



5.0 ENVIRONMENTAL CONSEQUENCES

This chapter provides a summary of the environmental consequences of implementing the LRT Build Alternative. For comparison, impacts of the No-Build Alternative are provided. Specific mitigation measures in response to anticipated impacts are identified in this chapter and are incorporated into the project as committed actions.

5.1 LAND USE & ECONOMICS

The Northwest Corridor of Dallas County is a major employment destination and residential location within the Dallas Fort Worth Region. It is home to the Las Colinas master planned community, the Dallas/Fort Worth International Airport (DFW Airport), North Lake College and the University of Dallas. Land use and economic activities within this corridor are strongly influenced by the availability of transportation resources. The No Build Alternative and LRT Alternative would have significantly different impacts on these activities. The potential impacts, as well as related issues such as the project's compatibility with area plans, are examined below.

5.1.1 Land Use Impacts

The land use influence of a light rail project can range in scale from region-wide, such as affecting land development patterns, to property specific, including land use adjacency concerns. The potential impacts of the Build and No-Build Alternatives are examined in the sections below, analyzing impacts on a regional and corridor basis as well as on existing neighborhoods within the study area. The corridor study area is defined as the area within one-half mile of the proposed LRT alignment and stations.

Potential impacts are strongly influenced by the land use plans and development policies of the governing cities within the corridor. Given this, the LRT project and the No-Build Alternative are evaluated for their consistency with the land use plans and policies of the Cities of Dallas and Irving as well as relevant regional plans.

Regional Land Use and Development Impacts

Studies focusing on the relationship between rail transit and land use in urban areas have found that transit systems rarely generate new regional growth. The North Central Texas Region is already projected to grow from just over 6 million in 2005 to over 9.1 million people by 2030. It is one of the fastest growing major metropolitan areas in the nation. The LRT project is not expected to generate additional regional growth. However the Build and No-Build Alternatives would have different influences over future land use and development patterns within the region.

No Build-Alternative

This alternative represents the "status-quo". There would be no impact on regional land use and development. However, the status quo is currently widespread congestion and unacceptable levels of service at peak periods on several highways. The projected increase in growth and development in the region would contribute to more severe increases in traffic congestion and increasing burdens upon the regional transportation network. This will severely impact quality of life in the region and will likely affect future development potential as traffic conditions continue to worsen. This will also have a negative impact on existing transit riders as DART would be providing bus transit service in an area with a severely congested traffic environment.

LRT Alternative

The LRT project could be used as a planning tool to redistribute regional growth and make land development patterns more transportation efficient. With supportive public policies and favorable real estate market conditions, the LRT project can be used to redirect the location of growth and be a catalyst for infill development and revitalization of older areas. This has been the experience of several municipalities with existing LRT service in the Metroplex. This development influence has



occurred both in urban and suburban locations along the existing Starter System. It is expected that this would be the experience in Irving as well. Several development projects already underway in the Las Colinas Urban Center reflect land use patterns supporting future implementation of the LRT service in this area.

In addition, the City of Irving has undertaken several land use studies to try to plan ahead of the transit investment and stimulate more transit-oriented development around anticipated station locations. Interviews by Dr. Weinstein and Dr. Clower of the University of North Texas cite that developers state that DART influences development location decisions, that some projects are constructed before the station is built hoping to capitalize on the benefits of future LRT service.¹

Corridor Level Land Use and Development Impacts

The project corridor is located near the center of the Metroplex in northwestern Dallas County. Dallas County is the most populated county within the region with over 2.3 million people in 2005. The County is projected to grow by 26% between 2000 and 2030 to just over 2.8 million people. The project is located in the Cities of Dallas and Irving which are projected to grow by 16.8% and 14.8% respectively, during that same time period.

From 1990 to 2000, the census tracts within the Study Area experienced a 65% population increase. Growth within those tracts is projected to continue – a 32.6% increase is expected between 2000 and 2030 bringing total population from 16,473 to 21,850.

No-Build Alternative

Population growth, combined with employment increases also projected for the area, indicates an increasing burden on existing transportation systems unless improvements are made. Under the No-Build Alternative, no fixed guideway transit service would be provided in this corridor. Current land use trends and development activity would continue. The area would likely maintain its status as a major employment center; however there would be no incentive for land uses to develop in a more transportation efficient pattern. There would be increased traffic congestion and the desirability of the corridor as an employment destination might decline over time. The quality of life in the residential areas would also be impacted. Increased automobile congestion would place a greater burden on streets through residential areas and increase air quality problems. In addition, the transit dependent residents within the corridor would have more limited transit options, all of which would be subject to the forecasted street and highway congestion.

