

Technical Advisory Group Meeting

February 24, 2022



To Review the Recommendations of the Draft Plan before Public Release on 3/11

- Are they consistent with the policies of your Agency / Department?
- Should they be modified/ revised?
- Are there mis-statements or inaccuracies that should be addressed?
- Do you see problems/ issues in successfully implementing them?
- Are they adequately addressing the overall Mission and six Guiding Principles of the Master Plan?

Project Mission

City of Dallas

Leverage the value of this City-owned asset to create an implementable plan that achieves community objectives related to social equity, economic vitality and environmental stewardship



Guiding Principles

City of Dallas

-  1. Environmental Health
-  2. Economic Opportunity & Investment
-  3. Affordability & Diversity
-  4. Healthy Communities
-  5. Mobility & Access
-  6. History & Culture

Each principle has a series of corresponding Goals that will be used as Measurements of Performance

Plan Overview

Jim Adams, MAS



Plan Overview

Jim Adams, MAS



- **A Walkable, Mixed-Use Community:** with over 3.7 million square feet of Commercial and Institutional uses and 6,800 residential units;
- **An Interconnected Network of Open Spaces,** comprising more than 25% of the site area, placing every resident within a five-minute walk of a park or public space;
- **A Strong Orientation to Mountain Creek Lake,** introducing waterfront trails, a new marina and water-oriented recreational uses
- **Historic Preservation and Adaptive Reuse** of key buildings and facilities;
- **A Multi-Modal Transportation System** with links to Dallas' high-capacity transit network;
- **Net-Zero Construction and the Maximization of Renewable Energy Sources** including the creation of a 40-acre Innovation Village on the Runway Peninsula;
- **A Diversity of Housing Choices in a Mixed-Income Community** with a complete range of housing types, 20% of which will provide for long-term affordability to qualified applicants.

Plan Overview

Jim Adams, MAS



High-Capacity Transit Stations within a 10-Minute Walk of Most Residents and Workers

Plan Overview

Jim Adams, MAS



Plan Overview

Jim Adams, MAS



Restoration of the Cottonwood Creek alignment.

Plan Overview

Jim Adams, MAS



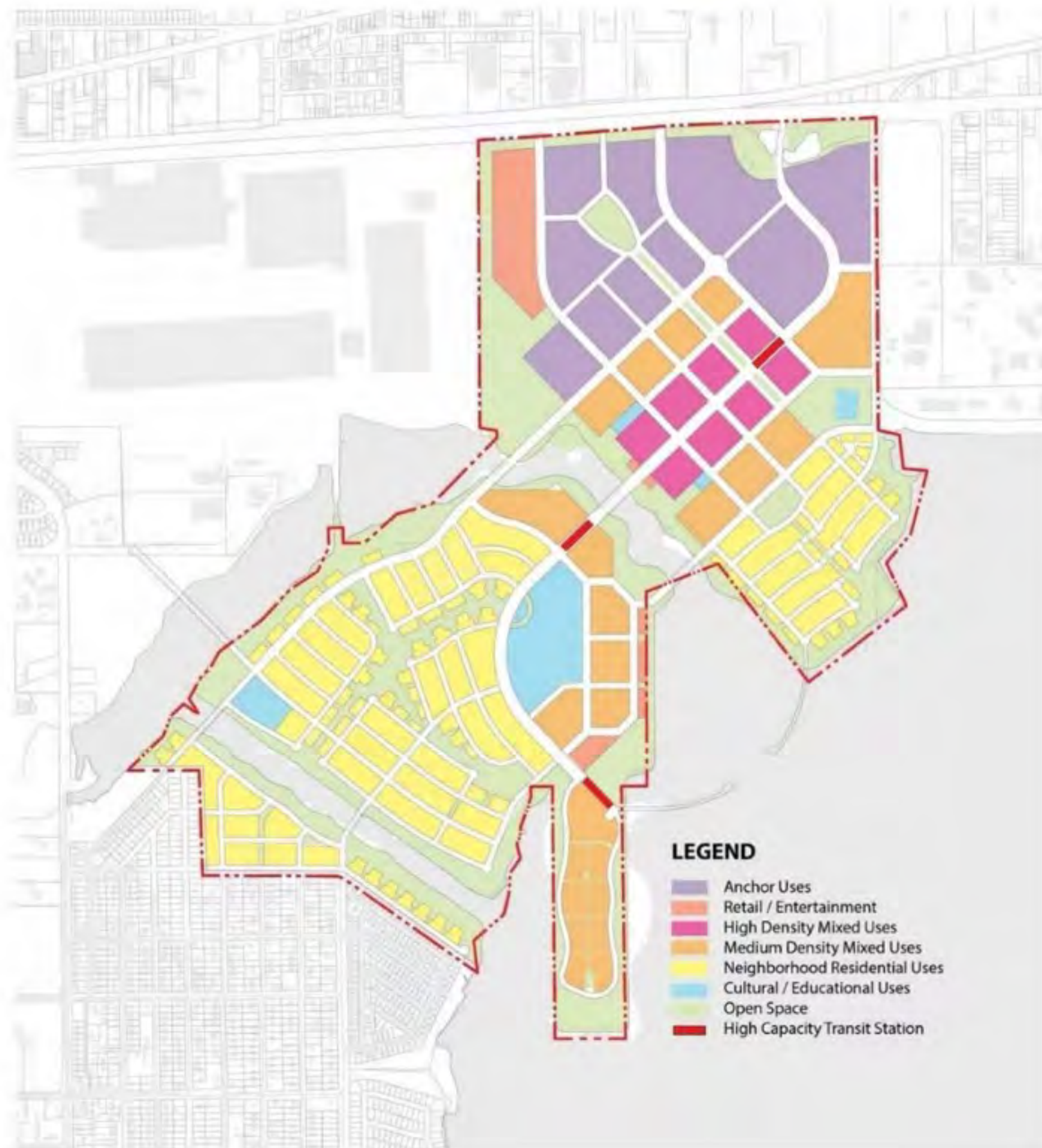
Innovation Village on the 40-acre Runway Peninsula as a Demonstration Project for Sustainable Development

- 1 Land Use and Economic Development
Affordability and Diversity**
- 2 Open Space and Public Facilities
Historic Preservation and Adaptive Reuse
- 3 Transportation and Mobility
- 4 Sustainability Forward
Utilities
- 5 Implementation
Phasing, Financing, Governance and Entitlements

Plan Recommendations

Jana McCann, MAS

LAND USE AND ECONOMIC DEVELOPMENT



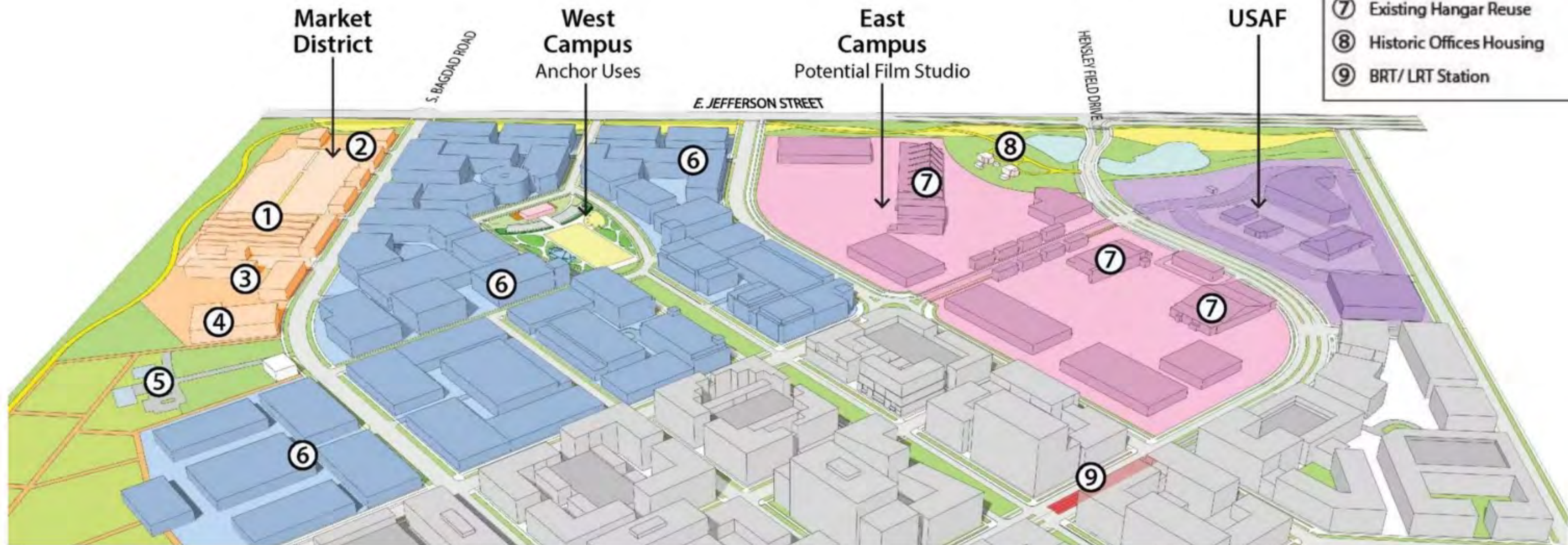
1. Reserve 60 to 80 acres of land along the Jefferson Street frontage for one or more corporate or institutional user(s)
2. A Film Studio complex should be considered as one potential anchor use.
3. 30-40% of the homes at Hensley Field should be targeted for low to medium density fee-simple ownership.
4. A program of mixed-income housing should be incorporated, guided by existing City of Dallas policies.
5. Initiatives should commence to accelerate the relocation of the Texas Army National Guard to allow for early-term residential development in the southwest quadrant of the site.

