

# 1. Introduction

This document, organized into nine sections and 15 appendices, describes the analyses and assessments conducted for the Dallas Love Field (also referred to herein as "the Airport" or "DAL") Master Plan Update, as well as recommended facility improvements. This section summarizes the history of the Airport, the Airport setting, and the City of Dallas vision and goals for the Master Plan Update. The remaining sections document the inventory of existing Airport conditions, forecasts of aviation demand at the Airport through 2032 (the end of the planning period for the Master Plan Update), facility requirements determined from the demand/capacity analyses, analysis of the development alternatives and selection of a preferred alternative, the public outreach program for the Master Plan Update and comments, recommended on-Airport land use, a funding plan for implementation of the recommended improvements, and an overview of the environmental issues associated with the recommended development.

- Section 2 – Airport Inventory
- Section 3 – Aviation Demand Forecast
- Section 4 – Demand/Capacity and Requirements
- Section 5 – Alternatives Analysis
- Section 6 – Public Outreach
- Section 7 – Recommended On-Airport Land Use
- Section 8 – Funding Plan
- Section 9 – Environmental Overview

---

## 1.1 History of Dallas Love Field

---

The original Airport site contained several hangars and a grass landing strip in the countryside outside of Dallas. On October 19, 1917 the U.S. Army named Dallas Love Field in honor of First Lieutenant Moss Lee Love, who was ordered to Texas City, Texas, with the 1<sup>st</sup> Aero Squadron in April 1913 and was killed in a flying accident in San Diego in September 1913. In June 1928, the City of Dallas acquired Love Field.<sup>1</sup> Airline service

---

<sup>1</sup> <http://www.dallas-lovefield.com/love-notes-chronology-of-events.html> (accessed February 2013).

was initiated at Dallas Love Field on June 1, 1929, when Delta Air Service operated the first passenger flight from Dallas to Jackson, Mississippi, via Shreveport and Monroe, Louisiana. Early flights were operated from a passenger terminal near Bachman Lake, which later served as Southwest Airlines' corporate headquarters.

In 1940, a terminal building was opened at the end of what is now George Coker Circle. After World War II, the building was expanded twice to accommodate the growing demand for commercial airline service to Dallas. The Dallas Love Field Terminal building was developed in its current location in 1958. This building was able to accommodate a larger number of flights and an increased number of passengers. Until the opening of Dallas/Fort Worth Regional Airport (now Dallas/Fort Worth International Airport [DFW]) on January 13, 1974, Dallas Love Field was the primary airport serving North Central Texas.

Southwest Airlines initiated service at Dallas Love Field on June 18, 1971, as an intrastate airline with flights from Dallas to Houston and San Antonio using gates acquired from Delta Air Lines on the North Concourse, and the airline later expanded service from the Airport to most major cities in Texas. The 1978 Airline Deregulation Act gradually removed federal regulation of routes and airfares while maintaining federal oversight of aviation safety standards.

In 1979, then Speaker of the House Jim Wright introduced legislation that would restrict interstate service from Dallas Love Field as a result of concern that such service would negatively affect DFW. The final version of this legislation, referred to as the Wright Amendment, prohibited service between Dallas Love Field and any point outside of Texas and the four states surrounding Texas: Arkansas, Louisiana, New Mexico, and Oklahoma. In 1997, the Shelby Amendment added Kansas, Alabama, and Mississippi to the Dallas Love Field service area; Missouri was added in 2005. The Wright Amendment was since repealed on October 13, 2014.

Other airlines, including American Airlines, Braniff International Airways, Continental Airlines, Delta Air Lines, Legend Airlines, Muse Airlines, and Texas International Airlines, served Dallas Love Field at various times over the three-plus decades following the opening of DFW, and some continue to operate at the Airport. In that same time frame, the Terminal building was modified to adapt to the changing industry and demand.

---

## 1.2 Airport Setting

---

The Airport is located in an urbanized area within the Dallas city limits, approximately 4 miles north of the Dallas Central Business District. The Airport encompasses 1,300 acres and is owned by the City of Dallas and operated through the City's Department of Aviation. **Exhibit 1-1** depicts the geographic location of the Airport and other pertinent information. **Exhibit 1-2** shows an aerial view of Dallas Love Field taken in December 2013.<sup>2</sup>

---

<sup>2</sup> North Texas Helicopters, Dallas Love Field Aerial Imagery, December 2013.