LRT Alternative

The LRT Alternative would enhance mobility within the corridor, help relieve congestion on existing networks and provide more transit options within the corridor. It would provide fixed guideway transit to and from downtown Dallas and increase the reliability of transit services in the corridor, particularly for commuters to downtown Dallas. Transit service would connect to the existing DART LRT System providing access to other major regional destinations.

The proposed project would encourage development within the corridor to be more transportation efficient by providing fixed station locations with nodal development opportunities. Transit studies have found that with supportive public policies, transit investments and services can bring about significant and long-term land-use and urban form changes.

The project would have long-term impacts on the distribution and density of development within the corridor. Development would be attracted to property with access to one of the rail stations.

¹ "The Estimated Value Of New Investment Adjacent To Dart LRT Stations: 1999-2005" by Dr. Bernard L. Weinstein and Dr. Terry L. Clower, September 27, 2005



As stated in the previous section, this has been the case along existing DART LRT corridors. Transit-oriented development has occurred around numerous stations. Studies by Dr. Weinstein and Dr. Clower conclude that residential and commercial properties in proximity to the stations have higher property values than control properties examined elsewhere. They also interviewed officials from DART and non DART member cities and found that public officials across the DART Service Area are committed to encouraging transit-oriented development in their communities. Their most recent study released in September 2005 states that based on announcements of new investment and reinvestment adjacent to or near DART LRT stations, the estimated total value of new investment completed, underway, or planned near DART LRT stations since 1999 is more than \$3.3 billion.²

The City of Irving has demonstrated their commitment to developing public plans and policies that support more efficient land development patterns around future transit stations. The City has already prepared a land-use plan to encourage transit-oriented mixed-use development around each of the proposed rail stations in the Las Colinas area. This study influenced the location of several multi-family and mixed use development projects recently developed in the area. The City anticipates that the LRT project would be a catalyst for stimulating development along the eastern edge of Las Colinas.

The project would encourage continued high density development patterns in the Urban Center, especially around the station areas. The project would encourage a connection to the Area Personal Transit System (APT) enhancing mobility within the Urban Center. The project would enhance access to and from the Urban Center reducing the need for parking and freeing up that land for other uses. Las Colinas' population is projected to grow by 52.4% from 2000 to 2030, to over 38,000 people. Transportation alternatives are needed to serve the mobility demands of this area and to attract further economic development.

The City has also prepared other land use studies to determine desired development in proximity to other proposed LRT stations in Irving. The City owns property close to the proposed North Las Colinas Station site and is designing a convention center or other public amenities in this location. The City and property owners adjacent to the proposed Loop 12 Station have examined redevelopment options for the Texas Stadium property and adjacent parcels, with accessibility to the Loop 12 Station a key consideration. (This site does not warrant a station until redevelopment has or will definitely occur; thus this location is deferred pending future development plans.) The station site layout at the University of Dallas has been configured to encourage Master Plan Development of open land parcels and promotes connectivity to the University of Dallas. The LRT project also has the potential to be a major influence on development of 86 vacant acres adjacent to the Carpenter Ranch Station.

Neighborhood Level Land Use and Development Impacts

No Build-Alternative

This alternative represents the "status-quo". There would be no impact on neighborhood land use and development.

LRT Alternative

For the LRT Alternative, there are potential land use impacts which are more site specific in some portions of the corridor. Some of these impacts are short term and temporary, others would have a long term effect.

² "The Estimated Value Of New Investment Adjacent To Dart LRT Stations: 1999-2005," September 2005; "The Initial Impact of the LRT System," July 1999; and "DART Light Rail's Effect on Taxable Property Valuations and Transit-Oriented Development," January 2003, all papers by Bernard L. Weinstein, Ph.D. and Terry L. Clower, Ph.D.



The alignment would impact parking for Central Freight's operations at the northeast corner of Spur 482 and SH 114. Since this property's owner is active in studying redevelopment options for the area, this should only be a short term impact until Central Freight's operations are relocated to another site. It is likely that the company would relocate their operations prior to development of the station and adjacent properties.