Plan Recommendations

Jana McCann, MAS

LAND USE AND ECONOMIC DEVELOPMENT

- ① Full Service Grocery Store
- ② Regional Retail
- ③ Fire/ EMS Station
- ④ Composting/ Recycling Center
- ⑤ Urban Farm
- ⑥ Corporate and/or Institutional Users
- ⑦ Existing Hangar Reuse
- ⑧ Historic Offices Housing
- ⑨ BRT/ LRT Station



Economic Development Opportunity at Hensley Field

Plan Recommendations

Jana McCann, MAS

URBAN DESIGN PRINCIPLES



Strong Connection to Nature



**Compact and Walkable
Districts and Neighborhoods**



**Reducing the Dominance of
the Automobile**



**Diverse and Resilient
Architecture of High Quality**



**Livable and Compatible
Density**



**An Active and Engaging
Public Realm**

Plan Recommendations

Jana McCann, MAS

AFFORDABILITY & DIVERSITY



Yard House



Row House



Courtyard Rows



Paseo Rows



Shop Houses



Multi-Family Mixed Use

1. Full Spectrum of “Missing Middle” Homes
2. 20% of All Homes to be Affordable
 - For Sale at 80% of AMI
 - Rental at 60% of AMI
3. Affordable homes distributed throughout all housing types to be indistinguishable from market-rate homes
4. Affordability Tools:
 - Community Land Trust
 - Developer Cross Subsidizing
 - Low Income Housing Tax Credit Developments
5. Rental vs For Sale Housing
 - Balance of 40% to 60% for each

Plan Recommendations

Jana McCann, MAS



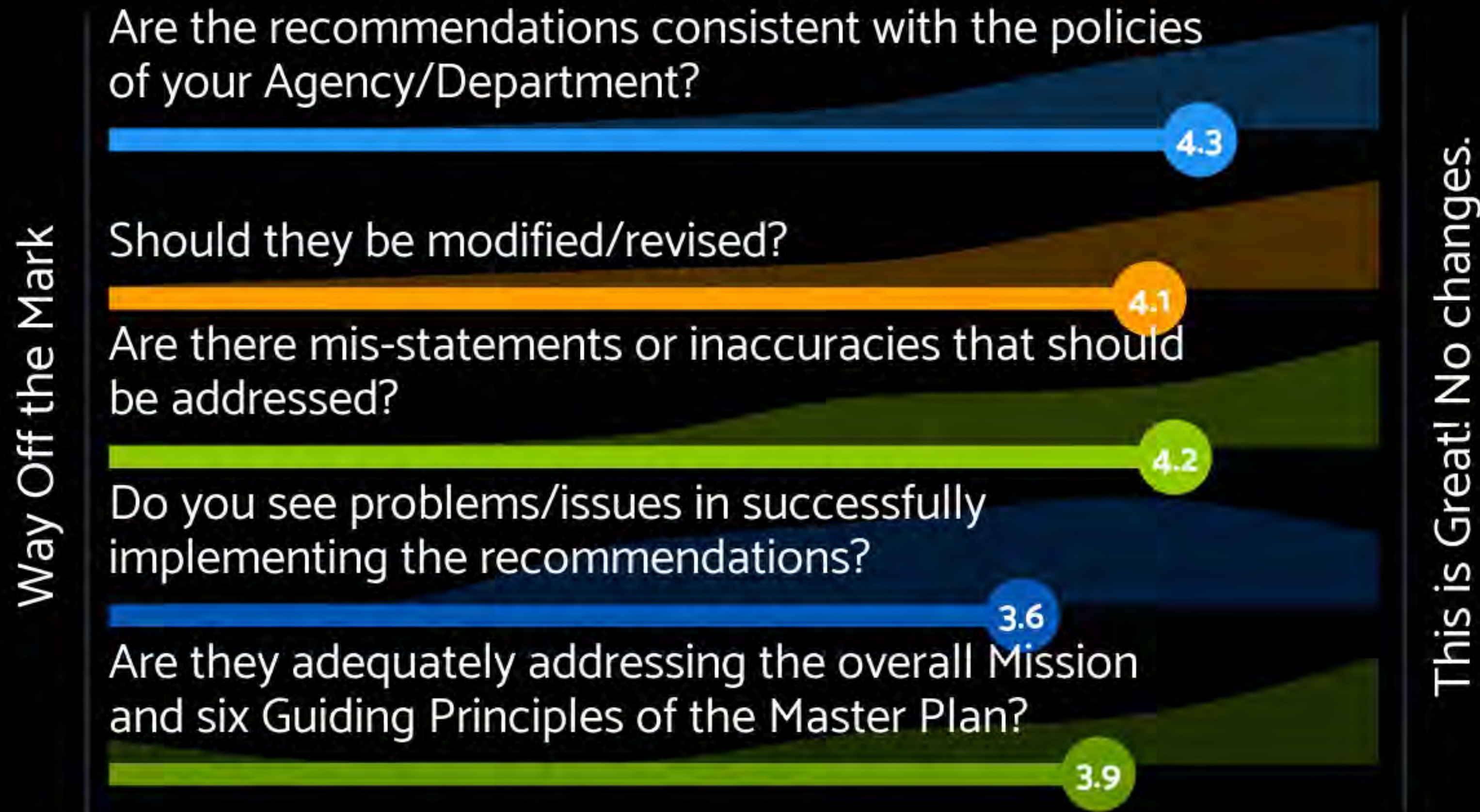
Hensley Field will include a full spectrum of housing choices, from detached homes to mixed-use apartment and condominium buildings.

LAND USE AND ECONOMIC DEVELOPMENT AFFORDABILITY & DIVERSITY

QUESTIONS AND DISCUSSION

- Are the recommendations consistent with the policies of your Agency / Department?
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Land Use and Economic Development; Affordability and Diversity



What specific comments do you have related to Land Use and Economic Development or Affordability and Diversity?

Not sure the developer tools or incentives to hit the affordability targets will be enough.

Will one office be the champion of these goals or will sections be divided up to advance? One quarterback? Will it be nationally marketed?

Has the education space been discussed or vetted with DISD? Have their growth projects here? Is it DISD or GPISD?

What is the scope or scale of the Education space? How many school age kids are you in the model?

Where pro formas developed? Has the film studio idea been vetted with those in the industry to understand their needs? That is a very specific, new idea, where did it come from? Is there something similar that would work if it's not feasible?

Community Land Trusts are the one tool that helps to avoid gentrification issues over time since the land is owned by the trust, while the homeowner owns the home.

Would like to see the film studio section be provided a bit larger footprint. Provide room to grow, build more studios and plenty of room for parking and building exterior sets for filming.

Placing corporate office on Jefferson will be extremely difficult in light of surrounding conditions. Moreover, a grocery here will be challenging. Grocers do not like to take incentives; their margins are thin; they must have faith in the market.

Has the plan considered the land uses surrounding the Hensley Field area and the means of transition of those uses? As it stands, the proposed land uses may have difficulty developing with the existing land uses surrounding the property.

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Affordability and Diversity
- 2 Open Space and Public Facilities
Historic Preservation and Adaptive Reuse**
- 3 Transportation and Mobility
- 4 Sustainability Forward
Utilities
- 5 Implementation
Phasing, Financing, Governance and Entitlements

Plan Recommendations

Leah Hales, SWA

OPEN SPACE AND PUBLIC FACILITIES



1. Reserve at least 25% (185 acres) of the site for publicly-accessible open space.
2. Reserve a 10-acre site for a GPISD public school and locate the facility adjacent to a 10-acre playfield area.
3. Coordinate with the City Office of Environmental Quality to assess risks and rewards related to the realignment of Cottonwood Creek.
4. Integrate green/blue infrastructure as part of the open space program.
5. Ensure that every resident and employee is within a five-minute walk of public open space.
6. Negotiate with the US Air Force for the reconfiguration of its lease boundaries, allowing for improvement of the open spaces and ponds.

