



**ZONING MAP CHANGE  
STAFF REPORT**

**City Council Meeting Date:**  
March 4, 2014

**Council District** 5

**Zoning Commission Recommendation:**  
Approval by a vote of 7-0  
  
**Opposition:** none

Continued Yes \_\_\_ No X  
Case Manager Jocelyn Murphy  
Surplus Yes \_\_\_ No X  
Council Initiated Yes \_\_\_ No X

**Owner / Applicant:** City of Fort Worth Planning and Development

**Site Location:** South of the Dallas/Fort Worth International Airport with Fort Worth City limits: Generally bounded by American Blvd, city limits, County line, Trinity River, and TRE line

**Proposed Use:** Add Airport Overlay Zone to Existing Airport

**Request:** From: Multiple Districts  
To: Add an Airport Overlay ("AO") Zone

**Land Use Compatibility:** Not Applicable.

**Comprehensive Plan Consistency:** Requested change is consistent.

**Background:**

This zoning case creates the boundary for the new Dallas/Fort Worth International Airport Overlay created through the text amendment ZC-14-019. The City Council authorized proceeding with the D/FW Airport Overlay in a resolution approved on February 4, 2014.

The boundaries of the overlay generally follow the 65 DNL (noise level measurement). The boundary for the D/FW overlay is limited to the incorporated city limits of Fort Worth to the north, south, and east. Other boundaries have been identified using points on the ground including street right-of-way lines, intersections and property boundaries to ensure that the boundaries of the overlay are easily identified.

**Site Information:**

Owner: City of Fort Worth  
1000 Throckmorton Street  
Fort Worth, TX 76102

Acreage: 2,771.54 acres

Comprehensive Plan Sector: Eastside

Surrounding Zoning and Land Uses:

- North out of city limits/DFW Airport
- East out of city limits/City of Irving
- South out of city limits/City of Arlington
- West Various / various

