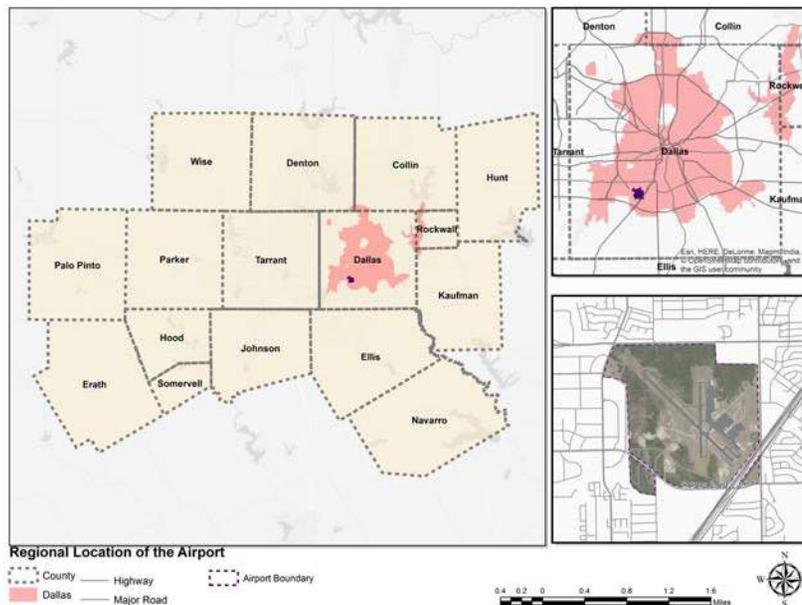


Figure 4-1: DEA Location

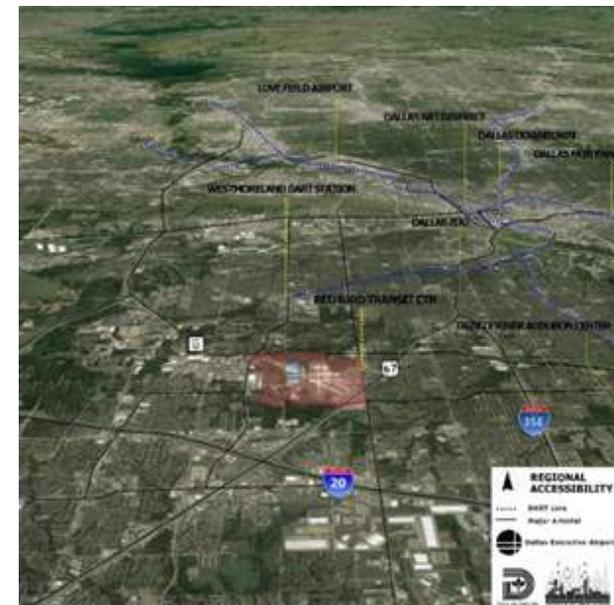


Figure 4-2: DEA Proximity

b. Study Area

The study area consists of the 2-mile radius that includes the airport land and the surrounding neighborhoods. In order to direct and inform future decisions and investments, it is important to examine different facets of the study area.

I. Demographics

• Race and Gender

The existing population of the study area is comprised of approximately 64% males and 36% females. The neighborhoods surrounding the Dallas Executive Airport are predominantly African-American, accounting for 48% of the existing population. White ethnicity represents slightly more than a third of the existing population within these neighborhoods. Finally, 20% of the population for these neighborhoods is registered as 'others'. The study area represents a diverse community in terms of population ethnicity.

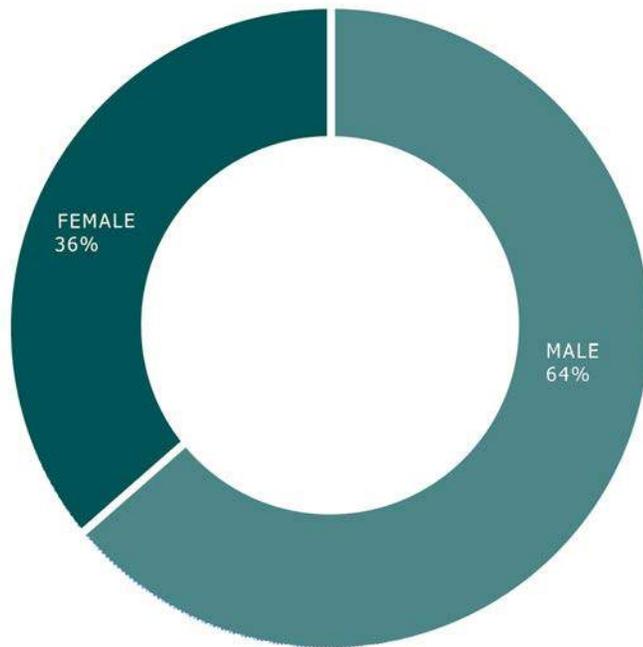


Figure 4-3: Gender

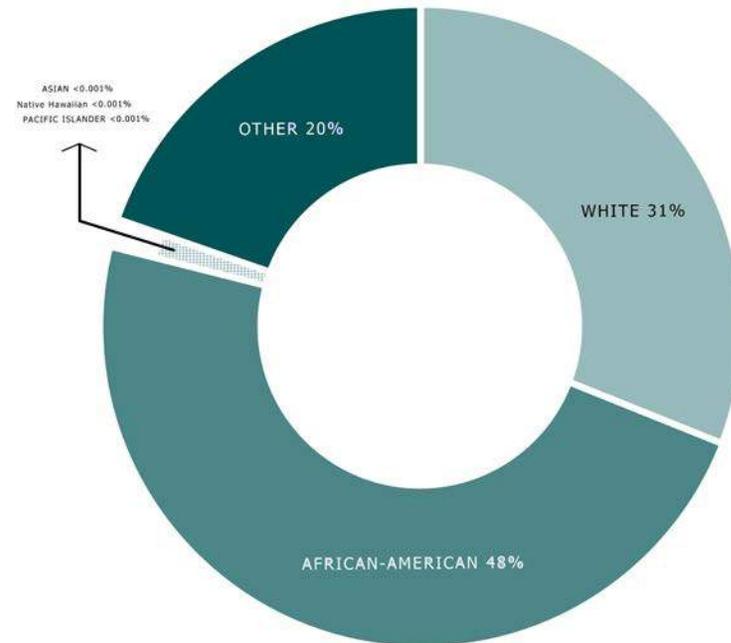


Figure 4-4: Race

• **Education**

From a general perspective, a greater proportion of females has a greater level of education compared to their male counterparts. While more than half of the female population has a high school degree or less, the male population accounting for 28%. In addition, approximately 76% of the female population has a university degree and/or some college, with only 35% of the male population. Although the higher percentage of the population is male, female population tends to have a higher level of education.

• **Projected Growth for 2040**

An important aspect to examine in the planning process is the projected change in population and employment. The population data was collected from NCTCOG and NHGIS and the employment data was collected from NHGIS. The total population of the study area in the year 2000 was 49,314 residents; the population increased to 73,962 in the year 2010 and 75,999 in the year 2015. Although the percentage of increase between 2000 and 2015 was approximately 54%, the larger change occurred between 2000 and 2010 at approximately 50% with an average annual percentage of increase of 4%. Based on the available data, the population projection of the study area was calculated using the data for the period between 2010 and 2015. The population is projected to increase by 4% with an average annual percentage of increase of about 1% between 2020 and 2040. Therefore, the population is expected to reach 87,057 by 2040 using the same percentage of increase as the previous 5 years. As for the change in employment for the same period of time, the total employment in 2000, 2010, and 2015 reached 27,759, 28,876, and 29,601, respectively. The percentage of increase between 2000 and 2015 was approximately 7%, with about 0.4% of an average annual percentage of increase. The total percentage of increase between 2010 and 2015 was approximately 3%, with about 0.5% of an average annual percentage of increase. Therefore, the employment is expected to reach 33,508 by 2040 using the same percentage of increase as the previous 5 years. The projected growth in population and employment is an important element to consider in the formulation of actions and strategies in subsequent planning efforts.

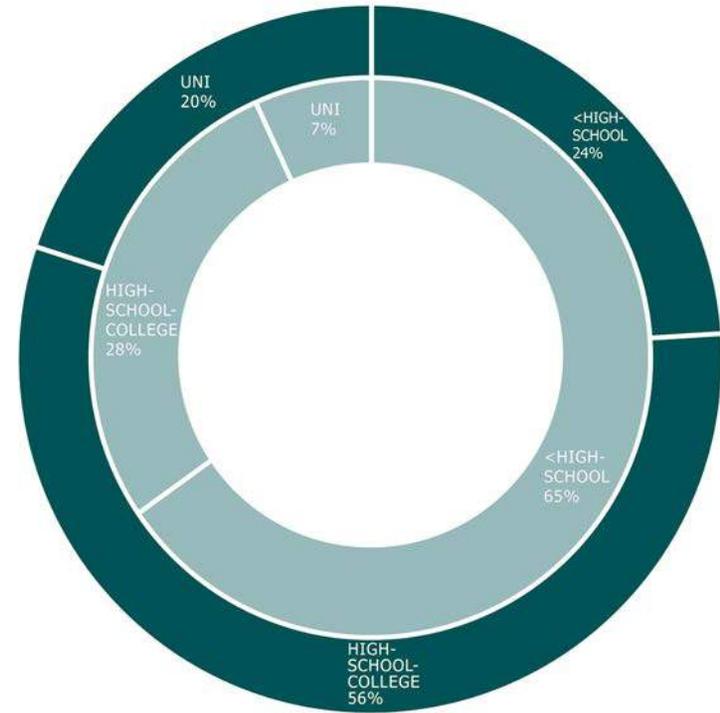


Figure 4-5: Education by Gender

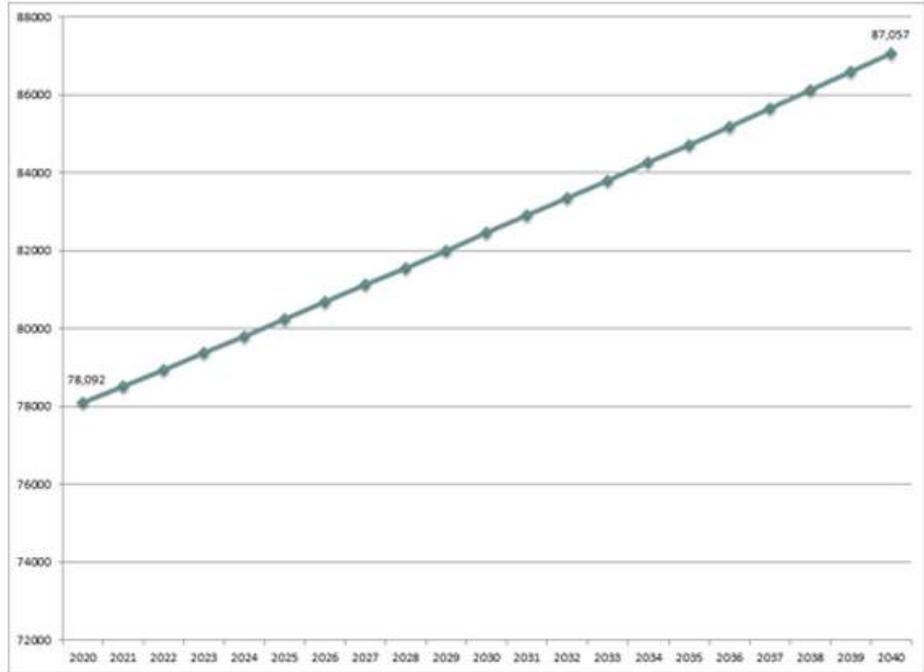


Figure 4-6: Study Area Population Projection 2040

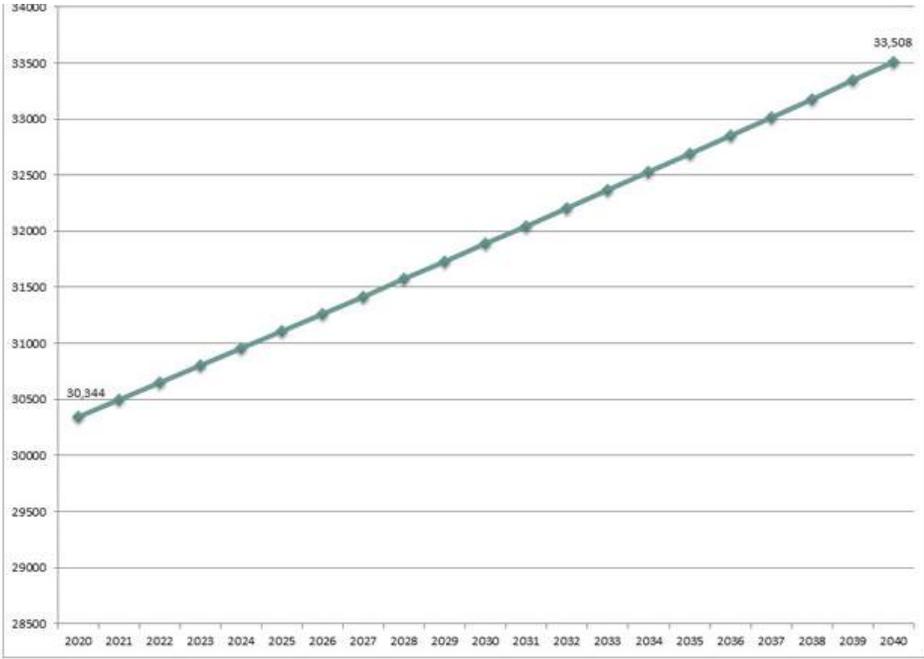


Figure 4-7: Study Area Employment Projection 2040

II. Built Area and Density

Two fundamental aspects to be considered in conjunction with one another are the density and footprint of the study area. The total land of the study area is about 13 square mile. The total parcel land is about 10 square mile and only about 15% is developed. Therefore, a high percentage of land is available for development. As for the airport, the total land area is about 1051 acres and about 18 acres of this land is already developed. A similar land availability observation exists within the airport land as only 2% of the airport land is developed. Some areas of the study area have higher density than others such as the northeastern, southern, and western boundaries of the airport. Comparably, lower densities are found in several areas such as the northwestern, northern, and eastern boundaries of the airport, predominantly surrounding US 67. The majority of the eastern boundary of the airport and a portion of the northern boundary are of lower population density.

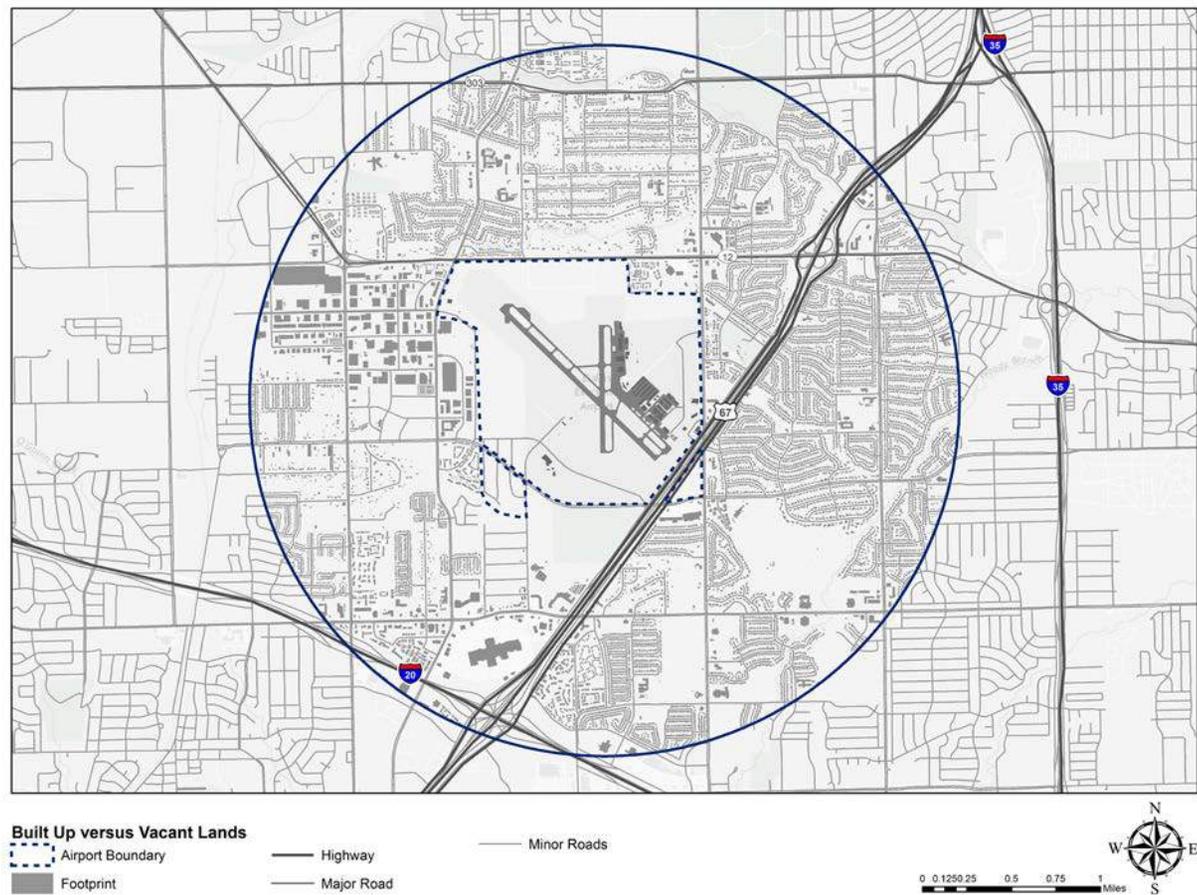


Figure 4-8: Built Up Vs Vacant

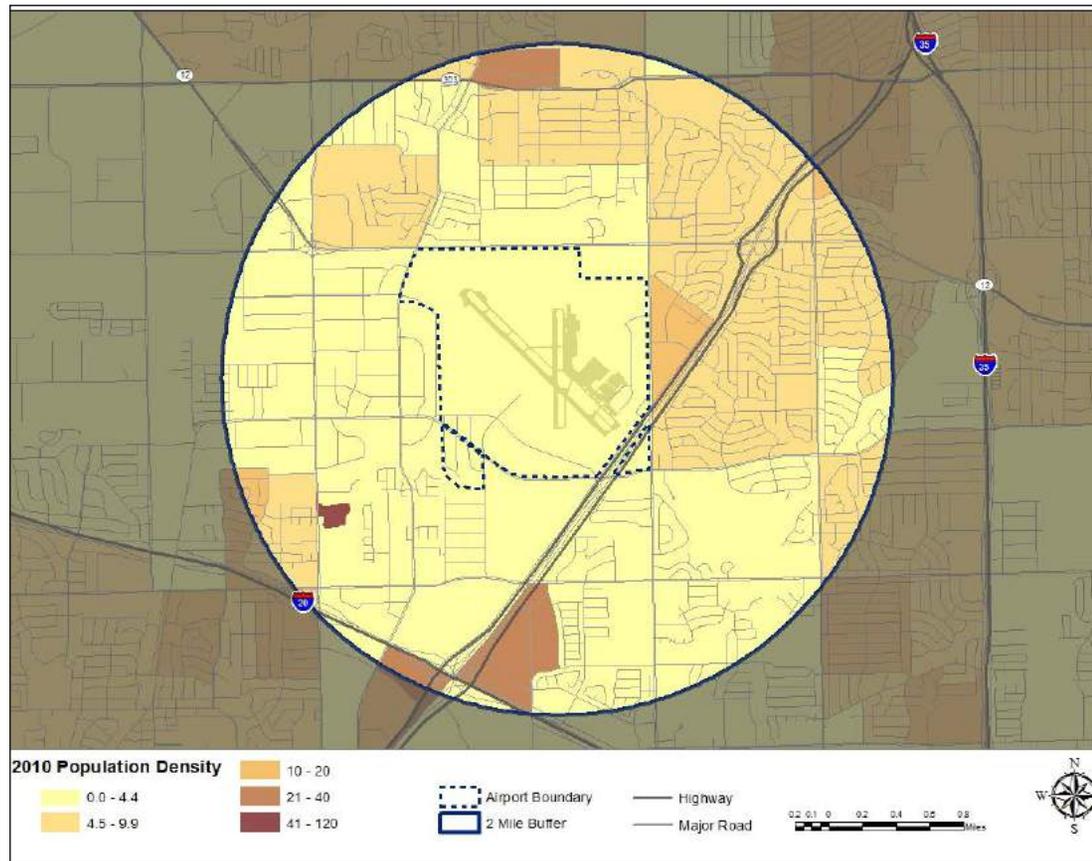
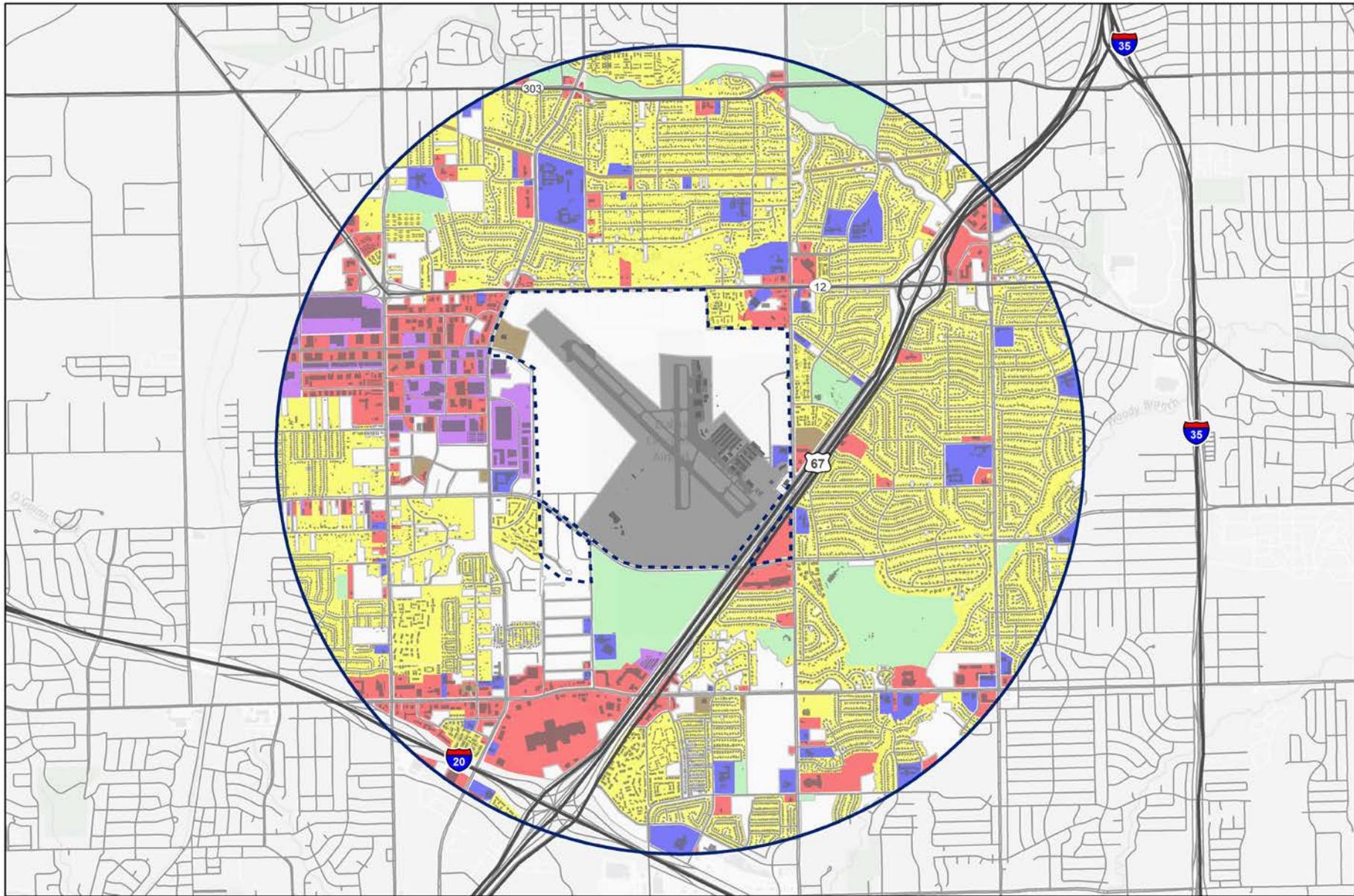


Figure 4-9: Population Density

III. Land Use

To keep all analyses and community engagement activities consistent across the board, the land use itemization is performed within a 2-mile radius surrounding the airport. The land use data is retrieved from the North Central Texas Council of Governments database. The land use categorization follows the Land Based Classification Standards (LBCS). Such standards allow classifying land uses by refining traditional categories into multiple dimensions, such as activities, functions, building types, site development character, and ownership constraints. For sake of clarity, we performed the categorization as shown in Figure 4-9.

As depicted in the map, the aviation land represents approximately 7% of the total study area. With 43.33%, most of the land use within a 2-mile radius is residential. Collectively, commercial and industrial land uses account for approximately 20%. Open Space and Vacant land respectively represent 7 and 21%. The upcoming map. The itemization of land uses allows for the identification of dominant land uses. The insight gained from the itemization and the existing apportionment for each land use type will be accounted for in the development of recommendations. Careful consideration will be given to balance and diversify land uses as a means to enhance quality of life. For the full list of land use areas, refer to Appendix C.



Building Footprint and Land Use

- Aviation
- Institutional
- Industrial
- Others
- Airport Boundary
- Highway
- Commercial
- Residential
- Open Spaces
- Vacant
- Footprint
- Major Road

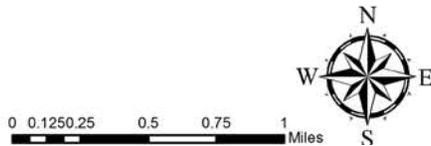
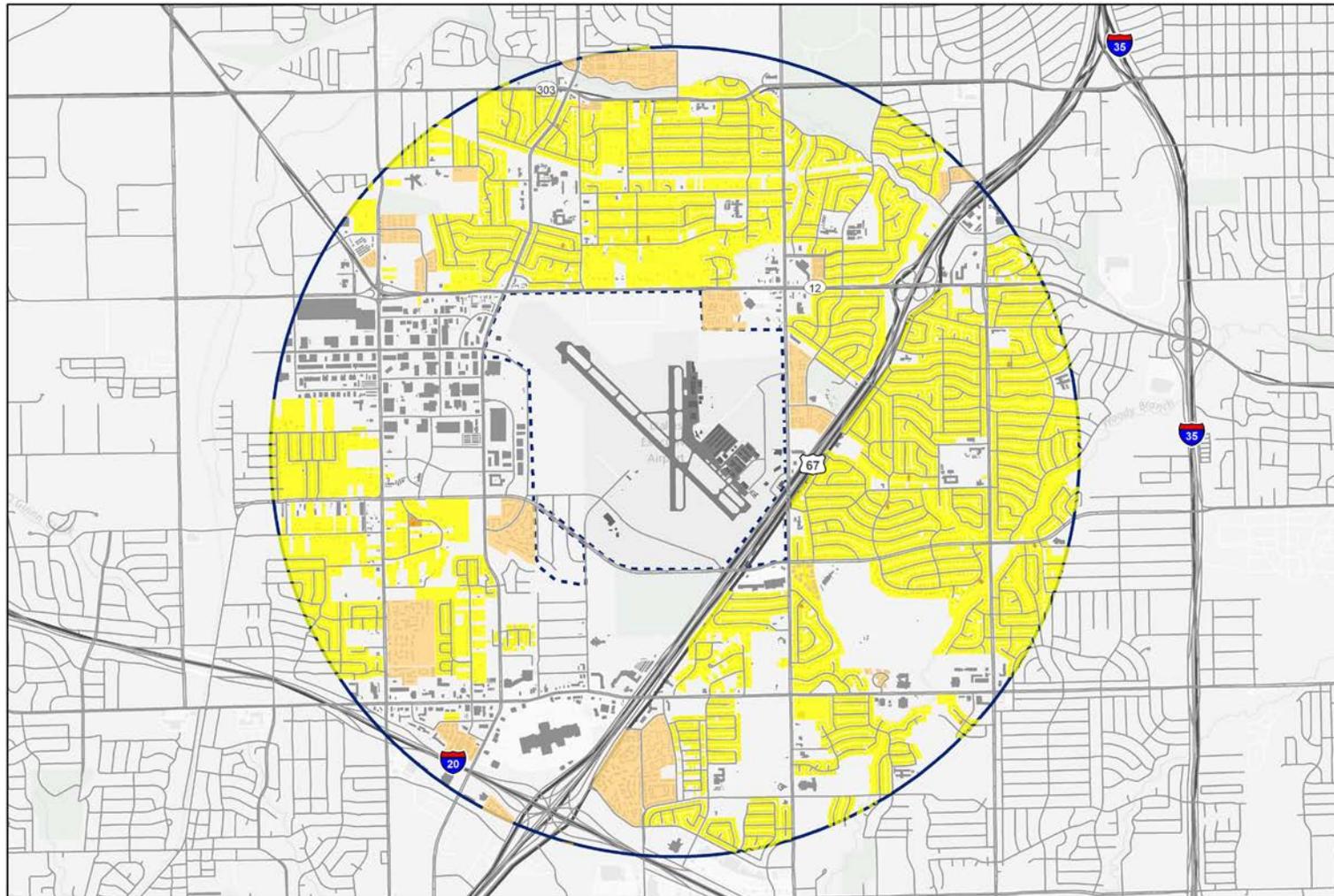


Figure 4-10: Study Area Land Use

• **Residential Use**

As previously noted, residential land use accounts for 43% of the total study area. Overwhelmingly, single family residential is the dominant type with close to 93% of the total residential land uses. Single family uses are evenly dispersed within the study area. Multi-family residential uses only account for approximately 6%.



Residential Land Use

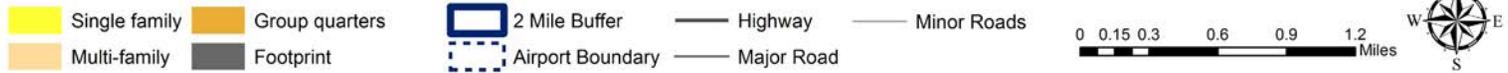
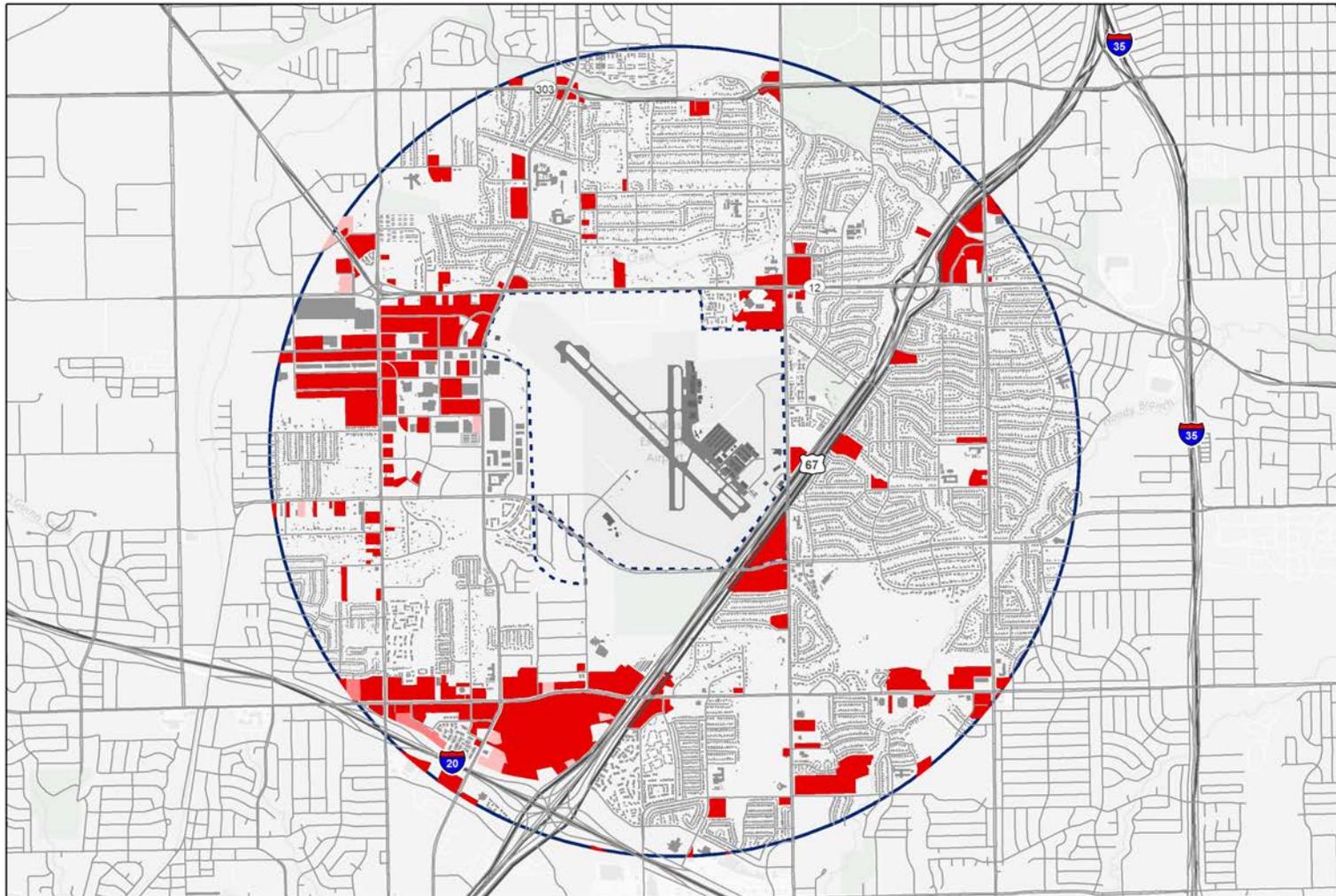


Figure 4-11: Residential Use

- 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.