Plan Recommendations

Leah Hales, SWA

OPEN SPACE AND PUBLIC FACILITIES



Plan Recommendations

Leah Hales, SWA



Plan Recommendations

Leah Hales, SWA



Plan Recommendations

Leah Hales, SWA



Marina Esplanade

Plan Recommendations

Leah Hales, SWA

HISTORIC PRESERVATION & ADAPTIVE REUSE



Officers Houses, c. 1932



DNAS Maintenance Hangar, 1941



Fuget Cemetery, est. 1864



DNAS Water Tower, 1941



Small Arms Magazines, 1952

1. Preserve and interpret the history of Hensley Field so that future residents and visitors can engage with and enjoy its unique character and identity.
2. Take steps to stabilize key hangars and the Officers Houses, to prevent further deterioration.
3. Work with COD's Historic Preservation Office to develop a strategy for the protection, reuse and interpretation of existing landscapes and structures.
4. Prioritize the preservation and adaptive reuse of the two Officers Houses for a publicly-oriented use.
5. Pursue a major, public-oriented use for the historic Dallas Naval Air Station (DNAS) Maintenance Hangar, such as an event space, brew pub, food market hall, etc.

Plan Recommendations

Leah Hales, SWA

HISTORIC PRESERVATION & ADAPTIVE REUSE



Commanding Officer's Houses (1952-1953)



Dallas NAS Maintenance Hangar (1933)



DNAS Water Tower (1941)



Small Arms Magazines (1952-1953)



Historic Interpretive Loop Trail



WPA-era bridge



Fugate Cemetery (est. 1864)



Helicopter Recalibration Compass

Plan Recommendations

Leah Hales, SWA



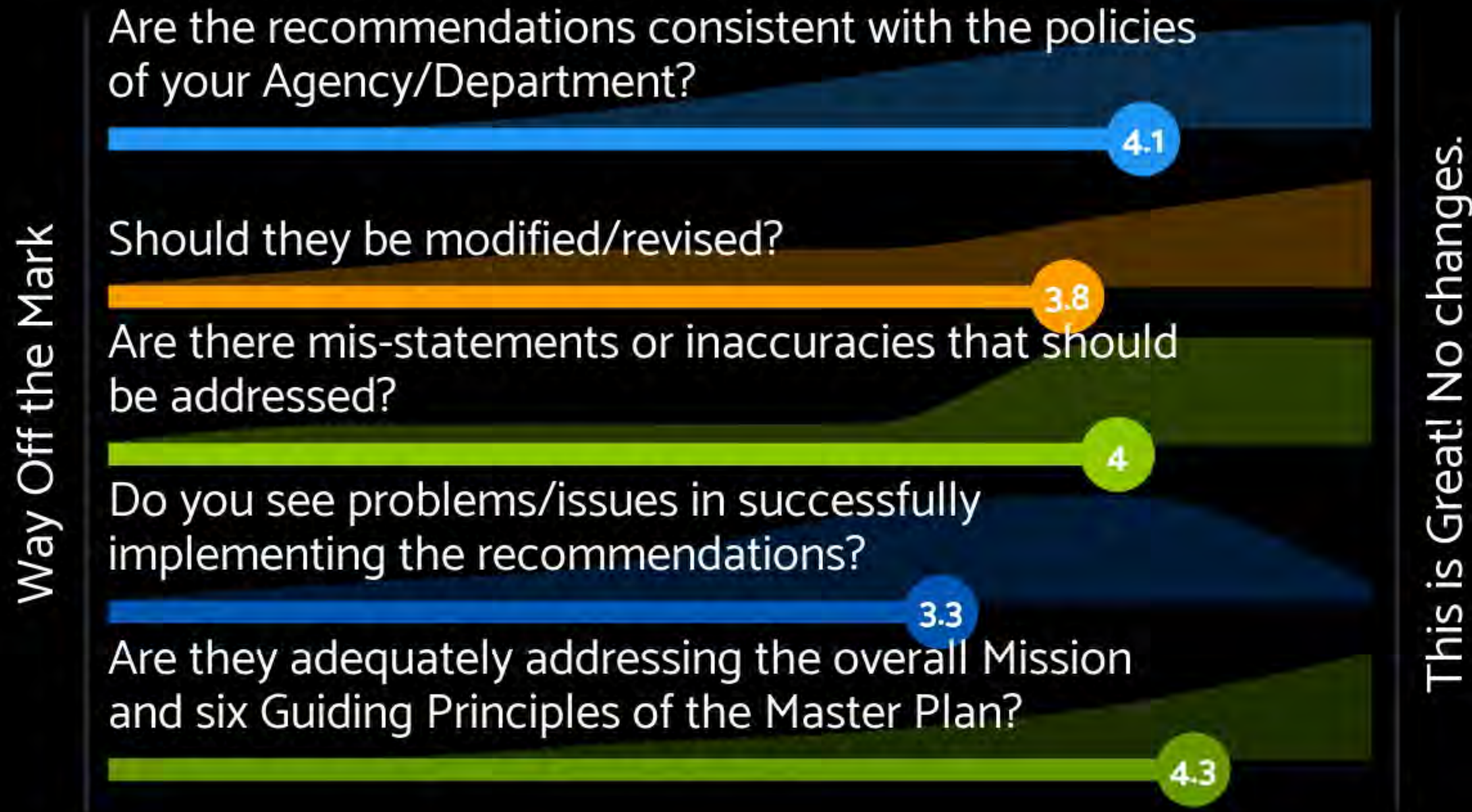
Adaptive Reuse of Dallas Naval Air Station Maintenance Hangar as a Major Cultural Facility or Event Space

OPEN SPACE AND PUBLIC FACILITIES HISTORIC PRESERVATION & ADAPTIVE REUSE

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Open Space and Public Facilities; Historic Preservation and Adaptive Reuse



What specific comments do you have related to Open Space and Public Facilities or Historic Preservation and Adaptive Reuse?

Love the desire to shore up and preserve the existing buildings and tell Hensley's story.

Will the larger community have access/parking to the open spaces and historic trail?

There may be technical challenges associated with remediation necessary to re-open Cottonwood creek, and to remediate the hangars for intended re-use.

If parts of the maintenance costs are going to be transferred to the homeowners, will this add a hurdle for lower income residence to be incentivized to be able to afford to live in the area? Might become a conflict in goals.

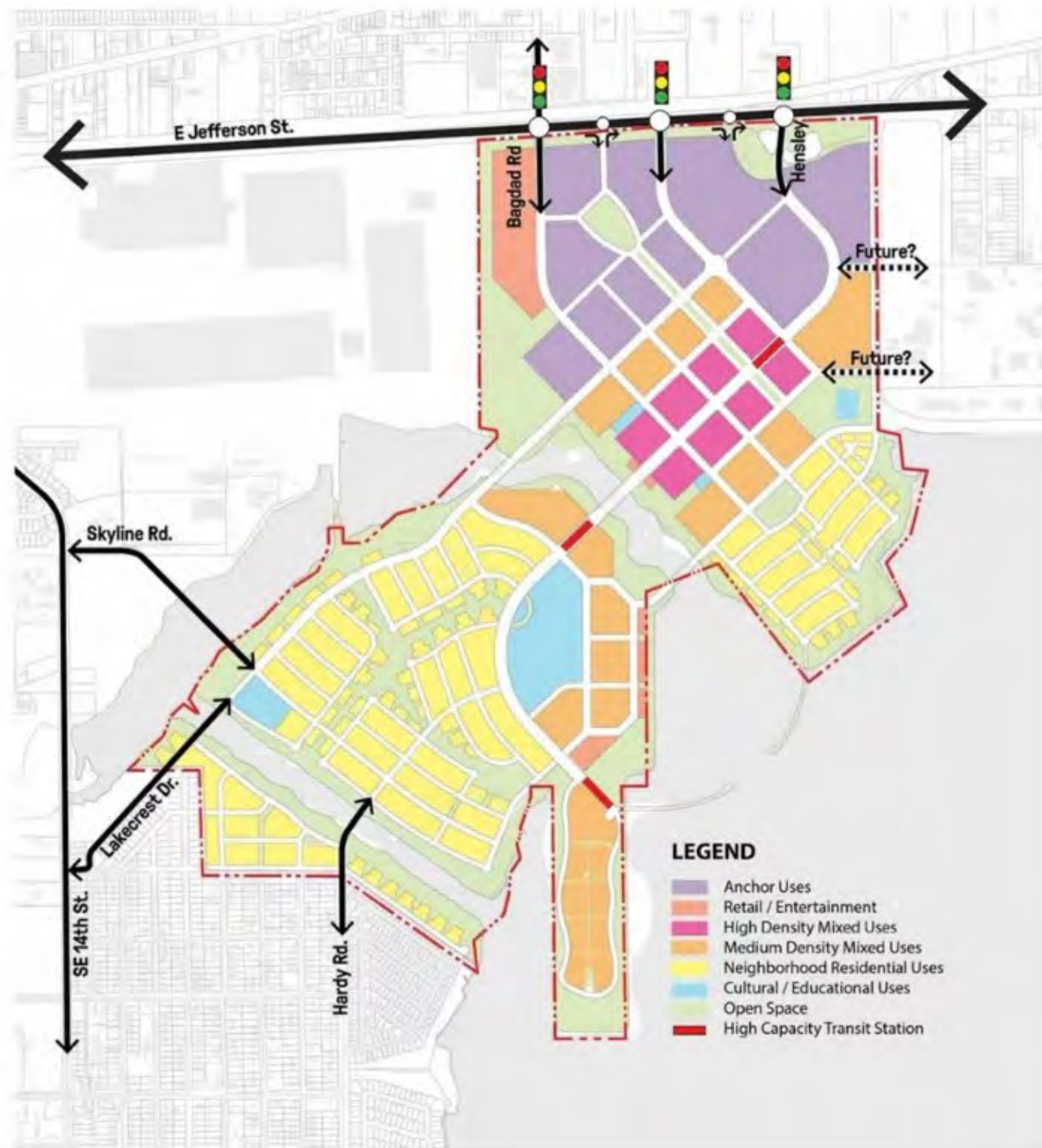
Former military facilities of this age often have both pcbs and lead based paint used to stabilize paint on buildings, towers in and around waterways. Not saying not do-able, but may not be easy.