**Recent Relevant Zoning and Platting History:**

Zoning History: None

Platting History: None

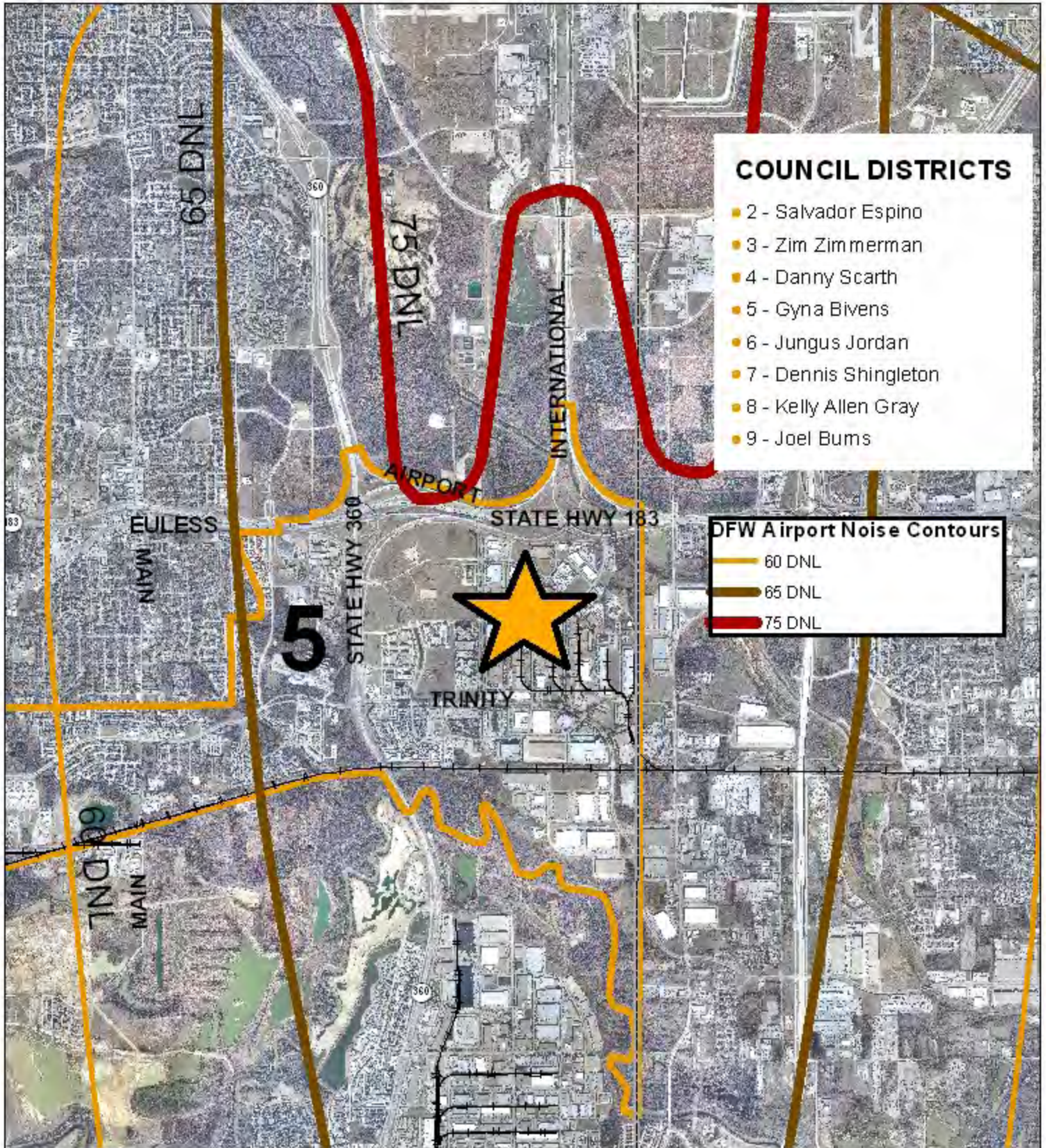
***Development Impact Analysis:***

1. **Land Use Compatibility:** Not applicable. The proposed Airport Overlay is proposed for the protection of the Dallas/Fort Worth International Airport. No change in land use is proposed.
2. **Comprehensive Plan Consistency:** The 2013 Comprehensive Plan designates the subject property as primarily Mixed Use and Industrial Growth Center with High Density Multifamily on the southwest. The requested zoning change **is consistent** with the following Comprehensive Plan policy:
  - Encourage the development of Airport Overlay Districts to ensure land use compatibility while providing additional protections to airport operations.

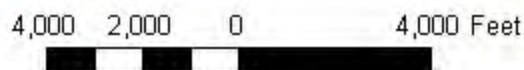
***Attachments:***

- Location Map
- Area Zoning Map with 300 ft. Notification Area
- Future Land Use Map
- Aerial Photograph
- Minutes from the Zoning Commission meeting

