

CHAPTER 6

PREFERRED AIRPORT DEVELOPMENT PLAN

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6. PREFERRED AIRPORT DEVELOPMENT PLAN

The preliminary preferred alternative identified in Chapter 5 was refined to mitigate deficiencies and strengthen the overall utility of the development plan. Refinements to the preliminary preferred alternative yielded the final Preferred Airport Development Plan documented in the ALP and supporting ALP Narrative. The Preferred Airport Development Plan is the basis for the implementation plan, environmental overview, and financial feasibility analysis.

This chapter details refinements made to the preliminary preferred terminal and Airport entrance alternatives and ultimately describes the Preferred Airport Development Plan.

6.1 PRELIMINARY PREFERRED TERMINAL ALTERNATIVE REFINEMENT

Opportunities to refine the preliminary preferred terminal alternative (Alternative C) were identified from stakeholder feedback and insights gleaned from the alternatives evaluation results. Improvement opportunities include the following:

- Departures curbside length
- Operations and wayfinding of split baggage claim areas
- Closer proximity of GTC for arriving passengers
- Location, operability, and future expansion potential for outbound baggage makeup
- Identification of CUP expansion area
- Construction complexities related to 50-foot concourse expansion

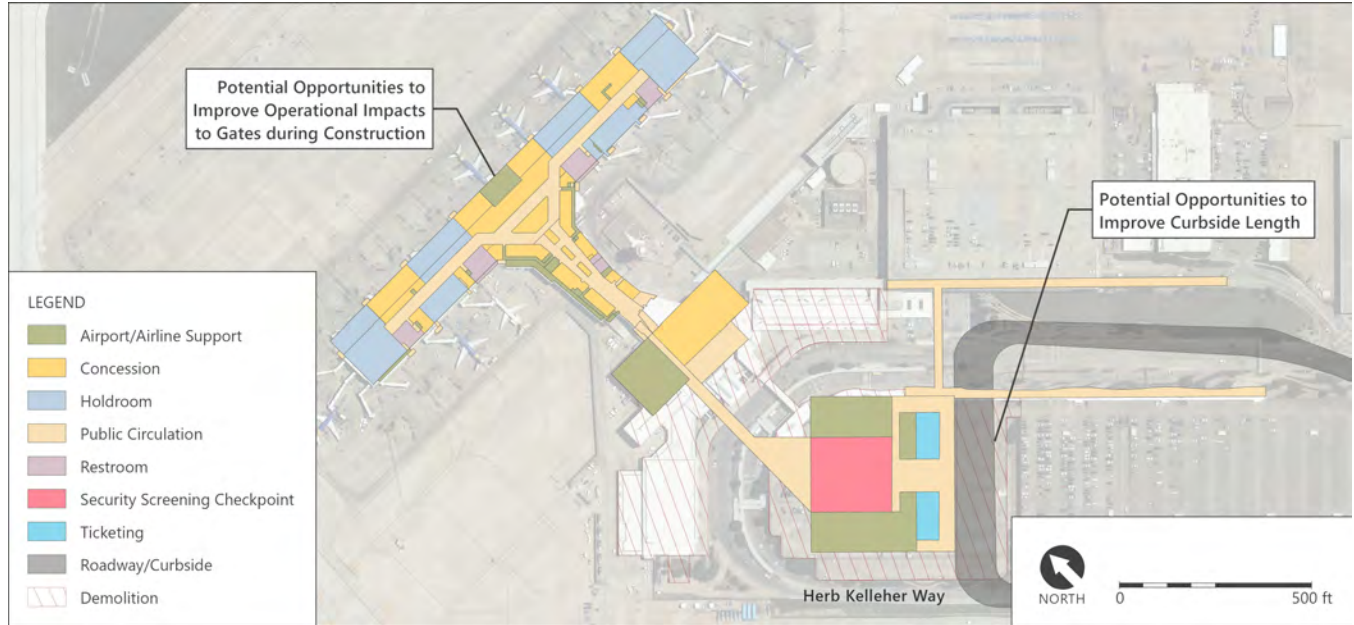
Exhibits 6-1, 6-2, and 6-3 depict these areas of opportunity in the context of the preliminary preferred terminal alternative (Alternative C).

To best explore potential improvements to Alternative C, the planning team split the terminal facility into two distinct areas for further refinement:

- **Headhouse:** This includes processing components for passenger facilities (check-in and security screening) and baggage facilities (baggage screening, inbound baggage, outbound baggage, and baggage claim). The passenger curbside and GTC are included with the headhouse facility, because each component directly supports passenger processing functions.
- **Concourse:** This includes non-processing passenger components, such as holdrooms, restrooms, concessions, and gate configurations.

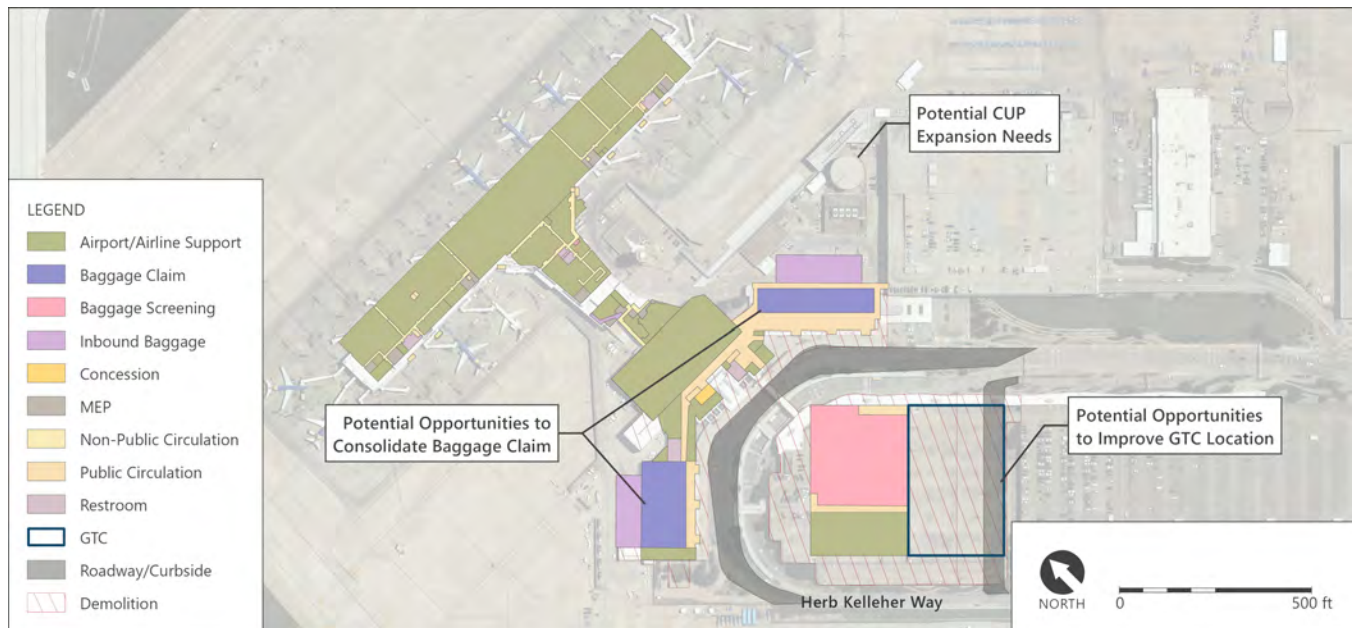
For both terminal facility areas, the planning team developed derivative options to strengthen Alternative C. These options are described in the following sections.

EXHIBIT 6-1 PRELIMINARY PREFERRED TERMINAL AREA ALTERNATIVE REFINEMENT OPPORTUNITIES – CONCOURSE LEVEL



SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

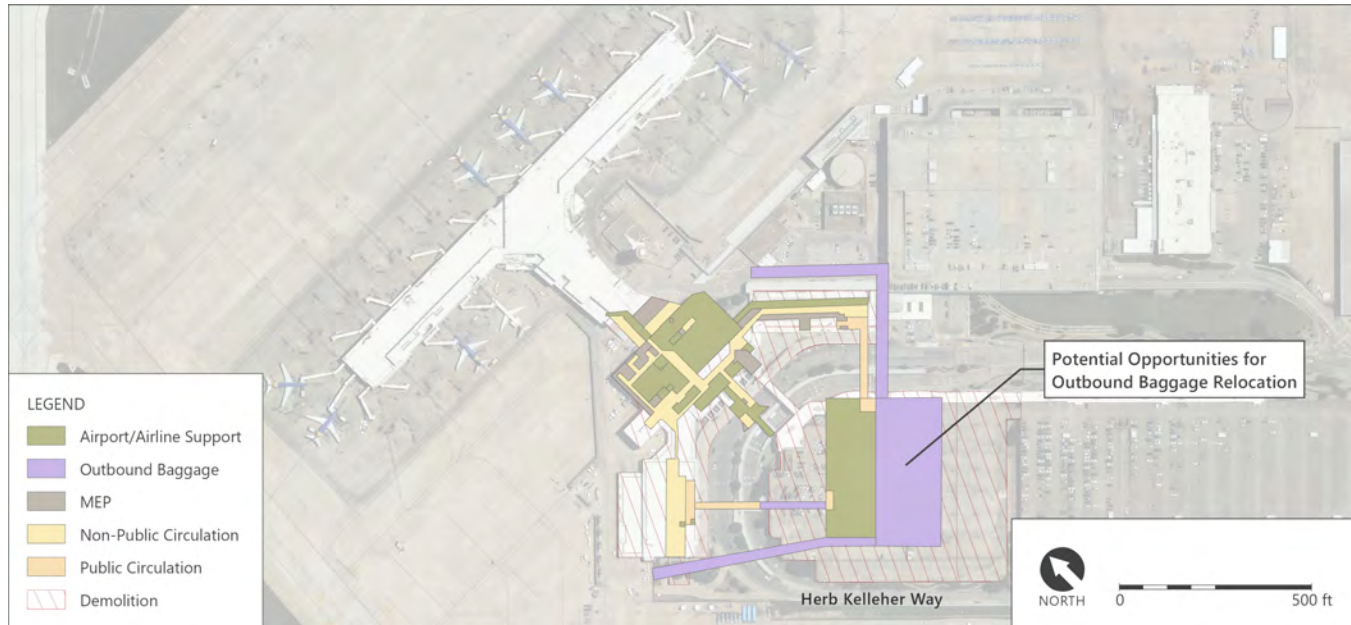
EXHIBIT 6-2 PRELIMINARY PREFERRED TERMINAL AREA ALTERNATIVE REFINEMENT OPPORTUNITIES – APRON LEVEL



NOTES: CUP – Central Utility Plant; GTC – Ground Transportation Center; MEP – Mechanical, Electrical, and Plumbing

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

EXHIBIT 6-3 PRELIMINARY PREFERRED TERMINAL AREA ALTERNATIVE REFINEMENT OPPORTUNITIES – BASEMENT LEVEL



NOTE: MEP – Mechanical, Electrical, and Plumbing

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

6.1.1 TERMINAL HEADHOUSE OPTIONS (H0, H1, AND H2)

Terminal headhouse options were developed to improve the preliminary preferred alternative by addressing some or all of the identified areas of opportunity. The process resulted in a set of options that were evaluated and refined to generate the preferred headhouse option.

The headhouse provides all major passenger and baggage processing areas, including the following:

- Check-in
- Passenger security screening
- Baggage screening
- Inbound and outbound baggage processing
- Baggage claim

Two additional terminal headhouse options (H1 and H2), derived from the preliminary preferred headhouse alternative (H0), were developed to mitigate some of the identified deficiencies. All three options (H0, H1, and H2) were analyzed and improved to detail the delineation of processor functions at each level. The major deviations in the options are identified in the following subsections.

6.1.1.1 HEADHOUSE OPTION H0

Headhouse Option H0, depicted on **Exhibit 6-4**, continues the fundamental components of Alternative C.

Terminal

- Garage A site redevelopment (new processor)
 - Ticketing and passenger screening on concourse level
 - Baggage screening on apron level
 - Outbound baggage handling facilities integrated into a single functional area on the basement level
- Reconfiguration of existing terminal to support a split baggage claim arrivals processor

Curbside / Terminal Roadway

- Grade-separated arrival and departure flows for passengers and vehicles
 - New departures curbside
 - Existing arrivals curbside to remain
 - New GTC east of new processor on apron level

6.1.1.2 HEADHOUSE OPTION H1

Headhouse Option H1, depicted on **Exhibit 6-5**, separates major processor functions from the existing terminal and into a new headhouse. Similar to H0, the headhouse requires demolition of Garage A, adjacent roadways, and curbside. However, unlike H0, H1 includes demolition of the existing terminal to address the need for outbound baggage makeup in a location other than the basement of the new terminal processor.