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Plan Recommendations

Jeremy Klop, Fehr + Peers

TRANSPORTATION & MOBILITY

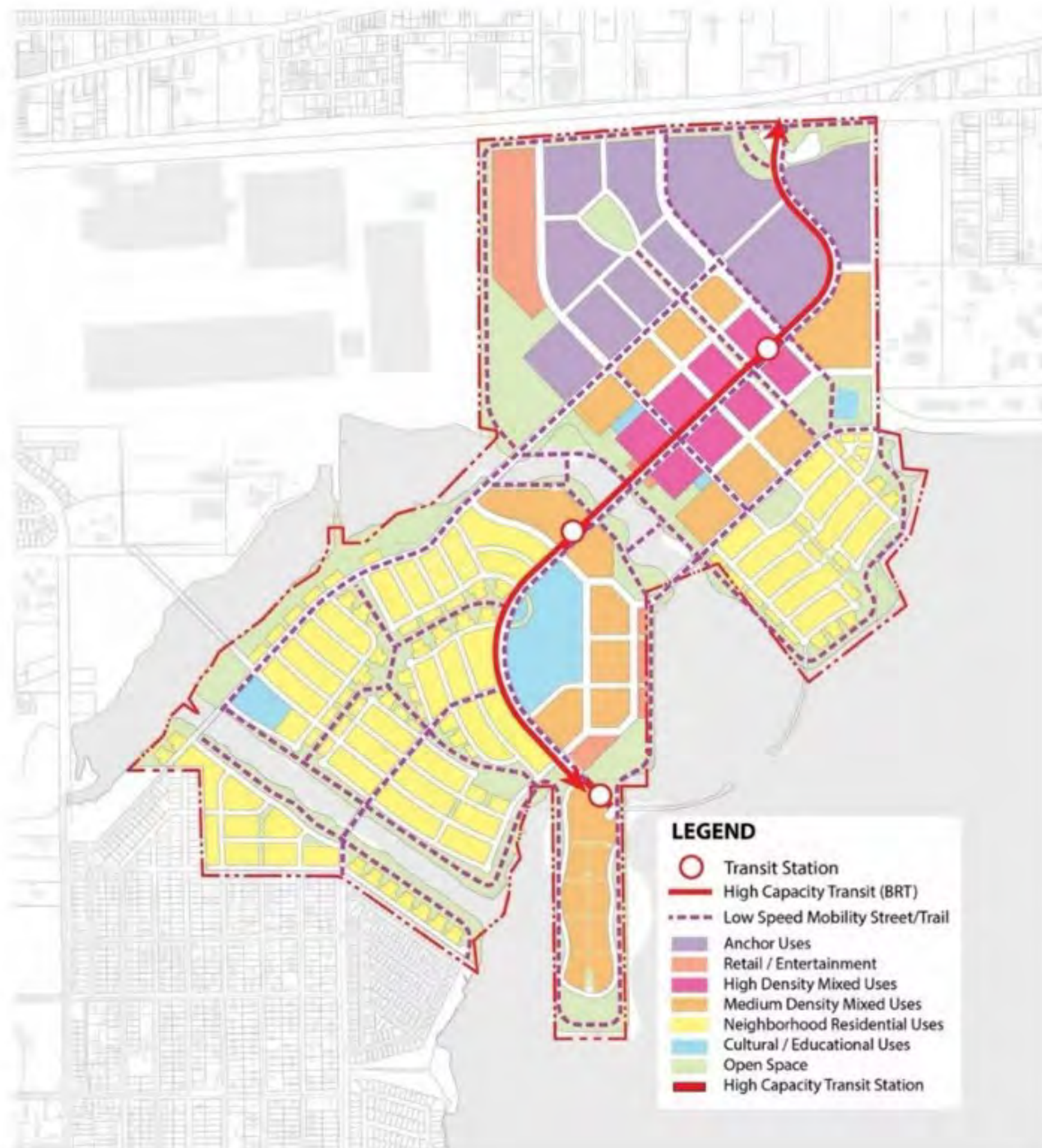


1. Maximize vehicular connections to the surrounding roadway network to reduce congestion and to distribute trips, including:
 - Three signalized intersections along Jefferson Street at 1,000 foot intervals and two right-in/right-out streets in between;
 - Hardy Road and Lakecrest Drive connections across the diversion channel;
 - A Skyline Drive connection across Cottonwood Creek; and
 - Future eastern roadway connections to adjoining properties upon their redevelopment.

Plan Recommendations

Jeremy Klop, Fehr + Peers

TRANSPORTATION & MOBILITY



2. Coordinate with DART to plan a high-capacity transit linkage to Hensley Field, including:
 - Center-running BRT dedicated lanes looped through the site; and
 - Exploration of future LRT linkages that provide direct connections to Downtown (e.g., Jefferson Street, Davis Street, I-30);
3. Provide for future AV Transit on a dedicated transit way so that most residents are within a 10-minute walk of transit.
4. Provide a network of “Low Speed Mobility” streets with protected bikeways.
5. Implement “Complete Streets” design that prioritizes a high level of comfort for pedestrians and bicyclists.

Plan Recommendations

Jeremy Klop, Fehr + Peers



The Central Transit Spine and Multi-Modal Corridor.

