



1.0 INTRODUCTION

The first step in the preparation of this master plan for Dallas Love Field (DAL) is a complete inventory of all information that currently exists and pertains to the airport and the immediate surrounding community that the airport serves. Such items include existing airport facilities, area airspace and air traffic control, activity statistics, as well as background information regarding the Dallas metroplex area. The data collection effort also entails defining the role of the airport in the regional and national airspace systems, identifying the local surface transportation system serving the airport, identifying the community's population, and a review of the airport's existing Noise Control Program.

The information provided in this chapter attempts to outline the foundation for all of the subsequent chapters. The information was obtained through on-site inspection of the airport, interviews with airport staff and tenants, roadway and traffic surveys, as well as meeting with the public and representatives of the local planning agencies and FAA. In addition, available documents and studies concerning the airport and the local Dallas area were researched and information used where appropriate.



1.1 BACKGROUND INFORMATION

Dallas-Love Field is located in an urbanized area within the Dallas, Texas city limits approximately seven miles north of the city's central business district (CBD). The airport encompasses 1,300 acres and is owned and operated by the City of Dallas. Figure 1-1, Location Map, geographically depicts the location of the airport.

Regional freeway access to Dallas Love Field Airport (DAL) is provided by the Dallas North Tollway, the Stemmons Freeway, and the John Carpenter Freeway. Regional arterial access is provided by Mockingbird Lane, Lemmon Drive, Harry Hines Boulevard, and the Northwest Highway. Other arterial roads in the vicinity of DAL include Inwood Road, Denton Drive, Lovers Lane and Midway Road.

1.1.2 Airport Vicinity

The area in the vicinity of the airport consists of a mixture of varying types of residential development, commercial uses, industrial uses, and a variety of mixed land uses. Important to this study was the identification of local neighborhood and municipal boundaries in order to assess the impact of future airport activity within the surrounding environs.

Figure 1-2, Airport Vicinity Map presents the airport along with neighborhoods, streets, and municipal boundaries identified. The following description of the airport's surrounding environs is divided into quadrants north, south, east, and west of the airport.

North. As depicted, immediately outside the airport boundary west of Shorecrest Road is Bachman Lake and its associated park facilities. Further west of Bachman Lake and Northwest Highway the area consists primarily of commercial/industrial type development. The land area bounded by Webb Chapel, Denton and Lombard contains multi and single family residential uses. Residential uses become consistent north of Lombard and the Calvary Hill Cemetery and east of Harry Hines. More commercial/industrial type development can be found further west of and along the corridors of Denton Road and Harry Hines Boulevard bounded by Interstate 35E (I-35E) and the Northwest Highway.

West. Continuing south from the Northwest Highway and east of Walton Walker Boulevard is the Trinity River Green Belt Park which traverses west and south of I-35E. The Love Field West Neighborhood is located directly west of the airport and is bounded by Harry Hines Boulevard, Mockingbird Road, Denton Drive and Burbank. This neighborhood is predominantly single-family housing with a few multi-family dispersed within it. There are a few pockets of strip type commercial development along Denton west of the airport as well as along the Harry Hines corridor. Further west of Harry Hines and east of Stemmons Freeway is the Brook Hollow Country Club that is surrounded by a mix of commercial and industrial land uses south to Record Crossing. A pocket of residential homes is bounded by Harry Hines on the east, Record Crossing on the north, the railroad and Stemmons Freeway to the west, and Inwood Road to the south.

South. The airport is bounded on the south by Mockingbird and commercial/industrial uses exist along its entire corridor up to Lemmon Avenue. The land area located between Mockingbird and Inwood contains mostly commercial/industrial uses however there are apartment complexes intermingled as well.



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South of Inwood, the area bounded by Harry Hines, Dallas North Tollway and Lemmon becomes predominantly residential. Within those limits are the Neighborhoods of Oak Lawn Heights, Perry Heights, and Oak Lawn Place. East of Lemmon the area remains mostly residential and extends into Highland Park. Highland Park's northern most boundary abuts University Park.

East. Lemmon Avenue is located along the eastern boundary of the airport. Immediately east of Lemmon, bounded by Mockingbird, the Dallas North Tollway, and Northwest Highway, are several residential neighborhoods including among others, Shorecrest Estates, North Park Love Field, Greenway Park, and Bluffview. Land uses remain predominantly single family residential further to the north and east of Northwest Highway



DALLAS LOVE FIELD
AIRPORT MASTER PLAN



AIRPORT LOCATION MAP

FIGURE 1-1



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