Commercial Land Use

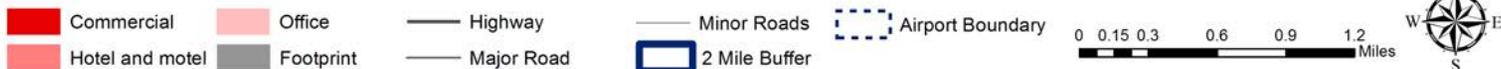
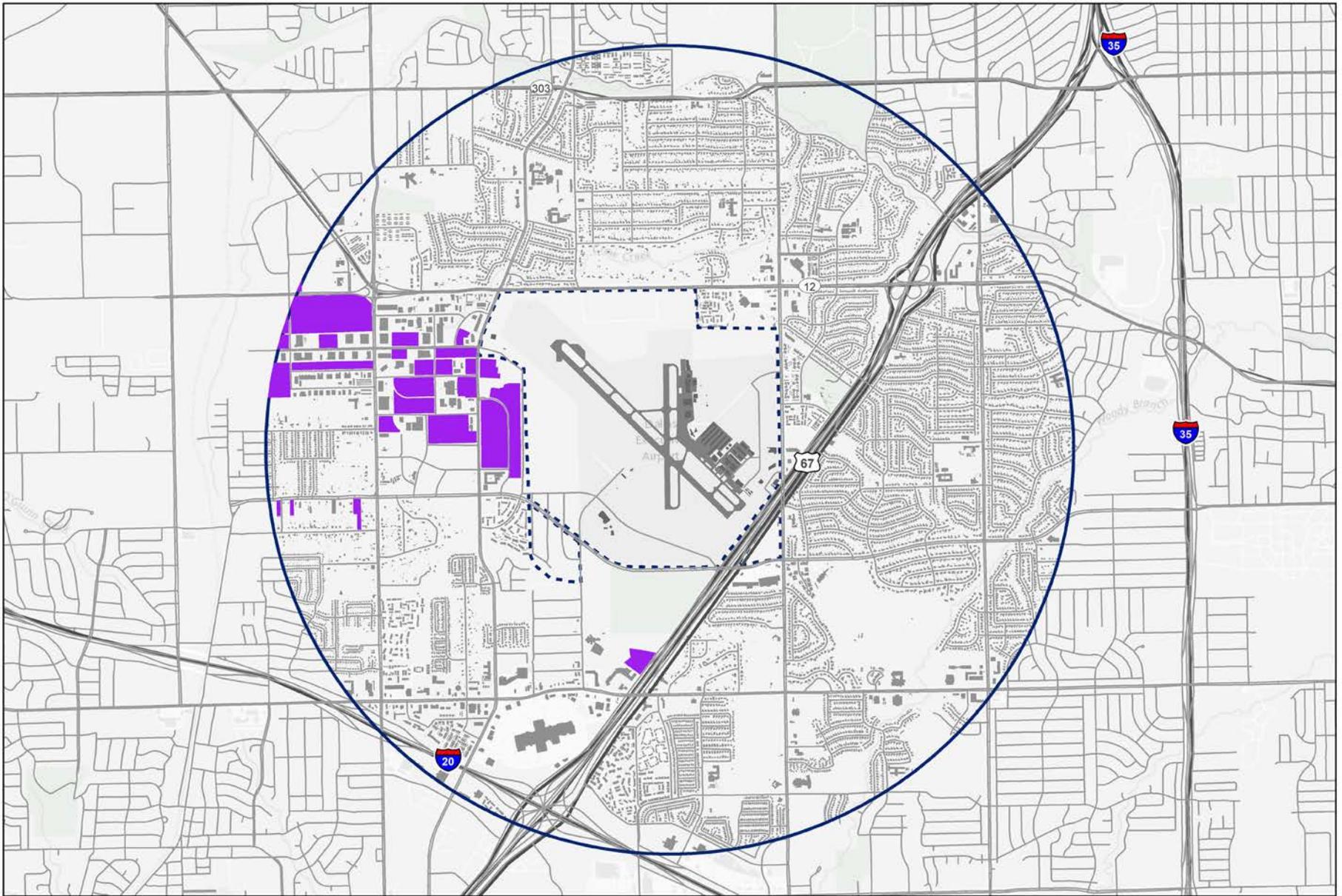


Figure 4-12: Commercial Use



Industrial Land Use

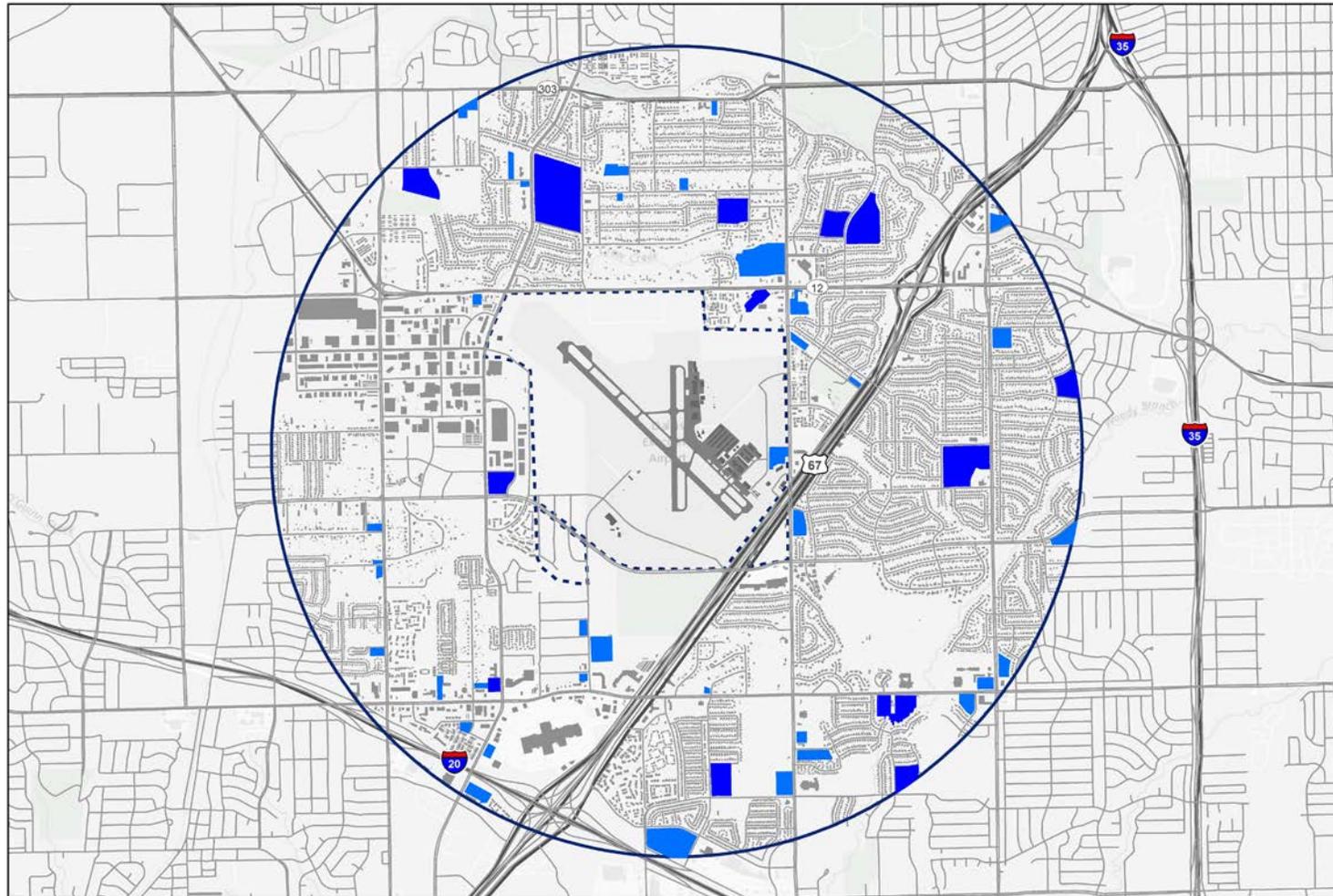
- Industrial
- Footprint
- Airport Boundary
- 2 Mile Buffer
- Highway
- Minor Roads
- Major Road



Figure 4-13: Industrial Use

• **Institutional and Open Space Use**

As for institutional uses, 75% are institutional and semi-public and the 25% is educational. Institutional uses are dispersed across the study area. Half of the open spaces fall under the parks and recreation category. As for the other half, around 46% are water bodies and 3% are parking. Two open space clusters are located to the south of the airport on both sides of US 67. Another strip of open space exists to the north of the study area.



Institutional Land Use

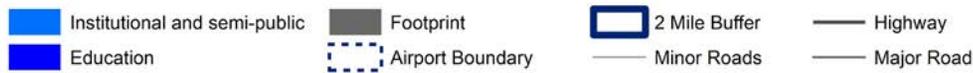
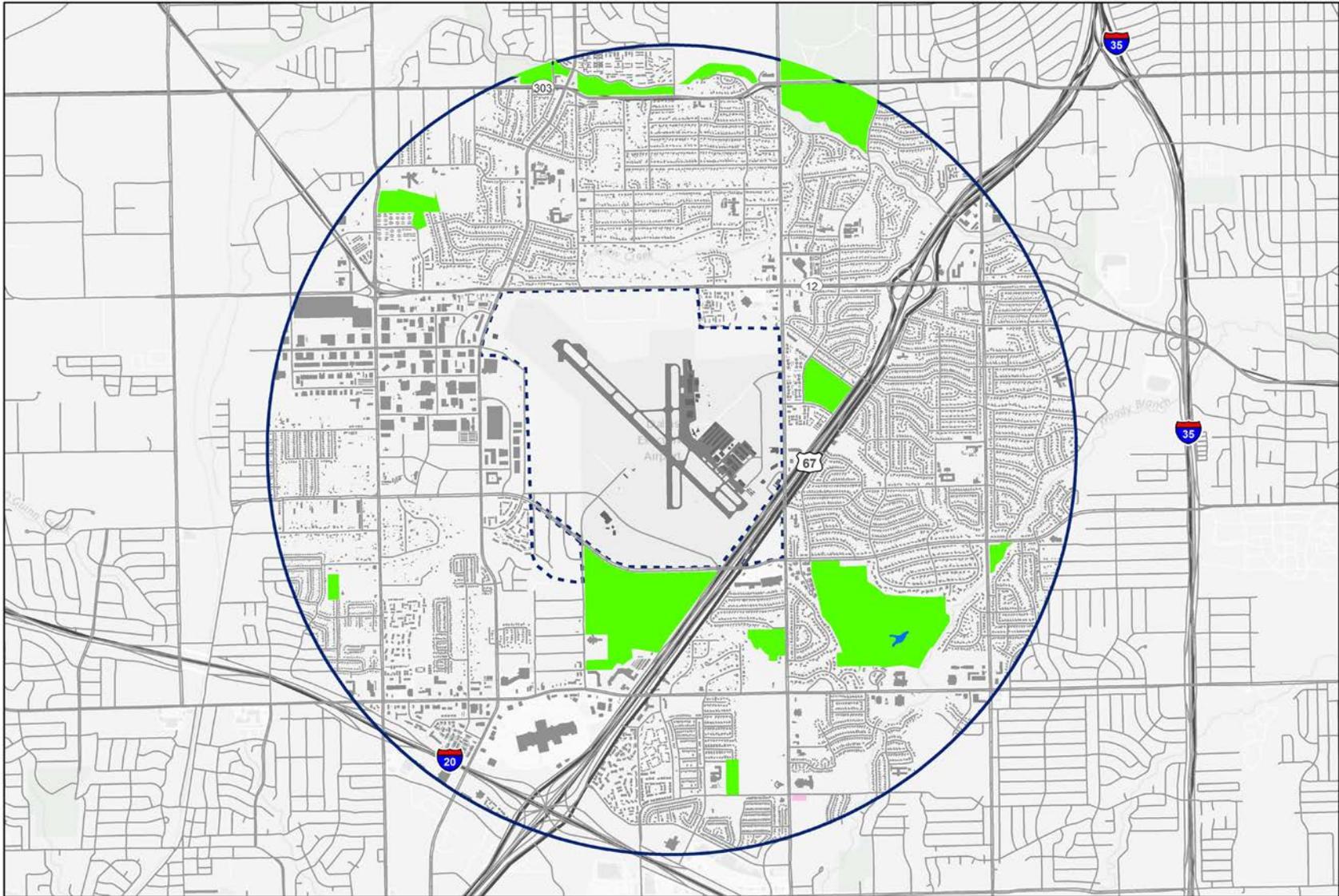


Figure 4-14: Institutional Use



Open Spaces

- Parks and Recreation
- Water bodies
- 2 Mile Buffer
- Highway
- Minor Roads
- Parking
- Footprint
- Airport Boundary
- Major Road



Figure 4-15: Open Space

IV. Social Facilities

Assessing the services available with the study area is a crucial step in assessing the needs of the community in order to make informed decisions. The map below displays different types of existing social facilities and a few clusters are present. At the southwestern area of US 67, there is a cluster of commercial, community, and transportation services. Another cluster of commercial services exists on the upper west side of the airport. In addition, north of the airport and southeast of US. 67, clusters of religious services are found. Although community and religious services exist in the eastern and northern boundaries of the airport, commercial services and clusters are not available. Some of these services actually follow the socioeconomic nodes identified by the public.

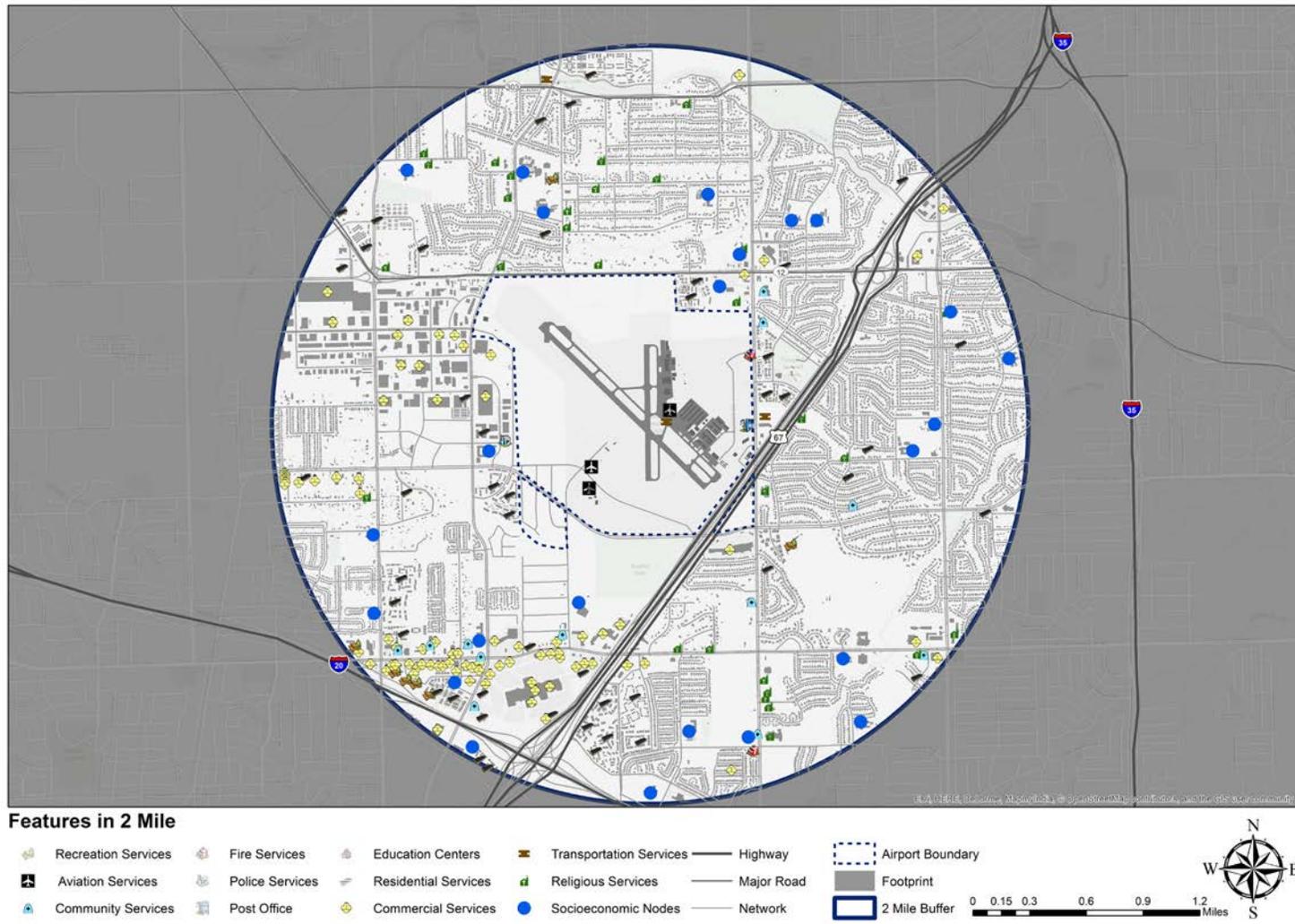


Figure 4-16: Social services

V. Economic Characteristics

The map below captures the economic characteristics of the neighborhoods surrounding the Dallas Executive Airport within a 2-mile radius. Using 2010 median income data, the analysis reveals that the northwestern and eastern neighborhoods have a greater median household income than their counterparts within the study area, as depicted by the darker color. They are ranging between close to \$60,000 to approximately \$250,000. This indicates that these neighborhoods have a high median household income in comparison to the average household income in Dallas County and DFW which is approximately \$48,000 within the same year. The neighborhoods in the immediate vicinity and south of the airport have a relatively lower median income ranging from \$44,000 to close to \$63,000, which is still higher than Dallas County and the DFW region. Some neighborhoods in the immediate vicinity including south and west of the airport have a low household income ranging between \$31,000 and \$44,000. It can be observed on the map that the vast majority of the study area, about 77%, has a median household income of \$ 63,000 and under. The map shows a wide variety of household incomes within the study area. The main industrial and commercial areas to the west of the airport have the lowest household incomes.

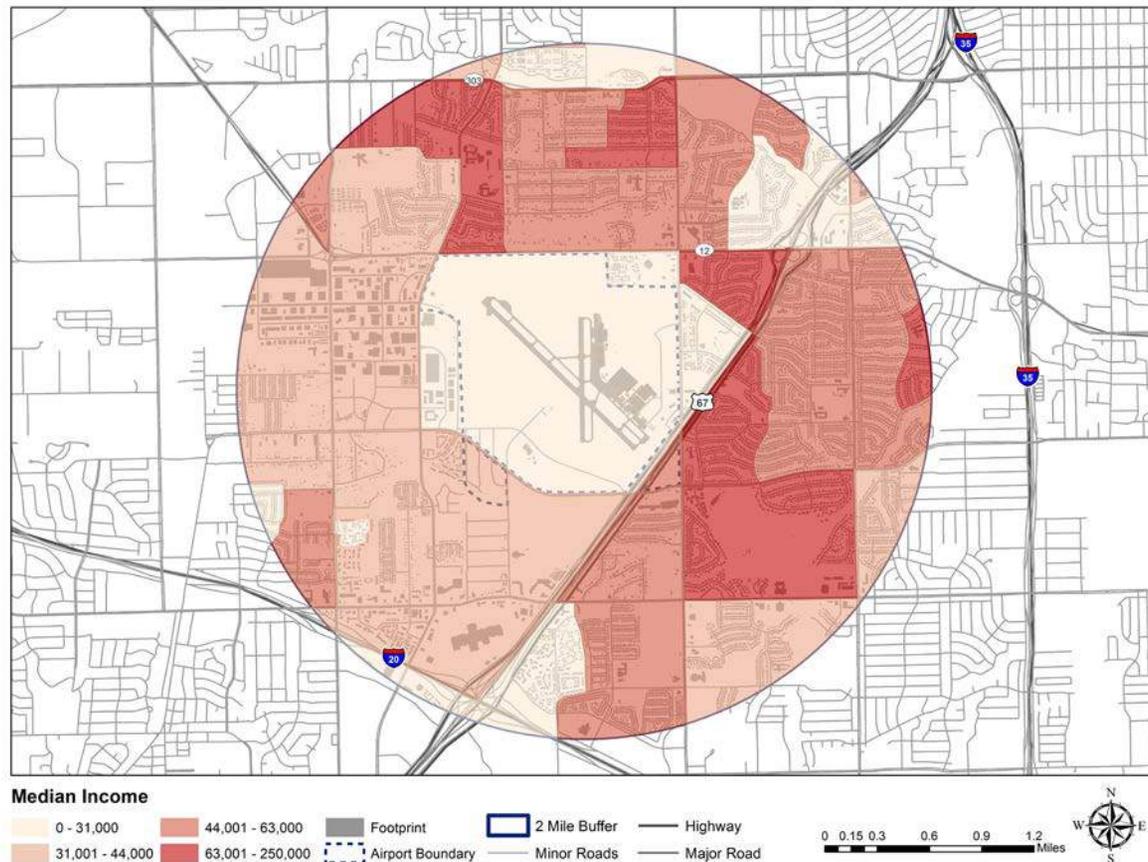


Figure 4-17: Median Household Income, 2010

• **Employment Analysis**

Employment is an important aspect of the economic vitality of communities. We have collected employment data from the Longitudinal Employer-Household Dynamics (LEHD) database from the Census Bureau. The data is for 2014 and is at the block level. Below are a series of info-graphics regarding employment data for the study area.

Within a two miles radius, our analysis shows that a greater proportion of men are employed at approximately 55%, with women comprising 45%. This employed cohort is made up of a greater number of non-Hispanic or Latino, and White, with respectively 35% and 32%. Hispanics and Latino make up 15% of the total employed in the study area and Black or African American, 14%. The majority of the employed workforce (56%) is between 30 and 54 years old. The younger and older employed segments both account for 22% of the total employed workforce. The educational attainment of the employed population in the study area shows equal percentages of those who have some college experience or higher and those who have a high school degree or less. More than 40% of the employed population within the study area has a monthly income between \$1,251 and \$3,333. About a third of the total employed population earns more than \$3,333 a month. Finally, a smaller segment of 27% earns \$1,250 or less a month.

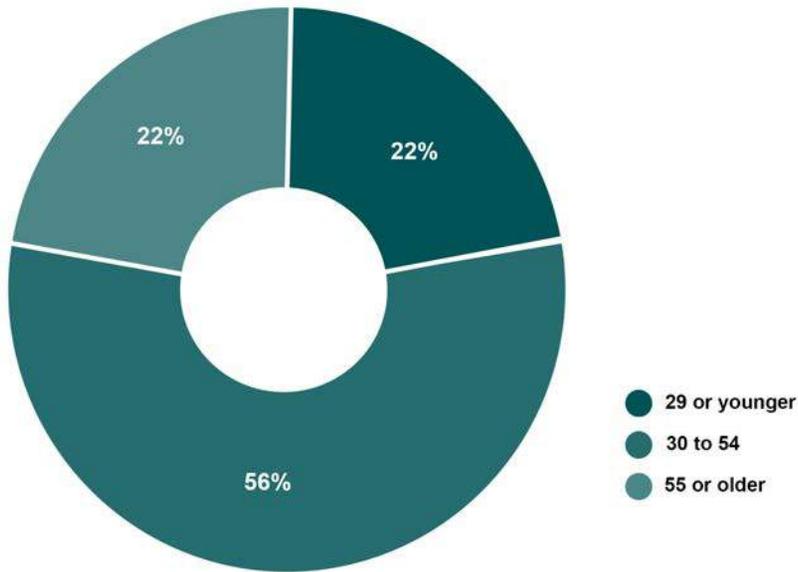


Figure 4-18: Employment by Age

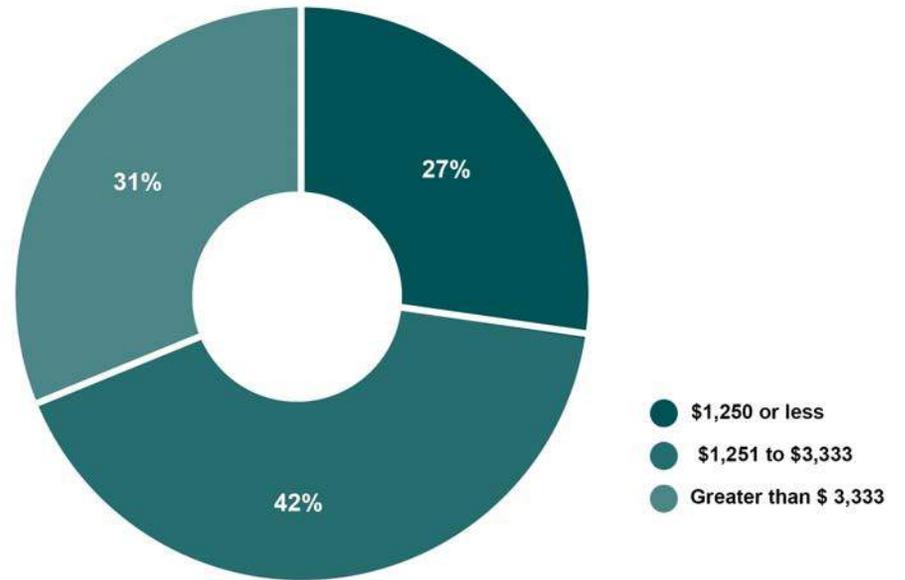


Figure 4-19: Employment by Monthly Income

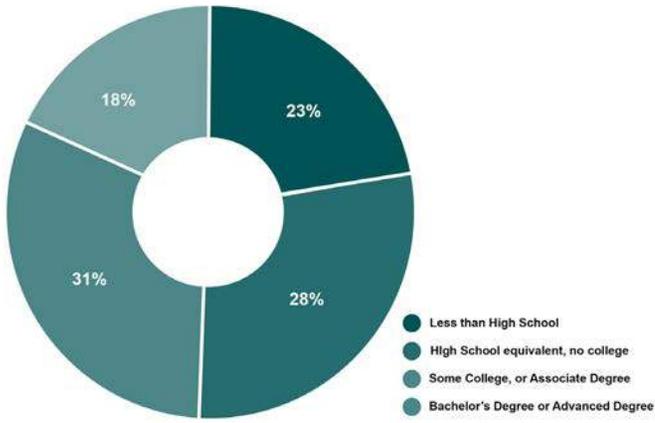


Figure 4-20: Employment by Education

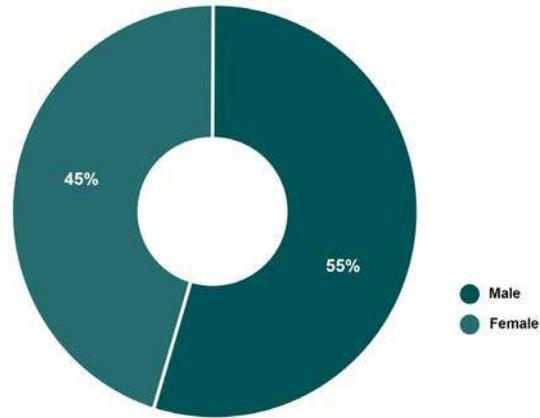


Figure 4-21: Employment by Gender

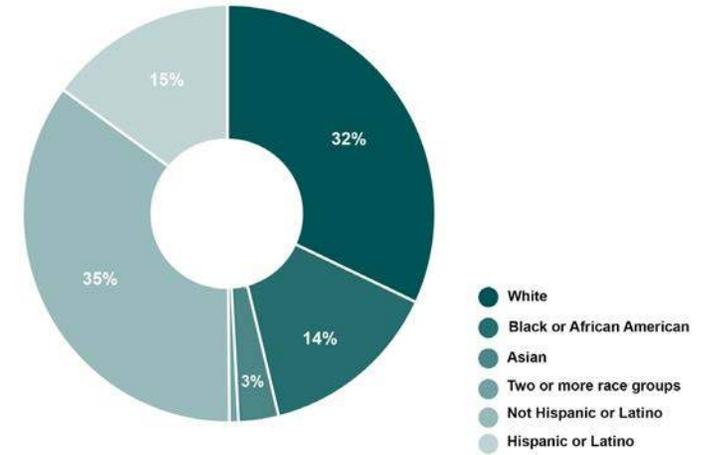


Figure 4-22: Employment by Race

In order to better understand the employment in the study area, a spatial analysis was conducted. From a more general perspective, Figure 4-26 shows the spatial distribution of jobs. Relatively higher concentrations are seen at the western and southwestern areas of the airport. It is clear that a high concentration of the job distribution is located within industrial and commercial land uses. Figure 4-24 shows the spatial distribution and proportion of high salary jobs (above \$3,333 monthly). The map reveals a great concentration of these jobs in neighborhoods that are on the west side of the airport and by the western area of the intersection of U.S. 67/I-20. Finally, the airport as well supports these higher paying jobs and is considered an income generator for the local community. Once again, when looking at the employee concentration in Figure 4-25, it is found that the western and southwestern areas of the airport as well as the airport itself have the highest employment numbers.



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Job Distribution (2014)

Footprint	39 - 99	216 - 377	2 Mile Buffer	Highway	Minor Roads
1 - 38	100 - 215	378 - 998	Airport Boundary	Major Road	

0.250.125 0 0.25 0.5 0.75 1 Miles

Figure 4-23: Job Distribution

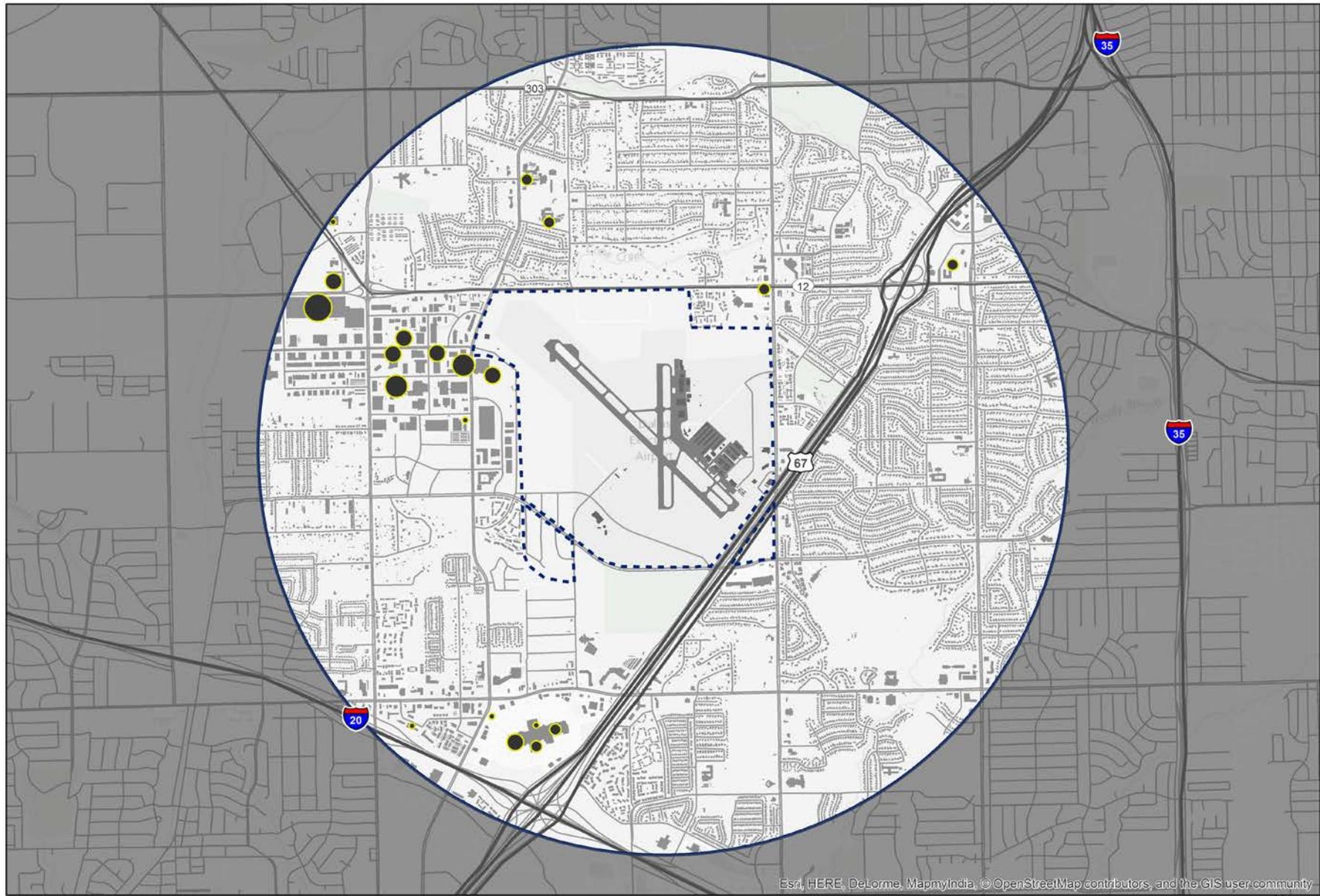


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High Salary Jobs (Greater Than \$333/month)

Footprint	1 - 13	14 - 40	41 - 96	97 - 181	182 - 327	2 Mile Buffer	Highway	Minor Roads
						Airport Boundary	Major Road	

Figure 4-24: High Salary Jobs



Employee Concentration

Employees	● 131 - 200	● 261 - 801	▭ 2 Mile Buffer	▭ Footprint	— Minor Roads
● 66 - 101	● 201 - 260	▭ Airport Boundary	▭ Footprint	▬ Highway	▬ Major Road
● 102 - 130					

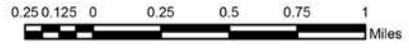
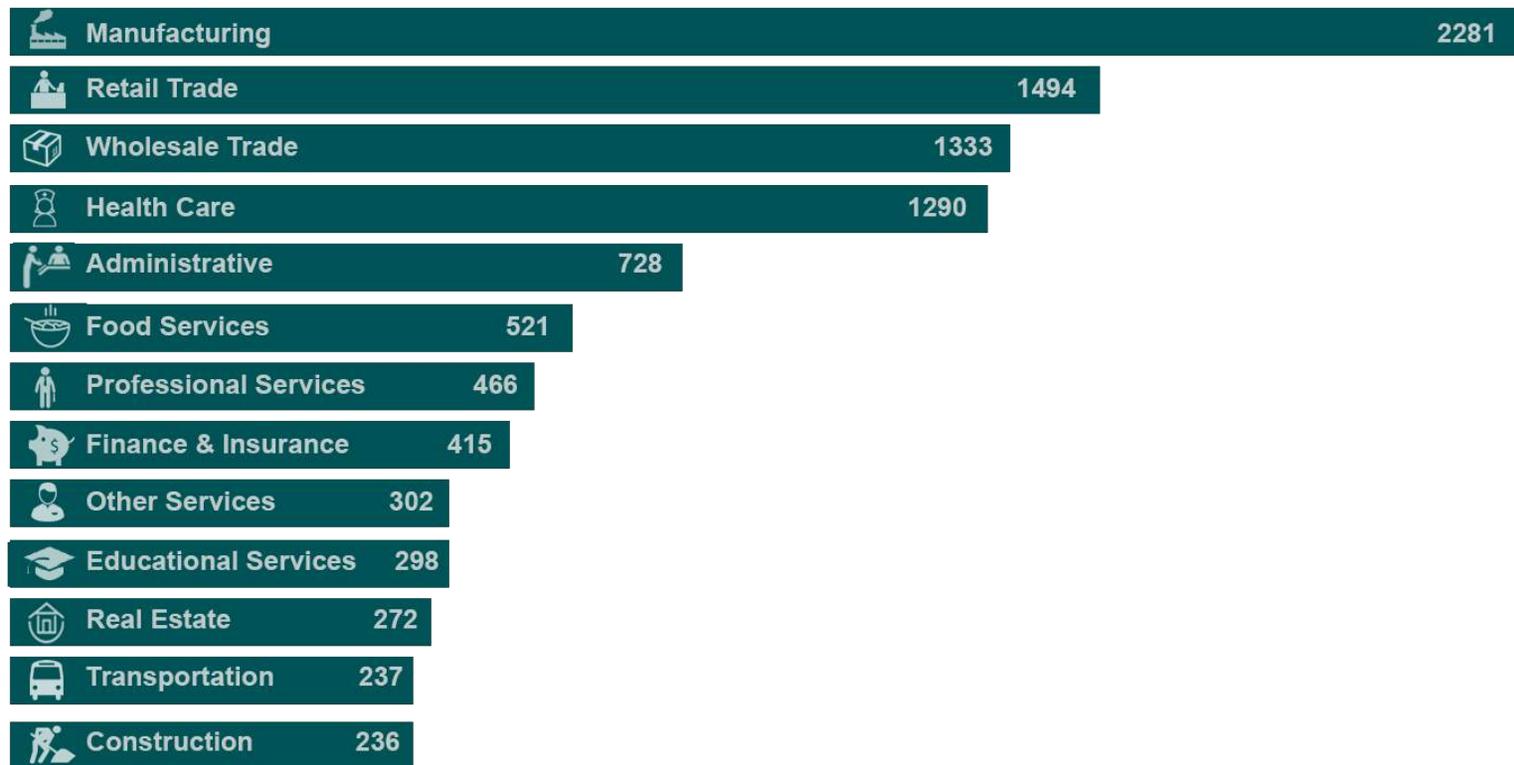


Figure 4- 25: Employment Distribution

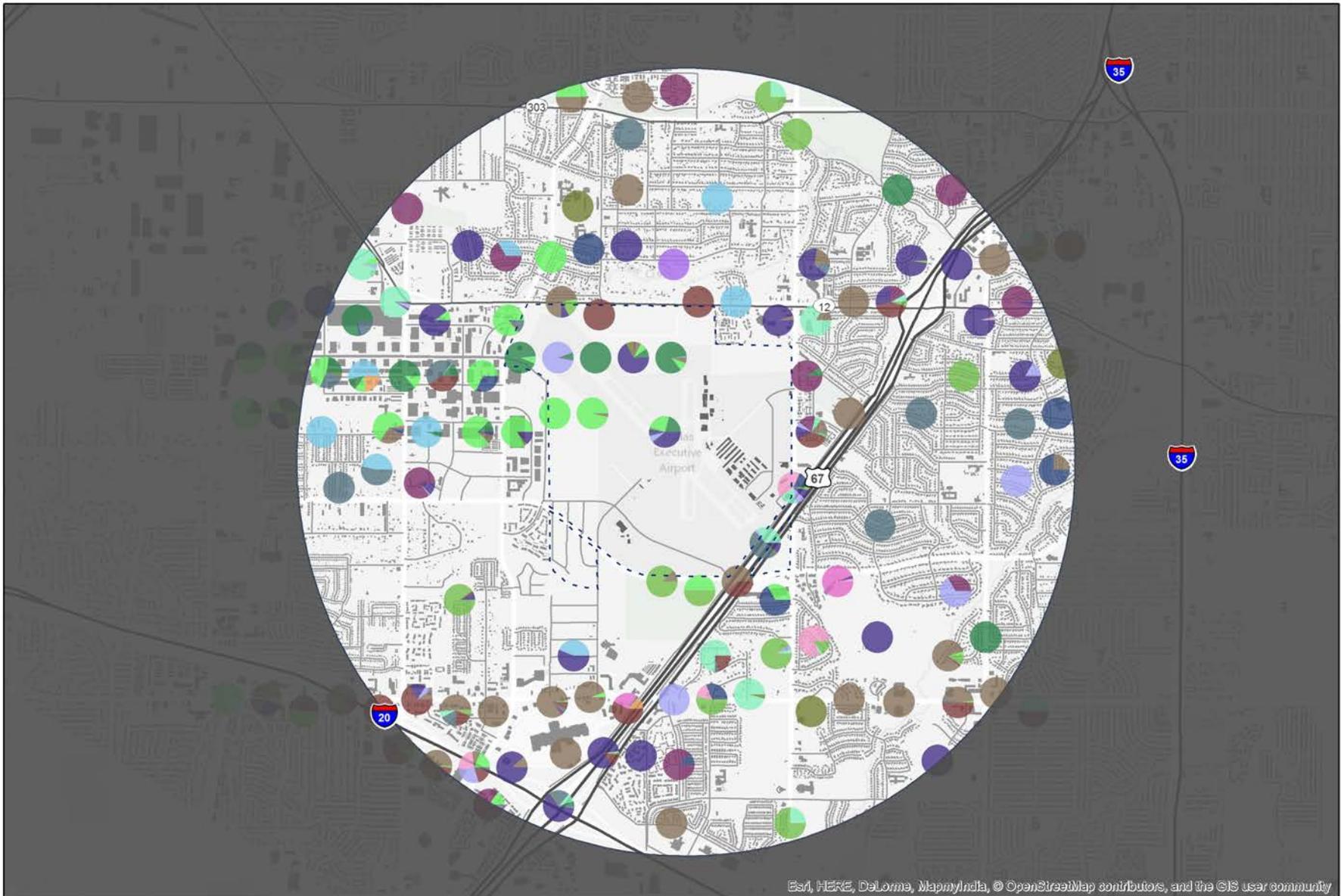
In the study area, the dominant sector is the manufacturing sector with an estimated 2,281 jobs. The next three greatest sectors are the retail trade, wholesale trade, and health care with respectively 1,494, 1,333, and 1,290 jobs. This indicates that in addition to the industrial specialty, commercial use plays a major role in the study area. In addition, the fact that the airport is within the center of this area, future trade can be a potential. Moreover, medical health services can generate a health care hub to serve the community. Figure 4-27 shows the spatial distribution and relative concentration of different sectors. The map notably reveals that the manufacturing use (dark green) is mainly located along the western boundary of the airport. The wholesale sector (light green) is primarily concentrated on the western and southern boundaries of the airport. The map notably shows that retail trade jobs (brown) are primarily located to the south of the airport and along US 67. As for the health care sector (purple), they appear to be dispersed fairly evenly.

