



**TABLE 5-1
STATION AREA ACQUISITIONS AND LAND USE**

Station/Location	Area to be Acquired (Acres)	Land Use
Loop 12 (Deferred Station)-Northeast corner of Spur 482 State Highway 114	0	Commercial – Central Freight, acquisition would not impact structures but might impact some parking and storage areas
University of Dallas -Northeast corner of State Highway 114 and Tom Braniff Drive	4.12	Vacant Commercial Land
South Las Colinas (Deferred Station)-Northwest corner BNSF Railroad Right-of-Way and State Highway 114	0	Vacant Commercial Land
Lake Carolyn Station -Southwest corner O'Connor Road and Lake Carolyn Parkway	0.29	Vacant Commercial Land
North Las Colinas -Southwest side of Northwest Highway	4.55	Vacant Commercial Land
Carpenter Ranch -South of Meadow Creek Drive and west of Greenpark Drive	3.70	Meadow Creek Drive, Vacant Commercial Land, and Four Seasons TPC Golf Course
North Lake College -North of North Lake College and east of Walnut Hill Lane	5.76	North Lake College Parking, Vacant Land and Vacant Transit Corridor
Belt Line Road -Southeast corner of Belt Line Road and Valley View Lane	9.55	Vacant Dallas/Fort Worth International Airport Land
Total Area Acquired for all Stations	27.97	

* Use of DFW Airport property will be through a lease or license agreement.

Source: Parsons Transportation Group and Wallace, Roberts & Todd, May 2008

Approximately 27.97 acres of property would be acquired for the stations. These acreages only include property acquisitions; they do not include public right-of-way, which would also be used by the LRT Project under some type of use agreement. DART use of public right-of-way owned by the City of Irving, City of Dallas or Texas Department of Transportation would probably be used under some interagency agreement and would not require acquisition by DART.

A significant portion of the property to be acquired for the stations would be land (other than public right-of-way) that is owned by a public agency. The properties are owned by the DFW Airport, the Dallas County Community College District, and the City of Irving. In almost all circumstances, the public land being acquired is vacant; the exception is the North Lake College property which includes some access infrastructure. None of the acquisitions on public land would displace any buildings or facilities on the properties. In a letter to FAA dated July 27, 2007, (See Appendix D) DFW Airport has stated that the use of airport land for the construction and operation of the DART light rail system will be under a lease or license agreement between DART and DFW Airport.

The majority of the private land being acquired is currently vacant commercial property. The land acquisitions for stations that impact improved properties would not displace any buildings or facilities. They primarily impact green space, access, or parking areas. The future Loop 12 Station would probably require property from the site of Central Freight's current operations. Parking and trailer storage areas currently occupy this area. However, this is a deferred station that will not be implemented until land use change would warrant a station. Property owners are currently studying alternative uses for their site.