## Location Map



4,000 2,000 0 4,000 Feet

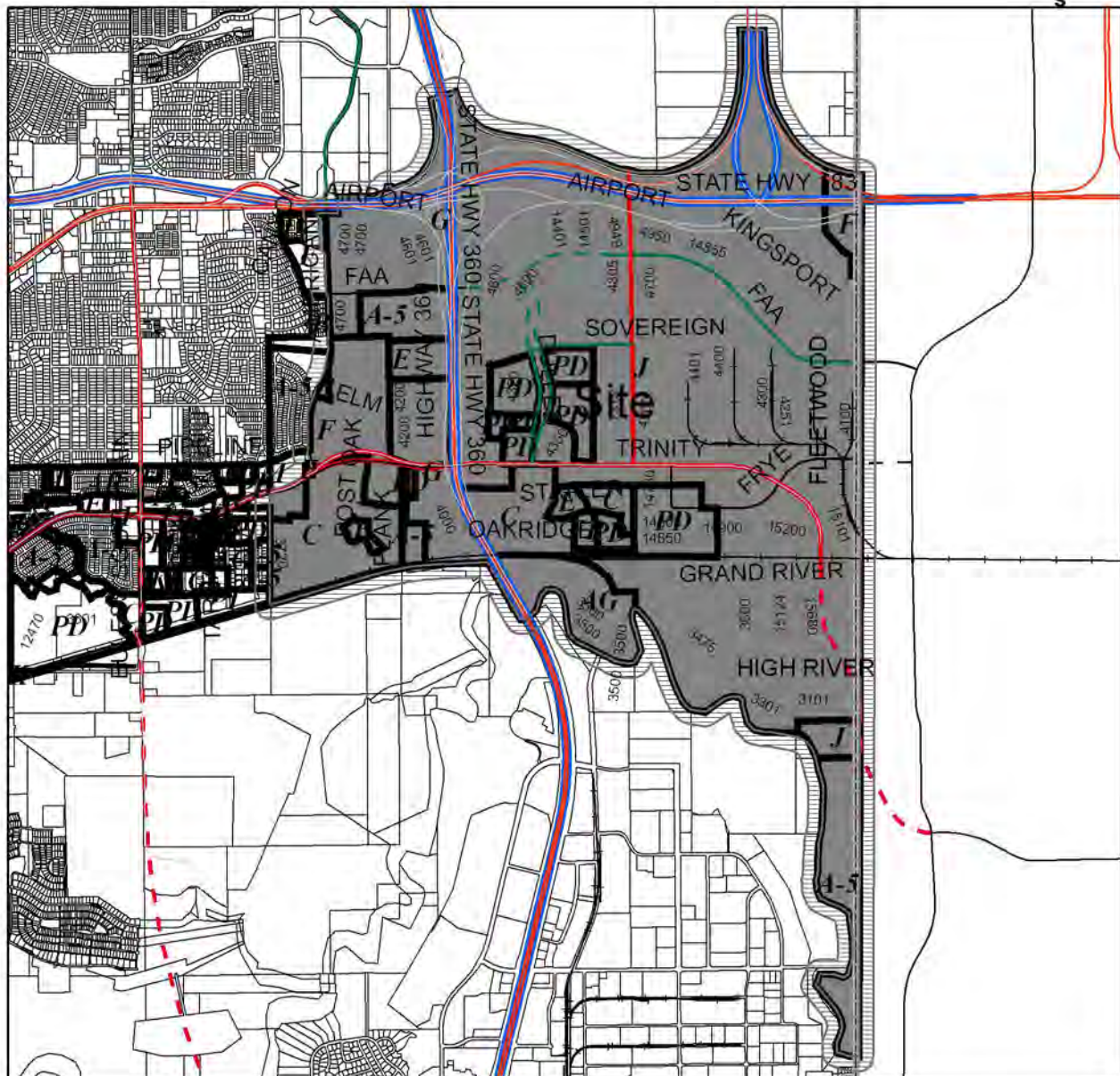


### Area Zoning Map

Applicant: City of Fort Worth Planning & Development  
 Address: Generally bounded by American Blvd, city limits, County line, Trinity River, & TRE  
 Zoning From: Various  
 Zoning To: Addition of Airport Overlay  
 Acres: 2771.54171091  
 Mapsco: multiple  
 Sector/District: Eastside  
 Commission Date: 2/12/2014  
 Contact: 817-392-6226



300 Ft. Buffer



# A shotgun wedding 40 years ago spurred the D/FW economic bonanza we have today



7

6

0

9

AA



Michael Ainsworth/Staff Photographer  
Dallas/Fort Worth International Airport, with the Dallas skyline on Jan. 07, 2014.

By JIM LANDERS  
Washington Bureau

[jlanders@dallasnews.com](mailto:jlanders@dallasnews.com)

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Updated: 11 January 2014 01:00 AM

## Related

- [D/FW at 40: Recounting the airport's history and looking to its future](#)

The groundbreaking luncheon for the new mid-cities airport was held at the Inn of the Six Flags in Arlington on Dec. 11, 1968. Dallas Mayor J. Erik Jonsson walked up to Fort Worth Chamber president J. Lee Johnson III. “You can kiss me now,” Jonsson teased. “Erik, there are some things I just won’t do for Fort Worth,” Johnson replied.

In the years since the shotgun wedding, the airport has turned into an “aerotropolis,” a catalyst for dynamic economic growth for North Texas. For sure, Fort Worth and Dallas had different dreams about the airport of the future. Love Field was the choice of Dallas, while Fort Worth favored Greater Southwest International (a.k.a. Amon Carter Field).