Number of jobs per Industrial Sector



*2 mile buffer from the Airport

Figure 4-26: Jobs per Industry



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

Business in 2 Mile Buffer

- | | | |
|--|--|---|
| <ul style="list-style-type: none"> ■ Agriculture, Forestry, Fishing and Hunting ■ Mining, Quarrying, and Oil and Gas Extraction ■ Utilities ■ Construction ■ Manufacturing ■ Wholesale Trade ■ Retail Trade ■ Transportation and Warehousing ■ Information ■ Finance and Insurance | <ul style="list-style-type: none"> ■ Real Estate and Rental and Leasing ■ Professional, Scientific, and Technical Services ■ Management of Companies and Enterprises ■ Administrative and Support/Waste Management ■ Educational Services ■ Health Care and Social Assistance ■ Arts, Entertainment, and Recreation ■ Accommodation and Food Services ■ Other Services (except Public Administration) ■ Public Administration | <ul style="list-style-type: none"> Street Boundary 2 Mile Buffer Property Right-of-Way Major Road Minor Road |
|--|--|---|



Figure 4-27: Industrial Sectors Distribution

- **Employment and Economic Activities of DEA**

An airport can be a critical engine for economic development. In 2011, TxDOT completed a study analyzing the economic impact of Airports in the State of Texas. The study shows that the Dallas Executive Airport generates a total economic activity of more than \$18 million. Also, the Dallas Executive Airport supports over 100 jobs with payroll benefits exceeding \$5.5 million.

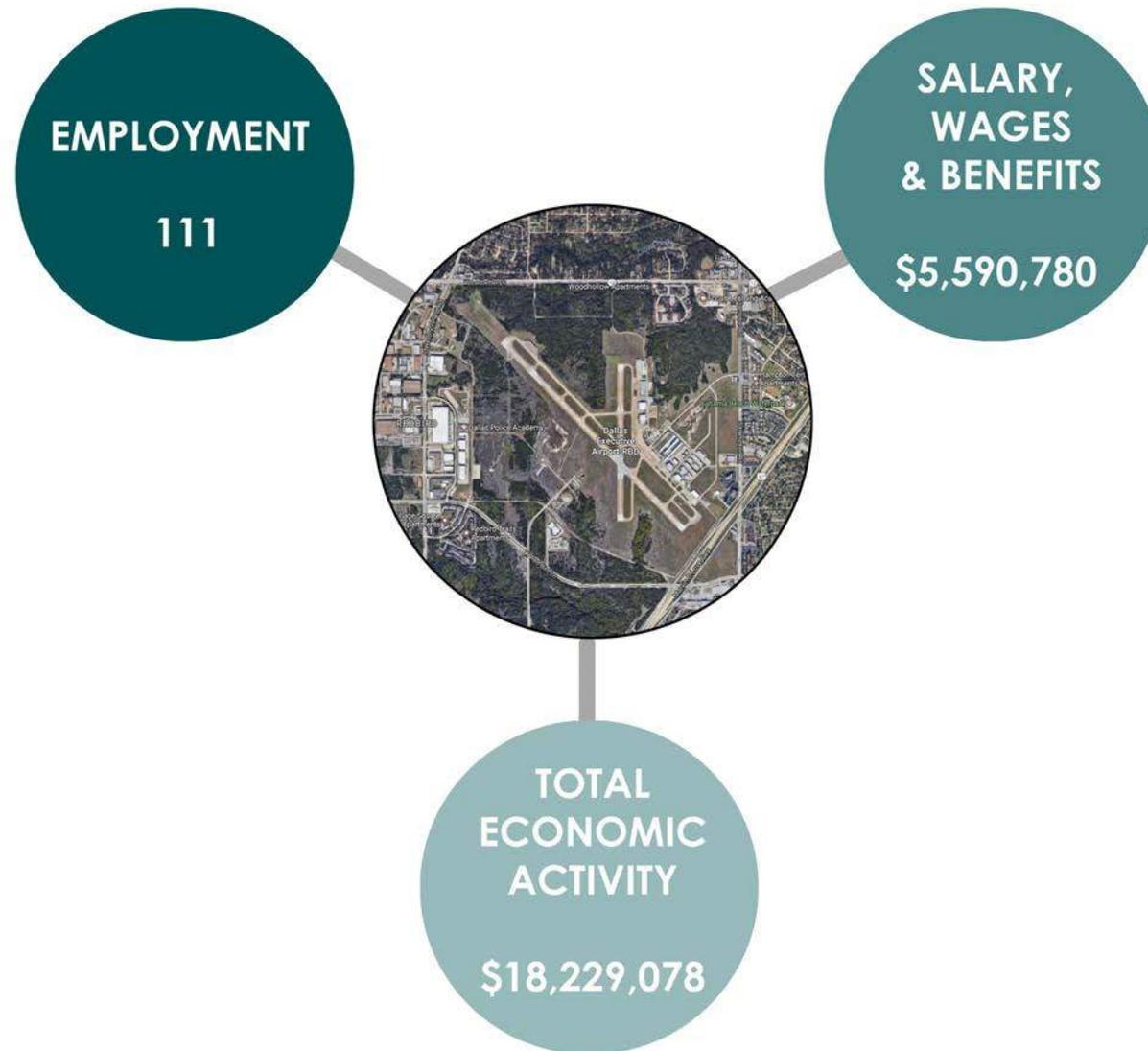


Figure 4-28: Airport Employment

VI. Transit Accessibility

Fostering accessibility to the Dallas Executive Airport is important for the economic development of the airport and its surrounding communities. Situating the airport within the greater transportation system allows for identifying gaps and opportunities. The transportation data used in the development of the above maps has been retrieved from the NCTCOG (North Central Texas Council of Governments) database. The blue dots represent bus stops around the airport and the purple squares represent DART light rail stations. Finally, two major highways are at a relative proximity to the airport, namely US 67 and I-20. While a number of bus stops are available, the existing DART stations do not extend to the airport and its adjacent communities. To ensure greater accessibility, it is important to foster accessibility to and from the airport by employing diverse modes of transportation; this includes not only major highways, but also localized public transit. Transportation nodes identified earlier by the public are also reflected in Figure 4-30 which shows that these nodes are based on bus stops.

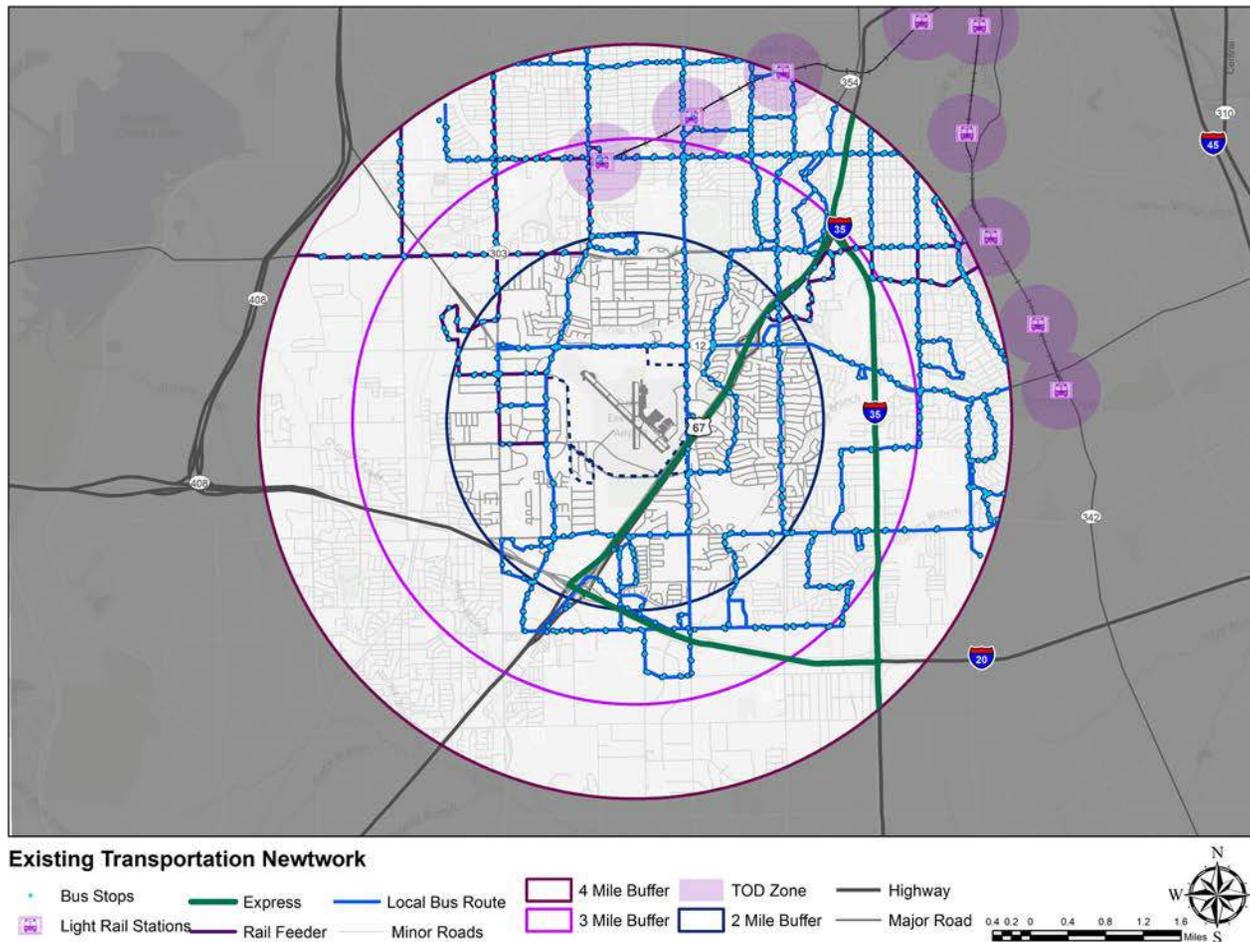


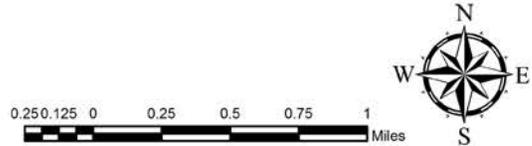
Figure 4-29: Transportation within 4 Mile Buffer



Existing Transportation Network

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

Figure 4-30: Transportation system and Nodes



c. Airport Boundaries

I. Existing Land Use

Within the airport boundaries, land uses can be organized into three main categories: aviation, non-aviation, and mixed use aviation/non-aviation. The aviation land accounts for a total of approximately 495 acres. There are 81 buildings contained within the airport boundaries. The building footprints range from 54 sf to approximately 5100 sf, with an average square footage of 9739 sf. As depicted in Map 5-28, the aviation land notably encompasses several buildings including hangars, maintenance and services facilities, terminal building and conference center, a restaurant, and aircraft storage facilities. The non-aviation land accounts for about 498 acres and also contains few buildings, notably along the eastern and southwestern boundaries of the site. Finally, the mixed use aviation/non-aviation land accounts for a smaller portion of around 39 acres.

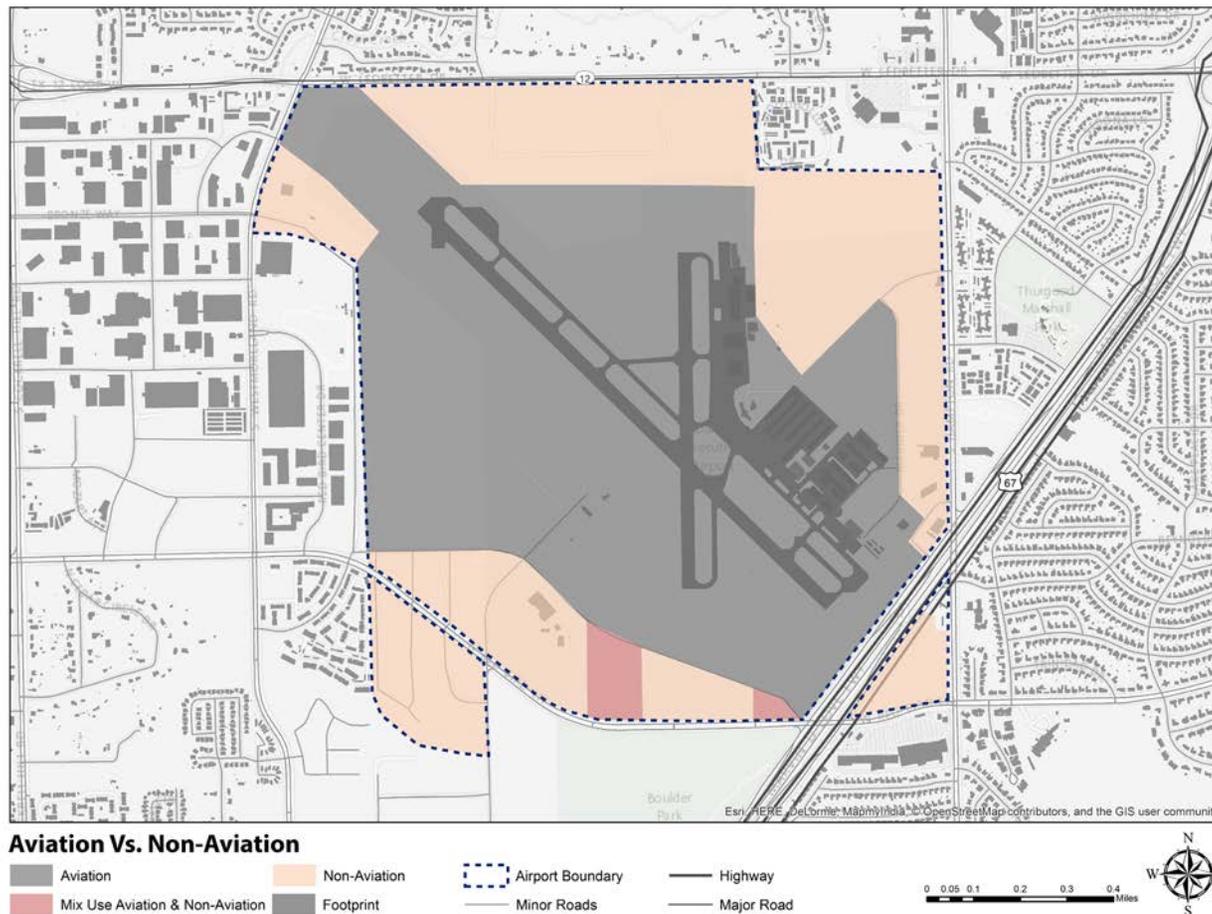


Figure 4-31: Airport Land Use

Existing Building Facilities

- Avionics 1st
- Hurn's and Dallas Executive Aircraft Maintenance
- Jet Center
- AeroMech, Inc
- Airport Maintenance Facility
- Ambassador Jet Center FBO
- Airport Terminal Building & Conference Center
- Avionics 1st
- CAF
- Car Wash
- Control Tower
- Covered Automobile Parking
- Fire Station # 49
- Gas Station
- Hangar Office
- North American AeroTech Academy
- Supply and Storage
- One west Corporate building
- Polic Department - Helicopters
- Sanitation Transfer Station
- Terminal & Conference Center, Restaurant
- Texas National Guard Armony
- United States Post Office
- Walls Fargo Corporate Building
- H7W Products
- Others
- Footprint
- Airport Boundary
- Highway
- Major Road
- Network

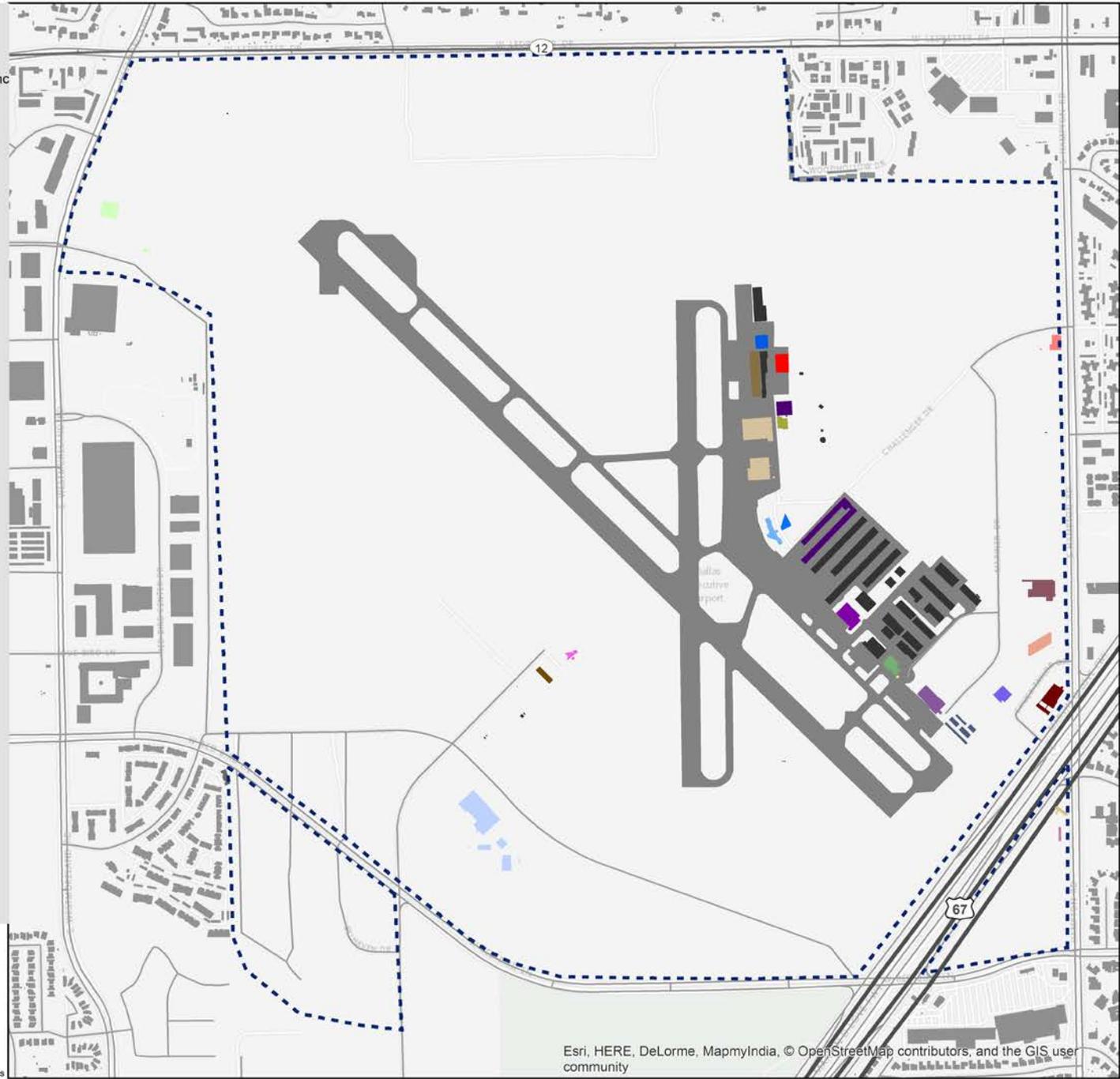


Figure 4-32: Airport Facilities

II. Landscape Inventory

To inform decisions regarding future development, it is critical to examine the physical landscape of the site and assess green assets. This is notably of great utility when addressing preservation concerns and highlighting open spaces. Assessing the relative woodland density is a preliminary yet essential step toward directing future development and preservation strategies. We have conducted a visual survey to estimate and measure the relative woodland density of zones surrounding the airport. The map reveals the different intensity levels of vegetation and plant material on the site. We have categorized this intensity into three levels: high density woodland, including relatively more trees and shrubs, medium density woodland, and low density woodland, consisting mainly of prairie.

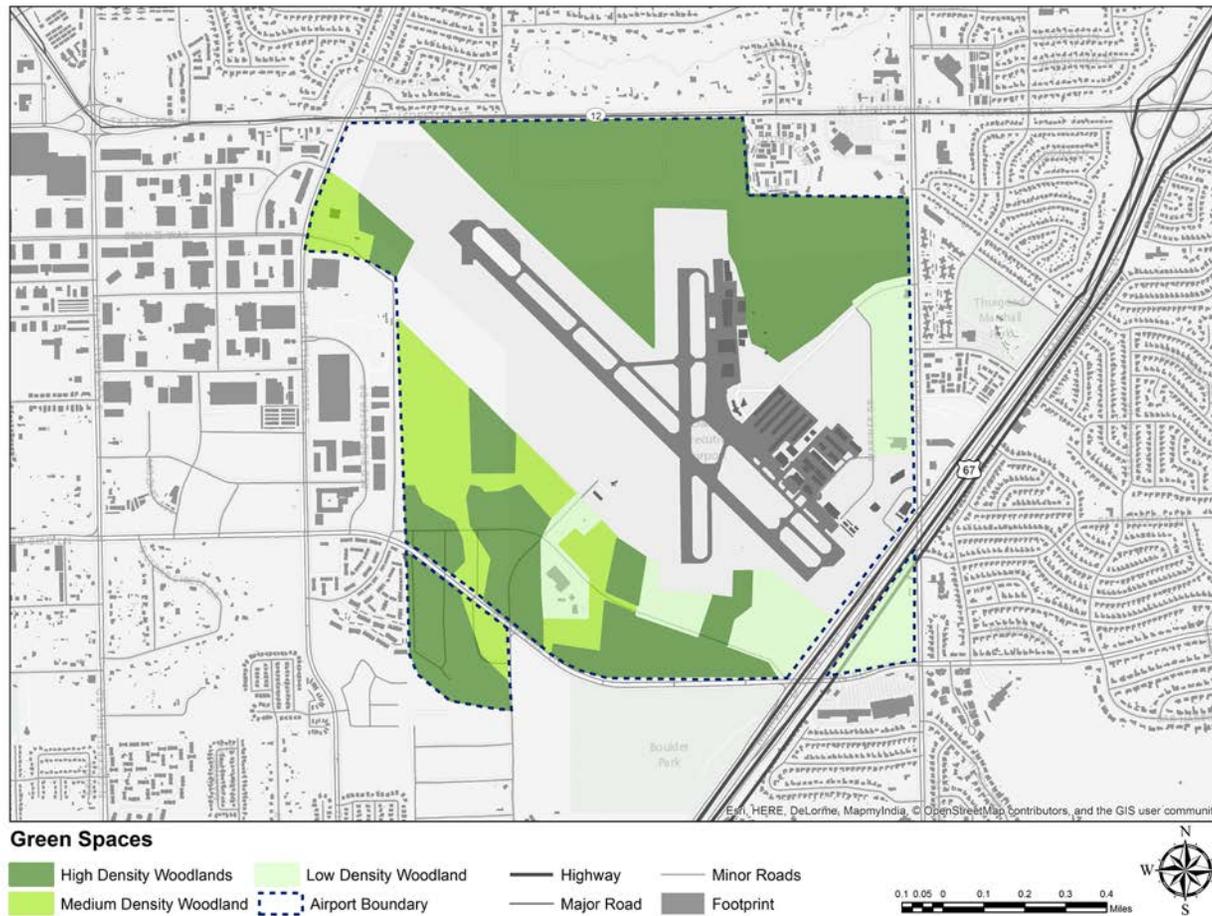


Figure 4-33: Green Areas

III. Circulation and Accessibility

In order to assess and map circulation patterns, it is critical to identify pathways and suitable entrances. We conducted a visual survey of existing pathways and classified them into three types: major roads, minor roads, and minor arterials. Minor arterials are the only pathways that exist within the airport boundary. This first step enabled the identification and categorization of existing and potential entrances. Entrances can be of three types. First, the site counts three main entrances with two along the southwest periphery of the airport and one along the northeast. Manual vehicle gates (brown) are scattered all along minor arterials with a few pedestrian gates (green), two at the north and one on the west side of the airport. Finally, automatic vehicles gates (blue) are located to the southwest and east sides of the airport. These entrances are essential components to enable accessibility to and from the site. The identified arterials and entrances can be strategically utilized to facilitate in-site circulation.

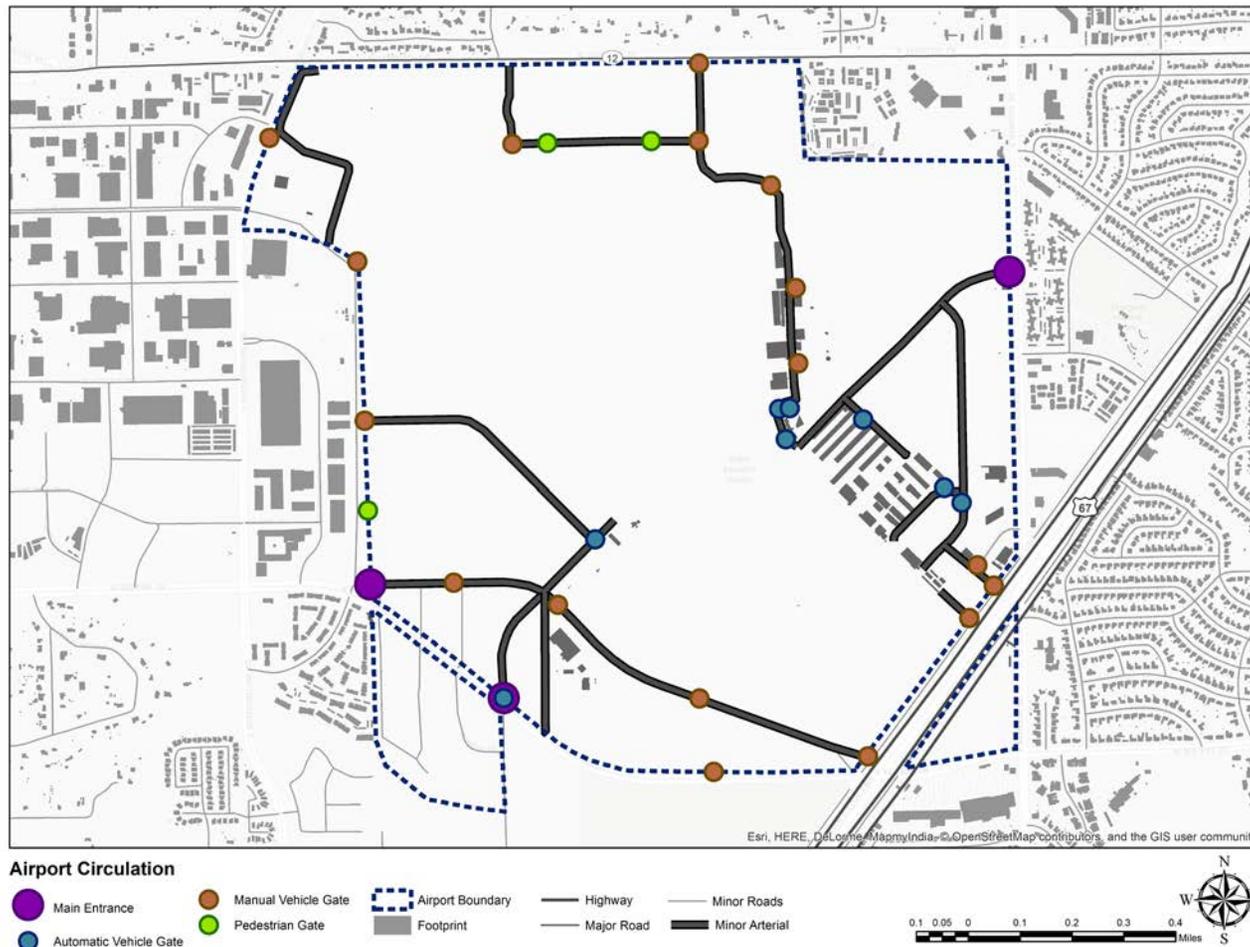


Figure 4-34: DEA Circulation

IV. Noise Inventory

An important concern voiced by the surrounding communities was the noise nuisance. That is why, for development and design recommendations to address this legitimate concern, it is necessary to first identify noise zones and their relative level of intensity. The noise contour follows the Land Use Plan analysis. As one would intuitively suggest, the noise level decreases as we move away from the runways. Specifically, in the immediate vicinity of the runway, the noise level exceeds 75 DNL (dark red). As we move away from the runways, the noise level decreases to a 70-75 DNL (medium pink), and subsequently a 65-70 DNL range (light pink).



Figure 4-35: Noise Contours, 2015 Master Plan

V. Environmental Features Analysis

The distance between contour lines translates into slope. Within the airport boundaries, different levels of slope can be found. The northern area and portions of the southern area appear to have a slope of approximately 11 – 21% which is considered the highest slope within this area. However, the greater southern area has a slope of approximately 5 – 10%. Both are represented with the orange gradient in the map. Overall, the lowest slope (0-5%) designated by the brown gradient primarily occupies the airport facilities and runways. Not only is it pertinent to examine the relative levels of slope, but also the levels of elevation. The map reveals that the highest point is at 680 ft and is in the center and western areas of the site. The lowest point is at 570 ft in the northern and southern areas of the site. Because rivers exist in the lowest elevations, there is a potential risk of flooding in those areas. The insight gained from these analyses will be considered for design recommendations. For detailed maps, refer to Appendix D.

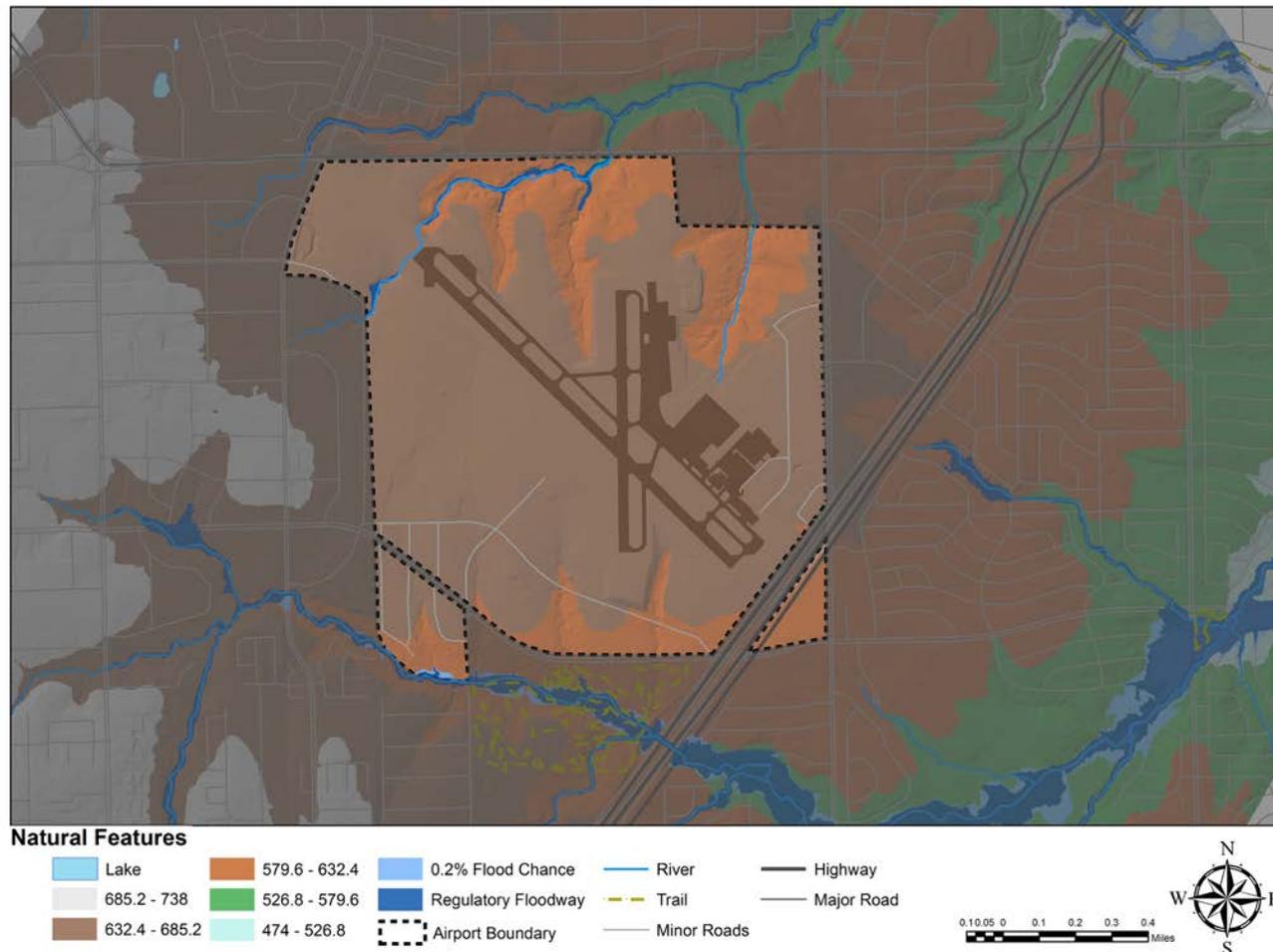


Figure 4-36: Natural Features



Dallas
Executive
Airport



CITY OF DALLAS

BEST PRACTICES **DALLAS EXECUTIVE AIRPORT**



CHAPTER

5

5

BEST PRACTICES

BEST PRACTICES



5. Best Practices

In an effort to enhance the standing of the Dallas Executive Airport and its surrounding communities, our team has examined other local, national, and international airports to identify 'best' practices. Namely, we examined four airports with non-aviation land: two in Texas, one in California, and one in the UK. The following sections highlight a series of practices which could potentially be emulated and adopted by the Dallas Executive Airport.