Plan Recommendations

Jeremy Klop, Fehr + Peers



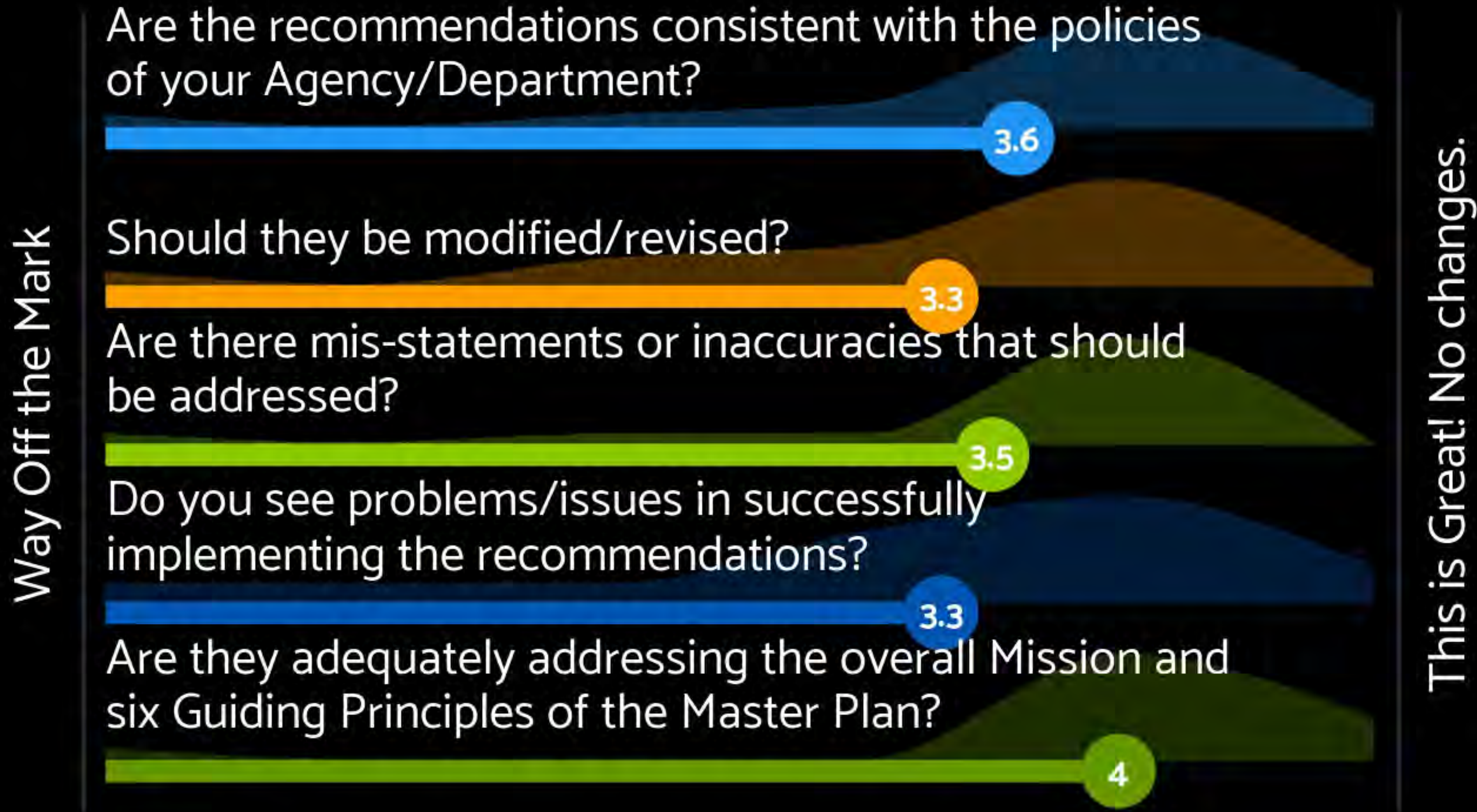
A Bus Rapid Transit Station

TRANSPORTATION & MOBILITY

QUESTIONS AND DISCUSSION

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Transportation and Mobility



What specific comments do you have related to Transportation and Mobility?

Appreciate advance thinking for high capacity transit. Perhaps in the phasing section discuss how transit can grow along with the site - Go Link, fixed route, BRT. LRT is a maybe very long-term but BRT seems more appropriate.

The industrial uses to the north may transition away. Will you talk about how the intersections on the north of the site match up with the grid north of the train tracks? (- to reconnected grid in West Dallas)

Want to make sure there are physically separated bike lanes (like Meuller) for safe non-vehicular transportation across the site

Got its challenges; relative to the size and shape of the combined property, there's very little access off Jefferson. I'd suggest finding more links to the south and west with existing thoroughfares.

Is Jefferson on-system? Does the City maintain the signals? Does this tie into the GP roadway improvements coming from the West?

Dallas DOT will be emailing specific comments separately. Comments on the Transit Spine. Would like to see some of the typical sections (like the Mixed Use Streets, Neighborhood Access Streets) better align with those in the Street Design Manual.

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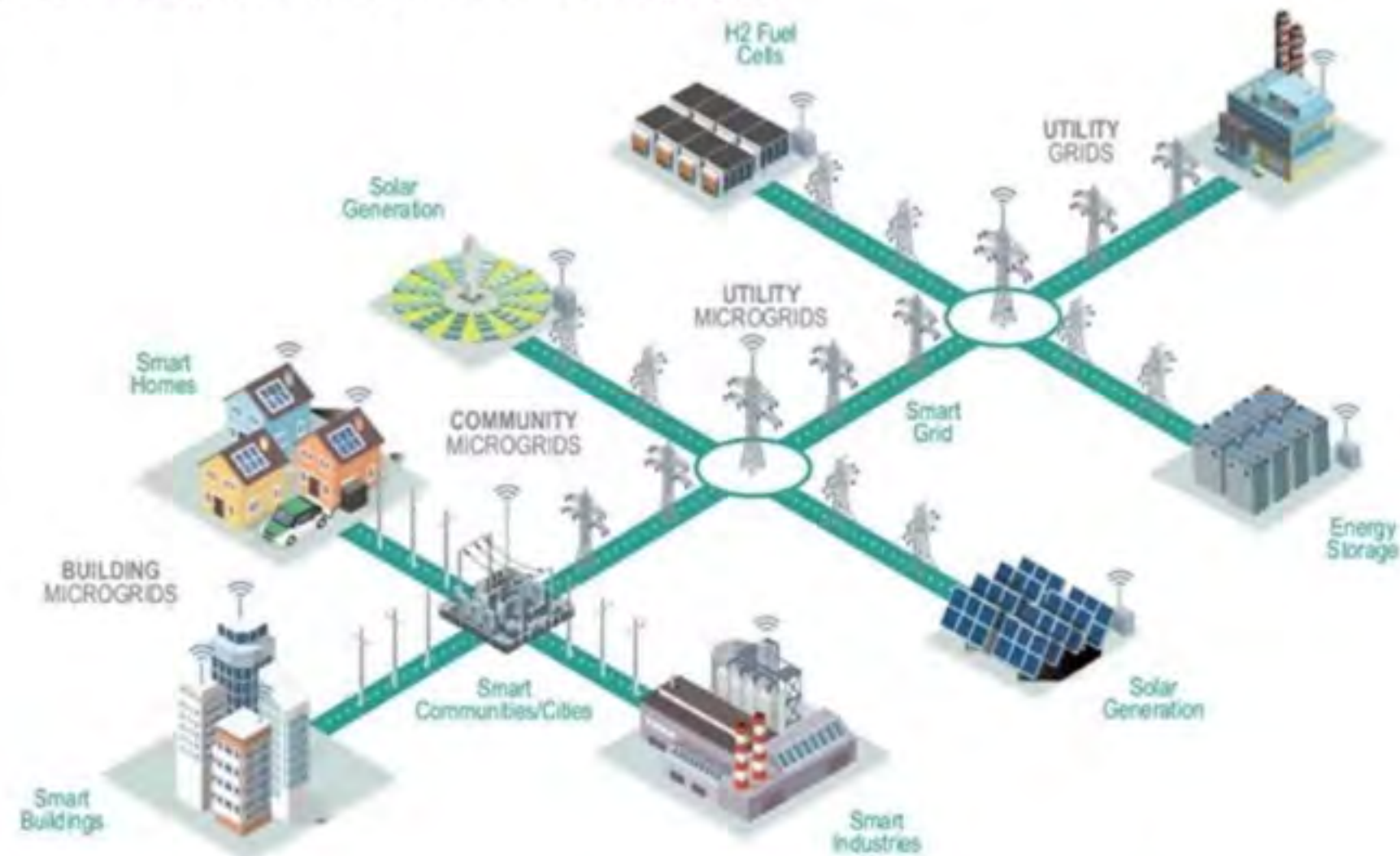
Plan Recommendations

Gail Vittori, CMPBS

SUSTAINABILITY FORWARD



Develop an “Innovation Village” at the Runway Peninsula (with a non-profit or corporate sponsor) as a demonstration project