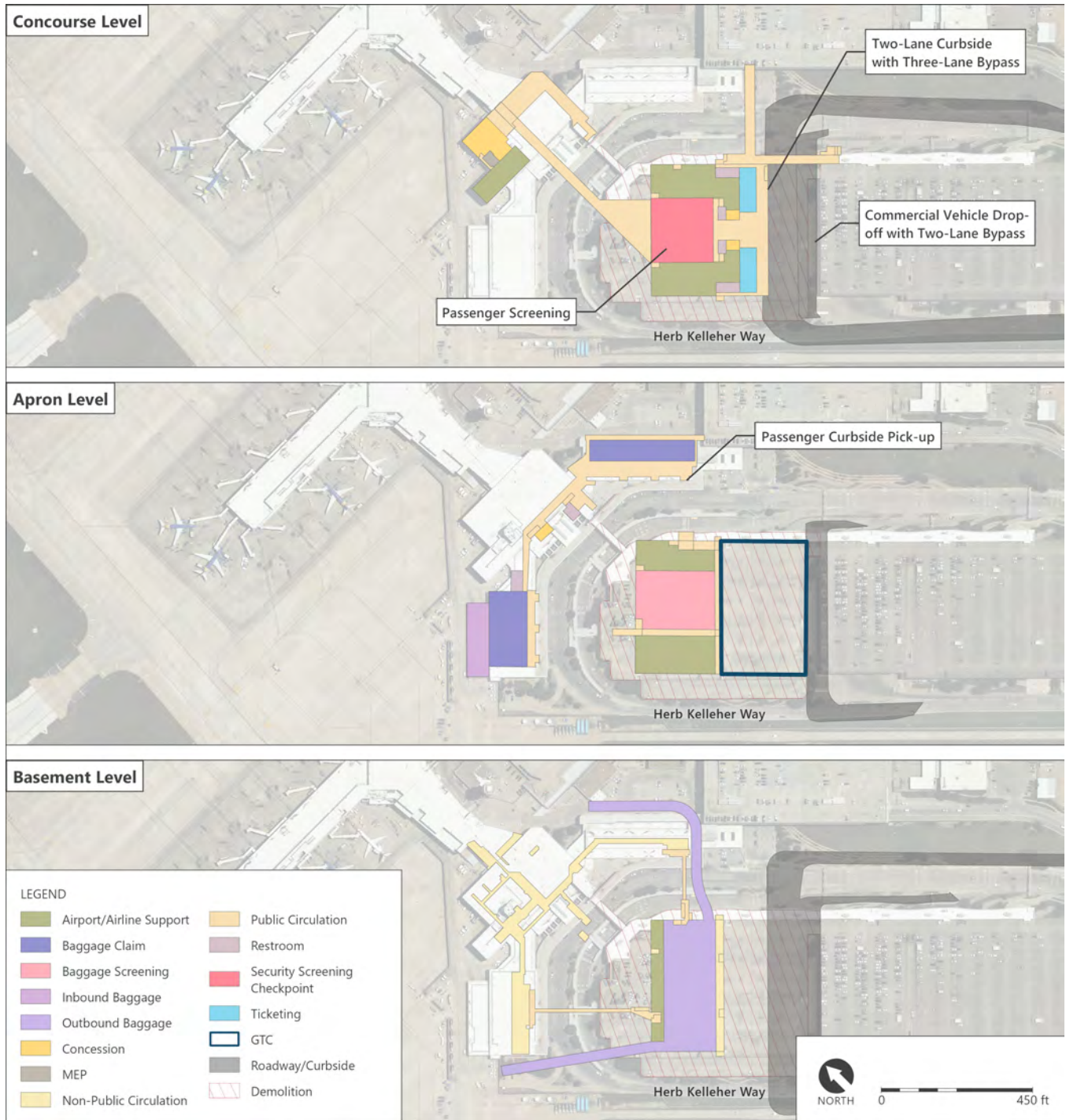
Terminal

- Garage A site redevelopment (new processor)
 - Ticketing and passenger screening on concourse level
 - Baggage screening on interstitial level
 - Consolidated baggage claim and adjacent inbound baggage makeup facilities on apron level
- Demolition of existing terminal to support consolidated outbound baggage handling facilities closer to gates
- Demolition of existing terminal to provide additional area for apron or CUP expansion

Curbside / Terminal Roadway

- Demolition of existing curbside
- Grade-separated arrival and departure curbsides
 - New departures curbside on concourse level, east of new processor
 - New arrivals curbside with adjacent GTC on apron level, east of new processor

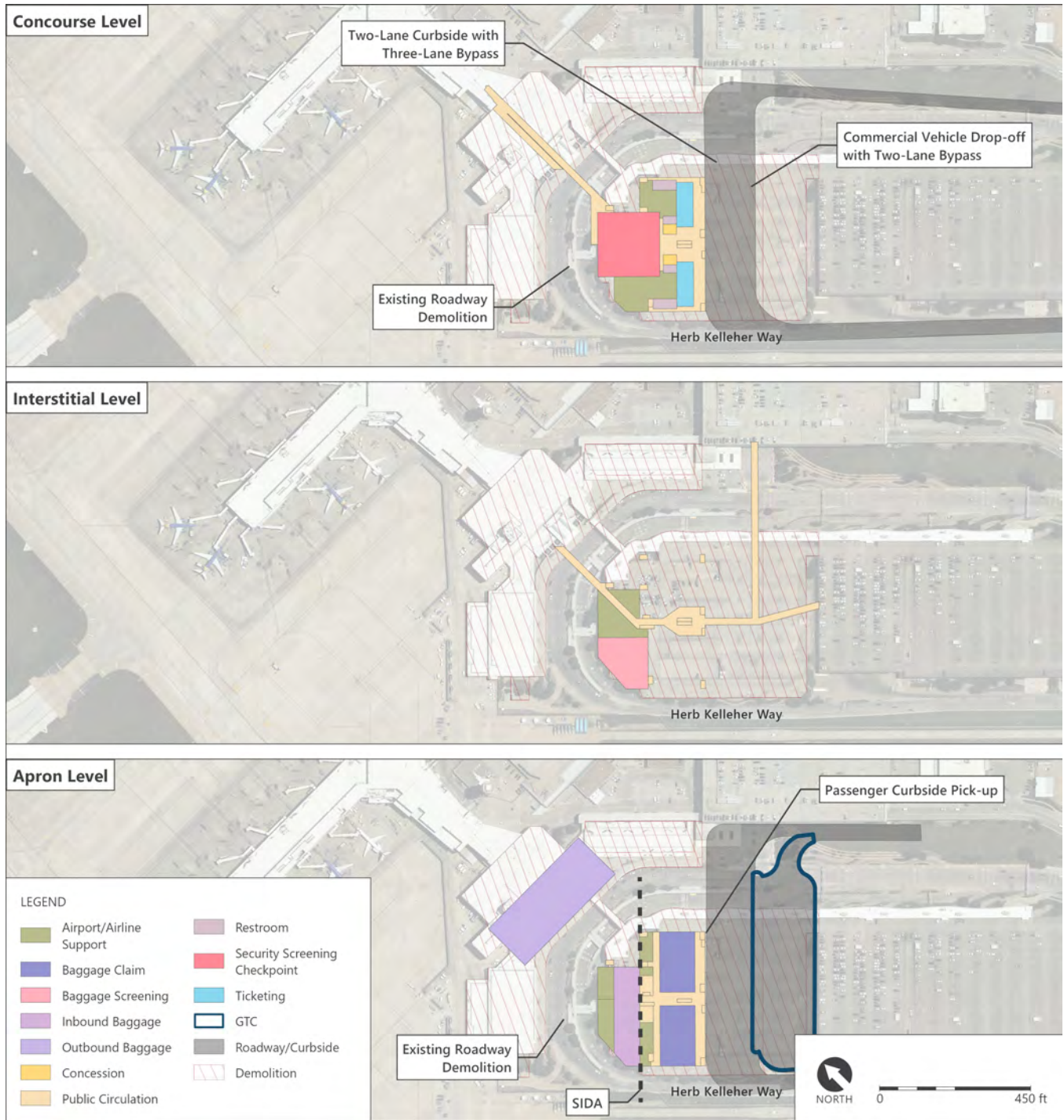
EXHIBIT 6-4 HEADHOUSE OPTION H0



NOTES: GTC – Ground Transportation Center; MEP – Mechanical, Electrical, and Plumbing

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

EXHIBIT 6-5 HEADHOUSE OPTION H1



NOTES: GTC – Ground Transportation Center; SIDA – Security Identification Display Area

Headhouse Option H1 does not have a basement level. An interstitial level serves as the transition space for the headhouse/concourse connections.

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

6.1.1.3 HEADHOUSE OPTION H2

Headhouse Option H2, similar to Option H1, relocates major processor functions out of the existing terminal and into a new headhouse. As depicted on **Exhibit 6-6**, the layout requires demolition of the existing terminal, Garage A, adjacent roadways, and curbsides. The location of the headhouse is shifted eastward, when compared to the Option H1 footprint, to reconfigure the arrivals curbside. In doing so, three curbsides are created to improve LOS and efficiency and provide easier access to the GTC area for both arriving and departing passengers.

Terminal

- Garage A site redevelopment (new processor)
 - Ticketing and passenger screening on concourse level
 - Baggage screening on interstitial level
 - Consolidated baggage claim and adjacent inbound baggage makeup facilities on apron level
- Demolition of existing terminal to support consolidated outbound baggage handling facilities closer to gates
- Demolition of existing terminal to provide additional area for apron or CUP expansion

Curbside / Terminal Roadway

- Grade-separated arrival and departure curbsides
 - New departures curbside on concourse level, east of new processor
 - New arrivals curbside on apron level, east of new processor
 - New GTC on apron level, west of new processor

6.1.1.4 SELECTION OF PREFERRED HEADHOUSE OPTION

Options H1 and H2 were both successful in eliminating deficiencies in opportunity areas identified for Option H0. However, through DoA and stakeholder feedback, Option H2 emerged as the preferred headhouse option over Option H1, mainly due to passenger LOS based on proximity of the baggage claim to both the passenger arrivals curbside and GTC.

6.1.2 TERMINAL CONCOURSE OPTIONS (C0, C1, C2, C3, AND C3R1)

Terminal concourse options were developed to support the logical development of facilities, while minimizing impacts to aircraft operations and passenger LOS during construction. The derivative concourse options are described in the following subsections.

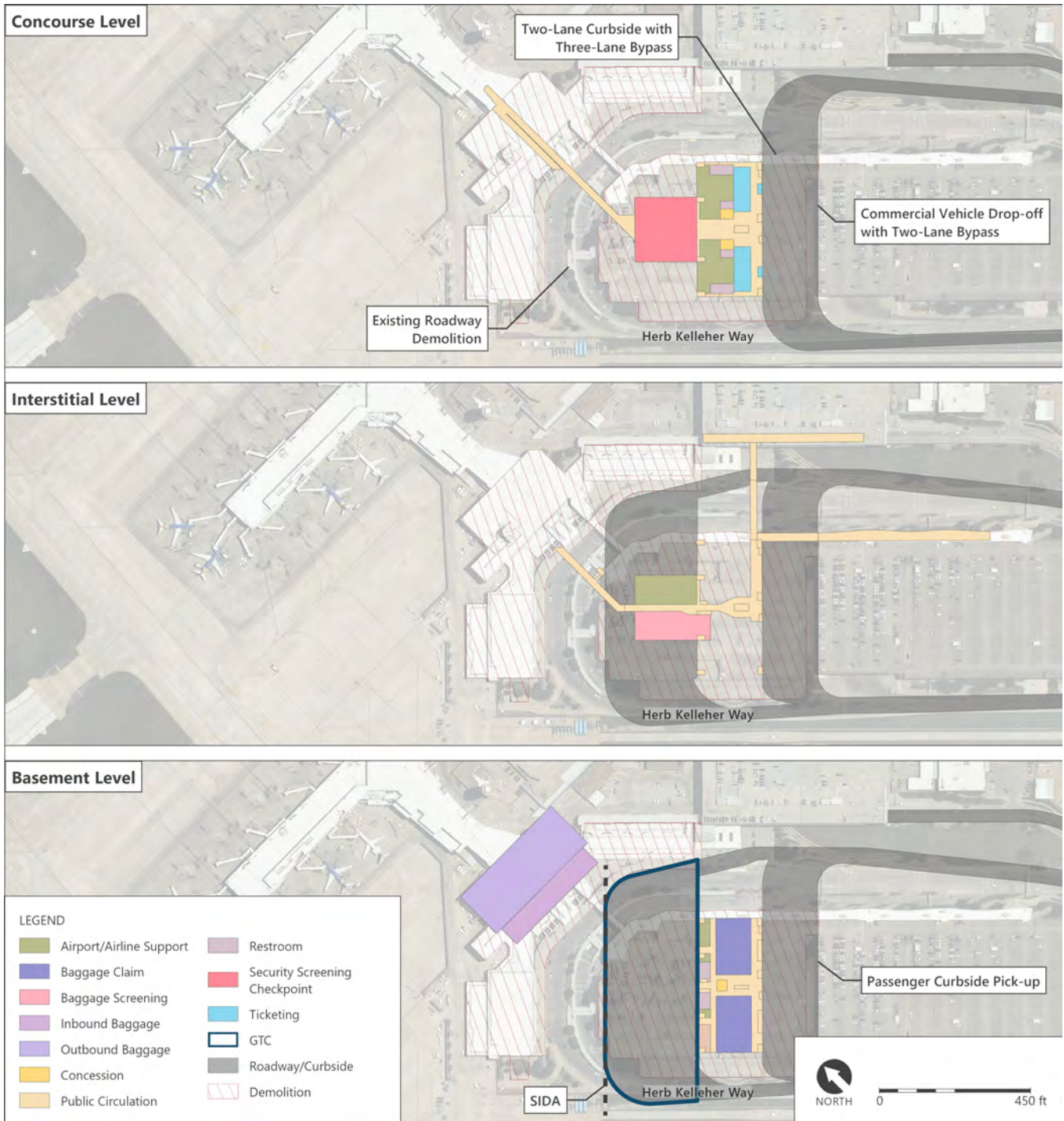
6.1.2.1 CONCOURSE OPTION C0

Concourse Option C0, depicted on **Exhibit 6-7**, continues the fundamental components of the preliminary preferred alternative (Alternative C).

- Single concourse with 2 levels and 20 gates
- Existing structural elements (i.e., columns) to remain in the main circulation corridor
- Northward 50-foot expansion of the full length of the concourse, supporting additional holdrooms and concessions
- All gates positioned on the north apron along the 50-foot expansion to be reconfigured

Based on stakeholder feedback, Option C0 moved forward for further evaluation.

EXHIBIT 6-6 HEADHOUSE OPTION H2



NOTES: GTC – Ground Transportation Center; SIDA – Security Identification Display Area

Headhouse Option H2 does not have a basement level. An interstitial level serves as the transition space for the headhouse/concourse connections.

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

EXHIBIT 6-7 CONCORSE OPTION C0



SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

6.1.2.2 CONCORSE OPTION C1

Concourse Option C1, depicted on **Exhibit 6-8**, refines Option C0 to include the following:

- Concourse interior renovation to align holdrooms with aircraft gates without changes to the circulation corridor alignment

Option C1 was eliminated based on stakeholder concerns regarding balanced passenger experience given the differing holdroom configurations between the north (holdrooms located behind future concessions) and south sides of the concourse.