The rivalry was fierce. Fort Worth, seeking compromise, changed the name of its airport to Dallas-Fort Worth Field. Dallas Mayor Earle Cabell, who preceded Jonsson, replied: “It’s unethical to use the name of Dallas on any shanty in Fort Worth.” In 1964, the Civil Aeronautics Board told the feuding cities to choose a site for a new airport, or the federal government would do it for them. Dallas and Fort Worth reluctantly agreed to build a metropolitan airport 17 miles distant from each of their downtowns.

They built the port that Dallas and Fort Worth never had. The runways spawned logistics centers, manufacturing plants, corporate headquarters, entertainment complexes and more. Las Colinas rose in the east, a new Southlake in the northwest. Grapevine, Coppell and Arlington ballooned. And as time became more important to American business, Dallas/Fort Worth International Airport became a magnet.

Today the airport serves 60 million passengers a year going to and from more than 200 destinations, including 59 international stops.

Each year, more than 645,000 tons of cargo arrive and depart from the airport. That's more freight than goes through the seaports of Philadelphia or Baltimore. The airport is a city in itself, with 164,000 passengers coming and going each day. Airport police issue 12,000 traffic citations each year. Airport detectives handle about 1,600 more serious crimes. Nearly 40,000 parking spaces are expected to generate \$125 million in revenue for the airport this year. To get from this airport city to an aerotropolis, however, took quite a bit more than millions of passengers and packages.

### **Beyond boundaries**

John Kasarda, the North Carolina airport expert who came up with the term aerotropolis, says that it surpasses political boundaries. "Cities don't compete. Regions compete," he said. "It's not Dallas, Fort Worth, Irving or Arlington. They're all in this together."

That has not always been the perspective of the airport's stewards. Owned by Dallas and Fort Worth and located within four other municipalities, the airport has had to reach for the "greater good" argument many times. Dallas entered the airport marriage promising to close Love Field for the greater good of D/FW. Largely because of Southwest Airlines' pugnacity, that did not happen. Love Field will soon be free of the flight restrictions placed on it to promote D/FW. Some passengers may find flying easier from the Dallas field at a cost to the mid-cities giant.

Ross Perot Jr. built Alliance Texas around the logistics opportunities of rail and truck. Fort Worth built an adjacent industrial airport that cuts into D/FW's cargo traffic.

Kasarda waves this aviation competition aside. "An aerotropolis doesn't have to be around just one airport. It can have three," he said. Irving, Grapevine, Coppell and Euless fought with D/FW over jet noise. They argued that commercial development at the airport and the taxes it generates at the airport would harm their retail and tax bases.

John Terrell, D/FW's vice president for commercial development, says today that the four municipalities (along with Dallas and Fort Worth) all benefit if the airport can attract more retail, restaurants, office parks, logistics centers, hotels — and jobs. "We can raise the tax take for all of the jurisdictions from \$68 million a year now to half a billion dollars a year," he said.

When it comes to Dallas and Fort Worth, the mayors are now all smiles. Mike Rawlings of Dallas and Betsy Price of Fort Worth travel together encouraging other cities, companies and airlines to put D/FW on their destination maps.

A recent study led by Terry Clower of the University of North Texas' Center for Economic Development and Research found the airport contributes \$31.6 billion annually to the area's economy and is responsible for 148,000 jobs. "To attract the best firms and the industries they represent, we MUST have a first-rate airport with global connections, but having this critical infrastructure is, by itself, not sufficient for regional economic success," Clower wrote in an email.

Since the airport opened on Jan. 13, 1974, the Dallas-Fort Worth area has grown from 2.5 million residents to 6.7 million. Exxon Mobil, Fluor, Kimberly-Clark, American Airlines, Commercial Metals and other companies located their headquarters near the airport. There are thousands of area corporate executives, salespeople, supervisors, attorneys, accountants and technology support people working and living nearby who can get anywhere in the country in a little more than four hours — and be home for dinner.

In this aerotropolis, there are other business executives who come just for the airport. Lance Merrin, general manager of the D/FW Grand Hyatt Hotel, says it has become a virtual corporate headquarters. Job candidates and job fillers meet in its restaurants for interviews. Boards meet in its conference rooms.