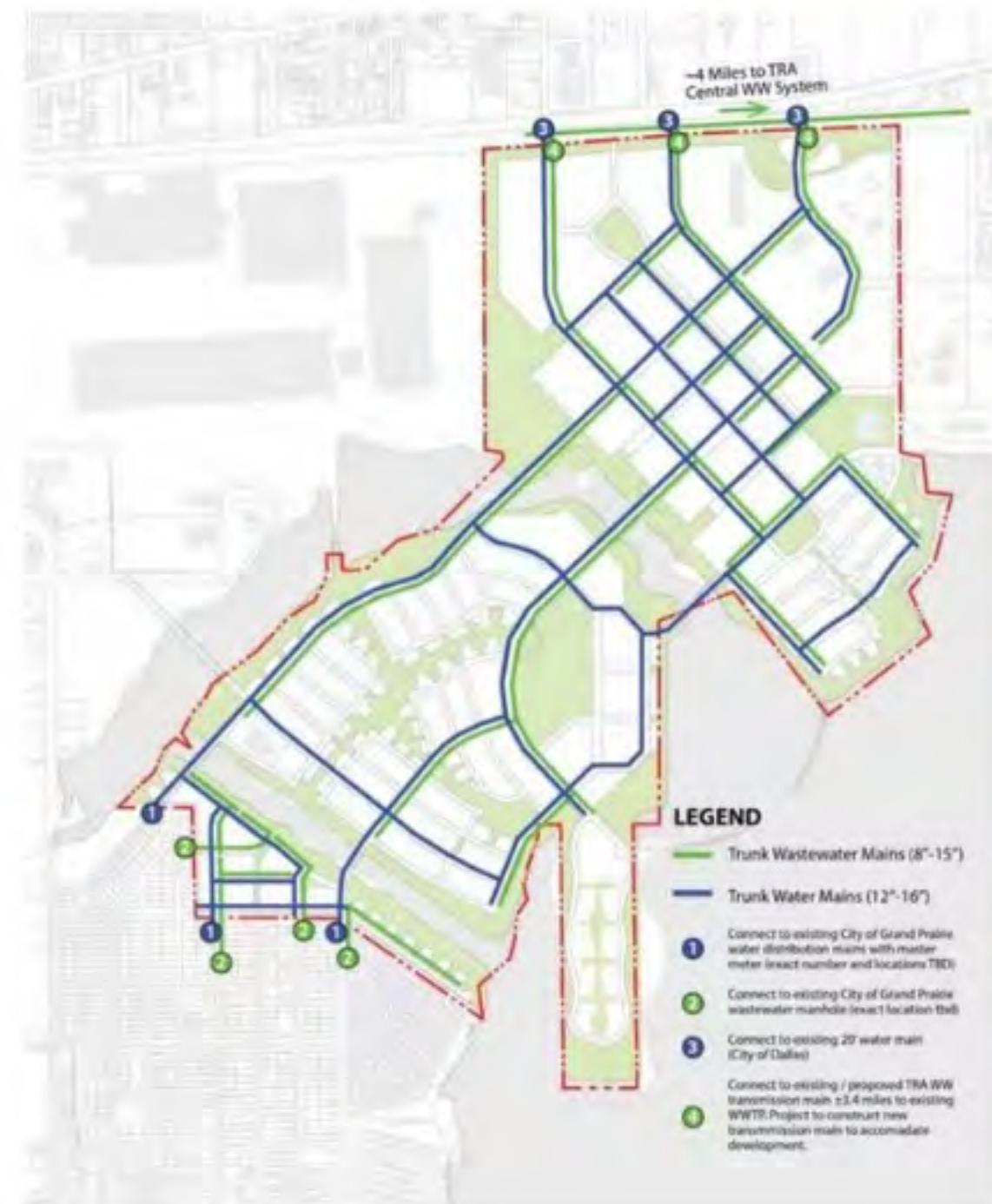
Coordinate with Oncor or other utility providers to explore the commercial viability of District Energy and on-site Micro-Grid

1. Establish Hensley Field as a living laboratory for resilience and a proof of concept for the CECAP.
2. Achieve minimum Gold Certification LEED Cities and Communities.
3. Establish net zero energy requirements and low carbon, healthy materials for all new construction.
4. Develop an “Innovation Village” on the Runway Peninsula (with a non-profit or corporate sponsor) as a demonstration project that tests state-of-the-art green infrastructure and emerging building technologies.
5. Provide recycling and compost collection throughout Hensley Field aligned with City of Dallas’ zero waste goal.
6. Use Environment, Social and Governance (ESG) criteria as a basis to select one or more corporate or institutional anchor users.

Plan Recommendations

Gail Vittori, CMPBS

UTILITIES



Water/ Wastewater



Wastewater

1. Rely on 20" City of Dallas water transmission line on Jefferson St for majority of development with southern portion served by Grand Prairie.
2. Construct parallel reclaimed water system for non-potable uses.
3. Construct 30" wastewater trunk line to TRA treatment plant 3.4 miles northeast of site when existing line is out of capacity.
4. Employ blue-green infrastructure to capture and treat 100% of the first flush of stormwater.
5. Coordinate with Oncor or other utility providers to explore the commercial viability of District Energy (DE) with geothermal cooling for the entire development and/or portions of it.

Plan Recommendations

Gail Vittori, CMPBS

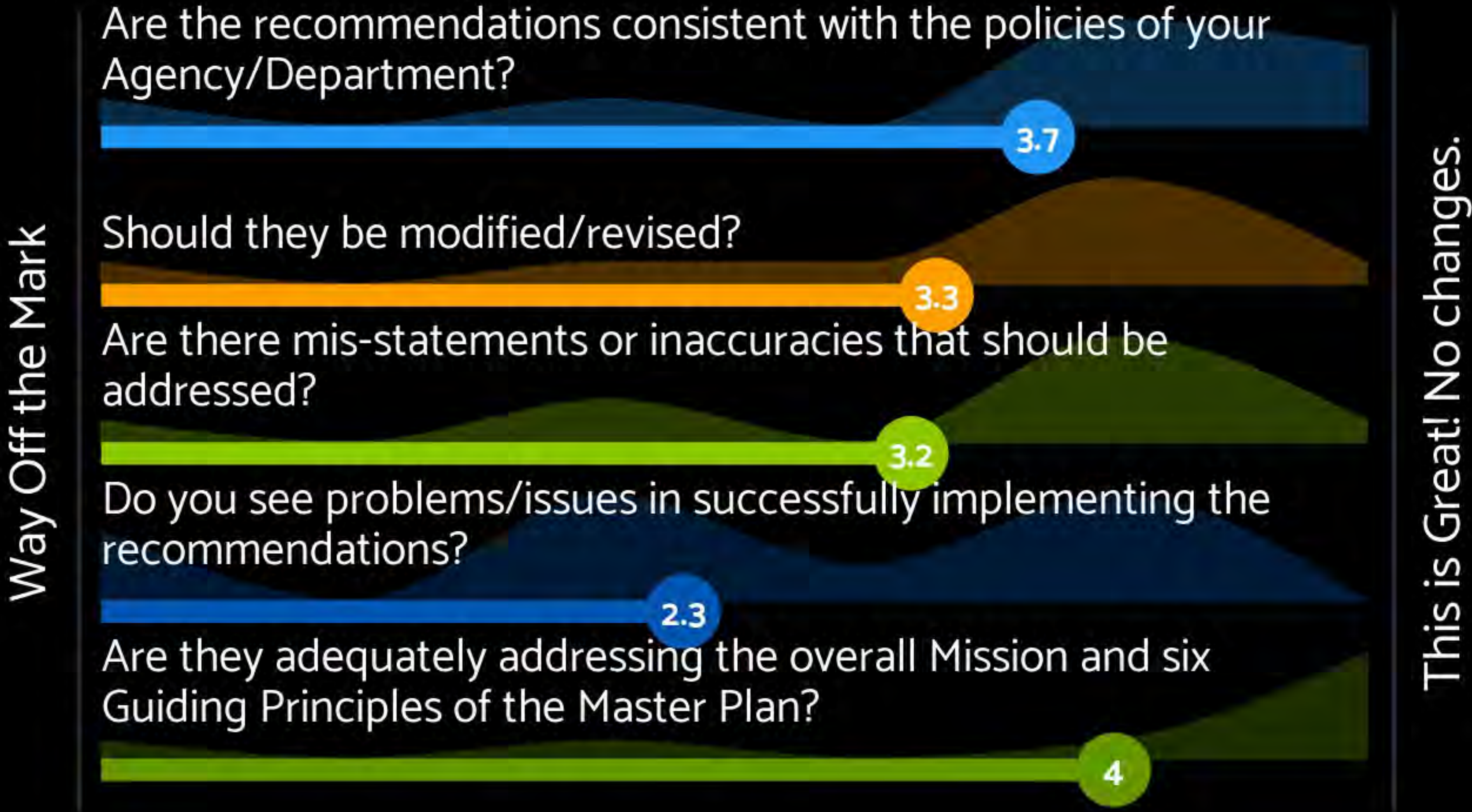


SUSTAINABILITY FORWARD UTILITIES

QUESTIONS AND DISCUSSION

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Sustainability Forward; Utilities



What specific comments do you have related to Sustainability Forward or Utilities?

It's all well and good to want to reduce carbon; yet market forces need to be taken into account, too. The tail will not wag the dog.