EXHIBIT 6-8 CONCURSE OPTION C1



SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

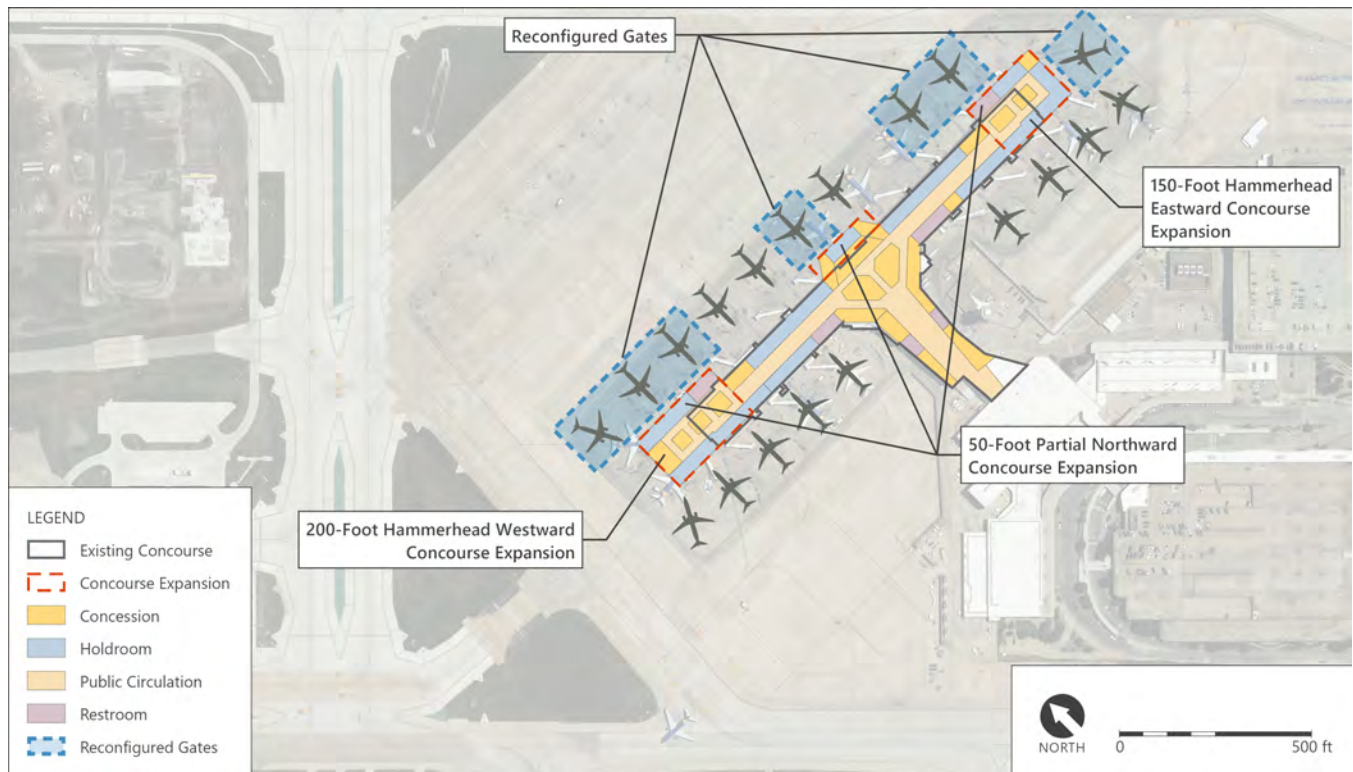
6.1.2.3 CONCURSE OPTION C2

Option C2, depicted on **Exhibit 6-9**, was developed to limit the operational impact on aircraft gates during construction. This option allows for construction to be conducted in three main areas and includes the following:

- Partial 50-foot expansions supporting additional holdrooms, restrooms, and concessions (west end, center node, and east end)
- 150-foot hammerhead eastward extension at the end of the concourse
- 200-foot hammerhead westward extension at the end of the concourse
- Three of the existing gates along the north apron to remain unchanged, while others require reconfiguration
- Concession space optimized to improve circulation

Based on stakeholder feedback, Option C2 moved forward for further evaluation.

EXHIBIT 6-9 CONCOURSE OPTION C2



SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

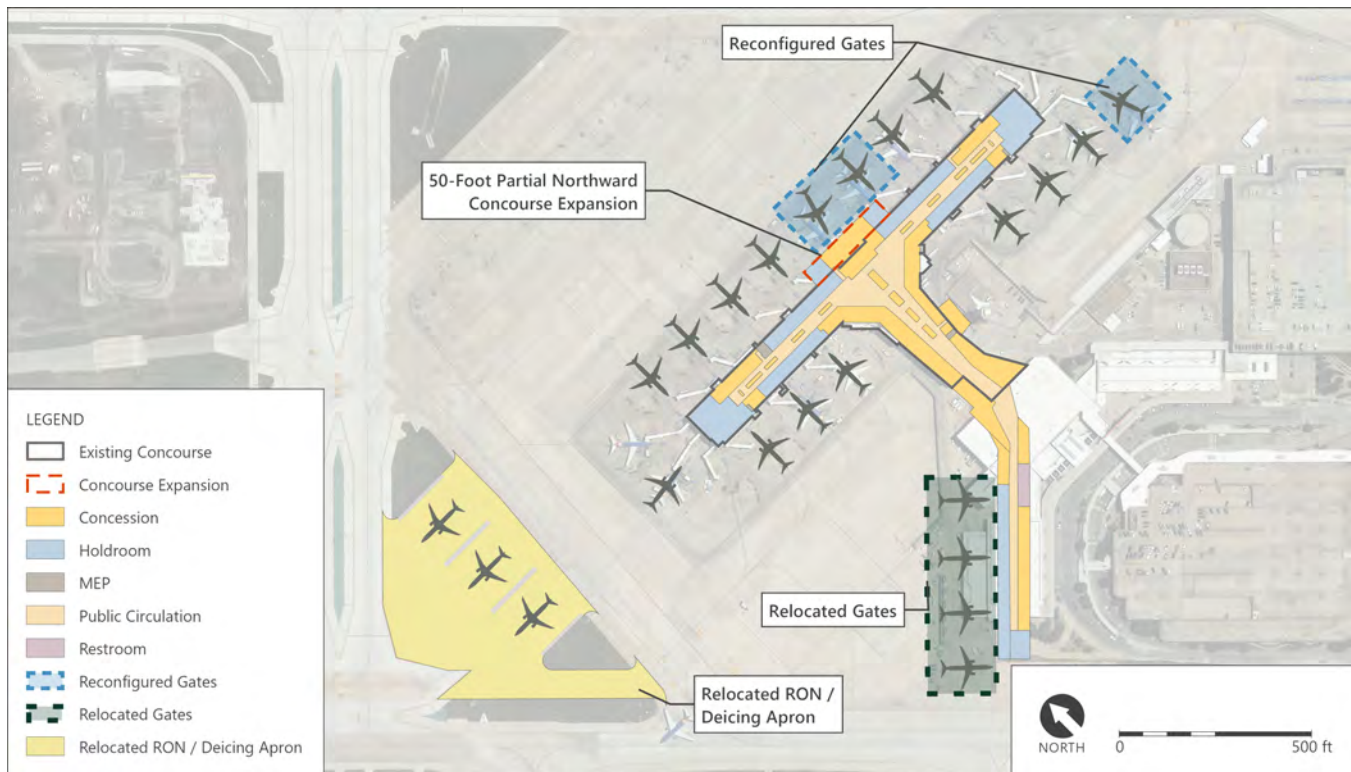
6.1.2.4 CONCOURSE OPTION C3

Option C3, depicted on **Exhibit 6-10**, was developed to minimize operational disruption during construction. This option allows construction of a new four-gate concourse to replace four existing gates and includes the following:

- Partial northward 50-foot expansion only at the center node to accommodate additional holdrooms and concessions
- Existing concourse reconfigured to support 16 gates, with minimal renovation of the existing concourse interior to support gate realignment
- Four gates relocated to a new south concourse, with holdrooms and concessions replacing the existing baggage claim area

Option C3 was eliminated from further evaluation based on stakeholder concerns regarding wayfinding, airfield complexity, and passenger experience.

EXHIBIT 6-10 CONCOURSE OPTION C3



NOTES: MEP – Mechanical, Electrical, and Plumbing; RON – Remain Overnight

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

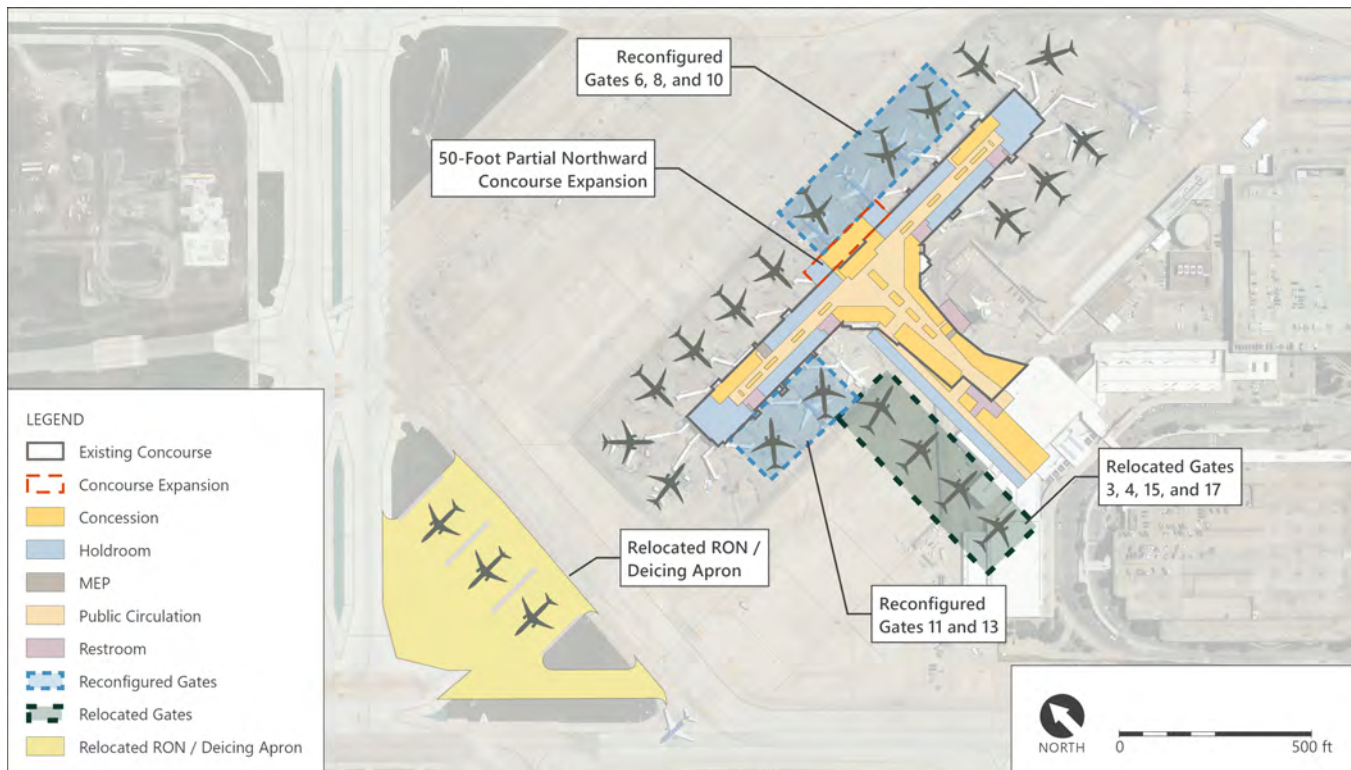
Concourse Option C3R1

Option C3R1, depicted on **Exhibit 6-11**, is a derivative of Option C3, developed to improve passenger experience and wayfinding. Similar to Option C3, this option was developed to minimize operational disruption during construction. It features a new holdroom area along the existing stem that accommodates four relocated gates and includes the following:

- Partial northward 50-foot expansion only at the center node to accommodate additional holdrooms and concessions
- Existing concourse reconfigured to support 16 gates, with minimal renovation of the existing concourse interior spaces to support gate realignment
- Four gates relocated to a new holdroom area along the existing stem of the concourse

Based on stakeholder feedback, Option C3R1 moved forward for further evaluation.

EXHIBIT 6-11 CONCOURSE OPTION C3R1



NOTES: MEP – Mechanical, Electrical, and Plumbing; RON – Remain Overnight

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Abstract Group, Inc., October 2024 (project components).

6.1.2.5 IDENTIFICATION OF PREFERRED CONCOURSE OPTION

Through DoA and stakeholder feedback, Options C0, C2, and C3R1 were selected for further evaluation of cost and constructability.

Exhibit 6-12 depicts the evaluation of the remaining concourse options. Criteria included the following:

- **Construction Cost Estimate (Building Only):** Using the overall building footprint of each option, this criterion compares the relative financial impact of only the concourse building construction.
- **Phasing Complexity:** Ranked from low to high, this criterion compares the relative difficulty to phase the construction of each concourse option given its respective location on the airfield.
 - **Impact to Existing Operations/Gates During Construction:** Ranked from low to high, this criterion compares the relative quantity of existing gates that may need to be adjusted to accommodate phasing.
 - **Number of Primary Phases to Increase Program LOS:** The number of primary phases required is summarized; however, construction may require subphases that were not evaluated or depicted on Exhibit 6-12.
 - **Program Deficiencies Relieved:** This represents the number of years before space and functional requirements are met but full construction may not be complete.

- **Estimated Duration:** This refers to the number of years necessary to complete all phases of construction, assuming minimal delays.
- **Apron Efficiency Impacts:** Ranked from low to high, this criterion compares the relative impact on apron efficiency during construction.

EXHIBIT 6-12 PRELIMINARY PREFERRED CONCOURSE OPTIONS EVALUATION

	C0	C2	C3R1
Construction Cost Estimate (Building Only)	\$330 million	\$300 million	\$240 million
Phasing Complexity	High	Medium	Low
Impact to Existing Operations / Gates During Construction	High	Medium	Low
Number of Primary Phases to Increase Program LOS	5	3	2
Program Deficiencies Relieved	4.25 years	3.50 years	3.00 years
Estimated Duration	4.25 years	3.50 years	3.75 years
Apron Efficiency Impacts	Low	Medium	High

Based on feedback from the primary stakeholder, C0 emerged as the preferred concourse option due to concerns with apron efficiency and a desire for a balanced customer experience.

NOTES:

LOS – Level of Service

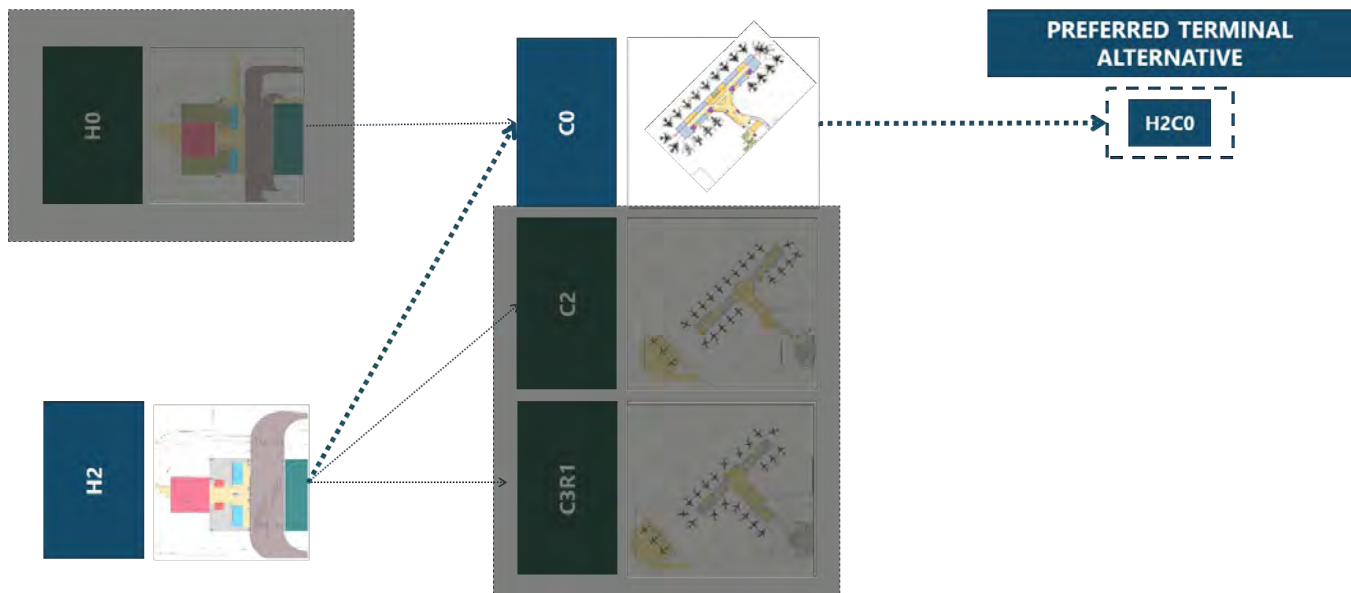
Construction cost estimates include Central Utility Plant (CUP) expansion to support the new concourse and headhouse construction.