The alignment near the South Las Colinas Station would require reconfiguring Teleport Avenue and would impact access to a few small parcels in the area. The City of Irving is in the process of purchasing most of the surrounding land around this future station.

There are several residential areas with potential land use adjacency impacts – multi-family residences along Lake Carolyn Parkway (both north and south of O'Connor Boulevard), two extended stay hotel properties directly across from the Carpenter Ranch Station, the Villas at Beaver Creek near the alignment as it runs along Meadow Creek, the Archstone at MacArthur Apartments and the Mandalay Place Neighborhood.

Along Lake Carolyn Parkway, there are three occupied multi-family complexes (Mandalay on the Lake, the Lofts at Las Colinas, and Delano). Several other complexes are in various states of development. The following provides more detail on these apartment complexes (information is from the Dallas County Appraisal District's 2007 records and from field inspections of the properties). Mandalay on the Lake is located at 620 Lake Carolyn Parkway and consists of 366 apartments with a parking garage. It was constructed in 2004. The Lofts at Las Colinas is located at 1000 Lake Carolyn Parkway and it consists of 341 apartments and a parking garage. Construction on this complex was completed in 2003. Delano is located at 1100 Lake Carolyn Parkway and is a 258 unit apartment complex. At 851 Lake Carolyn Parkway, a 268 unit apartment complex is under construction. This brings total multi-family residences along Lake Carolyn Parkway to 1233 apartments with several more units planned. While, there are no severe impacts identified for this portion of the LRT corridor, there are some moderate impacts due to the adjacency of these high density residential land uses to the LRT project.

The Lofts at Las Colinas and Delano Apartments are projected to have a moderate noise impact due to the grade crossings nearby and the proximity of the buildings to the alignment. There is also the potential for pedestrian safety issues along Lake Carolyn Parkway. Some apartment residents use the median for dog walks and to cross over to the other side of the street. In addition, transit patrons will have to cross a major street to access the station. There will be short term impacts in these areas related to construction (such as noise and traffic). All of these issues will require sensitivity in the final design process due to the proximity of these residences to the LRT project.

Near the Carpenter Ranch Station, two extended stay hotel properties and the Villas at Beaver Creek would be affected temporarily by LRT construction (such as noise and traffic impacts). The Villas at Beaver Creek was built in 1993 and consists of 358 apartments. There are also moderate visual impacts to the Villas at Beaver Creek from the station and vertical LRT elements in this area (such as catenary poles). In addition, the bus circulation lane on the far northwest corner of the parking area is very close to the apartments (within approximately 20 to 30 feet). While none of these impacts are identified as severe, the proximity of these sensitive land uses to the LRT project should be given further attention in the final design of the project.

The project will require a small amount of private property (about 257 square feet) at the northwest corner of the Four Seasons TPC golf course. There is no material effect to the function or use of the golf course from this acquisition.

The Archstone at MacArthur Apartments is located at 1100 Hidden Ridge Drive and consists of 444 units built in 1993. The LRT line would be directly adjacent to this multi-family community.



There would be temporary impacts from construction of the LRT Line in this area (such as noise, traffic and access). There are longer term impacts to this residential community including noise and visual impacts. An estimated 132 apartments are projected to have a moderate noise impact due to their proximity to the proposed alignment. Multi-family residents at the apartments on the north side of North Lake College would have their views affected by the LRT line's aerial structures where the line crosses over MacArthur Boulevard. This would especially affect residents at the southeast corner of the apartment complex, but would also affect those all along the south property line and facing the LRT line. Residents at the southwest corner of the property would be closest to the North Lake College Station platform. Overhead lines and their supporting structures and the overhead canopy above the station platform would be seen from apartment units facing south toward the LRT line and station. Current views to the south across the campus would be obstructed.

There are other residential properties in this vicinity that will be affected by the LRT Project. The single family community in Mandalay Place is impacted by changing access and egress to the neighborhood with the closure of Brangus. This would not only alter access for local neighborhood traffic but would alter the access route for a fire station that serves the area. There would be temporary impacts from construction of the LRT such as traffic, access and noise as well as long term visual impacts for residences adjacent to the LRT alignment in this area.

None of the impacts identified in these areas have been identified as severe. However, the proximity of the LRT Project to the Archstone at MacArthur Apartments and the Mandalay Place neighborhood pose land use adjacency concerns that need to be addressed further in the final design process. DART will also continue to work with the Mandalay Place Neighborhood Association to make sure all of their concerns are taken into consideration in the design of the project.