"They are either doing product launches, or interviews, depositions or sales meetings," he said. "We're very big in finance, insurance, legal, and we have lots of board meetings. The real true pattern for us is guest arrival early in the morning, meetings during the day, sleep at night, and leave the next day." The difference between the Grand Hyatt and a hotel in downtown Dallas, he said, is time — "the time to leave the airport and get to downtown is where most of our competition loses out to us." To Merrin's chagrin, fewer business meetings make time for happy hours, banquets and golf outings. "Our average guest spends 1.3 nights here," he said.

### **In a good spot**

Much of the global economy now operates on long chains of production, with design, component manufacturing, assembly and distribution occurring in different places. The Dallas-Fort Worth area is a hub in many of these chains and contributes in all phases of production. "We happened by accident of geography to be in a position in the continental U.S. where goods shipped into here can hit either coast within three hours," said Sam Coats, secretary of the D/FW board of directors. "Miami can't do that. L.A. can't do that. Even Atlanta, the busiest airport, is further east. D/FW is very well-positioned."

American Airlines, now the world's largest airline, used this geography to its advantage and introduced the hub-and-spoke concept for flights at D/FW in 1982. Nearly 60 percent of the passengers who come to the airport get on a different flight to somewhere else. Hub-and-spoke dominates the aviation business. D/FW is one of a dozen super global hubs across the world. (The others in the United States are Chicago O'Hare International, Houston's George Bush Intercontinental and Hartsfield-Jackson Atlanta International.)

### **A bumpy ride**

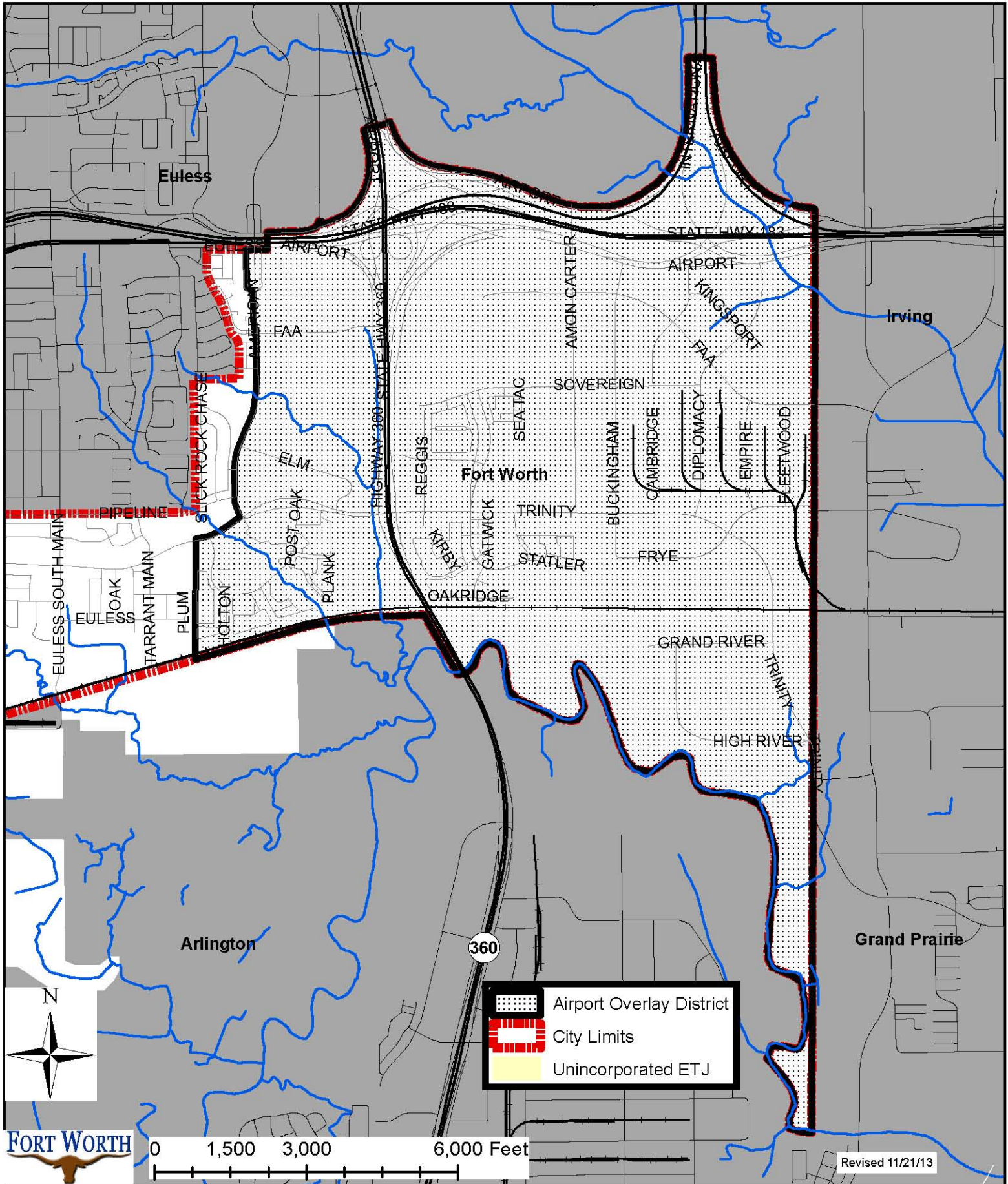
D/FW did not become an aerotropolis on a smooth flight path. The last three years have brought big expansions in its international reach. But that came after what former airport executive director Jeff Fegan called "a lost decade." Passenger traffic and cargo tonnage peaked long ago. Terrorism brought waves of security requirements in the 1970s, and even more dramatically after Sept. 11, 2001.