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

The Airport also benefits from the ‘Addison Circle Park’ which is relatively close to the airport. Bounded by Addison Road, Addison Circle Drive, Quorum Drive, and Festival Way, this 10 acre open space serves as the special event site for Addison’s Taste Addison, Kaboom Town, Oktoberfest, and many other events throughout the year. The park features a pavilion, restrooms, public display fountains, water features, two stages, an impressive pergola, benches, and off-street parking. The park is adjacent to the popular urban area known as Addison Circle.

The park is an important asset to the Addison Airport and offers the following amenities:

- Over 372,000 square feet of outdoor and indoor space.
- Water and electrical hookups throughout the site.
- Three distinct performance venues.
- Covered pergola for exhibits.
- Parking for 2,100 cars.
- Ticket booths and public restrooms.
- Covered pavilion with seating for 200 guests.
- Concession kitchen.
- Water garden and interactive fountains.

The Addison Airport also counts several hotels nearby: Spring hill Suites by Marriott Dallas -Addison/Quorum Drive, Comfort Suites North Galleria, and Hampton Inn Dallas-Addison. The Addison Airport averages 264 flights a day and counts various types of businesses and city offices: Addison Fire Department, Addison Municipal Court, Million Air Dallas (provides luxury flight services as well as FBO, aircraft sales, maintenance), Atlantic Aviation Dallas, Monarch Air (a family owned company providing the solutions for personal and business travel), US Sports Aircraft, DFW instrument corporations (instrument/equipment repairs and aircraft maintenance requirements for the General Aviation), Corporate Operators, and Government/Military Agencies.

- Cavanaugh Flight Museum: The Cavanaugh Flight Museum is a non-profit 501(c) (3) educational organization devoted to promoting aviation studies and to perpetuating America’s aviation heritage; the museum fulfills its mission by restoring, operating, maintaining, and displaying historically significant, vintage aircraft, and by collecting materials related to the history of aviation. It offers rides over north Dallas, in several of their distinctive warbird aircraft.
- ATP Flight School: ATP provides professional, accelerated flight training. They prepare students for airline pilot careers with an emphasis on nationwide flying experience in multi-engine aircraft.
- Flight Safety International: FSI focuses on helping to operate aircraft at the highest level of safety. Commercial, government, and military organizations take advantage of their advanced flight simulators, visual systems, and displays.
- PlaneSet LLC: PlaneSet has been selected for the 2015 Best of Addison Award in the Aircraft Flight Training Schools category by the Addison Award Program.
- American Flyers Clubs: AFC provides aviation education.
- The Addison Airport holds an important air show in partnership with the City. The Addison Airport air show is one of the highlights of Kaboom Town, which is rated as one of the best firework shows in the country. The amazing flying spectacle can be enjoyed from anywhere in Addison. The show opens with Jack Pyland and the Red River Skydivers, who skydive in formation with an enormous American Flag.

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

The Sugar Land Airport has a 20,000 square foot corporate aviation terminal with a Texas gift shop, a state of the art air traffic control tower and radar system, and a reinforced concrete runway measuring 100 feet wide by 8,000 feet in length with 20 foot wide concrete shoulders, accommodating some of the largest business jets. The airport provides attractive services and amenities including full service FBO, a crew suite, an executive lounge, conference rooms, coffee & retail shops, aircraft repair, avionics sales, flight training, and car rental facilities.

The airport accommodates various businesses for more than 100 Fortune 500 companies annually:

- GlobalSelect: the FBO at the Sugar Land Regional Airport has been a consistently top ranked FBO in the country.
- Airtegrity Aviation: an avionics upgrade and inspection company for aircraft with comprehensive avionics diagnostics and repair. They complete new panels from design concept to finished product with their in-house capabilities.
- Klean Kraft LLC: offers premiere aircraft cleaning services in Houston.
- Team Skyfuel LLC: offers aircraft cleaning, washing, and detailing.

In addition to providing various business services, the Sugar Land Regional Airport also offers educational services:

- Citizen Airport Academy: provides a comprehensive overview of aviation operations and the facility's important role in the regional economy.
- Anson Aviation flight school: offer aircraft training and simulators.

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 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

Napa Valley has flourished into an extremely favorable tourist destination. Events and attractions contribute to this including Napa Valley Wine Auction and other great events at the adjacent Infineon Raceway. Currently, there are several corporate jets based at Napa County Airport and there is a long waiting list for hangar space. The Napa County Airport originally was an air defense outpost. From its origins, it has become an irreversible resource for general aviation, and an economic engine for its hosting community. The airport is an important vehicle for economic development for its community, generating \$2.3 million annually in property taxes, with approximately 83% of tax dollars being collected to devote to Napa Valley schools.

The Napa County Airport counts various businesses providing key services:

- Napa Jet Center: offers full service FBO, flight training, and scenic tours for both visitors and locals.
- Aircraft Rental: the Jet Center's Cessna rental fleet is available to fly.
- Pilot & Gift Shop
- The Runway by Patrick: restaurant located at the Napa County Airport serving customers with exciting views of the airport. The restaurant caters to banquets, events, and parties of up to 600 people. It can also cater off-site events.
- The California Highway Patrol Golden Gate Division Air: an air operations unit providing law enforcement support, search and rescue, and emergency medical services in the nine Bay Area counties.

A direction taken by the Jet Center seeks to make a positive impact in their community. To establish itself as a community asset, the Napa Jet Center continuously invests in and supports various organizations and local citizens and across various sectors:

Youth

- Boys and Girls Club of Napa
- Napa Valley Child Advocacy
- Pros and Cons for Kids

Family

- Cope Family Center
- Aldea Children and Family Services
- Family Service of Napa Valley
- Parents CAN
- Vine Village

Community

- Land Trust of Napa County
- Napa Valley Community Housing
- Kiwanis Club of Napa
- Police Activity League
- Napa Sunrise Rotary Club

• Search and Rescue

- Napa Valley Grape Growers
- Napa Valley Support Services
- Humane Society of Napa County
- California Parks Foundation
- Wildlife Rescue Center of Napa County
- Napa Chamber of Commerce
- Napa Valley College Foundation
- Community Resources for Children

Health

- Queen of the Valley Hospital Foundation
- American Cancer Society
- Napa American Cancer Society
- Napa Valley Hospice
- Have a Heart Fundraiser
- Children's Health Initiative Aviation

• Jimmy Doolittle Air and Space Museum

- Flight Options Foundation
- Collings Foundation
- Flight Safety Foundation
- Napa Pilots Association
- Air Charter Safety Foundation
- National Air Transportation Association
- National Business Aviation Association

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 5-9: Airport Activities
Source: Sywell Aerodrome, 2016

Fostering and facilitating community support and engagement is an important task that affects the performance of an airport. Sywell Aerodrome benefits from a great support network from its community. In addition to the Sywell Aviation nonprofit museum, another key community entity exists as The Friends of Sywell Aerodrome (FOSA). FOSA has been established to promote and preserve this historic site and to make the flying community and its events accessible to a wider and more diverse audience.

FOSA's main objectives are:

- To preserve General Aviation at Sywell.
- To preserve and promote the history of Sywell.
- To promote aviation to the general public.
- To help make aviation more accessible to the general public.
- To encourage more people to 'Fly for Fun'.
- To keep local residents informed.
- To promote good relations and involve the local community wherever possible.
- To actively represent the general aviation community.

e. Best Practices Conclusion

A valuable insight gained from examining the four airports is that an airport is expected to best perform in relation/connection to its surrounding rather than in isolation. It is critical to leverage existing amenities such as parks, and to provide complementary destinations such as hotels and retail options. Relying on these assets can provide the necessary support for an airport to create and host a series of events for the public. Thus, airport management can also consider enhancing the connection to such assets as well as enhancing the assets themselves.

Examining the airports above sheds light on creative practices that could be emulated by the Dallas Executive Airport. A critical and common determinant among the practices reviewed is the strategic relationship between the airport and its community. It is important for the airport to position itself as a supportive agent to the community's development, activities, and well-being. To that effect, the airport should offer the necessary amenities to attract and accommodate the community. This strategy should inform future development and architectural investments. While the airport can act as a great asset to the community, the community in return should be given the opportunity to invest in the airport. This can take place through the establishment of a community-led organization within the airport or again by engaging the community in the decision-making process.

6

LAND USE PLAN

LAND USE PLAN



6. Land Use Plan

a. Proposed Green Space Network

The following map displays the proposed green space network within a 2-mile radius of the airport. The aim is to strategically enhance existing green assets and connect the airport to the larger open space and park system. We proposed two strategies to be considered: first, to create additional green spaces/parks (one northwest of Boulder Park and another on the northeast boundary of the airport, facilitated by existing green spaces to serve as linkages), and second, to connect the existing green spaces within the study area as depicted by the purple arrows to the airport open space and green space. Such connections could be created by upgrading existing routes, creating new routes, and/or trails. Not only can this enhance connectivity, but it can also contribute to a healthy, sustainable environment for the public that encourages the interaction between the airport and the surrounding neighborhoods.



Figure 6-1: Proposed Green Space Network

b. Proposed Land Use Categories

Based on the community meeting results and the situation analysis prepared by the planning team, the final land use plan highly focuses on the economic development factor and the open space. The design proposal was prepared to activate the space within the Dallas Executive Airport to integrate and engage DEA with the surrounding community through creating public and private event spaces and uses.

The proposed Land Use Plan consists of several uses in different sections of the airport. The main focus was to promote outdoor activities and provide amenities to the existing active trail system. The plan proposes the preservation of the dense woodland to the north and designates it as a conservation area. However, a small portion of the land is suggested to be a Nature Center/Community Center that includes a nature trail along West Ledbetter Drive. The trail is part of the overall trail system that connects all sidewalks surrounding the airport from every direction. In addition, the inner trail connects the conservation area with the proposed Botanical Garden/Community Garden that leads to the open space area. Since this plan aims to create additional event venues and open areas, the northeast side of the airport is proposed to have a recreational area for special community events such as weddings and gatherings, park retail and bike rental, and a central plaza pavilion and viewing deck.

A large parcel on the east is dedicated to mixed-use retail and leasable office space to provide an opportunity for additional businesses and neighboring residences. In addition, the mixed-use plan includes a hotel and restaurants to provide diversified economic opportunities. More commercial entertainment related activities are proposed to be within the south and southwest areas of the airport. A movie theater, an event venue, and an art gallery can alternatively be located in any of the dedicated commercial areas to the south. Some aviation related services can be allocated to the southeast corner of the airport. As educational uses constituted a major part of the community interest, in addition to leasable office space, an educational center and job training facility is proposed within one of the commercial areas to the south. Finally, based on the fact that medical health is one of the greatest sectors in the study area, a health care hub that includes a gym and medical center is proposed to be in the southwest corner of the airport.

The schematic master plans in Figure 6-2 to Figure 6-7 show the northeast and south areas of the Dallas Executive Airport site. The schematic plans show a proposed conceptual building, roadway, and walkway layout for future development.

Please note that this is a conceptual plan; exact building dimensions and parking provisions will be dependent on development goals and community and market requirements at the time of construction, and this level of information is beyond the scope of this plan.



DALLAS EXECUTIVE AIRPORT LAND USE PLAN

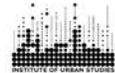
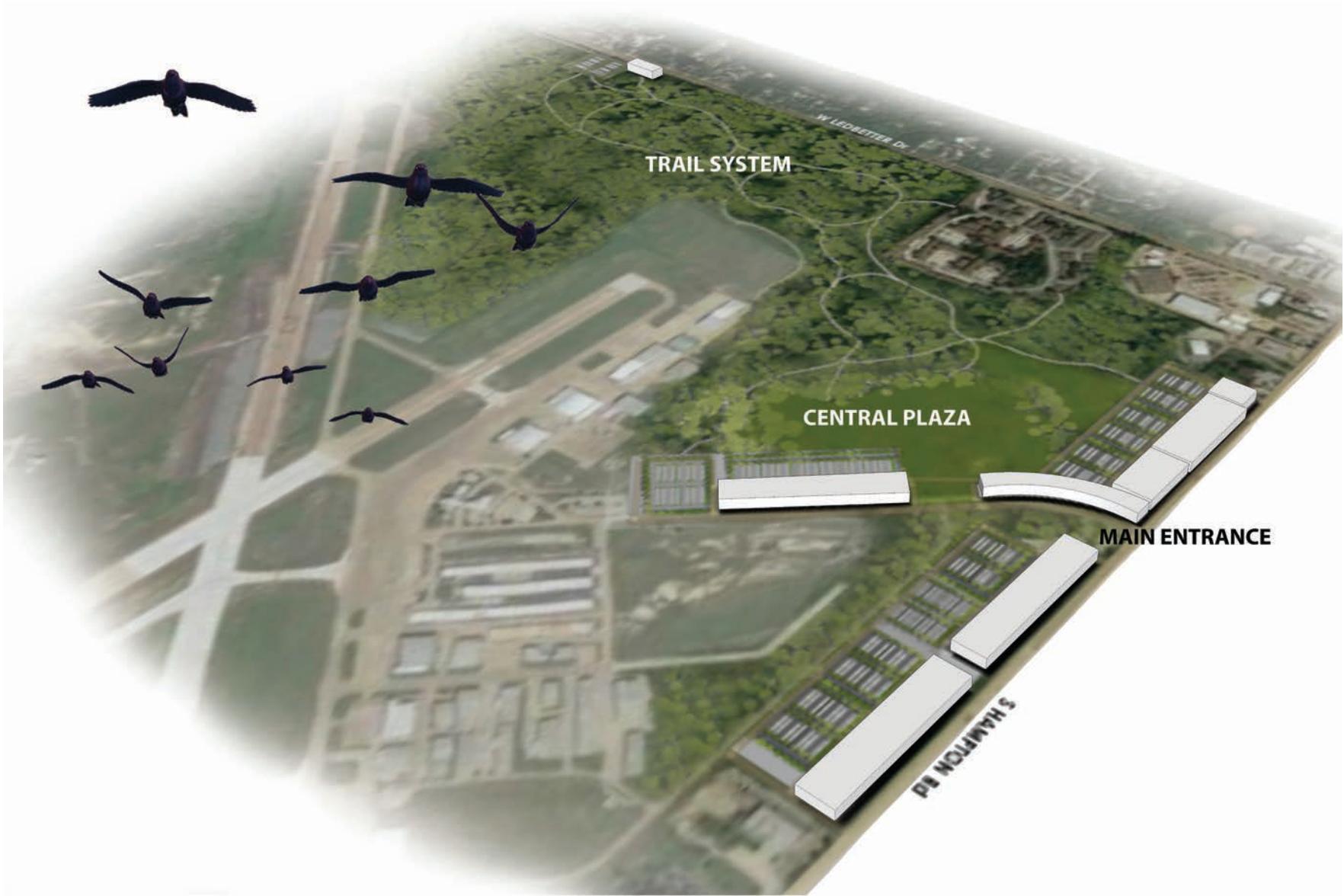


Figure 6-2: DEA Land Use Plan



DALLAS EXECUTIVE AIRPORT NORTH SECTION BIRDS-EYE VIEW

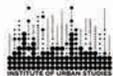


Figure 6-3: North Section Birds-Eye View



DALLAS EXECUTIVE AIRPORT NORTH SECTION SCHEMATIC CONCEPT PLAN

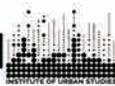


Figure 6-4: North Section Concept Plan



DALLAS EXECUTIVE AIRPORT SOUTH SECTION BIRDS-EYE VIEW

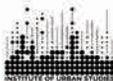


Figure 6-5: South Section Birds-Eye View



DALLAS EXECUTIVE AIRPORT SOUTH SECTION SCHEMATIC CONCEPT PLAN

Figure 6-6: South Section Concept Plan

c. Proposed Interior and Entry Circulation

The vision revolves around creating a strong pedestrian circulation network to connect all existing sidewalks and trails to the proposed activities within the Dallas Executive Airport. The proposal adds new access points to the airport for pedestrians, bikers, and vehicular traffic. The existing conditions are not ideal for a walkable neighborhood, so there is a need to provide an enhanced pedestrian and bike friendly network to improve these conditions and to provide a safe and healthy environment for the neighborhood. Also, the proposed pedestrian network establishes a strong connection between the newly proposed developments within the Dallas Executive Airport area, thereby welcoming economic development.

Pedestrian circulation within the airport should be possible between the northern, northeastern, and eastern activities. The same applies to the activities located within the southern area of the airport. However, for the pedestrian walkability between these areas, pedestrian connectivity will be available through the exterior sidewalk of the main roads bordering the airport. Shared bike lanes and/sidewalks can be used to provide a continuous bike trail experience in addition to the interior bike lanes. Open space including playgrounds, parks, and community gathering spaces are linked with pedestrian trails and sidewalks through an overall pedestrian circulation network for enhanced connectivity. In addition, transportation nodes are identified to facilitate this concept.

As for vehicular connectivity, the plan will follow the airport existing circulation system and recommends enhancement of the road quality to provide a safe and accessible driving experience. Parking is provided for all proposed uses and will be calculated based on the nature of the proposed development. In addition, main entrances and secondary entrances are identified to facilitate accessibility to the airport and enhance connectivity to desired activity zones.

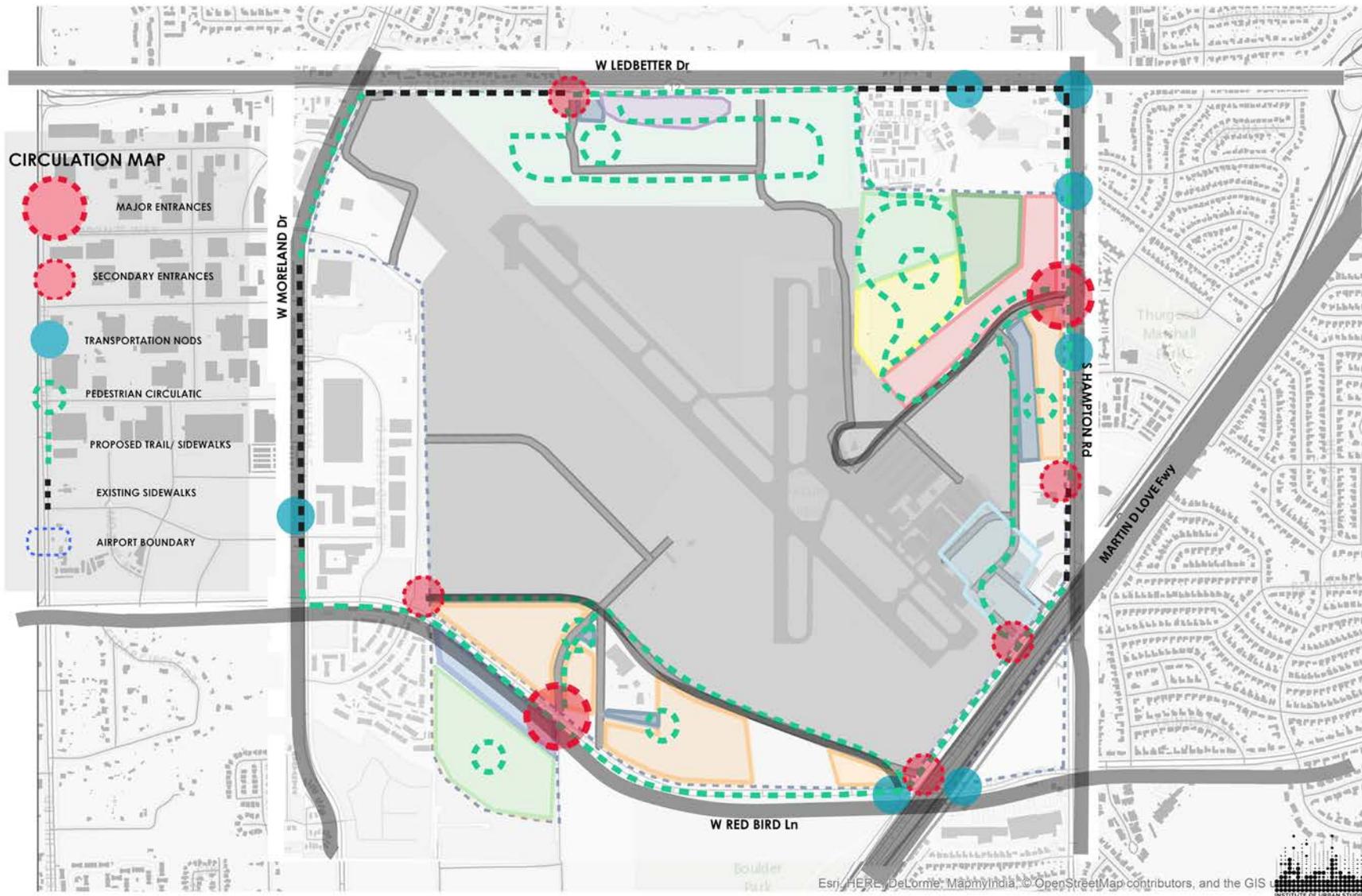


Figure 6-7: Airport Circulation



Dallas
Executive
Airport



CITY OF DALLAS

DESIGN GUIDELINES **DALLAS EXECUTIVE AIRPORT**

CHAPTER



7

DESIGN GUIDELINES

DESIGN GUIDELINES

A photograph of a public park at dusk. In the foreground, a grassy slope with concrete retaining walls is populated by people sitting on the grass. In the middle ground, a paved path winds through the park, with people walking and talking. The background shows a modern building with large windows and trees illuminated by streetlights. The overall atmosphere is relaxed and social.

7. Design Guidelines

This chapter provides design standards and regulations for future developments in the study area. These guidelines seek to ensure the objective level of design quality with respect to flexibility, creativity, and providing alternative design solutions. It is important to note that design standards and regulations provided in this chapter are considered as pertinent approaches that employed the core goals and values of Dallas Executive Airport (DEA), but are not mandatory. However, all new construction, building renovations, and other types of development are subject to meet all required standards in the most current Code of Ordinance by the City of Dallas.

Design guidelines in this chapter are divided to three sections:

- Urban design standards and regulations.
- Architectural standards and regulations.
- Landscape standards and regulations.

Each section provides guiding principles to achieve the primary goal of the design approach, followed by figures, graphics, and visual illustrations as examples of preferred design approaches.

a. Street Design

Design standards and guidelines in this section aim to create a unique and consistent identity for Dallas Executive Airport and shall apply to all streets and pedestrian corridors inside the study area and the surrounding streets. Streetscape concepts are intended to respond to different users and a diversity of uses and are flexible to accommodate existing conditions.

1. Guiding Principles

- Upgrade the existing streets and streetscapes to accommodate automobile, bike and pedestrian traffic.
- Provide views and access to residents and travelers.
- Improve automobile and pedestrian circulation, as well as pedestrian sidewalks inside the airport and on surrounding streets.
- Create a pedestrian and bike friendly environment that enhances walkability.

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

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: Visit 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

b. Vehicle Access, Circulation, and Service Areas

Standards and guidelines in this section aim to improve accessibility and circulation, and to minimize the unpleasant impacts of DEA service vehicles on the surrounding neighborhood.

I. Guiding Principles:

- Improve accessibility and circulation inside and outside DEA.
- Reduce pedestrian, bike, and car conflicts.
- Reduce unpleasant visual and noise effects of service zones and service vehicles.
- Provide efficient, clean, and safe service areas.

II. Design Approaches

- Streets shall have proper lighting, signage, and circulation guidance.
- Vehicles shall have proper access to parking areas within the site.
- Vehicles shall have proper access to the surrounding streets.
- Site entrances shall be visible and easily navigable.
- Pedestrian, bike, and car lanes shall provide a clear view to the surroundings with implementation of proper visibility triangles.
- Loading spaces and service zones shall be separate from main building entrances.
- Service zones shall be clean, easily accessible, have proper lighting, and be separated by paving materials.

c. Pedestrian Access and Circulation

This section aims to create a friendly and attractive environment for pedestrians and bikers, and to improve access and circulation in the study area.

I. Guiding Principles:

- Provide direct and easy access to DEA for pedestrians and bikers.
- Provide secure and convenient circulation between different uses, parking areas, public spaces, and plazas within the airport.
- Define bike and pedestrian pathways with distinguishable colors, paving materials, and surface leveling in order to minimize conflicts between cars, bikes, and pedestrians.
- Encourage bike and pedestrian connections to other hike and bike trails in the vicinity.



Figure 7-9: Cars and Pedestrians
Source: Architectus, 2008

II. Design Approaches

- A continuous network of pedestrian sidewalks and bike paths shall be provided for direct and easy access inside and outside of the airport and between different uses within the airport.
- Designed pedestrian and bike networks shall be connected to sidewalks and pedestrian walkways in surrounding neighborhoods.
- All parking areas and all active uses shall have pedestrian access and shall be connected to sidewalks and pedestrian network.
- All site amenities, open spaces, and plazas shall be connected through a pedestrian and bike network.
- All new development shall have pedestrian connections with pedestrian networks inside and outside of the airport.
- Properly scaled pedestrian lighting, signage, and way finding shall be provided along all pedestrian and bike networks.
- All street crossings and intersections shall be designed to accommodate pedestrians and bikers and be located at a safe distance from curb cuts.
- All sidewalks near primary uses, public spaces, and plazas shall provide at least a 5 feet clear walking area and shall have distinctive paving material.
- All sidewalks with different widths shall connect with a smooth transition.
- In parking areas and internal streets, walkways shall be visibly marked using color and texture.

d. Parking Areas

Design standards and regulations in this section aim to create a safe, accessible, and convenient parking area for DEA visitors. These guidelines address all surface parking and on street parking areas.

I. Guiding Principles:

- Provide easy access and secure parking area for visitors.
- Provide required number of parking spaces that accommodate visitors for uses and events inside the airport.
- Improve the vehicle accessibility to different uses within the airport for pedestrians and vehicles.
- Create a safe, walkable environment for pedestrians, exiting or entering cars, and parking areas.
- Enhance pedestrian circulation inside parking areas.
- Improve the appearance of surface parking areas and the visual effect of them on contiguous uses and pedestrians.

II. Design Approaches

• General

- Surface parking areas shall be covered with proper, high quality paving materials.
- Large parking areas shall be divided into smaller sections with landscaping or with required pedestrian connections.
- Parking stalls shall be clearly separated with required striping.
- Surface parking areas shall have proper non-glare lighting and shall use full cut-off outdoor lighting.
- Lighting fixtures shall clearly show pedestrian walkways.
- Lighting fixtures in parking areas shall match other lighting sources within the airport such as lighting in walkways, opens spaces, and plazas to ensure consistency.
- Required storm water management facilities and drainage shall be provided in surface parking areas.
- Clear signage shall be provided for coordination and accessibility.
- Parking areas can also be a space for community (outdoor) events, farmers market and etc.
- Required storm water management facilities and drainage shall be provided in surface parking areas.
- Clear signage shall be provided for coordination and accessibility.
- Parking areas can also be a space for community (outdoor) events, farmers market and etc.

• Parking Area Landscape and Screening

- Proper landscaping, trees and other plant material shall be provided in parking areas to improve the visual appearance of the parking areas and to minimize the glare of vehicle headlights on bikers, pedestrians, and adjacent uses.
- A landscaping buffer shall be provided between parking area and walkways, streets, and sidewalks.



Figure 7-10: Surface Parking Areas
Source: Rousseau



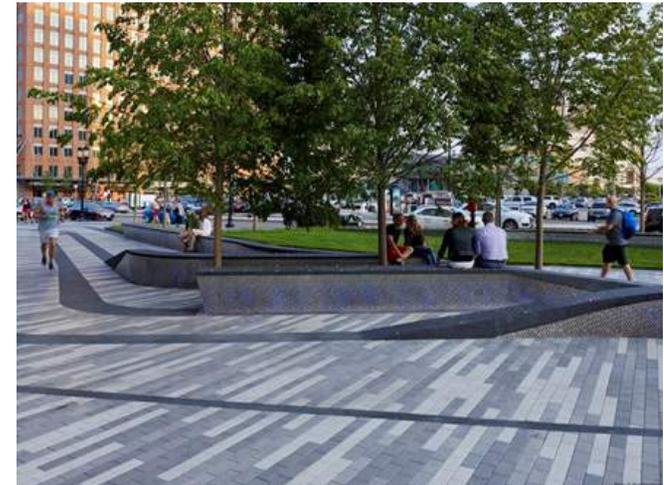
Figure 7-11: Surface Parking Areas
Source: Dave Falor, 2016

e. Open Spaces, Plazas and Landscaping

Open space and landscape design standards aim to enhance the public realm and to create a vital, pedestrian friendly environment for residents and visitors. These guidelines address all public realm amenities such as open spaces, plazas, streets, parking areas and etc.

I. Guiding Principles

- Brand Dallas Executive Airport and create a major urban identity.
- Create a distinct community center, open spaces and plazas for events, gatherings, community interaction, and relaxation.
- Encourage interaction and socialization.
- Ensure easy accessibility for residents, visitors, pedestrians, and bikers.
- Provide a clean and secure environment by providing supporting amenities such as benches, shade elements, trash cans, lighting, etc.
- Provide creative site design elements that exemplify Dallas Executive Airport.



*Figure 7-12: Open space plaza
Source: Mikyoung Kim Design, 2014*

II. Design Approaches

- Open spaces and plazas shall be designed to provide a unique identity that reflects the character of Dallas Executive Airport.
- Public spaces and plazas shall be designed to generate a convenient, safe sense of place.
- Open spaces and plazas shall be welcoming and accessible for pedestrians, bikers, and people with disabilities.
- All open spaces shall comply with ADA accessibility standards.
- Proper, non-glaze lighting shall be considered in design of such spaces to provide adequate lighting for security and convenience.
- All open spaces and plazas shall be landscaped with native trees and plant material.
- Evergreen trees/shrubs are encouraged to create year-round visual attractiveness.
- Proper street furnishings such as benches, pedestrian-scaled lighting, shade structures, bike racks, etc. shall be provided as site amenities for users.
- Separate trash and recycle receptacles shall be provided within open spaces and plazas.
- Open spaces may be decorated for events with ornamental lights, seasonal decorations, etc.
- Permanent shading using shade trees or canopies are encouraged to provide protection from the sun.
- Buildings facing open spaces shall be occupied by active uses.
- Irrigation systems shall be provided for these areas.

- Design of plazas, public open spaces, and extended sidewalks shall be easily accessible for maintenance and emergency vehicles.
- Paving materials in public spaces and plazas shall be extended to sidewalks for visual continuity and shall transform gradually to sidewalk paving materials.
- Open spaces shall accommodate community events, festivals, and gatherings.
- Proper way finding and orientation signage shall be provided in all public spaces, plazas, and their extended sidewalks.
- Proper storm water management and drainage facilities shall be provided in required areas all around public spaces and plazas.
- Temporary or permanent sanitary facilities shall be provided to support community events.



Figure 7-13: Public Space and Plaza
Source: Allston Brighton Community Blog, 2013



Figure 7-14: Open Space and Plaza for Community Events
Source: Landscape Online, 2016



Figure 7-15: Open Space and Landscaping
Source: Stoss, 2010

f. Building and Architecture

Design standards and regulations in this section covers pedestrian-oriented ground floor design, visually appealing building materials, and façade articulation.

I. Guiding Principles

- Create a destination for the community and visitors for retail and dining and enhance businesses and social interactions.
- To provide a consistent street edge that encourages urban character and human scale.
- Create a pedestrian-friendly environment which encourages visitors to walk between various destinations within the airport.
- Design buildings in response to DEA and the community goals in order to contribute more successfully to a cohesive streetscape and landscape.
- Exemplify a level of transparency for building activities to engage pedestrians and to create a secure and energized street environment.
- Use design elements for the ground level of buildings to create an active business center as well as an interesting and welcoming environment for pedestrians.
- Use high-quality, low-maintenance materials that contribute to the long term viability of neighborhoods.
- Encourage architecture that is unique, communicative, and represents the identity of the community.
- Encourage a variety of design concepts, building styles, and materials.

II. Design Approaches

• **Buildings General**

- Innovative and creative design of buildings is highly encouraged.
- Building basic features shall be used based on style and to provide architectural detail at all levels from the ground plane to roof.
- Buildings shall be designed to maximize the number of entrances into active uses at street level.
- Design concepts that necessitate user entry through internal malls or lobbies before entering retail shops shall be avoided.
- High quality, durable materials such as brick, stone, terra cotta, metal framing systems, metal panels, stainless steel, and glass shall be used.
- Generous ground floor to ceiling height shall be provided to accommodate retail uses and encourage visual prominence.
- Building facades shall be enhanced by distinct materials, colors, and expressive architectural features.
- Store frontages and building entrances shall provide overhangs or canopies and awnings constructed of fabric, metal, glass or a mix and shall follow the style of the building.
- Awnings and canopies shall be used to provide shade, protect pedestrians from the sun, and also reduce glare and reflections on store fronts.
- Awnings or canopies shall have a diverse design from one building to another, but also be compatible with the architecture style of the building and streetscape design.
- Required setbacks shall be provided for building entrances and retail display window projections.
- Additional setbacks shall be provided for buildings facing open spaces and plazas to create space for building entrances, outdoor dining, landscaping, and other items that enhance the pedestrian experience.

• **Building Façade**

- All building facades shall be designed to enhance attractiveness and pedestrian experience.
- Combinations of diverse materials and/or textures shall be used on all building facades to be attractive and expressive.
- Building façades shall align with one another at ground plane to define the street wall and create a continuous façade. This will generate sense of enclosure for pedestrians and a continuous building frontage that attracts and encourages pedestrians to walk along the street.
- If the façade wall is to be set back from the property line to create courtyards or arcades, other elements such as planters or changes in paving materials shall be used to define the street wall.

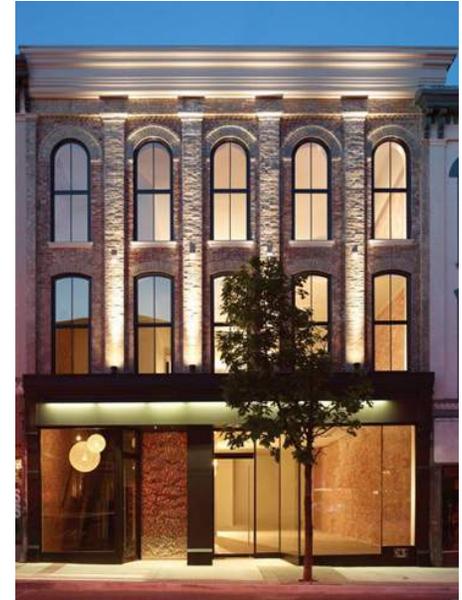


Figure 7-16: Building Façade
Source: CM Consulting, 2016

- **Ground Floor**

- The ground level of all buildings shall be for active uses and shall be designed to deliver visual attentiveness to pedestrians, using retail display windows and outdoor dining areas.
- Retail shops shall be at street level and shall have direct access to and from the sidewalk.
- Building materials used on the ground level shall be predominantly appropriate for pedestrian environment and shall be easy to maintain with resistance to vandalism, and shall not be sharp or rough.
- Good visibility into retail spaces shall be provided through glazing.
- If the building face at the sidewalk edge cannot be glazed, then the solid wall shall be decorated with attractive architectural finishing, landscaping, or decorative elements such as sculpture, paintings, or plant materials.
- All building façades facing public streets and pedestrian-only corridors shall include a minimum of 60% ground floor transparency.
- All building façades fronting public open spaces or plazas shall include a minimum of 50% ground floor transparency.
- All ground level windows facing public streets or public open spaces shall have a minimum height of 5 feet.
- Window glazing shall be clear and shall transmit at least 60% of visible daylight.