SOURCES: Ricondo & Associates, Inc., February 2025; Aguirre Project Resources, LLC, February 2025 (cost estimate); Abstract Group, Inc., February 2025 (construction analysis).

6.1.3 PREFERRED ALTERNATIVE – TERMINAL COMPLEX

As shown on **Exhibit 6-13**, through DoA and stakeholder feedback, Terminal Alternative H2C0 emerged as the preferred terminal alternative. This alternative is described in detail in Section 6.3.2.

EXHIBIT 6-13 PREFERRED TERMINAL ALTERNATIVE



SOURCE: Ricondo & Associates, Inc., May 2025.

6.2 PRELIMINARY PREFERRED AIRPORT ENTRANCE ALTERNATIVES REFINEMENT

As discussed in Chapter 5, two preliminary preferred alternatives for the Airport entrance were selected based on the evaluation results (see Section 5.3.4 and Exhibit 5-28):

- Diverging Diamond Interchange (DDI)
- Displaced Entrance with Compact Flyovers (DECF)

These alternatives were further refined based on detailed traffic simulations, vertical and horizontal geometry adjustments, cost estimates, and critical feedback from stakeholders.

Changes to the DDI alternative were minimal and included minor improvements to the intersection geometry and additional connections on Cedar Springs Road to provide improved access to properties east of West Mockingbird Lane.

Changes to the DECF alternative included the following:

- The flyover alignment was adjusted to minimize land acquisition needs and provide potential for relocating support facilities in an area encompassed by inbound and outbound flyovers.
- The lane configuration and geometry for West Mockingbird Lane, north of Cedar Springs Road, was optimized to provide adequate capacity, merging, and diverging areas at the flyover start and end points for both Airport and non-Airport vehicle traffic operations.
- Signal timing and lane configuration improvements were added for the intersection of West Mockingbird Lane and Cedar Springs Road, including dual left-turn lanes at the Cedar Springs Road westbound approach.

Through coordination meetings with NCTCOG and TPW, the DECF alternative was identified as the preferred alternative due to sensitivities of passenger wayfinding in the DDI alternative. The DECF alternative is a viable and safe option to accommodate forecast activity at the Airport entrance over the planning horizon. However, the selection of this alternative does not obligate the City to move forward with the implementation of the DECF concept. At the time of this Master Plan completion, additional coordination efforts were underway to explore other viable and safe options to accommodate demand for the Airport entrance.

6.3 PREFERRED AIRPORT DEVELOPMENT PLAN

Through the integration of terminal, airside, landside, support facilities, and Airport entrance components, the Preferred Airport Development Plan was configured and shared with stakeholders. The Preferred Airport Development Plan is depicted on **Exhibit 6-14** and described in the following sections.

6.3.1 AIRSIDE

The preferred airside alternative, shown on **Exhibit 6-15**, provides operational enhancements to ensure compatibility with the preferred terminal layout and future capacity needs.

Two projects comprise the development for the preferred airside alternative: the terminal apron and the RON / deicing apron. These projects were reviewed with DoA and air traffic control (ATC) staff for concurrence. The components of these projects are depicted on **Exhibit 6-16** and identified as follows:

- Terminal Apron
 - Taxiway Q conversion to dual ADG-III taxilanes
 - Taxiway D realignment and conversion to dual ADG-III taxilanes
 - New dual ADG-III taxilanes serving aircraft parking positions on the south side of the concourse
 - Taxiway L extension, between realigned Taxiway D and Taxiway C5, to optimize airfield circulation
- RON / Deicing Apron
 - Addition of three RON or deicing positions (RON D) adjacent northwest of the terminal
 - Taxiway L extension, between Taxiway G to realigned Taxiway D, to provide efficient access to the RON / deicing apron

6.3.1.1 TERMINAL APRON

The terminal apron project realigns airfield geometry to support the terminal expansion, which includes a 50-foot northward concourse expansion. This shift requires reconfiguration of aircraft parking positions, apron regrading, and relocation of existing fuel ports. This project is also intended to improve airfield efficiency around the terminal area by enhancing aircraft circulation and supporting more streamlined ground operations.

A key element is the implementation of a dual ADG-III taxilane system around the terminal. This configuration reduces taxiing delays, enables bypass capability, and provides greater flexibility for aircraft movements around gates. As part of this change, Taxiway D would be reclassified as a non-movement area and modified to function as dual taxilanes. The airfield geometry was designed in accordance with FAA AC 150/5300-13B, *Airport Design*, and meets standards for ADG-III operations. The airfield configuration changes were reviewed with DoA and ATC staff for concurrence.

EXHIBIT 6-14 PREFERRED AIRPORT DEVELOPMENT PLAN

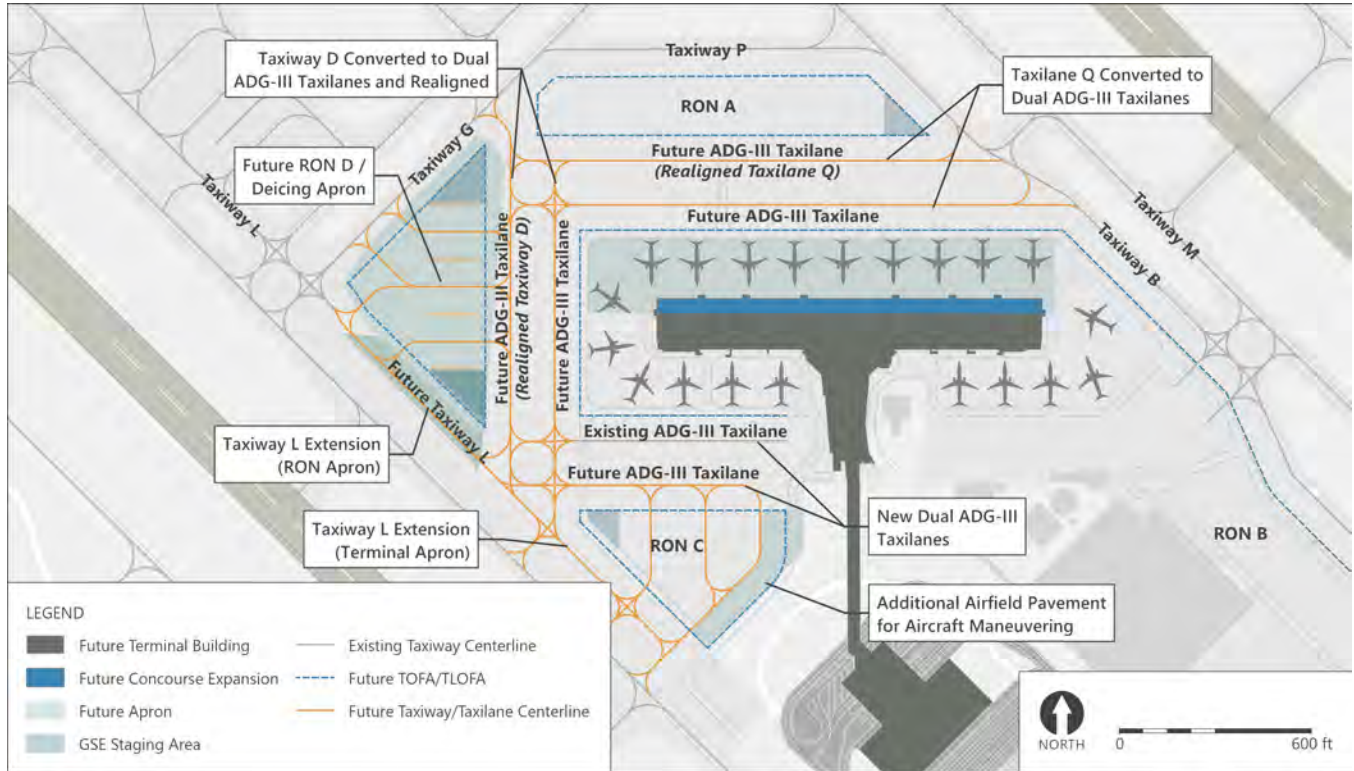


NOTES:

1 A – Airside; L – Landside; S – Support Facility; T – Terminal

SOURCES: Nearmap, 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Ricondo & Associates, Inc., May 2025 (project components).

EXHIBIT 6-16 AIRSIDE: OPERATIONAL ENHANCEMENTS AND FUTURE REMAIN OVERNIGHT / DEICING APRON



NOTES:

- ADG – Airplane Design Group
- GSE – Ground Service Equipment
- RON – Remain Overnight
- TOFA – Taxiway Object Free Area
- TLOFA – Taxiway Object Free Area

Future RON D can accommodate three deicing positions. Future environmental analysis will be required to assess the viability of deicing operations at this location. This exhibit does not capture the existing remote aircraft deicing apron on the northwest side of Taxiways F and G (crossfield taxiways), which may be available for use in parking overnight aircraft when not required for aircraft deicing.

SOURCE: Ricondo & Associates, Inc., May 2025.

This project also includes an extension of Taxiway L, between realigned Taxiway D and Taxiway C5, which will be designated as a movement area under the control of ATC personnel. This segment will serve as a continuation of the Taxiway L extension that is defined as part of the RON / deicing apron project, enhancing connectivity between the terminal apron and the broader airfield, particularly under north flow runway operating conditions.

To accommodate the concourse expansion and new taxilane configuration, the depth of RON A would be reduced from approximately 190 feet to 183 feet. Analysis confirms this reduction would not impact the number of RON positions, maintaining the utility of all seven existing positions at RON A. With the conversion of Taxiway Q to dual taxilanes, aircraft pushbacks from the gate area can occur while the adjacent taxilane remains in use, supporting continued operational efficiency.

Although ATC staff have expressed interest in retaining Taxiway D as a movement area, the dual taxilane configuration minimizes the need for controlled crossings and was identified as the preferred concept by the DoA and planning team due to its operational benefits. Further coordination with ATC staff will continue as part of the advanced planning process. **Exhibit 6-17** depicts the proposed configuration of the movement and non-movement areas.

6.3.1.2 REMAIN OVERNIGHT / DEICING APRON

The RON D apron project is designed to meet both short- and long-term operational needs. In the short term, the apron would provide a critical staging area for aircraft that may be displaced during terminal construction. In the long term, the project increases the Airport's overnight parking capacity and preserves flexibility to support deicing operations, if needed.

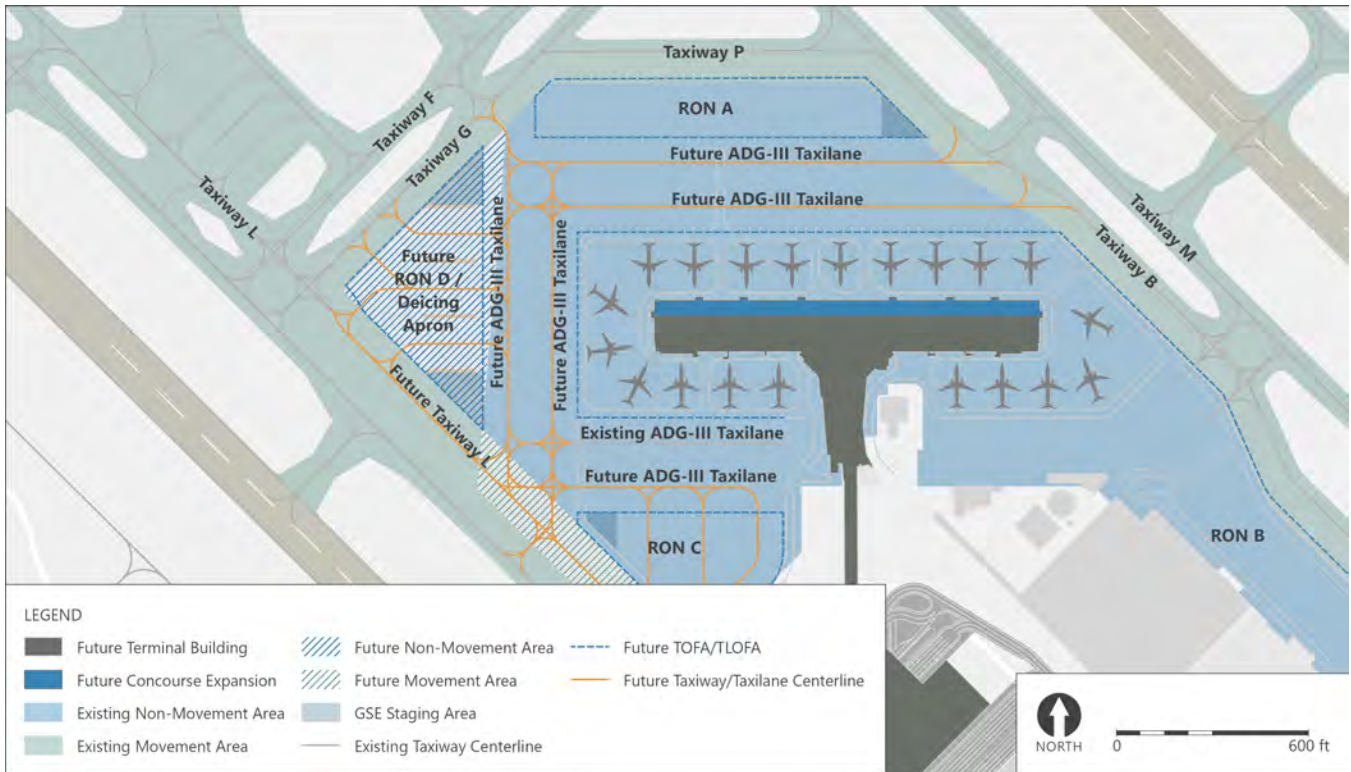
The project includes a proposed extension of Taxiway L adjacent to the new apron, between Taxiway G and realigned Taxiway D, which will be designated as a movement area to facilitate aircraft movements to and from the apron. This segment, which improves aircraft circulation, was developed in coordination with ATC staff to maintain operational control in this area.