Consistency with Land Use Plans

The Irving LRT Project lies within two municipal jurisdictions: Dallas and Irving. This section examines each of the alternatives for consistency with the plans and policies of these cities and the other plans discussed in Chapter 3.

No-Build Alternative

This alternative is not consistent with any of the land use plans and policies examined for Dallas, Irving or the region. All of the local and regional plans reviewed for this project include some fixed guideway transit service in the Irving/DFW Corridor. Several of the plans are site specific and anticipate LRT transit improvements as a catalyst for achieving desired land uses in those particular areas.

LRT Alternative

- **City of Dallas**

The proposed Irving/DFW LRT Project is consistent with all City plans pertaining to this part of Dallas. This includes ***The Forward Dallas Comprehensive Plan, the Growth Policy Plan, the Northwest Highway Urban Design Study*** and ***the Northwest Highway Area Revitalization Neighborhood Improvement Study***. The ***Forward Dallas Comprehensive Plan***, which was completed in 2006, supports extension of the DART LRT System in this portion of the City and the proposed map identifies a transit corridor from Dallas to Irving in the general location proposed by the project. The plan also supports transit-oriented development around DART LRT stations, however there are no stations in Dallas on the Irving/DFW line (the closest is the Bachman Station on the Carrollton/Farmers Branch Line).

The ***Growth Policy Plan*** supports the implementation of LRT Service according to the DART Service Plan and encourages appropriate area development in proximity to DART stations. Both



studies of the Northwest Highway district support LRT service in the area and provide for LRT service from this quadrant of the City to Irving.

- **City of Irving**

The proposed LRT project is consistent with all plans for the City of Irving. The City has been very proactive in planning for LRT service to their community and has been an active participant in developing and evaluating alignment and station alternatives. The City's **Comprehensive Plan** provides for light rail, commuter rail, and bus transit service as an integral part of the City's transportation network.

Irving's **Citywide Corridors Plan** recommends urban design guidelines for the transportation corridors and major points of entry into the City including DART rail corridors. The **Northwest Corridor Land Use and Alignment Study** was one of the planning tools used by DART to assist in the development of the alignment and station options in the areas around Texas Stadium, University of Dallas and Las Colinas Urban Center.

The LRT alignment and Loop 12 Station were designed to be compatible with development options proposed in the **Texas Stadium Land Use Study**. The study recommends future land uses and development guidelines for Texas Stadium and its surrounding properties.

- **Regional Plans**

The proposed LRT project is also consistent with the two regional plans examined: the **Dallas/Fort Worth International Airport Rail Planning and Implementation Study** and the **North Central Texas Council of Governments Mobility 2025: the Metropolitan Transportation Plan**. The interim terminal station at Belt Line Road would be on DFW Airport property and the alignment and station layout maintains options for future access directly into DFW Airport. Due to the complexities of accessing the airport and the number of governmental authorities involved, the options for providing service to the airport are still under development.

The **North Central Texas Council of Governments Mobility 2025: the Metropolitan Transportation Plan** promotes the continued implementation of DART LRT Service as planned and recommends a regional rail network to serve the Metroplex. The proposed South Las Colinas Station (a deferred station on the Irving/DFW Line) would be adjacent to a possible future regional commuter rail line on the BNSF railroad right-of-way. The LRT station would be directly connected to a commuter rail station providing multi-modal benefits including bus, light rail, commuter rail, and APT.

Impacts on Neighborhood Integrity and Community Cohesion

Neighborhood integrity focuses on the impact of the alternatives on the physical boundaries of neighborhoods identified in the project area. Community cohesion examines the social aspects, examining how the project might affect interactions among groups and persons in communities along the corridor.

No-Build Alternative

This alternative represents the "status-quo" relative to neighborhood integrity and community cohesion. The physical boundaries of the residential areas would remain unchanged and the social interactions of the residents would not be altered.

LRT Alternative

Until the project enters the Las Colinas area, the majority of the proposed Irving/DFW alignment would lie within Texas Department of Transportation (TxDOT) right-of-way. In these areas, the project would have no impact on neighborhood integrity or community cohesion. The LRT line would not introduce a new boundary but would reinforce the existing transportation corridor.