Figure 7-17: Active Uses in Ground Level
Source: Planner Dan, 2014



Figure 7-18: Solid Wall Decorated with Landscaping and Designed Sidewalk
Source: Landscape, 2016



Figure 7-19: Active Uses in Ground Level
Source: Graham Baba architects, 2009

- **Building Entrance**

- Main building entrances shall front onto a public street or a public open space.
- Building main entrances shall have adequate lighting for safe and easy access.
- Main building entrances shall have easy access for users with disabilities.
- Entrances shall be easily recognizable from a distance and shall be distinguishable from the surrounding façade.
- Vehicular drop-off areas shall be pedestrian friendly and shall not be allowed to interrupt sidewalks at building entrances.

g. Signage

Signage standards and guidelines aim to improve user experience inside the study area by addressing sign type, location, materials, and design.

I. Guiding Principles

- Create a consistent, recognizable, site-wide way finding and signage system that reflects DEA identity and adds to the character of the streetscape and buildings within the airport.
- Improve pedestrian and vehicular circulation inside and outside airport.
- Enhance the character of buildings and highlight the hierarchy of streets, walkways, and open spaces.

II. Design Approaches

- **On-Site Signage**
 - On-site signs shall complement the architectural design elements such as scale, materials, and detailing of adjacent buildings.
 - Signs shall use remarkable graphic and lighting design in the use of materials, color, typography, and iconographic form.
 - Signs may combine with designed landscaping and lighting.
 - Signage lighting shall not illuminate adjacent buildings.
 - Use of company logos, colors, and themes shall be combined into the architectural design and be consistent with the architectural style.
 - Way finding signage for parking areas shall be located at main entrances and intersections.
 - On-site signage shall be located at primary intersections and transportation nodes but shall not affect the operation of the street or intersection sight lines.
 - On-site signage shall be positioned in the amenity zones with respect to circulation requirements.
 - All on-site signage shall use durable, high quality materials.
 - All supports, lighting, and electrical supplies shall be designed to be seen with attractive finishes and shall be secure and tamperproof.



Figure 7-20: Main Entrance Sign Combined with Designed Landscape and Lighting



Figure 7-21: On-site Signage
Source: DTC Signs & Graphics, 2016



Figure 7-22: On-site Signage
Source: University of Houston, 2014



Figure 7-23: Way-Finding Signs
Source: SignsDirect, 2014

- **Building Signage**

- All building signage shall use high quality, durable materials such as steel, wood, bronze, and glass and shall be well-constructed.
- Building signage design shall be compatible with the building's architecture in terms of material, color, finish, and details.
- Signage materials, hardware and fabrication details, and textures shall be sustainable.
- Signage shall use creative graphics to achieve a distinctive identity.
- Creative use of lighting is highly encouraged.
- Small-scale projecting signs shall be used in active pedestrian areas.



Figure 7-24: Projecting Sign
Source: JFK, 2016



Figure 7-25 : Creative Sign and Light
Source: From up north, 2010



Figure 7-26: Creative Building Sign
Source: From up north, 2010



Figure 7-27: Creative Building Sign
Source: Galaxy Signage, 2014



Figure 7-28: Creative Building Sign
Source: Raju Painter, 2016

h. Noise

Design and guidelines in this section aim to improve resident and visitor experience inside the study area by addressing noise issues.

I. Guiding Principles

- Reduce airport noise pollution for surrounding communities.
- Enhance the quality of life in surrounding neighborhoods.

II. Design Approaches

- All land uses shall be less than 65 Day-Night Average Sound Level (DNL) or Community Noise Equivalent Level (CNEL) in order to be compatible with aircraft tasks. Some higher noise levels may be acceptable for specific cases depending on the circumstances.
- The three highly recommended CNEL values for the limit of tolerable residential noise levels are: 65 dB, 60 dB, or 55 dB. The selection of and recommendations for each are listed in the table below, describing typical noise levels in a range of community types.
- Designated engineering and vegetative solutions shall be provided to mitigate noise levels.
- Noise mitigation methods shall be one of the last options for new or existing developments. Comprehensive land use planning documents provide extensive material for these solutions.
- Outdoor noise levels shall be taken into account for analyzing land uses, particularly residential development and other sensitive location.
- Conservation of existing woodland to mitigate noise and maintain the buffer zone.

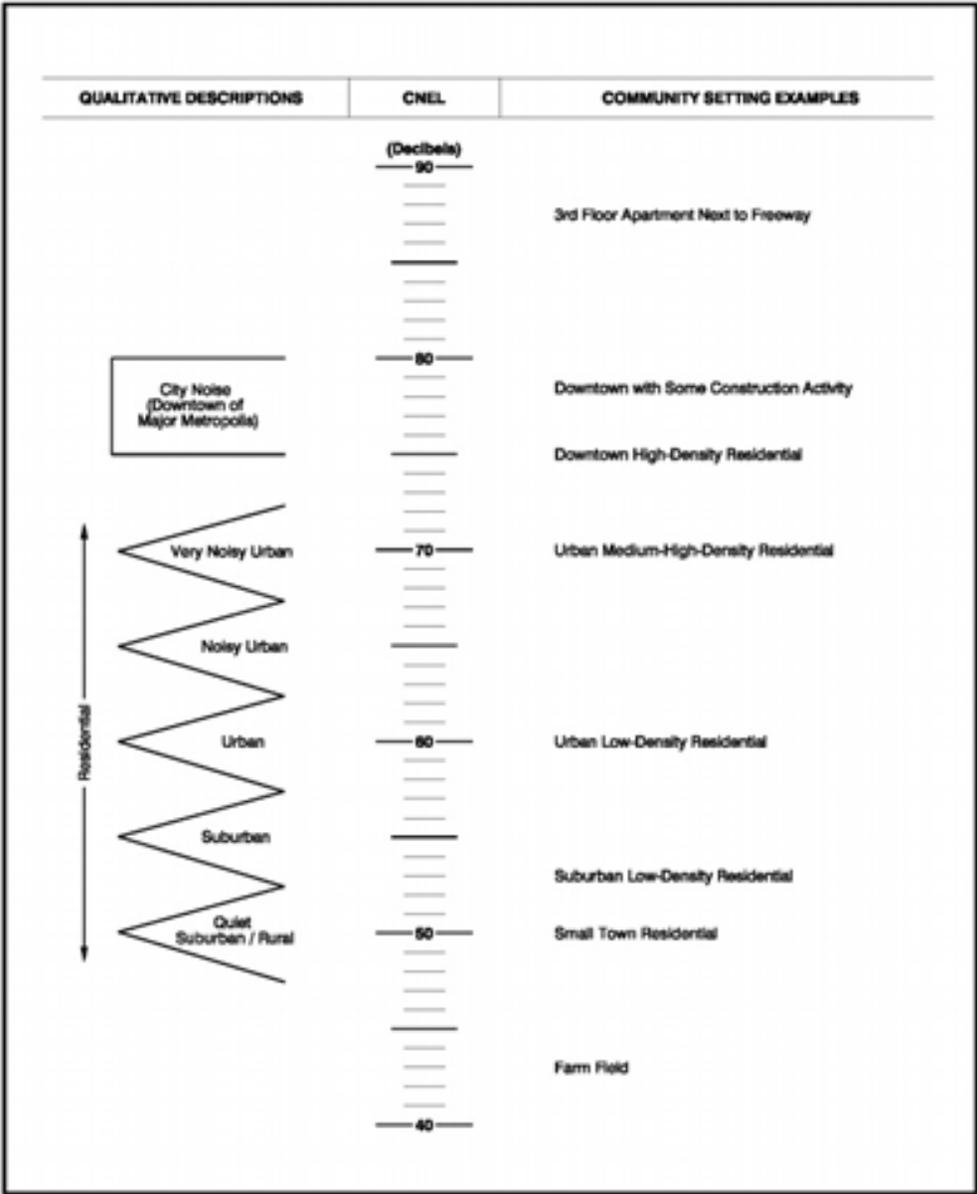


Figure 7-29: Noise Levels in a Range of Community Types
 Source: No Noise, 2016

T ANALYSIS



Dallas Executive Airport



CITY OF DALLAS

APPENDIX DALLAS EXECUTIVE AIRPORT

PERCEIVED THREATS

- Too industrial with mixed residential
 - Not enough land to develop
 - Bad history and poor management
 - Apartments and low income housing
 - No identified boundaries of Dallas Executive Airport
- Property value**
- Impact on taxes if more development occurred
- Environmental issues**
- Pollution impacts, negative health impact
- Services**
- Infrastructure
 - Public school system
 - Internet service within DEA
 - Walk on the edges of DEA and Rectors

POSITIVES



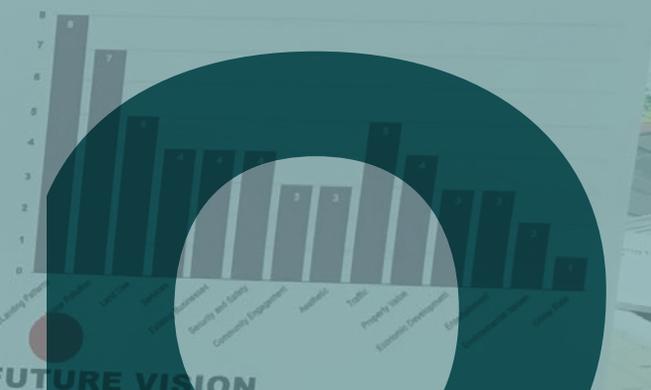
PERCEIVED WEAKNESSES

- Absence of nature center with art
 - Limited activities to attract younger families to the area including dog parks
 - Lack of educational programs
 - No cultural or social nodes
- Aesthetic and sense of place**
- Repetitive practice field to be out of view
 - Quality of structure and visual cohesiveness lacking
 - Signage for airport needs improvement (ex. Hampton and 67)
 - Landscaping needs improvement
- Built Environment**
- Need for comprehensive plan zoning for vacant airport property
 - Lack of walking trails
 - Landscaping is cheaper for maintenance but foliage along Leabitter is out

NODE ANALYSIS



NEGATIVES



PERCEIVED OPPORTUNITIES

- Knowledge about future of general aviation
 - Find best practices
- Economic Development**
- More employment options for young and older people
 - Corporate companies with 500+ employees
 - High tech jobs and quality job/universities collar
 - Retail development such as car rental, 4-5 stars hotel, job work centers
 - Movie production studios (like Pixar)
 - Maintenance facility business (over 100 that bring technical jobs)
- Public and social services**
- More retail quality and upscale grocery stores with healthy eating options such as Trader Joes, HEB, and whole foods
 - Better dining and retail stores with hot food restaurants
 - Existence of public station and security standards and measurements not as strict light
 - More transit to DFW Airport and other community locations
 - Shuttles among airports and parking spaces
 - Cell carrier availability
- Education**
- Education center for youth learning opportunities
 - Job training center and high tech training
 - Aircraft training programs and aviation learning center such as school of aviation
 - Inside school improvement
 - Aerialist Tech College
- Environmental**
- Clean and green manufacturing
 - Trees as noise barrier

CHAPTER

RESIDENTIAL ATTENDANCE



FUTURE VISION



PUBLIC MEETING RESULTS



APPENDIX



8. Appendix

a. Public Meeting

1. Flip Charts

Noise/air quality (something needs to happen) (4) Ds

- Long runway needs to be ~~clear~~ with a clear path. Prom. over of residential areas
- Weak implementation zoning plan for vacant airport property
 - Improve signing for airport (Hampton & 67)
 - Leave walking trails / Nature center with art (since they have land)
- Internet Service on the airport (Internet Service is poor)
- Remove multi-housing - multi-family housing
- More commercial restaurant (No-Drive-thru)
- Full service quality stores
- Improve noise complaint website (Documenting Resolutions)
- Landscaping

POSITIVES **QUESTION** **NEGATIVES**

1

NOISE FROM DEA

NOT CONNECTED TO COMMUNITY (PERCEPTIONS)

LACK OF MARKETING ABOUT DEA. NO NOISE STANDARDS "OFF" DEA PROPERTY ONE "BAD PLAYER"

TRASH ON THE EDGES OF DEA. NO CLEAR KNOWLEDGE OF "THE RULES" OPERATING IN THE REP.

TAKE OFF & LANDING PATTERNS. NIGHT TIME CURFIEWS NEEDED. NIGHT MONITORS NEEDED OUTSIDE OF DEA PROPERTY.

MOVE PRACTICE FIELD OUT OF VIEW.

FUTURE

ENHANCED QUALITY OF LIFE FOR RESIDENTS @ DEA. SUSTAINABLE DEVELOPMENT.

NOISE CONCERNS outside airport

RESIDENTS

- POLLUTION/ENV. ISSUES
- LACK OF JOB DIVERSITY
- NEG. HEALTH IMPACT
- DEVELOPMENT OF COMMUNITY
- SAFETY/LOW AIRCRAFT
- NO CONTROL OF FLIGHT SCHEDULE PM/AM
- QUAL OF STRUCTURES/VISUAL COHESIVENESS
- TRAFFIC (VEHICLES)
- NO MORE APARTMENTS !!
- NO LOW INC. HOUSING !!
- LACK OF COMMUNICATION @ to Neighbors
- LACK OF BUSINESSES that benefit the neighbors (GROCERY & Quality Restaurants)
- NEGATIVE impact on property value
- Lack of fun stuff to attract younger families / singles
- Lack of Entertainment
- NO MORE FAST FOOD!
- Concern of plane size and increased noise.
- Lack of professional jobs

NO FLIGHT SCHOOL

update the Airport

To Much Land, not used

NO WHEELS

NO PONDAY LOANS

NO 311

ADDRESSING NOISE COMPLAINTS

Q1

- Noise Concerns
- Security/Safety of homes
- Need more information about airport
- Information on how the airport will impact homeowners
- More information about the ~~city's~~ plan to develop the airport
- Improve this meeting / discussion process, the room is too small and too loud
- Planes coming too close to homes
- More details needed on how airport will utilize neighborhood
- Questions about boundaries of airport
- Effects on Property Values

Q1. (5) Ds

Negatives

- Security on grounds + around area
- Traffic - bad better more (limited) outside airport
- Outside crime increase (bad better Hampton, not seen today)
- Surveillance cameras @ night light
- Presentation + types of businesses that will offer visitors - quality
- Too industrial to mixed residential
- Basic noise + landing / take-offs (noise abatement)
- Not enough land, bad fishing, poor management
- Infrastructure
- Public school system

NOISE CONCERNS outside airport

RESIDENTS

- POLLUTION/ENV. ISSUES
- LACK OF JOB DIVERSITY
- NEG. HEALTH IMPACT
- DEVELOPMENT OF COMMUNITY
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NO FLIGHT SCHOOL

update the Airport

To Much Land, not used

NO WHEELS

NO PONDAY LOANS

NO 311

ADDRESSING NOISE COMPLAINTS

ISSUES 2
 WHAT CAN BE DONE TO IMPROVE Day 2

- FLIGHT PATH OVER NEIGHBORHOODS
- EDUCATION PROGRAMS FOR ALL
- NOISE ABATEMENT/POLLUTION
- PROPERTY VALUE
- FLIGHT SCHEDULES
- AIR/VEHICLE TRAFFIC
- AIRCRAFT QUALITY/TYPE
- ELIMINATE FLIGHT SCHOOLS

Question #1 3
Day 3

SM - Along hedbetter, the foliage is cut and there is a need for the foliage as a sound barrier and privacy for the airport

M - Anything to stop so much noise.

SM - Maintenance, cheaper to keep it green.

R - Noise now is tolerable, more planes and larger planes in future will be noise intolerable

SM - Thoughts about the control tower needs to be addressed; Tallies, Moved

SM - Traffic on hedbetter and Hampton, ie lights exits? Westmoreland

M - Safety factor for neighborhood

5

D3

NOISE & TRAFFIC

TAXES
 CAF MUSEUM & BUSINESSES
 ACCESS PROGRAMS LOOF 12
 HAMPTON
 WESTMORELAND

HOW BIG & FREQUENCY OF PLANES

AERONAUTICAL TECHNOLOGIES →

JOB THAT PAY PEOPLE WAGES

STUDENTS INVOLVED WITH TRAINING FACILITIES

HOW LOW PLANES TAKE OFF

LAWS TO ENFORCE BEHAVIOR OF PLANES

INVESTMENTS ARE NOT NEAR RESULTS EXPECTED

NO BUSINESSES HERE THAT REQUIRE AIRPORT

ACCESS

YELLOWS GRANE IS A PROBLEM
 CULTURAL/SOCIAL NODES

TABLE D3

Q2

- Professional Jobs! (NOT MANY NOW)
- DELTA CHARLIES
- PLANE WATCHING (SMALL PLANES)
- YOUTH LEARNING OPPORTUNITIES
- Airshow/Planes/inviting community (Pilot Air shows)
- DPP Helicopters here - faster response time
- GOODYEAR BLIMP
 Police Academy here
- CAF
- Neighborhoods
- trees
- major park Kest PARK
- close to highway systems
- architecture

TABLE 3 D3 → POSITIVES QUESTION 2

LINE

POTENTIAL FOR OPEN SPACES & OPEN SPACE LIVING

ECONOMIC BENEFIT

* RESTAURANT *

JOB & WORK CENTERS FUTURE-IDEA

CALL CENTER

CLEAN & GREEN MANUFACTURING.

HIGH TECH JOBS

CAR RENTALS

CONVERT IDEA TO A PLANNED COMMUNITY (RESIDENTIAL, RETAIL, OFFICE, ETC.)
 * SEE AUSTIN, TX

JOB TRAINING CENTER

MOVIE PRODUCTION STUDIOS (LIKE PIXAR)

AVIATION LEARNING CENTER

HOTEL

UPSCALE RESTAURANT

QUESTION 3

TABLE 2

D1

Q2.

- more employment
- Valuable memories of this area
- Nice restaurants
- Expand and enhanced entertainment venues
- Potential to have better growth
- Nice and honorable neighborhood
- Bishop Art District is close
- Expect better security
- Good facility that community can use

Q2 (T5)/D1
Strengths / Benefits

1. Great Community
2. Green spaces (open space + but for zone)
3. Location + access
4. Private airport
5. Generate jobs
6. Schools to programs for children
7. Younger people moving in
- 8.

• Delta Charlies

- Opportunity for growth
- Location
- Proximity to Downtown
- Lots of Open space → Lack of development → less +
- Easy for airplanes to get in & out
- Good location for people doing business in Southern Dav
- Park land (City Parks)
- Job opportunities / Potential for Job creations
- Helicopter rides (Airplane)

DELTA CHARLIE'S
 MUSEUM
 EXTERNAL RELATIONS
 COMMUNITY EMPLOYMENT
 Economic growth opportunities

• We don't know the future for General Aviation D1
 • World Class Aviation attractions (Q3)
 • Places for families to gather
 • Total Reimagination of property into mixed use
 ex (The Glen @ Glenview, Ill)
 • Developing (condos, Business area, homes in runway areas)
 Wooded areas (Parks) #Dense Urban areas
 # eliminate runways
 • No significant increase in air traffic.

D2

AIRPORT RESTAURANT
 NEIGHBORHOOD WONDERFUL
 PEACEFUL + LOW CRIME
 GOOD NEIGHBORHOOD ACTIVITY
 REASONABLE TAX RATES
 GOLF CLUB
 MASS TRANSIT ACCESS
 GREEN AREA
 KEIST TRAIL
 KEIST PARK

Q3

- More use within the community - D1
 open facility to community to use
- Expect nice park
- Better dining and retail stores
- # more jobs to young and old people
- Car rental and hotel entertainment area
- Want to see more economic growth in this neighborhood

Q3 - T1s D1
Future

1. More Retail (Real-quality)
2. More employment
3. Mixed use w/ Public use
4. Plaza w/ inside games/activities
5. Movie theater
6. Corporate companies w/ >500 employees
7. Call Center
8. Open Space Park
9. Aviation activities (cannot control delay, drones)
10. Dog Park
11. Museum
12. Educational Center
13. Improved infrastructure

Table 1

ING GREAT Jobs!

- QUALITY GROCERY STORES
- HEALTHY EATING OPTIONS / whole foods / AEB/Trader-Joes
- ICE RESTAURANT
- TV/ENTERTAINMENT HUB
- AIRCRAFT RELATED TRAINING PROGRAMS
- POLICE/SECURITY
- INFRASTRUCTURE
- YOUTH LEARNING OPPORTUNITIES
- KEEP HOMES
- RETAIL DEVELOPMENT
- DIVERSITY
- MIDDLE CLASS RETENTION + GROWTH
- PROXIMITY TO HIGHWAYS and DOWNTOWN

TABLE 3 D1

FUTURE

MAKE IDEA UNIQUE / OPPORTUNITIES

Community activities

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
- Visit DallasExecAirport.com



Aeropuerto Dallas Executive

El Aeropuerto Dallas Executive se complace en invitarle 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
- Visite DallasExecAirport.com.



b. Survey Results

Dallas Executive Airport Area | | Land Use Study Survey

Q.10

In which way do you think the areas surrounding Dallas Executive Airport could contribute to Dallas' identity? Please use numbers 1-5 to rank the importance where 1 is the most important and 5 is the least important.

	1	2	3	4	5	Rating Average	Response Count
Culture	123	95	82	65	53	2.59	418
Economy	191	103	57	34	35	2.09	420
Entertainment	89	76	97	54	100	3.00	416
Character	111	93	81	73	60	2.71	418
Education	132	100	66	51	67	2.57	416
	<i>answered question</i>						423
	<i>skipped question</i>						7

Q. 11

What is the most important demand for the area? Please use numbers 1-5 to rank the importance where 1 is the most important and 5 is the least important.

Answer Options	1	2	3	4	5	Rating Average	Response Count
Recreational Areas and Urban Spaces	146	116	68	40	51	2.37	421
Location and Accessibility	109	117	90	79	25	2.51	420
Corporate Aviation	75	89	78	52	127	3.16	421
Jobs	244	70	53	34	25	1.89	426
Public Transit	103	100	79	71	68	2.76	421
	<i>answered question</i>						427
	<i>skipped question</i>						3

Q. 12

Name and prioritize 5 places in the in the area surrounding Dallas Executive Airport that are familiar to you.

Answer Options	Response Percent	Response Count
1	99.5%	369
2	95.1%	353
3	91.9%	341
4	84.6%	314
5	79.5%	295
	<i>answered question</i>	371
	<i>skipped question</i>	59

Number	Category 1	Category 2	Category 3	Category 4	Category 5
1	North Park Center	American airlines center	West center mall	Swimming park	Omni hotel resorts
2	Delta Charli Restaurant	Fire Dept	Post office	Hospital Three mega churches: Bubble fellowship, IBOC, Friendship	Walton Park Community Rec Center
3	Southwest Center Mall	Southwest DMV	Fire station #8	Kiest Park	Bishop Arts District
4	Dallas Executive Airport	Boulder Park	Christ for the Nation		
5	Wheatland Shopping	Kiest Park	Bishop Arts		
6	US Post Office	Wells Fargo Bank	Luby's Cafeteria	DART Bus Station	Dallas Fire Station
7	Charlie's restaurant	DART	Waterpark	School	Charlie's Private owned business
8	Post Office	Kiest park	Multifamily dwellings	Luby's	
9	New Baptist Church	Kiest park	Planet fitness- SWH/ Red bird county club	Nest cliff shopping center/ fiesta, Walgreens	Big fats- red bird lane
10	Golf Course	Rec center	Water park	Post office	Strip shopping, business
11	Southwest Center Mall	The golf club of Dallas	Balama Park	Kiest park	
12	The industrial area between Duncanville	Ledbetter Dr & Hampton Rd shopping area	US Postal Office	Golf club of Dallas	Bahama beach
13	Post Office on Hampton Road	Restaurant at the airport	Kroger	Fiesta stores at Illinois and at Ledbetter	Westmoreland station
14	Hampton and Ledbetter	Hampton and Kiest	Westmoreland and Ledbetter	67 and Westmoreland	Red Bird Mall
15	Delta Charlies bar and grill	Dallas fire station #49	7 eleven	Family Dollar Store	Fiesta grocery store
16	Joe Pool	Olive Garden	Wells Fargo	Walmart	SW Center Mall
17	Shopping	US Post Office	Fire Station	DART	
18	Southwest Center Mall	Post office on S Hampton Rd	Luby's		
19	Dallas transit center	Luby's restaurant	Service station	Redbird clinic	Apartment
20	DFW station 49	Dart park and ride	Joe pool post office	Fiesta grocery shop	
21	Dallas transit center	Southwest center mall	Hampton and loop 12	Half club of Dallas	
22	Executive airport	Post office	Fire station	Banks	Restaurant

23	Southwest center mall	Saint Elizabeth school	Bishop Dunne	Dart station	Bike rail
24	The golf club of Dallas	HWY 67	Shell & Texaco gas station		
25	Roads	Restaurants	Avionics shop	Maintenance shop	FBO
26	Southwest Center mall	Methodist hospital	Dart park ride	Grocery store	Church
27	Home	Airport	Koc		
28	Banks	Post Office	Post Office	YMCA	Gas Stations
29	Pest office	Park ride	Freeway	Waterpark	Fire station
30	Friendship west	IBOC	Oak cliff bible	Concord Full gospel	Full gospel
31	USPO	Luby's restaurant	Strip shopping center	Med offices at Illinois	
32	Charlton Hospital	US Post office	Recreation center		
33	Most all				
35	Fire station	School	Water park	Restaurant	Dart rail station
36	Kiest Park	49 Fire Station	Church's chicken		
37	All of them				
38	Daniel Webster Elementary	Kiest Park	Sprague field	Westcliff plaza	Redbird area
39	St. Elizabeth Catholic Church	Hampton clinic medical clinic	Kiest park	Joe pool post office	Fiesta food store
40	Transportation	Grocery store	Home and apartment	School	Churches
41	DART Transportation Bus Center	Wells Fargo Building(s)	Highway 67	Fire Station	Open field (football field) next to fire station
42	Walmart	Southwest center mall	YMCA	DMV	Oak Cliff Bible Fellowship
43	Luby's	Delta Charlies	Big lots	McDonald's	Bank of America
44	Post Office	Boulder park	Southwest mall	Army reserve base	Shopping center
45	All of the Redbird area	Highways			
46	St. Augustine's episcopal church	St. Elizabeth's catholic school	Bishop Dunne catholic high school	Kiest park	Baskin Robbins 31 flavors
47	Luby's restaurant	Wells Fargo bank	Dart transit center	Fire dept. Park	Post office
48	Water park	Grocery store	Cafeteria	Thru good marshal rec center	Post office
49	Elk Bay drive	Mountain Bike trail	Westland drive		Post office
50	Luby's Area	Joe Pool post office	Oak Cliff Presbyterian church	Bishop Arts District	Fiesta Shopping center
51	None				
52	Fire station & Post Office				

53	The Post Office in Hampton	Retail Stores e.g. Big Lots	Fast food stores restaurants		
54	Kiest Park	Medical facilities (Hospital, etc.) Cash Saues Grocery Sotre & Pharmacy	Dining entertainment, etc	Shopping facilities Restaurants Different places to eat School	Churches Post office Small Business
55	Chase Bank	Pharmacy	Gas Station		
56	Fire Station	Restaurants	Apartments		
57	Kiest Park				
58	We need a lot better business (quality)	More jobs etc.	Pick the existing Apts. Shopping centers up a lot		
59	Charlton Methodist Hospital	Sam's Club	Dallas Golf Club	Oak Cliff YMCA	Bahamas Beach
60			Southwest Center Mall	Kiest Boulder Park	US 67 Corridor
61	Fiesta Grocery Store	Phat Matts diner and Laundry Mat	Jack in the Box, Churches Chicken, Burger King	Quality 1st Cleaners	Luby's
62	Bank	Shopping Centers	Food Stores / Supermarkets		
63	Walgreens	Wells Fargo Bank	Luby's Cafeteria	Post Office	Apartments
64	Post Office	Some Shopping - Target, etc...	Freeway	DMV	Dart
65	Fire Station	Red Bird Rec Ctr	Fiesta grocery store	All area churches	Shopping Strips Ctr
66	Walgreens Pharmacy - Medicine	Live Restaurant	Post Office	Luby's Restaurant	Fiesta - Grocery Store
67	Post Office	Bank	Fast Food - Buffet	Public Transportation	Service Stations
68	Oak Cliff Bible Fellowship Church	Southwest Center Mall	Polk Wisdom Library	Hampton Library	Antioch Church in Hampton Road
69	Kiest Park	Oak Cliff Country Club	Red Bird Mall		
70	Oak Cliff Bible Church	St Elizabeth Catholic Church	YMCA	Southwest Shopping Center	The Dallas Executive Airport Mc Donald + Shopping @ 67 + Red Bird
71	Luby's	Post Office	Walgreen Pham Loop 12 + Hampton	Wells Fargo Bank 67 + Hampton	
72	My Home	My brother's home	Luby's (reaching for answers)		
73	Comet Cleaners	Post Office			
74	US Post Office, Joe Pool Station	Luby's Restaurant	Wells Fargo Bank	Red Bird Ln Office Park	National Guard Army
75	Southwest Center Mall	Churches	Grocery Stores	Home Repair Store	
76	Post Office	Bank	Fire Station	Luby's Restaurant	Flower shop

77	None	None	None	None	None
78	Red Bird Transit Center	Kiest Park	None	Fiesta Supermarket @ Hampton + Loop 12 (The area needs more grocery stores.)	Shopping complex @ corner of Hampton & I20
79	Boulder Park	St Elizabeth Catholic schools and Church	Bishop Dunne Catholic School		
80	US Post Office	Khun 97 Radio Station & bldg.	Luby's	Mark Twain Rec	Army Training
81	US Postal Service	Bank	Shopping Center	Homes	Schools
82	Fire Station	Post Office	Bank (Wells Fargo)	Luby's	Recreation Center
83	Fire Station	Post Office	Thurgood Marshall Recreation	Bahama Waterpark	Wells Fargo Bank
84	Fiesta Market	Water Park	Golf Club of Dallas	Southwest Shopping Center	Bishop Pawn high school
85	Kiest Park	Nothing else is!			
86	Southwest Center Mall	Shopping Center on Wheatland Rd	Schools	Greybound bus station	Kiest Park
87	West Cliff Mall	Red Bird Mall			
88	Oak Park Area	Red Bird Area	Sherwood Area	Druid Area	Hospital Area
89	Fiesta	Gold 7	MetroPCS	7-Eleven	Jack in the Box
90	Post Office	Recreation Center	Gas Station	Luby's Cafeteria	Mc Donald's/ William Chicken
91	Red Bird Mall	Red Bird+67 Shopping Center	Golf Course of Dallas		
92	Dart Station	Post Office	Mc Donald's, Southwest Center Mall	Fiesta	Churches
93	Airport	Fire Station	Restaurant	Landmark at entrance	
94	Fire Station	Post Office	Bank	Luby's	Drug Store
95	Wells Fargo Building	Dallas	No Grocery Shops Necessary	HWY 67	Lubby's
96	Post Office	Strip Shopping Area	Restaurants	Churches	
97	Out of business hospital on Hampton between Kiest and Illinois	Old out of business Red Bird Mall	Dart Park Ride on Hampton across from Airport		
98	Luby's	Post Office	Bank	Taxco	Shoe Repair
99	Thurgood Marshall Rec Center	Bahama Beach Waterpark	Red Bird Transit Center	Red Bird Urgent Care	Military Department
100	Mall	McDonald's	Luby's	Coronet Cleaners	
101	The entire area was part of Red Bird Airport, change the name back so there is beauty for area again				

102	#49 Fire Station	Fiesta	Kiest Park	Kiest Park Trail	Daniel Webster School
103	Wells Fargo Bank				
104	Mc Donald's	Bahama	Luby's Restaurant		
105	Vacant buildings	Crime	Beggars on corners	No restaurants	No grocery stores
106	Us post office	New eatery area off Wheatland and Hampton	Banks		
107	Kiest park	Southwest mall			
108	Mall, not used until remodel				
109	Southwest Mall	Post Office	Luby's	Walgreens	
110	Southwest Center Mall	Kiest Park	Wheatland Towne Crossing (Hampton & Wheatland)	Twin Falls Park	Concord Baptist Church
111	Southwest Center Mall	Restaurant At DEA			
112	Southwest Center Mall	Charleston Methodist Hospital	Kiest Park	Bahama Waterpark	Joe Pool Post Office
113	Fire station	National Guard Facility	Large Area Fields surroundings	Honestly I Don't Know Much About D.E. Airport	Post Office
114	Us Postal Service	Boulder Park	Bahama Beach	Westcliff Mall	Delta Charlies
115	Luby's	Airport Restaurants (Delta?)			
116	National Guard	Thurgood Marshall Rec Center	Sw. Center Mall	Airport (Dallas Executive)	Park & Ride Transit Center
117	Wells Fargo Bank And Surrounding Building	7-11 Store/ Gas Station			
118	Wells Fargo Bank	Southwest Center Mall	Westcliff Mall	Kiest Park	N/A
119	Kiest Park	The Hampton Library	Walgreens	Sonic	Fiesta
120	Thurgood Marshall Rec Center	Dallas Fire & Rescue Stations	Lisa Soul Food	Dallas Transit Station	Emergency Care
121	Wells Fargo Bank	Dallas Fire station	Dart Transit Center	Luby's Cafeteria	Chevron/Texaco Gas Station
122	Kiest Park	N/A	YMCA	Strip Mall At Led Better/ Hampton	Post Office
123	Post Office	Banks	Recreation	Park And Ride (Dart)	Shopping Centers
124	Kiest Park	Kiestwood Trail	St. Elizabeth Church	Fiesta Grocery Store	Walgreen Drug Store

125	Fiesta Market	Fast Food Restaurant	Seven Eleven	Kiest Park/ Trails	St. Elizabeth Church
126	Wells Fargo Bank	Luby's Catering	Post Office	Water Side Park	Gas Station
127	Food Stores	YMCA. Rec Center. Parks	Post Office	Library	Retail Stores
128	Post Office/Church	Radio Stations	Bank	Luby's/ Gas Station	Grocery Store
129	Kiest Park	Dorba Bike Trail	Boulder Park	Tom Thumb	Cvs
130	Southwest Center Mall	Charleton Methodist Hospital	Bahama Beach	Dallas Zoo	
131	Red Bird Transit Center	Fiesta Grocery	Giant Elizabeth's Church	Polk-Wisdom Library	Bishop Dunn School
132	Southwest Center Mall, Only Available Place To Buy Clothes In The Area	Walmart. One Stop Place	Need More Business In The Area		
133	Fiesta Grocery	Wells Fargo Bank	Southwest Center Mall	Luby's Cafeteria	McDonald's
134	Our Lady Of Perpetual Help School	Sewell Cadillac	Sewell Lexus	Old Denton Road	Eateries On Lemmon Ave.
135	Southwest Center Mall-Need Renovation	Golf Courses: Stevens Park, Cedar Crest	Bishop Arts District	Sylvan\Thirty	Kiest Park
136	Fire station	Fast Food At Hampton & Wheatland	Shopping/Target/Office Depot @ Hampton Wheatland		
137	Wells Fargo Bank	Luby's	Fire Station	McDonald's	Levine's
138	Thurgood Marshall Rec Center	McDonalds	Oak Cliff Golf Club	Water Park	Luby's Cafeteria
139	Southwest Center Mall	Redbird Strip Mall	No Grocery Stores	No Hotels	No Nice Eating Areas
140	Southwest Center Mall	Big Church's In The Area	Thurgood Recreation Center	Bahama Beach	Charleston Hospital
141	Delta Charlie's	Luby's	Churches	Bus Transit	Rail Station
142	Joe Pool Post Office	#49 Fire station	Bahama Beach Water Park	Amenity Shopping area & Redbird & Hampton	Charlton Hospital & surrounding medical area
143	Water Park	Stores	Restaurant	Library	Churches
144	Wells Fargo Bank	U.S. Post Office	Luby's Cafeteria	Park	Walgreens
145	Fire Station	Water Way Park	Interstate 67	Airport	Dallas Transit
146	Southwest Center Mall	Postal Office	Cleaners	Dentist	Restaurants
147	AW Brown School				
148	Kiest Park	Charlton Methodist Hospital	Hampton Illinois Shopping Center	Hampton - Ledbetter Shopping Area	Kentwood Trail/Walking Path
149	Shopping	Dining (However Would Prefer Less Fast Food)	Dept. Store		
150	Post Office	Thurgood Marshall Rec Center	Bahamas Garden	Wells Fargo Bank	Luby's Cafeteria