THIS PAGE INTENTIONALLY LEFT BLANK

MAY 2015

DALLAS LOVE FIELD



EXHIBIT 1-2

Aerial View of Dallas Love Field

SOURCE: North Texas Metropolitan, December 2013  
PREPARED BY: Parsons & Associates, Inc., July 2014



Major Run Update  
Introduction

THIS PAGE INTENTIONALLY LEFT BLANK

181354

Regional highway access to the Airport is provided by the Dallas North Tollway, the Stemmons Freeway (Interstate 35E [I-35E]), and the John W. Carpenter Freeway (State Highway 183). Regional arterial access is provided by Mockingbird Lane, Lemmon Avenue, Harry Hines Boulevard, and the Northwest Highway. Other arterial roads in the immediate vicinity of the Airport include Inwood Road, Denton Drive, Lovers Lane, and Midway Road.

### 1.2.1 DALLAS-FORT WORTH-ARLINGTON METROPOLITAN STATISTICAL AREA

The Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) consists of the following counties: Collin, Cooke, Dallas, Delta, Denton, Ellis, Fannin, Grayson, Henderson, Hood, Hunt, Johnson, Kaufman, Palo Pinto, Parker, Rockwall, Somervell, Tarrant, and Wise Counties<sup>3</sup>. Arlington, Dallas, Denton, Fort Worth, Irving, Plano, and Richardson as Principal Cities within the Dallas-Fort Worth-Arlington MSA.

**Table 1-1** lists the counties and Principal Cities in the MSA, along with each county's population in 2012 and the approximate distance of each Principal City from Dallas Love Field.

**Table 1-1: Counties and Principal Cities in the Dallas-Fort Worth-Arlington Metropolitan Statistical Area**

COUNTY	POPULATION (IN THOUSANDS)	PRINCIPAL CITY	DISTANCE FROM DALLAS LOVE FIELD (MILES)
Collin	851	Arlington	24
Cooke	39		
Dallas	2,452	Dallas	6
Delta	5		
Denton	709	Denton	36
Ellis	156	Fort Worth	32
Fannin	34		
Grayson	122		
Henderson	80		
Hood	53	Irving	8
Hunt	87	Plano	20
Johnson	156	Richardson	15
Kaufman	108		
Palo Pinto	28		
Parker	122		
Rockwall	85		
Somervell	9		
Tarrant	1,882		
Wise	62		

SOURCE: Woods & Poole Economics, Inc., March 2013.

PREPARED BY: Ricondo & Associates, Inc., November 2013.

<sup>3</sup> According to Woods & Poole Economics, Inc., which is an independent firm that specializes in long-term county economic and demographic projections.

In 2012, Woods and Poole Economics, Inc. reported that more than 4.25 million people in the MSA were employed in nonfarm jobs.

### 1.2.2 SCHOOL DISTRICTS

The Airport and surrounding areas are located within two divisions of the Dallas Independent School District (DISD), as shown on **Exhibit 1-3**. The communities north-northeast of Dallas Love Field are served by the Jefferson Division and the communities south-southwest of the Airport are served by the North Dallas Division.