The proposed location of the project through the Las Colinas Urban Center is based on extensive study of land uses in the area. The location of the LRT in this area is designed to enhance the current activities in the center and stimulate development in the eastern fringe of Las Colinas. Several higher density residential projects have been developed in this area and several more are under construction. The anticipation of LRT service has been a catalyst for the development of multi-family neighborhoods in this portion of the Urban Center.

Once the LRT alignment leaves the Urban Center and crosses SH 114, part of the alignment would be located in a vacant corridor that was preserved in the Las Colinas Master Plan for access from Las Colinas to DFW Airport. However, some portions of this corridor are adjacent to residential uses and require sensitivity to land use adjacency issues such as noise, vibration, visual and traffic impacts. As mentioned above in more detail in the **Neighborhood Level Land Use and Development Impacts** section, potential adjacency issues would exist at the following locations: the Lofts at Las Colinas apartment community, the Villas at Beaver Creek near the alignment as it runs along Meadow Creek, the Archstone at MacArthur Apartments and the Mandalay Place Neighborhood.

In general, construction of the LRT project would enhance community cohesion in the corridor. The LRT system would provide access to a significant number of destinations in the region. The system would enhance residents' access to employment, medical services, community recreational programs, entertainment and cultural destinations, and governmental services. The LRT system would create new activity centers at the stations which could increase the opportunity for community interaction. Several DART stations elsewhere on the system have proved to be a catalyst for creating community focal points.

5.1.2 Economic Impacts

The studies conducted by Dr. Weinstein and Dr. Clower at the University of North Texas conclude that the DART LRT System has had a positive economic impact on the communities it serves. LRT stations have been a major catalyst for several economic development projects across the system. In addition, local business leaders and government officials cite DART as a critical factor in sustaining the region's economic growth. They state that DART is needed to address increasing traffic congestion and air quality problems; and to help avoid possible Environmental Protection Agency sanctions that would negatively impact the region's economy if the air quality issue is not addressed.

The Irving/DFW LRT Project would enhance mobility in a congested corridor and would provide transit access to high employment destinations including the Las Colinas Urban Center and DFW Airport. It would provide transit access to these destinations not only for choice riders but also for transit dependent populations, including the mobility impaired and low income populations. There are a high number of the low income residents living in the Northwest Highway area that could access the line via the Bachman LRT Station. The Irving/DFW line would provide direct access for these individuals not only to employment destinations but also to two higher education facilities – the University of Dallas and North Lake College.

Economic impacts from transit-oriented development would occur as well. The UNT study found that not only did DART stations act as a catalyst for transit-oriented development, but that the value of residential and commercial properties near the stations increased as well. This new development activity as well as the increase in value for existing properties close to the stations has a positive impact on the tax base for the governing cities. Property tax revenue is a major revenue source for most cities in this area. If transit improvements are not made within the corridor, the economic vitality and continued growth of the corridor will be diminished due to increasing congestion, delayed travel times and deteriorated air quality and quality of life.



Transportation Disadvantaged Population

DART's mobility impaired patrons would benefit considerably from the increased accessibility provided by the Irving/DFW line. The entire DART system, including the LRT, is accessible to mobility impaired persons. The Irving/DFW project would provide direct access to several major employment destinations, the DFW Airport and two institutions of higher learning – North Lake College and the University of Dallas. In addition, several of the project's stations would be directly accessible to adjacent residential communities providing direct transit access for the mobility impaired residents of those areas.

Within the City of Dallas, there are a substantial number of households with no vehicle available that rely on transit services for their mobility. According to the 2000 Census, almost 11% of all occupied housing units in the City had no vehicle available in their household. Two census tracts within the project corridor had very high percentages of households with no vehicle – Tract 72.01 (15.8%) and Tract 99 (19%). These tracts are located in the far eastern portion of the corridor in the City of Dallas. The Irving/DFW project would provide LRT service to these communities.

Regional Accessibility

The project corridor is a major employment destination for the region. It also connects to the Stemmons Corridor which has the highest employment concentration in the entire region. The Irving/DFW Corridor contains traditional suburb to downtown travel, but also reverse commute travel from the southern portions of Dallas County to employment centers within the corridor. The LRT system would help address the transportation needs of this corridor and would enhance regional accessibility. The LRT System would provide LRT access to Downtown Dallas and to several large Metroplex cities including Richardson, Plano and Garland. The LRT system connects with the Trinity Rail Express in downtown Dallas and provides transit access to the City of Fort Worth. According to DART's most recent annual report, there were 93 million passenger trips taken on DART in 2004 alone. Construction of the Irving/DFW line would enhance transit access across the region. The regional impact of the project would be even more significant if the commuter rail network is implemented on the BNSF line directly adjacent to the South Las Colinas LRT Station.