151	Southwest Center Mall				
152	Parks	Mall	Dart	Health Centers	
153	Kiest Park	Kiest Trail	Southwest Estate	Oak Cliff County Club	Southwest Mall
154	Fire Station	Stores	Bus Lines	Recreational Need	
155	Bretton Woods	Kimbaudale Park -Polk At Redbird	Kiest Wood	Oak Park	Club Oaks
156	South West Center Mall		Luby's Cafeteria		
157	Walgreen	Church	Dallas Store	Burger King	
158	Post Office	Luby's	Bank (Wells Fargo Bank)	Water Side Park	Youth Club Red Bird Lane
159	Fire Department	Wells Fargo Bank	Us Post Office	Dallas Transit Station	Medical Offices
160	Bishop Catholic School	Concord Church	Red Bird Mall(Southwest)		
161	Golf Course; YMCA; Post Office; Dart	Fire House	Wal-Mart	Target	Home Depot
162	Luby's	Post Office	Dr. Office	Section Apartments	Service Station
163	Post Office	Luby's Restaurant	Wells Fargo	Fire Station	Red Bird Transit Station
164	Wells Fargo Bank	Fiesta Shopping Mall	Luby's Restaurant	A.W. Brown School	Red Bird Mall
165	I Don't Know				
166	Dallas Golf Club	Dallas Walking Trial			
167	Us Post Office	Luby's Catering	Walgreens Drugstore	At Well School	Fiesta Grocery Store
168	Public Transport	Pharmacies	Gas Stations	Golf Course	
169	Us Postal Service	Fiesta	Red Clinic	McDonalds	Dart Station
170	Dallas Golf Club	Hurricane Harbor	Delta Charlies	YMCA	Charton Methodist Hospital
171	Us Post Office	Cafeteria In A Small Strip Mall	Small Strip Mall	YMCA	Dry Cleaners
172	Church	Wells Fargo	Office Building	Gas-Station	Cafeteria
173	None	None	None	None	None
174	Southwest Center Mall	Kiest Park			
175	Luby's	Wells Fargo Bank	Dart Station	Fiesta	Loop 12 Freeway
176	Fiesta	YMCA	Atwal School	Adelle Turken School	Fine Department
177	Tokico	William Chicken	Dollar Store	Public Transit	Grocery Store
178	Charleston Methodist Hospital	Us Post Office			

179	Thurgood Marshall Rec Center				
180	Cleaners	Luby's Restaurant	T-Eleven	William Chicken	
181	Southwest Center Mall	Fire Station	Fiesta	Office Park@ Hampton	
182	My Home	My Church	The Park	The Big Lot	The Post Office Apartment Surrounding On Hampton
183	Dart Station	Red Bird Shopping Center	Luby's	Wells Fargo Bank	
184	All Of South West Oak Cliff- From Here				
185	Walgreens	Fiesta	St Elizabeth	Luby's	Dry cleaners (Hampton + Ledbetter)
186	Walgreen's	07/11/2017	Grocery store	Luby's	Big lots
187	Concord Baptist church	Big lots	Post Office	Bike Trail	McDonalds
188	Dallas Public School	Fire Department	Recreation Center	Southwest Center Mall	Dallas Public Transit
189	St. Elizabeth Church Hampton (there are other big churches on Hampton)	Fiesta Grocery Store/ Walgreens/ Chase Bank	Baskin Robins	Delta Charlie's Restaurant at the airport	Bahama beach water park in Red Bird Park/ Kiest Park
190	Wells Fargo Bank	Us Post Office	Luby's	Fire station	Thurgood Marshall Recreation
191	Red Bird Shopping Center				
192	Southwest Center Mall	Oak cliff Presbyterian Church	The Texas station		
193	US Post Office	Luby's	DMV on Redbird		
194	Shopping Center	Bank	Places for food	Concord Baptist church	Post Office
195	Bishop Arts				
196	Camous Business corridor	Water Park and green space	Kiest park		
197	South west err mall	Charlton Methodist hospital	Churches	Luby's	U.S postal service
198	Dant	Luby's	Dead Bird Mall	Home Depot	
199	Post Office				
200	Wells Fargo Bank	Joe Poole Post Office	Water Park	The Good Marshall Rec Center	Fire Statin

201	Wells Fargo	Post Office	Lubes	Texaco	Sam's Variety Store
202	Church Davis Chapel	Urgent Care- Redbird Medical	Walgreens-Fire Depot	Fiesta	Beard Creek Dentist
203	The Old Sac N Save Mingard Store On Red Bird	The Large Houses In The Community	Lack Of Grocery Store	Bike Lane On Red Bird	People Speeding On Red Bird
204	Dart Bus Station	Post Office Branch Center	7 Eleven Stores	Kiest Park	Neighborhood Churches
205	Joe Poole Post Office	Fire station	Luby's Cafeteria	Highway 67	Methodist Hospital
206	Post Office	Wells Fargo Bank			
207	YMCA	I-67	Airport	Library	School
208	My House	Fire Station	Post Office	Crappy Restaurants	Crappy Grocery Stores
209	Polk Library	Methodist Hospital	Southwest Mall	YMCA	Luby's
210	UNT	SW Center Mall	Charlton Methodist Hospital	IBOC OCBF Churches	
211	A.W. Brown School	Post Office	Bank	Oak Cliff Ymca	
212	Bishop Arts still growing	Trinity Grove	Cedar Hill Restaurants		
213	Wells Fargo Bank	Post Office	Fire Station	Luby's Restaurant	Square 67 Strip Ctr. (Across the FRWY)
214	Joe Pool post Office	Wells Fargo Bank	Senators office	Representation Office	Lubb'y Cafeteria
215	Church	Post office	Bank		
216	Kiest Park	Methodist Hospital	City Of Duncanville	City Of Desoto	City Of Cedar Hill
217	DRS Office	Wells Fargo Bank	Post Office	Transit Center(Park and Ride)	McDonalds
218	Luby's Rest	Post Office	Wells Fargo Bank	Church	Bus center "Dart"
219	07/11/2017	Walgreens	Fiesta		
220	Post Office				
221	Apartments	Clinic	Park	Fast-food	Shopping center
222	Grocery Store	Post Office	Water Park	Food Places	Gas Stations
223	Presbyterian Church	Wells Fargo Bank	US Postal Office	Fire Station	Red Bird Shopping Center
224	Library	Parks	Churches	Medical center	Post office
225	Grocery Store	Post Office	Water Park	Food Places	Gas Stations
226	Post office	Southwest Center Mall	Lot of empty commercial buildings and space	National Guard	AW Brown Charter school
227	Redbird Park	National Guard	Hawaiian Falls	Amory	Bus Station
228	Boulder Park	Oak Cliff Country Club	Bahama Beach	Hike And Bike Trail	Southwest Center Mall
				Square 67	

229	Kiest Park ParkNeighborhood	Kiest Park	Oak Cliff Nature Preserve	Dead Bird Mall	St. Elizabeth School
230	Fiesta Market	Kiest Park	Joe Pool Post Office	Twin Falls Park	Twin Oaks Neighborhood
231	Bahama beach	Luby's	A bank	Oil change place on Hampton	Delta Charlie's
232	The hospital office	Apartment	Stores	The Airport	Restaurant
233	Joe Poole U.S. Post Office	Luby's	Fiesta Grocery Store	Thurgood Marshall Rec Center	Red Bird Transit Center
234	Kiest Park	Kiestwood Trail Fiesta and surrounding shopping center	Post Office	Boulder Trail	Walgreens Kimball high school/Sprague stadium
235	Westwood/ Kiestwood neighborhood		Bahama beach	Walgreens	The grocery (fiesta), the Walmart pharmacy Fire Station
236	Southwest center mall	Luby's cafeteria	The Churches in the area	The schools	
237	Golf club of Dallas	Southwest Mall	Ledbetter/Hampton Corner	Camp Wisdom Area	
238	This question was not proof-read.	Boulder Park	Red Bird transit center	Levine's	Sam's Dollar
239	I can't think of any	I can't think of any	I can't think of any	I can't think of any	I can't think of any
240	Aw Brown School	N/A	N/A	N/A	N/A
241	Luby's	Concentra Care	AW Brown Charter Schools	Wells Fargo Bank	Post Office
242	Southwest Center Mall	Dart Transit Station	Luby's Cafeteria	Concord Church	Thurgood Marshall Recreation Center
243	St Elizabeth	Kiest Park	Shopping Center	Airport	Dallas Gift
244	Dollar Store	Churches	Fast Food	Tire Shop	Bingo Hall / Bazar
245	Kiest Park	Dart Transit / Dart Rail	Fiesta Grocery	Delta Charlie Restaurant	Public Schools
246	Kiest Park And Recreation Center	Charlton Methodist Medical Area	Dallas Golf Club	Luby's	Southwest Center Mall (Is Dying Every Day)
247	Daniel Webster Elementary	Kimball High School	Westmoreland Business Industrial	Redbird Mall	Kiest Park
248	Methodist Hospital	Bike Trail Across From The Airport	Wells Fargo	Us Post Office	McDonald's
249	None	None	None	None	None
250	Red Bird Mall	Red Bird Hampton Na		Kiest Park	Boulder Area
251	Kiest Wood	Kiest Park	Oak Park Estates	Bishop Arts	Kiest ParkTrail

252	Twin Oaks Neighborhood	Boulder Park	Wynnewood Hills	Kiest Wood	Kiest Park
253	Us Post Office	McDonald's	Fiesta Grocery Store	Mobil Service Station	Empty Strip Center Store
254	Concord Baptist Church	AW Brown Leadership Academy	Southwest Center Mall	Boulder Park MTB	Bahama Beach Swimming Pool
255	My Home	Southwest Center Mall	Hampton Transit	Highways leading downtown	Fiesta Grocery Store
256	None	None	None	None	None
257	My home	Other people's homes	Schools	Fiesta	Tia Doras
258	Fire dept.	Wells Fargo	Post office	None	None
259	Kiest Park	Pecan Park	Crow Creek	Fiesta grocery store	Saint Elizabeth Church
260	National Guard	McDonald's	Big Lots	Kevin's	Family Dollar
261	Fire Department	Post Office	DART	Post office	Luby's Restaurant
262	Church	Grocery stores	Banks	Restaurants	Libraries
263	Kenwood	Redbird	Duncanville	Kiest	Ledbetter
264	AWBFLA	Friendship West BC	Southwest Center Mall	Kimball High	Empty shopping center
265	Brentton woods (my neighborhood)	Fiesta	Kiest park	HWY 67	Wheatland Towne Crossing Shopping Center
266	South Dallas	Oak cliff	Redbird	Kiest wood	Elmwood
267	Post Office	Thurgood Marshall Recreation Center	Banks	Kiest wood Apartment Complexes	Medical Facility
268	Concord Missionary Church	Greater Fellowship Community Church	Boulder Park	Redbird Trails	King Of Tires
269	Airport Charlies	Kiest Park	Access To Hwy 67	Bishop Arts District	Trinity River Project
270	Post Office	Wells Fargo Bank	Family Dollar Store	7 Eleven	Thurgood Marshall Rec
271	Redbird Transit Center	Sw Center Mall	Charlton Methodist Hospital	Highway 67	Ih 20
272	Concord Church	Chase Bank	Southwest Center Mall	The Glenn Heights Neighborhood	Methodist Hospital
273	Dart Station	Wells Fargo Bank Building	Thurgood Marshall Recreation Center	Post Office	Water Park
274	Red Bird Mall	South Oak Cliff	Wheatland Rd Shopping	Kiest Park	Camp Wisdom Rd
275	Shopping Center At Redbird & Hampton	Churches	Dry Cleaner	Mcdonalds	Gas Station

276	Boulder Park: Mountain Bike And Multi-Use Trails	The Golf Club Of Dallas: Golf, Restaurant And Pool	Methodist Hospital	Southwest Center Mall	BSA Camp Wisdom
277	Southwest Center Mall	Golfing	Biking Trail	Water Park	That's Basically It Parks
278	Va Hospital	Bishop Arts District	Krbd	Lakes	City Waste Station On Westmoreland
279	Delta Charlie's	Fiesta Grocery Store	Boulder Park	Bretton Wood Neighborhood	Wells Fargo Bank & Highway 67 Headed South
280	Strip Mall Center Directly Across The Street On The North Side	Highway 67 At The Hampton & Red Bird Intersection	Southwest Mall	Macdonald's At Red Bird, Williams Chicken Strip Mall	Basking Robins
281	Kiest Park	Southwestern Mall	Bahma Water Park	Dallas National Golf Course	Parkland Community Clinic
282	Southwest Center Mall	Hawaiian Falls Water Park	Kiest Park	I-20 And Wheatland Shopping Center	Hampton Dart Station
283	Walmart	Methodist Hospital	Home Depot	Target	Luby's
284	Post Office	Fire Station	Catholic Church	Grocery Stores	Fiesta
285	Us Post Office	Luby's	Walgreen's	Cleaners	Fuel Stations
286	Grocery Stores	Medical Facilities	Restaurants	Police Station	Red Bird Mall
287	Post Office On Hampton	Wheatland Shopping	Kiest Park	Bishop Arts (Though Not In The Area)	Bishop Dunne High School
288	Lowe's	Target	Home Depot	St. Elizabeth Church And School	Saint Elizabeth Catholic Church
289	Post Office	Thurgood Marshall Recreation Center	Fire Station	Luby's	Red Bird Mall
290	St Elizabeth Catholic Church	Luby's Restaurant	Thurgood Marshal Center	Fiesta Grocery Store	Local Post Office
291	Saint Elizabeth Catholic Church	Wells Fargo Bank	Walgreen's Pharmacy	Luby's Cafeteria	Brown School
292	St. Elizabeth Church	Luby's	Fiesta	Big Lots	Boulder Mbt
293	Kiest Park	The Golf Club Of Dallas	Southwest Center Mall	U.S. Post Office	Kiest Park
294	Churches	Thurgh Good Marshal Park	Dallas Golf	Southwest Center Mall	Texaco
295	Luby's	Post Office	Fiesta Food Mart	Wells Fargo	Shopping area at Polk and Camp Wisdom
296	Target	Fiesta	Redbird Transit Center	Hampton/Illinois Library	

297	A.W. Brown Fellowship Academy	St. Elizabeth Church	Dart Transit Station		Fiesta Food Store	2 Cleaners
298	Dollar General	Luby's	Postal Office		A.W.Brown School	Fire Station
299	The Dallas Golf Club	The post office	Fiesta		Big lots	Fire station
300	McDonald's	Wells Fargo	Valero		Levines	Fire station
301	Shopping Wheatland road	Charlton Methodist Medical Center	Walmart on 67 & Loop 12		Cedar Hill shopping area	Park at Polk & Red Bird
302	Golf club of Dallas	Boulder park	Redbird Mall / Southwest Center Mall		Commemorative Air Force Museum	Glen Oaks Neighborhood
303	South Dallas	Oak cliff	Cockrell hill		Kessler	Cedar Crest
304	Southwest Center Mall	Kiest Park	Sprague Natatorium		Kiestwood Trail	Kimball High School
305	Golf club of Dallas	Dallas police academy	Southwest center mall		Wheatland town crossing	Home Depot
306	Kiestwood and Adjoining neighborhoods	Kiest Park, Pecan Grove Park, (and such that it is) Oak Cliff Nature Preserve	Schools including St Elizabeth, Kimball, Browne, Bishop Dunne, Mountain View		AAFES, North Tx Food Bank	Hampton Illinois Library
307	Westwood	Kenwood	Kiest		Redbird mall	Wynnewood
308	Red Bird Mall	Luby's	Hwy 67		Concord Baptist Church	McDonald's
309	Question makes no sense	Prioritize what most liked	Most familiar	most in need?	Define "places" Store? Business? Street? Street corner? Neighborhood?	Poor question!! WHO wrote it and for what purpose
310	Boulder park	YMCA	Fiesta market		Target	Amf desoto bowling
311	Oak cliff	Cockrell hill	South Dallas		Fair park	Kenwood
312	Fire Station 42	Joe Pool Post Office	Wells Fargo		Boulder Park	Bahama Beach Facility
313	Southwest Center Mall	Restaurants	Church		Convince / gas stores	DART
314	St. E Cath. Church	Thurgood Mars. Rec. Centre.	Luby's Cafe.		Wells Fargo Bk.	U.S. postal Serv.
315	Dallas Zoo	Redbird Mall	American Airlines Center		Fair Park	Dealey Plaza
316	Southwest Center Mall	Boulder Park	Golf Club		Dart Hub	Kiest Park
317	University General Hospital	Westmoreland Station	Oak Cliff		Southwest Center Mall	Bahama Beach
318	No	No	No		No	No
319	DART light rail station	DART park and ride	US Post Office		Luby's	Hwy 67

320	Bahama Beach	Thurgood Marshall Park	West Ledbetter	Big T	Red bird mall
321	Area Churches: Concord, Friendship, OCBF	Southwest Center Mall	Oak Cliff YMCA	Square 67 Shopping Center (Redbird)	Dallas Golf Club (Oak Cliff Country Club)
322	City of Dallas Transfer station	Food stores	Fast food places	Schools	Post office
323	Southwest Center Mall	Club Oaks Neighborhood	Thurgood Marshall Park & Rec Center	Red Bird Transit Center	Post Office
324	Target	Fiesta	St Elizabeth's	Kiest Park	Kiestwood Estates
325	Post Office	Wells Fargo	Luby's Cafeteria	Mcdonalds	Park & Ride Dart
326	My neighborhood - Kiestwood	Kiest Park	Target and shopping in shopping center	Ledbetter & Hampton shopping centers	Hampton Road
327	Luby's Cafeteria	Dart transit station	Post Office	Wynnewood Bank and office Center	Water park
328	Churches	Post Office	Banks	Health Clinics	Fast Food Restaurants
329	That's the problem...nothing of value located there, especially shopping and/or restaurants	Gas stations, vacant buildings/shopping centers	Beggars on corners	Crime	Low income stores
330	Shopping center on SW corner of Hampton & Loop 12	Shopping center on SE corner of Hampton & Loop 12	Shopping center on NE corner of Hampton & Loop 12	Shopping center on NW corner of Hampton & Loop 12	Green space on Hampton around airport
331	Westcliff	Delta Charlies	Delta Charlie's	X	X
332	Aldi's Food Store	Walgreens Pharmacy	YMCA	Luby's Cafeteria	Post Office
333	Post office	Shops at Hampton and Ledbetter	Bank building at 67	Waterpark	Cannot think of anything else
334	West cliff Mall	Industrial Park	Post Office	Kimball High School	Browne Jr High
335	Kiestwood	Dallas golf club	Boulder park	Kiest park	St. Elizabeth catholic school/church
336	Kiestwood Neighborhood	Westcliff Shopping Plaza	Thurgood Marshall Park	Kiest Park	Daniel Webster Elementary School
337	Bishop Arts	Duncanville	Kiest Park	Grand Prairie	Arlington
338	Airport Restaurant	None	None	None	None
339	Golf Club of Dallas	Delta Charlie's	Mountain View Collage	Thorn tree Country Club	Cedar Valley Collage

340	Airport	Fiesta	Walgreens	Big Lots	Schools
341	Target shopping center - Hampton/I-20 intersection	Bahama Beach Water Park/Thurgood Marshall Rec Ctr	Fiesta Shopping Center - Ledbetter/Hampton Intersection	Luby's Restaurant/Shopping Center	Fire Station on Hampton/Delta Charlies Restaurant
342	Kiest Park	Kiestwood	New hike/bike trail by Kiestwood	Waterpark	Ugly, horrid strip malls at kiest and Hampton
343	Golf Club of Dallas	Walgreens	Fiesta	Kiestwood Trail	Kiest Park
344	Kiestwood	Bishop Arts	Uptown Village	Cedar Hill, in general	Duncanville
345	Fiesta	Target	Fiesta	Hampton - Illinois Library	Kiest Park
346	Kiest park	Kiestwood	Home depot	Fiesta	Various taco shops
347	Kiest Park	Bishop Arts District	Kiestwood Trail	Dallas Zoo	Texas Theater
348	Redbird shopping center	Dart transportation hub	Warehouse area	Post office	Southwest Center Mall
349	Golf Club of Dallas	Elderwood Neighborhood	South Hampton Loop 12 strip center	Redbird Mall	The waterpark
350	Southwest Mall	Library	Thurgood Marshall Center	Kiest Park	Sprague Pool
351	Residential Neighborhoods	Highway Access	Shopping Center (Grocery/Dry Cleaners/Gas/Pharmacy)	Waste Station Transfer	Post Office
352	Fire station	Thurgood Marshall Park	Redbird Transit Station	Fiesta market	Delta Charlie's
353	The Post Office	Wells Fargo Bank	Cleaners	Drug Store	Gas Station
354	Fiesta	Armory	DMV	Delta Charlie's	Post Office
355	Strip mall	Office buildings	YMCA	Luby's	Gas stations
356	Churches	Fire station	Post Office	Fast Food	Retail
357	Post office	Walgreens	Fiesta	Golf Club of Dallas	Big lots
358	Post Office	Delta Charlie's restaurant	Concord Church	Water Park	Southwest center mall
359	All, priority varies with need	N/a	N/a	N/a	N/a
360	Firehouse	Post office	Bank	Apartments	Gas station
361	Wynnewood Hills (my neighborhood)	Boulder Park	Shopping Center on Redbird (Redbird and Hampton)	YMCA	Southwest Center Mall
362	My home and neighborhood	My friend's homes and neighborhood	Kiest Park	Wells Fargo bank	Boulder and OCNP nature preserves
363	Sack and saves	Golf club of Dallas	Red bird mall	Na	Na
364	Delta Charlie's	South Dallas cafe	Dallas police academy	Westcliff shopping center	Concord baptism church

365	Southwest Center	Wynnewood Hills	Twin Falls Park	Laurel and Southwest Center Mall	Kiest Park
366	The Golf Club of Dallas	Save-A-Lot Shopping Center	Wynnewood Hills Neighborhood		Wheatland Crossing
367	The green space around the airport	The schools-- Kimball, Browne and Webster	Bahama Beach	Kiest Park	The old Westcliff mall
368	Fiesta	Chick Fil A	Target	Boulder Park	Big Lots
369	Bolder Park	Southwest Center Mall	Shopping along Wheatland Rd near Carlton Methodist	Carlton Hospital medical area.	Kiest Park
370	Kiestwood	Target	Kimball High School	Wynnewood Hills Neighborhood	Fiesta
371	US Post Office	YMCA on Hampton Road	Thurgood Marshall Recreation Center	DART transit center	Southwest Center Mall

Q13)

Number	Response Text
1	The west center mall
2	Restaurants, recreation areas, shopping centers.
3	Fiesta
4	Neighborhood churches, mall, Dallas golf course. HOA meetings
5	Boulder Park
6	Delta Charlie's
7	Churches, twin falls park
8	Kiest Park
9	Kiest park
10	Area churches
11	No where
12	Church
13	At the meets of the Kimball square neighborhood association and its related activities
14	Strip malls- that's all is there around here
15	N/A
16	I don't. Except at church, rarely at park

- 17 Park, Walking
- 18 Keish Park, Churches, library, trails and schools
- 19 Restaurants, only because of convenience- poor choices
Grocery store
cleaners
churches
garage sales
- 21 Grocery store, barber shop, or local convenience store.
Rec center
park
Half club of Dallas
- 23 None
Post office
bank
- 24 shopping
- 25 Local church
Golf course
- 26 Restaurant
- 27 Inside FBO's avionics maintenance shop and airport restaurant alone with angel flight building.
- 28 I don't see them gathering
At home
- 29 kiest park
- 30 Eating establishment in area and our church.
- 31 No where
- 32 Kiest park.
- 33 They don't. We have to drive to shopping for anything.
- 34 Neighborhood association
- 35 Center
- 36 Park, water park, restaurant, family home.
- 37 Kiest park, Friendship wrt church
- 38 All the area's in the airport
- 39 I see neighbors gathering at the tennis center at Kiest Park and the park in general

- 40 Kiest park
- 41 At the park, churches and stores
- 42 Texaco Gas Station
- 43 Church, community center, Grocery Store
- 44 Out front of apartment complexes, at bus stops, at convenience stores
- 45 Church, outside my house & Luby's
- 46 Meadow stone park, southwest mall, SAM's club, target, Walmart
- 47 Nowhere at this time other than or homes. We need invest more in our community as promised years ago back to 200's where I build my home. The redbird area need investment and revitalization
- 48 St. Augustine's episcopal church, St. Elizabeth's catholic school, Oak Cliff Presbyterian, Kiest Park, Baskin Robbins/ catfish connection
- 49 Complex pool
thru good marshal community center
- 50 Not enough walking area
- 51 Recreation center, post office
- 52 Kiest Park Luby's Cafeteria, Kimball high school
- 53 At the YMCA/ grocery & retail stores, at the poll-camp wisdom library, the EAP dining facility, area churches
- 54 Crime watch meeting
- 55 Their yards or at restaurants
- 56 Kiest Park
- 57 Church and restaurants
- 58 In my apartments on Marvin D love 67 area. I see neighbors in parking lot for the apartment also going to Wal-Mart & Local food establishments.
- 59 At the local Fiesta store or Hampton & Ledbetter
- 60 Water Park good but needs to grow all through existing park; lots of room for fast food etc.
Restaurants on Wheatland Rd.
- 61 There is not enough police around the gas station at night near the airport area. People seems to be asking for sprat change frequently or hanging around the area.
- 62 Not many places to gather.
- 63 Between Rugged St. And Waterpark
- 64 Bank, Food Stores
- 65 Rec - Center
- 66 I don't. We don't socialize

67	Churches grocery stores Shopping Strips Luby's Restaurant
68	Post Office Service or gas station - Texas Water Park Schools Kiest Park
69	Post Office Bank Drug Store Grocery Store
70	Kiest Park
71	Kiest Park
72	The Library
73	N/A
74	N/A
75	N/A
76	N/A
77	The front porch
78	Fly over view!!! Great!!!
79	Our neighborhood watch meets at the library
80	Luby's Restaurant Malls / Grocery Stores Church
81	Parks
82	Churches, Schools, Grocery Stores, eateries, Malls, Drug Stores, Track Fields, Hospitals
83	Need to see more police
84	N/A I don't really.
85	Executive Airport Restaurant is the one place I see community gatherings.
86	We really need more parks for children to play in. The apartments around the area are full of crime. Mark Twain Recreation Center
87	YMCA

- 88 Concord Baptist Church
Park
- 89 Twin Falls Park
Luby's
- 90 Post Office
- 91 Neighborhood - Open a meetings.
Twin Falls Park
Restaurant at Executive Airport
The Golf Club of Dallas
- 92 Polk Wisdom Library
- 93 At Kiest +Hampton if it was fixed up-and around the airport
Kiest Park, Twin Falls Park
Southwest Mall Area
Church
- 94 Grocery Stores
- 95 Local Churches, Rec Centers
- 96 I see my neighbors at the post office, the gas station and the Luby's cafeteria.
As a 33 yrs. Old, I go to Bishop to enjoy dinner/Drinks.
- Family movies we head to Cedar Hills/Arlington
- Grocery Shopping Walmart on 35
- 97 Family Shopping Grapevine Outlet Mall and Cedar Hill Mall
- 98 Apartments area and the southwest center mall
Community Meetings
- YMCA
- 99 Kiest Park
- 100 Church
- 101 None
- 102 Kiest Park
- 103 Not familiar with the airport grounds or buildings except new fenced off score (?) Fields.
Kiest Park
- 104 Liberty @ Hampton Illinois

- Bahama Beach
 105 Bahama Center
 106 The Park on Red Bird and Polk
 107 Change the name back to Red Bird Airport
 108 Fiesta - How sad is that!
 Other areas of the city
 109 I don't see them gathering anywhere around my neighborhood
 110 Thurgood Marshal Rec
 YMCA Hampton
 111 I don't
 112 Before at Kiest park but not so safe anymore. Need update and safety features.

 113 The majority of neighbors go to Kiest park and nowhere else around the airport
 114 Nowhere but church
 Concord church
 115 Wheatland town crossing
 Kiest park
 Southwest center mall
 116 kiest park
 Dallas executive airport
 117 Need more green space - need a nice event center
 Red bird park & recreation
 118 kiest park & recreation
 local churches
 119 Bishop arts or cedar hill. I try to avoid the business around the airport. Crime rates are high around the apartment complexes
 120 When out walking dogs
 121 S.w. center mall and rec center
 YMCA-Hampton
 122 Executive Airport Restaurant
 Church
 Old Red Bird Mall in the daytime
 123 Nowhere
 The church on ravinia and Southwood
 124 the Hampton library
 our homes
 125 At the Rec Center and the Transit Center
 At the Car Wash on Hampton on Saturdays

	At the restaurants on Wheatland Road
	At Church on 35 between Camp Wisdom and Laurel Land
	At Southwest Center Mall
126	Fiesta food mart
	Wells Fargo
127	Local home
	Recreation center
128	churches
	homes
	Homeowner's association meetings
129	garage sales
	neighborhood events
130	Kiest park
	Kiest Parktrails
131	Shopping area
	Luby's
	Parks
132	neighborhood meetings
	church
133	Post Office and
	Grocery Store
134	Kiest Park
135	At the Thurgood Marshall recreation center. Amongst each other's yards. At the local convenience stores
	Church
136	Front Yards
	Thurgood Marshall Rec Center
137	N/A
138	Luby's
	Southwest Center Mall
139	Around my neighborhood - public schools, some churches and twin falls park
140	Bishop Arts District for Dinning
	Kiest Park for Recreation
141	In our neighborhood!
142	Nowhere
	sw mall in which used to be red bird mall. In the 80's was the place to be. Shop was all around
	Grocery Stores
143	Drug Stores
	Water Park

- 144 Thurgood Marshall rec center
YMCA or Hampton road
- 145 YMCA& churches
The Mall
- 146 Churches
Dallas Executive Airport
Twin Falls Park
- 147 Game Area Near Airport
- 148 Shopping area at Hampton & Wheatland Rd. & I20
- 149 Fun water Park
- 150 Dating establishments, Thurgood Marshall Rec Center, DISD schools
- 151 No place
- 152 Southwest Center Mall
Kiest-Hampton Shopping Area
- 153 Wynnewood shopping area
- 154 Shopping center
Working In Their Yards
- 155 Neighborhood Meetings
- 156 YMCA
- 157 Parks and churches
- 158 A nice local coffee shop or a nice restaurant
- 159 In the house, it's too noisy with the planes.
- 160 Luby's Cafeteria, Walking in the neighborhood
- 161 On parking lot
City Park @ Red Bird Park
Churches
- 162 Lubys
- 163 Kiest Park
- 164 On streets in neighborhood for special events
- 165 Nowhere to go
- 166 Movie theatre, shopping center
Shopping centers
Grocery Stores
Bahama Beach
Thurgood Marshall park
- 167 Red Bird Mall (SW Center Mall)

- 168 No place
- 169 Not familiar. People from outside area at the golf club
- 170 Water Park
- 171 There are neighborhood meetings at the library, churches or police station where people go. But they don't gather anywhere just to socialize. There are no movie theaters or interesting places to eat. Other than Delta Charlie's. The closets gathering place is bishop arts district.
- 172 Post Office
Cafeteria
YMCA
- 173 No
- 174 Church
- 175 N/A
Luby's
- 176 Thurgood Marshall Rec Center
Polk Library
- 177 YMCA
- 178 Church
- 179 Carter High School. Area Churches
- 180 NO PLACE
- 181 Luby's restaurant
parks
- 182 Only at Black Portico and neighborhood watch meetings
- 183 There is only one park on Red Bird & Polk. Nowhere else to go nearby.
Restaurants
- 184 Parks
Recreation Center
- 185 Never
- 186 St Elizabeth Catholic Church
- 187 At churches parks, stores & schools
- 188 If the bike trail was made more into a park that would be awesome
- 189 Church, Mall, School, Park
Kiest Park- good for walking, family reunions & birthdays, lots of walkers.
- 190 St Elizabeth Catholic Church/ School also, vibrant mixed cultures. Lots of activities.
Baskin Robins, Kiest and Hampton

- 191 The Park (Thurgood Marshall)
- 192 Southwest Center Mall
- 193 Sadly never see nice gathering of diversity. There isn't any place. We are proud of around Dallas Executive Airport.
- 194 Church, Bank, Places for food
Walmart
- 195 fiesta
- 196 Same as 12
The mall
- 197 earring places
churches
YMCA
- 198 We Go To The Library
- 199 Water Park , T.M Rec Center
- 200 Lobes church/bank
- 201 Thru good Parks, waterfall
- 202 The parks, churches, grocery store
- 203 I really can't answer this question because I don't know any individual gathering around my area. I live in apt complex and don't have
Alot of friends who are neighbor to me
Luby's Cafeteria
- 204 Southwest Center Mall
Numerous Churches On Hampton
The "Y"
- 205 I don't see this happening
- 206 There isn't any type of focus in my neighborhood
- 207 Kiest Park
- 208 YMCA, library, southwest mall, fitness cheddars, chilies, south Dallas cafe
- 209 Libraries and Parks
- 210 People don't hang outside in any neighborhood
- 211 In my neighborhood Kiestwood
The park located at Pol and Red Bird Ln.
- 212 The YMCA on Hampton
Thurgood Marshall Roc Center.
- 213 Church, Bazaar, Helena Oaks Crossing
- 214 Church traffic is dramatic on Sunday

- 215 Nowhere
- 216 Churches, Small Parks(Glen Oaks Area)
- 217 There are no places
- 218 At the Post Office or Luby's
- 219 No real place to gather
- 220 You can't gather there is nowhere to gather in neighborhood. It is horrible.
- 221 At the park to ride their bicycles
- Post Office
- 222 Water Park
- Gas Stations
- 223 YMCA, Parks, Churches, Luby's Cafeteria
- Churches
- 224 parks
- Post Office
- 225 Water Park
- Gas Stations
- 226 My neighborhood does not have "gathering places".
- 227 I do not see them gathering. Hawaiian falls garners some support and i see people on the hike and bike trail but there is no place in oak cliff such as white rock lake. Kiest park has become better but we need more parks with bike trails and outside areas
- 228 Kiest Park
- 229 Within the neighborhood as there is little entertainment areas.
- We walk frequently in our neighborhood, and see our neighbors while we're out walking. We have gatherings at our house and at friends' houses in the neighborhood. We also sometimes meet friends at Twin Falls Park or Kiest Park, Bahama Beach. Our neighborhood association typically meets at Adelle Turner Elementary, and sometimes meets at Oak Cliff Presbyterian Church.
- 230
- 231 I don't.
- 232 Never seen
- 233 Gas stations and the small convenience store across from the post office.
- 234 I see them running in around our neighborhood, and the Kiestwood Trail.
- 235 No place, really. It's a tight-knit neighborhood, but there isn't a good place within walking distance to gather.
- 236 Not any for my neighborhood
- 237 Delta Charlies, open spaces, restaurants
- 238 Next door neighborhood group
- 239 Kiest Park
- 240 Church
- 241 Luby's

242	Church, Luby's, grocery store, recreation center
243	Rec Center
244	Upscale retail and restaurants
245	Kiest Park
246	Oak Cliff Bible Fellowship Church, Dallas Golf Club and Walmart.
247	Kiest Park
248	There is no place to gather outside of their homes or corner stores.
249	Within our neighborhood itself...
250	Nowhere only at church.
251	Kiest park
252	Parties at individual homes. Not much community interaction.
253	Nowhere
254	My gated community neighbors gather around our pool. The outside neighbors
255	Southwest Center Mall
256	Nowhere
257	Kiest park
258	Know where
259	I do not see them, since we all drive outside of the area to spend money.
260	Upscale restaurant/cafe, HEB, Sprouts or Kroger, Trader Joe's,. Starbucks. Walking trail bigger than the one at Twin Falls and a free water park for children.
261	Luby's
262	Church
263	Restaurants and Bars
264	Church, mall
265	Only at planned neighborhood events (meetings, happy hours, events, etc.)
266	Church
267	At their homes. I don't see any individuals gathering or "hanging out."
268	Stores
269	In front of our houses
270	Kiest park
271	Nowhere
272	Crime watch meeting at the library The surrounding churches in the area Antioch Church Concorde church friendship West Church

