



**TABLE 5-24
PROJECT IMPACTS RELATED TO FAA ENVIRONMENTAL
IMPACT ASSESSMENT GUIDANCE**

Resource Category	Anticipated Impact LRT Build Alternative (Proposed Action)	Anticipated Impact No-Build Alternative
Air Quality	The proposed project meets the Transportation Conformity requirements under the CAA, as amended. The portion of the project located on airport property does not cause undo air quality impacts.	No impacts
Coastal Barriers	No coastal barriers will be impacted as a result of this project.	Same as LRT Build Alternative
Coastal Zone	The proposed project is not located in a designated coastal management zone.	Same as LRT Build Alternative
Compatible Land Use	The proposed project is considered a compatible land use.	Compatible land use
Section 4(f)	No Section 4(f) resources located on airport property would be impacted by the proposed project.	Same as LRT Build Alternative
Farmlands	This area of airport property does not contain prime farmland soils.	Same as LRT Build Alternative
Fish, Wildlife and Plants	Airport property is primarily grassland vegetation, with small areas of woodland southeast of SH161 (Bush Turnpike) and at the Belt Line Station site. No adverse impacts to federally-listed species or their habitat are anticipated.	Same as LRT Build Alternative
Floodplains	One floodplain is located in this portion of airport property, (main channel of Water 16) near SH 161 (Bush Turnpike) and the Belt Line Station. The project will modify a channel of a tributary to Water 16 but not impact the flood plain. The project will then bridge over the floodplain with some bridge columns located in it. Design will ensure that neither the 100-year base flood elevation nor floodwater velocity is increased	Minimal Impact Mitigated to result in No Impacts
Hazardous Materials	Hazardous/regulated materials investigations did not identify any properties of concern near this area of airport property.	Same as LRT Build Alternative
Historical, architectural, archaeological, and cultural	The proposed action would not impact any cultural resources on airport property.	Same as LRT Build Alternative
Light Emissions and Visual Effects	The proposed activity is not anticipated to interfere with airport activities. The proposed lighting plan that would be developed in final design would be reviewed by FAA and DFW Airport staff.	No impacts
Natural Resources and Energy Supply	The proposed project would not cause demands that would exceed available or future natural resource or energy supplies.	No impacts
Noise	The proposed project is within the 65 DNL, but the project is not considered a noise-sensitive use.	No impacts
Socioeconomic Environmental Justice, and Children's Health and Safety Risks	The proposed action would impact vacant airport property and would not create an adverse impact on low-income, minority populations or children. The proposed project could provide an impetus for future joint development near this property, thereby producing a positive economic impact on the region.	No impacts
Solid Waste	The proposed project would not increase airport-generated solid waste.	No impacts
Water Quality	The construction of the proposed project would be conducted in compliance with TPDES requirements.	No impacts
Wetlands	The proposed project is within ¼-mile of two potentially jurisdictional U.S. waters (Waters 17 and 18 near the Belt Line Station), but will have no direct acquisition or construction impacts on them. The proposed project crosses one potentially jurisdictional U.S. water (Water 16 and its tributary southeast of SH 161, Bush Turnpike). DART will modify/improve the channel of a tributary of Water 16 before bridging over the main channel and its floodplain. There are no wetlands located on airport property in the vicinity of the proposed project. No adverse impacts to jurisdictional or non-jurisdictional wetlands would occur.	No impacts
Wild and Scenic Rivers	There are no wild or scenic rivers within the project area.	No impacts

Source: LGGROUP, 2006

5.17.1 Mitigation

DART and FTA will continue to work with DFW Airport to ensure that the alignment and station are compatible with the airport's capital planning program and airport development master plan. The station and platform location and future options for LRT extension would need to be coordinated