The new apron, located west of the terminal and south of the crossfield taxiways, would be sized to accommodate three aircraft in a deicing configuration. The apron would connect directly to crossfield Taxiway G, one of the proposed dual taxilanes (former Taxiway D) and the adjacent Taxiway L extension, ensuring efficient access to and from the terminal area. While the apron is sized to support future aircraft deicing, environmental studies would be required prior to the initiation of deicing operations. The project layout complies with FAA AC 150/5300-13B, *Airport Design*, and is defined to support ADG-III aircraft operations, consistent with the rest of the airfield.

This flexible design supports operational continuity during construction and supports efficient use of gates by providing a place for aircraft positioning when aircraft are not actively in use. Its configuration does not trigger significant reconfiguration of existing airfield elements.

The preferred airfield alternative includes capacity for up to 19 RON positions, as shown on **Exhibit 6-18**.

EXHIBIT 6-17 AIRSIDE: MOVEMENT AND NON-MOVEMENT AREAS



NOTES:

ADG – Airplane Design Group

GSE – Ground Service Equipment

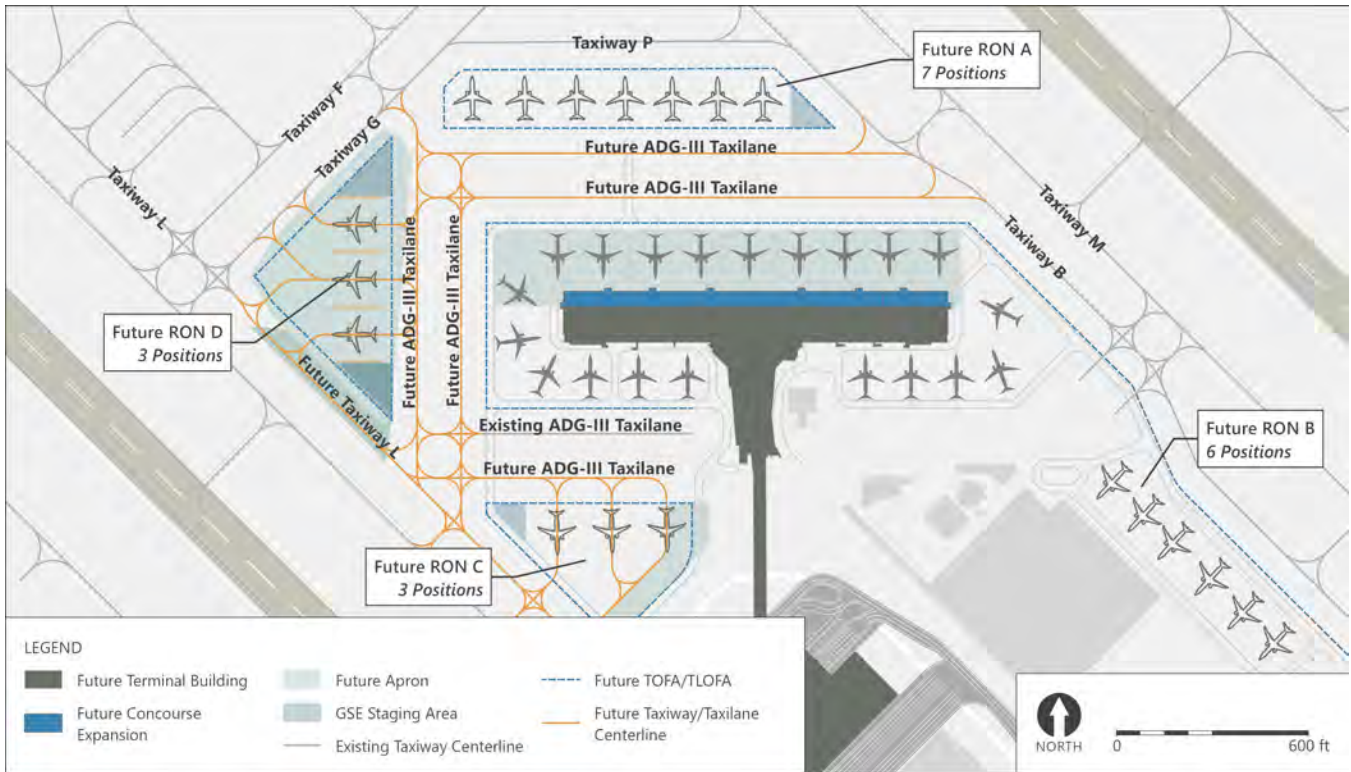
RON – Remain Overnight

TOFA – Taxiway Object Free Area

TLOFA – Taxilane Object Free Area

SOURCE: Ricondo & Associates, Inc., May 2025.

EXHIBIT 6-18 AIRSIDE: REMAIN OVERNIGHT POSITIONS



NOTES:

GSE – Ground Service Equipment

RON – Remain Overnight

TOFA – Taxiway Object Free Area

TLOFA – Taxilane Object Free Area

Future RON D can accommodate three deicing positions. Future environmental analysis will be required to assess the viability of deicing operations at this location.

This exhibit does not capture the existing remote aircraft deicing apron on the northwest side of Taxiways F and G (crossfield taxiways), which may be available for use in parking overnight aircraft when not required for aircraft deicing.

SOURCE: Ricondo & Associates, Inc., May 2025.

6.3.2 TERMINAL

The preferred terminal headhouse is situated in a centered position on the current Garage A site. The apron level includes inbound baggage handling, baggage claim, restrooms, concessions and concession support space, and shell space for Airport operations. Passenger-occupied space is directly adjacent to the arrivals curbside with quick access to the GTC. The interstitial level includes outbound baggage screening and passenger circulation to the arrivals level, existing Garages B and C, and future Garage D. The concourse level includes passenger check-in, the SSCP, and access to the concourse without requiring vertical circulation.

The preferred terminal concourse, accommodating domestic arrivals and departures, incorporates a 50-foot northward expansion of the concourse. The apron level includes shell space for airline and tenant operations and support, concessions support, inbound baggage sortation, and outbound baggage makeup. The concourse level includes expanded passenger holdrooms, additional restrooms, secure circulation, and shell space for future airlines, expanded concessions, and new club lounge space. **Exhibits 6-19** through **6-21** present full plan views of all three levels: apron, interstitial, and concourse, respectively.

The ROM terminal construction cost notes can be found in **Appendix K**.

6.3.3 LANDSIDE

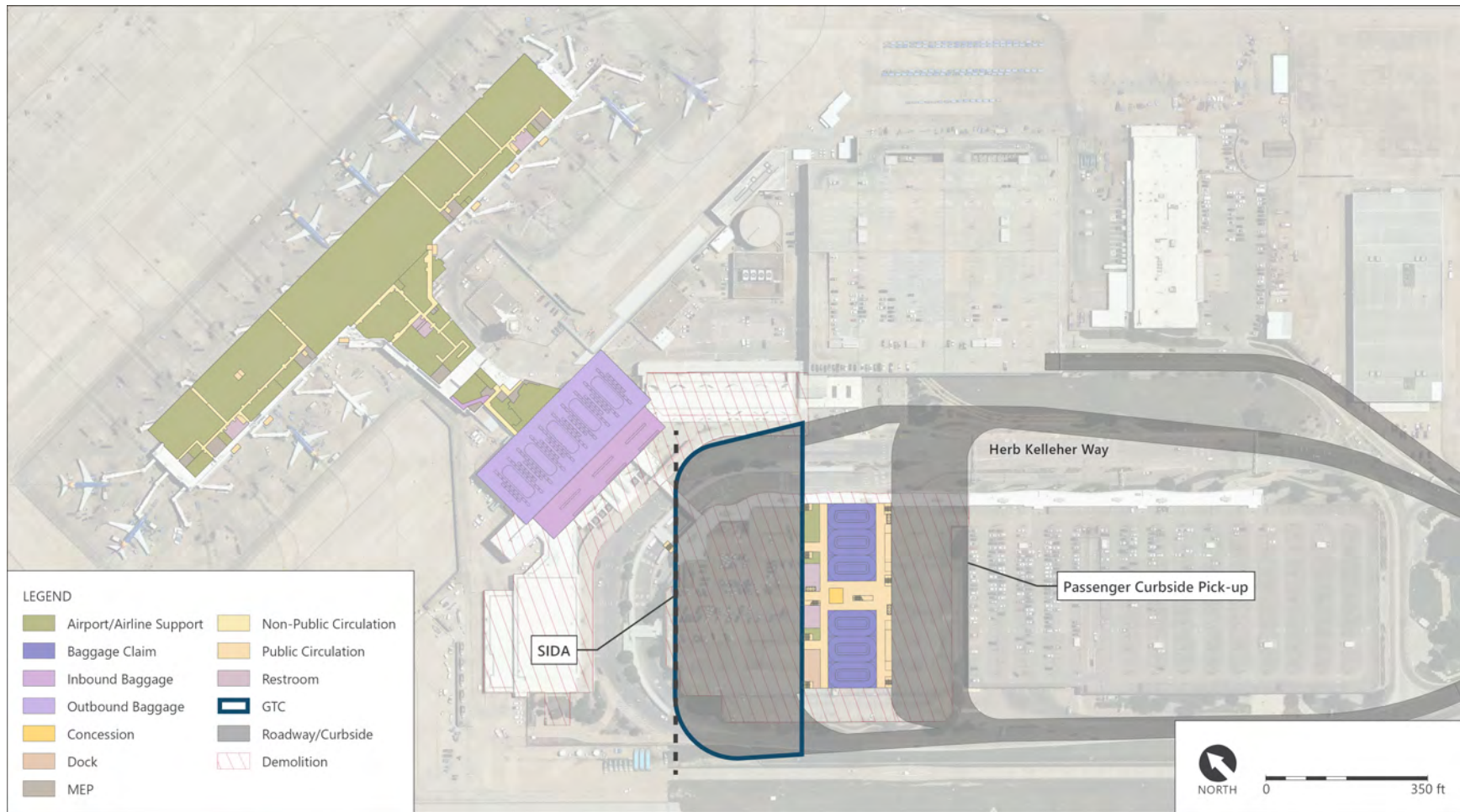
The preferred landside alternative is shown on **Exhibit 6-22** and comprises the terminal area roadway, curbside, GTC, parking, and a ConRAC facility. These components are described in detail in the following subsections.

6.3.3.1 TERMINAL AREA ROADWAY, CURBSIDE, AND GROUND TRANSPORTATION CENTER

The preferred alternative for the landside involves the development of a new terminal roadway system to enhance access, traffic flow, and overall connectivity for Airport users. The proposed two-level roadway system surrounding the terminal curbside includes a multi-lane arrivals curb at the apron level providing direct access for passenger pick-up and ground transportation services. Above the arrivals curb is the concourse level roadway with a multi-lane departures curb facilitating seamless drop-off for departing passengers and ensuring a streamlined flow of vehicles. Each level includes at least three bypass lanes in addition to the two curbside lanes. This dual-level configuration is intended to enhance traffic circulation, reduce congestion, and improve overall accessibility to the terminal for all users.

Exhibit 6-23 and **Exhibit 6-24** depict the terminal roadways and curbsides for the apron and concourse levels, respectively. On the apron level, private vehicle pick-up would have a two-lane bypass and be separated from commercial vehicles in the GTC by the terminal headhouse. This concept ensures clear wayfinding and signage for both arriving passengers and their preferred mode of transportation. On the concourse level, private and commercial vehicle drop-offs would both occur on the east side of the terminal headhouse, allowing for direct access to departure facilities.

EXHIBIT 6-19 PREFERRED ALTERNATIVE – TERMINAL: FULL PLAN VIEW – APRON LEVEL



NOTES:

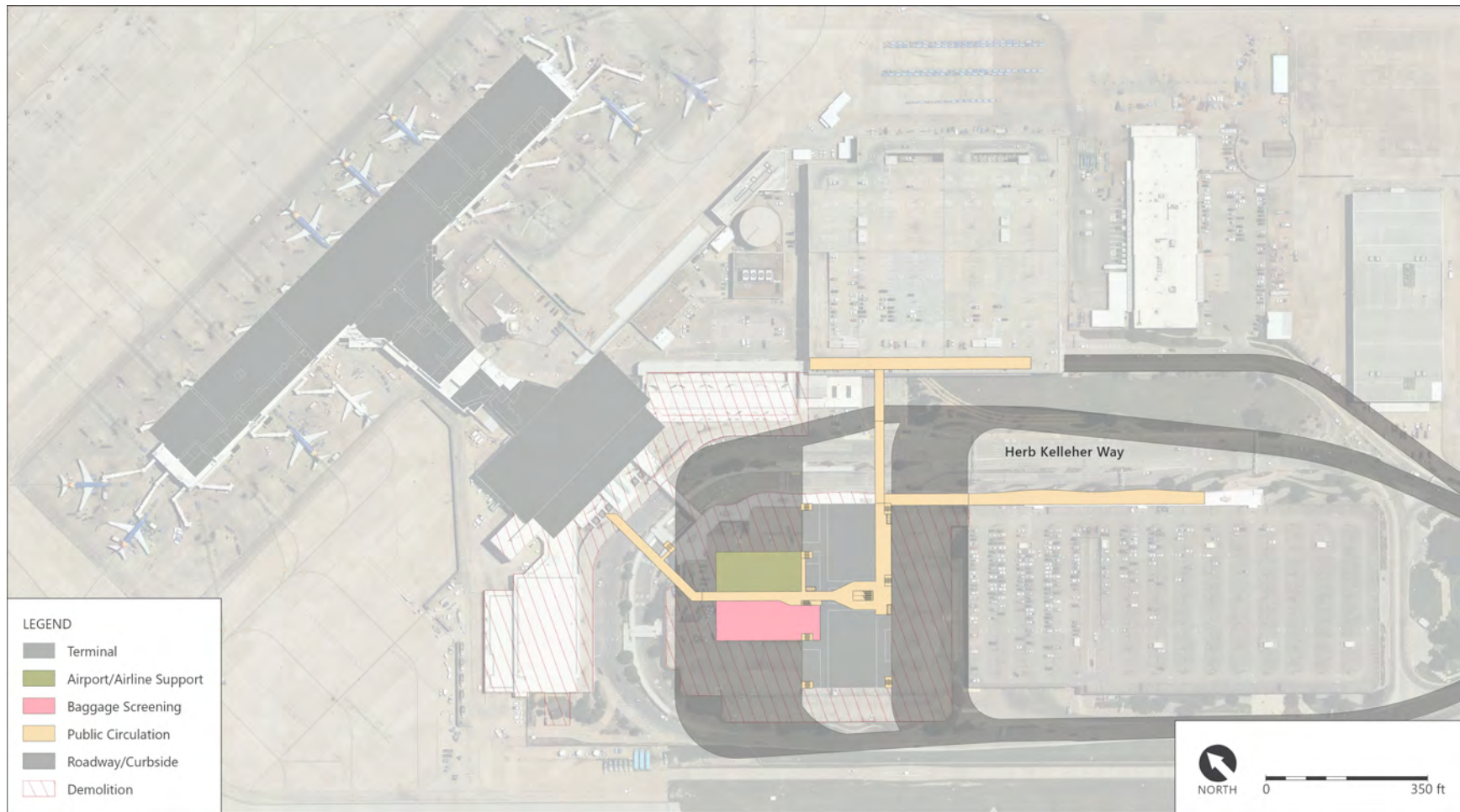
GTC – Ground Transportation Center

MEP – Mechanical, Electrical, and Plumbing

SIDA – Security Identification Display Area

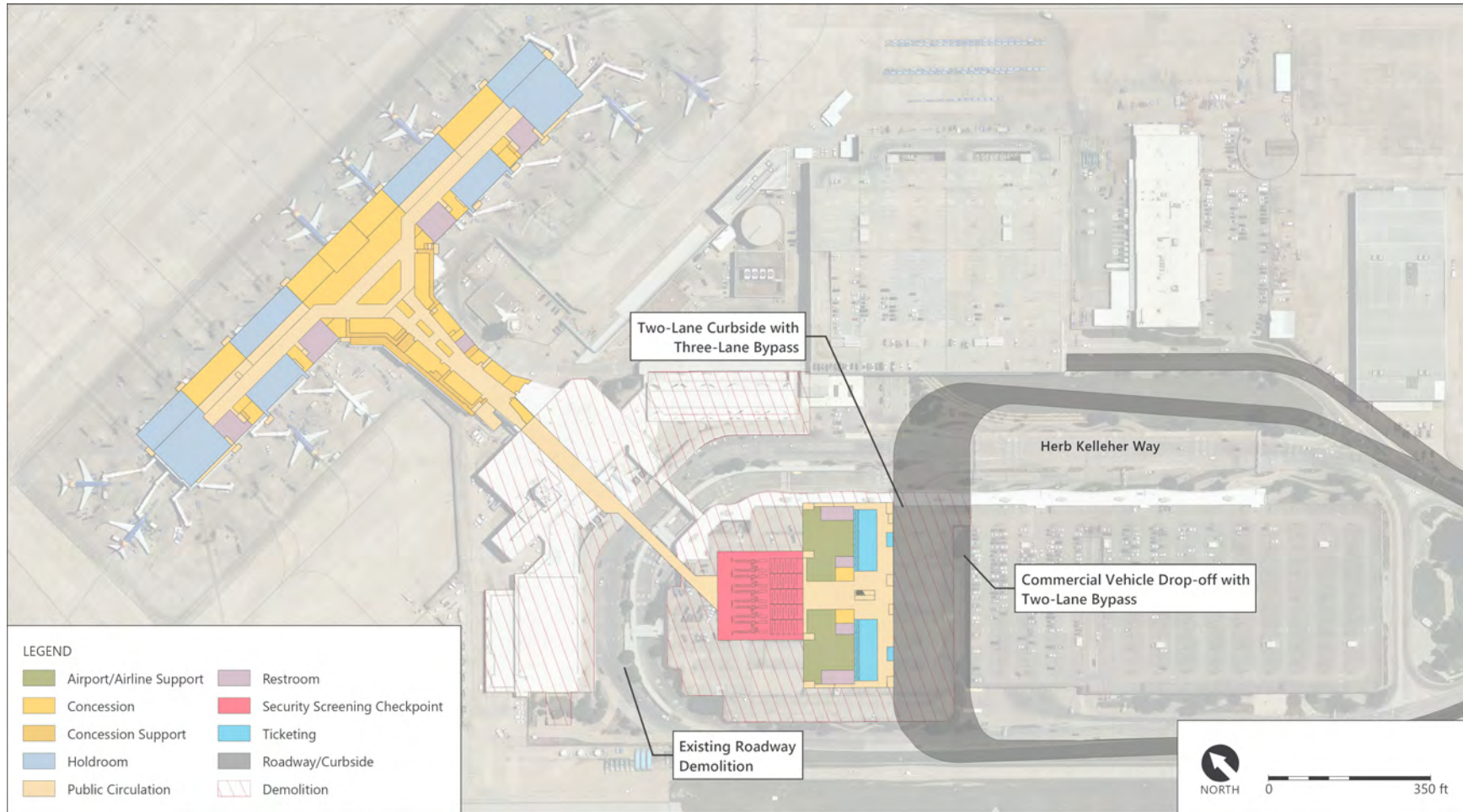
SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., May 2025 (project components).

EXHIBIT 6-20 PREFERRED ALTERNATIVE – TERMINAL: FULL PLAN VIEW – INTERSTITIAL LEVEL



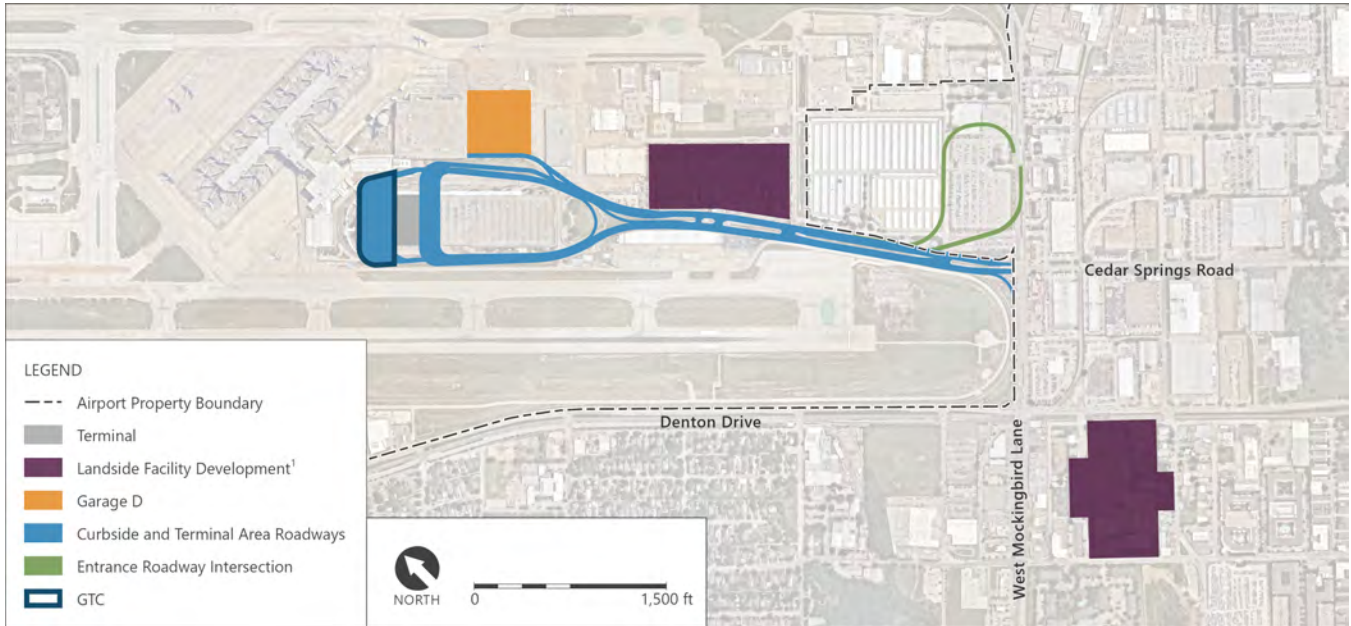
SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., May 2025 (project components).

EXHIBIT 6-21 PREFERRED ALTERNATIVE – TERMINAL: FULL PLAN VIEW – CONCOURSE LEVEL



SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., May 2025 (project components).

EXHIBIT 6-22 PREFERRED LANDSIDE ALTERNATIVE



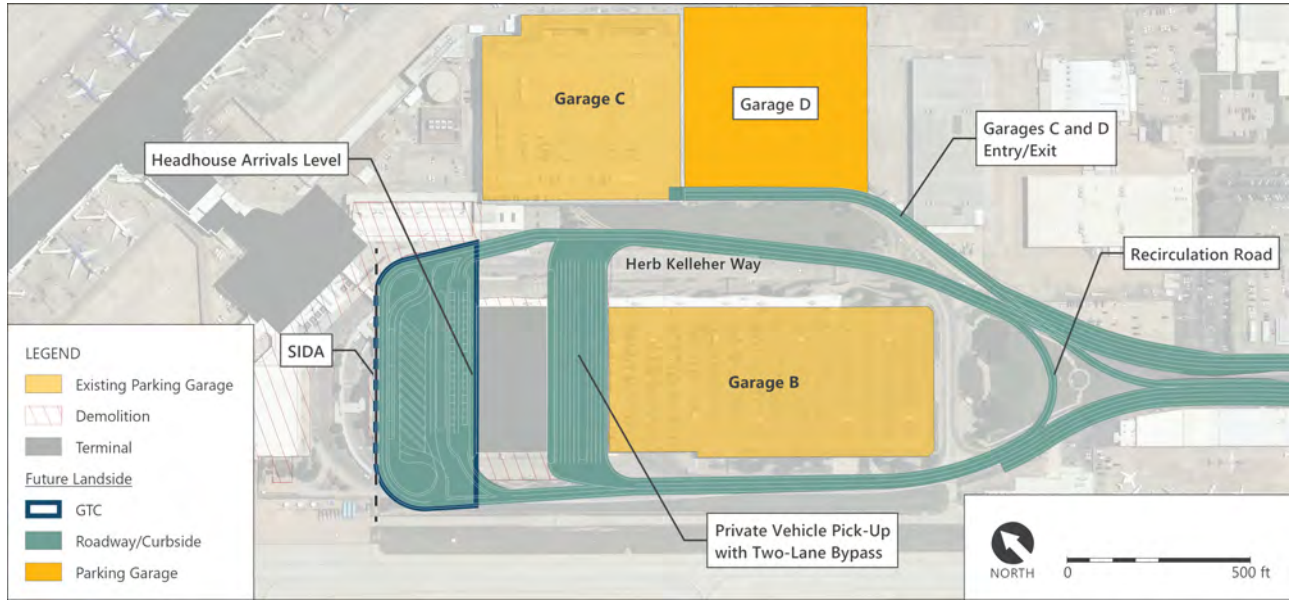
NOTES:

GTC – Ground Transportation Center

1 As further refinements are made during the planning and implementation process, the locations of the Landside Facility Developments may include a remote parking facility and consolidated rent-a-car facility may be interchanged. However, the potentially relevant Federal Aviation Administration (FAA) Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, paragraphs regarding categorical exclusions would remain applicable, as they are based on the project type rather than the specific location.

SOURCES: Nearmap, 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (property boundary); Ricondo & Associates, Inc., May 2025 (project components).

EXHIBIT 6-23 LANDSIDE: TERMINAL ROADWAY, CURBSIDE, AND GROUND TRANSPORTATION CENTER – APRON LEVEL



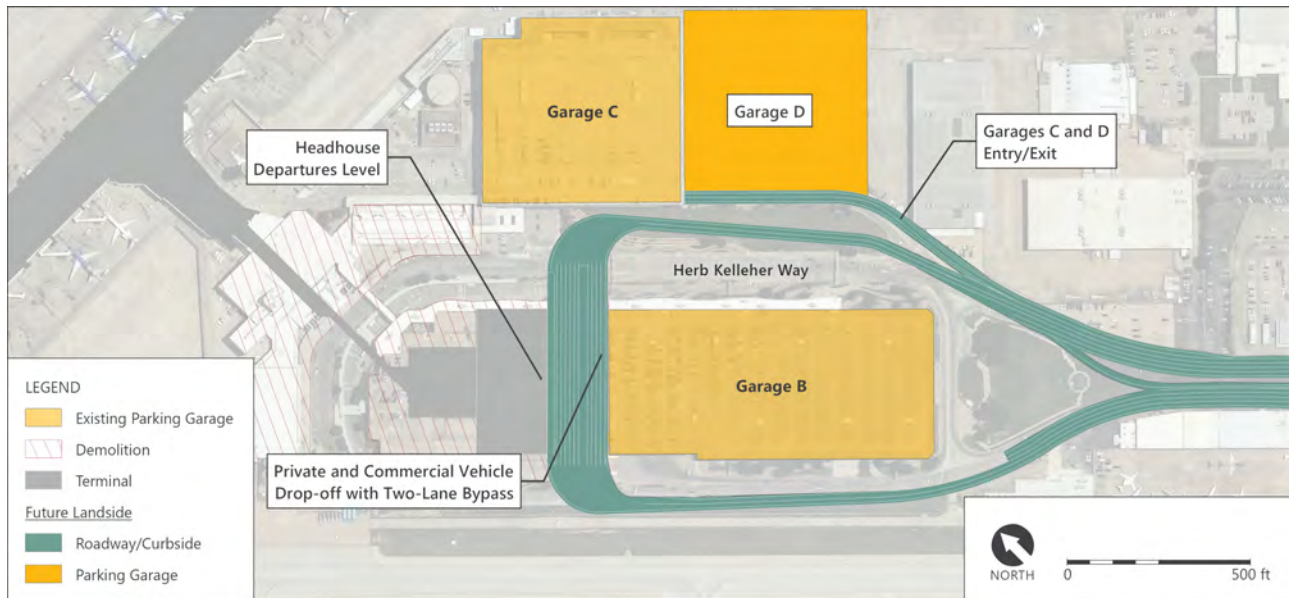
NOTES:

GTC – Ground Transportation Center

SIDA – Security Identification Display Area

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., May 2025 (project components).

EXHIBIT 6-24 LANDSIDE: TERMINAL ROADWAY AND CURBSIDE – CONCOURSE LEVEL

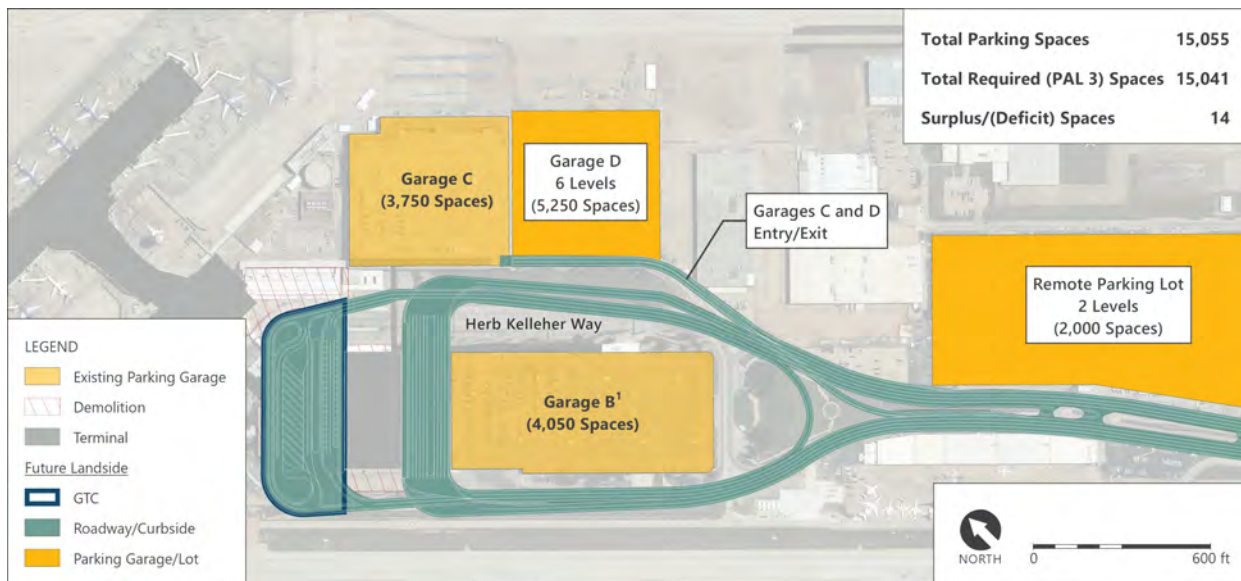


SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., May 2025 (project components).