273	Recreation Center
274	No where
275	Nowhere right now. Parks in the future.
276	Playing golf, riding bikes at Boulder park. I see others gathering at bus stops and churches.
277	High fall Park
278	At home
279	Kiest park, KC hall, St. Elizabeth church & school
280	Southwest Mall, New Parks and green Space, Red Bird and highway 67 is something was there to draw crowds. All areas in and around the USPO
281	Bishop Arts District
282	It will be great if the airport can offer a community room free of charge to meet, celebrate, and plan community related issues, holidays, and events.
283	Target shopping center, Walmart, red bird mall.
284	In our yards
285	Nowhere.
286	Kiest park
287	Nowhere, no one leaves their houses once they get home from work. Kiest Park is safe only during the daytime. Online at Nextdoor.com
288	Kiest Park Duncanville at "Duncan switch Street Market" on Saturdays Wynnewood Shopping Center (good grocery there and Ann's health food store near there)
289	Very Friendly and familiar
290	City recreation center/park
291	Really there is nothing unless you go to Papadeaux's in Duncanville. There is nothing in this area. It is awful. Nothing to enhance the value in this area.
292	?
293	It seems nonexistent outside of church.
294	Shopping centers
295	There is typically no place to "gather". A majority of the families in the homes north east of the airport are working families.
296	There are no gatherings.
297	Church, Thurgood Marshall Rec. Center, Water Park.
298	Park
299	The is no place to gather outside of churches
300	Parks, shopping center

- 301 I don't see this.
- 302 Local churches, IHOP, shopping centers. We don't really have a gathering place per se. There are no coffee shops, bookstores, very few nicer restaurants are available here.
- 303 Stores
- 304 At community meetings.
- 305 At their homes
- 306 At neighborhood meetings, walking either in the neighborhood or on the trail, at Kiest Park, at the library
- 307 Grocery store
- 308 I don't see a location at this time. My age group meets at the Trinity Grove/Bishop Arts District
- 309 The assumption that people "gather in and around" my neighborhood is baseless
- 310 Lisa's fine food
- 311 School
- 312 Area churches
- 313 Church
- 314 Rec Centre, Church. Library,
- 315 Dallas Zoo
- 316 Mostly at Kiest Park or twin falls park
- 317 Area around 67/20. Also 7th/Davis Av, there isn't much around the airport.
- 318 The airport
- 319 Red Bird Mall
- 320 I don't
- 321 Oak Cliff YMCA & Southwest Center Mall
- 322 No idea.
- 323 We gather in our neighborhood and meet monthly at Thurgood Marshall Recreation Center and, of course, in our churches.
- 324 The old Kiestwood Methodist Church; Kiest Park
- 325 No where
- 326 Churches
- 327 Park on the corner of Polk and Red Bird lane
- 328 In line, at one of the few eating restaurants or the grocery stories.
- 329 They don't
- 330 Bishop Arts & Kiest Park
- 331 I don't

- 332 Neighborhood meetings, passing by in neighborhood.
- 333 Nowhere - they go north to gather.
- 334 No where
Library
- 335 Dallas golf club pool
Nova restaurant (on Davis St.)
- 336 Kiest Park
- 337 Kiest Trail, Kiest Park, Bishop Arts. The shopping and dining in the immediate area is terrible. A good grocery store is lacking.
- 338 Not really any great gathering location!
- 339 Neighbors at Restaurants and Golf, thugs on street corners.
- 340 McDonald's, park
- 341 Walk through Neighborhood, Kiest Park, Kiest Trail. Unfortunately, there is little to nothing else to do for people to congregate. Very little shopping, very little dining options, no entertainment options (movie theaters, comedy clubs, bars, nightclubs, etc.) The area needs revitalization. There are great neighborhoods in the area surrounding the airport; however, everyone has to travel to other parts of town for shopping, dining, entertainment, etc. We need to have some developments in this area to protect the residential integrity of the area and support families and residents.
- 342 Kiest Park
- 343 Kiestwood Trail, walking on sidewalk, at the church in Kiestwood, Kiest Park, Golf Club of Dallas pool
- 344 The rec centers and walking paths
- 345 Kiest Park
- 346 On the streets of the neighborhood. Would like to see them in restaurants and quality grocery stores
- 347 Mostly at churches or the YMCA
- 348 I don't really see them except for in the park.
- 349 The area is not community friendly. I live in Elderwood neighborhood and would love to see safe, well lit, inviting, places for people to gather.
- 350 Churches and Thurgood Marshall Center or Kiest Park
- 351 Kiestwood Trail
- 352 Walking on our streets
- 353 There is not a safe and attractive place to gather in the neighborhood.
- 354 Library, not close by.
- 355 Luby's
- 356 Walmart
- 357 Twin Falls Park
- 358 Church, stores, restaurants, mall

- 359 Churches
 360 Park
 361 In the street while walking the neighborhood
 362 Their yards, walking, in homes, out to dinner
 363 Golf club of Dallas
 364 At church
 365 Parks
 366 Neighbors don't tend to gather in or around our neighborhood unless it is a special event because there aren't places for this, and people do not feel safe due to sidewalk issues, stray dogs, and lighting issues. When people do gather, it is at Twin Falls Park
 367 Tom Thumb on Hampton.
 368 I don't really see any good areas where neighbors could gather. Mainly at homes or maybe the YMCA. Some people may use churches to gather.
 369 Kiest Park, but the land now occupied by the Airport could become that area quickly!
 370 At Neighborhood Association meetings
 371 No place available

Q14)

Number	Response Text
1	I walked to the west center mall, to shop and browse around the stores
2	There is lots of green spaces to be developed that will add to the walkability factor.
3	Jack in the box, fiesta, Walgreens
4	My neighborhood Cherry creek. Atwell middle school, waterpark, rec. Center, golf course area, strip mall
5	Boulder Park, to commune with nature.
6	Don't. Not safe.
7	There are no walking trails nearby to walk safely near airport
8	Kiest oak- maybe (depends on the time of the day)
9	No place to walk to
10	Kiest park- exercise Kiest park 80%
11	southwest center 20%
12	Boulder park trail, because I enjoy parks and outdoors
13	Walk dogs and for exercise
14	I don't- it's completely unwalkable - all strip malls
15	N/A

- 16 Down Hampton to Reynold Osten and back
- 17 Park, community for safety
Hampton Rd. Because the sidewalks are available and safety is important. Dallas police department maintains a presence between
- 18 Ledbetter drive and Highway 7
- 19 N/A
The nearby park and on Hampton because there are always people seen visibly and feel safe which there are open areas and
- 20 lighted areas
- 21 I don't because there is no place close by
- 22 No place to walk. Hampton is a HWY street
- 23 There is no place to walk
Executive airport restaurant
- 24 take offs and landings
- 25 Hike & bike trail in my neighborhood
- 26 Builder park
- 27 Unsafe area to walk
- 28 I only walk in the mall or down to Walmart
- 29 Neighborhood streets
- 30 Bank- to conduct business.
- 31 Kiest park but we should have something close to redbird & Westmoreland
I would not go walking there- sidewalks inadequate, near airport
- 32 I walk close to my home in park area between kiest
- 33 My neighborhood only. I know my neighbors and they know me
- 34 Airport meetings & restaurants
- 35 Kiest Park & Trail.
- 36 Kiest Park
- 37 I do not go walking around Dallas Executive Airport. I usually go to Duncanville Parks for safety reasons
- 38 Kiest Park because of the trail that has been renovated
- 39 Kiest park, exercise, socializing
- 40 Store shopping for groceries, eating out, and going to church
- 41 Luby's shopping center area. Buy food, gas, or go to barber shop
- 42 I don't go walking unless I'm walking to catch a bus
If there was a grocery store at redbird & Hampton, I would walk or ride my bike please consider another local grocery store where
- 43 sack-n-save use to be.
- 44 Maybe boulder park but we never been there. We just past by

- 45 Have you been there? I ask because there is nothing to walk too. It's a big freeway.
- 46 From my house on Southwood down to the old Methodist Church on Southwood & Ravinia.
- 47 Up and down sidewalk for exercise
- 48 Not enough walking area
- 49 I walks my dog up and down boulder
- 50 Entertainment places, parks
- 51 N/A. I walk in designated Dallas Parks
- 52 Nothing around
- 53 Kiest Park the only place to walk
- 54 Stores for household items, groceries, etc.
Kiest park
- 55 -exercise, tennis, soccer, jogging, walking, etc., meet people
- 56 I don't walk the area. My concerns are dogs and homeless people. They are panhandlers.
I don't live close to Hampton Street. I live close to 67 & Wheatland area. If I did I would go to Luby's. Also I use Hampton to go to their library. There are also supermarkets nearby for people that live in that area.
- 57
- 58 I don't go walking in my area because of the quantity of lose dogs is a problem.
- 59 I would if they build more shopping for restaurants, etc. We need to catch up considerably with north of Dallas.
To go see the airport itself, when old vintage airplanes are on display, or famous people like the Tuskegee airmen are there to visit.
The area needs to improve with a Costco or sprouts or zoo or some top golf or newer and nicer facilities. Need more police in the area to keep people asking for cash away.
- 60
- 61 Kiestwood Trail or Kiest Park because they are good off street facilities
- 62 Don't walk in neighborhood
- 63 Never walk in this area
- 64 Kiest Park - Walk Paths (Sidewalks)
- 65 There is nothing over there. I walk my dogs in my neighborhood. I have no reason to walk over there.
- 66 Kiest Park Rec Center
- 67 Neighborhood
Bank - where we bank
Luby's restaurant - senior menu available
Drug Store (Walgreens) - Variety of medication, make up, etc.
Water Park - Children / Adult entertainment
- 68 Grocery Stores - Pick up food items
- 69 My neighborhood
- 70 Kiest Park

- 71 The Park at Polk and Redbird
- 72 N/A
Westmoreland to Rio Grande Ave
- 73 Walking Trail
- 74 N/A
- 75 N/A
- 76 Nowhere, for no reason
- 77 To the shops, because of dog bites, or the M.E. Office.
- 78 I don't walk over there at night because it's not the best idea.
- 79 I wouldn't go walking in this area
Park - Recreation
Grocery Stores - Replenish of Items
- 80 Post Office - Mailing of Items
- 81 No
- 82 Need to see more police
- 83 N/A
Opportunities for growth. The shopping complex at Hampton and Red Bird Lane has potential but it's pretty depressing at the moment.
As the lifelong residential of the area i've never understand why the green spaces north of the airport aren't made into parks and nature trails.
- 84 No safe to walk. Lots of crime from the apartments in the area. Also too many people hanging out outside of the convince store. It is scary.
- 85 scary.
- 86 N/A
Red Bird Ln.
Marble Head, etc.
- 87 Familiarity
- 88 To eat
Kiest Park is where I walk
- 89 Kiest Park is the nearest safe place to walk
- 90 N/A
The Golf Club of Dallas. I live by it and we can walk our dogs when golfers are not present.
- 91
- 92 Kiest Park, May be safer
- 93 Nowhere, not safe
I used to walk in this area-my neighborhood daily. But no more because the neighborhood isn't a safe place to walk anymore. I am now 90 years old was mugged in 1989 while walking home from bus stop at loop 12+Mark Trail Mugging got my purse with all I had in it and broke and disclosed my shoulder-Had to go to the ER, mugger was not caught, had lots of pain. Lorene Massirer
- 94 it and broke and disclosed my shoulder-Had to go to the ER, mugger was not caught, had lots of pain. Lorene Massirer
- 95 The post office to mail letters, buy stamps, Luby's for a meal, Wells Fargo to do banking, Fire station to let my son visit.

- 96 Kiest Park-A little more secure
- 97 I will not go walking in the areas surrounding Dallas Executive Airport
- 98 I don't walk anywhere except afternoon walks in my neighborhood Wynnewood Hills.
- 99 Southwest center mall, it is the only space we can go to
Kesit Park
Shelf
SW Center Mall
- 100 Downtown
- 101 None
- 102 Are you kidding?
- 103 I don't go nothing close to airport
- 104 Exercise walk past Luby's around 69 service road
Personally for now I wouldn't,
- 105 No Parks, Dog Parks, No Eaters.
Why would I walk there? There is nothing around here to walk to. If I want to walk to Kiest Park, there is no sidewalk so I have to
walk in the street! This is pathetic and Sad. In north Dallas no one would put up with this.
- 106 Kiest Park
- 107 Nowhere, too dangerous
- 108 No - Dangerous If Alone
- 109 Kiest During Daytime Hours Only
- 110 There is no place near the airport that has well lighted or paved walking areas.
- 112 No Where To Walk. Need A Nice Park, Walking Trail
- 113 Around O.C. Golf Club
- 114 Twin Falls Park Because It Is Smaller And Quieter Than Kiest Park.
- 115 DEA
- 116 I walk in my neighborhood
- 117 Just in my neighborhood around schools adjacent to Hampton & Kiest
- 118 Shop at Fiesta ir walk to Kiest park. Sometimes i walk the dogs around the neighborhood.
- 119 Streets in my neighborhood to walk dogs
- 120 Park for exercise
- 121 Kiest Park and neighborhood (Brettonwood + Kiestwood)
- 122 I would not walk in the neighborhood
- 123 Kiest Park and around home, close
- 124 Thurgood Marshall Rec Center - It has all I need there
- 125 I would not go walking because of the traffic and lack of walking area
- 126 Would not walk
- 127 Kiest park trails/walkways

- 128 The blocks around my house
the kiestwood trail behind my house
- 129 Walking? Area not set up for walking to and from.
I only walk at the YMCA, in the gym
I am afraid of dogs so I never walk in the neighborhood
- 130 House dogs are a real problems
Kiest Park
local walking trail
- 131 streets in neighborhood
Safe place, should be a safe track/ walking trail
- 132 and grocery store and gas station nearby
Kiest Park
- 133 Beautiful 240 acre park
- 134 At southwest center mall
Park Around Thurgood Marshal Rec Center-Exercise
Shopping Area-Loop 12, Hampton-Shopping, Exercise
- 135
- 136 Kiest park, only park available
Southwest Center Mall
- 137 Kiest Park
- 138 Aviation museum
- 139 Kiest Park-Close to my home
- 140 Nowhere/not safe
- 141 N/A
- 142 I enjoy walking, but didn't realize the airport was available to the public
- 143 Thurgood Marshall rec center, water park and park. Within 2 minutes from my house
- 144 I do not walk because of stay dogs except Kiest park
Walk around center track high school
Glendell Park
- 145 Kiest Park
Southwest Center Mall
- 146 I go there because I feel safe, it's cooler inside
- 147 Treavin Hall Park as Redbird & Palh St.
- 148 Stores
In my neighborhood, would not go to park - Don't feel safe
- 149 Maybe the park at Polk + Red Bird lane, however it is not large enough to accommodate all the needs of the community
- 150 Southwest Center Mall, area neighborhood.
Kiest Park
- 151 Kiestwood Trail

- 152 If there was a nice park or farmers market that would be wonderful
- 153 Kiest park daily, for recreation. Jog, walk, run
- 154 I will run at kiest park
- 155 I walk on park and red bird
- 156 My own acreage on the approach to runway 17
- 157 Kiest Park- crowded, Park at Polk & Redbird closest to home.
- 158 LA fitness
- 159 Don't walk in the area
- 160 In neighborhood most times in Duncanville at the local park on Wheatland
- 161 Nowhere to go
- 162 Shopping mall
Twin Fall Park on Red Bird
- 163 SW Center Mall
South West Mall. I feel safe
- 164
- 165 No adequate side walls
- 166 Around water park
We walk on the golf course after hours and regularly in our immediate neighborhood. The airport is surrounded by busy streets. 67
- 167 Hampton, Redbird-nothing there to encourage "walking" might be even dangerous.
- 168 N/A
- 169 Do not walk
- 170 None
- 171 Not an idea place to walk to a location that is a minority driven area.
- 172 Kiest park, it's close
- 173 YMCA for exercising and training.
- 174 Marshall Park
- 175 Wouldn't! No scenic area.
- 176 No place
- 177 Thurgood Marshall recreation center. There is a park surrounding the center. But I don't walk anymore to much crime.
I would not. Too many dogs, sidewalks are small. Kiest Park- wood+ large groups of young new consistently gathered with little
- 178 police
- 179 Walking for exercise. Not a lot of places to walk to besides lot 2 poorly maintained strip malls.
YWCA
Recreation Center
Parks
- 180
- 181 Do not go- don't feel safe

- 182 Post Office because it is a good way to exercise
I would walk at churches, stores & parks because of their locations
- 183
- 184 Really no place to walk
- 185 Kiest Park
Kiest Park, Red Bird Park, Neighborhoods - we do walk each day
- 186 the walk from Hampton down to the airport is beautiful if it had sidewalks.
- 187 No Walking Trails - Only At Kiest Park
- 188 My Barber
- 189 Do not go. No bike trails, nothing good. Don't feel safe
I don't.
- 190 Not safe
- 191 I don't walk around the area
Water park area. Park is kind of small but interesting.
- 192 Kiest park- great for walking
I would walk at Thurgood Marshall of Twin falls park. Reasons-walking thrill, i feel safe, those places are not isolated. However ther
are too many apartments surrounding Thurgood.
- 193
- 194 Kiestwood estates that's where I live
- 195 There is no place to walk to
- 196 N/a
- 197 Waterpark due to heat
- 198 The park
- 199 To a surrounding park area. To relax and talk to people who are at a park area doing the same thing
Nowhere!! There is no place to walk. Some have walked out at southwest center mall. The Methodist hospital has a walking track.
- 200 There is no place around the airport for walking. The "y" is a place to walk.
- 201 I would not do this
- 202 Around the neighborhood
- 203 Nowhere!
- 204 Kiest park has good walking trails
- 205 My Street- safety, familiarity
- 206 City of Dallas walking trail because it takes you to the only green space around the airport
Will not walk by that. Go to loop 12 & Hampton just watch! Go to fiesta near here watch! Apartments in area-really? Abandoned
- 207 buildings on Hampton.
- 208 The Recreation Center/ It's plenty of park to walk around.
- 209 No good place to go
- 210 Kiest park - clean and safe
- 211 Nowhere in the airport because there are no sidewalks in the area
- 212 There are no places in this area

- 213 The Bank or Post Office for the uses in a business way
- 214 There is no place to walk
- 215 You can't go walking around the area is not safe, no safe sidewalks that is one of the reasons I am moving
Walk around the blocks for exercise. It's mostly warehouse or company buildings, church, school, and apartments other than the
216 park to ride your bike.
- 217 N/A
- 218 In my neighborhood area because I feel safe and convenience
- 219 Parks and rec centers
- 220 N/A
- 221 I live in the Oak Tree Colony neighborhood which is secluded (which I like: it is off Mattney Drive). Areas outside my neighborhood
are not designed for walking. American Way does not have any sidewalks whatsoever.
I usually go to Kiest park or cedar hill state park. Kiest park is close and cedar hill state park provides some safety measures and
222 great variety. The improvements at kiest park make this is nice walking park.
- 223 Kiest Park, Boulder Park
- 224 Kiest Park. Nicely maintained and recently upgraded. Relatively safe. Also, my own streets.
I walk my dogs in and around my neighborhood, Twin Oaks, once or twice a day. We also sometimes walk to Twin Falls Park with
our children. We have also walked to Thurgood Marshall park to play tennis and for our kids to play on the playground there. We
sometimes walk across Polk and walk around the Glen Oaks neighborhood, and across Red Bird to walk around the neighborhood
225 surrounding the Oak Cliff Country Club down Bar Harbor Dr.
- 226 There really is nowhere to walk around there.
- 227 Never walk
- 228 Most likely I'd be walking to the Post Office to mail something.
- 229 I would walk the Kiestwood Trail because it's close to my home.
- 230 We stay in our neighborhood and on the walking trail mostly because we have small children. It's easier to stay close to home.
- 231 Near home: lake placid, chalet lane, duty lane. Sometimes around the two schools in the area.
- 232 Anywhere there is open space, accessibility and sidewalks
- 233 I do not
- 234 I don't think there is such area in place
- 235 N/a
- 236 Never walked around Dallas Executive Airport.
- 237 On streets around my house
- 238 To the park
- 239 Walk around the country club the reason why to see the beautiful landscaping
- 240 We routinely walk the blocks in Kiestwood and in Kiest Park for exercise.
- 241 Kiest Park has a recently refurbished walking trail that I find beautiful and refreshing. I walk a few miles there 5 days a week.
There is no pedestrian access around the airport. You have to go to Kiest Park or drive to other areas just to walk, if not in your
242 neighborhood.

- 243 I do not walk around in this area. I always have to drive so somewhere if I want to walk.
- 244 Don't walk there
- 245 I only go to Delta Charlie's in the area.
- 246 Kiestwood trail, very easy to reach
- 247 Boulder Park because it is beautiful and not overcrowded.
- 248 No safe place to walk
- 249 If I go walking around the airport it will be for exercise purposes.
- 250 Kiest Park/Convenience and safe
I would like to see several nicely planned and well-kept Neighborhood parks where ALL neighbors and children could go to walk, picnic, recreate, and have public meetings if wanted. The why is self-explanatory?
- 251 Kiest park and my neighborhood kiestwood
- 252 Kirsten park
- 253 Around our acreage and up and down streets, always with a big stick, to fight off the loose dogs.
- 254 To cafe to relax and chat with neighbors.
- 255 Twins Falls Park with the morning walkers. It is the safer place to walk.
- 256 Kiest Park or Glendale Park
- 257 To the parks for the kids to play
- 258 Park
- 259 Somewhere that is safe from traffic, and dog friendly
- 260 Church to attend
- 261 In my neighborhood because it is safe and this is a really great community, including the Dallas Executive Airport area.
- 262 I would walk down to the park and walk thru the park.
- 263 Around the neighborhood to get exercise
- 264 Around my neighborhood for convenience
- 265 Kiest park, excellent walking trails
- 266 I do not walk in the are
- 267 Recreation park area because more people will be using that area.
- 268 Kiest Park
- 269 If a park is developed at the southeast end of the runway near Hampton Road, I would go there.
Boulder Park offers about 12 miles of single track trail maintained by the mountain bike community for all to enjoy. There are two creeks this urban wilderness and plenty of quiet, shaded primitive trail for bikers and hikers. This is be of the city's best kept secrets.
- 271 The trails should be protected from "improvement" by paving
- 272 Around High Fall Park, for exercise
- 273 Parks
- 274 I like to mountain bike and hike at boulder park.
Only the Post Office or Wells Fargo Bank. There is nothing else that would draw me there. No decent restaurants, shops, Grocery Stores, Retailers-----NOTHING!
- 275

- 276 Kiest park, only park near with a good walkway and feel safe. I also go walking around my neighborhood
- 277 I don't feel safe walking around the airport because some of the sidewalks are narrow and uneven.
- 278 I wouldn't, there's nothing around it, and it's a dangerous area.
- 279 I do not walk in that area not safe
- 280 Kimball High School Track
- 281 Neighborhood.
- 282 Would never go walking in that area due to high crime along Hampton
Gated field at Bishop Dunne High School (safety and proximity)
Open areas in Kiest Park (less safe because of unleashed dogs)
I drive across town to White Rock Lake where it is safest and the most beautiful.
- 283 I walk short distances to see my elderly neighbors.
- 284 Park to Exercise, Post Office for post service, Cleaners, Florist at redbird and Hampton
- 285 In my neighborhood
- 286 Kiest Park. The grounds are nicer and neater
- 287 I do not go walking in the area because there are too many stray dogs.
I try to stay in the parks, it can be dangerous on the streets. People drive in an unsafe manner, there is a stray dog problem and the sidewalks are inconsistent.
- 288 Carter high school, because they have a track
- 289 I am not sure if I would walk anywhere....
- 291 There is no good place to walk - no good sidewalks, no good parks - Kiest park is too far away for convenience - Boulder Park is for bicycles only. No neighborhood is safe for walking due to loose animals and risk of harm from vehicles.
- 292 Up and down Hampton Rd. From the Post Office to the YMCA. Mailing, banking (Wells Fargo), shopping (67 Square stores and food places) and the YMCA for various activities.
- 293 In the Meadow are around Mcnare School
- 294 Red Bird Park so I can walk with my dog and chat with the few that are there
- 295 Around the bike trail. There is an established trail there
- 296 I don't walk in this area
- 297 Boulder park, CAF Museum.
- 298 Stevens Park
- 299 Kiest Park or Kiestwood Trail. If weather is an issue Southwest Center Mall.
- 300 Nowhere outside the airport due to criminal activity
Typically north of Ledbetter/loop 12: in the neighborhood, along the trail under the power easement, around the parks, on occasion
- 301 in the rustic areas south of the airport
- 302 To work
- 303 Nowhere. It's nothing around there.
- 304 Too dangerous, too many violent people, dogs
- 305 YMCA, multi-use.

- 306 Walk to store
- 307 Boulder Park....serenity.
- 308 Gym
- 309 Neighborhood, Kiest Park, Mall, Rec. Centre
- 310 Dallas Zoo. To see all the animals and play.
- 311 Boulder Park. It's a nice, relatively safe park.
- 312 I won't. It's too difficult to get to the area for walking, I will drive. However, if that were improved, we still need more places to go.
- 313 We walk to the airport to look at the airplanes
- 314 Inside the security fence at the airport - out side of it is too risky especially after dark
- 315 Would like to walk in the parks more but there is too much crime to feel safe.
- 316 YMCA & Southwest Center Mall
- 317 Do not go walking
We walk in our neighborhood because we do not have a walking/running path at Thurgood Marshall or a nearby urban green space
- 318 :(
Kiestwood Trail, wide trail, safe
- 319 Kiest Park Trail, wide trail, lots of folk, green space
- 320 Nowhere there's nothing to see in the area that is attractive.
Only in my neighborhood, including Kiestwood Trail, and Kiest Park. I would never walk in the area immediately surrounding the airport.
- 321 airport.
- 322 NA
- 323 I would love to walk in my neighborhood, dogs running at large, I walk at one of the public park. (No Dogs)!!
- 324 Wouldn't walk in that area
- 325 Kiest Park, Kiestwood neighborhood...green and peaceful
- 326 WONT
- 327 I do not walk in my neighborhood. I walk inside the YMCA.
- 328 I would not walk in the area. The apartments make it too dangerous.
- 329 Not any areas surrounding the Airport to take advantage of the outdoors for leisure or recreation
- 330 Kiestwood neighborhood, trail, and kiest park, for exercise
- 331 Kiest Park because it is large with very nice paved trails. Also, Kiestwood trail is very nice.
- 332 Kiest Park or trail. There really isn't a good area to walk otherwise.
- 333 Would not walk in that area!
To the ends of the runways to watch the airplanes, We need better places to go to see the airplanes, with the historical WWII planes
- 334 at the airport there is a big need to have a place to sit and watch the planes come and go.
- 335 To Park
- 336 The only area that I'm aware of is Kiest Park or Kiest Trail. I go because it is the only area we have. The park is nice; however, it could use enhanced amenities. Kiest Trail is nice, but it needs to be expanded to connect to other large trails to make it more

- appeasing and convenient. It also needs enhanced amenities. We need dog park in the area too. We need more bike lanes along Kiest and along Hampton and along Ledbetter.
- 337 Kiest Park and the new hike/bike trail in and around Kiestwood. I love the wildflowers planted in both areas and am very glad the city of Dallas planted them!
- 338 Walk on the trail in my neighborhood or in Kiest park for exercise, Baskin Robbins for ice cream
- 339 In my neighborhood
- 340 I haven't walked around the airport
- 341 Kiest park for convenience
Parks, Trails (i.e. Kiestwood Trail), and streets in neighborhood.
- 342
- 343 I don't walk in this area. I go to the gym.
- 344 In the Elderwood Neighborhood - there are no good walking parks or green areas nearby - within a mile or so.
- 345 Don't go walking
- 346 My own Neighborhood first, Kiestwood Trail second, and Kiest Park third. Ease of access and it is safe and clean.
There are no convenient areas for walking around the airport. The nature trails are a popular destination, but you have to PLAN to go there.
- 347 Otherwise, there are NO SIDEWALKS around DEA.
- 348 No one walks in the surrounding area. The area is not attractive nor does it appear to be safe.
- 349 As a kid we used to go to the Armory and ride motorcycles, now I don't walk around there at all.
- 350 No place to walk.
- 351 Kiest Park and my neighborhood....
- 352 I don't walk in that area, the sidewalks aren't consistent.
- 353 I do not walk for fear of dogs
- 354 No one walks around DEA
- 355 My neighborhood or local park.
- 356 I would walk through my neighborhood because it is close to my home and a beautiful place to walk!
- 357 Kiest park, OCNP-Oak Cliff Nature Preserve, Boulder park for natural beauty and fitness
- 358 N/a. There's not much on that side of 67.
- 359 Airport, to watch airplanes
- 360 Twin Falls park and surrounding neighborhoods - natural setting, accessibility
I wouldn't walk over there because there's nothing to walk to, and the sidewalks aren't great. It's not well connected to communities.
- 361 I would walk to parks/recreational spaces or busy retail centers.
- 362 The green space around the airport
The only time I would walk would maybe be to go to Hampton/Red Bird strip mall for Big Lots or Williams. Only thing really in walking distance I go to.
- 363
- 364 Kiest Park
- 365 I only walk in my neighborhood.

Q15)

Number	Response Text
1	I think the Dallas Executive Airport is this area's landmark.
2	The area need retail & recreational/commercial development. There is sufficient available land to make this manageable option.
3	The area needs more restaurants, healthy stores. It needs a Wall-Mart. New home development. Police presence.
4	Need a public park for walking, bike riding, motor scooter riding, and picnics, on some of the vacant land around the airport.
5	Need safe places to gather/ walk/outdoor entertainment. Finer places to dine
6	Enlarge the airport. Create more facilities to create more jobs. Add services, add airlines. Increase runway length in order to accommodate moderate commercial aircraft. In the process also renovate (add lanes) to US 67 to accommodate the increase in traffic between Route 1382 and I35E junction.
7	DEA did not work when it was Redbird airport. You can put lipstick on a pig but it's still a pig. There is nothing there but an airport building, runways and a restaurant. No other development related to DEA. People north of the Trinity river have a negative view of anything south of the river. You sent a survey to my son Mark who is 44 and has never lived in Texas that says a lot about DEA.
8	There is no good shopping around Dallas executive airport
9	Thanks for more sidewalks
10	The noise is seldom a bother from air traffic headed to and from executive airport. The small planes and helicopters do interfere with outdoor activities when they fly over the airport was here first. I would hate if it expanded.
11	Redevelopment of southwest center mall at the least improvement of property parking lots and strip centers that face camp wisdom road Business incentives for new business and restaurants, cafe's etc. Business schools, training facilities- fresh market foods would br embraced overwhelmingly. Greater attention to clean- up and beautify the area as done-downtown oak lawn
12	I think a library closer near the Dallas Executive airport would be essential.
13	There is a great need of land to be developed
14	I'm a tenant at the airport leasing a hangar for my airplane. Most of the questions do not pertain to me. When I tell other pilots that I keep my plane at KRBD, the general response is "wow aren't you scared to drive into that bad neighborhood?" I have never seen or

been involved in any incidences going in or out of the airport. I think it is a perception of issues that took place years back. To have KRBD the "go to" Airport for General Aviation, you will have to overcome this perception. It may require that the front gate relocated to another area around the airport with very quick access on and off of 67. Please consider giving KRBD back to its original name Redbird, I know it was changed because of the issues surrounding the Redbird Neighborhood. However, if the city is really interested in revitalizing the community, having the airport act as a hub of the redevelopment and giving back its identity might be a good thing.

I hope the airport gets built up
especially the commemorative air force

15 I would like to see light passenger flights added

16 ILS should be back in service ASAP

17 We love RBD

18 Promote events and advertise them promote the facility thru more advertising (special discounts at the restaurants)

19 Need to bring south west center mall back to life and bring entertainment back to our neighborhood.

20 I don't wish to see the airport expand but i would like to see the area surrounding the airport improved better retain and expanded recreation.

21 We have a recreation center and park by park is seldom used. Fiesta grocery manager reports there will be no improvements in the store due to high level of theft. He also reports police will not respond to theft under \$100 dollars

22 We need entertainment in our area. Flight museum bowling alley, skating park. Some "main event" type entertainment venue

23 Addition for restaurants, jobs in future, and bringing other business

24 All good for me "Ok"

25 Thank you for asking my input.

26 I love this neighborhood

27 If the airport is giving the area a goof supports that's what this community needs a good support system.

28 I appreciate this survey hopefully D.E.A will invest heavily in the area. Concerning resources, transportation & accessibility. Thank you.

29 Crime in this area is very bad once I'm able to I will be moving. No matter how much of a presence police we have it is still an insane amount of illegal activity.

- 30 Please invest in our community if you want to bring a larger airport more traffic give or make places for people (hires) to eat shop and spend money.
- 31 Hampton road & 67 and DE airport area is the best area to live in Oak Cliff. Easily accessible to other locations via 67 and close to all other desirable shopping, Hampton
- 32 Executive airport should not be expanded.
- 33 We need nice hotels, grocery stores, theater, restaurants, new schools and entertainment places we don't have any of this in our neighborhood,
- 34 I don't know very much about the airport. I thought it served to private plane owner and that's it. I went to the restaurant there once but the food wasn't memorable.
- 35 Oak cliff is a great place to live, raise children, reasonable traffic, neighborhood facilities. Thanks good for Kiest park" Best park of Oak Cliff"
- 36 The expansion will be great. But others improvement in the area must be made to bring everything together.
- 37 I think the area could use a special place where cabs could have their own area at the airport. The airport looks small, but it serves its purpose well for the aircraft there.
- 38 My family and I are one of the very few white families left around here there definitely better be some changes here or we are gone. I have lived right here across Hampton for 50 years or more; we need to get rid of the trashy people in the area that tear up all things and property. We need to catch up considerably with North Dallas.
- I think the airport could help the area but too much air traffic could make the area noisy and unpleasant. Maybe like in midland TX, a vintage air show would be nice, or blue angles once a year. Some new restaurants like papadeaux or papas steakhouse, uncle Julio's, Razoo's could help the area.
- 39 No more pawnshops are really needed near the area, newer restaurants would help the area, or an academy sporting goods store, sprouts, whole foods, central market, elfenix, top golf, bucees, would really improve the area and make values increase and bring more people in the desirable area more. Or a Texas Rangers Center, Dallas Cowboys involvement.
- 40 We need to think about better retail, grocery, restaurants.
- 41 Crime is a constant issue in and around airport.
- 42 None
- 43 I'm totally against expanding the exclusive airport.

- 44 I appreciate the survey, but it is a lame attempt and a technicality to just do what you want. While people may feel they have input, you are just going to do what makes you money. Honestly, I don't think you care one bit about this neighborhood. We don't want more planes.
- 45 No comment at this time
- 46 We are looking forward to see great progress in our community.
- 47 Theater (movies), Cafeteria and restaurants are needed in the community
- 48 N/A
We need more quality grocery stores, restaurants, bankers (ie. Chase)
- 49 Mail/Spas Services
- 50 There are no really nice places to meet in my neighborhood.
- 51 N/A
- 52 Fewer Section * schools, on force big truck parking illegal
- 53 N/A
- 54 Improve the airport.
- 55 N/A
Let me help you make " Dallas Executive Airport Great, for free" Call or write me.
Rober J Mack
3538 Lampasas Ave.
Dallas TX 75233-2400
214-270-6680
Respectfully submitted
- 56 Robert J. Mack
- 57 I would like to see more restrooms are areas like the bishop arts districts in South Oak cliff. I know many of us in Wynnewood hills want a quality grocery store like HEB or Kroger closer.