The original plans were drawn to accommodate supersonic transports, vertical takeoff and landing craft and far more passengers than materialized. There was room for 13 terminals — far more than the five currently in operation. That was when airlines practiced a business model based on point-to-point travel. The hub-and-spoke approach put very different demands on the airport, including the need to get from one terminal to another for transfers. Only since 2005 has the Skylink train system delivered a reliable way to do that.

Erik Jonnson, J. Lee Johnson and D/FW's other founders made sure the airport could grow and transform itself by acquiring nearly 18,000 acres of land right from the start. Much of that land remains available for whatever comes next. Kasarda says the airport's future now depends on building its international links.

"The single most important contribution to keep the economy competitive in this region would be faster development of an international hub," he said. It's in the 2012 strategic plan. By 2020, D/FW hopes to have flights coming and going to 62 international destinations.

# Exhibit B.30 Proposed Overlay Zone Dallas/Fort Worth International Airport





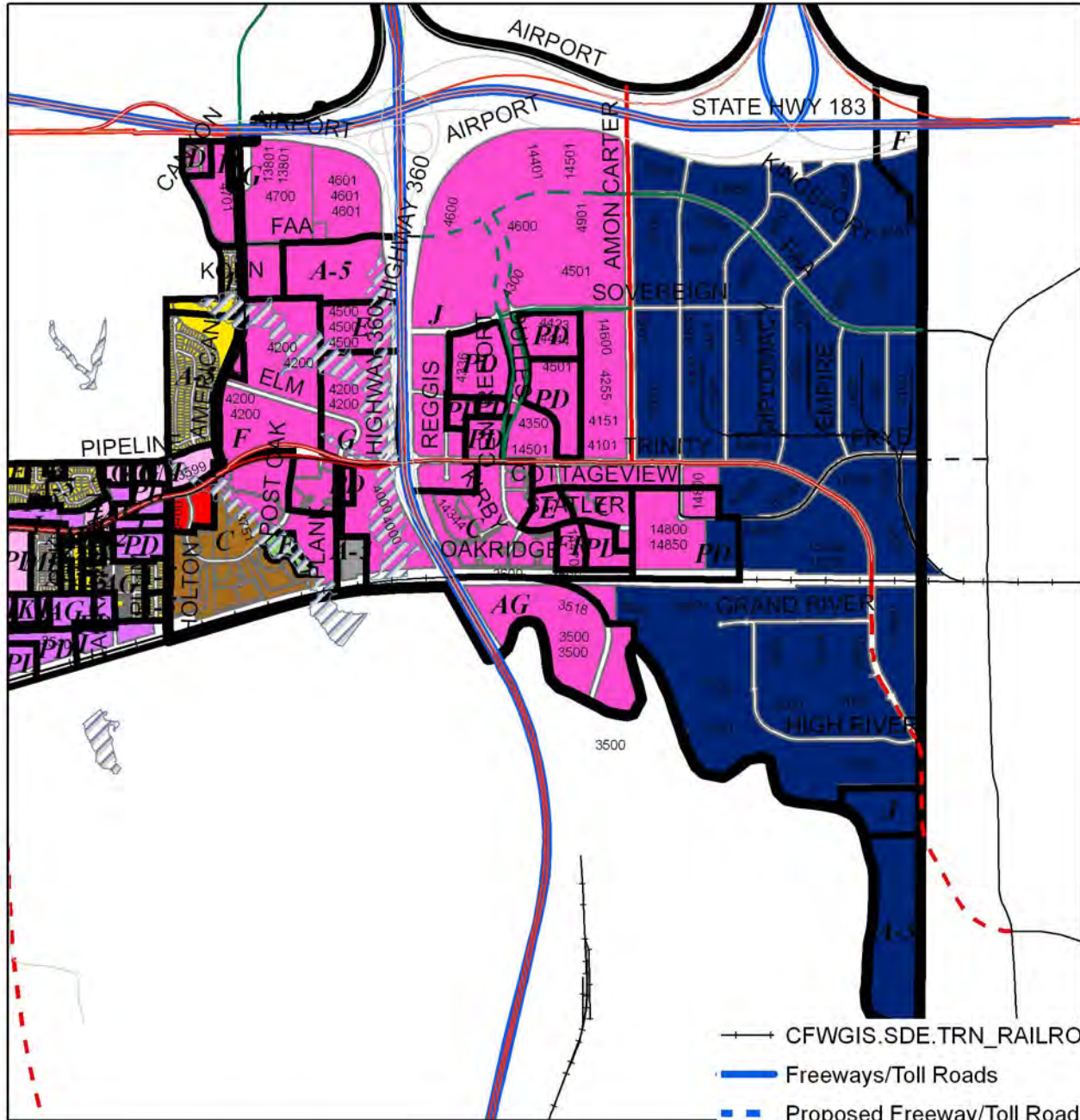
# FORT WORTH



can Blvd, the city limits, Tarrant County line, Trinity River, and the

## Future Land Use

ZC-14-019



- +— CFWGIS.SDE.TRN\_RAILROADS
- Freeways/Toll Roads
- - - Proposed Freeway/Toll Road
- Principal Arterial
- - - Proposed Principal Arterial
- Major Arterial
- - - Proposed Major Arterial
- Minor Arterial
- - - Proposed Minor Arterial

- Vacant, Undeveloped, Agricultural
- Rural Residential
- Suburban Residential
- Single Family Residential
- Manufactured Housing