6.3.3.2 TERMINAL AREA PARKING

Exhibit 6-25 depicts the preferred alternative for parking. The future Garage D project entails building a multi-level parking facility adjacent to Garage C. Future Garage D would provide convenient short- and long-term parking options for travelers, improve access, reduce congestion, and complement the overall terminal development. Construction of future Garage D would require the relocation of the existing GUB and triturator facility, which currently occupy the proposed development site. A single lane combining the parking exits from existing Garage C and future Garage D was planned via a tunnel running beneath the inbound roadways. Additional studies are recommended during the advanced planning phase to value-engineer the location, alignment, and configuration of the parking entry and exit roadway. For instance, the DoA should investigate opportunities to consolidate all parking inbound and outbound roadways for existing Garages B and C and future Garage D into a common entry and exit plaza to simplify wayfinding and increase parking operator revenue collection efficiency.

EXHIBIT 6-25 LANDSIDE: PARKING



NOTES:

GTC – Ground Transportation Center

PAL – Planning Activity Level

1 An additional 500 spaces were made available after transportation network company (TNC), taxi, and other modes were relocated.

The new economy parking lot location, configuration, and size will be confirmed.

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., May 2025 (project components).

6.3.3.3 LANDSIDE FACILITY DEVELOPMENT – ECONOMY PARKING

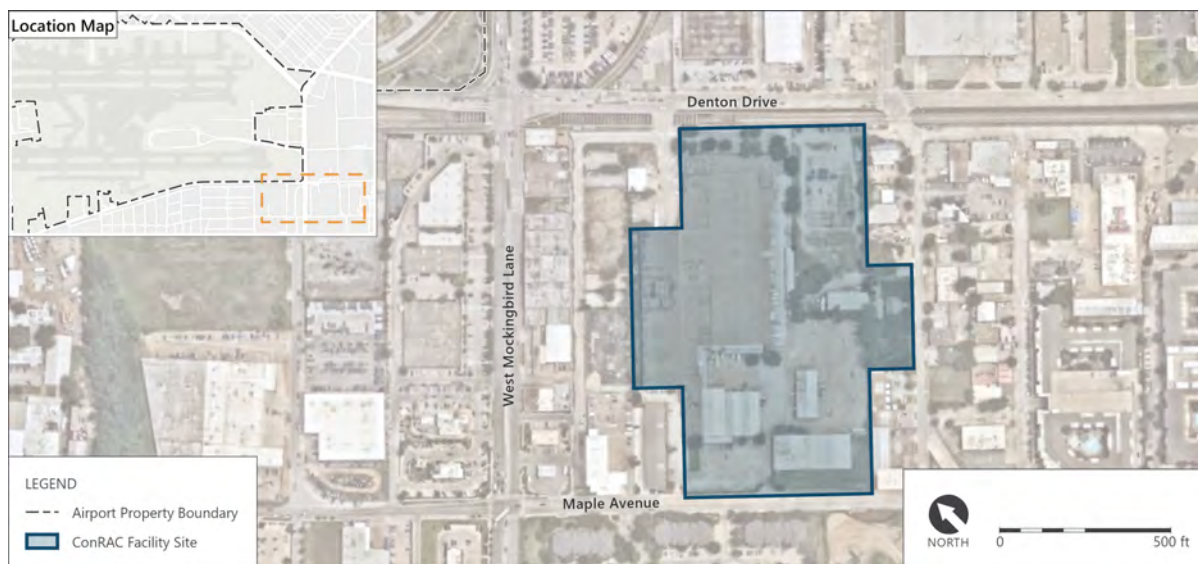
To accommodate the anticipated demand for parking facilities over the planning horizon, a preferred location for an economy parking lot was identified as part of the Master Plan, demonstrating the ability to accommodate future demand. The selection of this alternative does not obligate the City to move forward with the implementation of economy parking at the identified site. At the time of Master Plan completion, additional coordination efforts were underway to assess any other viable options for consideration. To accommodate PAL 3 demand, a new 2,000-space economy parking lot would be constructed in a remote location. The preferred site is the existing rental car area, which provides adequate lot size to allocate the required number of parking spaces, as well as provides reasonable proximity to the terminal area, resulting in a short shuttle ride for users. The construction of an economy parking

deck at this location would require the rental car facilities to be relocated. At the time of this Master Plan documentation, efforts and coordination are underway to evaluate the potential for a future ConRAC facility at a different location. It should be noted that an off-Airport rental car facility would not only allow economy parking to be constructed at the existing rental car site, but also provide the benefit of reduced traffic demand on Herb Kelleher Way and the Airport entrance (i.e., rental car ready and return vehicles would not need to circulate on Airport roads as they would directly access/egress to and from an off-Airport ConRAC facility).

6.3.3.4 LANDSIDE FACILITY DEVELOPMENT – CONSOLIDATED RENT-A-CAR FACILITY

To accommodate the anticipated growth of rental car facilities over the planning horizon, a preferred location for the ConRAC facility was identified for the Master Plan, demonstrating the ability to accommodate future demand. The selection of this alternative does not obligate the City to move forward with the implementation of the ConRAC facility at the site identified. At the time of Master Plan completion, additional coordination efforts were underway to assess other feasible options for consideration. **Exhibit 6-26** depicts the location of the preliminary preferred alternative for the ConRAC facility. The ConRAC development consists of a 17-acre unoccupied warehouse property currently leased by the City, located between Maple Avenue and Denton Drive, approximately 1.4 miles from the terminal. This representative facility is Site 3 from the 2023 InterVISTAS Consulting Group study.¹ The facility includes four levels, with customer service areas on the first floor, and a QTA, ready/return area and storage occupying the remaining three levels.

EXHIBIT 6-26 LANDSIDE: CONSOLIDATED RENT-A-CAR FACILITY



NOTES:

ConRAC – Consolidated Rent-a-Car

Site 3 from the InterVISTAS Consulting Group study was used for the preferred ConRAC facility alternative.

SOURCES: Nearmap, 2025 (aerial photography – for visual reference only, may not be to scale); Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap Contributors, and the GIS User Community, 2025 (basemap); Ricondo & Associates, Inc., November 2025 (based on InterVISTAS Consulting Group, *Rental Car Facility Program – ConRAC Financial Feasibility Study*, February 2023).

¹ InterVISTAS Consulting Group, *Rental Car Facility Program – ConRAC Financial Feasibility Study*, February 2023.

6.3.4 SUPPORT FACILITIES

This section presents the preferred alternative for the relocation and future development of key Airport support facilities, including the following:

- CRDC
- CUP
- GUB
- Triturator
- Airport maintenance facilities

These facilities are essential to the safe, efficient, and continuous operation of the Airport and were planned in coordination with major capital improvements. Support facilities planning was informed by and aligned with the terminal and landside alternatives upon selection of the preferred alternative. Most relocations are based on expansion needs to accommodate demand through PAL 3. However, for the triturator, relocation is required as an enabling project to clear space for other proposed improvements.

Exhibit 6-27 provides an overview of the preferred alternative for support facilities.

EXHIBIT 6-27 PREFERRED ALTERNATIVE – SUPPORT FACILITIES



NOTES:

1 S – Support Facility; T – Terminal

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, Dallas Love Field Airport Layout Plan, June 2019 (property boundary); Ricondo & Associates, Inc., August 2025 (project components).

6.3.4.1 CENTRALIZED RECEIVING AND DISTRIBUTION CENTER

The existing CRDC is located just south of Runway 31R and is limited in size to support long-term operational needs. The preferred alternative includes a significant expansion and relocation of the facility to accommodate future demand at the Airport. The CRDC would increase in size from approximately 5,000 square feet to 25,000 square feet, supporting the handling of higher volumes of goods intended for use on-Airport and improving the efficiency of receiving and distribution functions.

Relocation of the Airport maintenance facilities, which currently occupy the proposed CRDC site, is driven by expansion needs and provides an opportunity to accommodate the relocated CRDC in this area. The preferred CRDC site provides secure access to the airfield via a new security identification display area (SIDA) gate, enabling secure and controlled movement of goods primarily between the CRDC and the terminal complex. Landside access would be provided via Hawes Avenue, supporting vendor deliveries while minimizing impacts on terminal area traffic. **Exhibit 6-28** provides a conceptual layout of the relocated CRDC, depicting the building, landside (non-secure) vehicle access and truck dock, airside (secure) vehicle access and truck dock, and employee vehicle parking. Goods delivered to the CRDC are processed (including regulatory and security screening) and ultimately packaged/consolidated for redistribution to the terminal/concourse and end users. Consolidated goods are delivered to the terminal via a secure service road connection to the airside vehicle service road network. Delivery vehicles typically remain in the secure portion of the Airport, without delivery truck access directly from the non-secure landside vehicle area.

6.3.4.2 CENTRAL UTILITY PLANT

The CUP would be expanded to support the increased utility demand (e.g., heating, cooling, power) associated with future terminal development. The CUP would remain in its current location, with future expansion accommodated through repurposing of adjacent space, including the terminal check-in wing slated for demolition as part of the headhouse project.

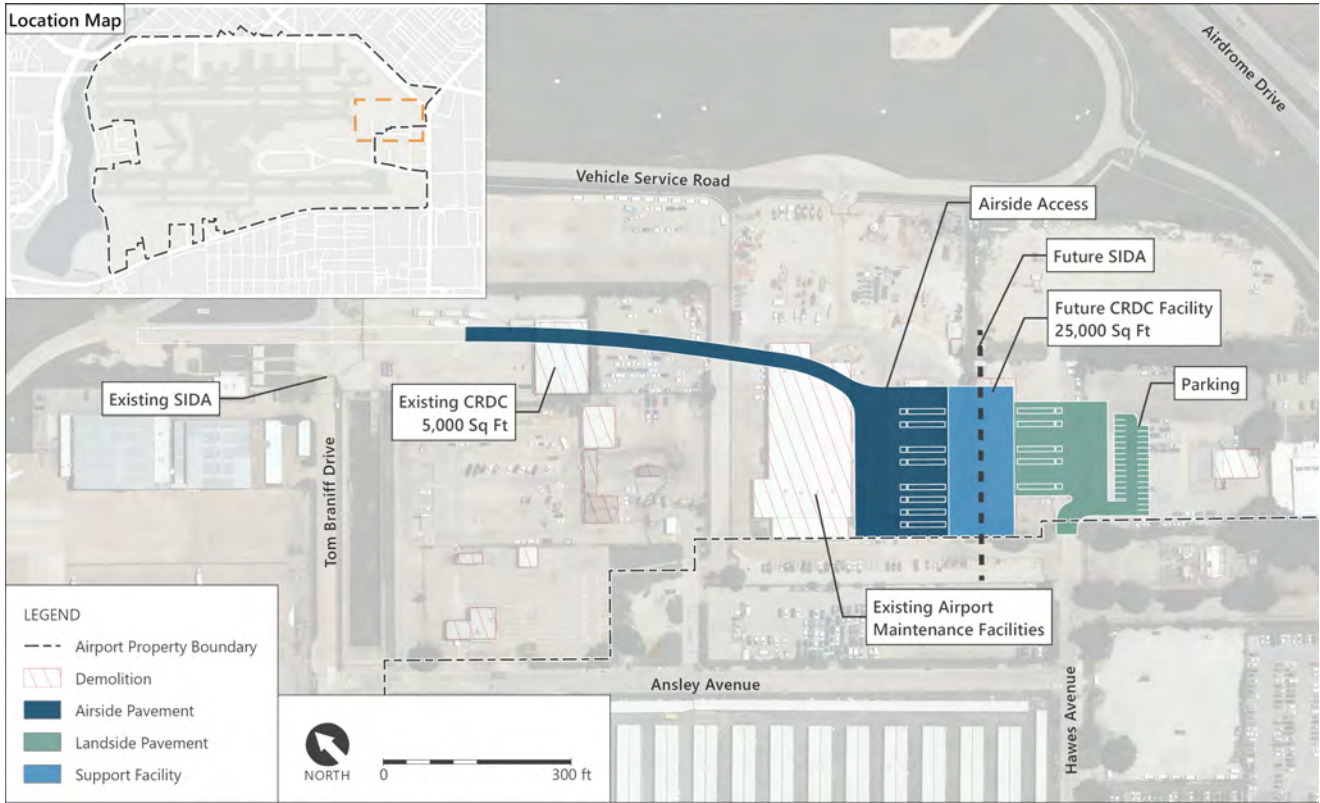
The timing of the CUP expansion requires close coordination with the headhouse and concourse projects to ensure proper utility capacity and distribution to the new facilities. **Exhibit 6-29** depicts the CUP site with the adjacent expansion area.

6.3.4.3 GENERAL USE BUILDING

The GUB would be relocated to a site currently occupied by the existing CRDC, Airport maintenance facilities, and rental car storage, adjacent to other future support facilities. The facility will increase in size from approximately 65,000 square feet to 85,000 square feet, consistent with the future space requirement identified by the tenant. GSE maintenance and cargo and provisioning operations would remain integrated within the new facility.

The future site includes secure airside access through a designated SIDA gate and landside access from Ansley Avenue. Airside access, both to and from the GUB, should be further evaluated to ensure operational compatibility and efficiency. The landside road network should be evaluated for compatibility with commercial truck access and compatibility with surrounding uses. **Exhibit 6-30** depicts the GUB site and expanded footprint.