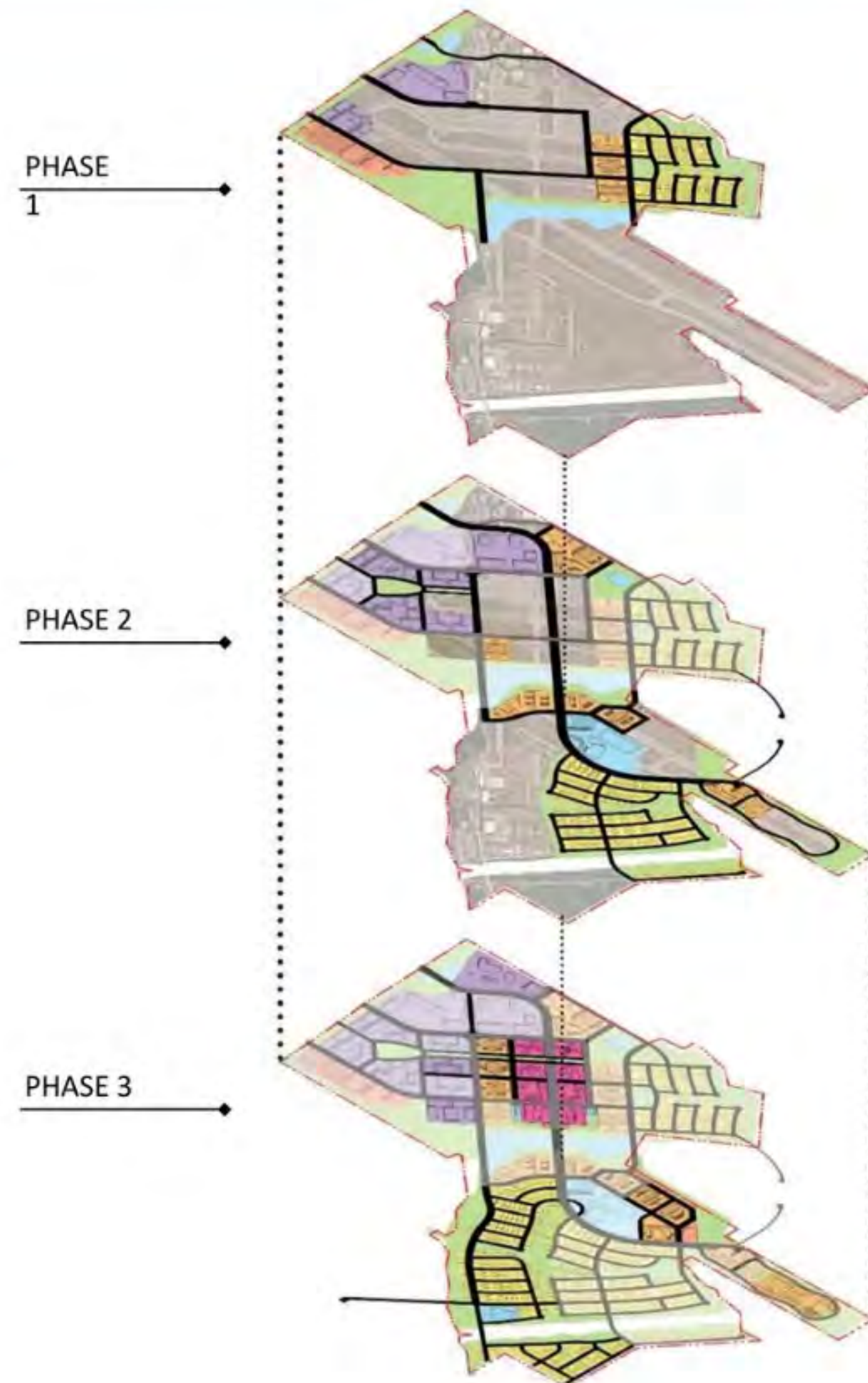
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Phasing, Financing, Governance and Entitlements**

Plan Recommendations

Jim Adams, MAS

PHASING

1. Accelerate relocation of Texas Army National Guard Chinook Operation.
2. Phase project from Northeast to Southwest to allow for phase-out of Texas military.
3. Ensure that Navy meets provisions of 2003 settlement agreement to clean up site to residential standards in a way that doesn't impede redevelopment.



The first five years of development will focus on initial site preparation and infrastructure investments including restoration of the original Cottonwood Creek alignment. Anchor employment uses will be located along Jefferson Street and the first neighborhood will be established overlooking Mountain Creek Lake.

The second phase will see significant build-out of the corporate campus, construction of the central transit spine, initiation of Innovation Village on the Runway Peninsula, and new neighborhoods surrounding the historic Small Arms Magazines and the community school.

Full build-out of the site is projected to occur in the final ten years of the project, once the Texas Army National Guard's helicopter squadron is relocated to Fort Worth. This phase will see development of the high density mixed-use core and additional neighborhoods along Cottonwood Bay and the Diversion channel.

Plan Recommendations

Dan Guimond, EPS

FINANCING

COSTS

	Phase One	Phase Two	Phase Three	TOTAL
Site Preparation	\$ 22.7	\$ 8.7	\$ 5.2	\$ 36.6 M
Off-Site Infrastructure	\$ 0.9	\$ 20.4	\$ 3.1	\$ 24.4 M
Site Bridges	0	\$ 1.9	\$ 4.0	\$ 5.9 M
Roadways/Utilities	\$ 47.4	\$ 81.8	\$ 59.4	\$ 188.5 M
Open Space	\$ 17.7	\$ 28.0	\$ 9.5	\$ 55.3 M
Emergency Services	\$ 8.3	\$ 0	\$ 0	\$ 8.3 M
Building Stabilization	\$ 2.8	\$ 0	\$ 0	\$ 2.8 M
Sustainability Forward	\$ 9.8	\$ 11.9	\$ 7.5	\$ 29.2 M
Contingencies/Soft Costs	\$ 12.1	\$ 17.0	\$ 9.9	\$ 40.0 M
TOTAL COSTS	\$121.6	\$169.6	\$ 98.7	\$ 389.9 M

REVENUE

Residential	\$ 43.8	\$ 79.7	\$136.6	\$ 260.1 M
Non-Residential	\$ 30.8	\$ 38.2	\$ 23.5	\$ 92.5 M
TOTAL REVENUE				\$ 352.6 M
REVENUES – COSTS =				\$ -37.3 M
NET PRESENT VALUE OVER 20 yrs				\$ -78.5 M

- Total costs of \$390 million and total revenues of \$353 million over 20 years
- Deficit is estimated at \$99 million in years 1-10 with a positive \$61 million in years 11-20
- Cumulative deficit of \$37.3 million which has a net present value of -\$78.5 million
- \$29.2 million in Sustainability Forward costs are a portion of the deficit

Plan Recommendations

Dan Guimond, EPS

FINANCING: FUNDING AND FINANCING SOURCES

Description	Inputs			Totals (\$ millions)
	Tax Rate	Contribution	TIF Rate	
Tax Increment Low Scenario				
Dallas County	0.22795	55%	0.12537	\$35.2
City of Dallas	0.77330	75%	0.57998	162.8
Total	1.00125		0.70535	\$198.0
Present Value over 20 Years	5.0%	finance (discount) rate		\$100.3
Tax Increment High Scenario				
Dallas County	0.22795	75%	0.17096	\$48.0
City of Dallas	0.77330	90%	0.69597	195.3
Total	1.00125		0.86693	\$243.3
Present Value over 20 Years	5.0%	finance (discount) rate		\$123.3

- Utilize TIF through Tax Incentive Reinvestment Zone (TIRZ) to fund infrastructure public amenities, and benefits
- TIF is estimated to generate \$198 to \$243 million over 20 years. NPV of \$100 to \$123 million
- Explore Hensley Field as a sub-district of the Cypress Waters TIF District
- Other financing tools: Municipal Management District (MMO) Public Improvement District
- Environment and energy grants can help fund sustainability components

Plan Recommendations

Jim Musbach, EPS

GOVERNANCE

1. Select a Master Developer partner and negotiate a Master Development Agreement with defined responsibilities
 - Secure private investment capital and craft a public-private financing structure
 - Execute horizontal infrastructure elements (streets, utilities, parks, etc.)
 - Manage sale and development of real estate for residential and commercial development
2. Selected through a competitive RFQ/ RFP process managed by Office of Economic Development
3. Enter into an Exclusive Negotiation Agreement (ENA)
4. Establish a dedicated multi-departmental staff team to negotiate/ implement the plan.

SIMILAR PUBLIC-PRIVATE PARTNERSHIPS



MUELLER
Austin, Texas

A 711 acre mixed-use redevelopment of the Robert Mueller Municipal Airport, the development is a partnership between the City of Austin and a Master Developer.



CENTRAL PARK
Denver, Colorado

Central Park (formerly known as Stapleton) is a 4,700 acre development that transformed the former Stapleton International Airport into a mixed-use community.