Employment Impacts

Construction of the proposed project would have direct and indirect employment impacts in the local economy. Direct impacts would result from construction labor, employment related to the production of the goods and materials for the project, and design, engineering and architectural services employment. Indirect impacts would result from the "multiplier effect" of these expenditures in the local economy. In addition to new jobs from construction, there would be long-term employment impacts from the additional jobs created to operate and maintain the new LRT service. This new employment would also have a multiplier effect on the local economy resulting in additional expenditures and job creation.

The LRT project would improve transit access to major employment destinations within the region. The proposed Irving/DFW Line lies within one of the most dense employment corridors in the region. Las Colinas employment is projected to grow by 83 percent between 2000 and 2030 – from 77,992 to 142,985 jobs. The line would provide access to DFW Airport, a major employment destination with approximately 268,000 jobs in 2005. Within the Project Corridor, employment is projected to increase by almost 88 percent. Total jobs will grow to 109,106 by 2030 almost doubling 2000 employment levels.

Joint Development Opportunities

Joint development is an opportunity for enhancing revenue and ridership. It is a public/private venture whereby a private development project is physically related to a transit station through either a direct connection from an adjacent location or air rights over the station. The transit authority's financial benefit from the project can be realized through several means. Often the transit agency receives revenue from the proceeds of the sale or leasing of land or air rights.



Revenue can also be generated through connection fees. Sometimes, the private sector makes a contribution of land or offsets a portion or all of the cost of the station.

As part of an interlocal agreement with DART, the City of Irving is seeking right-of-way donations along the rail line and at most station locations. The station areas include the deferred Loop 12 and South Las Colinas stations; University of Dallas, North Las Colinas, Carpenter Ranch and North Lake. DART is working with property owners or developers at these locations to integrate the station design with development plans. DART would not only benefit from the right-of-way contributions, but from improved access and roadway infrastructure as part of these developments. At the North Las Colinas Station, DART, the City of Irving, Dallas County Utility and Reclamation District (DCURD), and the adjacent property owners are working together on a development concept that would create a public plaza that would serve the LRT station as well as private development. The Belt Line Road station is located on DFW Airport and subject to FAA restrictions; however, the airport is planning on developing some retail and commercial pad site adjacent to the platform and parking. DART use of airport property will be likely under some type of joint use arrangement.

5.1.3 Land Use Mitigation

Specific mitigation for identified land use related impacts including acquisitions, displacements, noise, visual and safety are discussed under appropriate headings throughout Chapter 5 of this FEIS. Temporary construction impacts and mitigation are discussed in Section 5.12. Traffic impacts and mitigation including pedestrian access, parking and street closures are discussed in Chapter 4. Representatives of the City of Irving, other public agencies and the general public will continue to be involved in the planning and design process to ensure all impacts are addressed and mitigated. DART will also track its commitments through a mitigation monitoring program.

5.2 ACQUISITIONS AND DISPLACEMENTS

This section describes the potential acquisitions and displacements associated with the No-Build and the LRT Alternative. The LRT assessments are based on preliminary engineering drawings (a 10% level of design) and therefore may not be a complete list of all real estate to be acquired. As design progresses on the alignment and station areas, there will be refinements and additions or deletions to the proposed right-of-way and parcel acquisitions.

As part of the City of Irving's \$60 million (1999\$) commitment to the project (See Section 1.5.3), the city intends to obtain much of the property needed for the project.

5.2.1 No-Build Alternative

This alternative represents the status quo and there would be no acquisition of property and therefore no displacements.

5.2.2 LRT Alternative

Station Acquisitions and Displacements

There are eight stations proposed for the project, with two of the stations being deferred until future development warrants their construction (Loop 12 and South Las Colinas). At this time, real estate estimates are not available for the Loop 12 and South Las Colinas Stations.

Table 5-1 below summarizes the potential acquisitions for each station based on engineering drawings and station site plans as of May 2008. It also outlines the current land use of the affected parcels.