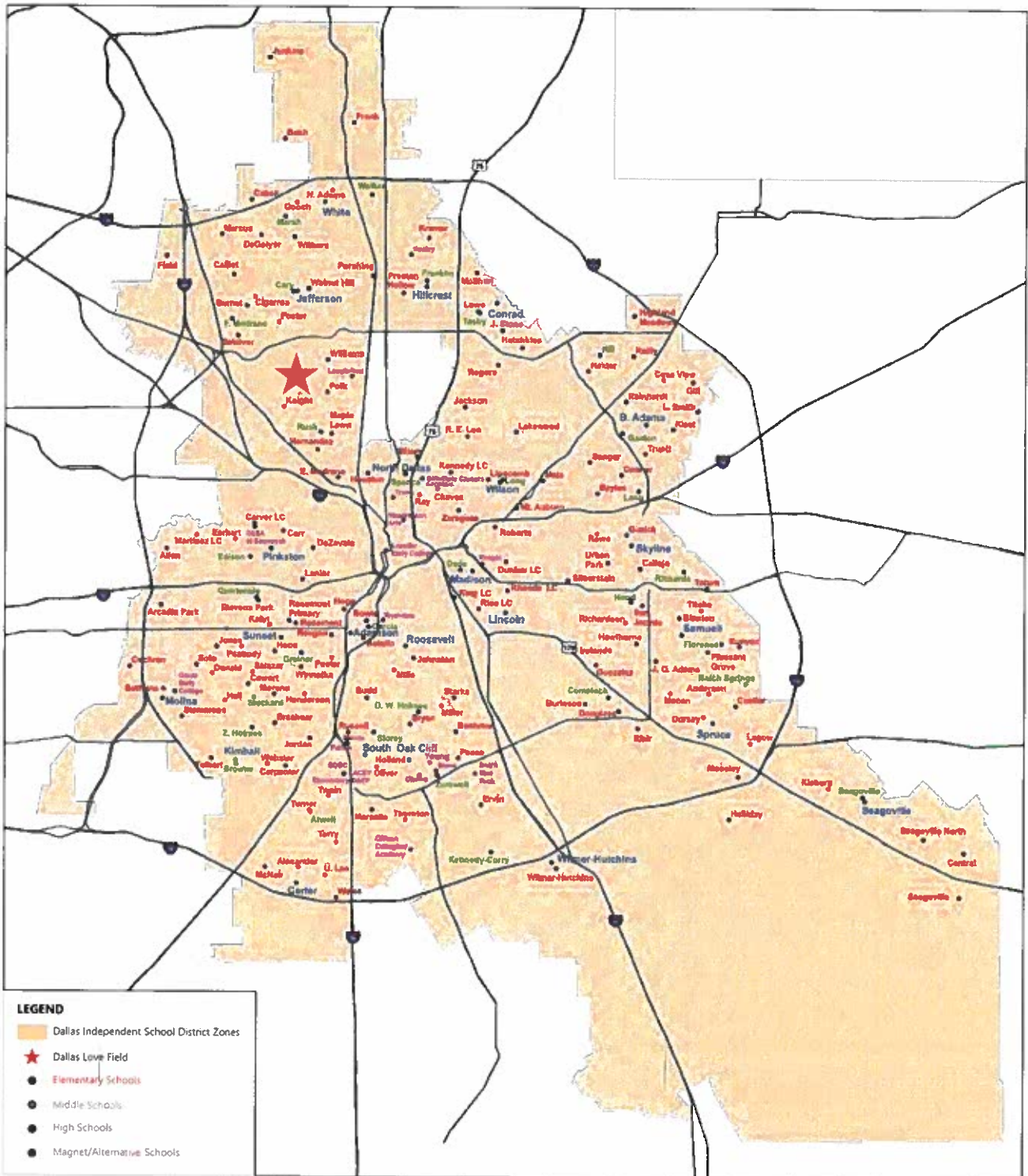
## 1.3 Airport Vision and Master Plan Goal

The goal of the Airport Master Plan Update is to define a development program for the Airport that will accommodate future aviation demand throughout the planning period (through 2032), be responsive to the needs of the communities served by the Airport, maximize revenue-generating opportunities while effectively managing land uses and development, and provide flexibility to accommodate the dynamic nature of the aviation industry.

The City of Dallas Department of Aviation, as the Airport operator, is taking a prominent role in planning for improved integration between Airport property and operations and the surrounding neighborhoods, business districts, and parks. As part of the Master Plan Update, the Dallas Love Field Good Neighbor Plan Initiative is intended to improve the land and aesthetics within its area of influence to promote economic development opportunities and expand on the City of Dallas' goals of developing livable, walkable, and interconnected neighborhoods. The Good Neighbor Plan Initiative seeks synergies between ongoing plans for the improvement and development of Dallas Love Field facilities with the goals and transformative strategies identified in the Downtown Dallas 360 Plan.

The future success of Dallas Love Field will depend upon having a visionary yet practical approach to capitalizing on new development and redevelopment of on-Airport assets, while maintaining full functionality of the existing airfield and support facilities. The Master Plan Update recommends a new development plan, and describes the size, location, and implementation schedule for Airport facility expansion or construction, following an evaluation of development alternatives that tested the demand/capacity relationship and potential effects associated with their implementation.





SOURCE 2013-2014 Dallas Independent School District School Locations, <http://www.dallasisd.org> (accessed June 20, 2014).  
 PREPARED BY: Rucendo & Associates, Inc., June 2014.

EXHIBIT 1-3



Dallas Independent School District Administrative Divisions

THIS PAGE INTENTIONALLY LEFT BLANK