EXHIBIT 6-28 SUPPORT FACILITIES: CENTRALIZED RECEIVING AND DISTRIBUTION CENTER CONCEPTUAL LAYOUT



NOTES:

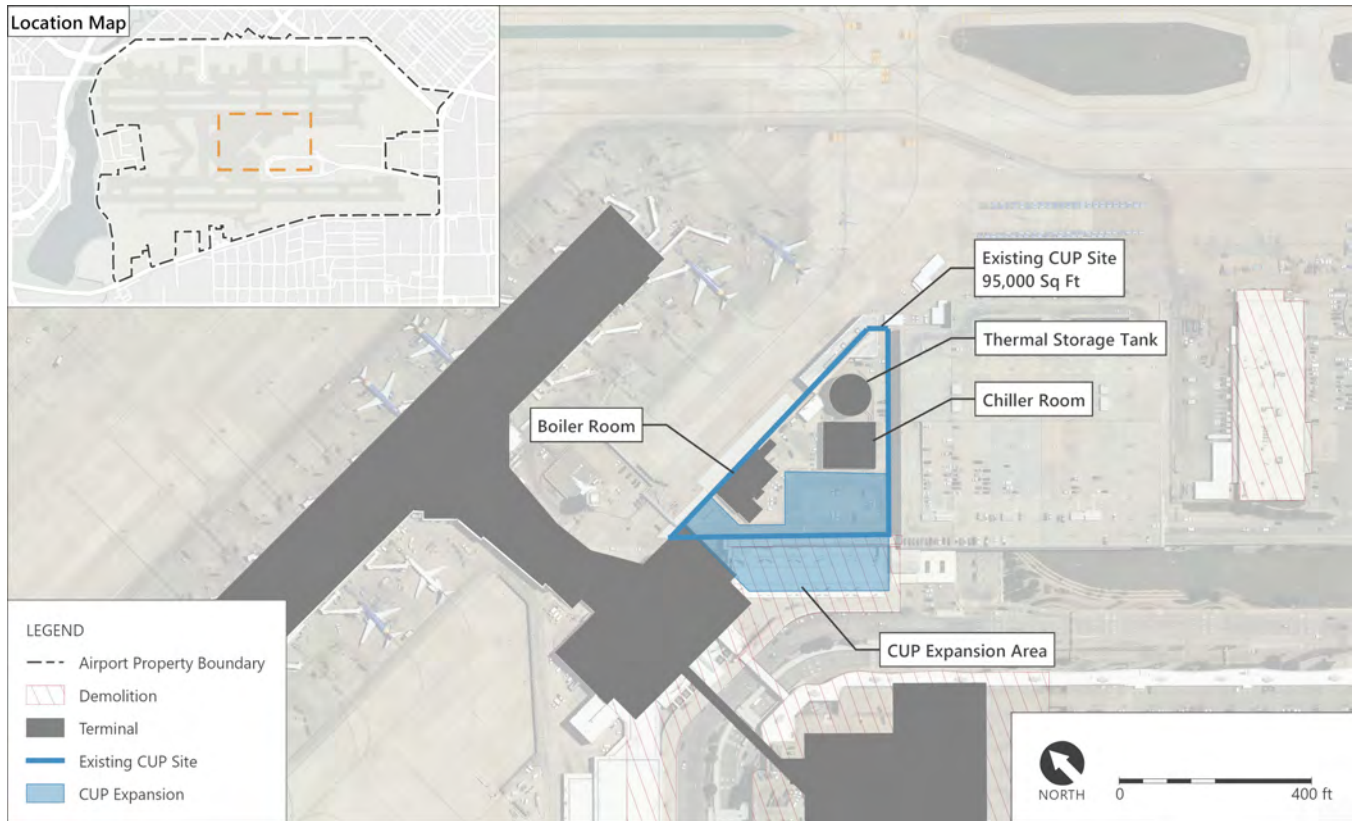
CRDC – Centralized Receiving and Distribution Center

SIDA – Security Identification Display Area

Sq Ft – Square Feet

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (property boundary); Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap Contributors, and the GIS User Community, 2025 (basemap); Ricondo & Associates, Inc., May 2025 (project components); AirProjects, Inc., April 2024 (CRDC space requirements).

EXHIBIT 6-29 SUPPORT FACILITIES: CENTRAL UTILITY PLANT SITE WITH ADJACENT EXPANSION AREA



NOTES:

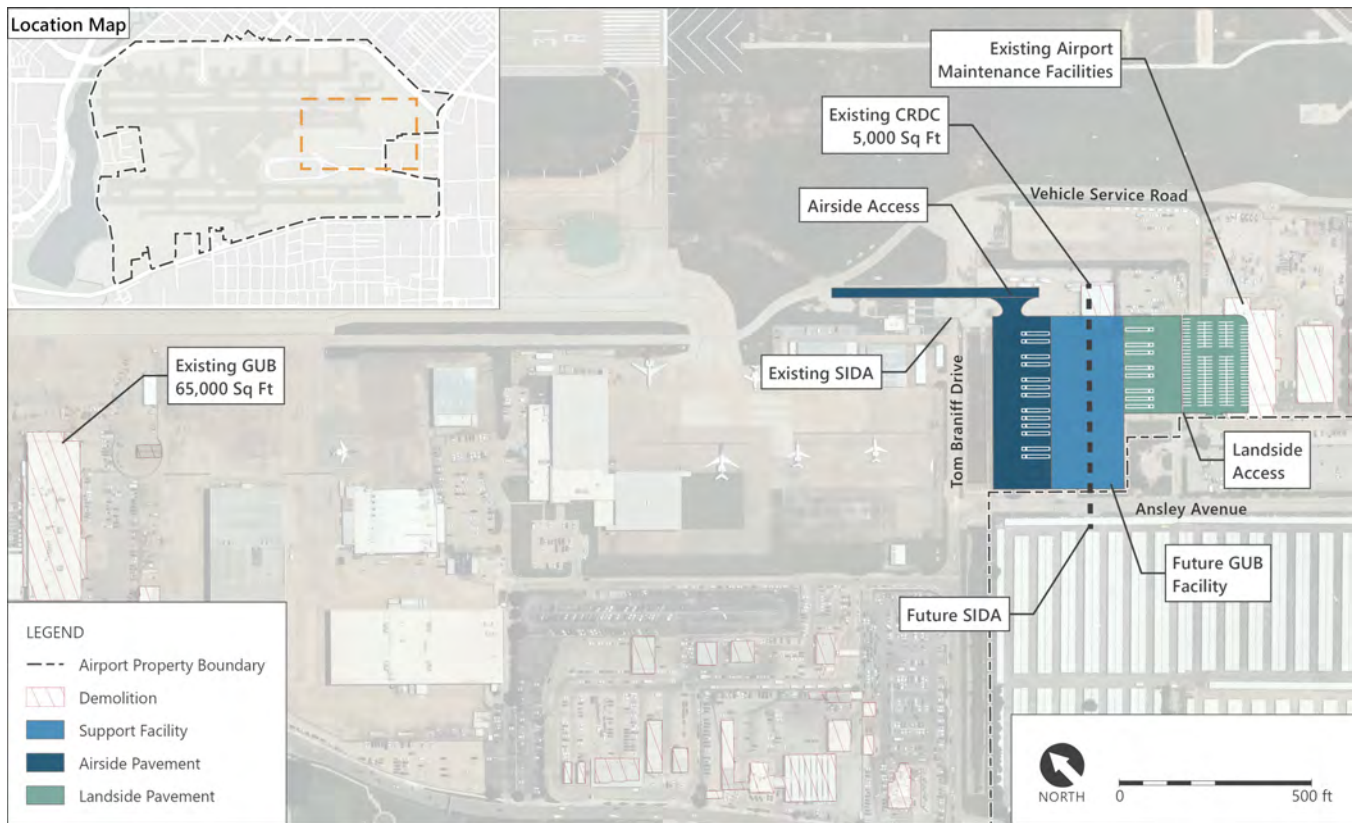
CUP – Central Utility Plant

Sq Ft – Square Feet

The future square footage requirement for the expanded CUP will be defined as design of the terminal headhouse and concourse widening proceeds.

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, Dallas Love Field Airport Layout Plan, June 2019 (property boundary); Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap Contributors, and the GIS User Community, 2025 (basemap); Ricondo & Associates, Inc., May 2025 (project components).

EXHIBIT 6-30 SUPPORT FACILITIES: GENERAL USE BUILDING SITE AND EXPANDED FOOTPRINT



NOTES:

CRDC – Centralized Receiving and Distribution Center

GUB – General Use Building

SIDA – Security Identification Display Area

Sq Ft – Square Feet

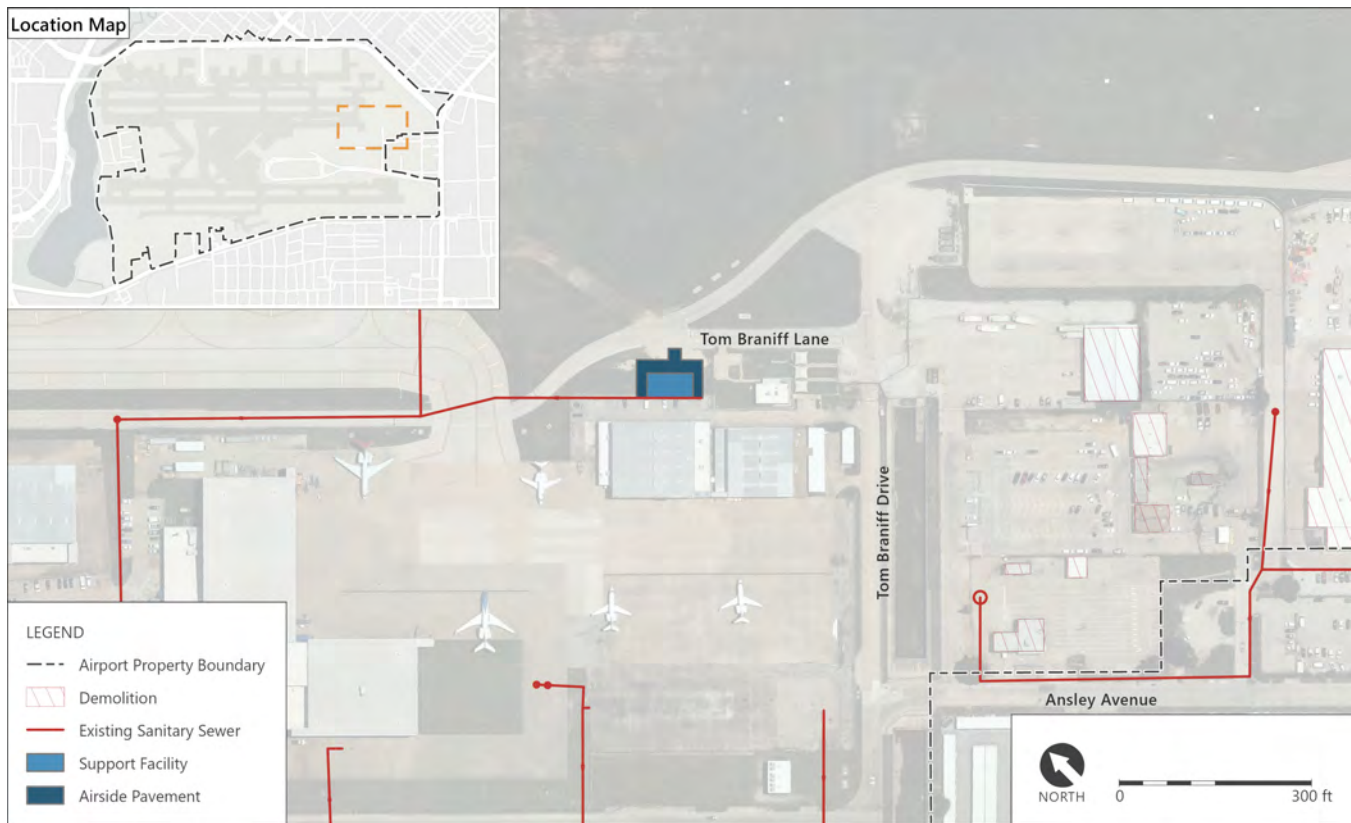
SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (property boundary); Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap Contributors, and the GIS User Community, 2025 (basemap); Ricondo & Associates, Inc., May 2025 (project components).

6.3.4.4 TRITURATOR

The relocation of the triturator is required to accommodate the construction of the future Garage D. The preferred triturator site is planned near the end of Runway 31R, adjacent to the existing Bombardier complex, outside of its leasehold. This location is strategically positioned in proximity to the existing sanitary sewer line, optimizing the connection. Bombardier has plans to demolish several hangars in this area and expand its adjacent apron, creating an opportunity to relocate the triturator as part of the redevelopment effort. **Exhibit 6-31** depicts the preferred site for the relocated triturator.

Vehicles (airline lavatory trucks or lavatory carts pulled by tug) will access the relocated triturator by Tom Braniff Lane via an airside service road, remaining in the secure environment.

EXHIBIT 6-31 SUPPORT FACILITIES: RELOCATED TRITURATOR



SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, Dallas Love Field *Airport Layout Plan*, June 2019 (property boundary); Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap Contributors, and the GIS User Community, 2025 (basemap); Ricondo & Associates, Inc., May 2025 (project components).

6.3.4.5 AIRPORT MAINTENANCE FACILITIES

Airport staff identified the need for an 18,000-square-foot expansion to support growing Airport maintenance functions through PAL 3. The preferred site for Airport maintenance facilities is directly southwest of the Runway 13L end, providing appropriate access to both airside and landside areas. Landside access to the new location would be provided from Reeves Street via Shorecrest Drive.

The selected site offers adequate space for this expansion, improves operational efficiency, and provides long-term flexibility, both to accommodate future maintenance facility needs and to repurpose the existing site for other support functions. **Exhibit 6-32** depicts the location and layout of the preferred site for the Airport maintenance facilities.

EXHIBIT 6-32 SUPPORT FACILITIES: LOCATION AND LAYOUT OF AIRPORT MAINTENANCE FACILITIES



NOTE:

Sq Ft – Square Feet

SOURCES: City of Dallas, June 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (property boundary); Esri, TomTom, Garmin, FAO, NOAA, USGS, OpenStreetMap Contributors, and the GIS User Community, 2025 (basemap); Ricondo & Associates, Inc., August 2025 (project components).

6.3.5 AIRPORT ENTRANCE

The preferred alternative for the Airport entrance is the DECF alternative, as depicted on **Exhibit 6-33**.

Refinement and further analysis of this Airport entrance alternative is planned, with additional coordination among the DoA, NCTCOG, and TPW. A phased approach to incrementally improve the traffic operation at the Airport entrance is being conceptualized by NCTCOG. This would include the early implementation phase of the West Mockingbird Lane corridor signal optimization, followed by a second phase aimed at improving traffic flow and safety through technological advances and innovative signal operation techniques, and a third/final phase would include reconfiguration of the entrance, providing a long-term traffic solution to the Airport entrance.

EXHIBIT 6-33 PREFERRED ALTERNATIVE – AIRPORT ENTRANCE



SOURCES: Nearmap, May 2025 (aerial photography – for visual reference only, may not be to scale); City of Dallas, Department of Aviation, Dallas Love Field Airport *Layout Plan*, June 2019 (property boundary); Ricondo & Associates, Inc., May 2025 (project components).