- 58 The area suffers from litter. The embankments along HWY 67 & the service road are an eyesore most of the year except when the state litter crews pick up 2-3x a year. The medians along Red Bird Ln and the areas along Hampton Rd are the same. Also along the edges of fencing the airport Boulder Park isn't inviting. It looks dense and too overgrown to walk in and feel safe.
- 59 Strong need for development of decent paying employment that supports the population in the area.
- 60 A face lift will be welcomed.
Thanks
- 61 Need to see more police
- 62 I want to thank God for the airport when I need it you are there. All is good. God bless!
- 63 I'm not a businessman but it seems like a supermarket would be well-placed at Hampton and red Bird Ln.
- 64 Please help beautify our neighborhood.
- 65 More Community related places are needed in area
- 66 N/A
- 67 More quality restaurant (not fast food) and hotels are needed. We need a high-end grocery store!!
- 68 I am for anything that brings an upper class of restaurants, and shopping. And making this area upscale as Kessler Park is.
Thank you!
- 69 Airport noise has subsided tremendously, this is good!
Schools in the area should provide field trips to the airport. Many children have never seen the airport.
- 70 I still walk-but not here
We have lived in this area since 1961
- 71 I am for major improvements in the area, but my concerns is the criminal element and evil people that is living in and around the area. There is no major shopping mall with the stores and movie theaters, no major grocery store chains, we have to drive miles away to get these services. The people some are the youth hate to see anything new in the area even if it a new bus stop bench, they will destroy it. The criminals get released and come right back to the area and start the cycle all over again. No major stores, theaters will invest in an area because of the income in the area and crime. No major corporation will not settle in this area to bring jobs. No quality schools, nor teachers to focus on education. Too many broken homes in these areas. So what comes out of these homes pour out into this community?
- 72 What will become of the vacant building in Red Bird Area-Use to be Sack n Save?

- 73 Not need one!
- 74 I wish to see improvements in the area, people in this area deserves better facilities.
- 75 How come old airplanes don't have mufflers on their engines? Worse than the number of crotch rockets that motorcycle owners have removed.
- 76 It would be wonderful to have good name restaurant and business close by.
The airport restaurant
- 77 The entire area us named Red Bird except the airport which was "Red Bird Airport" and is still listed as Red Bird on many site state
If improvements and additional air traffic would bring economic development to this area - bring it one! I am tired of living in an area of town with no decent amenities. The only near restaurant around here is - ironically - at executive airport. Every other "restaurant" is fast (junk) food. There are no decent hotels. I have lived here since 1991 - things are improving - Nut one step forward - and one back. Just check out the area at Hampton & Led better. Detroit is better than this!
Want more comments - Call me
Greg Shusta 214 535 1349
- 78 Thanks for your help
- 79 The area is in need of assistance, Neighborhood should be held accountable as well as the city. The planes shade over my neighborhood at 2:00am each morning
- 80 Need more restaurants and shopping centers for food & clothing and entertainment. Movie theaters & businesses for taking care of business, cleaners etc.
- 81 If the area becomes great, please put in senior cottages, movie theater (grocery store up to date such as tom thumb or Kroger)
- 82 A nice tree-laden walking path near Dallas executive airport would be nice. Why don't you utilize large unused grass/area at intersection of Hampton and redbird lane?
- 83 I've lived in this area for over 60 years can remember how bad it was. Very definitely has changed since then.
- 84 We need more development around the airport to it and the surrounding area more viable. I do believe that people don't mind a tax increase to make this happened.
- 85 I like the quietness and less traffic in my neighborhood.
- 86 I would like more info about Dallas executive airport. I really don't know much about it.
- 87 There are 2 things keeping the area from succeeding: high criminality and poor public education. My mother and my wife were harassed while walking through the neighborhood. Public transportation is good but i think it would be a great idea to expand the

light rail across Hampton road. Business around the area are sketchy and only attracts people that don't have a car. Maybe tax breaks to developers would revamp the area around the airport.

88 N/a

1) a nice jazz venue could be aligned with the Dallas Executive Airport.

2) very important to have a place to obtain a&p license so that people in the community can obtain jobs at the airport or even grow a business associated with Dallas executive airport

89

3) airplane modernization business could come to the area if qualified workforce was present in the area; we need a school or training center near the airport to enhance the quality of life near the airport (jobs)!

90 N/A

91 We need more grocery stores and restaurants

We need more entertainment establishments, which would create more jobs, and a transit line to and from those establishments that would assist the young in securing those jobs. Also, retail establishments at southwest center mall needs more diverse expansion and major retailers which would create more jobs too.

92

93 N/A

Not enough places to park to watch planes landing or taking off.

94

Handicapped

95

Don't land on me please

I, (as do many of my neighbors), have a real concern that Dallas Executive Airport will expand and allow jet aircraft there. Noise levels (usually) are tolerable now, but any escalation in noise levels will not be welcome. DEA already affects our quality of life and property values.

96

97

N/A

98

Should be activities at the Airport that can be attended by the neighborhood.

I'd like you to mail the results of this survey and please post results of this survey at public gathering places in the area. The area also needs more banks, grocery stores, restaurants, electronic/tech stores, quality retail stores and sports and entertainment venues along with better quality housing options.

99

- 100 Excited to see future development
Hope you take these ideas and put them to use.
- 101 There is not much of anything in the neighborhood to attract people. Not many restaurants, no movie theater, only two stores in the Mall that older people would want to shop.
- 102 There isn't that much of interest around love field. Mostly service for travelers.
- 103 The Southwest Center Mall need renovation and more businesses, plus a movie theater
- 104 We need a grocery store not a Walmart or mega store at Redbird/Hampton. Kroger like the one in Duncanville on camp wisdom.
- 105 I see run down businesses and closed
- 106 The airport does not interest me accept expansion and noise. I would like doesn't grocery stores, Nice hotels and shopping.
Need more program for youth and senior citizen
Low housing
Open the pool for the community in the summer
- 107 Summer program that is affordable to community
- 108 N/A
- 109 Need large grocery store at Hampton & Redbird Ln
- 110 All good
- 111 Do not need airport
- 112 I am net to the neighborhood. Lived all my life in East Dallas "city place" and "Lakewood". Love the cultural diversity and I'm excited about the future of my new surroundings.
- 113 Your presence is still unwelcome
- 114 I would like to see the greenspace at the entrance.
- 115 You destroyed this area with all these planes flying over. We can't sit in our yards anymore.
- 116 See attached documents. RBD blew this neighborhood off even before we learned of the secret dealings regarding expansion and the CAF. The city of Dallas has been very dishonest with us. It has turned me from an advocate to an adversary. The City has violated our trust. The survey is a scam. Dallas is going to force non-aviation development we do not want.

- 117 No decent grocery stores, not enough restaurants, more park/green space/ walking trails
- 118 No use in this area
- 119 It would be good if the city of Dallas would help find a large grocery (like HEB) in our area. Hampton Rd at Red Bird Lane Corner
I like the area and if they redo southwest center mall like they plan to do I think that will also help the popularity of the airport.
- 120 Because it is just a couple of miles away.
Need grocery stores
- 121 Need restaurants
- 122 This survey do not connect with the purpose of this Survey! Get to the point
- 123 Much more development are needed
- 124 Love to see Red Bird with more commercial business across from Executive
- 125 I would like to see at least one mayor grocery store in the area.
- 126 I have to go outside at area for restaurants of quality, shopping and grocery.
- 127 N/A
Redbird mall and the shopping center at Hampton & redbird have new owners- with big plans. I hope they will follow through. There are beautiful residential areas, racially diverse population with lots of loving people that are willing to be active in the community. We lived in Kessler Park for 26 years- it took almost that long for bishop arts to happen. I hope it doesn't take that long to happen in this area.
- 128
- 129 Traffic is very good around area
- 130 The neighborhood needs Dallas Executive Airport
- 131 No need to think about landing commercial airplanes in this area!! Disturbing and rattling the neighborhood.
- 132 Thanks for asking for my input! :)
- 133 Jobs
- 134 Ride around the area.

- 135 The only safe park to walk is Kiest Park. Dallas Executive Airport doesn't serve the community for anything. The airport is no use to everyday working citizens. And the food is not good at the airport restaurant.
- 136 Definitely would not want to see warehouse or industrial use for vacant land
- 137 We need a grocery store!!!!
- 138 I would love to see the surrounding area grow with small business/shopping center/ or updates with lots of restaurants.
- 139 N/A
- 140 Area needs grocery stores, movie theaters, and other culture centers.
Family area, good parks, good inexpensive shopping
- 141 Delta Charlie is a good restaurant, has a dinner flight special - great for dates, engagement, couples, and anniversaries. We had our son's rehearsal dinner there - then gave the happy couple a night time ride around the city. We love to eat and watch the sunset across the nursery! Peaceful! Good food!
- 142 Need more recreation for our young people (bowling, movie theater)
- 143 Airplanes diving at housing additions...no!! Planes landing 10-12pm, people trying to sleep. Noisy plane over houses! No more traffic in area! We do not want a love field here!
- 144 Would be nice to see Dallas Executive Airport do anything for surrounding community. At least maybe partner with Wal-Mart or restaurants like Luby's, Red Lobster, McDonalds for some community activity. Have lived in Oak Cliff almost 30 yrs. And don't know anything more about Executive Airport than when first moved here.
- 145 I just think if you build it...they will come. I went to the airport restaurant for the first time last night with my neighbors. Food was great as well as the service. However, I would never have found it because there was no signage telling me to keep driving down the road. I would have turned around if my neighbors had not told me to keep driving. They discovered the airport on Groupon when they had dinner and a flight over Dallas. You might want to push that. I have no problem with the airport. I just don't want a lot of noise.
- 146 The airport is not viewed as standalone and not part of the overall community.
- 147 Thank you for the survey. Hope actions will follow. The southern sector needs improvement
- 148 You know and I know you're going to do what you want anyway. Just fix the streets.
- 149 Hope this helps
- 150 Dallas Executive,

Should do more advertising, make better food. The outdoor space is perfect, need a mist fan for the summertime, have some fergan of line entertainment, or start a membership. Have a top chef show, with culinary art schools, charge for the participation. Free food, networking, and great food.

151 N/A

152 We need a grocery store that is not a discount store. That would be awesome to have around the airport. The airport restaurant needs to be upgraded or add other restaurants in that area. A walking track or park would also be great.

153 Need more upscale restaurants in area shops

154 11. What is the most important demand for the area? Good Grocery Store!!

155 Not sure if I answered questions as you wanted i was somewhat expansive in thinking about the area surrounding the airport. In the immediate area very few of my answers would fit

156 This is a response to all the above improve the low income areas of Dallas. Poor communities are sufferings; lookout for the poor people of the city.

157 Who uses this airport? Is the airport functioning? Can a citizen book flights from this airport?

158 Get rid of the trash on the streets. Do you want this to reflect on redbird? Visitors will see what? We have lived in Oak Cliff 60 + years. Anglo

159 N/A

160 Gave up on mall years ago when a security guard preferred flirting with young girl to providing security from harassing teenager

161 For the most part, the area around s.w. center mall is rundown and not safe

162 The Dallas executive airport needs to be renovated and updated. The area is in much needed beautification. It looks very abandoned in this area.

163 This area has been neglected in so many ways as far as the development

164 The airport is surrounded mostly by business over freeway

165 Define "surrounding area". What is the radius?

166 I don't like the area, because the airplanes to close to landing on my apartment building, noisy, TV or Radio do not play good

167 The airport is a great asset to the community as well as the area itself, we need it.

- 168 The airport is a great asset to the community as well as the area itself, we need it.
This area needs to be cleaned up. Trash on the roads is major eyesore. Shopping carts left on the roads give the neighborhood a very up kept appearance. In addition, code enforcement is rare. Trash, junky yards, etc. Do not provide a place where the southern sector will grow or attract investment. I have lived in this area since 1962. In recent years, I have cringed when inviting guests from the north side of Dallas to my neighborhood due to the up kept appearance.
I also have great concerns about the amount of large distribution centers that have been built in the area. Yes, they will provide jobs. But they will be lower paying jobs. This will ensure that the neighborhood will be inhabited by lower wage earners and reduce the growth that has been discussed for the area. We need to attract more businesses geared for white collar jobs to create the context that is currently be discussed by city leaders.
- 169
- 170 PLEASE reduce/stop expansion of the airport. It is a noise problem and does nothing and contributes nothing to our neighborhood--except a lot of noise!!
- 171 We would love to see sidewalks consistently throughout our neighborhood and the surrounding neighborhoods. Also, we're hoping to see some better quality restaurants in the neighborhood - current options are extremely limited, so if we want an evening out we usually have to go outside the neighborhood.
- 172 I lived on Hampton for 10 yrs., never go to the Airport, need to stop by this week to check out the restaurant.
- 173 The shopping center just past the airport need to be revitalized along with the abandoned Eckards building. The green space across from the fire station could be turned into a small park. If the airport is going to be upgraded, the entire area needs to be as well.
- 174 One reason we love our neighborhood is how quiet it is and how lovely all the old trees are. We lived north of the river for 10 years. While we miss the convenience of all the stores and restaurants, we LOVE how our home feels a little bit like living in the country, but still close to city conveniences.
- 175 I have lived in the home for over 35 years and I would love to see this area grow and have more to offer.
- 176 Noise limits on aircraft should be established
- 177 None
- 178 This airport is very important to the character and education of this community.
Our hope is for the airport to make future contributions to economy (jobs) and to connect with the schools to develop ties to aviation industry such as plans for the museum.
- 180 This used to be a very vibrant area economically and culturally. I miss the amenities that have faded over the years. Of course, there have been some improvements too.

- 181 The area needs so much improvement in all areas. Jobs being number one. Street repairs, safe areas to gather and relax with family and friends. Also, we need a new mall to shop in and not waste money on a mall for repairs when it is so old with mildew, I still would not spend any time or money there.
- 182 Not a place to walk
- 183 Lots of people who live here make over 6 figures per year, including us before I retired. A home down the street sold for half a million dollars. Too bad 75233 gets such a poor rating. Also too bad we have to leave the city to shop, dine, or for entertainment.
- 184 It would be nice to have a gym like LA fitness within walking distance.
- 185 Good jobs and education are needed, charter schools and high tech college courses would help, and we need to grow like the mid cities did in the 70 when DFW was build. Arlington has the largest employer (American airlines) in the area because it embraced the DFW. We need to do the same it we want our kids to chance at a decent job, not McDonalds's
- 186 We have a quiet neighborhood and if there is expansion to the airport I hope we don't lose the tranquility
- 187 Better restaurants (not fast food) in the area. A good quality grocery store. More entertainment options.
- 188 The city should try using a lot of the land surrounding Executive Airport it could become a great asset.
- 189 I DO NOT want ANY airport expansion or improvements. The airport brings air & noise pollution (especially damaging to vegetation) and contributes NOTHING to the local economy. It takes away the potential for development and it disturbs the peace for which this area is known.
- 190 This area is lacking for entertainment and restaurant and shopping. While retail space is left vacant the area is undergoing a healthy transformation. People are moving from N Oak Cliff and N Dallas because of the many beautiful homes is attractive pricing of land. There are many fine examples of mid-century modern architecture in the area. The people who actually live in the area are kind and welcoming. We need support for *sustainable* development from the community and our appointed government officials. The surrounding area is a jewel and an oasis in this city but nobody realizes it yet
- 191 Not much to see or to prioritize. Recreation for kids is lacking. Grocery shopping was great when there was Sack n Save and Minyard's. Dillard's JC Penny and now I hear Macys might be closing its doors. That's bad for jobs and the economy.
- 192 It would have been nice to define "area surrounding". How far does that area extend?
- 193 It's time City of Dallas and Businesses had a hand in bringing OAK CLIFF back to its glory and many are waiting, praying and hoping. You have consumers who do have decent income and would like to spend it in Oak Cliff rather than going elsewhere!
- 194 We need to build around the airport, more grocery stores, coffee shops, a public doggy park and more restaurants

- 195 It will be great if the airport coordinate community events, job fairs and holiday celebrations that way the surrounding neighborhoods will be involved and informed of what is happening within their community
- 196 There should be more recreational places around the airport, there is plenty of space to make something happen. Also investing in places nearby for more restaurants and attractions.
- 197 Need to keep the easement of the airport cleaner (the Ledbetter side). The noise concerns me also but the litter is outrageous.
- 198 Feel safe
- 199 Red Bird Mall needs to be torn down, not renovated. Nothing worth going to that mall for the worthless stores, too many cell phone stores and nail salons to bring anyone to that mall that isn't a gang member.
- 200 I like to use Hampton Road instead of Hwy 67 when I go shopping or visit the Post Office. It is dangerous that pedestrians and cyclists don't have sidewalks there. They are on a busy street instead. Another traffic problem in the area is the congestion and long delays caused by too many giant churches in the area. When they let out, they have rent-a-cops blocking traffic to empty the lots quickly. I've been boxed in while trying to get home by multiple churches letting out at the same time.
- 201 X
- 202 We need a grocery store
movie theatre
good places to eat
- 203 We desperately need a major grocery store in the area. We need to give this area a major facelift!
- 204 I will support any project that will promote economic growth and an increased quality of life in the area.
- 205 More is need, something need to be in place where the old sack & save was. More Restaurants are needed and not just chicken shacks
- 206 I would love to see growth of Executive Airport and the surrounding community. It is very sad that in my community I do not have higher end grocery stores, food establishments or retail. That really needs to change...or Dallas will continue to DIE and be segregated
- 207 Your questions aren't worded very well, for instance, #3 should ask if I think there is or isn't diversity in my neighborhood. I'm not happy because I don't think there is diversity in my neighborhood - it's mostly black. Where are the Latinos and Whites? Where are other ethnic groups? I don't see any diversity.

There is no good way to answer 10 - those categories are not present in our neighborhood.

208 Please don't LOWER our QUALITY of life by bring LOUD General Aviation Airplanes and/or Jets to this airport?

This area is desperately in need of a good grocery store and parks. These homes and neighborhoods are stunning and in order to bring money and new and young professionals here and maintain our property value, we must have these basic necessities that all neighborhoods to the North.

209

We desperately need good quality grocery store & gathering areas in Red Bird area that is now mostly vacant. Perhaps a sidewalk cafe.

210

211 Thank you! We look forward to improvements that mutually benefit the surrounding neighborhoods and the airport.

I would like to see the Sprague Natatorium opened up for neighborhood usage. Sporadically water aerobics classes have been offered. The Natatorium could be a valuable community asset if properly managed. It might even be a potential income stream for the City of Dallas or DISD - not sure who owns it. Currently the closes place for year around water aerobics are Duncanville & Grand Prairie. It seems unproductive to financially support surrounding cities when we have an under used facility in Dallas.

212

213 Great airport. Good access to Dallas for my small business

214 Surrounding area' is a bit vague: the distances and spaces included differ when one flies, drives, and walks

215 Not too familiar with the Dallas Executive Airport area. Just moved to the area.

Specifically who wrote this survey and for what purpose? Do they realize the subject matter is about land use around an airport? The survey is irrelevant to the subject at hand. Did the writer even consider that land use around an airport should be compatible with both the neighborhood and the airport? The survey did reflect that the writer has no knowledge the land is directly under an airport / airplane operational area or it that he does not care that people are concerned with what is built under airplane flights?

Whatever is build must be compatible with both the neighborhood and the air traffic over it! But this survey does not serve that goal in anyway. At best the survey seems to be a waste the Dallas Tax payers money

216 Signed A VERY Disappointed UT Alumnus

217 All above.

218 There are lots of great jobs at and around Dallas Executive Airport.

219 Though challenging, it would be nice to introduce some upscale dining/shopping options to the area. Make the golf club attractive to the executives utilizing the airport's services.

- 220 It would be a great place for some entertainment options, especially if the train ran there. I'd love to see the green spaces maintained but enhanced with better transportation options for getting to all the areas around the airport, especially the airport itself. Please keep in mind the issues with putting housing close to airports, it doesn't work in the long run.
- 221 Why is there no mention of the economic benefits of the airport in the survey?
- 222 Airport is the only factor creating good jobs in the neighborhood. The CAF move to the airport will create additional cultural opportunities and bring more jobs plus more public awareness of the area
- 223 We need high tech jobs that pay well. MORE POLICE and less crime
Don't expand the runway because of
nearby homeowners, who bear the
- 224 burden of noise and other unforeseen incidents.
- 225 We are very disappointed that we have never received an announcement of a meeting directly from DEA! Dallas Executive Airport should put door hangers on every door in every home in every neighborhood surrounding Dallas Executive Airport to announce meetings!
- 226 We need other more attractions in the south oak cliff red bird area besides chicken and hamburger joints on every corner. The older people in the area still don't have a grocery store that will not take that extra 25 cent to shop at the store and the other you don't really have a big variety of products to choose from. I am one of them that will drive clear across town or to another city to buy my food. Fresher and better quality....
- 227 Some grocery stores and other similar conveniences would be fabulous.
- 228 NA
We would love to have a variety of grocery stores!
Please do something about the tattered covered privacy fenced soccer field. Also no parking on the grass! It is a "sight for sore eyes"!
- 229
- 230 The area in question is missing out on modernization and a sense of community.
- 231 Other than Delta Charlie's, there is no reason for me to go on the airport property
- 232 #11 is a confusing question. I answered it based on what reasons I think others would want to live in the area versus what is needed.

- 233 Eliminate the apartments behind Fiesta and you would have a chance to make the area safer, walkable and of interest to local residents who are not thugs and drug addicts. Hampton and Ledbetter has been identified by DPD a one of the least safe areas of the city and is receiving extra patrols.
- 234 The area needs investment. There are nice neighborhoods that are seeing revitalization such as Kiestwood, but the shopping, dining, and entertainment is lacking. There are many older shopping centers that are ripe for renovation. Nobody wants to stay in the immediate neighborhood for entertainment because there isn't anything that isn't run down.
- 235 Restaurants with a view of the airport would be nice, or a kid's park overlooking the airport would be even better.
- 236 Area is underdeveloped as far as businesses are concerned. Daily living requires travel to other areas for necessities.
- 237 The airport is a great asset to the community. I have family that fly in and out of the airport on business and to enjoy Dallas life on a regular basis. Unfortunately, they would like shopping, dining, and entertainment options close to the airport. They would also enjoy a couple of nice hotel options. The airport would be a good place for a museum or art installation as well. We need to make this area its own destination and have its own identity like Bishop Arts, etc.
- 238 We need more parks, more green space, a dog park, and more recreational and natural areas for people and wildlife. We really need public and private swimming pools for exercise and recreation. At the very least we need more and more consistent sidewalks, and more bike trails for exercise, recreation, and transportation. We are stuck inside busy roads and it isn't safe to walk or bike. We could also use more upscale retail. Also, the two strip malls at Kiest and Hampton are hideous--they need less blacktop more trees and some remodeling. And the old, giant healthcare center on Hampton at 12 is such a huge eyesore! Our neighborhood needs more beauty.
- 239 I would not walk on the sidewalk by the airport, or let my children do so because I would not feel safe. I have experienced aggressive panhandling on the corner of Hampton and Ledbetter.
- 240 We DESPERATELY need more restaurants and shopping options in Kiestwood. It is an untapped market that could potentially create tremendous financial capital for investors, and contribute to the overall quality of life in South Oak Cliff.
- 241 I'm interested if there will be job opportunities at the airport?
- 242 Would like to see more new developments (grocery stores, entertainment, restaurants, etc.) Near Kiest Park and the surrounding area. Kiest Park is the largest park in Dallas and the surrounding area is not very favorable. Would love to get the deck park by the Zoo! Would love to see a dog park built in the area as well.
- 243 The airport is an important part of the development of the area. It could definitely be an economic driver if care is taken to help develop the surrounding neighborhoods much like Alliance in Fort Worth.

- 244 I like the airport and often have dinner there. I think that the airport would be a very good neighbor if the area were in better condition. Home prices are on the rise people enjoy living here. The neighborhoods need to be made safer with fewer rundown apartment complexes. Time to take a closer look at what it would take to polish this gem!
- 245 There is already too many vacant businesses around the Airport - please don't add more. We moved here for what we perceived to be a peaceful neighborhood, with a hobbyist airport, that didn't feel like we were in the overly dense, high automobile traffic area, yet it was close to Downtown and Cedar Hill (shopping & entertainment). Most of us DO NOT want warehousing, fast food, discount shopping. We do not want a higher density area, just better quality. We don't want to be like Addison - our area is our "get away" from the busy and hectic streets and sounds of Dallas. We don't want "new looking" architecture - we want that great "Leave It To Beaver" mid-century look and feel. Our History, Heritage, and way of life is so very important to us.
- 246 Based on future general and regional economic trends, I do not see General Aviation as a significant part of DFW's economic growth, nor do I see DEA as the regional facility of choice.
- 247 I would like to see the area kept natural. It seems like Dallas doesn't appreciate trees and allows developers to cut down large trees and replace them with sticks if they are replaced at all. It has caused Dallas to become an ugly concrete jungle.
- 248 More stores are needed. City needs to do a better job of cleaning up grass areas. Too many vacancies at the strip mall.
- 249 I do walk at a park nearby
- 250 DEA, formerly Red Bird which is the preferred name even today is a part of the area but has never been the sole focus nor should it be. Development other than aviation should be avoided on the airport premises.
- 251 ANY improvements made to the area around Executive Airport MUST be safe for everyone. I cannot become a "hang out" for thugs and everyone becomes afraid to go there.
- 252 I have been forced to submit multiple noise complaints and low flying plane complaints because of City of Dallas inability or concern for respect of close dwellings to DEA. Constant safety and health issue due to their lack of concern for community. They could care less if they drove us all out so they can try to duplicate Addison here, which is not what majority of citizens surrounding DEA want.
- 253 The community was built around the Airport, for our community to grow, the airport must grow too. Let's use the best (and payed for) asset we have...the airport itself. It can be used to bring jobs, and companies to the community... Aviation is growing, let's grow with it!!!
- 254 No additional concrete sidewalks! Please!
- 255 Where are the questions about the increased noise and traffic if the airport is expanded? Where are the questions about the great need for dining and shopping around the airport?
- 256 The Executive Airport Land could become a large source of income for the City of Dallas from tax income if re-developed for retail, medical, and residential land with all the current green space retained for recreation areas.
- 257 The airport is a waste of money and should be shut down.
- 258 The best thing the city could do is sell the airport to a developer. The developer could build a mixed use development that could actually contribute to the neighborhood without the noise and air pollution that the airport currently provides my neighborhood.

c. Land Use

Land Use Category	Land Use Area/ Square Feet	Percentage of Total
Aviation	20715975.86	7.28%
Commercial	33171963.06	11.66%
Industrial	9524363.591	3.35%
Institutional	14033393.76	4.93%
Open Spaces	20520039.98	7.21%
Others	2999081.651	1.05%
Residential	123290321.8	43.33%
Vacant	60300309.24	21.19%
Grand Total	284555449	

Table 8-1: General Land Use

Land-use	Area Sq. ft.	%	Count	%
Commercial	276281	71.29	131	91.61
Hotel and motel	94201	24.31	2	1.40
Office	17046	4.40	10	6.99
Total	387528	100.00	143	100.00

Table 8-2: Commercial Land Use

Land-use	Area Sq. ft.	%	Count	%
Industrial	69945	100.00	26	100.00
Total	69945	100.00	26	100.00

Table 8-3: Industrial Land Use

Land-use	Area Sq. ft.	%	Count	%
Institutional and semi-public	61755	60.03	38	74.51
Education	41120	39.97	13	25.49
Total	102875	100.00	51	100.00

Table 8-4: Institutional Land Use

Land-use	Area Sq. ft.	%	Count	%
Parks and recreation	81628	96.83	14	50.00
Parking	1036	1.23	1	3.57
Water bodies	1638	1.94	13	46.43
Total	84302	100.00	28	100.00

Table 8-5: Open Space Land Use

Land-use	Area Sq. ft.	%	Count	%
Single family	1679271	85.27	821	92.98
Multi-family	94201	4.78	49	5.55
Group quarters	195825	9.94	13	1.47
Total	1969297	100.00	883	100

Table 8-6: Residential Land Use

d. Natural Features Maps



Contour Lines

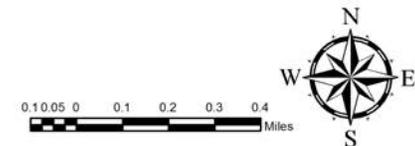


Figure 8-7: Contour lines Map

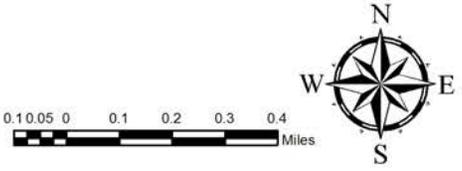
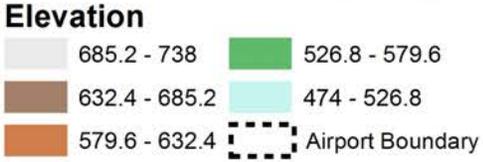
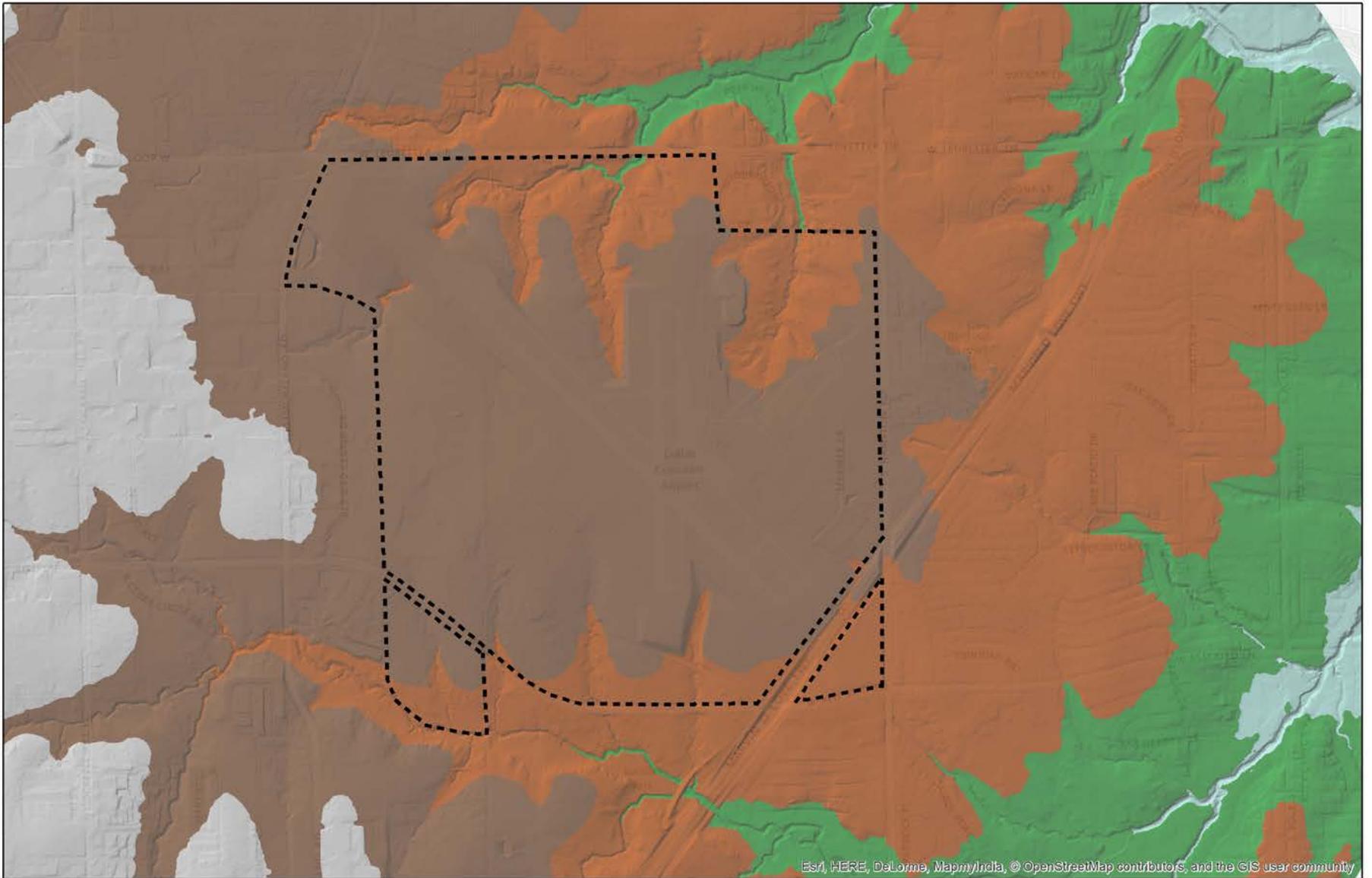


Figure 8-8: Elevation Map

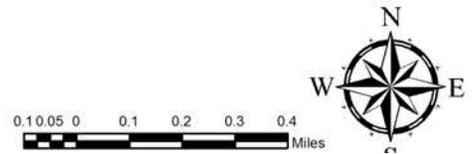
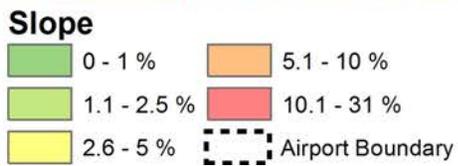
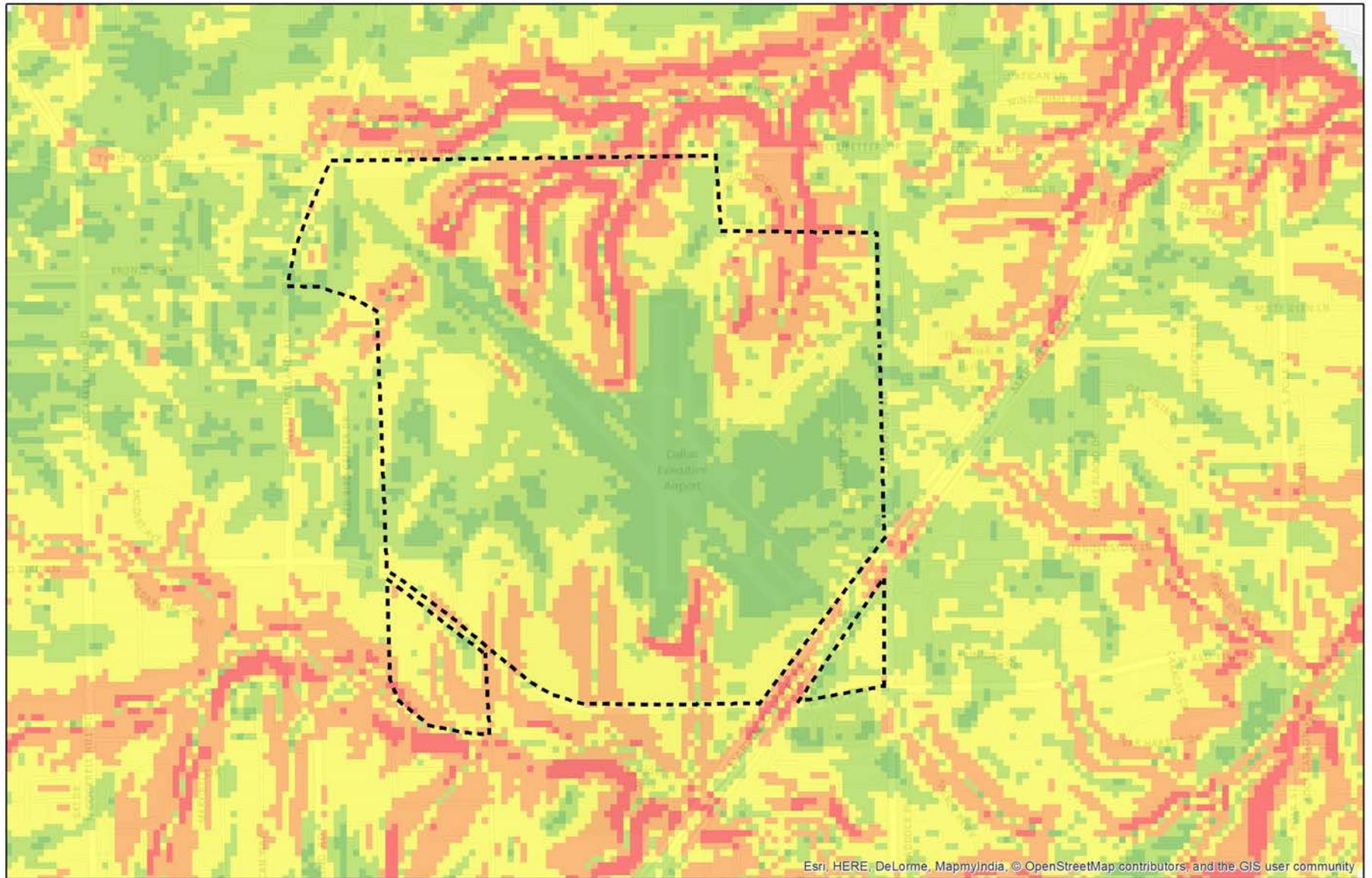


Figure 8-9: Slope Map