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institutional

- Neighborhood Commercial
- General Commercial
- Light Industrial
- Heavy Industrial
- Mixed Use
- Industrial Growth Center
- Infrastructure
- Lakes and Ponds
- Public Park, Open Space
- Private Park, Open Space

- FLD\_ZONE
- ▨ Floodplain

2000 Feet

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government code, Section 219.005) Land use designations were approved by City Council on March 5, 2013.





**14. ZC-14-019 City of Fort Worth Planning & Development (CD 5) – Map Amendment Airport Overlay District for Dallas/Fort Worth International Airport from “AG” Agricultural, “A-5” One-Family, “C” Medium Density Multifamily, “E” Neighborhood Commercial, “FR” General Commercial Restricted, “F” General Commercial, “I” Light Industrial, “J” Medium Industrial, “K” Heavy Industrial, “PD’s” 196, 326, 444, 748, 749, 758, 904, and 991 Planned Developments to add Airport Overlay (“AO”) District**

Jocelyn Murphy, Planning Manager, City of Fort Worth explained the Airport Overlay text and map amendments to the Commissioners.

Motion: Following brief discussion, Ms. McDougall recommended Approval of the request, seconded by Ms. Reed. The motion carried unanimously 7-0.

<i>Document received for written correspondence</i>				<i>ZC-14-019</i>	
<b>Name</b>	<b>Address</b>	<b>In/Out 300 notification area</b>	<b>Position on case</b>		<b>Summary</b>
Julie De Los Reyes		In	Support		Sent letter in

**Meeting adjourned: 12:40 p.m.  
02/12/14**

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Dana Burghdoff, Executive Secretary and Deputy Director, Planning and Development Department

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Nick Genua, Chair