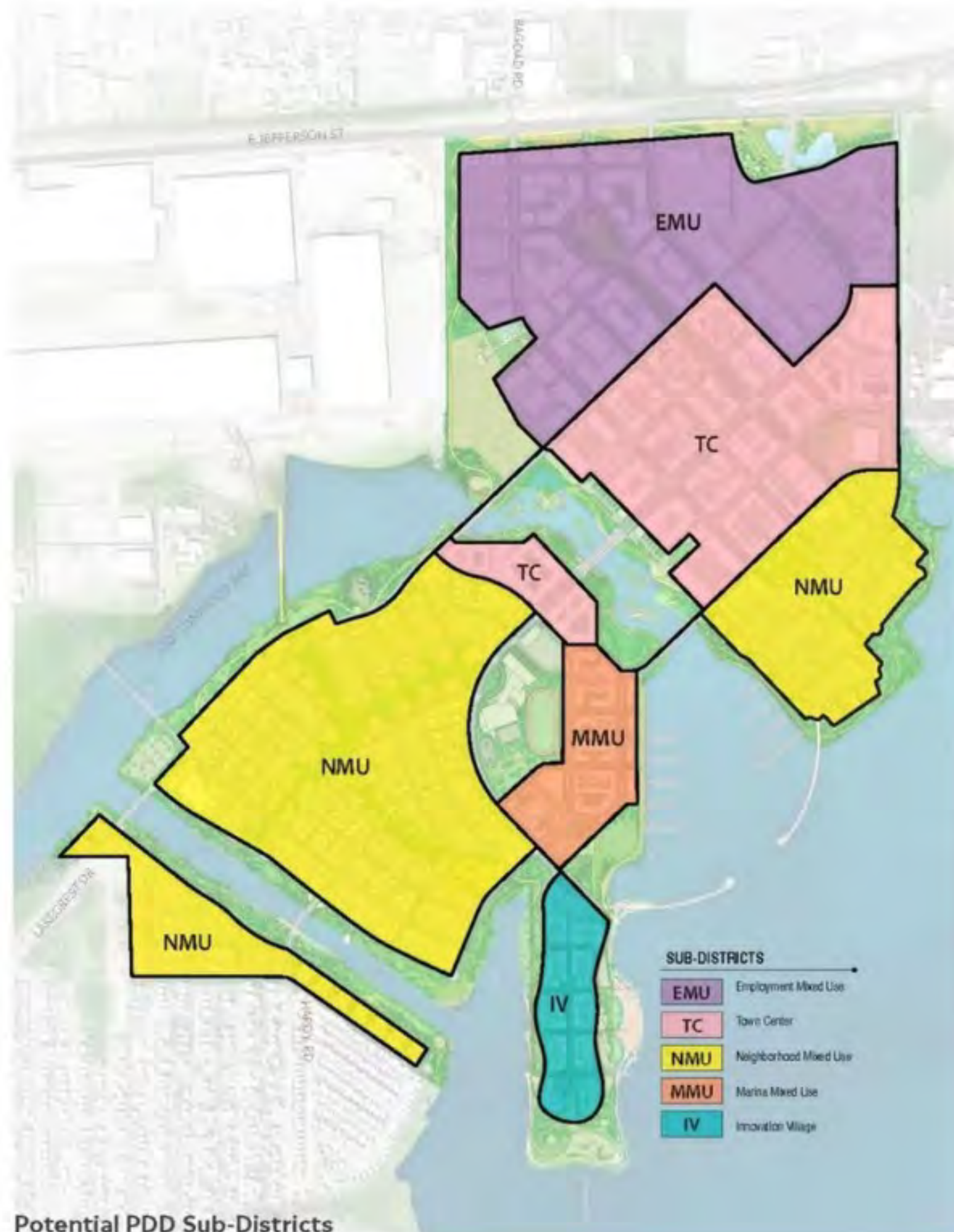
Mission Bay
San Francisco, California

Mission Bay is a railyard redevelopment effort led by the real estate division of the Southern Pacific Transportation Company, and has resulted in a new mixed-use district adjacent to Downtown San Francisco.

Plan Recommendations

Jim Adams, MAS

ZONING AND ENTITLEMENTS



1. Establish PDD zoning with District / Neighborhood uses / Standards.
2. Develop detailed design standards and guidelines that expand on PDD regulations to be administered by City/ Developer Design Review Board or NCC.
3. Coordinate review and approval of all projects between City of Dallas and NCC



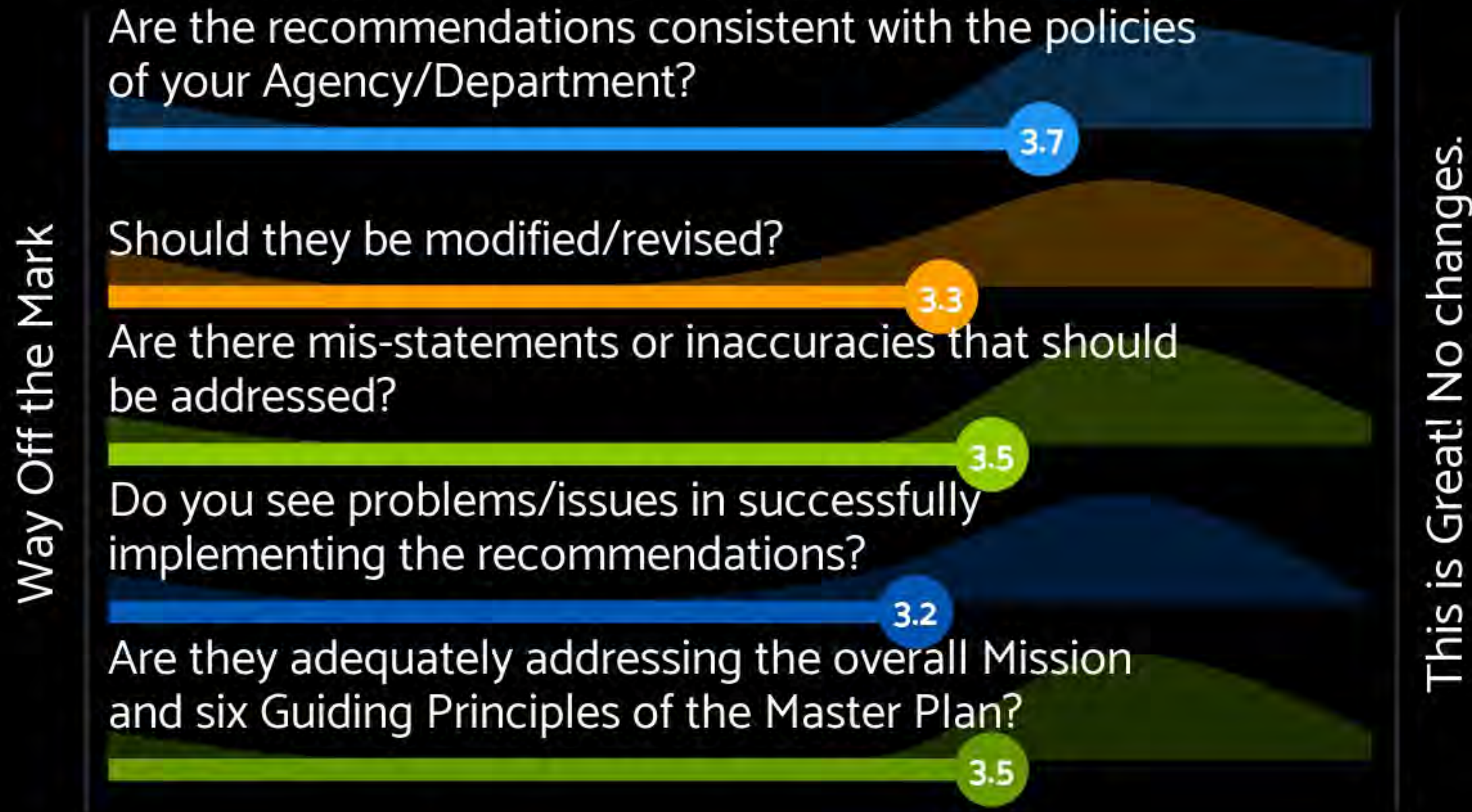
Hensley Field's Two-Tiered Review Process

IMPLEMENTATION: PHASING, FINANCING, GOVERNANCE & ENTITLEMENTS

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Implementation; Phasing, Financing, Governance and Entitlements



What specific comments do you have related to Implementation or Phasing, Financing, Governance and Entitlements?

The additional design guidelines are a great idea BUT there should be a by-right mechanism that allows administrative review/approval for projects in compliance with the guidelines. Individual design review slows projects.

This comment may be too specific. Would the Master Develop RFP process include a low-income housing developer(s) as part of selection criteria?

Encourage use of a Request for Expressions of Interest as the vehicle to receive and negotiate with proposals.

Might it make sense to do multiple Requests for each progress phase? That way it can proceed with multiple "quarterbacks".

February 25th: All TAG Comments Submitted to City of Dallas

arturo.delcastillo@dallascityhall.com

- March 9th: Environmental Commission Briefing
- March 11th: Public Draft Release
- March 15th: Stakeholder Advisory Group (SAG) Meeting
- March 22nd: Comprehensive Land Use Plan Committee Briefing
- April 4th: Economic Development Committee Meeting*
- April 7th: Park and Recreation Board
- April 21st: City Plan Commission*
- May 4th: City Council Briefing*
- May 18th: City Council Adoption*

* DATES ARE TENTATIVE

THANK YOU!

Find us at:
Hensleyfield.com

HENSLEY
FIELD DALLAS, TX
PLANNING FOR THE FUTURE

